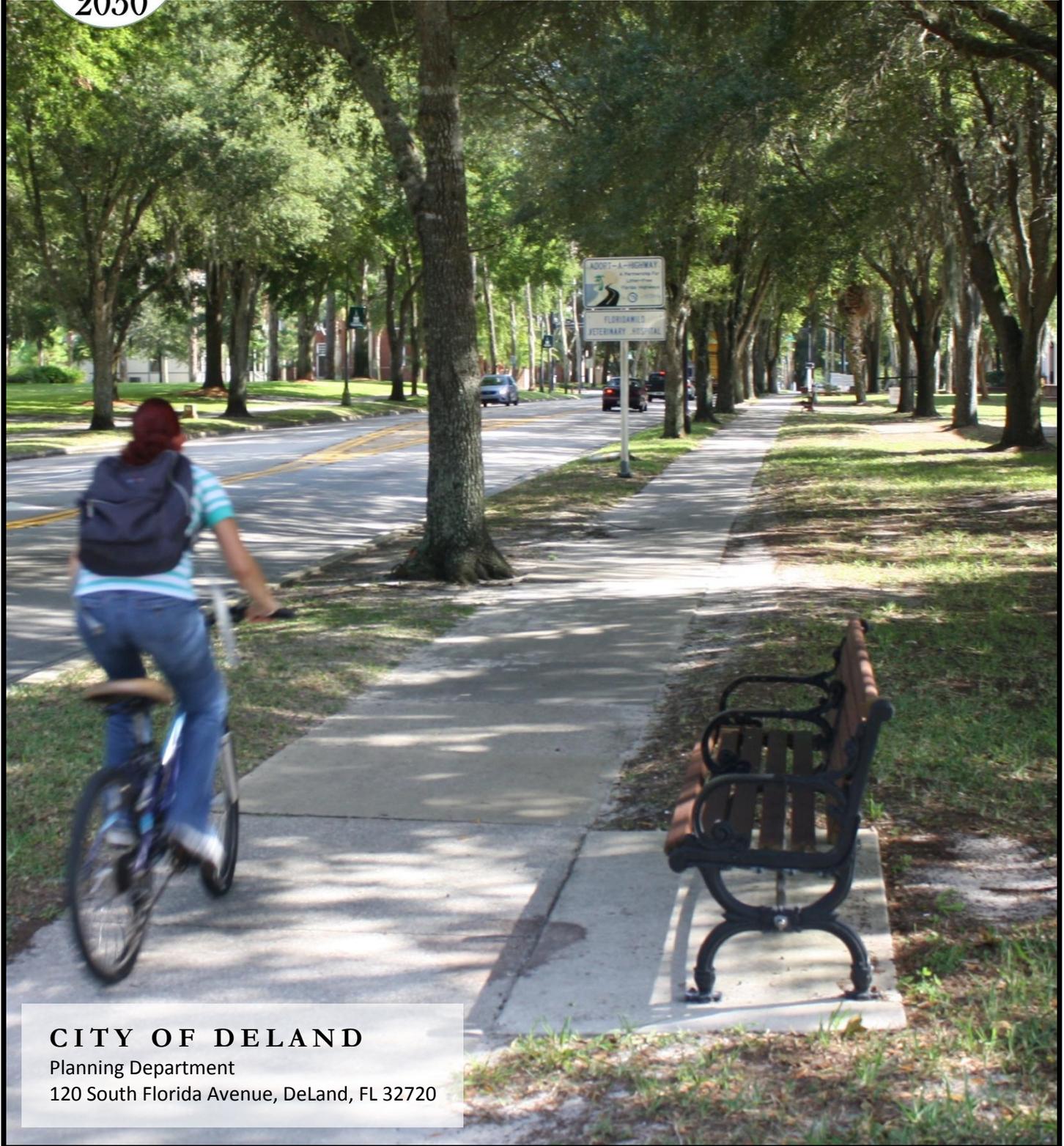




# DeLand 2050



**CITY OF DELAND**

Planning Department

120 South Florida Avenue, DeLand, FL 32720



# DeLand 2050

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# DeLand 2050

## DeLand 2050 Introduction & Purpose

Through the years, there have been numerous discussions as to what the City Commission and Planning Board envision for developing various sections of the City. The Strategic Plan provides some guidance such as gateway aesthetics, sustainability, industrial uses at the airport or more residential in the downtown. Other development scenarios were discussed during various meetings through the years, but nothing was formalized. It is one thing to say “keep DeLand’s small town feel”; but exactly how does a community keep that feeling as the City and the surrounding area continue to grow? The population of the City is already over 27,000 people, with more moving in each year. Developing a framework to guide this growth will become very important as time goes on and the City is faced with new development proposals.

In 2009, the City of DeLand Planning Board and City Commission jointly held four smart growth workshops, to develop a draft of the 2050 Vision for the DeLand area. During the 2009 workshops it was decided to use the Smart Growth principles as the foundation of the DeLand 2050 Plan. The principles of Smart Growth were used in combination with the elements of the Smart Growth Initiative of Volusia County, as well as sustainability concepts in the development of the draft DeLand 2050 Vision.

The City Commission asked that the draft of the DeLand 2050 Vision be presented to the community to seek their input. The Commission wished to include input from residents living in the unincorporated portion of the City water and sewer service area; therefore, the County was invited to participate in the public participation process. At a meeting on March 18, 2010, the County Council agreed to participate. Stetson University also assisted by facilitating the public participation process.

The City visioning process asked what kind of city its citizens would like to see in 2050 and how sustainability can be a part of that vision. Because it can take years to successfully implement a plan or vision in order for it to be successful, the City must start looking ahead towards 2050 now, if the vision is to be realized. The following report presents this vision.

The following statement was created to guide the entire visioning endeavor.

**VISION STATEMENT:**

*DeLand's future will allow growth while preserving historical resources and natural areas, encouraging both new development and redevelopment in the core city area (Greater DeLand Area), establishing mixed use centers, supporting alternative modes of transportation and providing a diverse and strong economy, that will result in a more livable and sustainable community.*

The public participation program included a schedule of six workshops held throughout the DeLand area over a two month period. A web page was created to allow widespread public review of relevant materials and the completion of an on-line survey to provide their input if they could not attend one of the workshops. Citizens also sent comments via email directly to staff or through the question and answer program on the City's web page. Any email that was received was incorporated into the final set of comments and included in the presentation of the results of the community input. The results of the public participation program are presented in the "Vision for the City of DeLand, Summary Report for Public Involvement October – November 2010." This report is located on the City's Planning web page.

The public presentations and subsequent completed surveys provided the City with valuable insight as to how the community would like to see the City grow in the future. There were five major themes that emerged through the process:

- 1) There was a clear endorsement of the smart growth principles used to develop the draft of DeLand 2050, and the City should continue the DeLand 2050 project with the smart growth principles as the foundation.
  - 2) Growth should be focused in already developed areas and the core portion of the City. Some of these growth areas will be suitable for higher intensity development.
  - 3) The areas outside the growth areas, for the most part, should be reserved for environmental protection, open space, and recreation; or maintain existing low-density land use patterns, with the exception of a possible transit oriented development near the train station.
  - 4) There will be a need for other modes of transportation to service the area other than cars, as more people move into the area and to make efficient use of SunRail.
  - 5) Create and/or preserve a sense-of-place through urban design standards, in particular for City Gateway Corridors.
-

The statements above, as well as the comments from the workshops, are general statements and there may be exceptions to these statements based on specific circumstances. The development of detailed plans for specific areas through Joint Planning Agreements between the City and County or local neighborhood plans inside the City's boundaries will provide opportunities to make any adjustments necessary to address localized concerns. These agreements and plans will be produced over the next several years once the vision is approved.

Putting all this into a format using maps, policies and guidelines which can be used to guide future development in and around the City, should prove beneficial to the public in understanding the direction in which the Commission is aiming. The vision was not intended to become part of the Comprehensive Plan, but would be a stand alone document that could be adopted by the Commission and used as a tool when reviewing development proposals or capital improvement projects, similar to the Strategic Plan.

The City Commission and Planning Board are the "Vision Coordination Team". The Vision Coordination Team is responsible for the development of the City's Vision for 2050 and to provide for local public participation during the vision development process.

The City of DeLand's Planning Department was the coordinator of the community outreach effort. The department conducted meetings and provided background information to the public to help them provide useful comments and input as the vision was created.

### **The DeLand 2050 Plan is made up of the following sections:**

- 1) **Executive Summary** which consolidates the primary conclusions of the plan.
- 2) **Land Use** provides the desired land use pattern and implementing guidelines.
- 3) **Transportation** presents the transportation network and guidelines to supplement the proposed land use pattern.

# APPENDIX B

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# Executive Summary

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## A. Purpose

The City of DeLand is positioning itself as a sustainable community and is stepping forward to meet that challenge. In 2009, the City of DeLand Planning Board and City Commission held four joint smart growth workshops to develop a draft of the 2050 Vision for the DeLand area. During the 2009 workshops the City Commission decided to use the Smart Growth principles as the foundation of the DeLand 2050 Plan. The principles of Smart Growth were used in combination with the elements of the Smart Growth Initiative of Volusia County, as well as sustainability concepts, in the development of the draft DeLand 2050.

