



CITY OF DELAND
REGULAR MEETING OF THE CITY COMMISSION
JULY 1, 2024 AT 7:00 PM
CITY HALL, COMMISSION CHAMBERS
120 SOUTH FLORIDA AVENUE

AGENDA

CALL TO ORDER

INVOCATION-Pastor Mose Hawkins, No Limit Praise Tabernacle

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENTATIONS

1. Certificate of Recognition Presented to the Rotary Club of Downtown DeLand.
2. Resolution No. 2024-53, Honoring the Retirement of Gregory D. Whidden.
3. Employees Years of Service Award.

CONSENT AGENDA

1. Resolution Approving FY 2023-2024 Budget Amendment.
Presentation of a budget amendment for FY 2023/2024.
2. Consideration re Award of Bid to Guthman Signs for the Marquee Project at the Chisholm Center.
Staff recommends that the City Commission award the Marquee project for the Chisholm Center to Guthman Signs.
3. Consideration re Purchase of a 2007 Pierce Enforcer, Heavy Rescue Vehicle for Technical Rescue Deployments and Calls.
The Department recommends the commission approve the purchase of the 2007 Pierce Enforcer HDR Heavy Rescue vehicle for technical rescue deployments and calls.
4. Consideration re Renewal of Contract for City Paid Life Insurance with National Insurance Services (NIS).
City paid employees' life insurance.

PETITIONS AND REQUESTS FROM THE PUBLIC PRESENT

NEW BUSINESS

1. First Reading of Ordinance Amending the Comprehensive Plan.

The Planning Division has proposed numerous updates and revisions to the City's Comprehensive Plan. This update includes priorities from the Commission's newly adopted Strategic Plan, revises and updates each of the existing chapters, adds two new chapters - one for Economic Development and one for Placemaking, and updates the maps.

2. Resolution Approving the DeLand 2050 Vision Plan Update.

The Planning Division is proposing updates to the 2050 Vision Plan. These updates incorporate priorities from the newly adopted City Commission Strategic Plan, revise the land use, transportation, and resource and conservation maps, and include information obtained during the community outreach and citizen survey. This update to the 2050 Vision Plan will help guide the concurrent update to the City's Comprehensive Plan.

CITY MANAGER REPORT

CITY ATTORNEY REPORT

CITY CLERK REPORT

CITY COMMISSION

ADJOURNMENT

The DeLand City Commission holds its regular meetings on the first and third Mondays of each month at 7:00 p.m. in the DeLand City Commission Chambers, 120 South Florida Avenue, DeLand. Notice of special meetings, workshops, changes in dates, times or locations are provided by separate Public Notices, which are posted at City Hall and on the City's web site.

The City of DeLand may take action on any matter during this meeting, including items that are not set forth within this agenda.

Public participation is encouraged on any matter on the agenda. If you desire to be recognized by the Mayor, please fill out a Speaker's Card and present it to the City Clerk.

Minutes of the DeLand City Commission meetings are not transcribed verbatim. If any person decides to appeal a decision made by the City Commission with respect to any matter considered at a public meeting or hearing, he/she will need a record of the proceedings including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made by a court reporter, at the person's own expense.

In accordance with the American Disabilities Act, persons needing a special accommodation in order to participate in the proceedings should notify the City Clerk's Office at least 48 hours in advance of the meeting: 626-7132.

Assisted Listening System receivers are available for the hearing impaired, and can be obtained from the City Clerk.

If you wish to obtain information regarding the City Commission's Agenda, please call the City Clerk's Office:

626-7132.

We respectfully request that all pagers and cell phones be turned OFF during City Commission meetings.

Electronic Information! City Commission agendas and short form minutes are now available on the City's web page: www.deland.org.



The CITY OF DELAND
Volusia County, Florida

Certificate of Recognition

Presented to

The Rotary Club of Downtown DeLand

Whereas, *The Rotary Club of Downtown DeLand was officially chartered on July 1, 2004 as the 65,937 Rotary club in the world; and*

Whereas, *The Rotary Club of Downtown DeLand, known as The Grillmasters, has cooked and provided thousands of meals for those in and around the DeLand area; and*

Whereas, *The Rotary Club of Downtown DeLand, through its annual fundraising, has provided support to numerous organizations and charities in and around DeLand including the Begin Again Children's Grief Center, The Childhood Cancer Foundation, ME STRONG, the Good Samaritan Clinic, The Neighborhood Center of West Volusia, FUTURES Foundation, DeLand High School, Edith I. Starke Elementary, George Marks Elementary, DeLand Police and Fire, and many other charitable organizations and groups in and around DeLand; and*

