

<p>TRANSPORTATION ELEMENT</p> <p>GOALS, OBJECTIVES AND POLICIES</p>

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TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

GENERAL STATEMENT

THE OBJECTIVES AND POLICIES PRESENTED IN THIS ELEMENT ARE BASED UPON THE 2008 EVALUATION APPRAISAL REPORT. THE CITY RECOGNIZES IT CAN NOT CONTINUE TO RELY ON INCREASING ROADWAY CAPACITY AS ITS SOLE TRANSPORTATION STRATEGY. TO THAT END, A MULTI-MODAL STRATEGY IS PRESENTED THAT PLACES GREATER EMPHASIS ON REDUCING VEHICLE MILES TRAVELED (VMT) THAN PROVIDING MORE ROADWAY SUPPLY. THIS STRATEGY PROVIDES FOR FUTURE ROADWAY CORRIDOR PRESERVATION, MORE EFFECTIVE ACCESS MANAGEMENT, GREATER EMPHASIS ON PEDESTRIANS AND BIKE TRAILS, AND IMPLEMENTATION OF SMART GROWTH DESIGN PRINCIPLES TO AREAS WHERE (RE) DEVELOPMENT SHOULD OCCUR BASED UPON CURRENT TRANSIT CORRIDORS.

WHILE THE CITY IS DESIGNATED A DENSE URBAN LAND AREA (DULA) AND IS EXEMPT FROM STATE TRANSPORTATION CONCURRENCY (TOP DOWN) CITYWIDE, THE CITY (BOTTOM UP) IS REQUIRING THAT TRANSPORTATION IMPACTS ON STATE, COUNTY AND CITY ROADWAYS BE MITIGATED EXCEPT FOR THE DOWNTOWN, AIA (SR 40 SOUTH TO THE CITY LINE), US 1 (FROM WILMETTE AVENUE SOUTH TO THE CITY LINE); AND SR 40 (FROM AIA TO I95). FOR THESE AREAS, VOTRAN PROVIDES CORE BUS SERVICE WHICH WILL BE ENHANCED THROUGH DEVELOPMENT AND (RE) DEVELOPMENT AT HIGHER DENSITIES AND INTENSITIES. DEVELOPMENT AT OR ABOVE THRESHOLDS RECOMMENDED BY VOTRAN TRANSIT DESIGN GUIDELINES SHALL BE REQUIRED TO MAKE TRANSIT FACILITY OR OPERATIONAL IMPROVEMENTS.

THROUGHOUT THE CITY LEVEL OF SERVICE (LOS) FOR PERCENTAGE OF SIDEWALK COVERAGE LINKING RESIDENTIAL AREAS TO DESTINATION POINTS AND TRANSIT STOPS WILL BE ESTABLISHED AND ADOPTED INTO THE COMPREHENSIVE PLAN BY JULY 2012. WHERE SIDEWALK LOS IS BELOW THE ADOPTED LOS, APPLICANTS FOR DEVELOPMENT AND (RE) DEVELOPMENT SHALL BE REQUIRED TO CONSTRUCT OR PAY A FEE IN LIEU OF TO IMPROVE THE CURRENT SIDEWALK LOS TO THE ADOPTED LOS WITHIN THE ¼ MILE PEDESTRIAN SHED THAT SERVES THAT PARTICULAR DEVELOPMENT.

ORMOND BEACH DUE TO ITS SIZE AND LOCATION HAS A LIMITED ROLE IN DEVELOPING TRANSPORTATION DEMAND MANAGEMENT STRATEGIES, HOWEVER, THE CITY IS HOME TO MANY INDUSTRIAL USERS MOSTLY LOCATED ON US 1 BETWEEN WILMETTE AVENUE AND THE I95 INTERCHANGE THAT COULD BENEFIT FROM A PRIVATELY ORGANIZED TRANSPORTATION MANAGEMENT INITIATIVE (TMI) OPERATED THROUGH AN EXISTING ENTITY

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SUCH AS THE CHAMBER OF COMMERCE OR ECONOMIC DEVELOPMENT ORGANIZATION THAT COULD MARKET, ADVOCATE AND HOST TDM INITIATIVES.

GOAL 1. LAND USE

PROMOTE A BALANCED, AFFORDABLE, RELIABLE, CONVENIENT AND EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM THAT SUPPORTS THE LAND USE VISION OF THE ORMOND BEACH COMPREHENSIVE PLAN.

OBJECTIVE 1.1. STRATEGIC INTERMODAL SYSTEM

Protect Florida’s Strategic Intermodal System (SIS) by preserving future ROW corridors.

POLICY 1.1.1.

The City shall utilize Map 1 entitled, “The Future Traffic Circulation Map” as well as Tables 6 and 7 of the Future Land Use Element for addressing its long range transportation needs.

POLICY 1.1.2.

The Future Traffic Circulation Map shall be derived primarily through use of MPO travel demand forecast models, where applicable, and shall reflect the MPO Adopted Cost Feasible Plan, locally designated corridors, corridors identified for Project Development Studies and any future identified corridors. The Future Traffic Circulation Map shall not be subject to the financially feasible criteria applied to the five and ten year planning horizon.

POLICY 1.1.3.

The City shall utilize the long-range traffic circulation map for:

- a. Review of all proposed development orders for consistency with the map;
- b. Establishing the long range (2035) level of service standards on major existing or future roadways by determining the resultant level of service on each roadway impacted by a project travel demand as determined using the MPO, or other travel demand forecasting models;
- c. Reviewing all proposed capital projects proposed to widen existing or develop new major roadways. All capital projects shall be consistent with the Future Traffic Circulation Map; and
- d. Achieving consistency of this comprehensive plan where appropriate with: the long range transportation plans of all local governments adjacent to Ormond Beach; the FDOT's Transportation Plan and approved work program; and the MPO's transportation improvement plan.

OBJECTIVE 1.2. STRUCTURE FREE RIGHT(S)-OF-WAY

The City shall insure the availability of structure free right(s)-of-way for major and important minor roadways and for Votran transit corridors necessary or desirable to accommodate projected travel demand in 2035.

POLICY 1.2.1.

The City shall adopt a major thoroughfare provision in the LDC which:

- a. References the Future Traffic Circulation Map that will provide for adequate traffic circulation within the city;
- b. Identifies the right-of-way widths for each roadway in a manner consistent with the Future Traffic Circulation Map and in a manner consistent with the inventory of right-of-way already provided by Ormond Beach, other local governments, or the State of Florida;
- c. Establishes the Future Traffic Circulation Map as the official listing of right(s)-of-way to be reserved pursuant to Policy 2.2.2 below; and
- d. Establishes procedures and guidelines for the appropriate amendment of the map.

POLICY 1.2.2.