The City Commission asked that the draft of the DeLand 2050 vision be presented to the community to seek their input and thus a public participation program was developed. The Commission wished to include input from residents living in the unincorporated portion of the City's water and sewer service area. Therefore, the County was invited to participate in the public participation process; and at their meeting on March 18, 2010, the County Council agreed to participate. Stetson University assisted by facilitating the public participation process.

The City visioning process asked what kind of city its citizens want to see in 2050 and how sustainability can be a part of that vision. The following statement was created to guide the entire visioning endeavor.

### **VISION STATEMENT:**

*DeLand's future will allow growth while preserving historical resources and natural areas, encouraging both new development and redevelopment in the core city area (Greater DeLand Area), establishing mixed use centers, supporting alternative modes of transportation and providing a diverse and strong economy that will result in a more livable and sustainable community.*

## B. Public Comments

The public participation program included: the four initial joint Planning Board/City Commission workshops; six community workshops held throughout the DeLand area over a two month period; a web page created to allow widespread public review of materials and an on-line survey for the public to provide their input if they could not attend one of the workshops. Each of these steps allowed the public opportunities to provide feedback to the City on future development.

Comments were gathered on the concept for DeLand 2050 through both oral and written forums. The comments and conclusions are contained in the document entitled “Summary Report for Public Involvement, October – November 2010”. These comments identified everything from specific geographic areas that need to be addressed to encourage development; to preserving the existing land use pattern; to changing how people travel through the region.

## C. Land Use Plan 2050

The City Commission and the Planning Board prepared the first draft of the vision concept, “DeLand 2050”. The underlying foundation for the vision plan is the following four elements:

- Recognition of property rights in the current land use patterns for both the City and County;
- Land use patterns based on activity and neighborhood centers to encourage mixed use and walkability;
- Land use patterns that concentrate development at the core of the city or key corridors and that lessen in intensity as one moves outward from the core; and
- Land use patterns based on low impact style development and conservation for the outlying areas.

### 1. DeLand 2050 Land Use Description

The DeLand 2050 map is intended to present a general land use pattern for the DeLand region to help guide future land use decisions. The suggested land use pattern concentrates development in a high intensity urban core, generally located inside the Greater DeLand Area (GDA) boundary and the southeast area of the City out to I-4.

The overall pattern for the DeLand area depicts a compact core with small neighborhood centers of mixed uses distributed around the City to make it more walkable. Certain roadway

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corridors are shown to be redeveloped with higher intensity uses to facilitate the future use of transit and to improve the aesthetics of the City's gateways. Residential density will be increased near activity centers and along the corridors. The map illustrates key employment areas surrounded with support uses as well as residential uses. The operation of SunRail with a station near the current Amtrak station will create a transit village and will also allow for a potential spur into the center of DeLand causing redevelopment of the rail spur into a mixed use area dominated by residential. Unique districts are depicted to foster unique neighborhoods within the larger community that need special regulations or facilities; such as the downtown, rail spur, education, an art village, or historic areas.

## 2. DeLand 2050 Map

The joint workshops between the Planning Board and the City Commission produced the initial draft of the DeLand 2050 map. Following analysis of the input from the community meetings and the on-line survey, the initial DeLand 2050 map was reviewed and amended. The land use categories described below were not changed between the initial map and the final draft, but the locations and boundaries were adjusted based on public comments. The initial pattern was amended, but the main goal to limit urban sprawl by encouraging higher intensity redevelopment in and around the urban core as well as along several commercial corridors was maintained. Map 1 is the DeLand 2050 plan map.

The map contains four broad categories that allow different densities and types of development:

**Category 1** – Retains the existing land use and development pattern in place.

**Category 2** – Urban core area where the majority of the new, higher intensity growth will take place.

**Category 3** – Transit Oriented Development (TOD) has been placed on areas that have transit or are planned for transit.

**Category 4** – Designates areas that are currently under public ownership or that have been placed in conservation easements.

There are also four overlays that allow for a specific mix of uses:

**Employment Center** – emphasizes business or industrial uses, rather than residential.

**Activity Center** – emphasizes an intensive mix of uses, including residential. These centers will become major commercial areas.

**Neighborhood Center** – identifies small mixed use areas that will provide daily goods and services for nearby residents.

**Special District** – indicates areas that have unique characteristics that the City would like to encourage and allow for expansion of compatible uses.



### 3. DeLand 2050 Guidelines

In addition to a map that shows the land use pattern there are also guidelines that help direct the implementation of the plan. Below is an abbreviated version of the guidelines that illustrate the direction the City is moving towards when reviewing new development.

1. Become a **sustainable** community by having a sustainable growth policy requiring the wise use of fiscal and natural resources. The City should be designed to be “greener” through energy and water conservation.
2. Create activity and neighborhood centers to encourage **mixed use** and walkability. Encourage mixed land uses and reduce isolated and single form land uses in order to reduce the number of miles traveled by autos.
3. Concentrate development at the core of the city or at **transit oriented** sites and corridors. The **urban core** is the key area to focus development, maintaining a strong job base and taking advantage of existing infrastructure. Locating higher intensity along select corridors or major centers will encourage transit and lessen traffic congestion.
4. Accept styles of **housing** other than single family dwellings to accommodate the shift in demographics where there will be fewer households with children and provide for households with adult children or aging parents.
5. Preserve **open space**, farmland, natural beauty, and critical environmental areas; while providing **recreational** opportunities, as well as parks and green spaces for residents.
6. Create a **sense of place** by protecting the small town atmosphere, lifestyle, convenience, promotion of historic character and scale of buildings. Protect the important aspects of quality-of-life by having convenient shopping, and promoting appearance of buildings while retaining open spaces and trees. Use design standards to preserve sense of place and to improve **gateway** appearances.
7. Encourage new development to reflect and protect the **historic character** of the core community by complementing the historic downtown; Stetson University; neighborhoods; other historic areas.

## **D. Transportation Plan 2050**

In order for the DeLand 2050 plan to become a reality, there must be a transportation plan to support many of the concepts contained in DeLand 2050. The land use pattern of DeLand 2050 suggests that modes of transportation in addition to the automobile will need to be emphasized to make the vision a reality.

Road construction has become increasingly more difficult due to the cost of construction and the lack of land available to construct new roads or add lanes even if money were available. This has caused local governments to consider other options in lieu of road construction. In order to keep up with population growth, transportation options must be developed to serve the area.

### **1. Transportation Elements from Original DeLand 2050**

The following is a list of transportation projects or concepts that were considered during the development of the initial draft of DeLand 2050.

1. Commuter rail station to develop as a Transit Oriented Development (TOD)
2. Link from commuter rail station into downtown
3. Circulator – local bus network around downtown or localized routes
4. Number of buses (and routes) increased for TOD's and to travel throughout the southwest region
5. Airport used for freight and private planes and to support the industrial park
6. Walking – supported by neighborhood centers and improved conditions
7. Biking – encouraged by adding trails and lanes
8. Road projects:
  - a. East Beresford Avenue extension to SR 44
  - b. West parkway completed
  - c. Kepler Road widened to better accommodate trucks from airport industrial park to I-4

## 2. Public Comments

During the community workshops for DeLand 2050, several alternatives for improving mobility and travel other than roadways were mentioned by the participants; along with regulatory changes to encourage a multi-modal transportation network. The comments from the workshops and surveys were consolidated to create the basis for a Transportation Plan to support the DeLand 2050 plan. These comments have been grouped into three different categories: general, facilities, and Transit Oriented Development (TOD).

### a. Transportation – General

This section presents general features and issues that make up the transportation system. Area residents are concerned about safety of bicyclists and pedestrians, traffic congestion and making sure there is easy access to downtown. It was also pointed out that automobiles are the preferred means of traveling, at least for the near term.

### b. Transportation – Facilities

This section lists the actual modes of transportation desired by the community as relayed by their comments.

### c. Transit Oriented Development

Because the DeLand area is not serviced extensively with transit, this section describes programs and facilities that will need to be put in place to help support transit to make it feasible in the future.

## 3. DeLand 2050 Transportation Plan & Map

The DeLand 2050 Transportation Plan supports the land use pattern of the DeLand 2050 Plan. The transportation plan emphasizes modes of transportation other than the automobile without eliminating the importance of the automobile. Providing options to area residents is critical if the DeLand area is to maintain its position as an employment and residential hub. This section of the plan outlines the transportation system that allows the City to reach its 2050 vision. In addition to a map that shows the transportation network there are also guidelines that help direct the implementation of the transportation plan. Map 2 is the DeLand 2050 Transportation Plan map.