Whereas, *The Rotary Club of Downtown DeLand, has provided scholarship opportunities to DeLand High School and Taylor High School graduates entering into technical educational programs; and*

Whereas, *The Rotary Club of Downtown DeLand is celebrating 20 years of service to our community on July 1st, 2024.*

Now, therefore, *I, Christopher M. Cloudman, Mayor of the City of DeLand and on behalf of the City Commission, do hereby tender to The Rotary Club of Downtown DeLand congratulations on their 20th Anniversary and our sincere appreciation for all that they do for DeLand and the surrounding community.*

Done and proclaimed *this 1st day of July 2024.*

Attest

Christopher M. Cloudman, Mayor

Julie A. Hennessy, City Clerk - Auditor



The CITY OF DELAND

Volusia County, Florida

RESOLUTION NO. 2024 - 53

A RESOLUTION OF APPRECIATION AND RECOGNITION BY THE CITY COMMISSION OF THE CITY OF DELAND, FLORIDA, TO INFORMATION TECHNOLOGY DIRECTOR GREGORY D. WHIDDEN UPON HIS RETIREMENT AFTER 25 YEARS OF SERVICE TO THE CITY OF DELAND; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, upon the occasion of Gregory D. Whidden's retirement from the City of DeLand effective July 1, 2024, this Resolution is awarded as a testimonial of his loyal and dedicated service to the City of DeLand for the past twenty-five years; and

WHEREAS, Greg began working for the City of DeLand as a Program Analyst on March 29, 1999; was promoted to Assistant IT Director, on April 1, 2000; was named Information Technology Manager, on March 31, 2008; and was named IT Director on October 1, 2009, where he has continually served well and faithfully in that position ever since; and

WHEREAS, Greg's performance of his responsibilities and his work accomplishments have always been characterized by a dedication to performing at an exemplary level, and he has the unique ability to craft creative solutions to a wide range of difficult issues; and

WHEREAS, during his career Greg completed various courses to enhance his skills, worked diligently for network cyber security safety, maintained credentialing with Criminal Justice Information Services (CJIS) compliance, and additionally was involved with the Florida Local Government Information Systems Association (FLGISA); and

WHEREAS, Greg's efforts have resulted in modernizing computer software and hardware, to include implementing two enterprise resource planning (ERP) systems, two major website redesigns, work order software, electronic time keeping system, agenda management software, and electronic permitting software, creating redundancy in the city network and the implantation of many cybersecurity enhancements; and

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

Section 1. That the City Commission of the City of DeLand does hereby honor Gregory D. Whidden for his 25 years of service to the City and for the faithful, diligent and responsible manner in which he performed his duties.

Section 2. This resolution shall be spread upon the minutes of the City Commission of the City of DeLand as part of the permanent memento of the City's thanks and appreciation to Gregory D. Whidden for a job well done.

Section 3. This Resolution shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 1st day of July 2024.

Christopher Cloudman
Mayor - Commissioner

Attest:

Julie A. Hennessy, City Clerk - Auditor

CITY OF DELAND
Request for Commission Action
July 1, 2024

SUBJECT: Employees Years of Service Award.

DEPARTMENT: Human Resources

PREPARED BY: Mark Hayward, HR Director

ATTACHMENTS:

APPROVED BY: Michael Pleus, City Manager, June 19, 2024

SUMMARY/HIGHLIGHT:

The City of DeLand is fortunate to have so many dedicated employees who have served the DeLand community for many years. To honor these outstanding employees, the City Commission presents them with a plaque.

15 Years of Service

Kim Lendemer, Finance Department

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

N/A

SUSTAINABILITY:

N/A

FISCAL IMPACT:

None

RECOMMENDATION:

It is recommended the City Commission present the service award.

BACKGROUND/DISCUSSION:

N/A

CITY OF DELAND
Request for Commission Action
July 1, 2024

SUBJECT: Resolution Approving FY 2023-2024 Budget Amendment.

DEPARTMENT: Finance

PREPARED BY: Daniel Stauffer, Finance Director

ATTACHMENTS: Resolution, FY23-24 Budget Amendment - July details

APPROVED BY: Michael Pleus, City Manager, June 19, 2024

SUMMARY/HIGHLIGHT:

The budget amendments proposed are detailed in the attached summary and recommended after review of actual expenditures to date. The amendments proposed are primarily revisions to reflect anticipated actual revenues and expenditures.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

N/A

SUSTAINABILITY:

N/A

FISCAL IMPACT:

The Resolution amends the budget to reflect recommended changes with the impact on each fund itemized in the attached summary.