A right-of-way protection provision shall be adopted for the purpose of protecting right(s)-of-way necessary to develop the roadway network shown on the Future Traffic Circulation Map. This right-of-way protection is required so as to insure compliance with long range level of service standards established by those policies within the comprehensive plan. Such ordinance shall prohibit the development of any structures, parking areas, or drainage facilities (except as allowable on an interim basis) within the corridors indicated on the Future Traffic Circulation Map or within any other surface transportation corridors (i.e. rail corridors) identified by FDOT. Other uses, consistent with this comprehensive plan, may be considered within the protective right-of-way. Nothing in the right-of-way protection ordinance shall preclude location of temporary uses within protected right(s)-of-way. Any right-of-way protected under the right(s)-of-way protection ordinance may be dedicated to Ormond Beach during the development of a project. Dedication shall be accompanied with a Level 1 Environmental Audit of the ROW dedicated or the parcel from which the ROW was dedicated whichever is appropriate. Any such dedication shall not be subject to time limits on right(s)-of-way reservation as required by Chapter 336 F.S. As used in this policy, "corridors" means that area of protected right-of-way for any roadway, as generally configured and as located on the Future Traffic Circulation Map. Protected right(s)-of-way shall be defined as:

1. Required right-of-way on either side of the centerline of an existing roadway shown as having more lanes on the Future Traffic Circulation Map than the number of lanes currently existing.
2. Required right-of-way for roadway or other transportation corridors for which no centerline has been established. The location of the roadway right(s)-of-way shall be established during the review of proposed projects in proximity to future roadway corridors located on the

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Future Traffic Circulation Map. These newly established alignments selected during project review shall be continuous so as to provide for a continuous travel corridor of sufficient width to accommodate an appropriate cross section as required by city policy for facility types specified on the Future Traffic Circulation Map.

POLICY 1.2.3.

The City shall ensure that protected right(s)-of-way are reserved at the time of project review for issuance of a level of service compliance decision. Failure to reserve protected right(s)-of-way as a condition of level of service determination shall be considered a violation of the 2035 (long range) level of service standard for that roadway and shall, therefore, be prohibited. Such ordinance shall also contain mitigation measures designed in part to preclude the taking of private property unless fair compensation for any such taking is provided. These measures shall address properties which are located in a manner or exhibit characteristics that precludes the reasonable use of such property if the protected right-of-way is maintained free of drainage facilities, structures, or parking during the development of the property. Measures may include, but not be limited to:

1. The transfer of development right(s), which may be considered pursuant to future land use policy from the area within a protected right-of-way to an area outside of the protected right-of-way on the same project site.
2. The reduction of required building setbacks, required buffers, and other requirements otherwise contained in this comprehensive plan or contained in other local land development regulations, if such reduced requirements are considered on a case-by-case basis and are granted pursuant to a finding of overriding public interest by the local government.

POLICY 1.2.4.

Adopt a right-of-way reservation ordinance that requires the dedication to Ormond Beach as a condition of issuance of a level of service compliance finding. Upon adoption of an ordinance, or upon recording of any update to the Future Traffic Circulation Map, the reserved right(s)-of-way shall be prohibited from all development of drainage facilities, parking or structures, and dedication of the reserved right-of-way shall be required upon issuance of the development order for any property encompassing said right-of-way. Appropriate access through reserved right-of-way as determined by Ormond Beach, will be permitted. Any such reservation of right-of-way for a particular transportation corridor shall be effective for a period not to exceed five years from time of initial right-of-way reservation, unless the extends this five-year period in one-year increments not to exceed an additional five-year period.

POLICY 1.2.5.

The City shall provide, on an annual basis, and to the Florida Department of Transportation (FDOT) a listing of those State right(s)-of-way for which right-of-way protection or right-of-way reservation is in effect pursuant to the above policies, and for which level of service is worse than, or is projected within the next five years to decline to a level of service that is worse than the adopted level of service. Also, to coordinate with the Metropolitan Planning Organization

and FDOT, so as to establish increased priorities for construction of improvements to such roadways based on enhanced availability facilitated by the City's plan and right-of-way protection or reservation ordinances.

POLICY 1.2.6.

Pursue advanced acquisition of easements and rights-of-way to reduce project costs and adverse impacts from road projects.

POLICY 1.2.7.

Prepare engineering plans for future transportation improvements in advance of funding commitments for construction in order to clarify and secure right-of-way requirements and to develop improved cost estimates.

POLICY 1.2.8.

All building setbacks shall be measured from the future right(s)-of-way line.

POLICY 1.2.9.

The impact of new and/or widened right(s)-of-way on existing residential use or residentially zoned property shall be minimized by the use of walls or combination of berm/landscape buffers, as appropriate to the particular site. Impacts to be considered shall include noise levels, safety, aesthetics, usefulness and property values. Walls and other buffers will be constructed by developers.

POLICY 1.2.10.

No existing right(s)-of-way for major roads shall be abandoned, vacated or otherwise conveyed from public ownership unless a positive recommendation has been made by the Site Plan Review Committee to the City Commission that the right-of-way will not be needed for the future expansion of the roadway as required in Table 6, "Future Roadway Functional Classification."

OBJECTIVE 1.3. FUTURE ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

New streets and intersections shall be planned, designed, constructed and operated to be consistent with Table 6 – Future Roadway Functional Classification System as well as maximize safety and convenience.

POLICY 1.3.1.

All new streets shall be paved with a minimum paved driving surface to meet the requirements of the Land Development Code.

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POLICY 1.3.2.

Pursue advanced acquisition of easements and rights-of-way to reduce project costs and adverse impacts from road projects.

POLICY 1.3.3.

Prepare engineering plans for future transportation improvements in advance of funding commitments for construction in order to clarify and secure right-of-way requirements and to develop improved cost estimates.

POLICY 1.3.4.

Implement traffic calming and other measures where needed to encourage motorists to drive with caution and consideration in residential communities.

POLICY 1.3.5.

Work with FDOT to incorporate medians and separate turning lanes in the design or redesign of roadways having four or more travel lanes.

OBJECTIVE 1.4. ACCESS MANAGMENT

Protect existing roadway capacity through access management by ensuring on-site circulation for new development shall not interrupt traffic flow on public road facilities.

POLICY 1.4.1.

All land use plan amendments, zonings, plats and site plans requiring City approval and access to Federal, State, County and City roads shall comply with the following access management strategies, if determined applicable to the location:

- a. Traffic circulation and maneuvering shall be accomplished on-site;
- b. Driveway entrances and exits shall be located as far as possible from street intersections;
- c. Nonresidential lots having frontage on two or more public streets shall have access to the street(s) with the lowest functional classification;
- d. Interior throughways within parking areas shall be separated from parking aisle areas;
- e. Peripheral outparcels designed for freestanding uses shall be integral parts of the total interior circulation system for a larger site;
- f. Driveways should align with opposite driveways;
- g. Joint curb cuts, cross-access easements, internal access for outparcels and other transportation system management strategies shall be employed to effectively reduce the number of curb cuts and median openings on all public road facilities;

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- h. Curb cuts for driveways shall be minimized, and the location and number of cuts should relate to lot size, turnover rate, relationship to adjoining streets and the type of clientele served. Access points shall be designed to prevent hazards to vehicular or non-vehicular traffic. Turnout lanes and traffic dividers shall be provided on abutting roadways and on-site where existing or anticipated heavy flows of traffic indicate the need;
- i. Internal streets, roads, driveways and parking, loading and service areas shall be designed so as to provide safe and convenient vehicular access to all uses and facilities;
- j. Development proposals exceeding the thresholds established in the 2008 Votran Transit Design Guidelines shall include transportation demand management strategies, such as: ride sharing, van pooling, car pooling, flextime and bicycle usage, as methods to alleviate the need for automobile trips;
- k. Joint curb cuts with adjacent development parcels shall be provided where feasible;
- l. Residential and non-residential developments shall provide internal as well as external connectivity in order to support public transportation facilities for bicyclists and pedestrians;
- m. Reduce and consolidate private entrances, median crossovers, and similar disruptions to traffic flow;
- n. Minimum throat distances shall be established for driveway entrances based upon the floor area size of developments to ensure development related traffic does not disrupt through traffic on public roadways;
- o. New residential developments that exceed 200 average daily trips should provide emergency access independent of the primary access to the development as determined acceptable by the SPRC; and
- p. Residential subdivisions shall have internal road, pedestrian, and bicycle connectivity between each other.