## 4. Transportation Plan Guidelines

In addition to a map that shows the transportation system there are also guidelines that help direct the implementation of the plan. Below is an abbreviated version of the guidelines:

1. Keep connected with **regional transportation network**, primarily **SunRail** and I-4 through **links** from the local network.
-

2. Provide that new development promotes **transit** styled villages and **transit planned corridors** at identified locations; such as the commuter rail station area developing as a Transit Oriented Development (TOD).
  3. Develop a transit **circulator** to serve downtown and/or localized routes that provide connection to the regional system.
  4. Continue to manage the **airport** to increase freight capacity and private planes that support the industrial parks.
  5. Encourage walking and **walkable** communities by creating neighborhood business centers with a mix of uses and improving pedestrian atmosphere through safety, building design and aesthetic measures.
  6. Encourage **biking** by constructing a complete network with trails, lanes and on-road routes.
  7. Create **connectivity** by allowing people the ability to move between major developments without necessarily entering the major road network.
  8. Establish a **multi-modal transportation** district to provide an interconnected transportation system to serve the urban core area.
  9. Develop transportation system to manage traffic to prevent **congestion** beyond acceptable levels.
-

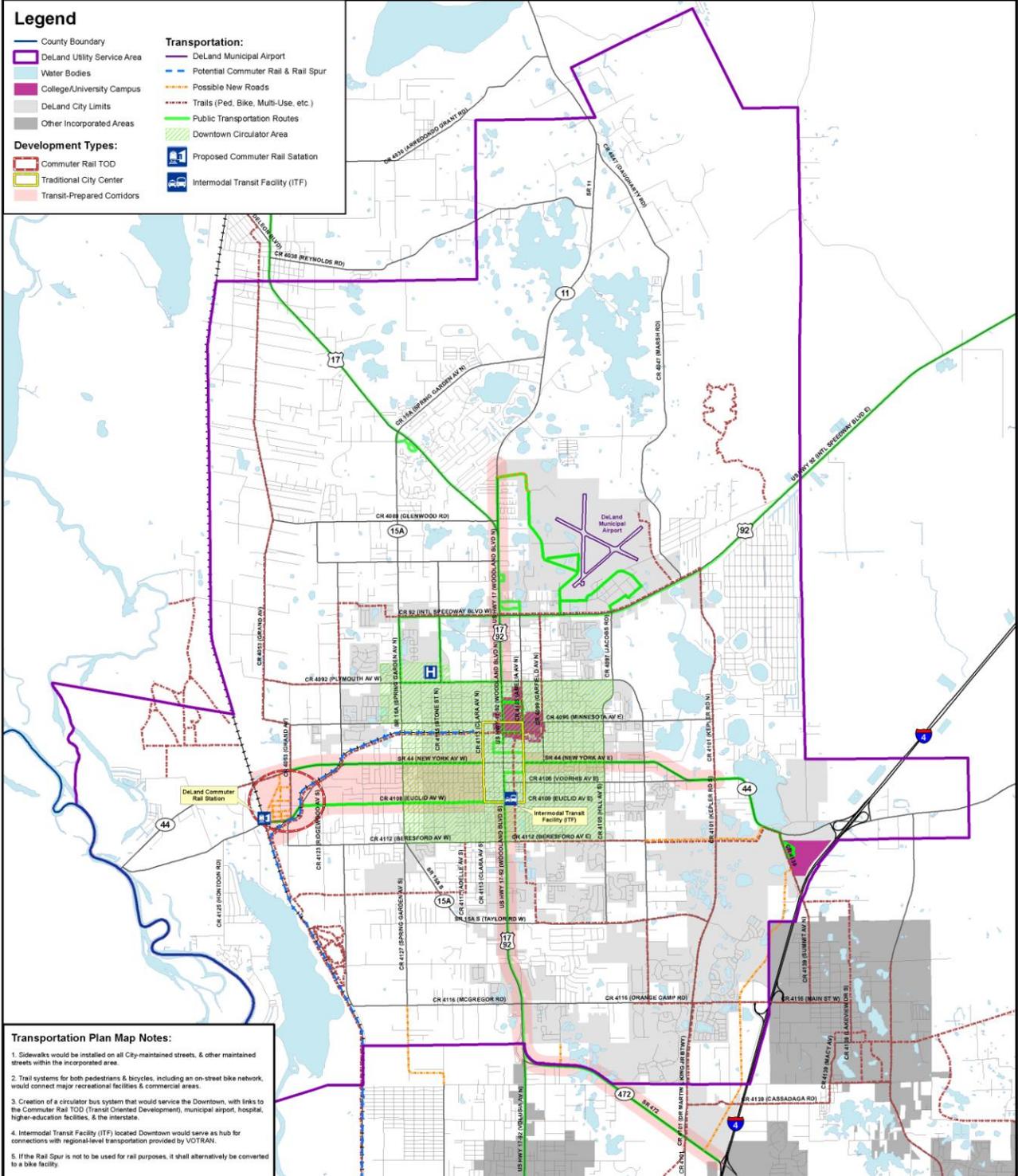
# DeLand 2050

Guiding DeLand to Sustainability



### Legend

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li> County Boundary</li> <li> DeLand Utility Service Area</li> <li> Water Bodies</li> <li> College/University Campus</li> <li> DeLand City Limits</li> <li> Other Incorporated Areas</li> </ul> | <p><b>Transportation:</b></p> <ul style="list-style-type: none"> <li> DeLand Municipal Airport</li> <li> Potential Commuter Rail &amp; Rail Spur</li> <li> Possible New Roads</li> <li> Trails (Ped. Bike, Multi-Use, etc.)</li> <li> Public Transportation Routes</li> <li> Downtown Circulator Area</li> <li> Proposed Commuter Rail Station</li> <li> Intermodal Transit Facility (ITF)</li> </ul> |
| <p><b>Development Types:</b></p> <ul style="list-style-type: none"> <li> Commuter Rail TOD</li> <li> Traditional City Center</li> <li> Transit-Prepared Corridors</li> </ul>  |   |



### Transportation Plan Map Notes:

1. Sidewalks would be installed on all City-maintained streets, & other maintained streets within the incorporated area.
2. Trail systems for both pedestrians & bicycles, including an on-street bike network, would connect major recreational facilities & commercial areas.
3. Creation of a circulator bus system that would service the Downtown, with links to the Commuter Rail TOD (Transit Oriented Development), municipal airport, hospital, higher-education facilities, & the interstate.
4. Intermodal Transit Facility (ITF) located Downtown would serve as hub for connections with regional-level transportation provided by VOTRAN.
5. If the Rail Spur is not to be used for rail purposes, it shall alternatively be converted to a bike facility.



Map prepared by the City of DeLand Planning Department, 2011. All rights reserved. No part of this map may be reproduced without the prior written permission of the City of DeLand. The City of DeLand is not responsible for any errors or omissions on this map. Prepared by: City of DeLand Planning Dept. Map 4, 2011.

## 2050 Transportation Plan Map



1 inch = 2,300 feet

## APPENDIX B

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# Land Use Plan 2050

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## A. Overview

The City of DeLand is positioning itself as a sustainable community and is starting now to take steps to meet that challenge. The City designed a visioning process that determined what kind of city its citizens will want to see in 2050 and how sustainability can be a part of that vision. The following statement was created to guide the entire visioning endeavor.

### **VISION STATEMENT:**

*DeLand's future will allow growth while preserving historical resources and natural areas, encouraging both new development and redevelopment in the core city area (Greater DeLand Area), establishing mixed use centers, supporting alternative modes of transportation and providing a diverse and strong economy that will result in a more livable and sustainable community.*

## Smart Growth Direction

During the 2009 workshops the City Commission decided to use the general Smart Growth principles in combination with the elements of the Smart Growth Initiative of Volusia County as the foundation of the DeLand 2050 Plan. Below are the ten guiding principles that make up Smart Growth followed by the key elements.

### **Smart Growth Principles:**

1. Mix land uses – the mixing of land uses (commercial, residential, recreational, educational, public, open space, and others) can encourage foot and bike modes of transportation.
2. Take advantage of compact building design – use less land for development. This includes building size as well as parking; land consumption for buildings cannot be used for open space.
3. Create housing opportunities and choices – providing quality housing for people of all income levels and age groups.




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*“Foster distinctive  
attractive communities  
with a strong sense of  
place...”*

4. Create walkable communities – pedestrian-friendly features range from providing shade for sidewalks to master planning development types.
5. Foster distinctive, attractive communities with a strong sense of place – opposite to strip development that does not instill community pride.
6. Preserve open space, farmland, natural beauty, and critical environmental areas; provide recreational opportunities, and guide new development into existing communities.
7. Provide a variety of transportation options – to help eliminate congestion in the transportation system.
8. Strengthen and direct development to existing communities – development directed to communities already served by infrastructure, use resources of existing neighborhoods and maintain value of public and private investment.
9. Make development decisions predictable, fair, and cost effective – to be able to meet the future demand for development; the concept must be accepted and endorsed by private sector. Predictability assures developers their projects can be approved.
10. Encourage community and stakeholder collaboration in development decisions – concept must be consistent with community’s own sense of how and where the growth should happen.

### **Smart Growth Initiative:**

In 2004, a county-wide Smart Growth Implementation Committee was established that reviewed the principles of Smart Growth in relation to the issues facing Volusia County. That committee produced a report that broke the recommendations into seven subject areas or elements (listed below), 15 “keystone” recommendations and 49 additional recommendations that would implement the principles of Smart Growth in Volusia County. The entire report is included in the Smart Growth Workshop notebook and on the City’s Planning web page.

### **Key Elements from Smart Growth Initiative Report (Volusia Co.)**

1. Protect the Environmental Core

2. Appropriately direct development
3. Develop Livable communities
4. Ensure the continued existence of agriculture
5. Meet the Infrastructure needs of growth
6. Integrate education
7. Integrate economic development

### **Initial Strategies:**

The presentations and discussions at the Smart Growth workshops provided the initial participation to establish the basis for the plan that would be reviewed by the public for their input. Using the vision statement, the City Commission and the Planning Board prepared the first draft of the vision which is referred to as “DeLand 2050”. The DeLand 2050 plan was established on these four major traits:

- Current land use patterns for both the City and County that recognizes property rights;
- Land use patterns based on activity and neighborhood centers to encourage mixed use and walkability;
- Land use patterns that concentrate development at the core of the city or key corridors and lower intensity outwards; and
- Land use patterns based on low impact style development and conservation for the outlying areas.

