

# Tomoka Holdings, LLC

AN ALLETE COMPANY

Developer of Ormond Crossings

May 22, 2013

Mr. Ric Goss, AICP  
Planning Director  
City of Ormond Beach  
22 South Beach Street  
Ormond Beach, FL 32176

RE: Ormond Crossing Planned Mixed Use Development Rezoning

Dear Mr. Goss,

This letter is written in support of the application for rezoning to Planned Mixed Use Development (PMUD) submitted by Tomoka Holdings, LLC for the Ormond Crossings development. The subject property is located south of US 1 and spans both sides of I-95. The development area consists of approximately 2,924 acres. The proposed development plan consists of a variety of residential, non-residential and conservation uses with development standards in place to ensure a sustainable, thriving development. Tomoka Holdings is aware that the Planning Board may recommend approval, approval with conditions, or disapproval and the City Commission may base its conditions of approval or denial of the issuance of a development on the following criteria. The following identifies how the proposed Ormond Crossing PMUD complies with the criteria.

**a. Does the proposed PMUD provide for the integration of land uses in an efficient manner?**

The Ormond Crossing PMUD takes the specific goals, objectives and policies of the comprehensive plan and provides standards applicable to residential and non-residential uses within the project in a manner that promotes sustainable development in the appropriate locations. This being the case, efficiency as applied to the Ormond Crossing PMUD means that the land uses:

1. provide for a mixture of uses in geographic locations that provides connectivity and accessibility via multiple modes of travel available to the residents and businesses within the project;
2. utilize connection to existing infrastructure and ensure provision of services when needed by the development. and,
3. provide for upgrades or improvements to the existing infrastructure and various governmental services (education, recreation, etc.) in a fiscally-feasible manner.

The PMUD includes a Conceptual Plan (Exhibit C) and a Land Use Plan (Exhibit D) providing for the general location of land use areas. The MDP also includes definitions and regulations for the uses allowed in the following land uses:

1. Business Park Area
2. Town Center/Business Park Area
3. Residential-High Density Area
4. Residential-Medium Density Area
5. Residential-Low Density Area
6. Institutional Area
7. Park/School Area

These are used to further refine the specific uses that are allowed in the different land use areas. There is flexibility allowed to the types and intensities of the uses allowed in the land use areas via a conversion matrix. This allows for adjustments to market conditions without compromising the compatibility of the uses. The conversion matrix (see Tables 2 and 3 of the MDP) is consistent with the adopted future land use policies since it allows only conversion between non-residential uses, or the conversion of residential uses to non-residential uses. The matrix does not include standards for the conversion of non-residential areas to residential uses since this is prohibited by policies in the adopted comprehensive plan.

The portion on the east side of I-95 has been designated for "Business Park" area and is targeted strictly for non-residential uses in order to promote and develop the economic base of the City and County. This area incorporates industrial, office and flex-space in close proximity to existing and future residential areas. Additionally, the PMUD MDP incorporates provisions for personal retail and office use to minimize travel by those employed in this area. The west side of I-95 incorporates residential and non-residential uses in a manner that minimizes impacts to existing natural resources and residential areas, while providing for a wide-mix of residential opportunities. All of these uses will have access to automobile, transit, pedestrian and bicycle modes of travel through a connected network of roads, trails and sidewalks. There are existing potable water and sanitary sewer facilities in place along the US 1 corridor that will be expanded and improved by the developers of the project in order to ensure that current and future users have adequate capacity without additional costs to the existing users. Stormwater management will be designed, permitted, constructed and funded by the developers of the project.

A Community Development District (CDD) is anticipated for the project as a funding mechanism for many of the infrastructure improvements. This places the funding of the improvements on those who use the expanded facilities.

- b. Does the plan provide for compatibility between the various uses and are there sufficient standards in place to ensure that all of the uses can be developed in a manner that does not have a negative impact on the adjoining land uses?**

There are two specific issues. First is compatibility with the existing and future land uses external to the project. The second pertains to internal compatibility. Both of these are addressed via regulations in Section 8.0 of the MDP and the geographic distribution shown in the Conceptual Plan (Exhibit C) and Land Use Plan (Exhibit D).

