

## 2. HALIFAX ACTIVITY CENTER

### A. DESCRIPTIONS OF FUTURE LAND USE DESIGNATIONS

Each of the future land use designations specified by Phase I of the Halifax Activity Center Plan, and the relationship of these designations to the Comprehensive Plan's Future Land Use Element, is presented below.

Three of these designations - Office, Commercial/Office, and Tourist Commercial - are entirely unique to the Halifax Activity Center Plan and are applicable only to the Activity Centers. The remaining designations are either synonymous to, or are modifications of, existing designations with the Plan's Future Land Use Element.

Regardless, all of these designations are considered to be urban and require the provision of facilities and services consistent with the levels of service standards of the Comprehensive Plan.

1. Activity Center Industrial - Except as provided for herein, the purpose and intent (including permissible uses) are identical to that described by the Future Land Use Element. Within an Activity Center, an Industrial Planned Unit Development (IPUD) may contain ancillary commercial uses provided that said uses do not represent over ten percent (10%) of the land area encompassed by the IPUD. Ancillary commercial uses, if proposed by an IPUD, shall be located and designed primarily to serve the needs of the IPUD. In furtherance of this requirement, ancillary commercial uses which are proposed to be established outside of structures housing primarily industrial functions, shall:
  - Be sited primarily adjacent to non-thoroughfare roads so as not to attract off-premises users/customers;
  - Be linked by an internal circulation system (i.e., walkways, streets, etc.) to other structures within the IPUD;
  - Be of a type and intensity (i.e., amount of square footage) of use which is clearly correlated to the larger industrial function(s) of the IPUD; and,
  - Be accessible to vehicular traffic only from streets within the IPUD.
2. Tourist Commercial - The purpose and intent of this specialized designation are to provide areas adjacent to interstate interchanges strictly for tourist accommodations and related uses which service and promote tourism (i.e., amusement facilities, automobile service stations, restaurants, and similar uses). The maximum Floor Area Ratio will be thirty-five percent (0.35 FAR).
3. Office - The intent of this designation is to provide areas solely for general/professional office use and supporting ancillary uses. Up to a fifty-five percent Floor Area Ratio (0.55 FAR) will be allowed in this designation.
4. Commercial/Office - It is intended that this designation accommodate a mixture of commercial and office development. Flexibility in the siting and intermixture of uses within areas accorded this designation is encouraged. However, the commercial or office segment of a development shall not exceed sixty percent (60%) of the property. A development which

proposes to exceed this threshold shall require that the Activity Center Plan be amended to the appropriate designation. Building intensity of up to a fifty-five percent Floor Area Ratio (0.55 FAR) will be allowed in this designation.

**B. VOLUSIA GROWTH MANAGEMENT COMMISSION CONDITIONS**

The Volusia Growth Management Commission (VGMC) requires a comprehensive traffic study for any development proposed for the Halifax Activity Center where the proposed development program would generate trips in excess of 10% Level of Service "C" peak hour traffic volumes (significance) for any roadway segment in the County's Transportation Element. The traffic study shall be submitted to the VGMC for a determination of consistency. The VGMC shall review the traffic study based on the criteria expressly established in Volusia County Ordinance 87-24, as amended, and issue a determination of no adverse impact to adjacent local governments. Unless and until the VGMC finally determines that the study demonstrates that no adverse impacts will occur on adjacent jurisdictions, no development with the traffic impacts described above shall be permitted on any of the property covered by said map amendment.

The VGMC also requires any proposed development, except residential in excess of 10 acres, within the area which comprises the Halifax Activity Center to be approved as a planned development. The proposed planned development shall be forwarded to the VGMC for review and approval before issuing any development orders permitting such development. The VGMC shall review the planned development based on the criteria expressly established in Volusia County Ordinance 87-24, as amended, and issue a determination of whether the proposal shall be submitted as a comprehensive plan amendment or allow Volusia County to proceed with permitting. No development as described above shall take place on the property covered by said map amendment.

**C. GOAL, OBJECTIVES, AND POLICIES**

Development within the Halifax Activity Center shall be consistent with the statements enumerated below. These statements shall not be interpreted, either individually or collectively, as relieving compliance with other elements of the Comprehensive Plan and/or other County land development regulations. Rather, it is the purpose of these statements to supplement, not substitute or supersede, the Comprehensive Plan and other land development regulations.