Below are general comments that were stated at the joint City Commission/Planning Board workshops that were also incorporated into the initial draft concept:

- The market for housing in and around the City has primarily been for detached single family dwellings. Education of developers, realtors, and public will be required to begin the move to accept other styles of housing, to accommodate the shift in demographics where there will be fewer households with children and provide for adult children or aging parents.



*Live/Work Townhomes*



- Agreement that the City should be working towards ending urban sprawl and encouraging a compact development pattern that's designed to be greener.
- Due to a surplus of existing houses and empty lots, the City should be selective in the approval of more residential land.
- Protection of environmental areas is important as well as maintaining parks for residents as a quality of life issue.
- Urban core is the key area to focus new development, with maintaining a strong job base throughout the region which will also take advantage of existing infrastructure.
- Include protection of agriculture with discussion of protecting "green" spaces.
- Develop a transportation system that includes all modes of transportation for the area because roads alone will not handle the needs of the community.




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*“Create walkable communities – pedestrian-friendly features range from providing shade for sidewalks to master planning development types.”*

A land use map was conceived as a way to incorporate the desirable traits of the various scenarios discussed during the joint workshops. The DeLand 2050 map, as it is now called, was created to illustrate the resulting land use pattern. As the vision was developed, a set of guiding principles that can be used to implement the vision by suggesting future Comprehensive Plan amendments and changes to the land development regulations was also developed.

The second component of DeLand 2050 is the Transportation Plan that presents transportation options and alternatives that will support the DeLand 2050 land use plan. This portion of the plan is presented in Chapter IV.

## **B. Land Use Plan 2050 – Initial Concept**

### **Description of Initial Concept:**

The initial concept was presented at six community workshops for public comments. The land use pattern in this initial concept concentrates development in a high intensity urban core, generally located inside the Greater DeLand Area (GDA) boundary and the southeast area out to I-4. This pattern helps to limit urban sprawl by

encouraging higher intensity redevelopment in and around downtown and also along several commercial corridors. Certain sections of suburban development may be suitable for redevelopment (or retrofitting) to allow different housing types throughout the community, while other areas should remain as currently developed.

In this concept, the overall pattern for the DeLand area retains a compact core with scattered neighborhood centers of mixed uses to make the City more walkable. Selected corridors are to be redeveloped with higher intensity uses to facilitate the future use of transit. Residential density is increased near business or activity centers and along the selected corridors. Key employment areas are surrounded with support uses as well as residential uses. The SunRail station near the current Amtrak station is to be developed as a transit-oriented development along with an assumption that the rail spur could be used for a link into the center of DeLand which would cause a redevelopment of the termination area into a mixed use area dominated by residential uses. Unique districts are created to provide for or foster unique neighborhoods within the larger community that need special regulations or facilities, such as the downtown; rail spur, educational, an art village, or historic areas.

DeLand 2050 will allow for all types of housing; single-family homes, townhomes, apartments, condos, duplexes and smaller lots. The vision also suggests the concept of adding additional dwelling units to existing units such as mother-in-law or garage apartments.

Population forecasts indicate that the utility service area will see an increase of almost 50,000 new residents residing in approximately 22,000 new dwelling units by 2050. The projected 2050 population for the entire area covered by DeLand 2050 is approximately 105,000. This initial concept for the DeLand 2050 Plan assumes the majority of these new residents are to be housed inside the Greater DeLand Area (GDA) or the existing city limits and steered away from the rural, agriculture and environmental areas. To help distribute these units, the GDA was expanded to include the southeast area outside of the current city boundary. This area was chosen because it is adjacent to the interstate and will receive the most demand for development outside of the GDA. The amount of land area inside the GDA is 16,800 acres (the GDA with expanded southeast area contains a total of 21,200 acres); total acres inside the utility service area (including the GDA) is approximately 57,200. Approximately 37% of the utility service area is targeted for possible increase in density, while the remaining 63% is projected to maintain its current density.



*Compact core with scattered neighborhood centers of mixed-uses*




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*“DeLand 2050 will allow for all types of housing: single-family homes, townhomes, apartments, condos, duplexes, and smaller lots”*

## **DeLand 2050 Initial Concept Map**

The joint workshops between the Planning Board and the City Commission produced the initial draft of the DeLand 2050 map. The map is intended to present the general land use pattern for the DeLand region in 2050. The development categories and overlays were overly expansive to be seen easily and generate discussion. The original concept map is found on page 21 of this report.

The map contains four broad categories that allow different densities and types of development and four overlays with specific functions. The categories and overlays are described below. These same categories and overlays are also used in the final map design. The categories cover large expanses and will ultimately be broken down into localized or neighborhood plans that display specific uses that reflect the intent of the specific category or overlay.

### **DeLand 2050 Map Categories:**

**Category 1 (Yellow)** – Retains the existing zoning in place, and may allow increases in density if it conforms to specific criteria. Such criteria may include: appropriate location, retain over 30% open space, protection of existing uses, availability of existing infrastructure (without expansion or extensions), no irrigation allowed, contributes to sustainability, and increases economic opportunities (not residential).

**Category 2 (Orange)** – Urban core area where the majority of the new growth will take place. The boundary shown on the map corresponds to the boundary of the Greater DeLand Area (GDA). This boundary was chosen, because since the 1970's, the GDA was slated to be served with urban services. This category also includes the southeast area to I-4, which encompasses Victoria Park.

**Category 3 (Pink)** – Transit Oriented Development (TOD) areas have been placed along several roadways and the area between the commuter rail station and downtown. A TOD is an area that will encourage higher density and a mixture of uses, in order to make a transit system more efficient for the DeLand area. These areas will see a transition from the current development pattern to a more transit friendly pattern, over time.

**Category 4 (Green)** – Designates areas that are currently under public ownership in conservation easements.

**DeLand 2050 Map Overlays:**

There are also four overlays that indicate certain areas for specific types of mixed use development:

**Overlay 1** – Employment Center, designated and enclosed by a blue line, is an overlay that emphasizes business or industrial uses, rather than residential. Criteria could be developed to protect business development and keep out incompatible residential uses.

**Overlay 2** – Activity Center, designated and enclosed by a red line, is an overlay that emphasizes an intensive mix of uses, that are compatible with and include residential. These centers will become the major commercial areas.

**Overlay 3** – Neighborhood Center, designated by the red asterisk, is an overlay that identifies small mixed-use areas that will provide primarily daily goods and services for nearby residents. Although a symbol has been used, the designation on the maps are examples of locations and are only intended to show that these centers could be placed at many locations where the community would want to establish a neighborhood center. The asterisk is only intended to identify the general area that will be studied, to determine whether or not a neighborhood center should be located in the vicinity.

**Overlay 4** – Special District, are placed on areas that have unique characteristics where the City would like to encourage the current use and allow for expansion of compatible uses. Examples of these Special Districts are the area around Stetson University, an artists' village, marinas, and rural clusters. Each one of these districts will have unique issues, so one set of regulations will not be appropriate. Special districts will be individually named and specific regulations will be developed to help maintain the uniqueness of that particular district.

Each special district will be planned separately. An example of this is the downtown and the surrounding area that would transform as the downtown expands. The name for the downtown special district is Traditional City Center. Policies will be developed to allow new growth and development while protecting the existing character of the downtown.

