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INTRODUCTION & EXECUTIVE SUMMARY

In 2009 the City of DeLand sponsored a program to direct broad-based public input into creating a vision of what the City could be and should aspire to be in 2050. This effort led to the DeLand 2050 report which presented a vision for the DeLand Area including a concise vision statement, a land use concept and more specific guidelines for both land use and transportation. By 2019, more than ten years had passed since the original visioning process was undertaken, and it was appropriate at that point to review inputs and assumptions that led to the vision plan. Beginning in mid-2019, the City staff began the process of gathering information on the accuracy of the 2050 Vision Plan and conducting a series of events and activities to assess the status of the vision plan and to gather public comments on the overall vision planning effort. This report is the summary of the findings and revised recommendations from this assessment effort.

As staff was updating the 2050 Vision Plan, it became apparent that a statement was necessary to remind the workshop participants, that this report was for a vision of what the City residents and Commission wanted to be in 2050. This updated plan will provide guidelines for new development as well as suggestions on how to implement or achieve these guidelines.

This report is to help provide some insight as to how well we have maintained that vision and in doing so will provide City leaders guidance for the next 27 years. It is imperative that we have this ultimate goal (vision) in mind as we make decisions in the present. It is also important to note that because of the length of time this vision covers, periodic review of the goals and guidelines should be undertaken to reaffirm this is the direction we want to be heading or if changes need to be made.

The Vision does not focus on the opinion of the current status of DeLand. The focus is on the City's ultimate goal in 2050. Although it is important to comment and provide input on current events; it is also important to have a vision for the future in order to see how we are making progress in achieving the ultimate goals. It is what the Commission and its citizens desire to see the City evolve into (or maintain). Staff will be looking to find ways to achieve that vision in the coming years. It cannot be done in one day. It must be done over time, as we update all of our plans and studies and complete our capital projects. This report is intended to provide guidance in transforming DeLand into a city that is prepared to confront problems and opportunities that lie ahead, as well as anticipate challenges we have not previously faced. Although, we can only imagine what the City will look like in 2050, our goal is for the City to continue to prosper and have open communication that will contend with any differences the City may encounter.

This visioning effort is intended to continue making DeLand a better place for all who live or visit here, because we want our residents to always be proud to call DeLand home and visitors to continue visiting.

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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 guiding principles that make up Smart Growth followed by the key elements.

Smart Growth Principles

- 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.
- 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.
- Create housing opportunities and choices — providing quality housing for people of all income levels and age groups.
- Create walkable communities — pedestrian-friendly features range from providing shade for sidewalks to master planning development types.
- Foster distinctive, attractive communities with a strong sense of place — opposite to strip development that does not instill community pride.
- Preserve open space, farmland, natural beauty, and critical environmental areas; provide recreational opportunities, and guide new development into existing communities.
- Provide a variety of transportation options — to help eliminate congestion in the transportation system.
- 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.
- 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.
- 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.

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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.)

- Protect the Environmental Core
 - Develop Livable communities
 - Ensure the continued existence of agriculture
 - Meet the Infrastructure needs of growth
 - Integrate education
 - Integrate economic development
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THE EVALUATION & ASSESSMENT PROCESS

There are things that are timeless and things that are timely. Hopefully this update will hit on both of those points — timeless and timely in providing the guidance our residents are looking for.



The evaluation and assessment process involved a combination of survey tools, research reports and public workshops stretching over most of 2019 and was continued into 2022. Surveys were gathered from several sources, including The National Citizens Survey (NCS), which was conducted in early 2019. The survey covered questions on a variety of issues, including some directly related to the City’s long-range development. The NCS survey results were compared with national benchmarks and with the results of a similar survey done for DeLand in 2016. City staff created the “You are DeLand” campaign in 2019 to increase awareness about the update and to offer several survey opportunities for general public input including an on-line survey directed specifically at long range planning issues; a five-question written survey that was distributed at various public meetings; and a chalkboard open-comment opportunity that was located in two public gathering places. While the staff surveys did not have a statistical underpinning like the NCS survey, they nevertheless offered the public an opportunity to comment on issues of general concern and, more specifically, issues of planning interest.