Operating Contingency balances after these amendments are as follows:

General Fund	\$143,934
Water & Sewer Fund	\$147,566
Airport Fund	\$0
Stormwater Fund	\$0
Permits & Inspections Fund	\$0

RECOMMENDATION:

Staff recommends the City Commission adopt the Resolution amending the FY 23/24 budget as presented.

BACKGROUND/DISCUSSION:

The significant budget amendments in the General Fund are increased transfers to the Capital Project Fund. These transfers are to fund a Heavy Rescue Vehicle (\$140,000) for the Fire Department and to fund a new Sally Port Door (\$40,000) for the Police Department.

The significant budget amendment in the Water and Sewer Fund is to fund a Dump Truck (\$206,400)

replacement in the Wastewater Treatment Department. Funds will be transferred from a separate project, sludge press #1 onsite rebuild, to fund the purchase.

RESOLUTION NO. 2024 -

A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA, AMENDING THE BUDGET FOR THE GENERAL FUND, CAPITAL FUND, AND WATER AND SEWER FUND, FOR THE FISCAL YEAR 2023-2024; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, it is necessary to amend the budget for the City of DeLand for fiscal year 2023-2024; and

WHEREAS, the City Commission is vested by the Charter of the City of DeLand with the authority to amend the budget.

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

Section 1. The budget of the City of DeLand for fiscal year 2023-2024 is amended in the following manner:

GENERAL FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		50,901,394	180,000	0	51,081,394
	Miscellaneous Revenue				
001-0000-380-000	USE OF RESERVES	2,595,449	180,000	0	2,775,449
EXPENDITURES		50,901,394	180,000	0	51,081,394
	Transfers				
001-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	6,469,896	180,000	0	6,649,896

CAPITAL FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		12,224,150	180,000	0	12,404,150
	Transfers				
300-9999-381-001	TRANSFER FROM GENERAL FUND	6,469,896	180,000	0	6,649,896
EXPENDITURES		12,224,150	180,000	0	12,404,150
	Fire				
300-1222-664-000-FR2407	HEAVY RESCUE	0	140,000	0	140,000
	Police				
300-1226-662-000-PD2415	SALLY PORT DOOR	0	40,000	0	40,000

WATER & SEWER FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		135,473,392	0	0	135,473,392
EXPENDITURES		135,473,392	206,400	206,400	135,473,392
	Wastewater Treatment				
401-4205-664-000-UT2418	SLUDGE PRESS #1 ONSITE REBUILD	237,444	0	206,400	31,044
401-4205-664-000-UT2456	DUMP TRUCK REPLACEMENT	0	206,400	0	206,400

Section 2. In all other respects the Budget of the City of DeLand, Florida for fiscal year 2023-2024 is hereby ratified and confirmed as adopted by Resolutions 2023-68, 2023-102, 2024-06, 2024-22, 2024-39 & 2024-54.

Section 3. This Resolution shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 1st day of July, 2024.

Christopher M. Cloudman
Mayor-Commissioner

ATTEST:

Julie A. Hennessy
City Clerk-Auditor

APPROVED AS TO FORM AND LEGALITY:

Darren J. Elkind
City Attorney

FY 23-24 Budget Amendment Details

ACCOUNT	Account Description	Increase	Decrease	Description
GENERAL FUND				
REVENUES		180,000	0	
001-0000-380-000	USE OF RESERVES	180,000		increase funding for Heavy Rescue vehicle (\$140,000) and new Sally Port Door at PD (\$40,000)
EXPENDITURES		180,000	0	
001-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	180,000		increase appropriation for Heavy Rescue vehicle (\$40,000) and new Sally Port Door at PD (\$140,000)
CAPITAL PROJECT FUND				
REVENUES		180,000	0	
300-9999-381-001	TRANSFER FROM GENERAL FUND	180,000		increase funding for Heavy Rescue vehicle (\$140,000) and new Sally Port Door at PD (\$40,000)
EXPENDITURES		180,000	0	
300-1222-664-000-FR2407	HEAVY RESCUE	140,000		increase appropriation for Heavy Rescue vehicle
300-1226-662-000-PD2415	SALLY PORT DOOR	40,000		increase appropriation for new Sally Port Door at the Police Station
WATER & SEWER FUND				
REVENUES		0	0	
EXPENDITURES		206,400	206,400	
401-4205-664-000-UT2418	SLUDGE PRESS #1 ONSITE REBUILD		206,400	decrease appropriation for Sludge Press #1 Onsite Rebuild
401-4205-664-000-UT2456	DUMP TRUCK REPLACEMENT	206,400		increase appropriation for Dump Truck replacement

CITY OF DELAND
Request for Commission Action
July 1, 2024

SUBJECT: Consideration re Award of Bid to Guthman Signs for the Marquee Project at the Chisholm Center.