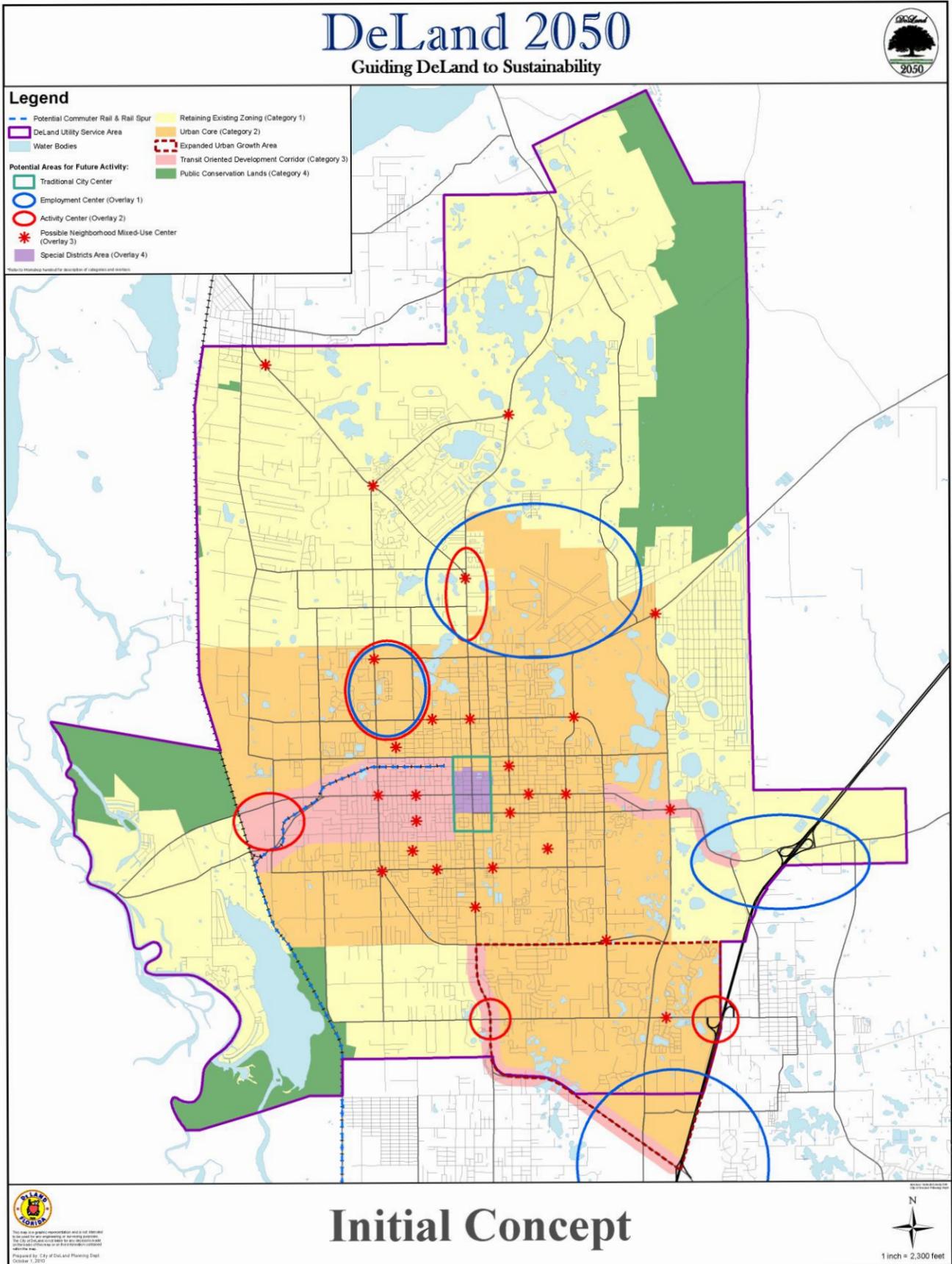



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*“Neighborhood Center  
...small mixed-use  
areas that will provide  
primarily daily goods  
and services for nearby  
residents.”*



*Special District for the  
downtown –  
Traditional City Center*



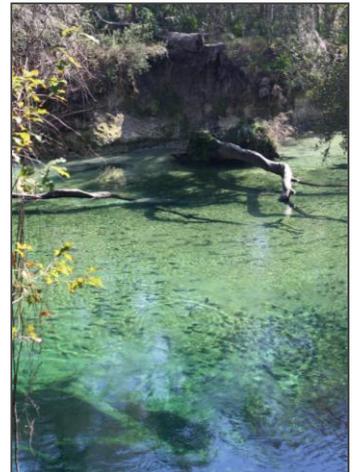
## C. Generalized Environmental Resources Map

A second map was developed for the purpose to illustrate areas that contain environmentally-sensitive lands and special habitat. Any new development in these areas will be reviewed to insure that the protection of the natural resources will be addressed. The lands identified on the environmental resources map contain features that are already protected by regulations and staff is recommending that these protections remain and possibly be expanded to provide additional criteria for development adjacent to these areas for added protection.

The areas shown on this map also include some of the areas for agriculture, although not all areas under agricultural production may be included. The map is intended to show that agriculture uses are included and encouraged to remain as part of the City's vision, especially in the outlying areas. As plans are developed in areas identified on the environmental resources map policies, will be developed to address how the resources will be protected.



*Environmentally-sensitive lands and special habitat*



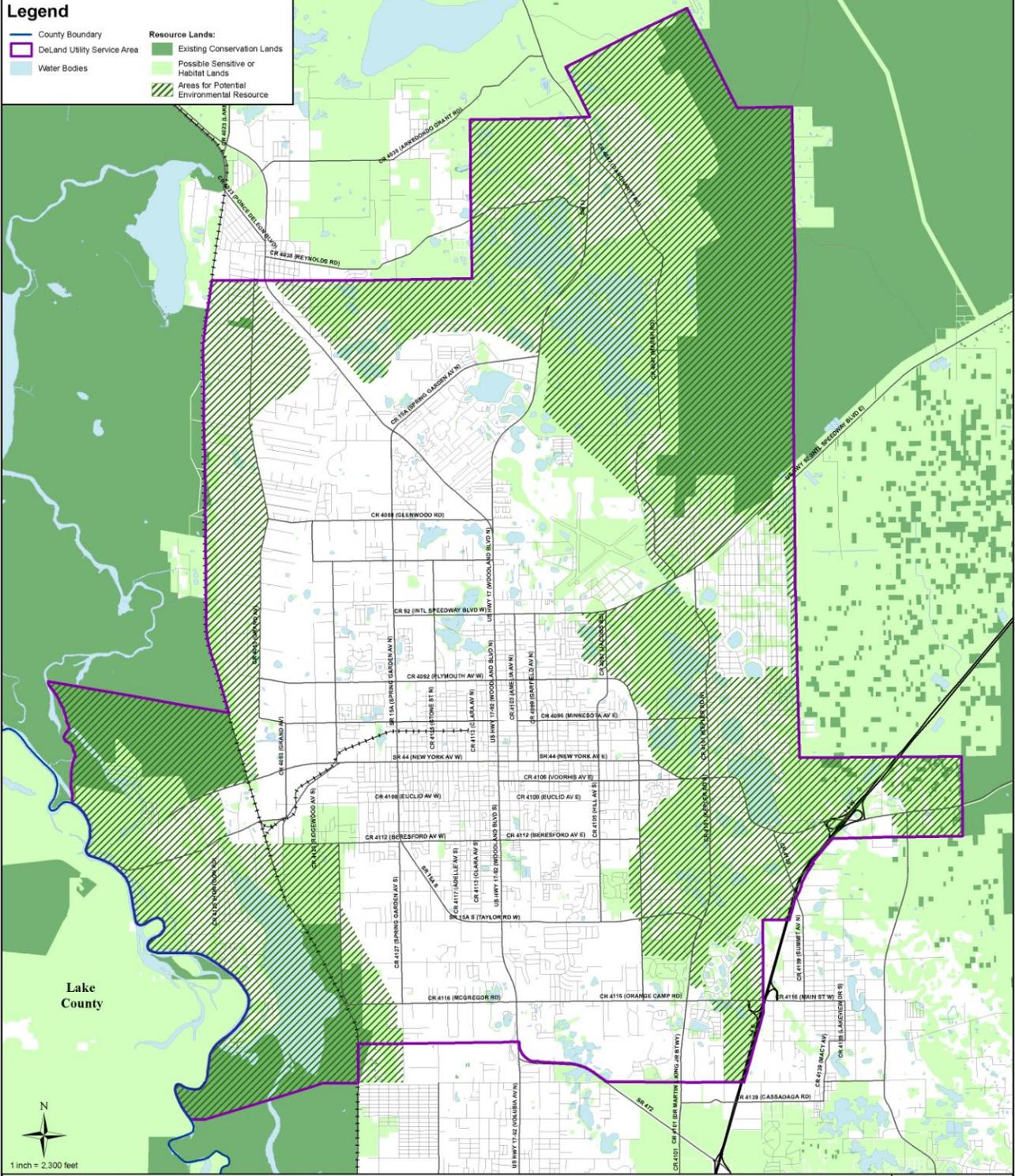
# DeLand 2050

Guiding DeLand to Sustainability



**Legend**

- County Boundary
- DeLand Utility Service Area
- Water Bodies
- Resource Lands:**
  - Existing Conservation Lands
  - Possible Sensitive or Habitat Lands
  - Areas for Potential Environmental Resource



Note: Not all source layers are visible.

Prepared by: City of DeLand Planning Dept  
October 4, 2010

## Generalized Areas of Environmental Resources DeLand Utility Service Area

**Disclaimer:** This map is based on the information provided by the following sources. The City of DeLand is not responsible for any errors or omissions in the data provided by these sources. The City of DeLand is not responsible for any errors or omissions in the data provided by these sources. The City of DeLand is not responsible for any errors or omissions in the data provided by these sources.

## D. Public Comments

After the initial concept for DeLand 2050 was presented at the community workshops, the following comments were gathered through oral and written forums. For the complete list of comments and conclusions refer to the document entitled “Summary Report for Public Involvement, October – November 2010”. These comments identified issues and areas that need to be addressed to either encourage development or redevelopment or to ensure the current intensity is maintained. The following is a list of the comments grouped into general categories.

