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ORDINANCE 2019-02

AN ORDINANCE OF THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA AMENDING THE VOLUSIA COUNTY COMPREHENSIVE PLAN ADOPTED BY ORDINANCE 90-10, AS PREVIOUSLY AMENDED, BY AMENDING CHAPTER 2, TRANSPORTATION ELEMENT; BY AMENDING CHAPTER 20, DEFINITIONS; BY AUTHORIZING INCLUSION IN THE VOLUSIA COUNTY COMPREHENSIVE PLAN; BY PROVIDING FOR SEVERABILITY; AND BY PROVIDING AN EFFECTIVE DATE.

WHEREAS, Section 163.3161, et seq., Florida Statutes, creates the Community Planning Act ("Act"); and

WHEREAS, Section 163.3167, Florida Statutes, requires each county in the State of Florida to prepare and adopt a Comprehensive Plan; and

WHEREAS, the council adopted the Volusia County Comprehensive Plan by Ordinance No. 90-10 pursuant to the Act; and

WHEREAS, Section 163.3184, Florida Statutes, provides for amendments to the adopted Comprehensive Plan by the local government; and

WHEREAS, the council desires to take advantage of this statute and amend the Volusia County Comprehensive Plan; and

WHEREAS, the council has provided for broad dissemination of the proposed amendment to the Comprehensive Plan in compliance with Sections 163.3181 and 163.3184(3) and (11), Florida Statutes; and

WHEREAS, pursuant to Section 163.3174, Florida Statutes, Volusia County Code of Ordinances, chapter 72, article II, division 11, section 72-413, has designated the Volusia County Planning and Land Development Regulation Commission as a local planning agency for the unincorporated area of the County of Volusia, Florida.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, AS FOLLOWS:

(Words in ~~strike through~~ are deletions; words in underscore type are additions)

SECTION I. Chapter 2, Transportation Element, Volusia County Comprehensive Plan is repealed in its entirety and replaced as follows:

CHAPTER 2

TRANSPORTATION ELEMENT

A. INTRODUCTION

1 The purpose of the Transportation Element is to establish policies to guide the delivery of multi-modal
2 transportation services, including performance standards, future expansions, and plan coordination. The
3 element coordinates local transportation planning with the long range transportation plan of the Volusia
4 Transportation Planning Organization (“TPO”) and the mobility strategies of local municipalities. The
5 multimodal system is intended to provide a choice of modes such as convenient pedestrian paths, bicycle
6 facility networks, and connections to transit, rather than focus solely on building new roads. From the
7 county’s perspective, the transportation system should work in conjunction with the local municipalities to
8 provide a county-wide mobility network, with consideration given to both transportation policies and land
9 use development policies. The transportation network is identified to maintain adequate service levels to
10 the public based on estimates of future development and population growth.

11
12 Chapter 163, Part II of the Florida Statutes requires that a local government that has all or part of its
13 jurisdiction included within the urbanized area of the Volusia TPO, prepare and adopt a transportation
14 element consistent with the provisions of the Chapter. This element addresses Traffic Circulation, Mass
15 Transit, Ports, Aviation and Related Facilities, along with recreational traffic such as scenic roadways and
16 trails. Since 2011, the mandate for transportation concurrency has been delegated to the local government
17 level and made optional. The Volusia County Council has chosen to retain transportation concurrency.

18
19 The Transportation Element is an important part of the policy framework and implementation of other
20 Comprehensive Plan elements. The intrinsic relationship between the use of land and the need for access to
21 the property makes the transportation system one of the primary factors in projecting future growth and
22 development in Volusia County. The need to coordinate local decisions on the appropriate use of land with
23 the infrastructure necessary for access and development requires common goals and objectives. The
24 element is consistent with the plans and programs of the TPO, the Florida Transportation Plan, and the
25 Florida Department of Transportation (“FDOT”) work program.

26
27 **B. THOROUGHFARE ROADWAY SYSTEM**

28
29 The Thoroughfare Roadway System depicted in Figure 2-1 is based on the functional classification criteria
30 established by the Federal Highway Administration. The Thoroughfare Roadway System is generally
31 defined as:

- 32
- 33 ▪ Arterial Roads are those roads that serve longer trip lengths and major travel purposes to or through
34 urban areas; and
- 35
- 36 ▪ Collector Roads are those roads that serve moderate trip lengths and minor travel purposes, provide
37 access to the Arterial Road system, and connect concentrated land uses.
- 38

39 All other roads are considered local roads which serve to facilitate travel between home, work,
40 entertainment, shopping, and connect to the nearest road on the Thoroughfare Roadway System (Arterials
41 and Collectors). Volusia County Council approved roadway design standards in 2002 that consider the full
42 spectrum of users’ needs, including sidewalks, landscaping, bike lanes, and consideration of rural versus
43 urban sections. The county continues to update its standards to be consistent with FDOT policies.

44
45 The Thoroughfare Roadway System was analyzed and evaluated looking at the future number of through
46 lanes (Figure 2-3) and Level of Service (Figure 2-4) of these roadways. Figures 2-1, 2-2, and 2-3 show the
47 planned future roadway system of Volusia County and how it is expected to operate. Level of service
48 standards are defined for the Volusia County roadway system. The County's adopted Thoroughfare Road
49 Map is the basis for the preservation of roadway rights-of-way within the County. This map is a long-range
50 planning tool, which identifies the network of roadways required to meet future traffic demands. The
51 Thoroughfare Road Map serves as the premise for future roadway system expansions, but it is not entirely

1 cost-feasible at this time. The map should be interpreted as a map of roadways that the Volusia County
2 Council previously adopted. The network will be incrementally improved based on demonstrated need and
3 financial resource availability. It is important to note that not all roadways on the Thoroughfare Roadway
4 System map are County-owned. The Thoroughfare Roadway System also includes roads that are
5 maintained by FDOT. Roadways not owned by the County are not eligible for impact fee-based
6 improvements or credits.

7
8 C. THOROUGHFARE OVERLAY ZONE
9

10 Commercial development typically tends to expand along arterial transportation corridors as growth
11 increases within the vicinity of and along roadway corridors. Auto-dependent development leads to an
12 increase in vehicular traffic, eventually compromising the corridor's ability to function at the adopted Level
13 of Service ("LOS") standard. Congestion then intensifies until further development activity is halted or the
14 roadway capacity is increased to accommodate additional vehicles and/or transportation modes.
15 Eventually, conflicts result between the corridor's function and its ability to move high volumes of people
16 and traffic through an area.

17
18 Unplanned, haphazard commercial growth also changes the public's image of the transportation corridor.
19 What was once considered an attractive tree-lined corridor gradually and often rapidly begins to exhibit
20 characteristics of uncontrolled strip commercial development. Once this pattern has been initiated, it is
21 difficult to establish alternative types of development (e.g., pedestrian oriented mixed use) along these
22 corridors. It is for these reasons that the County has applied additional regulations for its arterial
23 transportation corridors so that they can continue to operate at their adopted LOS, do not become
24 overdeveloped with significant amounts of auto-dependent strip commercial development, maintain safe,
25 controlled access with adequate separation, and accommodate a variety of travel modes and users.

26
27 The objectives of the regulations are to maintain traffic flow, facilitate transportation mobility alternatives,
28 establish a high standard of quality for development, and create a more attractive streetscape. These
29 objectives were best achieved by establishing design standards for these corridors, including access
30 management, landscape buffers, maintenance of natural vegetation, maintenance of natural vegetation,
31 sidewalks, and aesthetically pleasing building and sign regulations.

32
33 The standards were incorporated into the County Zoning Ordinance as an overlay zone on several arterials
34 (State Road 40, US 92, State Road 44, US 17, US 17-92, State Road 15A, and West Volusia Beltway). The
35 overlay zone has been applied to the County Zoning maps and includes the additional requirements along
36 these arterial roads in addition to those of the underlying zoning classification.

37
38 D. PUBLIC TRANSPORTATION
39

40 Public transportation is a necessary service provided as a cost-effective alternative to the automobile. In
41 Volusia County, public transportation is provided by VOTRAN through fixed route and flex route service,
42 paratransit services as required under the Americans with Disabilities Act ("ADA"), peak-hour connecting
43 bus service to the DeBary SunRail Station, and a commuter van pool program. VOTRAN also functions
44 as the Community Transportation Coordinator ("CTC"), providing services under the Transportation
45 Disadvantaged Program, rural trips, and agency-sponsored trips.