OBJECTIVE 1.5. TRANSPORTATION CONCURRENCY EXCEPTION AREAS

Establish Transportation Concurrency Exception Areas along Votran core transit corridors to support intensified mix use development and redevelopment as measured by floor area, impervious surface, and density along commercial corridors and in the downtown redevelopment area.

POLICY 1.5.1.

As depicted on Figures 6 through 9 of the Future Land Use Element, the following corridors and parcels fronting and having access within ¼ mile of said corridors shall be designated Transportation Concurrency Exception Areas (TCEAs):

- a) A1A from SR 40 south to the city line;
- b) SR 40 from A1A to Williamson Boulevard; and
- c) US 1 from Wilmette Avenue south to the city line.

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POLICY 1.5.2.

Development and redevelopment within designated TCEAs is exempt from traditional state-mandated transportation concurrency requirements but shall comply with Objective 1.6 of the Transportation Element and associated policies as well as transit design principles.

POLICY 1.5.3.

Development and redevelopment within TCEAs shall enhance community design by incorporating the following mobility strategies:

- a) Transportation demand management;
- b) Transportation system management;
- c) Alternative modes of transportation;
- d) Land use densities and intensities to support alternative modes of transportation;
- e) Mix of land uses;
- f) Plans to maintain or improve connectivity between all modes of transportation; and
- g) Transit and pedestrian-oriented design.

POLICY 1.5.4.

By July 2011, the City shall enter into an Interlocal Agreement with Volusia County for development of a transit option as an alternative to the current road mitigation policy contained in the Volusia County's Traffic Impact Assessment Guidelines which is applicable to the City's TCEAs.

POLICY 1.5.5.

The mobility fee(s) (transit, and non-motorized) which replace the local impact fee within the TCEAs shall become effective on the effective date of the Comprehensive Plan. All three fees shall be assessed outside of the TCEAs.

POLICY 1.5.6.

A mix of residential and non-residential uses shall be required such that a minimum of 10 percent of the floor area of commercial/office uses shall be in the form of residential dwelling units. Residential units may be vertically or horizontally mixed with the non-residential portion of the development.

OBJECTIVE 1.6. MULTI-MODAL STRATEGIES

Coordinate a multi-modal strategy with transportation planning and the land use element to provide alternative travel modes which are sufficient to accommodate the uses depicted on the Future Land Use Map and adopted Downtown Community Redevelopment Area Plan.

POLICY 1.6.1.

Multi-Modal Corridors shall be established for roadway corridors which have at least three of the following characteristics:

- a) Presence of transit;
- b) Opportunities for redevelopment or infill development;
- c) Downtown; and
- d) Constrained roadways.

POLICY 1.6.2.

The TCEAs identified on Figures 6 through 10 shall also be classified as Multi-Modal Corridors and all Multi-Modal strategies shall apply to the corridors.

POLICY 1.6.3.

The land use and transportation strategies that support and fund mobility are contained in the Ormond Beach Multi-Modal Strategy, October 2010, which is adopted and incorporated herein as part of the comprehensive plan, and shall be adhered to as it relates to the non-motorized and transit vision plans articulated therein.

POLICY 1.6.4.

Where development proposals that are consistent with the City's Future Land Use Map (FLUM) in terms of both land use type and density or intensity and located along the Multi-Modal Corridors where current and projected 2017 level-of-service standards are currently met, the following strategies will be implemented:

- a) Access management;
- b) Bike facilities; and
- c) Sidewalk connectivity.

POLICY 1.6.5.

Where development proposals are consistent with the City's FLUM in terms of land use type and density and intensity, but are located along Multi-Modal Corridors where current and projected 2017 level-of-service standards will not be met, the following strategies will be implemented:

- a) All of the strategies identified in policy 1.6.4.; and
- b) On or off site transit facility improvements as recommended by Votran.

POLICY 1.6.6.

Where development proposals require a comprehensive plan amendment in order to be consistent with the City's FLUM in terms of land use and density or intensity for property that is

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located on Multi-Modal Corridors where current and projected 2017 level-of-service standards are currently met, the following strategies will be implemented:

- a) All of the strategies identified in policy 1.6.4.;
- b) All of the strategies identified in policy 1.6.5.; and
- c) A negotiated contribution for operations to support existing or enhanced transit service.

POLICY 1.6.7.

The City shall not encourage development proposals that require comprehensive plan amendments in order to be consistent with the City’s FLUM in terms of land use and density or intensity for property that is located on Multi-Modal Corridors where current and projected 2017 level-of-service standards are not being met.

POLICY 1.6.8.

Until the completion of redevelopment plans for A1A and US 1, the City shall review and require development to comply with the standards contained in Votran’s Transit Guidelines and to provide on-site and off-site transit improvements, as necessary.

POLICY 1.6.9.

Redevelopment plans on A1A and shall identify:

- a) Areas where private investment supports efficient transit operations and related facilities shall be located;
- b) Infrastructure needs;
- c) Opportunities for density bonuses which shall not exceed the densities illustrated below, intensity transfers, affordable housing, and alternative forms of transportation to ensure level of service standards are maintained and improved;

Maximum Densities for A1A and US 1 TCEAs		
	Proposed	
Land Use Classification	Density	FAR
Low Density Residential	4.3 upa	0.2
Medium Density Residential	5-15 upa	0.3
Tourist Commercial	32	1.5
General Commercial	32	0.7
Heavy Commercial	18	0.8
Public Institutional	N/A	0.8
Recreation/Open Space	N/A	0.5

- d. Land assembly opportunities; and
- e. Public parking areas in lieu of private on-site parking.

POLICY 1.6.10.

The City shall evaluate land use plan amendments for reductions in vehicle Miles traveled along Multi-Modal Corridors in accordance with the City's adopted Multi-Modal Strategy.

POLICY 1.6.11.

The City shall utilize enhanced access management strategies along the Multi-Modal Corridors to improve the efficiency of the corridors.

POLICY 1.6.12.

For all land use plan amendments, re-zonings, plats, and site plans where the development proposal exceeds the thresholds contained in Votran's Transit Guidelines, Votran shall be requested to review and provide the City and the applicant transit improvement options.

POLICY 1.6.13.

The City shall adopt a redevelopment plan and implementing strategies for the US 1 CRA Corridor by December 2012 and for the A1A CRA Corridor by December 2014. After the redevelopment plan is adopted, it shall be incorporated into the comprehensive plan through an amendment to the comprehensive plan.

OBJECTIVE 1.7. ALTERNATIVE MODES OF TRANSPORTATION

The City shall promote alternative modes of transportation through the construction of bike paths, pedestrian facilities and the use of transit.

POLICY 1.7.2.

Bike lanes shall be established where feasible on one side of every arterial (except I-95) and collector street with sidewalks established on the opposite side of the street.

POLICY 1.7.3.

The City shall incorporate Votran as a reviewing entity for those developments which meet or exceed the recommended review thresholds contained in Votran's Transit Design Guidelines, as amended.

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POLICY 1.7.4.

In order to promote pedestrian safety, pedestrian activated walk signals shall be incorporated at all signalized intersections in Downtown Ormond Beach, at beach access points and other appropriate areas as warranted.

POLICY 1.7.5.