In the late summer of 2019, staff initiated the production of an evaluation and assessment report of the status of the vision plan which resulted in this document, the DeLand 2050 Vision Update. This report provides a summary of the 2050 vision as a brief refresher for those who may not recall all the essential elements of the original vision report. This summary includes an analysis of development trends over the past ten years and a look at the success achieved in implementing the land use plan elements and land use and transportation guidelines. Emerging trends which may have an impact on the future vision decision-making process are also presented.

The information contained in this report became the foundation for the opening presentation at the public workshops conducted in 2019 for the purpose of gathering comments and recommendations on the success of the overall vision. Four workshops were offered over a sixty-day period from mid-October through mid-December, with three workshops being offered on weekday evenings and one workshop on Saturday morning. The workshop format offered a general presentation of the 2050 Vision Plan content, accomplishments, and development trends. Attendees then worked in smaller

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groups to discuss the vision plan. Discussion topics including quality of life issues, economic development, land use, and transportation were used as an initial structure for the group discussions. Comments from each breakout group were then transcribed to provide a written record of the comments, opinions and suggestions generated by the attendees.

As the studies and documents were being updated, all future meetings and activities were halted due to the Covid-19 pandemic. To get the process moving again, a joint workshop was held on September 26, 2020 between the Planning Board and the City Commission to provide an update on what has transpired over the past year. The participants offered some comments on what they would like updated, but they did not indicate whether or not the Vision Statement is still an accurate goal to work towards. Their suggestions included:

The Land Use map that contained broad categories and showed areas for growth was perhaps too general and that better definitions should be presented.

The Transportation map provided a good overall framework, but specific projects should be identified and prioritized to accomplish what was depicted.

Agreement with the major guidelines presented under land use and transportation.

Sustainability is important and should be included as the City updates its plans, including the vision plan.

Ensure that we keep economic development as a key component of the vision.

Housing is a critical issue and the vision needs to include affordability as well as diversity of type.

Develop means of maintaining our recognizable community character (small town appeal, even as we grow) and in particular, the enhancing of our downtown.

As a result of this joint workshop, two working groups were held virtually to make policy recommendations to help guide staff's effort in updating the vision. The working groups discussed residential density and transportation. A summary of these virtual workshops is contained within the appendix section.

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GENERAL SUMMARY & KEY FINDINGS

There were five *major themes* that emerged through the first visioning process in 2010:

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 in the core portion of the City. Some of these growth areas will be suitable for higher intensity development.
3. For the most part, the areas outside the growth areas should be reserved for environmental protection, open space and recreation or to maintain existing low-density land use patterns, with the exception of a possible transit-oriented development (TOD) 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. Creating and or preserving sense of place through urban design standards, in particular for downtown and city gateway corridors.

The statements above, as well as the comments from the workshops are generalized. There may be exceptions to these statements based on specific circumstances which is why it is important to complete updates to the DeLand 2050 Vision Plan periodically.

Although 10+ years has passed since the original 2050 Vision Plan was prepared, these five basic themes are still relevant and provide the initial discussions as the City continues to review and update its vision to reflect the current state of the City.

Information gathered from the 2019 public workshop attendees and the survey results generally support the land use concept and transportation plan offered in the Vision 2050 program. At the macro level, the land use categories and the transportation projects from the vision plan seemed to make sense to most of the participants. There was some concern about new development changing the character of existing neighborhoods as new homes expand to the southeast and western sections of the City, but these concerns are more typical of transitional area conflicts than a wholesale disagreement with the vision plan.

It was noted in the workshop presentation that the plan performance has been good at a large-scale level, but there are areas where implementation fell short of the program's intent. These shortfalls were mostly in the areas of housing diversity by type, housing affordability, increased density and intensity in areas supporting Downtown DeLand and along the transit routes, including the need to improve pedestrian and bicycle opportunities. While action has not met expectations in these topic areas, there still

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seems to be good support for implementing action to achieve these ends. The survey data supports what was expressed in the workshop sessions.

Themes that were new to the discussion of the plan focused on the need for the City to be more active in sustainability programs and issues that were seen as important to the quality of life in DeLand. Community appearance (building design, landscaping, and tree cover) came up in several sessions. In selected areas, participants thought that increased density and intensity was acceptable including allowing building in the mid-rise (three to five stories) range. For Downtown and planned mixed-use areas design is more important than use. Social equity issues were raised as well.