46
47 As a recipient of State Public Transit Block Grant Funds, FDOT requires a major update of the system's
48 Transit Development Plan ("TDP") every five years to ensure that the provision of public transportation is
49 consistent with the mobility needs of the local communities. The latest update is intended to provide a 10-
50 year plan for transit and mobility needs that incorporates cost and revenue projections, community transit

1 goals, objectives, and policies. As required by state law, the plan also specifically addresses potential
2 enhancements to productivity and performance that would increase fare box recovery.
3

4 The TDP includes goals, objectives, and initiatives, many of which are ongoing and operational or capital-
5 related. Important planning recommendations include: (1) continue to pursue additional funding; (2)
6 coordinate with local agencies to ensure that all bus stops are ADA accessible; (3) review and strengthen
7 policies that maximize pedestrian safety and access to transit stops; (4) coordinate with local agencies
8 concerning opportunities to improve connectivity of public transportation to other modes of transportation,
9 including rail service; and (5) improve local knowledge of the benefits of transit-friendly land uses and land
10 use patterns consistent with the Transit Development Design Guidelines. These recommendations are
11 significant since VOTRAN operates countywide among sixteen (16) municipalities, making
12 intergovernmental coordination vital to the success of public transportation.
13

14 E. PORTS AND AVIATION
15

16 The Daytona Beach International Airport and the Ponce de Leon Inlet & Port District are aviation/port
17 facilities managed by Volusia County government. A description of each follows.
18

19 *Ponce de Leon Port Authority*
20

21 The County of Volusia-Ponce de Leon Inlet & Port District is a special taxing district on the eastern half of
22 the county that functions primarily as the “Local Sponsor” for the Federal channel project at Ponce de Leon
23 Inlet. In this capacity, the Port District provides locally derived ad valorem tax revenue to the U.S. Army
24 Corps of Engineers in support of channel works aimed at maintaining the Inlet channel as a safe navigable
25 access from the Atlantic Ocean to the Intracoastal Waterway.
26

27 The Inlet & Port District supports implementation of the Ponce de Leon Inlet Management Plan. The inlet
28 management plan, formally approved and adopted by the State of Florida, provides inlet channel
29 management guidance as related to the littoral system of beaches and rivers in the vicinity of Ponce de Leon
30 Inlet. The Inlet & Port District also provides support for a variety of coastal zone management efforts
31 throughout east Volusia County including beach erosion control, estuarine habitat restoration, artificial reef
32 construction, public waterway channel dredging, derelict vessel removal, coastal land acquisition and
33 coastal and waterway park facility development.
34

35 *Daytona Beach International Airport*
36

37 Daytona Beach International Airport (“DAB”) is not only a major transportation hub in Volusia County,
38 but it is also a significant economic asset. Since 2017, the entire county-owned airport property has been
39 placed under a uniform future land use designation and zoning classification in order to plan for and
40 facilitate future airport improvements and related economic development. These entitlements, in
41 conjunction with the DAB Master Plan, help to guide capital improvement programming for facilities,
42 property development, and transportation needs. The airport property presents a tremendous opportunity
43 given its size, accessibility, and location to accommodate future economic development related to
44 aeronautical uses. It is anticipated that future development of this nature would be able to work
45 synergistically with the existing DAB facilities and aviation-related businesses, as well as with the
46 technological infrastructure and expertise at Embry-Riddle Aeronautical University. The County is in the
47 process of updating DAB. The Master Plan, as required by the Federal Aviation Authority (“FAA”),
48 contains projections on the number of passengers expected to use the terminal over time, expansion of
49 airport facilities needed to meet demand, evaluation of existing facilities, property management, an
50 environmental impact assessment, and other information required by state and federal regulations. The

1 adopted Master Plan offers the opportunity to capitalize on and maintain the airport as an important
2 economic asset for the County into the future, as outlined in the Volusia County Dynamic Master Plan.
3

4 The continued improvement and development of DAB and its property is governed by policies in the
5 Transportation Element, Future Land Use Element, and Intergovernmental Coordination Element. The
6 location of the Airport within the City of Daytona Beach makes intergovernmental cooperation crucial.
7 The County and the City have entered into an interlocal agreement and memorandum of understanding that
8 together govern permitting authority, infrastructure responsibility, levels of service, development standards,
9 and mitigation of impacts to adjacent properties.
10

11 F. RAIL
12

13 FDOT, in cooperation with local governments in Orange, Seminole, Volusia and Osceola counties and the
14 federal government, developed a commuter rail transit system called SunRail to run along a 61-mile stretch
15 of existing rail freight tracks in the four-county area. Phase 1 currently operates along a 31-mile segment
16 serving twelve stations, linking DeBary to Orlando. Phase 2 extends the line south to Poinciana. A new
17 station in DeLand is planned but not currently funded. The proposed DeLand stop will provide transit
18 access to most of west Volusia County, as well as Lake County. In addition, the area immediately
19 surrounding the station provides a unique opportunity for transit-oriented development. Volusia County
20 has updated its Comprehensive Plan to include the SunRail Activity Center as a Future Land Use
21 Designation.
22

23 G. FREIGHT MOVEMENT
24

25 In 2015, FDOT completed the Florida Transportation Plan, which places a high priority on connecting
26 Florida regions to one another in a variety of ways—highway, rail, water, and air. The dependability of the
27 transportation system is important to Florida’s economy and residents. Traffic congestion negatively
28 affects freight activity and the state’s economic competitiveness. Ultimately, the goal is to increase the
29 efficiency of the transportation system for freight moving to, through, and from Florida. Truck routes are
30 an important component of GPS navigation services utilized by the freight industry to find the most efficient
31 path between factories, distribution points, and destinations.
32

33 Volusia County emphasizes the need to maintain a healthy transportation system to move people and goods.
34 Because today’s economy is so dependent on trucks for delivery of goods, services and other vital functions,
35 it is important to develop a safe and efficient means for trucks to share the roads with personal vehicles.
36 The Volusia County Freight Movement Goods Study was completed in 2008 to develop a truck route map,
37 a model ordinance, and recommendation for time-of-day restrictions for certain vehicles. The study was
38 coordinated with the trucking industry, TPO, Volusia county cities, and FDOT. Truck route designation
39 criteria were developed based on roadway characteristics. The completed draft truck route map consists of
40 most state and county thoroughfares (with the exception of those that have characteristics resembling local
41 roads) and some city thoroughfares.
42

43 The County truck route map has not officially been adopted, although it has been requested by Google and
44 other on-line navigation services. To fully adopt the truck route map, it must first be coordinated with the
45 cities for consistency with local restrictions on delivery vehicles and routes. An ordinance and/or interlocal
46 agreement between Volusia County and the cities is needed to implement the routes and any route
47 restrictions. A comprehensive county-wide truck route network will further the County’s broad goal of
48 “Economic and Financial Vitality,” as stated in the Dynamic Master Plan.
49

50 H. BICYCLE AND PEDESTRIAN
51

1 Volusia County recognizes the importance of providing pedestrian and bicycle facilities as a means of
2 expanding the travel opportunities for residents who, either by choice or by circumstance, do not use an
3 automobile. Volusia County supports the intent of federal and state programs that help support an
4 integrated, intermodal transportation system. Volusia County continues to build sidewalks and trails in
5 needed areas through its sidewalk construction program. Additionally, the County utilizes FDOT design
6 standards on the Thoroughfare Road System. Volusia County continues to promote of the safe use of
7 bicycle facilities by educating users about Florida traffic laws. Safety, promotion, education, and injury
8 prevention goals are emphasized through involvement in the Volusia County Community-Wide Traffic
9 Safety Teams, the Volusia County Crossing Guard Committee, and the Volusia TPO Bicycle and Pedestrian
10 Committee (“BPAC”). These organizations cultivate partnerships that assist with community outreach,
11 public awareness, and safety programs.

12
13 BPAC focuses on providing improvements for pedestrians and bicyclists such as building sidewalks, bike
14 lanes and paths, installing safe pedestrian crossings, addressing ADA issues and addressing safety issues
15 through coordinated planning efforts. The committee prioritizes bicycle and pedestrian projects based on
16 approved criteria and continues to research and identify additional funding sources and opportunities.
17 Volusia County continues to implement programs to meet, the intent of this objective.

18
19 I. TRAILS AND SCENIC CORRIDORS

20
21 There is an ongoing commitment within the Volusia County community to work together in the
22 development of a cohesive network of sidewalks, paths and trails. The County allocates funds for the
23 construction of trails in the County’s Trails Master Plan. The Trails Master Plan envisions a network of
24 trails and bicycle/pedestrian facilities that cover 271 “showcase” miles linking conservation areas,
25 neighborhoods, parks, schools, and downtowns. Bicycle and pedestrian facilities provide expanded
26 recreational opportunities for residents and visitors alike.