The City shall continue to implement its adopted 2002 Sidewalk Master Plan as amended to add sidewalks based upon evaluation criteria that includes safety, school access, recreational access, and transit access and road classification. Amendments shall be included in the annual update of the Capital Improvements Element and in the non-motorized fee calculation.

POLICY 1.7.6.

The City shall permit a payment in lieu of sidewalk construction for development if it is determined that the need for sidewalk is much greater in other areas of the city.

POLICY 1.7.7

The City shall implement the Bicycle and Pedestrian Safety Master Plan recommendations prepared by the VTPO for all elementary schools within the City through its annual sidewalk program.

POLICY 1.7.8.

The City shall educate the public as to the benefits of bicycling, walking and other non-motorized transportation options including those benefits related to improving air quality, reducing energy consumption, reducing congestion, stimulating the economy and promoting health and physical fitness.

POLICY 1.7.9

Increase the use of transportation alternatives to the automobile by providing increased opportunities for the use of transit, and encouraging carpools, vanpools, walking and bicycling, and by reducing the need for new or expanded automobile and automobile parking facilities.

POLICY 1.7.10

Encourage the use of alternative fuels for City vehicles, transit vehicles and as feasible, any other motor vehicles as a means of reducing greenhouse gas emissions and conserving energy.

OBJECTIVE 1.8. TRANSIT DESIGN PRINCIPLES

Integrate transit supportive design policies into the Land Development Code.

POLICY 1.8.1.

Reduce the amount of parking in new development and redevelopments by promoting and permitting the following strategies:

- a) Shared parking between uses which have different peak parking characteristics,
- b) Encouraging grass parking for low trip generating land uses;
- c) Accepting alternative parking demand ratios based upon parking studies; and
- d) Establishing parking maximum ratios of no more than 2.0 spaces per residential unit and 3 parking spaces/1000 square feet of office or retail floor area.

POLICY 1.8.2

Financial and regulatory incentives shall be tailored to favor single parcel, mixed use developments. The City shall provide the following incentives to encourage a horizontal or vertical mixed use component containing residential and non-residential uses:

- a) Flexible parking requirements in accordance with Policy 7.1.4 of the Future Land Use Element; and
- b) Funding assistance through loans and grants through Tax Increment Financing.
- c) Public, regional stormwater facilities in lieu of private individual site specific storm water retention.
- d) Administrative regulatory relief as it pertains to dimensional and yard standards.

POLICY 1.8.3.

To recognize the availability of transit, on-site parking requirements outside of the Downtown Redevelopment Area shall be reduced by 20% for all development and redevelopment along a recognized Multi-Modal Corridor.

POLICY 1.8.4.

Provide bicycle parking and separate, high quality, pathway connections for pedestrians and bicycles between internal parts of a development as well as to adjacent parcels.

POLICY 1.8.5.

Applicants for individual development projects shall be required to fund and maintain continuity of off-site transit, roadways, circulation between adjacent parcels, and provide easements for trails, pathways, or sidewalks.

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POLICY 1.8.6.

Sidewalks shall have direct connections between main building entry points and designated transit stops.

POLICY 1.8.7.

By July 2012, the City shall incorporate level of service standards for sidewalk coverage within Multi-Modal Corridors into the Comprehensive Plan to ensure connectivity exists between residential areas, shopping areas, public services, recreation, and transit stops.

GOAL 2. MITIGATION

ALL DEVELOPMENT AND (RE) DEVELOPMENT OUTSIDE OF LOCALLY DESIGNATED TCEA'S SHALL BE REQUIRED TO MITIGATE IMPACTS OF DEVELOPMENT ON STATE, COUNTY AND CITY ROADS.

OBJECTIVE 2.1. MITIGATION

All new developments that may be considered significant traffic generators shall provide a traffic impact assessment consistent with the requirements in the City's Land Development Code and if required, transportation improvements to mitigate their impacts on the City's transportation system.

POLICY 2.1.1.

The City shall utilize Volusia County Metropolitan Planning Organization's (VCMPO) Transportation Impact Analysis (TIA) Guidelines Methodology as the principal means for assessing site development impacts on state, county and city roads.

POLICY 2.1.2.

New development shall construct that portion of any proposed road identified in the Long Range Traffic Circulation Map that abut or bisect their property and shall align new roads with existing and proposed facilities.

POLICY 2.1.3.

Mitigation funded through monetary or Proportionate Fair Share contributions may include either singularly or in combination any of the following improvements: road improvements, transit facility improvements, transit operation contributions, bicycle trail construction, TDM strategies, or other appropriate measures which reduce vehicle miles traveled.

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POLICY 2.1.4.

The City shall adopt level of service standards adopted for roadways Citywide outside of the TCEAs as amended and listed in the Capital Improvements Element of the Comprehensive Plan.

POLICY 2.1.5.

The following major collector or higher classification roadways within the City are considered constrained for road widening purposes only by their respective jurisdiction.

Constrained roads by jurisdiction	City	County
SR 40 from Nova to A1A	X	
A1A from North City Line to SR 40	X	
A1A from SR 40 to South City line	X	
US 1 from Wilmette to the southern city line	X	
North and South Beach Street from Big Tree Drive to the city line respectively		X

For the purposes of policy 2.1.5, the following terms shall apply:

- a. Road widening is defined as improvements made specifically to add traffic capacity to a road segment(s) which may or may not require additional right-of-way. Segments do not include intersections.

- b. Road reconstruction is any improvement made to an existing substandard road in order to bring it up to adopted roadway standards.

- c. Road efficiency improvements are those made to increase safety or efficiency of an existing intersection which may or may not require right-of-way.

Constrained roadways may be improved through road reconstruction or efficiency improvements.

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GOAL 3. DECISION-MAKING AND DESIGN

TRANSPORTATION DECISION-MAKING AND DESIGN SHALL TAKE INTO CONSIDERATION THE PHYSICAL ENVIRONMENT THROUGH WHICH ROADWAYS PASS THROUGH.

OBJECTIVE 3.1. DESIGN

The transportation system shall be designed to: 1) be context sensitive, thereby improving integration of roads into the physical environment and community; and 2) promote aesthetics through the creation of overlay districts and the provision of appropriate landscaping of medians which will not adversely impact public safety.

POLICY 3.1.1.

Medians in subdivision roadways shall utilize drought resistant landscaping whenever possible. Irrigation systems shall be installed in the landscaped medians and maintained in perpetuity by property owner associations.

POLICY 3.1.2.

The City shall utilize Greenbelt and Gateway Preservation District Standards on selected major arterial and collector roadways leading into the City. Enhanced setback distances, building design and ground mounted signs shall be signature elements to creating attractive entranceways into the City.

POLICY 3.1.3.

The City shall not as a general policy support improving roadway LOS, regardless of roadway jurisdiction, at the expense of reducing or eliminating landscaped medians, except for as approved by the City Commission.

POLICY 3.1.4.

The City shall formally recognize and provide appropriate protection for scenic highways and roadways.

POLICY 3.1.5.

The City shall assist the Corridor Management Entity to implement the vision statement within the adopted Corridor Management Plan of the Florida State designated Ormond Scenic Loop and Trail.

GOAL 4. TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

IMPLEMENT TRANSPORTATION DEMAND MANAGEMENT STRATEGIES DESIGNED TO INCREASE TRANSPORTATION SYSTEM EFFICIENCY BY MANAGING THE DEMAND SIDE OF THE DEMAND/CAPACITY RELATIONSHIP THUS REDUCING TOTAL VEHICLE TRIPS.