1. **Sense-of-place** – majority of respondents indicated that the small town atmosphere, lifestyle, convenience, and scale of buildings were the most important qualities. The protection of these qualities was foremost in all comments received.
2. **Green/open space** – should be located in the urban core, as well as transition areas and beyond. Protecting natural areas and open space both inside and outside urban areas was listed throughout the comments. Landscaping and tree protection were also important.
3. **Downtown** – both the businesses & the historic district should be protected and the area promoted as a key component of the DeLand region. Many comments concerning the downtown included preference for the special events which included parades.
4. **Sprawl** – was mentioned fairly often and most comments leaned towards reducing new development far away from the existing developed areas. New development in the core area was the preferred location and in select centers for higher intensity.
5. **Infill development** – respondents were suggesting that new growth should be encouraged to locate in the existing developed areas through infill of undeveloped lands and the reuse or better use of existing buildings. Creation of mixed-use developments were preferred to the standard single use projects.
6. **Creating connectivity** – respondents wanted to allow people the ability to move between major developments without necessarily entering the major road network. Completing sidewalks & trails between destinations and neighborhoods; thus creating walkable destinations




---

*“Green/open space should be located in the urban core, as well as transition areas and beyond.”*




---

*“...new growth should be encouraged to locate in existing developed areas through infill.”*



*Cluster or compact development*

7. **More development** along corridors and in core, if transit is improved – respondents agreed that higher intensity could be located along select corridors or major centers if there was no additional traffic congestion. Improving transit was listed quite often as a means of dealing with some of the congestion. Protection of existing residential was also very important when establishing these high intensity corridors or centers.
8. **Rural & urban uses** – there was no true distinction between the respondents that wanted the rural uses separate from the urban uses and the ones that did not mind a blending. The actual decision will be an individual decision and dependent on the neighborhood being studied.
9. **Good quality-of-life** – as would be expected, this term meant different things to different people. Many desired to include open spaces and trees as an important aspect of quality of life. Other respondents called for walking trails and appearance of gateways and buildings to be a valuable part of their quality of life; while others looked for convenient shopping.
10. **Cluster or compact development** – this concept did appeal to many because it could provide more open space but responses were also very clear that it should not be required everywhere.

## E. DeLand 2050

### DeLand 2050 Map (land use pattern):

As presented earlier, the DeLand area will see an increase of almost 50,000 new residents residing in approximately 22,000 new units for a total population estimate of 105,000 by 2050. The majority of the new residents are to be housed inside the Urban Core (Category 2) and steered away from the rural, agriculture and environmental areas. The DeLand 2050 map will be used as a visual guide for determining the appropriate land uses, such as during Comprehensive Plan amendment discussions.

The input staff received from the community meetings and the surveys were reviewed to determine what statements gained a consensus. These statements were identified and grouped into categories in order to revise the DeLand 2050 plan. From this review, it was clear that there were almost as many comments concerning transportation as there were on land use issues. Therefore, the plan was divided into two sections: land use and transportation. The land use discussion will

continue in this section while transportation is discussed in the next section.

The land use categories are the same as presented under the original concept, but locations and boundaries of these categories have been adjusted based on public comments. The revised map is attached.

The following are the major modifications that have been made to the initial concept map to create the second map:

- 1. Transit Oriented Development (TOD)** has been placed at the commuter rail station and downtown. The TOD concept is also being used along several roadways and the area between the commuter rail station and downtown. These corridors are referred to as transit-planned corridors.

**TOD added for:**

- a. US 17/92 north from Plymouth to SR 11 (Carter Road)
- b. US 17/92 south from Euclid Ave to Taylor Road
- c. SR 44 from Amelia Ave to Blue Lake Ave

**TOD deleted for:**

- a. Rail spur
- b. SR 44 from east of Kepler Road to CR 4139

- 2. Removed Special District** boundary for downtown and kept Traditional City Center designation as a specific area to be planned as a Special District.

- 3. Added Special District Area** designation for:

- a. Stetson University
- b. Rail Spur area

- 4. Removed Employment Center** from hospital vicinity; kept Activity Center designation

- 5. Deleted Activity Center** designation from:

- a. Intersection of US 17/92 and Orange Camp Road
- b. I-4 interchange at Orange Camp Road

- 6. Expanded Category 1** (retaining existing zoning) & **reduced Category 2** (urban core) at:

- a. North of W. Plymouth Avenue, between RR track and Hazen Road
  - b. South of W. Beresford Avenue, between RR track and Fatio Road
-

7. Adjusted size of Employment Center:
  - a. around the intersection of I-4 and SR 44
  - b. at DeLand airport
8. Changed Employment Center designation to Activity Center for the area west of the I-4 interchange with SR 472.
9. Utility Service Area boundary corrected in the southern boundary west of US 17/92 to match utility provider boundary.



## F. DeLand 2050 Land Use Guidelines for Implementation

The following guidelines will be used in combination with the DeLand 2050 map and the City's Strategic Plan when reviewing new development proposals and Comprehensive Plan amendments.

### Land Use Guidelines:

The DeLand area is not an isolated, independent jurisdiction, but part of a large interconnected metropolitan region. These regional influences will impact how the DeLand area will grow. Learning how to interact and become involved in the region will be crucial as the City approaches 2050. These guidelines will help with decisions on how the DeLand area will develop.

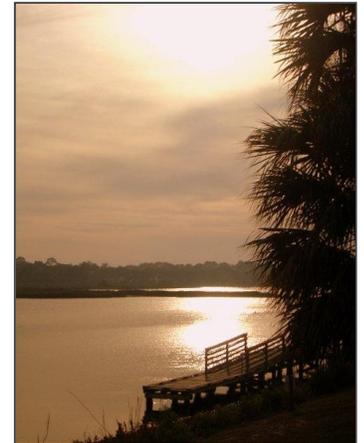



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*“Become a sustainable community by having a sustainable growth policy requiring the wise use of fiscal and natural resources.”*

1. Become a sustainable community by having sustainable growth policies requiring the wise use of fiscal and natural resources. The City should be designed to be “greener” through energy and water conservation.
  2. Create activity and neighborhood centers to encourage mixed use and walkability. Promote a healthy community with beautiful and safe neighborhoods, with easily accessible public space or green space and bike and pedestrian friendly design.
  3. Concentrate development in the urban core region or at transit oriented sites and corridors. The urban core is the key area to focus development, maintain a strong job base and take advantage of existing infrastructure.
  4. Create housing opportunities and choices by providing quality housing for people of all income levels and age groups.
  5. Accept styles of housing other than single family dwellings to accommodate the shift in demographics where there will be fewer households with children and provide for households with adult children or aging parents.
  6. Due to a surplus of existing residential and commercial structures, along with empty lots, the City should be selective when considering requests for additional commercial and residential land.
-

7. Preserve open space, farmland, natural beauty, and critical environmental areas; provide recreational opportunities; and guide new development into existing communities.
8. Allow new appropriate agriculture to be established as well as parks and green spaces for residents.
9. Encourage mixed land uses and reduce isolated and single form land uses in order to reduce the number of miles traveled by autos.
10. Take advantage of compact development design that uses less land for building size as well as parking. Appropriate locations for cluster or compact development are dependent upon neighborhood qualities.
11. Use design standards to preserve sense of place and to improve gateway appearances.
12. Create a sense of place by protecting the small town atmosphere, lifestyle, convenience, and historic character of DeLand. Maintain the current scale of buildings and not allow new construction to overshadow existing architecture. Protect the important aspects of quality-of-life by having convenient shopping, promoting appearance of buildings while retaining open spaces and trees.
13. Oppose new strip development that does not instill community pride and encourage the rehabilitation of the older commercial areas.
14. Encourage new development to reflect and protect the historic character of the core community by complementing the historic downtown; Stetson University; neighborhoods; other historic areas.
15. The urban core should contain open space to be enjoyed by the public as well appropriate landscaping with trees as a main focal point.
16. Protect the businesses and the historic portion of downtown so it remains a key component of the DeLand region.
17. Encourage new growth to locate in the existing developed areas through infill of undeveloped lands and the reuse or better use of existing buildings.




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*“Preserve open space, farmland, natural beauty, and critical environmental areas...”*




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*“The urban core should contain open space to be enjoyed by the public...”*

18. Creation of mixed-use developments is preferred to the standard single use projects.
19. Locate higher intensity along select corridors or within major centers to encourage transit and to lessen traffic congestion. Establishing the high intensity corridors or centers will not degrade existing residential.



# Transportation Plan 2050

## Sections:

Transportation Elements	33
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Transportation Plan	37
Transportation Guidelines	40

## Introduction

Several modes of transportation need to be emphasized throughout the region to make the DeLand 2050 vision a reality. In recent years, road construction has become increasingly difficult due to the cost of construction, lack of funding, and the lack of land available to construct new roads or additional lanes. This has caused local governments to consider other options, in lieu of road construction, to accommodate the transportation needs of a growing population. Although automobile usage will continue as a primary means of transportation, the 2050 land use vision is based on the assumption that additional transit options will be needed.

## A. Transportation Elements from Original DeLand 2050

The following is a list of transportation projects or concepts that were used during the development of the initial draft of DeLand 2050.

1. Commuter rail station to develop as a Transit Oriented Development (TOD)
2. Link from commuter rail station into downtown
3. Circulator – local bus network around downtown or localized routes
4. Number of buses (and routes) increased for TOD's and to travel throughout the southwest region of Volusia County
5. Airport will be used for freight and private planes and to support industrial park
6. Walking – supported by neighborhood centers and improved conditions
7. Biking – encouraged by adding trails and lanes

8. Road projects:
  - a. East Beresford Avenue extension to SR 44
  - b. West parkway completed

## B. Public Comments




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*“...area residents are concerned about safety of bikes and pedestrians...”*

During the community workshops for DeLand 2050 several alternatives for improving mobility and travel other than roadways were mentioned by the participants; as well as regulatory changes to encourage a multi-modal transportation network. The definition for multi-modal transportation network or district was discussed at the workshops and is attached to the end of this section to allow the reader to become familiar with the terminology. The comments from the workshops and surveys were consolidated to create the basis for a Transportation Plan that will support the DeLand 2050 plan. These comments were then grouped into three different categories; general, facilities, and Transit-oriented Development (TOD).