27
28 Volusia County’s first multi-use trail opened in August 2000. The River-to-Sea Trail located in Gemini
29 Springs Park, which connects to DeBary Mansion, is the first of many trails that will eventually extend
30 throughout Volusia County and to adjacent Seminole, Brevard and Flagler Counties. In 2006, the Lake
31 Monroe Trail opened and connected trails in Gemini Springs Park to Lake Monroe Park. Officials continue
32 to work diligently to fund and construct the Cross-Florida Trail, a multi-use trail that was started in 2007.
33 When complete, the Volusia County portion of the Cross-Florida Trail will traverse more than fifty miles
34 from Enterprise to Edgewater and then to Titusville along an abandoned rail corridor that was purchased
35 by the State of Florida.

36
37 The natural and manmade environments of Volusia County provide a diversity of visual opportunities
38 which are incorporated into a Scenic Corridors program. Figure 2-8 depicts several roadways that the
39 county, state or federal government have designated as Scenic Corridors. The County has been actively
40 participating with byway groups through the Florida Scenic Highways Program for five designated scenic
41 highways: Florida Black Bear Scenic Byway, River of Lakes Heritage Corridor, Ormond Scenic Loop &
42 Trail, Heritage Crossroads: Miles of History, and the Indian River Lagoon National Scenic Byway. The
43 county also participates in byway meetings for those organizations who are working to achieve their byway
44 designation through FDOT. The grassroots efforts continue to work in partnership with local governments
45 to acquire state designation in order to showcase outstanding cultural, historical, archeological, recreational,
46 natural and scenic resources.

47
48 J. GOALS, OBJECTIVES, AND POLICIES

49
50 GOAL:

1 2.1 Volusia County shall provide a safe, convenient, and coordinated multimodal transportation system
2 to serve current and future land uses and population needs. The multimodal transportation system
3 will discourage urban sprawl and encourage energy efficient land use patterns.
4

5 OBJECTIVE:
6

7 2.1.1 Volusia County shall implement programs to provide a safe, convenient, and energy efficient
8 multimodal transportation system, thereby reducing vehicle miles traveled and greenhouse gas
9 emissions.
10

11 POLICIES:
12

13 2.1.1.1 Volusia County has adopted the Federal Functional Classification criteria to classify all
14 roads within Volusia County. In addition, the County recognizes FDOT context-based
15 classification system linking transportation needs and adjacent land use patterns for its
16 transportation system.
17

18 2.1.1.2 Volusia County has designated a county-wide network of thoroughfare system corridors
19 and shall continue to annually monitor and analyze for LOS issues. Before the designation
20 of new thoroughfares in non-urban areas or communities with local plans, a study will be
21 conducted that demonstrates a need for the new thoroughfares related to existing or
22 projected traffic demands, assesses impacts to environmental resources, and analyzes land
23 use trends. Urban and Non-Urban areas are defined by the latest approved TPO and FDOT
24 Urban and Transitioning Area Boundaries maps.
25

26 2.1.1.3 Volusia County shall coordinate and cooperate with FDOT to enhance the State
27 thoroughfare system's capacity.
28

29 2.1.1.4 Volusia County shall continue to provide alternatives for local traffic to the Florida
30 Intrastate Highway System and Strategic Intermodal System ("SIS") to protect its
31 interregional and intrastate functions.
32

33 2.1.1.5 Volusia County shall coordinate major transportation system improvements with the
34 Volusia TPO and with all appropriate Volusia County municipalities.
35

36 2.1.1.6 Volusia County shall look for opportunities to add multimodal terminals and access to
37 multimodal facilities in its assessment of future transportation needs.
38

39 2.1.1.7 Volusia County shall coordinate with FDOT, the TPO, MetroPlan Orlando, VOTRAN,
40 LYNX, and other agencies to support SunRail, state-wide high speed rail, and other
41 potential passenger rail systems in Volusia County.
42

43 2.1.1.8 Volusia County shall work with cities to assist planning and building city thoroughfares in
44 high growth areas to provide residents with travel options and to move traffic more
45 efficiently while not over-burdening county thoroughfares.
46

47 2.1.1.9 The County's policies will consider the mobility needs of people of all ages and abilities,
48 including children, teenagers, adults, senior citizens, and persons with disabilities.
49

- 1 2.1.1.10 All new construction and rehabilitation of roadways on the County Thoroughfare Network
2 will be planned, designed, constructed, and maintained to benefit all users, with
3 consideration given to land use context, right-of-way availability, and costs.
4
- 5 2.1.1.11. Volusia County shall continue to monitor the surface conditions of the Thoroughfare
6 Roadway System to provide a safe driving environment, and to maintain those conditions
7 in an acceptable manner.
8
- 9 2.1.1.12 Volusia County shall continue to analyze crash data for arterial and collector thoroughfares
10 in order to identify and implement safety improvements. Additionally, safety issues on
11 local streets, arterials, and collector roads shall continue to be reviewed through
12 engineering studies.
13
- 14 2.1.1.13 Volusia County shall require development proposals to limit connections and access points
15 of driveways and roads to the County Thoroughfare Roadway System. Access to
16 thoroughfares shall be managed in a manner that reduces stop and go traffic, protects public
17 investments in roadway capacity, and enhances safety.
18
- 19 2.1.1.14 Developers desiring new county thoroughfares must provide conceptual land use and
20 infrastructure plans that show the regional significance of the proposed thoroughfare. In
21 addition, they need to demonstrate the development's local roadway system and mix of
22 land uses that would alleviate any local trip impacts to the proposed thoroughfare.
23
- 24 2.1.1.15 Volusia County shall require applicants for development proposals to incorporate adopted
25 transportation plans of FDOT, the TPO, Volusia County, and all affected municipalities.
26
- 27 2.1.1.16 Volusia County shall continue to utilize strategies that promote carpooling, ridesharing,
28 and other methods of reducing the reliance on single-occupant vehicles. For example, the
29 County shall support designated bike-sharing and car-sharing programs, as well as curb
30 pick-up and drop-off locations on county roads for on-demand ride-sharing vehicles.
31
- 32 2.1.1.17 The County shall amend its regulations to allow the use of low-speed electric vehicles only
33 on local streets where appropriate, as authorized pursuant to Chapter 316, Florida Statutes
34 and Chapter 118, Volusia County Code of Ordinances.
35
- 36 2.1.1.18 Volusia County supports the use of electric vehicle charging stations pursuant to Chapters
37 366 and 377, Florida Statutes.
38
- 39 2.1.1.19 Volusia County shall continue to work with the Volusia TPO and VOTRAN to establish
40 transportation system management strategies as appropriate to improve system efficiency
41 and enhance public safety.
42
- 43 2.1.1.20 Volusia County shall work with the Volusia TPO, VOTRAN, and area employers to
44 encourage the development of transportation demand management programs (e.g.,
45 telecommuting, compressed work weeks, flex work schedules, etc.) to modify peak hour
46 travel demand and to reduce the number of vehicle miles traveled per capita within the
47 community and region.
48
- 49 2.1.1.21 Volusia County shall work with the Volusia TPO and VOTRAN to develop numerical
50 indicators against which the achievement of the mobility goals of the community can be

- 1 measured, such as: modal split, annual transit trips per capita, or an automobile occupancy
- 2 rate.
- 3
- 4 2.1.1.22 Volusia County shall continue to utilize the Beach Driving Safety Plan, based on the Beach
- 5 Safety Study, which maximizes safety while driving and parking on the beach.
- 6
- 7 2.1.1.23 Volusia County shall continue to work with the City of Daytona Beach to implement the
- 8 Ocean Center/Peabody Auditorium Transportation Parking Plan.
- 9
- 10 2.1.1.24 Volusia County shall research traffic calming techniques and explore their feasibility.
- 11
- 12 2.1.1.25 Volusia County shall participate in safety education programs to include all types of
- 13 roadway users on the road.
- 14
- 15 2.1.1.26 Volusia County shall continue to work with FDOT, the TPO, and local jurisdictions to
- 16 establish a designated truck route network that maximizes the efficiency of goods
- 17 movement and minimizes delay. The network shall be coordinated with the municipalities
- 18 for consistency with local restrictions on delivery vehicles.
- 19

20 **OBJECTIVE:**

- 21
- 22 2.1.2 Volusia County shall coordinate the transportation system with the Future Land Use Element to
- 23 ensure compatibility between land use and the thoroughfare system necessary to support it. The
- 24 County shall strive to create a context-based classification system that specifically requires
- 25 transportation design to consider local land development patterns and built form.
- 26