OBJECTIVE 4.1. TRANSPORTATION DEMAND MANAGEMENT

Promote Transportation Demand Management (TDM) to support efficient use of the transportation and transit system.

POLICY 4.1.1.

Develop TDM strategies and programs in cooperation with the VCMPO, VOTRAN, FDOT and other local jurisdictions.

POLICY 4.1.2.

Work with the School District, city residents, developers, homeowner associations and property management companies through residential based programs to promote the use of Votran, non-motorized travel, and other alternatives

POLICY 4.1.3.

Work with the Chamber of Commerce or similar entity dedicated to economic development and business prosperity to establish a Transportation Management Initiative (TMI) designed as an Employer Outreach Service to market TDM programs, advocate transit improvements, and act as host of ridesharing databases for industrial concerns located at the City's Airport Business Park and Ormond Crossing.

POLICY 4.1.4.

Develop a multi-modal access guide providing concise information about how to use various travel modes to get to a particular destination. The multi-modal guide should include but shall not be limited to the following information:

- a) Maps and graphics on how to use transit as well as walk and bicycle to a particular destination;
- b) Transit information such as frequency, fares, routes, and schedules;
- c) Contact information for transit providers, to include telephone numbers;
- d) Contact information;
- e) Times and distances for those walking from a transit stop to a particular destination such as the beach;

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- f) Information about other modes, such as schedules and contact information for airport service;
- g) Information for people with disabilities, such as how to make transit access arrangements;
and
- h) Information on bicycle facilities, such as parking, at destinations.

POLICY 4.1.5.

Require all development and (re) development to incorporate bicycle facilities such as bike racks into the overall design of the site and require all developments which exceed the Votran Transit Guideline thresholds for review to also incorporate lockers and showers to support employees to walk or bicycle to and from work.

POLICY 4.1.6.

Require all applicants requesting a city approval whose development exceed the Votran Transit Guidelines thresholds to show evidence that they have analyzed and evaluated potential TDM strategies.

GOAL 5: ORMOND CROSSINGS ACTIVITY CENTER

THE ORMOND CROSSINGS ACTIVITY CENTER SHALL INCORPORATE A MOBILITY STRATEGY THAT ENSURES THAT A TRANSPORTATION NETWORK (ROAD, TRANSIT, TRAVEL DEMAND MANAGEMENT) IS IN PLACE TO FACILITATE AN ECONOMICALLY VIABLE COMPONENT OF THE CITY'S ECONOMIC DEVELOPMENT GOALS. THIS SHALL BE IMPLEMENTED THROUGH THE APPLICATION OF A TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA) SO THAT MULTIPLE TRANSPORTATION MITIGATION SOLUTIONS THAT INCLUDE ROADWAY IMPROVEMENTS, MULTI-MODAL OPPORTUNITIES AND TRANSPORTATION DEMAND MANAGEMENT SYSTEMS CAN BE USED TO PROVIDE FOR A SUSTAINABLE TRANSPORTATION NETWORK.

OBJECTIVE 5.1. ORMOND CROSSINGS ACTIVITY CENTER TRANSPORTATION CONCURRENCY EXCEPTION AREA

Consistent with Section 163.3180, *Florida Statutes*, the City hereby establishes a Transportation Concurrency Exception Area (TCEA) for the Ormond Crossings Activity Center to support a mixed-use development and address redevelopment concerns by implementing a mobility strategy that addresses the impacts to the City and County road network, as well as emphasizing opportunities for transit-oriented design, integrated pedestrian and bicycle facilities, and transportation demand management strategies that mitigates for its impacts to the regional network.

POLICY 5.1.1.

The City has determined that it is good public policy to use multiple methods of transportation mitigation that can be developed through the Ormond Crossings TCEA since the associated mobility strategy addresses the impacts of a mixed-use Activity Center that is located within a Dense Urban Land Area as defined in Section 163.3164, *Florida Statutes*, and facilitates the implementation of the Ormond Crossings/North Mainland Community Redevelopment Master Plan.

POLICY 5.1.2.

The City, working in coordination with the Developer of the Ormond Crossings Activity Center, shall complete the mitigation measures set forth in Policy 6.1.3 to ensure implementation of a mobility strategy that addresses the transportation impacts of the Ormond Crossings Activity Center project.

POLICY 5.1.3.

The City shall require that the Developer of the Ormond Crossings Activity Center mitigate for cross-jurisdictional transportation impacts in accordance with the standards established by the Volusia County Metropolitan Planning Organization as follows:

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- a. No later than July 31, 2013, the Developer shall pay the Florida Department of Transportation ("FDOT") \$500,000 as funding for a PD&E study for general consideration of State Road 40 improvements from Tymber Creek Road to I-95 (the "PD&E study"). The limits of the PD&E study will be subject to the FDOT's discretion. If the PD&E study is completed and/or paid for prior to July 31, 2013, instead of paying the \$500,000 to the FDOT, the Developer shall apply the \$500,000 to traffic related improvements that benefit Ormond Crossings as the City directs, or at the direction of the City, some or all of the \$500,000 shall be applied to improvements or operations that have the affect of reducing vehicle miles traveled from and to Ormond Crossings. In the event the \$500,000 is paid to FDOT for the PD&E study, and Developers, builders or property owners at Ormond Crossings have paid or thereafter pay mobility fees that are collected for the purpose of funding state transportation improvements, including studies like the PD&E study, then the Developer may be entitled to mobility fee credits from the FDOT or the State of Florida.
- b. Subject to approval of Volusia County (the "County"), the Developer shall upgrade the approximately 4.15 mile segment of Tymber Creek Road from Airport Road to the I-95 underpass near the project's northern boundary (the "Tymber Creek Road Upgrade"). The Tymber Creek Road Upgrade shall consist of upgrading and repaving Tymber Creek Road within the existing right-of-way to a standard 2-lane typical cross section acceptable to the County. "Upgrade" shall mean utilizing existing pavement and road base to the maximum extent possible and providing lane widths and shoulders meeting the County's currently adopted standards for a 2-lane undivided roadway. The Developer is not responsible for new drainage improvements, modifying existing turn lanes previously installed at the entrance to the Southern Pines subdivision or building sidewalks or bicycle trails along the roadway. The Tymber Creek Road Upgrade shall commence within 1-year of the first subdivision or site plan approval for the portion of Ormond Crossings that is located west of I-95 and shall be completed within 1-year from the date of commencement. If the County does not approve all or a portion of the roadway improvements as proposed in this paragraph, instead of completing those roadway improvements, the Developer shall make alternative related improvements or contributions to operations as provided for in paragraph 22 below.
- c. As a contribution to the future 4-laning of Tymber Creek Road from Peruvian Trail to Airport Road (the "Tymber Creek 4-laning"), the Developer shall defer its right to use or sell transportation impact fee credits to which it may be entitled in connection with the Tymber Creek Road Upgrade until the County has collected \$3,500,000 of transportation impact fees in connection with building permits issued for construction at Ormond Crossings, provided the County agrees to escrow or otherwise earmark the \$3,500,000 to construct the Tymber Creek Road 4-laning when the County has acquired any necessary right-of-way, designed and permitted the Tymber Creek Road 4-laning and has sufficient additional funds available, if additional funds are needed, to construct that roadway improvement. Developer's agreement to defer the use or sale of transportation impact fee credits shall not reduce the amount of transportation impact fee credits to which the Developer may be entitled pursuant to the applicable County ordinance or a separate agreement between the Developer and Volusia County.
- d. The Developer, the City and the North Mainland/Ormond Crossings CRA Authority ("CRA Authority") shall pursue the design and construction of Crossings Boulevard, including the

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overpass of I-95, to address the conditions of blight identified in the Master Redevelopment Plan North Mainland CRA, dated March 2005. A portion of the funding for the improvement shall be generated through the use of tax increment funds ("TIF") and a portion shall be provided by the Developer or generated by the proposed Ormond Crossings Community Development District (CDD) through the use of special assessment bonds.