In several sessions there was discussion about more diversity in the local economy and the need for better quality employment opportunities. In order to encourage new business development and support for existing businesses it was mentioned that access to information and support should be easier to locate. There were also comments about the need and opportunity to support home-based business development. Stetson was noted as a significant employer and was generally noted as an underutilized resource both in terms of a market and as a knowledge center.

As this document is considered an interim progress report ten years into the Vision Plan, a major change in the vision plan direction is not indicated. More effort is needed in implementation in some areas and added emphasis is desired for some topics such as sustainability and urban design. Below is a listing of the key findings discovered during the public engagement program. Most relevant was the preservation of community character.

Key Findings From 2019 Public Engagement

- 2050 Land Use concepts are still valid
- The road and rail concepts of the transportation plan need to be implemented
- Mixed-use development in downtown and transit corridors needs more work
- Diversity in housing type and housing cost is needed
- Infill development in the core of the City neighborhoods should be encouraged
- In the downtown and core areas, design is as important, if not more important than land use
- More effort is needed to create a sustainable community
- Transportation improvements need to stress walking and cycling facilities
- Bus transit is supported and ways need to be found to make it more effective
- Economic development should stress diversity and better-quality employment
- Preservation of community character as defined by the physical environment and the social environment is important across all groups

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COMMUNITY CHARACTERISTICS

The Community Character Guidelines section has been added to the report and will include ways to enhance these characteristics.

Many comments from the City Commission, participants and residents centered around how they like DeLand's "small town feel", but no one has a specific definition. Also, as the City grows it should be noted there really is not a small town anymore, but rather a small City. The residents and Commission do provide characteristics that they like about DeLand. These characteristics are listed herein and will be used to create guidelines for the purpose of protecting the character of DeLand. Newer residential areas that are located remotely from the "character core" probably have little impact on the perception of community character which may be why the public is so opposed to new development. Is there a size of project the Planning Board and City Commission will accept rather than large projects?

Focusing on the term "small town feel" seems to imply that adding people to our community or growth in general is not wanted. This line of thinking is not realistic and the focus should be on maintaining the character of DeLand that attracted residents in the first place and use as guides for how we achieve our 2050 Vision.

Community Character

Develop a "formula" for preserving that community character. Most observations point towards downtown DeLand, Stetson University and the residential neighborhoods that are close or within these areas as creating the character of DeLand that everyone wants to preserve ("little big town"). In order to develop a "formula" for preserving the small town community character, some key attributes must be defined.

Small town character – work needs to be done to develop a formula to determine what the characteristics are that actually defines the City as it exists now, and not the number of people; with a population of nearly 40,000, DeLand is not a small town anymore. Characteristics such as:

- Historic buildings, downtown and surrounding residential, our history;
- Downtown – entertainment, small business, residential, art, etc.;
- Friendly and Helpful residents;
- Inclusive;
- Activities - Parades on Main, events;
- Grid street pattern – physical makeup of the City;

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- Civic facilities - includes government buildings, parks, and recreational opportunities;
- College - atmosphere and events;
- Central high school creates social network;
- Local businesses;
- Residential features - unique housing styles, varying types and densities

Shown from the list above, the “small town feel” is concentrated around the City’s original boundaries or core area. The suburban areas are not often included when residents talk about what they like about DeLand.

Guidelines

Community Character Guidelines Existing Guidelines (2011)
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.
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.
Community Character Guidelines New Guidelines (2020)
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.
Protect the local businesses and the historic portion of downtown so it remains a key component of the DeLand region.
Creation or designation of neighborhoods – define which ones are to be protected and which ones to be improved; create policies that are neighborhood specific
Maintain community character through quality design. Also design of buildings will be important as more non-residential is built in DeLand, maybe residential should now be included.
The City will continue to sponsor and support special events.

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Land Use

Whether land is used for preservation and open space or for urban development, it is planned that way. Land is not preserved because no one wants to develop it; land conservation is thoughtfully planned, just as urban areas are planned around the world. As new people and businesses move into the City every day, we must plan ahead how we want to grow.