27 **POLICIES:**

- 28
- 29 2.1.2.1 The Transportation, Future Land Use, and Capital Improvements Elements shall be
- 30 coordinated to ensure compatibility between land uses, the transportation network and
- 31 individual County Thoroughfare projects.
- 32
- 33 2.1.2.2 Volusia County shall continue to maintain and update its land use regulations to provide
- 34 for continued improvement of the Thoroughfare Roadway System.
- 35
- 36 2.1.2.3 The Transportation Element shall be coordinated with the Future Land Use Element to
- 37 ensure that future high intensity areas are served by a variety of public and developer-
- 38 funded multi-modal transportation options.
- 39
- 40 2.1.2.4 For proposed land use changes, the existing and proposed design of the Thoroughfare
- 41 Roadway System shall be considered in addition to its functional classifications, LOS
- 42 standards and the mobility plans of local governments to evaluate the impacts that a land
- 43 use change would have on the operation of the Thoroughfare Roadway System.
- 44
- 45 2.1.2.5 Volusia County shall maintain an inventory of state, county, city, and developer-
- 46 maintained thoroughfares in order to assess the impacts of development on the
- 47 Thoroughfare Roadway System. All proposed developments shall be evaluated using the
- 48 TPO's latest adopted Transportation Impact Analysis ("TIA") Guidelines.
- 49

- 1 2.1.2.6 Volusia County shall provide for the separation of local traffic from through traffic through
2 its use of road hierarchies, limited-access drives, internal drives, and cross access
3 connectors to facilitate efficient and safe vehicular movement.
4
- 5 2.1.2.7 Frontage roads and cross-access connectors shall be considered with development
6 proposals, as determined by the County's zoning and land development regulations.
7
- 8 2.1.2.8 Residential neighborhoods shall be buffered from the impacts of high traffic volumes on
9 the Thoroughfare Roadway System, but they should provide convenient pedestrian
10 shortcuts to nearby transit stops, adjacent neighborhoods, and appropriate non-residential
11 locations.
12
- 13 2.1.2.9 Volusia County shall encourage new developments to provide through-streets (collectors)
14 and shorter blocks, and provide easements for pedestrians and bicyclists to access public
15 transportation. The use of dead-end streets, loop streets, and oversized blocks should be
16 discouraged in urban and suburban areas.
17
- 18 2.1.2.10 Volusia County shall continue to monitor development in and around the Daytona Beach
19 International Airport for incompatible land uses.
20
- 21 2.1.2.11 Volusia County shall continue to coordinate land use decisions affecting access to the
22 airport with FDOT, the FAA, the military services, the Continuing Florida Aviation
23 Systems Plan, TPO, and the City of Daytona Beach.
24
- 25 2.1.2.12 Volusia County shall amend its land development regulations when appropriate to allow
26 for the creation of walkable urban and suburban environments, such as mixed use town
27 centers and transit-oriented developments.
28
- 29 2.1.2.13 Volusia County shall encourage street designs to incorporate elements such as lighting,
30 appropriate street and sidewalk widths, and intersection dimensions to allow for pedestrian,
31 bicycle, landscaping, street furniture, and multi-modal vehicular use.
32

33 OBJECTIVE:
34

- 35 2.1.3 Volusia County shall continue to employ measures for the acquisition, preservation, and protection
36 of the existing and future Thoroughfare Road System rights-of-way.
37

38 POLICIES:
39

- 40 2.1.3.1 Volusia County shall review and update as necessary, the 2025 Thoroughfare Roadway
41 System Map (Figure 2-1) to protect rights-of-way needed for transportation improvements.
42
- 43 2.1.3.2 Volusia County will maintain land use regulations designed to protect existing and future
44 rights-of-way necessary for the Thoroughfare Roadway System.
45
- 46 2.1.3.3 Volusia County shall require applicants for new development proposals adjacent to
47 Thoroughfare Roadway System roads slated for construction within the County's Five
48 Year Road Program to dedicate the right-of-way necessary for future transportation system
49 improvements at the time of development approval as determined in the County's land
50 development regulations.
51

1 OBJECTIVE:

2
3 2.1.4 Volusia County shall coordinate the County's transportation system with FDOT, the TPO, and all
4 appropriate Volusia County municipalities to provide a coordinated system of arterials, collectors,
5 local streets, public transportation, and air service.
6

7 POLICIES:

8
9 2.1.4.1 Volusia County shall coordinate with applicable local governments and regional and state
10 agencies to implement transportation, land use, parking and other provisions of the
11 Transportation Element.
12

13 2.1.4.2 Volusia County shall coordinate the transportation system with the plans and programs of
14 the TPO, the Florida Transportation Plan, FDOT's adopted work program, and the Scenic
15 Highway and Byway programs.
16

17 2.1.4.3 Volusia County shall coordinate with the cities and the TPO to maintain the capability to
18 evacuate the coastal population before an impending natural disaster, consistent with the
19 Coastal Management Element.
20

21 2.1.4.4 Volusia County will maintain representation on the TPO Technical Coordinating
22 Committee, the Citizen's Advisory Committee, Bicycle and Pedestrian Advisory
23 Committee, and Transportation Improvement Plan Subcommittee.
24

25 2.1.4.5 Volusia County shall coordinate all major transportation system improvements with the
26 TPO, the Central Florida MPO Alliance, FDOT, East Central Florida Regional Planning
27 Council ("ECFRPC"), St. Johns River Water Management District ("SJRWMD"), U.S.
28 Army Corps of Engineers, FAA, VOTRAN, Volusia County municipalities, and all other
29 affected agencies in Volusia County.
30

31 2.1.4.6 Volusia County shall consult with FDOT when proposed plan amendments affect facilities
32 on the SIS.
33

34 2.1.4.7 The Volusia County Five-Year Road Program shall be developed considering acceptable
35 LOS methodology, modeling, intergovernmental coordination, public-private partnership
36 projects, local jurisdiction mobility plans, and support for job creation and economic
37 development opportunities in furtherance of the Dynamic Master Plan.
38

39 2.1.4.8 Volusia County shall continue to involve the citizens and those affected agencies within
40 Volusia County in the development and implementation of its Five Year Road Program.
41

42 2.1.4.9 Volusia County will assist federal, regional, state, and local agencies to plan for a multi-
43 modal transportation network in support of commuter rail.
44

45 OBJECTIVE:

46
47 2.1.5 Volusia County shall coordinate with and assist the Volusia TPO, VOTRAN, and the Daytona
48 Beach International Airport to provide efficient public transportation services based upon existing
49 and proposed major trip generators and attractors, safe and convenient public transportation
50 terminals, land uses, passenger amenities, and accommodation of the special needs of the
51 transportation disadvantaged.

1 POLICIES:
2

- 3 2.1.5.1 Volusia County shall continue to work to develop a coordinated and consistent policy with
4 the Future Land Use Element to encourage land uses which promote public transportation
5 in designated public transportation corridors.
6
- 7 2.1.5.2 Volusia County shall continue to work to develop opportunities to address intermodal
8 terminals and access to aviation, rail, and seaport facilities.
9
- 10 2.1.5.3 Volusia County shall work to include VOTRAN's Transit Development Design Guidelines
11 and establish land use, site, and building design guidelines for development in exclusive
12 public transportation corridors to assure the accessibility of new development to public
13 transportation.
14
- 15 2.1.5.4 Volusia County shall coordinate with the TPO, VOTRAN, and all affected local
16 municipalities to provide passenger amenities along existing and future transit corridors,
17 as identified in the VOTRAN Transit Development Plan.
18
- 19 2.1.5.5 Volusia County shall coordinate with the TPO to ensure that the provision of public
20 transportation is considered as part of major construction projects.
21
- 22 2.1.5.6 Volusia County shall coordinate with the TPO, VOTRAN, and all affected local
23 municipalities to establish financing programs for current and future transit as identified in
24 the VOTRAN Transit Development Plan.
25
- 26 2.1.5.7 Volusia County shall coordinate with the TPO and VOTRAN on all roadway and public
27 transportation needs of Daytona Beach International Airport and other related public
28 transportation facilities. Volusia County will continue to work with VOTRAN in providing
29 public transportation service for passengers to and from the DAB.
30
- 31 2.1.5.8 Volusia County shall coordinate and cooperate with the TPO, VOTRAN, and the Orange
32 and Seminole County's public transportation provider (LYNX) to provide public
33 transportation services between Volusia, Seminole, and Orange Counties.
34
- 35 2.1.5.9 Volusia County shall coordinate with the TPO and VOTRAN to ensure the transportation
36 disadvantage population is adequately served.
37
- 38 2.1.5.10 Volusia County shall work cooperatively with the TPO and VOTRAN in their efforts at
39 developing efficient and effective public transportation and other commuter assistance
40 programs.
41
- 42 2.1.5.11 The County will plan to provide convenient access between the SunRail Activity Center
43 and downtown DeLand via Votran.
44
- 45 2.1.5.12 New office and job center developments are encouraged to provide amenities such as
46 transit pass program, bus and train schedules, bike lockers and racks, shower and changing
47 rooms, car pool parking, pick up and drop off lanes, weather-protected pedestrian routes,
48 and a direct connection to the roadway sidewalk.
49