- e. The segment of Crossings Boulevard from US-1, including a railroad fly-over, to a round-about will be part of Ormond Crossings Phase A ("Segment 1"). The Developer shall design and permit Segment 1 and the Developer or the CDD shall loan sufficient funds to the CRA Authority (the "Segment 1 Loan") so the CRA Authority can commence construction of Segment 1 within 5 years after the Phase A plat is recorded. The terms and conditions of the Segment 1 Loan shall be provided for in a separate agreement between the Developer or the CDD and the CRA Authority, provided that regardless of the amount of the loan to the CRA Authority, repayment, including reimbursement of the lender's cost of money, shall be limited to the extent that the County's contribution of TIF shall be limited to \$4,000,000 and the City's contribution shall be limited to \$8,000,000, totaling a maximum contribution of \$12,000,000. Segment 1 shall be designed and constructed as a 4-lane divided roadway with landscaped medians. The roadway shall be completed prior to the project exceeding 2,017 net peak-hour external trips.
- f. Crossings Boulevard shall be extended from Segment 1, including an I-95 fly-over, to connect to an internal roadway within Ormond Crossings, west of I-95 ("Segment 2"). The Developer or the CDD shall commence design and permitting of Segment 2 at such time as the CRA Authority provides written notice that it can reasonably foresee having the ability, within 2 years, to repay the Segment 1 Loan. The Developer or the CDD shall proceed with the construction of Segment 2 upon repayment of the Segment 2 Loan or as soon as the design and permitting of Segment 2 are completed, whichever is later. Segment 2 shall be designed and constructed as a 2-lane undivided roadway, but the Developer shall provide sufficient right-of-way to accommodate widening to a 4-lane divided cross section in the future. The roadway shall be completed prior to the project exceeding 4,000 net peak-hour external trips.
- g. The Developer shall construct or cause a successor developer or developers to construct an internal roadway system that provides a connection from the terminus of Segment 2 to US-1, northwest of its interchange with I-95. That roadway connection to US-1 shall be completed prior to buildout of 1,000 residential units at Ormond Crossings.
- h. Within 6 months following commencement of construction of Segment 1 by the CRA Authority, the Developer or the CDD shall commence construction of a road segment from the point of terminus of Segment 1 northward to connect to Tymber Creek Road via an I-95 underpass (the "East-West Connector Road"). The East-West Connector Road shall be completed within 1 year following commencement or when Segment 1 is completed, whichever is later.
- i. The Developer shall install a traffic signal at US-1 and Broadway Avenue and turn lane improvements (the "Broadway Signal and Turn Lanes"). The Broadway Turn Lane improvements shall consist of an eastbound left-turn lane, through lane, and right-turn lane on Broadway Avenue at US 1 and a southbound right-turn lane on US-1 at Broadway

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Avenue. The Turn Lane improvements shall be constructed prior to the eastbound (Broadway Avenue) approach traffic exceeding 53 vehicles during the eight highest hours of an average weekday, as documented in the Annual Report. The Broadway Signal shall be installed within one year of when the eastbound (Broadway Avenue) approach traffic meets traffic signal warrants based on FDOT study procedures.

- j. The Developer shall install a traffic signal and additional turn lanes at US-1 and Hull Road (the "Hull Road Signal and Turn Lanes"). The Hull Road Signal and Turn Lanes shall consist of a southbound right-turn lane at Hull Road, extension of the northbound (US-1) left-turn lane to 600 feet, and signalization. Construction shall be completed by December 31, 2012, provided that if the traffic signal is not warranted or if there have been no certificates of occupancy issued within Ormond Crossings by then, the Hull Road Signal and Turn Lanes shall be installed and constructed within 1-year following the date the traffic signal is warranted or the first certificate of occupancy has been issued, whichever is later.
- k. The Developer shall install the Broadway Signal as specified in number 9 above. The Developer shall also install traffic signals at the entrances to Ormond Crossings from north and south of the I-95 interchange when traffic meets the traffic signal warrants based on the FDOT study procedures. Concurrently with the installation of each of those three signals, the Developer shall also install communication cable connecting the new traffic signals to adjacent traffic signals within 0.5 mile along US-1. Within 6 months following a request from the City or County, but not later than December 31, 2020, the Developer shall provide the City with a timing study for the traffic signals on US-1 from the traffic signals on from the northern entrance to Ormond Crossings on US-1 to the southern entrance on at Crossing Boulevard/Pine Tree Road.
- l. Prior to the project exceeding 2,275 net external peak-hour trips, the Developer shall complete the following improvements at the I-95/US-1 interchange:
 - 1. At the I-95 southbound ramps, add a second southbound I-95 to southbound US-1 left-turn lane, convert the existing inside left-turn lane to a shared through/left-turn lane and extend the southbound I-95 to northbound US-1 right-turn lane to 550 feet.
 - 2. At the I-95 northbound ramps, add a second I-95 northbound to US -1 southbound left-turn lane and extend the northbound I-95 to northbound US-1 right-turn lane to 550 feet.
 - 3. In the event adjustments to existing traffic signals are necessary with the ramp improvements, the Developer shall make those adjustments but shall not be required to upgrade the signals with mast arms.
- m. All roadways within Ormond Crossings shall be designed and constructed in accordance with applicable standards of the FDOT, the County or the City, depending on the agency responsible for the particular roadway. All site plan and site specific development issues shall be addressed in the PMUD and as part of the subdivision and site plan review processes to ensure compliance with the City's Comprehensive Plan. The Developer shall be responsible for construction of new roadways and improvements, based on the City's local road design standards, to portions of Pineland Trail and Harmony Avenue that are within or bordering Ormond Crossings, which will be reviewed and approved through the PMUD and site plan processes to insure compliance with the City's requirements. The layout, design and

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roadway construction standards shall be determined by City staff in accordance with the typical City roadway details during the rezoning and development approval processes. The Developer has a right under the Planned Mixed Use Development (PMUD) zoning process to request waivers and alternative design standards as prescribed by the City's Land Development Code or as may be provided for in the PMUD. If increased roadway capacity resulting from improvements by the Developer to City streets or roadways is not all required for project related traffic, the Developer or assignee may be entitled to credits for transportation impact fees due to the City in connection with construction within the project. Any transportation impact fee credits shall be determined in accordance with the provisions of the City's impact fee ordinance or separate agreement between the Developer and the City.