Guidelines

Land Use Guidelines Existing Guidelines (2011)
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.
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 by guiding new development into these areas. Locating higher intensity development along select corridors or major centers will encourage transit and lessen traffic congestion.
Land Use Guidelines New Guidelines (2020)
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 and various income levels. <i>(modified)</i>
Find ways to create, preserve or protect open space , agriculture, natural beauty, and critical environmental areas while providing recreational opportunities for area residents to enjoy these features. <i>(modified)</i>
Encourage new growth to locate near existing developed areas through infill of undeveloped lands and the reuse or better use of existing buildings.

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Transportation

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. Developing a transportation system that includes all modes of transportation will lessen congestion and make the community safer because roads alone will not handle the needs of the community.

Guidelines

Transportation Guidelines Existing Guidelines (2011)
Keep connected with regional transportation network , primarily SunRail and I-4 through links from the local network and a strong connection to downtown.
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.
Create connectivity by allowing people the ability to move between major developments without necessarily entering the major road network.
At identified locations, provide that new development promotes transit styled villages and transit planned corridors; such as the commuter rail station area developing as a Transit Oriented Development (TOD).
Transportation Guidelines New Guidelines (2020)
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. 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). <i>(modified)</i>
Develop an interconnected transportation system to manage traffic to prevent congestion beyond acceptable levels. <i>(modified)</i>

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ECONOMIC DEVELOPMENT/SUSTAINABILITY

An additional set of guidelines has been added to the 2050 Vision Plan that involve economic development and sustainability.

Economic Development

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.

Guidelines

Economic Development Guidelines Existing Guidelines (2011)
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.
Continue to manage the airport to increase freight capacity and private planes that support the industrial parks.
Economic Development Guidelines New Guidelines (2020)
Direct most large commercial and industrial development to downtown and the designated employment centers.
Support opportunities to locate convenience-related commercial uses close to residential areas. <i>modified</i>
Support plans and programs to assist existing business expansion as well as new business development.
Reinvestment in underserved areas as outlined in the City's two opportunity zones .

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Sustainability/Diversity

A healthy local economy relies heavily on its ability to be prepared for, and respond to, the everyday stresses put upon it, as well as the unforeseen stresses that arise. However, the resiliency of our community is not developed overnight, nor is it done in a vacuum. Resiliency is built through cooperation between the City and the community that it serves. This cooperation is used as our very own toolbox, using diverse methods to guide development to withstand the obstacles that lie ahead of us, while preserving its character and charm for future generations to come.

Guidelines

Sustainability/Diversity Guidelines Existing Guidelines (2011)
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.
Oppose new strip development that does not instill community pride and encourage the rehabilitation of the older commercial areas.
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.
Sustainability/Diversity Guidelines New Guidelines (2020)
Take advantage of compact or “ cluster ” 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.
Use design standards to preserve sense of place and to improve gateway appearances.
Support growth policies that result in wise use of resources.
Consider environment and water conservation factors when reviewing or designing projects.
Reuse of historic structures eliminates the need to dispose of building materials while preserving the City’s story.
Sustainable practices such as energy conservation, solar, electric charging stations throughout town and in homes, shade will make the city more desirable for people choosing a new home. Climate change impacts must be addressed locally as well as globally.

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DeLand 2050 Land Use Concept Map

The workshops and surveys were used to produce this revised draft of the DeLand 2050 Land Use map. The map presents the general land use pattern for the DeLand region in 2050. The development categories and overlays are overly expansive to provide a generalized land use pattern. The City's Comprehensive Plan and Zoning regulations will ultimately provide the needed details to help guide land use decisions. The original concept map is provided for comparison elsewhere in 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:

Traditional City Center (Light Green) – This category covers the original City limits and is the area anticipating a lot of growth either from redevelopment or infill development. This area includes the downtown and the surrounding area that would transform as the downtown expands. Currently there is a mix of uses scattered throughout the Traditional City Center from commercial, parks, single and multi-family residential. Policies will be developed to allow new growth and development while protecting the existing character of the downtown.

Sustainable Growth Zone (Orange) – Part of the urban area where the majority of the new growth will take place. The boundary shown on the map corresponds closely 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. Note: *This category could also include the southeast area out to I-4, which encompasses Victoria Park due to its desirable access to the interstate.*

Gateways/TOD Corridors (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.