50 OBJECTIVE:
51

1 2.1.6 Volusia County shall coordinate with the TPO and other related agencies to evaluate and consider
 2 levels of service (LOS) on the thoroughfare system when developing the Five-Year Road Program
 3 and the TPO Long Range Transportation Plan (“L RTP”).
 4

5 POLICIES:
 6

7 2.1.6.1 Volusia County shall evaluate the transportation system LOS based on a professionally
 8 acceptable methodology.
 9

10 2.1.6.2 Volusia County shall utilize the most recent capacity tables developed by FDOT as a guide
 11 in the determination of the local system capacity to be used for all future updates and
 12 amendments of the comprehensive plan.
 13

14 2.1.6.3 Volusia County shall set peak hour LOS “D” standard for urbanized areas and LOS “C”
 15 standard for those areas outside urbanized areas for all Florida State Highway System
 16 roads.
 17

18 2.1.6.4 Volusia County shall maintain the following LOS standards for County maintained
 19 thoroughfares as shown on the Thoroughfare Roadway System Map:
 20
 21

County Maintained Thoroughfares Minimum Level of Service Standards					
Roadway Type	Rural Areas	Transitioning Areas	All Urbanized Areas	InsideTCMAs/TCEAs ¹ , Transportation Deficiency Areas, and Multi-Modal Transportation Districts	Constrained
Arterials	C (B) ²	E (D)	E (D)	Refer to Local Jurisdictional Comprehensive Plan	Maintain
Collectors	C (B)	E (D)	E (D)	Refer to Local Jurisdictional Comprehensive Plan	Maintain

22 ¹Transportation Concurrency Management and Exception Areas

23 ²Level of service standards inside of parentheses apply to County maintained Transportation Regional Incentive Program
 24 (TRIP) funded Thoroughfare Roadways consistent with FDOT standards.
 25

26 2.1.6.5 Volusia County shall coordinate any changes in its adopted LOS standards with FDOT, the
 27 TPO, and local jurisdictions.
 28

29 2.1.6.6 Volusia County shall coordinate with FDOT and local jurisdictions seeking LOS variances
 30 on the constrained facilities listed below:
 31

State Constrained Facilities			
Roadway Name	From	To	Constraints
SR 40 (Granada Blvd.)	I-95	SR A1A (Ocean Shore Blvd./S. Atlantic Ave.)	P, PO
SR A1A (Ocean Shore Blvd.)	Flagler County Line	SR 40 (Granada Blvd.)	PO

State Constrained Facilities			
Roadway Name	From	To	Constraints
SR A1A (Atlantic Ave.)	SR 40 (Granada Blvd.)	Atlantic Avenue (CR 4075)	P, PO
SR 5A (Nova Road)	SR 400 (Beville Road)	Brentwood Drive	PO
US 17/92	Plymouth Avenue	Beresford Avenue	P, PO
SR 44	Woodward Ave.	Gasline Road	P, PO
SR 5A (Nova Road)	Dunlawton Avenue	US 1	<u>P</u>
US 1	Dunlawton Avenue	Rose Bay Bridge	<u>P</u>
Dunlawton Ave/SR A1A	Spruce Creek Road	Peninsula Avenue	<u>P</u>

P (Physical): constraints based on a physical lack of room, owing to intensive land use development or natural barriers immediately adjacent to the roadway)

PO.(Policy): constraints based on environmental, historical, archaeological, aesthetic or social impact considerations

2.1.6.7 Volusia County shall coordinate with FDOT, the TPO, municipalities of Volusia County, and ECFRPC to identify the following County thoroughfares as constrained:

County Constrained Facilities			
Roadway Name	From	To	Constraints
Amelia Avenue	Plymouth Avenue	Ohio Avenue	PO
Dirksen/DeBary/Doyle	Deltona Blvd.	Providence Blvd.	PO
CR 4139/ Summit Avenue/Lakeview Drive/Cassadaga Road	Lake Helen northern city limits	Cassadaga Road and I-4	PO
Enterprise-Osteen Road	Green Springs Road	SR 415	PO
Grand Avenue	Spencer Street	Plymouth Avenue	PO
Highbridge Road	Walter Boardman Lane	SR A1A	P, PO
John Anderson Drive	Highbridge Road	Halifax Drive	PO
John Anderson Highway	Flagler County Line	Walter Boardman Lane	PO
Kicklighter Road	CR 4139	Prevatt Avenue	PO
Lakeshore Drive	Main Street	Green Springs Road	PO
Main Street	DeBary Avenue	Lakeshore Drive	PO
Old Dixie Highway	Flagler County Line/I-95	Tomoka River Bridge	PO
Saxon Drive (NSB)	3rd Avenue/SR A1A	NSB south City Limits	P, PO
Walter Boardman Lane	Old Dixie Highway	John Anderson Highway	P, PO
Williamson Blvd (Port Orange)	Taylor Road	Airport Road	PO

County Constrained Facilities			
Roadway Name	From	To	Constraints
Taylor Branch Road	Dunlawton Avenue	Yorktown Blvd	P
Spruce Creek Road	Taylor Road	Nova Road/SR 5A	P
Taylor Road (Port Orange)	Clyde Morris Blvd	Spruce Creek Road	P, PO

P = Physical
PO = Policy

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2.1.6.8 For those roadway and public transportation facilities that indicate a lower LOS than the adopted standard which are not scheduled in either the FDOT or Volusia County 5-Year Work programs, Volusia County shall require the developer to provide credible evidence that the roadway is operating at an acceptable LOS and that the proposed use would not lower the LOS below the acceptable standard. If this cannot be done, the developer shall mitigate the adverse impacts of the project in a manner that is satisfactory to the County and the affected municipality or municipalities.

2.1.6.9 Volusia County recognizes that establishing constrained corridors is essential to promote alternative modes and to preserve community character and the built environment. On County roads designated as Constrained Facilities, Volusia County shall maintain the existing road but shall not schedule improvements to increase the number of through lanes. At the time a County Constrained Facility reaches its minimum acceptable LOS standard, the County may not allow further development that cannot provide acceptable mitigation measures to the adverse transportation impacts of the proposed development. Acceptable measures may include TSM improvements such as the addition of turn lanes, bike lanes, sidewalks, accessory transit amenities, and exclusive transit lanes, where appropriate.

2.1.6.10 Volusia County shall require the developer of property in the unincorporated County which impacts constrained thoroughfares to prepare a Transportation Impact Analysis consistent with the most recent methodology contained in the TPO TIA Guidelines, as adopted by Volusia County Council.

2.1.6.11 Volusia County recognizes the Transportation Concurrency Exception Area (“TCEA”) and the Transportation Concurrency Management Area (“TCMA”) established within the municipalities as depicted on the Thoroughfare Roadway System Map (Figure 2-1). The County further recognizes any Transportation Deficiency Areas established by municipalities pursuant to Chapter 163.3812, Florida Statutes.

2.1.6.12 For those State and/or County thoroughfares on which another local government wishes to establish LOS standards higher than that established by Volusia County, the County shall accept and respect that higher standard provided that the local government demonstrates in its Capital Improvements Program the ability to maintain the applicable thoroughfares at that higher standard using their own revenue sources, or unless such municipalities are able to program these improvements to meet these higher service levels with the approval of the Volusia County Council.

- 1 2.1.6.13 Volusia County has approved an LOS standard of “C” for all County roads in the Hontoon
2 Island Study Area as identified in the Future Land Use Element.
- 3
- 4 2.1.6.14 For the purpose of determining concurrency, Volusia County shall include all capacity-
5 related transportation improvements which are fully funded for construction in the FDOT
6 Five- Year Work Program, in the most recently adopted TPO Transportation Improvement
7 Program, and in the Volusia County Five-Year Schedule of Capital Improvements, and
8 shall consider the planned capacity as existing in the concurrency analysis.
- 9
- 10 2.1.6.15 Volusia County, in conjunction with the TPO, shall develop a methodology to track
11 development in both the incorporated and unincorporated areas of Volusia County. The
12 information will be used to determine whether areawide LOS are being maintained for the
13 County transportation system.
- 14
- 15 2.1.6.16 Volusia County shall explore opportunities to complement the application of transportation
16 concurrency with the following tools and techniques: 1) adoption of long-term strategies
17 to facilitate development patterns that support multimodal solutions, including urban
18 design and appropriate land use mixes; 2) Adoption of an area-wide LOS not dependent on
19 any single road segment function; 3) Exempting or discounting impacts of locally-desired
20 development such as development in urban areas, redevelopment, job creation, and mixed
21 use on the transportation system; 4) Assigning secondary priority to vehicle mobility and
22 primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with
23 convenient transit connections; and 5) Reducing impact fees or local access fees to promote
24 development within urban areas, multimodal transportation districts, and a balance of
25 mixed use development in certain areas or districts, or for affordable and workforce
26 housing.
- 27