- n. Except as provided for herein with respect to Crossings Boulevard or hereafter specifically agreed in writing, the City and the entity with jurisdiction over the facilities have no financial responsibility to contribute to or participate in the funding of the design, engineering, permitting and/or construction of roadway improvements for Ormond Crossings.
- o. In order to provide safe access and preserve operational capacity, left and right turn deceleration lanes shall be installed by the Developer at all entrances to Ormond Crossings on collector and arterial roadways, as determined by the appropriate maintaining agency. Pedestrian and transit considerations shall be considered in the design. The Developer and the appropriate maintaining agency shall confirm the need for and the cost of signalization at the entrances to Ormond Crossings consistent with policies of the appropriate governmental entity and when nationally recognized warrants (FHWA's Manual of Uniform Traffic Control Devices) are met. Signal costs at entrances to Ormond Crossings are the financial responsibility of the Developer through buildout of the project.
- p. As part of the Ormond Crossings Activity Center mobility strategy, the City will emphasize the use of a multi-modal transportation district for the project and surrounding area that includes, but is not limited to transit services, facilities and amenities as well as transit oriented development practices and principles to accommodate growth in the area. Ormond Crossings shall adhere to transit oriented development design principles and concepts within an area appropriate for future transit (see "Accessing Transit, design handbook for Florida Bus Passenger Facilities," FDOT, Version II 2008). The Developer shall provide annual reports based on methodology acceptable to the City. The City shall use the annual reports to determine if changes to the transportation demand management or multimodal system are warranted. The City shall provide the annual reports to Volusia County and Votran to ensure a coordinated effort for the multimodal improvements and operations. Prior to the issuance of the first certificate of occupancy, the Developer shall enter into an agreement which addresses roadway and transit capital, operations and maintenance funding. This agreement shall be reviewed and updated five years after the original approval by the City and Votran, and thereafter shall be reviewed and updated as part of the annual reports required as part of the Activity Center designation.
- q. In the interest of safety, and to promote alternative forms of transportation, the Developer shall provide the following bicycle and pedestrian systems:
 - 1. The on-site bicycle systems shall be connected into any adjacent external bicycle systems existing at the time of construction;

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2. Covered walkways shall be designed into the front of non-residential structures to the maximum extent practicable;
 3. In all areas of Ormond Crossings where cycling will be accomplished on both sidewalk/bikeways and streets, appropriate signage identifying bike routes will be installed;
 4. Connections for bicyclists and pedestrians shall be provided between residential neighborhoods, employment centers and commercial areas to the maximum extent practical;
 5. Bicycle support facilities (e.g., parking and lockers) shall be provided at commercial areas and all work areas.
- r. The following transit related actions are required:
1. Bicycle lockers or bicycle racks, transit passenger shelters and transit parking bays shall be constructed where necessary to augment and facilitate the operations of transit service to the site as determined by the City in consultation with Votran;
 2. Transit pull-out bays and transit shelters as required by the City in consultation with Votran shall be constructed on-site by the Developer;
 3. A site shall be provided for multiple future transit stops to accommodate buses at a location determined by the City in consultation with Votran and the Developer at the time of site plan approval;
 4. At the City's request, the Developer shall enter into an agreement with the City in consultation with Votran in order to determine the appropriate number and location of pull-out bays, transit shelters, covered walkways and their location on the site, the size of a future transit super-stop if determined by the City to be appropriate for the estimated ridership, and the viability of a CDD operated internal tram system to provide transportation to destinations and transit stops within the project; and
 5. When studies are conducted to implement bus service, the Developer shall fully cooperate with the City in donating necessary right-of-way that may be necessary for the route, transit stations, park & ride facilities and other accoutrements deemed warranted by Votran, in consultation with the City.
- s. The Developer shall promote and encourage variable work hours and flextime participation by on-site employers. The Developer, employers and owners shall make known to tenants and residents that Ormond Crossings has access to an existing ride-sharing program operated by Votran. Transit and current ride-sharing information shall be prominently displayed in all public gathering areas, in employment centers and other areas as suggested by Votran and the City. Transit access on public rights-of-way, if necessary, shall be provided to meet Votran specifications to facilitate transit to the site. To reduce peak hour trips, the Developer (CDD or property owners associations) may designate a part-time ride sharing coordinator who is responsible for working with the area transit provider, conducting employee ridesharing campaigns within the project, publicity, processing applications, and distribution information (including transit information).

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- t. The Developer shall coordinate with the City, Voltran, the CDD, and any property owners associations to ensure the provision of park and ride spaces on site and construct an area for use as a rideshare lot to lessen the overall impacts on regional roadways. Spaces for at least 200 vehicles shall be provided and may be shared with parking for commercial land uses. The park and ride spaces shall be proximate to the bus transit stops when established. Park and ride spaces shall be aggregated into groupings of not less than 25 spaces per designated park and ride area, which shall be indicated with appropriate signage. The Developer shall coordinate with City and Voltran to accomplish these requirements at the time of site development.
- u. In order to minimize impacts to the roadway network, roads within Ormond Crossings shall, subject to environmental constraints, be interconnected to the maximum extent feasible as determined by the City. The project will generally be connected to existing neighborhoods and will tie into local streets, where feasible and as deemed appropriate by the appropriate local government.
- v. The transportation mitigation projects and other mitigation activities to reduce vehicle miles traveled from and to Ormond Crossings are sufficient for the impacts of the project, including impacts on Volusia County roadways. The City hereby acknowledges and agrees that by complying with the provisions of this mitigation strategy, the Developer shall be entitled to fully and completely develop Ormond Crossings without further transportation improvements. If any of the transportation mitigation projects are unnecessary because they were or are being undertaken by a third party or are not possible because they are not approved by the entity with jurisdiction or for any other reason, the Developer shall make alternative traffic related improvements or contributions to operations that have the affect of reducing vehicle miles traveled from and to Ormond Crossings as directed by the City, provided that any alternative mitigation of offsite transportation impacts shall not exceed the cost of the individual transportation mitigation projects being replaced.

POLICY 5.1.4.

The City and Volusia County shall use the Traffic Impact Assessment Guidelines and Methodology approved by the Volusia County Metropolitan Planning Organization (VCMPO) as the principal method of assessing the impacts of the Ormond Crossings project on the local and county road networks. The Developer, the City and Volusia County agree that the mitigation projects identified in Policy 6.1.3 constitute a reasonable mitigation solution pursuant to the VCMPO cross jurisdictional impact guidelines and the mobility strategy implemented as part of the Ormond Crossings Activity Center TCEA. The successful completion of the improvements identified in Policy 6.1.3 addresses the impacts from the project and thereby exempts the project from any and all additional extra-jurisdictional analysis and mitigation not otherwise identified herein.

OBJECTIVE 5.2. PUBLIC INFRASTRUCTURE AND FACILITIES

The Ormond Crossings Activity Center project provides the City with the opportunity to master plan a mixed-use development, including the needed public facilities required to

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meet the minimum levels of service or the requirements of the City's Mobility Plan as established in this comprehensive plan.

POLICY 5.2.1.

The City shall utilize an annual monitoring process to analyze and where necessary amend the CIE and other related elements to ensure that public infrastructure and facilities are in place or have a financially feasible commitment to construct the infrastructure or facilities in order to assure adherence to the City's mobility strategies for the Ormond Crossings Activity Center.

POLICY 5.2.2.

As part of the implementation of the Ormond Crossings/North Mainland CRA Master Plan and the Ormond Crossing TCEA mobility strategies, the City shall establish in the Ormond Crossings Activity Center a principal arterial roadway, to be known as Crossings Boulevard, which will provide for accessibility between residential, commerce center, retail and service land uses.