**GOAL:**

HAL 1 Achieve an integrated and well-planned mixture of urban land uses within the Halifax Activity Center.

**OBJECTIVE:**

HAL 1. 1 Provide adequate and appropriate areas resulting in a mixture of urban land uses.

**POLICIES:**

HAL 1. 1.1 The future land use map for the Halifax Activity Center is incorporated as part of the Volusia County Comprehensive Plan (Ordinance 90-10, as amended). Said map serves as a graphic guide for the future development of property with the Activity Center. Build-out of the Activity Center properties may extend beyond 2010. The

Activity Center has been partitioned into phases as depicted by the future land use map.

- HAL 1.1.2 Subsequent to the completion of a study designed to suggest necessary improvements for the Tomoka Farms Road, Bellevue Avenue, and U.S. Highway 92 intersections, a specific land use plan for Phase II of the Activity Center shall be prepared. Adoption of the plan for this phase of the Activity Center shall require an amendment to the Comprehensive Plan. However, development of properties situated within Phase II may proceed through the Planned Unit Development process consistent with applicable provisions of the Comprehensive Plan.
- HAL 1.1.3 All development within the Halifax Activity Center shall be consistent with the future land use designations depicted by the corresponding future land use map, the description of the land use designation(s), and all other appropriate sections of the Comprehensive Plan and land development regulations.
- HAL 1.1.4 The maximum building coverage for nonresidential development within the Halifax Activity Center shall not exceed thirty-five (35%) percent of an individual lot.
- HAL 1.1.5 New residential development within that portion of the Halifax Activity Center, east of Interstate 95, shall be discouraged. New residential development within said area may be permissible only after compatibility with the Daytona Beach International Airport has been determined. Existing residential development in said area may continue in a manner consistent with the County's land development regulations and other applicable State and Federal requirements.
- HAL 1.1.6 The conceptual alignments of the proposed roads as depicted by the Proposed Roads Map of the support document for the Activity Center plan should be maintained to the extent possible when reviewing development proposals for the Activity Center. However, modifications to these conceptual alignments shall not require an amendment to the Center's future land use map.
- HAL 1.1.7 Future development of lands within the Activity Center shall require rezoning to a Planned Unit Development (PUD) or amendment to an existing PUD (if said development is not permitted by the previously approved PUD). Provided, however, that any development of an existing parcel that is one and a half (1 -1/2) acres or less in size and which is permissible by the existing zoning classification assigned the parcel shall not require rezoning to PUD if the existing zoning classification is consistent with the future land use designation assigned the parcel by the Activity Center Plan.

Where a single ownership of land or unified project may encompass two or more future land use designations, the physical arrangement of land uses on the property may be modified during the required Planned Unit Development (PUD). However the intensity and acreage (exclusive of wetland areas) accorded the resultant land use mix shall be consistent with, and does not introduce land uses which differ from, that accorded the property by the adopted future land use map. The land use pattern shall also comply with the appropriate locational criteria and policies specified by the Comprehensive Plan.

HAL 1.1.8 Primary office development should be encouraged to locate at premium and high visibility sites within the Activity Center.

HAL 1.1.9 Research and development uses should be encouraged to locate at premium and high visibility sites within the Activity Center.

OBJECTIVE:

HAL 1.2 Individual developments within the Activity Center shall be designated to provide visual compatibility and functional continuity with other adjacent developments within the Activity Center.

POLICIES:

HAL 1.2.1 New development (includes redevelopment) shall, at a minimum, be required to:

- Provide visual harmony by, but not limited to, such mechanisms as sign control (i.e., number, height, and copy area), establishing landscape screening/buffering requirements (i.e., width and composition), requiring the use of underground utilities, and establishing building setbacks and height requirements;
- Use shared parking, access and loading facilities, as practical in an effort to reduce impervious surfaces;
- Promote vehicular, pedestrian and non-vehicular movement throughout the Activity Center;
- Provide a network of unifying open spaces (said open spaces shall be in, or predominately in, a natural state) which promote linkage with other adjoining developments;
- Use common frontage/service roads; and,
- Use shared or joint facilities such as stormwater, bus stops, and utility easements.

It is not intended that each development within the Activity Center be aesthetically identical. Development shall be consistent with Zoning Ordinance design requirements and the Thoroughfare Overlay Zone Regulations.