28 OBJECTIVE:

- 29
- 30 2.1.7 Volusia County shall ensure that current and future transportation system needs are financed in an
31 effective, efficient, and equitable manner.
- 32

33 POLICIES:

- 34
- 35 2.1.7.1 Volusia County shall continue to finance transportation system improvements necessitated
36 by new development through the use of impact fees, proportionate share contributions,
37 mobility fees, and/or public-private partnership ventures.
- 38
- 39 2.1.7.2 Volusia County shall regularly evaluate its transportation impact fee schedule by
40 monitoring the cost of developing its transportation system to meet the demand attributable
41 to new development.
- 42
- 43 2.1.7.3 Volusia County shall pursue and support alternative and innovative methods of financing
44 transportation system improvements to meet the County's transportation needs, as
45 encouraged by Section 163.3180(5), Florida Statutes.
- 46
- 47 2.1.7.4 All thoroughfares represented on the Volusia County 2025 Thoroughfare Roadway System
48 Map may be eligible for improvements as provided for in the Transportation Impact Fee
49 Ordinance. For those thoroughfares on the 2025 Thoroughfare Roadway System Map
50 which are city and state-maintained, the use of county impact fees is not permitted.
- 51

1 2.1.7.5 Volusia County shall allocate transportation funds on projects that attract above-average
2 wage jobs and support designated economic development areas as a means to stimulate,
3 diversify, and strengthen its economy, as identified in the Dynamic Master Plan.
4

5 2.1.7.6 Volusia County shall evaluate and prioritize transportation improvement projects based on
6 the criteria in the Capital Improvements Element.
7

8 OBJECTIVE:
9

10 2.1.8 Volusia County shall support the continued development and improvement of Daytona Beach
11 International Airport ("DAB") as recommended in the latest Airport Master Plan.
12

13 POLICIES:
14

15 2.1.8.1 Volusia County shall fund land and facility improvements for DAB necessary to
16 accommodate forecasted aviation demand in the Airport Master Plan and future updates.
17

18 2.1.8.2 The Volusia County Growth & Resource Management Department will continue to receive
19 notices of development projects at the Daytona Beach International Airport and comment
20 on them for consistency with the Volusia County Comprehensive Plan.
21

22 2.1.8.3 Volusia County shall continue to coordinate land use decisions affecting access to DAB
23 with FDOT, the FAA, the military services, the Continuing Florida Aviation Systems Plan,
24 the TPO, and the City of Daytona Beach.
25

26 2.1.8.4 Volusia County shall support recommendations in the Continuing Florida Aviation
27 Systems Plan that are consistent with the Volusia County Comprehensive Plan.
28

29 2.1.8.5 Volusia County shall follow and implement the recommendations contained in the
30 Environmental Overview and Airport Drainage Plan sections of the Airport Master Plan,
31 which conform to FAA Order 5050.4A.
32

33 OBJECTIVE:
34

35 2.1.9 Volusia County shall consider the need for future traffic operation measures in the design of all
36 major transportation system improvements.
37

38 POLICIES:
39

40 2.1.9.1 Volusia County shall continue to maintain an inventory of all signalized intersections and
41 geometries for which it has responsibility.
42

43 2.1.9.2 Volusia County shall assist FDOT on an Active Arterial Management Program for state
44 roads to help reduce congestion associated with incidents and special events.
45

46 2.1.9.3 Volusia County shall seek to optimize the effectiveness of improved signal timing in the
47 design of all major transportation system improvements.
48

49 2.1.9.4 Volusia County shall consider the effectiveness of intersection improvements as an interim
50 solution to existing transportation system deficiencies.
51

1 2.1.9.5 Volusia County may implement, where appropriate and beneficial, Intelligent
2 Transportation Systems (“ITS”), such as computerized signal systems, travel information
3 resources, traffic monitoring devices, real-time transit dispatching, and incident
4 management programs to improve safety and reduce delay, optimize the capacity of the
5 transportation system, and achieve greater operating efficiency.
6

7 2.1.9.6 Volusia County shall implement traffic calming techniques, where appropriate and
8 feasible, to slow vehicular traffic and increase pedestrian safety. Such techniques may
9 include roundabouts, narrow traffic lanes, curb extensions or bulb-outs, on street parking
10 or bicycle lanes, pedestrian refuge medians, changes in pavement material, texture, and/or
11 color, raised pedestrian crossings, and horizontal deflections or chicanes, or other industry
12 approved measures.
13

14 OBJECTIVE:
15

16 2.1.10 The County will continue to coordinate with FDOT and municipalities to construct safe and
17 convenient bicycle and pedestrian facilities throughout Volusia County.
18

19 POLICIES:
20

21 2.1.10.1 Volusia County shall use the Volusia Trails Plan as a guide to supplement the
22 transportation network with interconnected, non-motorized recreational traffic corridors.
23

24 2.1.10.2 Volusia County shall develop pedestrian and bicycle ways to connect major activity centers
25 and other special trip generators with public uses such as schools, libraries, parks, and
26 intermodal transit nodes where feasible.
27

28 2.1.10.3 Volusia County shall follow FDOT bicycle-compatible design standards for all new and
29 reconstructed collector and arterial roads.
30

31 2.1.10.4 Volusia County shall include sidewalks in county road designs consistent with the
32 requirements of the Land Development Code.
33

34 2.1.10.5 Volusia County shall integrate bicycle and pedestrian features into transit planning (i.e.,
35 bicycle racks on buses, secure bicycle storage lockers, etc.).
36

37 2.1.10.6 Volusia County shall coordinate bicycle and pedestrian improvements with the TPO
38 Bicycle and Pedestrian Advisory Committee and shall work to support the implementation
39 of the TPO Bicycle/Pedestrian Plan
40

41 2.1.10.7 Volusia County shall continue to employ land use and other strategies to promote the use
42 of bicycles and walking, such as road retrofits and use of the multi-modal TIA guidelines,
43 especially within corridors served by transit to promote transit ridership.
44

45 2.1.10.8 Volusia County shall continue to coordinate with the TPO to develop and update the
46 Countywide Bicycle and Pedestrian Plan.
47

48 2.1.10.9 Pursuant to Section 163.3180(5)(f), Florida Statutes, Volusia County shall explore
49 opportunities to prioritize pedestrian access, mobility, and convenience over vehicular
50 access in urban core areas where appropriate.
51

1 2.1.10.10 Volusia County will continue to look for opportunities to complete connections between
2 existing and proposed bicycle and pedestrian facilities.

3
4 2.1.10.11 Working with FDOT and the municipalities, Volusia County will continue closing the gaps
5 in crosswalks along the major thoroughfare network, at intersections, and at designated
6 pedestrian crossings.

7
8 GOAL:
9

10 2.2 The Volusia County multimodal transportation system shall minimize adverse effects on the
11 environment, including loss or destruction of scenic views and natural vegetation.

12
13 OBJECTIVE:
14

15 2.2.1 Where possible, development of the Volusia County transportation system shall be directed away
16 from areas which are naturally incapable of the service capacity to accommodate growth in an
17 environmentally acceptable manner.

18
19 POLICIES:
20

21 2.2.1.1 Where possible, Volusia County shall direct major transportation system improvements
22 away from environmentally sensitive areas.

23
24 2.2.1.2 Volusia County shall evaluate the potential environmental impacts of major transportation
25 system improvements.

26
27 2.2.1.3 Volusia County shall coordinate its transportation system with the Conservation Element
28 of the Comprehensive Plan to ensure that environmentally sensitive areas are protected
29 from transportation system impacts.

30
31 2.2.1.4 Volusia County shall follow the recommendations contained in the latest adopted version
32 of the Ponce de Leon Inlet Management Plan.

33
34 2.2.1.5 Volusia County shall maintain a beach parking plan incorporated into the Volusia County
35 Beach Management Plan to protect natural beach resources and provide public beach
36 access.

37
38 GOAL:
39

40 2.3 Volusia County shall support the designation and management of a system of Scenic Corridors
41 which reflect the varying aesthetic qualities of the County.

42
43 OBJECTIVE:
44

45 2.3.1 Volusia County shall continue to maintain its program for the designation of aesthetically
46 significant corridors.

47
48 POLICIES:
49

50 2.3.1.1 Volusia County shall continue to utilize established procedures and criteria from federal,
51 state or local authorities for designating Scenic Corridors.

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2.3.1.2 Volusia County may not designate a new Scenic Corridor which traverses an incorporated area unless the governing body of the appropriate municipality has entered into an interlocal agreement with the County to preserve the scenic value of the roadway corridor.