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Limited Growth Zone (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 extra open space, protection of existing uses, availability of existing infrastructure (without expansion or extensions), contributions to sustainability, and increases economic opportunities (not residential).

I-4 Corridor (Lavender) – Contains typical interchange uses and other intense uses that can utilize their proximity to the interstate.

Rural Growth Zone (Gray) – Provides for areas that are expected to grow in a more rural manner as well as maintaining the current zoning in place.

Public Conservation Lands (Dark Green) – Designates areas that are currently under public ownership in conservation easements.

DeLand 2050 Map Overlays:

There are also two 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 – SunRail Activity Area, designated and enclosed by a red line, is an overlay that emphasizes an intensive mix of uses that are compatible with the SunRail station, and also includes residential.

Categories not displayed on the map

Neighborhood Center, is an area that contains small mixed-uses that will provide primarily daily goods and services for nearby residents. Although there is no symbol shown on the map, these centers could be placed at many locations where the community would want to establish a neighborhood center.

Special Districts, are 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 as they become identified.

Another example of a Special District is the downtown and the surrounding area that would transform as the downtown expands. The uniqueness of a downtown requires individual attention to how all the uses and structures fit into the space. Policies will be

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developed to allow new growth and development while protecting the existing character of the downtown.

Definitions

Complete streets – a major road corridor that includes separate bicycle and pedestrian ways; safely and efficiently accommodates transit users, bicyclists, pedestrians, and motorists; and provides easy access to adjacent land uses.

Cluster Development - generally sites housed on smaller parcels of land, while the additional land that would have been allocated to individual lots is converted to common shared open space for the subdivision residents. Typically, road frontage, lot size, setbacks, and other traditional subdivision regulations are redefined to permit the developer to preserve ecologically sensitive areas, historical sites, or other unique characteristics of the land being subdivided.

Greater DeLand Area (GDA) – created in 1973 by the State legislature and defined the area for future annexations and the provision of water and sewer by the City.

Joint Planning Agreements (JPA) – agreement between two local governments to develop a plan for a specific area that both can follow.

Multi-Modal Transportation District – A multimodal transportation district facilitates the use of multiple modes of transportation, leading to a reduction in automobile use and vehicle miles traveled.

SunRail – Central Florida's name for the commuter rail network which, as of May of 2023, has a connection to the DeLand Station.

Sustainable – A sustainable city can feed itself on the surrounding countryside with minimal reliance on other regions or countries and powers itself with renewable sources of energy. It seeks to create the smallest possible ecological footprint and to produce the lowest quantity of pollution possible; to use land efficiently, recycle materials and convert waste to energy.

