

Ormond Beach Response to Beach Redevelopment request for Information

1. Redevelopment and planning programs initiated by Ormond Beach for South Peninsula:

- A. As part of the City's alternative concurrency program, A1A was designated a multi-modal corridor. A Transportation Concurrency Exception Area was approved for that portion of A1A from Granada south to the city line. Local Transportation Impact Fees were replaced with Mobility Fees which support transit and non-motorized modes of travel which include sidewalks and bike trails. The Mobility Fee is about ½ of the Local Transportation Impact Fee to support redevelopment.
- B. Comprehensive Plan policies have been put in place for the TCEA's to enhance community design by incorporating the following mobility strategies:
 - 1. Transportation Demand Management;
 - 2. Transportation System Management;
 - 3. Alternative Modes of transportation;
 - 4. Increased Land Use densities and intensities to support transit;
 - 5. Mix of Land Use
 - 6. Plans to maintain or improve connectivity between all modes of transportation;
 - 7. Transit and pedestrian-oriented design.
- C. Policies have been put in place to support the completion of redevelopment Plans under the Community Redevelopment Act.
- D. Portions of A1A from Granada to Bosarvey are in the Downtown CRA.
 - 1. Activities under CRA include:
 - a) Regional stormwater management initiatives: \$800,000 not funded in the 5 year CIP.
 - b) Building Improvement Grants.
- E. Downtown Ocean District Street lighting Replacement: \$525,000 not funded within 5 year CIP.
- F. Fiber Optic linking City assets at remote locations on South Peninsula: \$225,000 (Partially funded through South Peninsula Reclaimed Water Expansion - \$159,000)
- G. 2005 Parks and Recreation Master Plan: 2010 Comprehensive Plan: and 2016 and 2017 City Commission Strategic Plan recognizes there is a need for more open beach accesses with adequate parking that is well maintained.

2. Planned public and private improvements for South Peninsula:

Planned Public Improvements

- A. Mast Arm Installation on A1A @ Cardinal Drive: \$772,316 Funded by TPO for FY 19/20

- B. Mast Arm Installation on A1A @ Harvard Drive: \$800,986 Funded by TPO for FY19/20
- C. Fluhard Drive Roundabouts: \$296,000 submitted to TPO. Waiting for funding.
- D. A1A Pedestrian Safety Improvements (multiple locations based upon the A1A Pedestrian & Safety Plan): \$144,000 submitted to TPO. Waiting for funding.
- E. Manhole Replacement on S. Atlantic: 30 manholes - \$47,000 CIP 2017/18
- F. South Peninsula Reclaimed Water Main Expansion:: \$2,199,918 (Awarded April 2017) 2017-18 CIP
- G. 2" Watermain Replacement – Peninsula: \$1,196,342 (Awarded May, 2017)
- H. Sanitary Sewer FM Upgrades @ Laurie Drive on S. Atlantic: \$171,000 2017-18 CIP
- I. 20 Standish Drive Ground Tank Repair: \$29,000
- J. Downtown Landscape Improvements: \$30,000 – 2017-18 CIP
- K. Memorial Gardens Parking Lot Upgrade \$25,000-2017-18 CIP
- L. Electrical Upgrades Downtown and Rockefeller Gardens:\$10,000-2017-18 CIP
- M. Coquina Court/Vining Court Drainage Improvements: \$141,000-2017-18 CIP
- N. Halifax River Forcemain Crossing: \$1,057,000-2020-2022 CIP
- O. Improvements to the Stout-MacDonald House: \$5,675,000. Not funded within 5 year CIP.
- P. Tennis Center Building: \$195,000-Not funded within 5 year CIP.
- Q. VC Lifeguard improvements to include new building and storage facility @ NE corner of South Atlantic and Cardinal Drive.

Private Improvements:

- A. 88 South Atlantic Avenue: Proposed demolition for church parking and parking for adjacent restaurant.

3. Activities and programs designed for neighborhood preservation and enhancement in the beachside areas.

- A. The City's neighborhood maintenance strategy includes enforcing maintenance codes, delivering services in a holistic approach, and ensuring appropriate land uses are compatible. The first element is Code Enforcement. While Code Enforcement efforts are "complaint driven", the residential exterior abatement ordinance adopted in 2016 by the City has been effective in addressing the "broken window" theory in neighborhoods. Addressing an isolated housing issue in neighborhoods immediately prevent the occurrence from getting larger. Second, The City's Capital Improvement Program for road resurfacing, drainage, sewer/water/reclaim and parks/recreation are designed to deliver city services in a comprehensive manner using a neighborhood focus. Finally, the City's Land Development Code is based on making each neighborhood a living environment for its residents. For example, short term transient lodging such as AirB&B is not permitted in residential neighborhoods.

4. Transportation Plans and Improvements for South Peninsula:

- A. 2010 Multimodal Plan - The strategy is to locate three Transportation Concurrency Exceptions Areas (TCEAs) along three transit routes which are considered part of Votran's Eastside spine network. One of these TCEA's is on A1A from Granada south to the City line. These transit routes are on roadway corridors which the city considers constrained as it relates to capacity improvements. Widening of these roads would be inconsistent with the context sensitive design normally attributable to a city. To enhance service, the City intends to improve connectivity for non-motorized modes of travel through the adoption of a mobility fee. To increase the potential of ridership, the City is proposing to increase densities and intensities along the three roadway corridors by requiring mixed use, horizontal development, and build to line standards for new development. Adherence to FDOT Transit Oriented Design Guidelines along with Votran's Transit Design Guidelines serves as guidelines for development along US1, SR 40, and A1A. A form based code was approved for that portion of SR40 which is in downtown. Enhanced transit, better connectivity, and increased attention to better form and land use are the foundation of the multi-modal strategy. In all other areas concurrency is required, and mitigation of impacts must occur. However, the only change is that mitigation may include transit options where before such an option did not exist.
- B. 2016 SR/CR A1A Pedestrian Safety & Mobility Study (Focus Area D) - The goal of this study was to generate a list of recommended improvement at high pedestrian/bicycle crash locations to address the growing need for pedestrian/bicycle safety along SR A1A.