2.3.1.3 Wherever historical sites, parks, recreational, and other public uses exist along a Scenic Corridor, consideration shall be given to connections to these sites.

2.3.1.4 Volusia County shall promote and protect scenic views by recognizing and participating in voluntary community based scenic highway initiatives through state and federal scenic highways programs.

OBJECTIVE:

2.3.2 Volusia County will continue to maintain a program for the management of County designated Scenic Corridors.

POLICIES:

2.3.2.1 The County's land development regulations may include standards designed to ensure preservation of the scenic value of designated corridors. Such standards may include, but are not necessarily limited to, identification of permissible adjacent land uses, location and heights of structures, establishment of scenic easements, landscaping requirements, access controls, signage, and the placement of utilities.

2.3.2.2 After a Scenic Corridor has been designated, a management plan for each corridor should be prepared by the managing entity. The plan should, at a minimum, analyze existing conditions and provide guidelines for managing the vegetation within the public right-of-way, establish speed limits along the designated route, consider the potential for multiple-use bicycle and pedestrian facilities, design and placement of information and directional signs, and needed roadway improvements.

2.3.2.3 Should the Volusia County Council find that the scenic value of a designated corridor outweighs the benefits of increased vehicular capacity or other considerations, exceptions to minimum LOS standards and roadway design standards may be considered on county-managed roadways.

2.3.2.4 Volusia County shall hold a public hearing prior to the construction or reconstruction, except for routine maintenance, of any designated Scenic Corridor under county management.

OBJECTIVE:

2.3.3 Volusia County will cooperate with volunteer byway organizations and the FDOT in the management of federal and state-designated scenic highways located in Volusia County.

POLICIES:

2.3.3.1 Volusia County recognizes the boundaries of designated scenic highways in Figure 2-8 of the transportation map series.

- 1 2.3.3.2 Volusia County will adopt by reference the Corridor Vision of the following designated
2 scenic highways: (1) the Ormond Scenic Loop and Trail; (2) Florida Black Bear National
3 Scenic Byway; (3) River of Lakes Heritage Corridor; (4) Heritage Crossroads: Miles of
4 History Heritage Highway; and (5) Indian River Lagoon National Scenic Byway.
5
- 6 2.3.3.3 Infrastructure and utility structures, such as cellular communications, water, sewer, and
7 energy transmission should be designed and located to minimize adverse visual impacts
8 upon the scenic qualities of designated scenic highways. Utilities should be located
9 underground to the maximum extent possible in an effort to minimize visual impacts along
10 the corridors.
11
- 12 2.3.3.4 The County shall coordinate with FDOT, affected municipalities, and volunteer groups in
13 the preparation of Master Plans for designated scenic highways to provide for safe bicycle
14 and pedestrian circulation, traffic calming and aesthetic improvements.
15
- 16 2.3.3.5 Volusia County shall cooperate with FDOT, byways organizations, and affected
17 municipalities in the development of interpretive/educational signage along designated
18 scenic highways.
19

20 J. Transportation Element Map Series

21
22 The Transportation Map Series as referenced herein is contained in Appendix 1, Maps and Figures.
23

- 24 Figure 2-1: Thoroughfare Roadway System 2025 Map
- 25 Figure 2-2: Roadway Number of Lanes 2006 Map
- 26 Figure 2-3: Roadway Number of Lanes 2025 Map
- 27 Figure 2-4: Roadway Level of Service Standard 2006 Map
- 28 Figure 2-5: Roadway Level of Service Standard 2025 Map
- 29 Figure 2-6: Public Transportation System 2025 Map
- 30 Figure 2-7: Designated Evacuation Routes 2025 Map
- 31 Figure 2-8: Scenic Corridors 2025 Map
- 32 Figure 2-9: Roadway Maintenance 2025 Map
- 33 Figure 2-10: Farmton Local Plan – Spine Transportation Network
34

35 **SECTION II:** Chapter 20, Definitions, Volusia County Comprehensive Plan is amended and adds
36 definitions of “COMPLETE STREETS”, “CONCURRENCY MANAGEMENT SYSTEMS”, “LONG
37 RANGE TRANSPORTATION PLAN”, “PROPORTIONATE FAIR SHARE MITIGATION”, “PUBLIC
38 TRANSIT FACILITIES”, “TRANSIT-ORIENTED DEVELOPMENT”, “TRANSPORTATION
39 CONCURRENCY EXCEPTION AREAS”, TRANSPORTATION CONCURRENCY MANAGEMENT
40 AREAS”, “URBAN INFILL”, URBAN REDEVELOPMENT”, and “URBAN SPRAWL”, and to
41 renumber subsequent definitions accordingly as follows:
42

- 43 1. “AD VALOREM (PROPERTY) TAX” – The primary source and only major source under the
44 control of the County to fund its general operations. This tax includes real property, including land
45 and buildings, as well as improvements erected or affixed to the land. The County Property
46 Appraiser determines the value of all taxable land.
47

48 * * * *

- 49
- 50 23. "COMMUNITY DEVELOPMENT DISTRICT" (CDD) - a unit of special purpose government
51 which is created pursuant to Chapter 190, Florida Statutes and limited to the performance of those

1 specialized functions authorized by Chapter 190; the boundaries of which are contained wholly
2 within a single county; the governing head of which is created, organized and constituted and
3 authorized to function specifically as prescribed by the Florida Statutes for the delivery of urban
4 community development services; and the formation, powers, governing body, operation, duration,
5 accountability, requirements for disclosure, and termination of which are required by general law.
6

7 The Community Development District (CDD) is a specific type of independent taxing district that
8 under certain limiting conditions and following certain types of guidelines and processes allows
9 private interests to have a quasi-governmental status to finance the costs of infrastructure by using
10 financing tools traditionally available to local governments. A CDD is authorized to plan, finance,
11 operate and maintain water, sewer, roads, drainage and certain other select categories of public
12 facilities upon approval of the general purpose local government. Community Development
13 Districts may comprise land intended to be developed for residential, commercial, office, industrial
14 and other uses or a combination and mix of all of the above land uses.
15

16 24. "COMPLETE STREETS" – Rights of way that are designed and operated to enable safe access for
17 all users, including pedestrians, bicyclists, freight, motorists and transit.
18

19 ~~24-25.~~ "CONCURRENCY" - The finding that certain required public facilities, as outlined in the Capital
20 Improvements Element, are available to serve new development concurrent with the impacts of that
21 development. Required facilities are deemed concurrent under the following four conditions:
22

- 23 1. [FACILITIES IN PLACE OR SUBJECT TO A CONDITION TO BE IN PLACE] The
24 required facilities shall be in place and operating at an adopted level of service established
25 in this Comprehensive Plan at the time a building permit or final development order is
26 issued.
27
- 28 2. [FACILITIES UNDER CONSTRUCTION] The required facilities are under construction
29 at the time a building permit is issued.
30
- 31 3. [SUBJECT TO A BINDING CONTRACT FOR CONSTRUCTION/ACQUISITION] The
32 required facilities are the subject of a binding contract, executed for construction or
33 acquisition at the time a building permit is issued.
34
- 35 4. [SUBJECT TO INCLUSION IN CAPITAL BUDGET]

36 The facilities are contained in the first year (Capital Budget) of the Five-Year Schedule of
37 Capital Improvements in the year following development order approval. This policy shall
38 pertain to transportation and park facilities.
39

40
41 ~~25-26.~~ "CONCURRENCY FACILITIES" - The following facilities shall be subject to the concurrency
42 determination: potable water, sanitary sewer, solid waste, parks & recreation, transportation,
43 drainage (stormwater), and schools.
44

45 ~~26-27.~~ "CONCURRENCY MANAGEMENT SYSTEM" - ~~The system of administrative~~ Administrative
46 procedures, programs, and Land Development Regulations that ~~specifies~~ specify if and when a
47 proposed development meets the test for concurrency. The system also specifies when or at what
48 point in the development review process proposed projects will be tested for facility capacity and
49 concurrency.
50

51 * * * * *

1
2 ~~86~~87. "LOCALLY UNPOPULAR LAND USE (LULU)" - A term that has been applied to projects which
3 have historically generated intense local opposition to their siting. It is often used in referring to
4 such land uses as prison, hazardous waste facilities, landfills, power plants and other uses perceived
5 by the public.
6

7 88. "LONG RANGE TRANSPORTATION PLAN (LRTP)" - A document resulting from regional or
8 statewide collaboration and consensus on a region or state's transportation system, and serving as
9 the defining vision for the region's or state's transportation systems and services. In metropolitan
10 areas, the plan indicates all of the transportation improvements scheduled for funding over the next
11 20 years.
12