### 1. Transportation – General

Below are comments that address general aspects of the transportation system that influenced the final DeLand 2050 plan. The list shows that area residents are concerned about safety of bikes and pedestrians, congestion and making sure there is easy access to downtown. These comments provided guidance in developing the overall transportation plan for DeLand 2050.

1. Need hub and spoke type of transportation network, with smaller modes of public transportation providing connection
  2. Need to protect downtown and provide transition from intense development along the routes to downtown
  3. Do not create sprawl with new modes of transportation
  4. Protect residences from traffic from heavy commercial or multifamily
  5. Walkability and pedestrian friendliness
  6. Traffic in core area, too congested (reduce congestion)
  7. Don't forget independent travel bikes/walking
-

8. No coherent unification of pedestrian, bike, transit facilities
9. Trucks driving downtown (stated as a problem to be addressed)
10. Cars will be the preferred means at least for the near-term

## 2. Transportation – Facilities

This section lists the physical features of the transportation options mentioned in the comments. The options listed first, simply had the most discussion or mention; and the order of presentation is not indicative of the ultimate priority that will be developed or addressed. The complete list of comments is contained in the document entitled “Summary Report for Public Involvement, October - November 2010”.

The first category is **public transit**, which includes everything from bus, trolley, shuttle or mini-bus and commuter rail (SunRail). Public transit also included addressing areas to be served by transit (to be discussed in more detail in the transit oriented development section).

A majority of the comments dealt with the current lack of public transit and indicate that a major effort needs to be made to make transit a reality. Public transit will need to be more efficient, serve a large area with higher densities, and include desirable destinations. The predominant type of public transit that was mentioned was a bus. There was also a considerable discussion of a downtown circulator or trolley to get people around as the downtown continues to grow. A smaller vehicle than the standard size bus was suggested as a better fit for the DeLand area. SunRail was mentioned as a means to travel regionally and to provide a link to the downtown.

The second category is **bicycles**, which includes the range of providing more trails to equipping buses with bike racks. To encourage biking, improvements were suggested such as separate facilities including parking and increased safety such as lighted trails.

The third category is **walking**, which comprises improving safety and adding sidewalks. Also improving the amenities such as shade and benches were mentioned. Providing a connection between neighborhoods is important.

The fourth category is **new roadways or road improvements**, which includes improving existing roads, such as repaving or streetlights or increasing the capacity of roads, such as: four laning SR 44 from Hazen Road to SR 15A or extending Beresford Avenue from its eastern



Parking Garages




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*“Public transit will need to be more efficient and serve a large area with higher densities, and include desirable destinations.”*

terminus out to SR 44.

A fifth category was also created that contains the remaining comments that did not fit into any of the above four categories, but were primarily dealing with **new technology**. The predominant comment was for the City to accommodate electric vehicles (including golf carts), with the second type of new travel being driverless cars. There was also mention of upgrading rail into the City as a spur off of the SunRail track. This section mentions the need to be flexible enough to accommodate new means of transportation as they are developed.




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*“A TOD helps create compact, walkable communities that provide a quality of life without complete dependence on a car for mobility and survival.”*

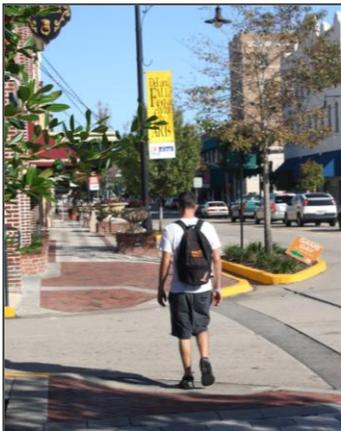
### 3. Transit Oriented Development

Transit Oriented Development (TOD) is a type of development that is either located around mass transit centers or along corridors that are developed at a density and intensity that makes it feasible to be served by public transportation. A TOD helps create compact, walkable communities that provide a quality of life without complete dependence on a car for mobility and survival. Because the DeLand area is not serviced extensively with transit, there is a need to put programs and facilities in place to make transit feasible as the community grows.

To illustrate the public’s desire to create conditions for the development of a TOD, the following three questions are from the second survey and relate to the concept of encouraging TOD’s around the City. The three questions received positive responses from those who took the survey and therefore were used as the foundation for developing the land use related portion of the Transportation Plan. The responses after each question are from both the survey and the comments from the community workshops.

**A. Are you in favor of increasing development intensity along major roads to make the use of transit easier?** Below are generalized comments from the survey and meetings concerning intensity and transit.

1. Drastically increase transit to accommodate intensity to avoid more congestion
2. Create activity centers connected by more intense corridors
3. No real town center that includes intermodal transportation facilities
4. Areas where transit is planned along with development areas



*Increased density and nearby amenities encourage walkability*

**B. Do you think it is a good idea to have a mix of uses close-by to encourage walking or reduce the number of miles driven?** Below are comments related to what it would take to encourage walking.

1. Multi-story buildings preferred, but intensity should depend on neighborhood
2. Improve environment; security and amenities to encourage walking
3. Smaller pocket parks in city limits

**C. Does the City need more transportation options?** Comments below present how participants would go about creating TOD's.

1. Biking
2. Public transportation
3. Walking
4. Support genuine mixed-use, dense development along transport corridors, and curbing urban sprawl
5. Can't have downtown be the only hub in DeLand. We need several that are top city priorities.
6. Sprawl, ugly automobile-oriented development
7. Commercial businesses on high traffic highways should adhere to rules like plantings, minimal signage
8. Improve gateway entrances
9. Maintain tree canopy
10. Planning a "Transit Oriented Development Corridor" along SR 44 by Lake Winnemissett through a narrow swath of existing single family residential development makes no sense whatsoever.
11. Think how people in European cities use public transportation - rail from airport to city, buses to hotels - and homes
12. Consider SR15A for transit oriented development.
13. With "pocket parks" along the route

## **C. Transportation Plan – DeLand 2050**

In order for the DeLand 2050 plan to become a reality there must be a transportation plan to support many of the concepts contained in DeLand 2050. Therefore, using the preceding discussion as the foundation for developing the transportation plan for DeLand 2050, the proposed plan is presented below and is illustrated in the map located at the end of this chapter.

**Transit Network:**


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*“The downtown and surrounding area will be developed as a multi-modal transportation district, with transit as a key component of the system.”*

The transit network is proposed to become a complete public transit system made up of local and regional routes to serve the majority of the residents near the urban core. Downtown DeLand is the main focal point for the transportation system. The downtown and surrounding area will be developed as a multi-modal transportation district, with transit as a key component of the system. The downtown will be served by a circulator system that will provide connection throughout the entire downtown area, in order to take advantage of the parking facilities and new residences. This system will provide links out to the SunRail station and to other high intensity hubs such as the airport, hospital, Stetson University and the interstate. The circulator will also connect to VOTRAN at the Intermodal Transit Facility (ITF) in the downtown. To avoid clutter on the map, the concept of a multi-modal transportation district is not shown on the map, but will coincide with the area for the downtown circulator designation.

In addition to the circulator, the regional transit system (VOTRAN) will provide service along several major corridors that connect the DeLand area to adjoining jurisdictions. Because the DeLand area is not serviced extensively with transit, there is a need to put programs and facilities in place to make transit feasible as the population increases along selected corridors. Planning for transit will be a key initial effort by the City as the City looks for ways to reduce traffic congestion.

The SunRail station and VOTRAN, along with the interstate will be the main connectors to outside the DeLand region. Express connections from downtown to the station will provide quick access between the downtown and SunRail. This will be important to allow people who live outside of the City, but work downtown, to use SunRail. If rail or other type of facility is installed along I-4, the interchange at SR 472 will become a key regional hub for all of southwest Volusia County and the City needs to have excellent links to the interchange.



*Historic DeLand Station*

**Airport:**

The airport is an excellent amenity to the DeLand region. The airport will continue to support the surrounding industrial uses as well as expand to handle even more freight and private aircraft. As the employment base grows at the airport, direct transit connections to downtown will be created. The airport is to remain an attraction for tourism and sport or recreational activities.

**Bicycling/walking:**

Non-motorized modes of transportation will receive more of a priority throughout the region and especially inside the multi-modal district under the Transportation Plan. Trail systems will connect to major recreational facilities. Commercial areas will provide bicycle parking and roadways will become more bicycle friendly by increasing the number of trails and creating an on-street bike network. These routes will include connections between adjacent uses. Buses will be equipped with bicycle racks.

Pedestrians will have safe routes between neighborhoods and to neighborhood commercial nodes. Key pedestrian facilities will have wider sidewalks, better lighting, benches, shade, and other amenities.