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TABLE 6 - FUTURE ROADWAY FUNCTIONAL CLASSIFICATION

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Street	SEGMENT		Functional Classification	No. of Lanes	Type of Facility
	From	To			
I-95	North City Limits	South City Limits	Principal Arterial	6	Divided-Limited Access
US 1	North City Limits	South City Limits	Principal Arterial	6	Divided
Nova Road	US 1	Wilmette	Principal Arterial	4	Divided
Nova Road	Wilmette	South City Limits	Principal Arterial	6	Divided
SR 40	Williamson Blvd.	West City Limits	Principal Arterial	6	Divided
SR 40 (Granada)	US 1	Williamson Blvd.	Principal Arterial	4	Divided
SR 40	A-1-A	John Anderson	Minor Arterial	4	Undivided
SR 40	John Anderson	Beach Street	Minor Arterial	4	Divided
SR 40	Beach Street	US 1	Minor Arterial	5	Undivided
SR A-1-A	SR 40	South City Limits	Principal Arterial	4	Divided
SR A-1-A	SR 40	North City Limits	Minor Arterial	2	Undivided
Clyde Morris Boulevard	SR 40	South City Limits	Minor Arterial	4	Divided
Beach Street	SR 40	South City Limits	Minor Arterial	2	Undivided
Beach Street	SR 40	North City Limits	Major Collector	2	Undivided
Airport Road	US 1	Tymber Creek Road	Minor Arterial	2	Undivided
Airport Road	Tymber Creek Road	SR 40	Minor Arterial	2	Undivided
Williamson	SR 40	South City Limits	Minor Arterial	4	Divided
Tymber Creek Road	Airport Road	South City Limits	Minor Arterial	4	Divided
Tymber Creek Road (CR 2013)	Airport Road	US 1	Minor Arterial	4	Divided
Ormond Crossing Boulevard	US 1	Tymber Creek Road	Minor Arterial	2	Undivided
Amsden Road	John Anderson Drive	SR A-1-A	Minor Collector	2	Undivided
Halifax Drive	John Anderson Drive	Fluhart Drive	Major Collector	2	Undivided
Riverside Drive	Fluhart Drive	South City Limits	Major Collector	2	Undivided
Riverbeach Drive	Riverside Drive	SR A-1-A	Major Collector	2	Undivided
Harvard Drive	Riverside Drive	SR A-1-A	Major Collector	2	Undivided
Neptune Avenue	John Anderson Drive	SR A-1-A	Major Collector	2	Undivided
Sanchez Avenue	Yonge Street	Beach Street	Major Collector	2	Undivided
Wilmette Avenue	Nova Road	Beach Street	Major Collector	2	Undivided
Yonge Street	US 1	Sanchez Avenue	Major Collector	2	Undivided
Domicilio	Northbrook	Beach Street	Major Collector	2	Undivided

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Street	SEGMENT		Functional Classification	No. of Lanes	Type of Facility
	From	To			
Center Street	Wilmette	South City Limits	Minor Collector	2	Undivided
Orchard Street	N. of Sterthaus	Hand Avenue	Major Collector	2	Undivided
Tomoka	SR 40	Beach Street	Minor Collector	2	Undivided
Ormond Parkway	SR A-1-A	Halifax Drive	Minor Collector	2	Undivided
Kings Road	Nova Road	Division	Minor Collector	2	Undivided
Sterthaus	Orchard	Nova Road	Minor Collector	2	Undivided
The Main Trail	Nova Road	SR 40	Minor Collector	2	Divided
Hammock Lane	Kings Road	Orchard	Minor Collector	2	Undivided
Sunshine Boulevard	Airport Road	Tower Circle	Minor Collector	2	Undivided
Runway Drive Extension	W. Tower Circle	Pineland Trail	Minor Collector	2	Undivided
Fluhart	Riverside Drive	Halifax	Major Collector	2	Undivided
Pineland Trail	Airport Road	US 1	Minor Arterial	2	Undivided
Ridgewood	Domicilio	Hand Avenue	Major Collector	2	Undivided
Division	Nova Road	Beach Street	Major Collector	2	Undivided
Hull Road	US 1	Pineland Trail	Major Collector	2	Undivided
Hand Avenue	Nova Road	S.Tymber Creek Ext.	Minor Collector	4	Divided
New Collector	Airport Road	Pineland Trail	Major Collector	2	Undivided
Shadow Crossings Coll.	SR 40	Airport Road	Minor Collector	2	Divided
South St. Andrews Drive	Rio Pinar Drive	North St. Andrews Drive	Minor Collector	2	Undivided
Rio Pinar Drive	South St. Andrews Drive	North St Andrews Drive	Minor Collector	2	Undivided
North St. Andrews Drive	Rio Pinar Drive	S. St. Andrews Dr.	Minor Collector	2	Undivided
Tomoka Oaks Boulevard	South St. Andrews Dr.	Nova Road	Minor Collector	2	Divided
Lincoln Avenue	Orchard Street	US 1	Minor Collector	2	Undivided
Thompson Creek Road	Lincoln Avenue	Division Avenue	Minor Collector	2	Undivided
Fleming Avenue	Nova Road	West of F.E.C.R.R.	Minor Collector	2	Undivided
Fleming Avenue	East of F.E.C.R.R.	Beach Street	Minor Collector	2	Undivided
Ann Rustin	Halifax	SR A-1-A	Minor Collector	2	Undivided
Standish	John Anderson	SR A-1-A	Minor Collector	2	Undivided
Rio Pinar Trail	South St. Andrews Dr.	The Main Trail	Subdivision Feeder	2	Undivided
Iroquois Trail	South St. Andrews Dr.	The Main Trail	Subdivision Feeder	2	Undivided
Hand Avenue	Ridgewood	Nova Road	Major Collector	2	Undivided
Crossings Boulevard	US 1 (east of I-95)	East-west Road	Principal Arterial	4	Divided
Crossings Boulevard	East-west Road	Tymber Creek	Major Collector	2	Divided

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TABLE 7 - ROADWAY DESIGN STANDARDS

Type of Street	Minimum Right-of-Way Width	Lane Width	No. of Lanes	Drainage Structure	ADT Served	Sidewalk/ Bikeway*	Intersects with	Land Access
Principal Arterial	120'-300'	12'	4-6	Curb & Gutter (urban) Swale (rural)	15,000 +	Yes	Minor Arterials, Major Collectors, Minor Collectors	Limited to Major Trip Generators
Minor Arterial	120'	12'	2-5	Curb & Gutter (urban) Swale (rural)	10,000 - 30,000	Yes	Principal Arterials, Major Collectors, Minor Collectors	Limited to Major Trip Generators
Major Collector	80'	12'	2-4	Curb & Gutter	3,000 - 12,000	Yes	Principal Arterials, Minor Arterials, Minor Collectors	Limited Direct Access
Minor Collector	60'-80'	12'	2-4	Miami Curb	1,500 3,000	Yes	Subdivision Feeders, Major Collectors, Arterials	Limited Direct Access
Subdivision Feeder	60'	11'	2	Miami Curb	500 - 1,500	Yes	Local Access, Minor Collectors, Cul-de-Sacs	Direct Access
Local Access	50'	10'	2'	Miami Curb	500	Yes	Subdivision Feeders, Minor Collectors, Cul-de-Sacs	Direct Access
Cul-de-Sacs	50'	10'	2	Miami Curb	Less than 200	No	Local Access Subdivision Feeder	Direct Access

- Sidewalks shall have a minimum width of five feet. Bikeways shall consist of either bicycle lanes or bicycle paths. Bicycle lanes at the edge of streets shall have a minimum paved width of four feet in each direction. Bicycle paths separated from the street shall have a minimum paved width of five feet for one-way traffic and ten feet for two-way traffic.

Source: Harland Bartholemew & Associates, Inc.

Figure 1- Future Traffic Circulation Map