The development on the east side of I-95 does not have significant issues with compatibility. The development area east of I-95 is where industrial, office and commercial uses will be developed in accordance with the "Business Park" area standards. This portion of the project is surrounded to west, east and north by major transportation corridors (I-95, FEC railroad, US 1) that will not be negatively impacted by these land uses. The land uses for the properties along the southern boundary of the project include some industrial businesses, but there is access to a city park (Airport Sports Complex) and rural residential development that warrants greater screening and buffering standards. The proposed MDP incorporates sufficient landscaping, buffering and design standards to ensure compatibility with the rural residential and park uses along the south side of Harmony Avenue.

The portion of the project on the west side of I-95 places the intensive residential and non-residential uses to the northeast and along the I-95 corridor so that these uses do not negatively impact the rural residential and conservation lands to the south and west of the project. Additionally, the MDP specifies that "Low Density Residential" areas and conservation lands are planned in the southern portion of the project. This will provide compatibility with the large-lot residential uses existing in Durrance Acres and similar areas of unincorporated Volusia County.

Internally, the project has been arranged so that intensive uses, such as commercial, retail, and industrial are in close proximity to residential uses for convenience and efficiency, but are buffered by either transportation corridors or natural resources. The eastern side of the project is exclusively non-residential and there are sufficient design requirements to ensure that office, commercial and industrial uses can be cohesively developed. The western side of I-95 allows for stormwater facilities, schools and parks to provide buffering and smooth transitions from non-residential to residential, as well as transitioning residential densities.

**c. Does the plan include innovative or alternative standards that will address specific issues pertinent to the City of Ormond Beach, including but not limited to, affordable housing, "green" development and building standards, low-impact development requirements, transit oriented design, water-wise landscaping, fire-wise landscaping and design standards, etc.?**

Pursuant to the adopted comprehensive plan, the PMUD has incorporated affordable housing pursuant to the methodology adopted by the East Central Florida Regional Planning Council. This means that there will be a variety of housing opportunities available for all persons, regardless of financial status. Please refer to Section 20.0 of the proposed PMUD MDP for the specific standards.

The project is also required by the adopted comprehensive plan, to include a multitude of "green" development standards that include options for all of those listed in the criteria. This means that both residential and non-residential developments will have the ability to use innovative or alternative methods of addressing "green" development in a manner that is appropriate and can be reasonably implemented. Lastly, the application of transit-oriented design is applicable to the west side of the project, given the retail, office and multi-family

uses identified to be developed in the area. Please refer to Section 16.0 for the specific standards for "GREEN" development.

**d. Are there urban design and architectural control standards in place that will provide for a sustainable and lasting community?**

The proposed PMUD MDP incorporates design standards in Exhibit G of the MDP that are based on the preliminary standards developed by the Economic Development Director for the City of Ormond Beach, as part of the comprehensive plan amendment process. This effort has been refined and improved to address a multitude of design elements including, but not limited to architectural design (style, massing, roof lines, fenestration, lighting, etc.) and landscape standards (minimum requirements, appropriate species, corridor and utility screening, etc.).

**e. Does the PMUD MDP provide for a coordinated transportation system that improves accessibility and provides for various modes of travel?**

The comprehensive plan and associated Development Agreement specify that the development of Ormond Crossings shall integrate a multi-modal system of roads, sidewalks, trails and transit opportunities. The Development Agreement specifies exact improvements and methods of implementation. These improvements include road construction, implementation of transportation demand management (TDM) practices, construction of bike paths/sidewalks/trails and integration of Votran bus systems into the road and land use network. All of these items have been either directly incorporated into the PMUD plan or otherwise added by reference. Please refer to Section 12.0 and Exhibit B of the MDP for the specific road and transit standards and improvements, and refer to Section 13.0 and Exhibit F for the specific standards and requirements for the multi-modal trail system.

**f. Are there innovative land use standards in the MDP designed to protect and enhance environmental resources?**

The conservation aspects of the PMUD stress the importance of ecosystems management and coordination with the protected natural resources located to the west and south of the project. The applicant has established standards consistent with the currently adopted Land Development Code and Comprehensive Plan for development within the PMUD. Outside the PMUD boundaries, the applicant has established conservation areas and a wetland mitigation bank to the west in lands that are located in Flagler County. The Conceptual Plan (Exhibit C) and Land Use Plan (Exhibit D) are consistent with the regional plans for the conservation of valuable natural resources.