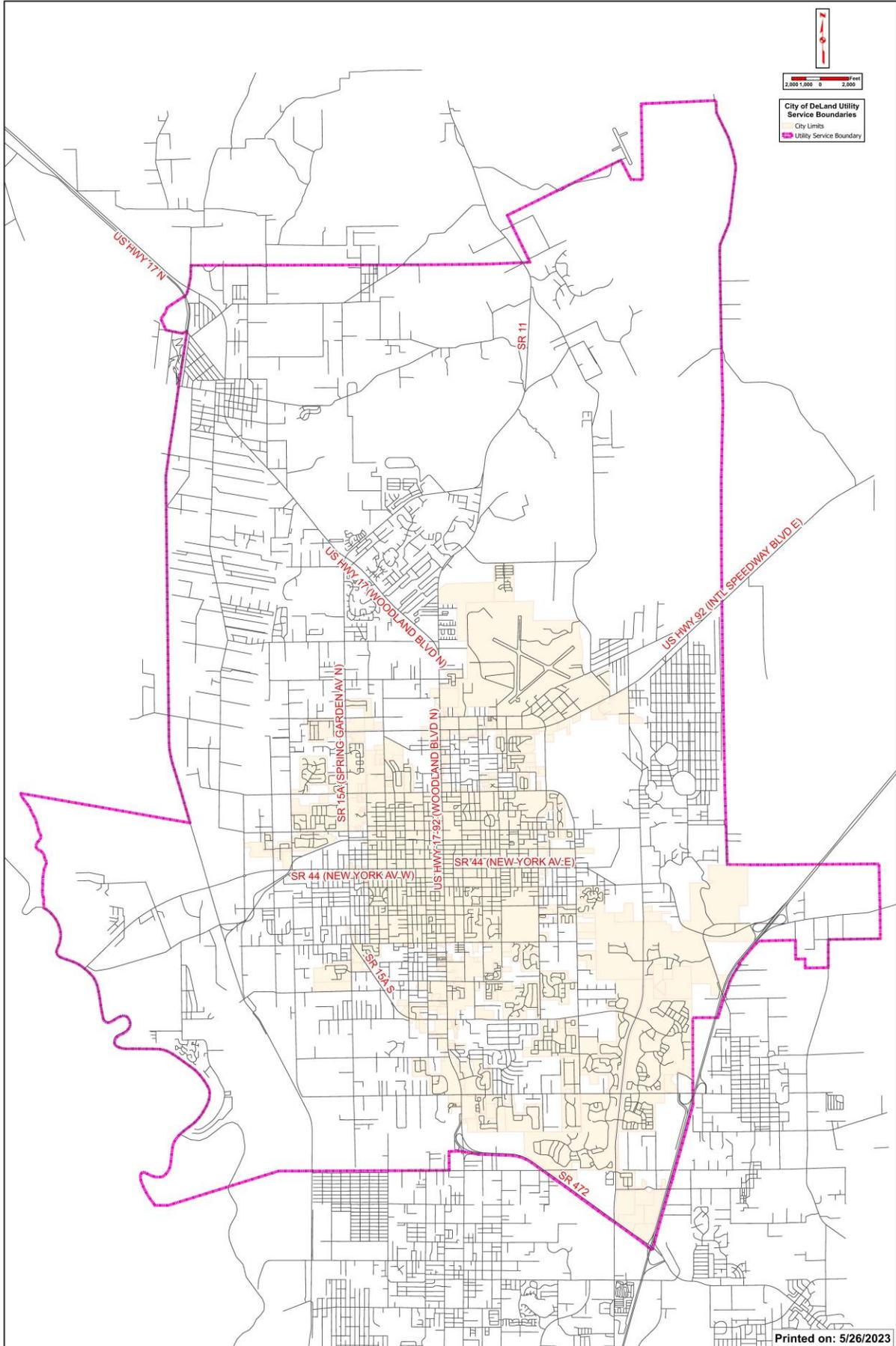
Transit-Oriented Development (TOD) - is a type of development that is either located around mass transit centers or along corridors that are developed at a density and intensity that makes it feasible to be served by public transportation. A TOD helps create compact, walkable communities that provide a quality of life without complete dependence on a car for mobility within the DeLand area.

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Utility Service Area – area served by City of DeLand’s water and sewer services through a joint planning agreement with Volusia County.

Walkable – refers to an area that encourages walking by providing safe and convenient routes to a variety of uses.

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DeLand 2050 Guiding DeLand to Sustainability