13 ~~87-89.~~ "MANUFACTURED DWELLING", "MANUFACTURED MODULAR DWELLING" - A
14 structure or building module as defined by statute and under the jurisdiction of the State of Florida,
15 installed and used as a residence, transportable in one or more sections on a temporary chassis or
16 other conveyance device, and designed to be used on a permanent foundation system. The structure
17 contains plumbing, heating, air conditioning, and an electrical system. The term does not include
18 a mobile home as defined by statute; nor does it include building modules incorporating concrete
19 or masonry as the primary structural component.
20

21 * * * * *

22
23 ~~109~~111. "PRIME GROUNDWATER OR AQUIFER RECHARGE AREA" - Recharge areas designated by
24 Water Management Districts pursuant to Florida Statutes.
25

26 112. "PROPORTIONATE FAIR SHARE MITIGATION" - a method whereby the impacts of
27 development on transportation facilities can be mitigated by the cooperative efforts of the public
28 and private sectors.
29

30 ~~110~~113. "PUBLIC FACILITIES" - Transportation systems, wastewater treatment systems, solid waste
31 systems, drainage systems, potable water systems, educational systems, parks and recreation
32 systems and public health systems that are owned, leased or operated by a government entity.
33

34 * * * * *

35
36 ~~112~~115. "PUBLIC SERVICES" - Programs and employees determined necessary by local government to
37 provide adequate operation and maintenance of "PUBLIC FACILITIES" and
38 "INFRASTRUCTURE" as well as those education, health care, social and other programs
39 necessary to support the programs, public facilities, and infrastructure set out in the local plan or
40 required by local, state, or federal law.
41

42 116. "PUBLIC TRANSIT FACILITIES" – Pursuant to F.S. Ch. 163.3180, includes transit stations and
43 terminals; transit station parking; park-and-ride lots; intermodal public transit connection or
44 transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and
45 concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage
46 of aircraft. The terms "terminals" and "transit facilities" do not include seaports or commercial or
47 residential development constructed in conjunction with a public transit facility.
48

49 ~~113~~117. "PUBLIC UTILITY" - An enterprise providing an essential service authorized and regulated by
50 state or federal public utility commissions, or services owned, franchised, or permitted by Volusia
51 County. Included are facilities necessary to provide the service such as water towers well houses,

1 utility poles, transmission towers, substations, sewerage, communication equipment, street lighting
2 and other similar equipment.

3
4 * * * * *

5
6 ~~163~~167. "TAX RATE" - The amount of tax stated in terms of a unit of the tax base, usually stated in terms
7 mills per valuation of taxable property."

8
9 168. "TRANSIT-ORIENTED DEVELOPMENT (TOD)" - Pursuant to Section 163.3164, Florida
10 Statutes, a project or projects, in areas identified in a local government comprehensive plan, that is
11 or will be served by existing or planned transit service. These designated areas shall be compact,
12 moderate to high density developments, of mixed-use character, interconnected with other land
13 uses, bicycle and pedestrian friendly, and designed to support frequent transit service operating
14 through, collectively or separately, rail, fixed guideway, streetcar, or bus systems on dedicated
15 facilities or available roadway connections.

16
17 169. "TRANSPORTATION CONCURRENCY EXCEPTION AREAS (TCEA)" - Areas designated for
18 urban infill development, urban redevelopment or downtown revitalization. Local governments
19 may grant exceptions from concurrency requirements for transportation facilities located within
20 TCEAs.

21
22 170. "TRANSPORTATION CONCURRENCY MANAGEMENT AREAS (TCMA)" - A compact
23 geographic area with an existing network of roads where multiple, viable alternative travel paths
24 or modes are available for common trips. A local government may establish an area-wide level-of
25 service standard based upon an analysis that provides for a justification for the area-wide level-of
26 service, how urban infill development or redevelopment will be promoted, and how mobility will
27 be accomplished.

28
29 ~~164~~171. "TRANSPORTATION IMPACT ANALYSIS (TIA) GUIDELINES" – A standardized
30 methodology to assess the impacts of proposed development on municipal, county, and state
31 transportation networks, adopted and utilized by the TPO, FDOT, and local government
32 jurisdictions within the TPO metropolitan planning area.

33
34 * * * * *

35
36 ~~168~~175. "UNDERGROUND STORAGE TANK" - Tanks which contain various liquids and are placed
37 below the surface of the ground. Many of these tanks contain gasoline, oil or other liquids which
38 might contaminate the groundwater.

39
40 176. "URBAN INFILL" – Pursuant to Section 163.3164, Florida Statutes, the development of vacant
41 parcels in otherwise built-up areas where public facilities such as sewer systems, roads, schools,
42 and recreation areas are already in place.

43
44 ~~169~~177. "URBAN INFRASTRUCTURE" - Those public and private man made structures and amenities
45 which serve the common needs of the population, such as: schools, shops, hospitals, employment
46 centers, sanitary disposal systems, potable water wells and distribution systems, solid waste
47 disposal sites, stormwater systems, utilities, piers, docks, wharves, breakwaters, bulkheads,
48 seawalls, bullworks, revetments, causeways, Marinas, navigation channels, roadways, and
49 sidewalks.

1 178. "URBAN REDEVELOPMENT" – Demolition and reconstruction or substantial renovation of
2 existing buildings or infrastructure within urban infill areas, existing urban service areas, or
3 community redevelopment areas.

4
5 ~~179.~~ "URBAN SERVICE AREA" - An area in which urban services are available to support in such a
6 ~~combination that~~ development at urban densities and intensities ~~may be accomplished and even~~
7 ~~encouraged~~ without conflict with the public interest. The elements of infrastructure in an urban
8 service area are public water and sewer, solid waste collection, major thoroughfares, stormwater
9 facilities, availability of police and fire protection and emergency medical, school conditions,
10 availability of parks and recreational facilities and location of employment centers.

11
12 180. "URBAN SPRAWL" - Pursuant to Section 163.3164, Florida Statutes, a development pattern
13 characterized by low density, automobile-dependent development with either a single use or
14 multiple uses that are not functionally related, requiring the extension of public facilities and
15 services in an inefficient manner, and failing to provide a clear separation between urban and rural
16 uses.

17
18 ~~177.~~ "USE GUIDELINE (OR USE STANDARD)" - A hypothetical measure of use conditions for
19 outdoor recreation resources and facilities; e.g., the number of hikers per unit of trail, the number
20 of bathers per unit of beach, etc. Use guidelines are used to translate outdoor recreation supply
21 (expressed in physical units of measure) into outdoor recreation demand (expressed in user
22 occasions).

23
24 * * * * *

25 **List of Acronyms and Abbreviations**

26

ABOS	Activity Based Open Space
AC	Activity Center
* * * * *	* * * * *
LWCF	Land and Water Conservation Fund
<u>L RTP</u>	<u>Long Range Transportation Plan</u>
MGD	Millions of Gallons per Day
* * * * *	* * * * *

27
28 **SECTION III: SEVERABILITY** - Should any word, phrase, sentence, subsection or section be
29 held by a court of competent jurisdiction to be illegal, void, unenforceable, or unconstitutional, then that
30 word, phrase, sentence, subsection or section so held shall be severed from this ordinance and all other
31 words, phrases, sentences, subsections, or sections shall remain in full force and effect.

32
33 **SECTION IV: EFFECTIVE DATE** – Within ten (10) days after enactment, a certified copy of
34 this Ordinance shall be filed in the Office of the Secretary of State by the Clerk of the County Council and
35 transmitted to the state land planning agency and any other agency or local government that provided timely
36 comments pursuant to the expedited state review process in Section 163.3184(3), Florida Statutes. This
37 Ordinance shall take effect upon the latter of the following dates: (a) thirty-one (31) days after the state land
38 planning agency notifies the County that the plan amendment package is complete and the issuance of a
39 certificate of consistency or conditional certificate of consistency by the Volusia County Growth
40 Management Commission, or (b) issuance of a final order by the state land planning agency or the State of

1 Florida Administration Commission determining the amendment adopted by this Ordinance to be in
2 compliance.

3
4 ADOPTED BY THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, IN OPEN
5 MEETING DULY ASSEMBLED IN THE COUNTY COUNCIL CHAMBERS AT THE THOMAS C.
6 KELLY ADMINISTRATION CENTER, 123 WEST INDIANA AVENUE, DELAND, FLORIDA, THIS
7 2ND DAY OF APRIL, 2019.

8
9

10

11

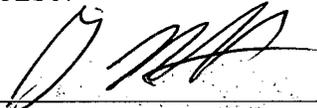
ATTEST:

12

13

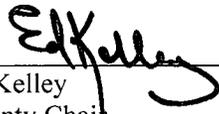
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George Recktenwald
County Manager

COUNTY COUNCIL
COUNTY OF VOLUSIA, FLORIDA



Ed Kelley
County Chair