**g. Does the MDP include provision for a coordinated and orderly provision of public utilities?**

The development of a large project such as Ormond Crossings requires extensive planning for the extension and expansion of public utilities. The PMUD MDP includes specific standards that trigger the requirement for planning, design and construction of specific infrastructure elements so that there are sufficient facilities in place at the time of development. The PMUD MDP incorporates these standards to ensure the following:

1. Utilities will be designed and constructed to adequately serve the various phases of the project and will have connectivity (stubbed-out) for subsequent phases.
2. Service lines and pumping equipment will be sized such that subsequent phases will not require replacement or significant retrofitting of the lines or equipment.
3. Design, permitting and construction costs will be the responsibility of the developer and will be coordinated with the Public Works Department of the City.

Section 10, Development Phasing and Exhibit B of the MDP identify improvements required to address the development of the project and include specific timelines as to when the improvements have to be in place.

**h. Does the MDP include provisions for the coordination and establishment of educational and recreational activities and facilities?**

The provision of educational facilities was negotiated during the comprehensive plan process. The applicant shall deed 20-acres of uplands to the Volusia School District for an elementary school site upon platting of the adjacent residential land and as approved by the District. Additionally, the applicant has submitted the necessary forms and fees to the Volusia School District to be granted approval of school concurrency for the proposed rezoning.

Parks and recreational facilities have been meticulously planned and specific phasing plans have been incorporated into Section 10.0 Development Phasing and Exhibit B Developer Commitments.

Tomoka Holdings is aware that there are additional requirements contained in the Land Development Code that must be addressed in order for the Planning Board and the City Commission to take action on the proposed rezoning to PMUD and the related PMUD MDP. According to Section 2-38.E.5. of the Land Development Code the following design guidelines must be established to ensure that requests to rezone to PMUD include a balanced and sustainable mix of uses. The proposed PMUD MDP and related documents include requirements to:

- a. **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;**

All of these items are specifically clarified in the proposed design standards contained in Exhibit G and Section 18.2(v) of the MDP

- b. **Encourage building orientation which promotes interaction between different projects and discourages creating unnecessary separation or the isolation of projects;**

Tables 9 and 10 of the MDP provide for generalized setback and building dimensional requirements. These used in conjunction with the Design Standards (Exhibit G) and the general descriptions of the land use areas in Section 5.0 of the MDP address this issue.

- c. Establish shared parking, access and loading facilities, as practical, in an effort to reduce impervious surfaces;**

Section 18, Subsection 18.2, paragraph (p) includes provisions for shared parking in the Town Center land use area. This is the area where shared parking will be most effective.

- d. Promote vehicular, pedestrian, and non-vehicular movement throughout the Activity Center;**

Section 13.0 and Exhibit F of the MDP identify the location and requirements for a multi-modal trail that services the entire Ormond Crossing project.

- e. Provide a network of unifying open spaces (said open spaces shall be in, or predominantly in, a natural state) which promote linkage with other adjoining developments;**

Exhibits C and D identify the conceptual plan and land use plan for the projects. These maps reflect the need to protect and preserve valuable natural resources, such as wetlands. These natural resources will remain in a "natural state" and will not be impacted by development of the project. These natural areas are integrated into the multimodal trail system, which connects "developed" open spaces, such as active parks and school sites, with residential and non-residential uses throughout the project.

- f. Use common frontage/service roads where appropriate; and**

The road network standards in Section 12.0 provide for generalized standards which may allow the developer to use common/service roads if warranted.

- g. Use shared or joint facilities, such as stormwater, bus stops, and utility easements.**

Throughout the MDP there are requirements for shared use of stormwater, transit and utility easements. Additionally, there are standards in the City's adopted Land Development Code (LDC) that address this requirement.

Thank you for the opportunity to explain how we believe that the project complies with the requirements of the Ormond Beach LDC. We believe that we have developed a plan that provides the necessary guidance in implementing the master plan for the Ormond Crossing project. Also, we look forward to presenting and discussing the proposed PMUD and associated MDP with the Planning Board and City Commission.

Please contact me if you have any additional question or comments.

Sincerely,



Clinton F. Smith  
Vice President