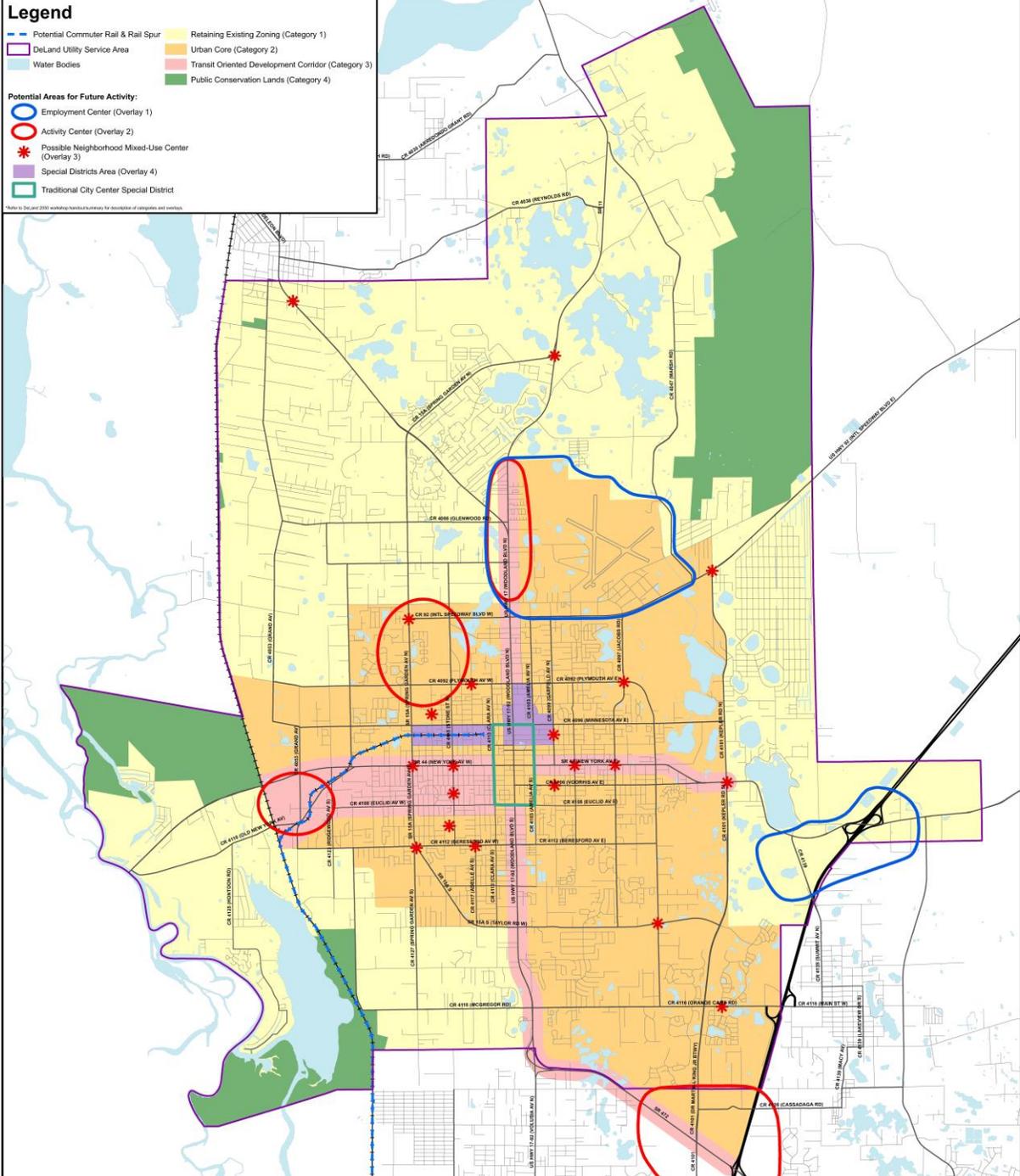
Legend

- Potential Commuter Rail & Rail Spur
- DeLand Utility Service Area
- Water Bodies
- Retaining Existing Zoning (Category 1)
- Urban Core (Category 2)
- Transit Oriented Development Corridor (Category 3)
- Public Conservation Lands (Category 4)

Potential Areas for Future Activity:

- Employment Center (Overlay 1)
- Activity Center (Overlay 2)
- Possible Neighborhood Mixed-Use Center (Overlay 3)
- Special Districts Area (Overlay 4)
- Traditional City Center Special District

*Refer to DeLand 2050 workshop handouts for description of categories and overlays.



This map is a graphic representation and is not intended to be used as a legal document. The City of DeLand is not liable for any inaccuracies or omissions in this map or for any other information contained herein.