HAL 1.2.2 All uses within the Activity Center shall be designed to minimize the disruptive effects of lighting, noise, and signage on residential areas.

OBJECTIVE:

HAL 1.3 Promote development within the Activity Center which protects and enhances the natural and built environment.

POLICIES:

- HAL 1.3.1 The clustering of activities and structures shall be encouraged so as to promote open space areas.
- HAL 1.3.2 Development adjacent to the Environmental System Corridor (ESC) surrounding the Tomoka River shall be consistent with applicable State and County regulations.
- HAL 1.3.3 To the fullest extent possible, developments shall be designed to integrate wetlands and other environmentally sensitive lands into an open space network. This network, which may include upland areas, should be linked to similar systems on the same property or adjacent properties, including parcels outside of the Activity Center.
- HAL 1.3.4 Wetlands are generally depicted by the supporting document for the Activity Center plan and are not intended to strictly represent jurisdictional areas. Specific boundaries will be determined by field evaluations agreed upon by the County, landowner, and other agencies.
- HAL 1.3.5 Future design and construction of structures adjacent to Daytona Beach International Airport shall be required to achieve noise reduction levels, consistent with the standards found in the Code of Federal Regulations.

OBJECTIVE:

- HAL 1.4 Promote cooperation and coordination between governmental jurisdictions and agencies when reviewing development proposals.

POLICIES:

- HAL 1.4.1 Volusia County shall, in cooperation with the Florida Department of Transportation, evaluate the impacts of specific land development proposals upon future improvements to Interstate interchanges. Where possible, development approvals shall be designed to protect land critical for future interchange improvements.
- HAL 1.4.2 Volusia County shall evaluate the impacts of specific land development proposals upon the continued operation of, and programmed future improvements to Daytona Beach International Airport.
- HAL 1.4.4 Volusia County shall solicit comments from the City of Daytona Beach when reviewing development proposals within the Halifax Activity Center.

OBJECTIVE:

- HAL 1.5 Promote development which enhances the economic base of the County.

POLICIES:

- HAL 1.5.1 Volusia County shall establish a program, consistent with the County Economic Development Plan, to attract and promote appropriate development within the Activity Center.

- HAL 1.5.2 If deemed appropriate, Volusia County shall explore various funding alternatives for the construction of required infrastructure. Examples of these financial mechanisms may include, but may not be limited to, Special Assessment Districts, Economic Development Administration Grants, and Tax Increment Financing Programs.
- HAL 1.5.3 When evaluating proposed Planned Unit Developments, preference shall be given to those uses which are dependent upon, or related to, the Daytona Beach International Airport and/or which supplement uses within the Foreign Trade Zone.

OBJECTIVE:

- HAL 1.6 Provide for the correction/mitigation of existing roadway problems.

POLICIES:

- HAL 1.6.1 Volusia County shall cooperate with the Florida Department of Transportation, the City of Daytona Beach, and affected landowners so as to ensure the safe and efficient function of the intersection of Tomoka Farms Road, Bellevue Avenue, and U.S. Highway 92.
- HAL 1.6.2 Volusia County, in conjunction with affected landowners, shall strive to construct, if warranted, thoroughfares/roadways transversing the Activity Center which parallel existing thoroughfares.

OBJECTIVE:

- HAL 1.7 Promote development and programs which are designed to alleviate traffic congestion.

POLICIES:

- HAL 1.7.1 Volusia County shall, in cooperation with the appropriate agencies, seek to promote mass transit service to the Activity Center.
- HAL 1.7.2 Mixed use buildings shall be encouraged within a development.
- HAL 1.7.3 Prior to 1995, Volusia County shall study other methods of promoting traffic reduction, which may include, but may not be limited to, the feasibility of adopting a Traffic Reduction Ordinance, requiring a transportation management agreement as a condition of project approval, the formation of Traffic Management Associations, and the establishment of a Transportation Concurrency Management Area.
- HAL 1.7.4 Site planning/design for proposed projects shall, as a condition of approval by the County, facilitate and encourage the internal movement of mass transit vehicles (only where the size/intensity of the proposed development warrants such considerations), and provide preferential off-street parking locations for carpool and vanpool usage.
- HAL 1.7.5 Commercial development which demonstrates appropriate pedestrian linkages, internal trip captures, and reduced impact on thoroughfare roads shall be encouraged.