**Road Projects:**

The following road projects are proposed to expand the current thoroughfare system to complete the area's road network:

- a. Beresford Avenue extension from Blue Lake Avenue to SR 44
- b. West parkway connecting Spring Garden Road to Hamilton Avenue (in Orange City)
- c. Kepler Road/Martin Luther King Blvd improved to accommodate trucks from I-4 to the industrial parks at the airport, includes intersection of Kepler Road and SR 44
- d. New connection to airport from SR 11
- e. SR 44 improvements: four lanes from Grand Av to SR 15A and Voorhis Avenue to Kepler Road (includes intersection)

**Transit Oriented Development:**

Since public transportation as well as bicycles and walking are a major part of the future transportation network for the DeLand area, this transportation plan includes the creation of Transit Oriented Developments (TOD). TOD's are a type of development pattern that are either located around mass transit centers or along corridors that are at a density and intensity that makes it feasible to ultimately be served by public transportation.




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*“Commercial areas will provide bicycle parking and roadways will become more bicycle friendly....”*




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*“TOD's are a type of development pattern that are either located around mass transit centers or along corridors....”*

TOD's are proposed at the following locations:

Around the SunRail station as a transit village

Downtown (area listed as Traditional City Center on the map) – because the downtown and surrounding area was developed in a grid pattern, it will be fairly easy to transform it into a multi-modal transportation district.

Seven major roadway segments are identified as potential transit-planned corridors to support a bus network that will serve the entire DeLand region:

Transit-planned corridors:

US 17 from US 92 to SR 11

US 17/92, north – between US 92 and Plymouth Ave

US 17/92, south – between SR 15A to SR 472

SR 44 – between Grand Ave and downtown

SR 44 – between downtown and Kepler Rd

Optional Transit-planned corridors:

US 92 – from US 17 to Central Parkway

CR 92 – SR 15A to US 17/92

The corridors and TOD's are to be compatible with any existing development. Sections of these corridors will be developed quite intensively, but others will be oriented to residential in appearance (such as sloped roof, single hung windows, etc.) and not to exceed two stories with a density not to exceed 12 du/ac. to reflect adjacent structures.

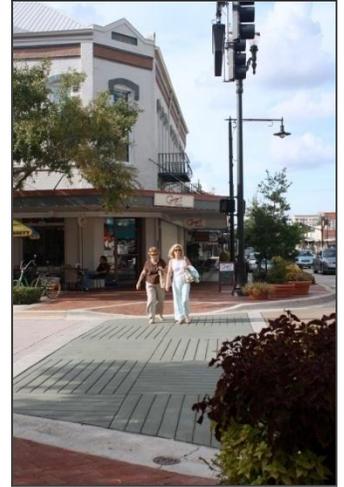
## **D. Transportation Guidelines**

In addition to a map that shows the transportation system there are also guidelines that help direct the implementation of the plan and develop a transportation system to manage traffic to prevent congestion beyond acceptable levels. Below are the guidelines that will be used in conjunction with the 2050 Transportation Plan:



*A transit circulator to serve around downtown and/or localized routes*

1. Keep connected with regional transportation network, primarily SunRail and I-4.
2. Establish regional transit network of routes for the TOD's and planned transit corridors along with travel throughout the southwest region.
3. Provide that new development promotes transit styled villages and transit planned corridors at identified locations; such as the commuter rail station area developing as a Transit Oriented Development (TOD).
4. Create fast links from commuter rail station into downtown by auto, bus or train.
5. Develop a transit circulator to serve downtown and/or localized routes that provides connection to the regional system.
6. Continue to manage the airport to increase capacity for freight and private planes that support the industrial parks.
7. Encourage walking by creating neighborhood business centers and improving pedestrian atmosphere through safety and aesthetic measures.
8. Encourage biking by constructing a complete network with trails, lanes and on-road routes.
9. Encourage the mixing of land uses (commercial, residential, recreational, educational, public, open space, and others) that can encourage foot and bike modes of transportation through the interconnection between all businesses and neighborhoods.
10. Create walkable communities – pedestrian-friendly features include types of development, design of buildings, shade for sidewalks, defined crosswalks, etc.
11. Develop a transportation system that includes all modes of transportation for the area because roads alone will not handle the needs of the community.
12. Refocus from road building to alternative modes of transportation (i.e., transit, Sun Rail), by developing or advocating for transportation and mobility options that support economic activity.




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*“Encourage walking by creating neighborhood business centers and improving pedestrian atmosphere through safety and aesthetic measures.”*

13. Create connectivity by allowing people the ability to move between major developments without necessarily entering the major road network. Completing sidewalks & trails between destinations and neighborhoods; thus creating walkable destinations.
14. Establish a multi-modal transportation district to provide an interconnected transportation system to serve the urban core area.



## Attachments

**Intermodal Transportation Facility (ITF)** – a transportation facility that combines several modes of transportation at one facility. The DeLand ITF will combine bus, bicycles, walking and parking together in a centralized location to make these modes convenient to the end user.

**Multi-Modal Transportation District** – A multimodal transportation district is to facilitate the use of multiple modes of transportation, leading to a reduction in automobile use and vehicle miles traveled. Local governments may designate a multimodal transportation district by amending the comprehensive plan to show the district on a future land use map. The designation of such districts recognizes the inherent, integral relationship between transportation, land use, and urban design.

This concept is suggested for the urban core area to link all the different type of transportation together under one designation and by doing this the following characteristics can be accomplished:

- Provision of a complementary mix of land uses, including residential, educational, recreational, and cultural uses
  - Provision of an interconnected network of streets designed to encourage walking and bicycling use with traffic calming where desirable
  - Provision of appropriate densities and intensities of land uses within walking distance of transit stops
  - Provision of daily activities within walking distance of residences; public infrastructure that is safe, comfortable, and attractive for pedestrians; adjoining buildings open to the street; and parking facilities structured to avoid conflict with pedestrian, transit, automobile, and truck travel.
  - Provision of transit service within the designated area, or a definitive commitment to the provision of transit. This definitive commitment should be found in local planning documents and in the approved capital improvements program. For new developments, transit connectivity to the major urban area must also be included, or a definitive commitment for transit connections, again evident in both planning documents and the approved capital improvement program.
-

## APPENDIX B

### RESOLUTION NO. 2011-87

**A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA, OFFICIALLY RECOGNIZING THE DELAND 2050 PLAN; PROVIDING FOR APPROPRIATE CONSIDERATION THEREOF IN FUTURE LEGISLATIVE LAND USE DECISIONS; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the DeLand Planning Board and City Commission held joint public workshops to discuss and develop an initial vision for the future development of the DeLand community based on Smart Growth principles and sustainability; and

**WHEREAS**, the City of DeLand held numerous community and stakeholder meetings and conducted various surveys in order to provide comments on the initial vision for the development of the DeLand community over the next 40 years; and

**WHEREAS**, in due consideration of the findings of those community meetings and surveys, the DeLand Planning Board and City Commission held joint public workshops to discuss a vision for the future development of the DeLand community; and

**WHEREAS**, the foregoing process culminated in a document entitled the DeLand 2050 Plan (hereinafter referred to as the "Plan"), a copy of which is attached hereto; and

**WHEREAS**, the Plan is not a part of the City's Comprehensive Plan or Land Development Regulations, and does not otherwise constitute a binding law or regulation of the City of DeLand, and this resolution should not be construed as the adoption of any law, rule or regulation of the City of DeLand, nor should it be construed in any way to affect the permitted uses to which any property depicted in the Plan can be used; and

**WHEREAS**, the City Commission finds that it is in the best interest of the health, welfare and safety of its present and future citizens that the Plan be considered wherever and whenever it is appropriate to do so in legislative decision making processes concerning the future growth and development of the DeLand community; and

**WHEREAS**, it is the desire of the City Commission of the City of DeLand that the Plan be given due consideration when future legislative land use recommendations and decisions are being considered.

**NOW, THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF DELAND, FLORIDA:**

**Section 1.** The foregoing preamble is found to be correct and is hereby incorporated herein by reference.

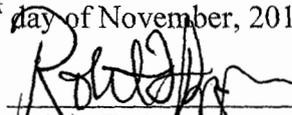
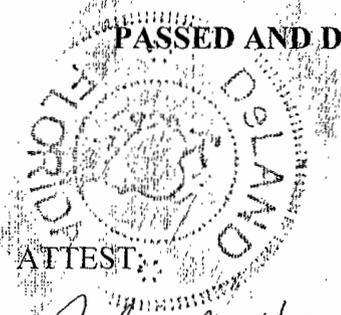
## APPENDIX B

**Section 2.** The attached DeLand 2050 Plan is hereby officially recognized, and the City Commission of the City of DeLand hereby declares its intentions for the consideration to be given the said Plan, as more particularly set forth in the preamble to this Resolution.

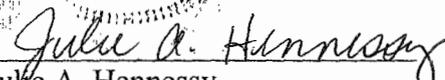
**Section 3.** If any section, sentence, clause or phrase of this Resolution is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the remaining portions of this Resolution.

**Section 4.** This Resolution shall become effective immediately upon its adoption.

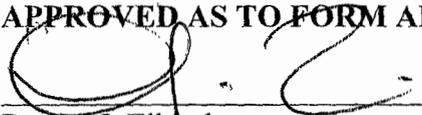
**PASSED AND DULY ADOPTED** this 21<sup>st</sup> day of November, 2011.

  
\_\_\_\_\_  
Robert F. Apgar  
Mayor-Commissioner

ATTEST:

  
\_\_\_\_\_  
Julie A. Hennessy  
City Clerk - Auditor

**APPROVED AS TO FORM AND LEGALITY:**

  
\_\_\_\_\_  
Darren J. Elkind  
City Attorney