Prepared by: City of DeLand Planning Dept.
November 28, 2011

2050 Land Use Map



1 inch = 2,300 feet

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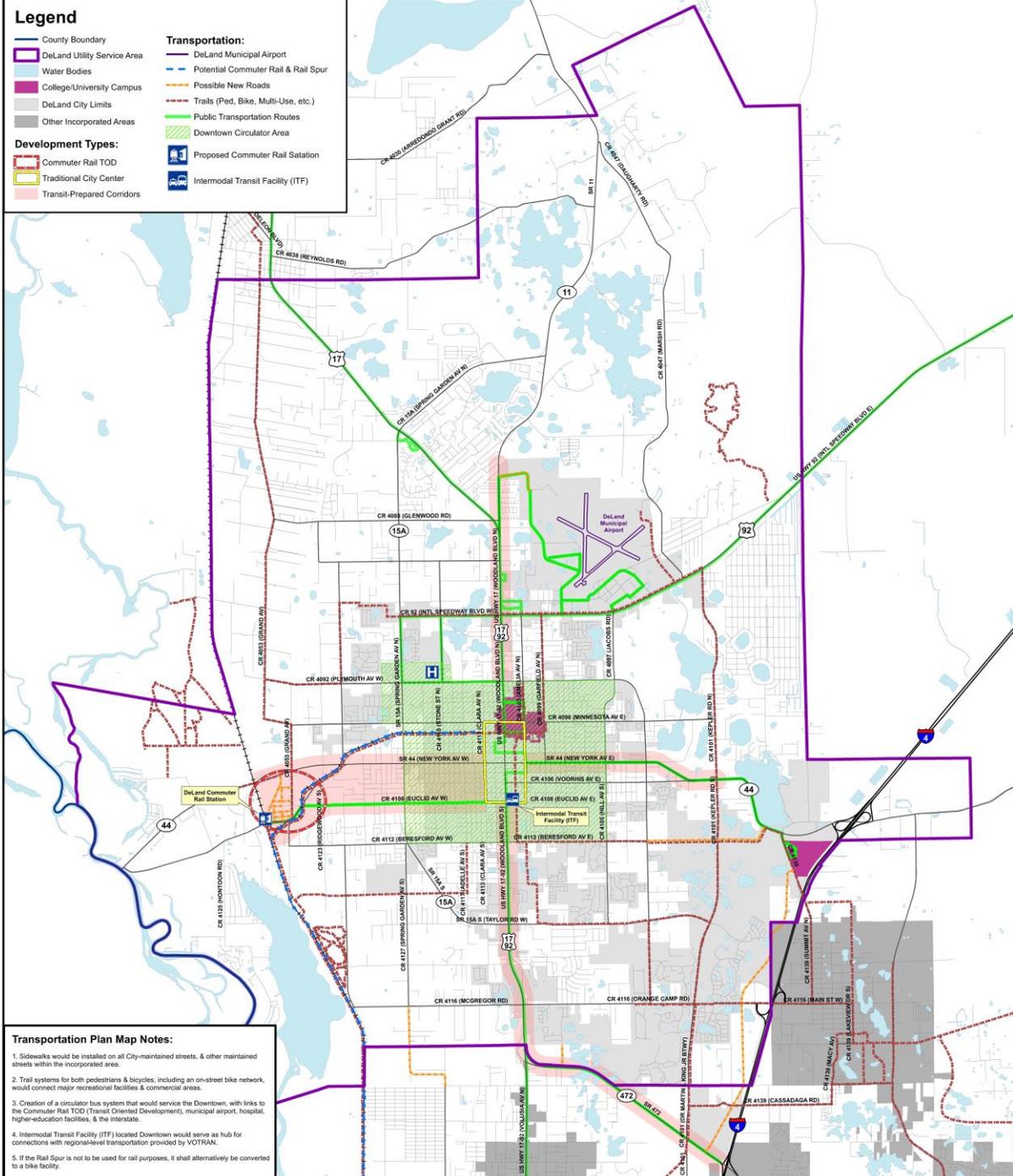
DeLand 2050

Guiding DeLand to Sustainability



Legend

- County Boundary
- DeLand Utility Service Area
- Water Bodies
- College/University Campus
- DeLand City Limits
- Other Incorporated Areas
- Development Types:**
 - Commuter Rail TOD
 - Traditional City Center
 - Transit-Prepared Corridors
- Transportation:**
 - DeLand Municipal Airport
 - Potential Commuter Rail & Rail Spur
 - Possible New Roads
 - Trails (Ped, Bike, Multi-Use, etc.)
 - Public Transportation Routes
 - Downtown Circulator Area
 - Proposed Commuter Rail Station
 - Intermodal Transit Facility (ITF)



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.



This map is a graphic representation of all urban transportation systems. It is not intended to be used for engineering, construction, or planning purposes. The City of DeLand is not liable for any damages, including or excluding those caused by the use of this map.

Prepared by: City of DeLand Planning Dept.
May 6, 2011

2050 Transportation Plan Map



1 inch = 2,300 feet