DEPARTMENT: Parks & Recreation

PREPARED BY: rick hall, P&R Director

ATTACHMENTS: B2410Tabulation

APPROVED BY: Michael Pleus, City Manager, June 19, 2024

SUMMARY/HIGHLIGHT:

On May 1, 2024, a bid was advertised for the installation of a digital Marquee at the Chisholm Center. Bids were received from 6 vendors, of which six were deemed responsive. The results are presented in the attached bid tabulation.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Facilities & Infrastructure.

SUSTAINABILITY:

N/A

FISCAL IMPACT:

Guthman Signs submitted the lowest-responsive bid valued at \$29,547.00. The FY 23/24 Budget in the Grants and Special Revenue Fund includes \$20,000.00 for the Marquee project with \$17,000.00 funding coming from CDBG and \$3,000 from General Fund capital reserves. Additional funding of \$9,547.00 will be required from General Fund capital reserves and will be included in a future budget amendment presented to the City Commission for approval.

RECOMMENDATION:

Staff recommends that the City Commission award the Marquee project for the Chisholm Center to Guthman Signs.

BACKGROUND/DISCUSSION:

N/A



120 S. Florida Ave.
DeLand, FL 32720
Phone: 386-626-7000
Fax: 386-626-7140

BID TABULATION SHEET

Bid Title: Chisholm Center Marquee

Bid No: B-24-10

OPENING DATE & TIME: May 16, 2024 @ 2:00 PM

POSTING DATE: XXXX, 20XX

POSTED BY: Corey McMillen

Vendor	City, State	Bid Price
Guthman Signs	Lakewood Ranch, FL	\$29,547.00
Don Bell Signs, LLC	Port Orange, FL	\$34,882.00
Signstar	Tampa, FL	\$46,898.00
I2 Visual, Inc.	Fort Myers, FL	\$48,537.00
Kenco Sign & Awning, LLC	Holly Hill, FL	\$56,465.00
FASTSIGNS	Jacksonville, FL	\$67,871.00

***Note: All bids are subject to review and tabulation is not final.**

Bid tabulations with award recommendations are posted to DemandStar at www.demandstar.com & VendorLink at www.vendorlink.com.

CITY OF DELAND
Request for Commission Action
July 1, 2024

SUBJECT: Consideration re Purchase of a 2007 Pierce Enforcer, Heavy Rescue Vehicle for Technical Rescue Deployments and Calls.

DEPARTMENT: Fire

PREPARED BY: Todd Allen, Fire Chief

ATTACHMENTS:

APPROVED BY: Michael Pleus, City Manager, June 19, 2024

SUMMARY/HIGHLIGHT:

The department is purchasing a Heavy Rescue vehicle-2007 Pierce Enforcer HDR from a department in Palm Harbor for \$70,000. Our current light rescue vehicle is over ten years old and cannot carry our heavy rescue equipment. We have a Technical Rescue Interlocal Agreement with Deltona and Orange City and this vehicle will allow our department to deploy our heavier-tech rescue equipment if needed. We currently store most of our heavier rescue equipment in the garage and keep a few items on our light rescue vehicle.

We are purchasing this vehicle used since a brand new one would cost the department over \$700,000. We have received approval from the city manager and obtained an invoice from the Palm Harbor Fire Department.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Community.

SUSTAINABILITY:

Safety and Security.

FISCAL IMPACT:

\$140,000 to purchase and outfit the vehicle. This item is on the July 1st budget amendment and will be funded from capital reserves if approved.

RECOMMENDATION:

The Department recommends the commission approve the purchase of the 2007 Pierce Enforcer HDR Heavy Rescue vehicle for technical rescue deployments and calls.

BACKGROUND/DISCUSSION:

The Heavy Rescue vehicle is needed to upgrade the current light rescue vehicle the department has had for over the past 10 years. With the integration of our fire department's technical rescue capabilities with both Orange City and Deltona Fire Departments (Technical Rescue Interlocal Agreement), having this vehicle will allow our department to store our heavier technical rescue equipment on one deployable apparatus. Heavy rescue fire apparatus are equipped, and will carry, specialized equipment such as the hydraulic rescue tool systems, wooden cribbing, generators, winches, hi-lift jacks, cutting torches, circular saws, specialized air, electric, and battery-operated drills, hammers, saws, and other types of heavy equipment. The equipment can be used for

confined space rescue, extrication, high-angle rescue, trench & building collapse, and other rescue operations. Currently, we utilize all the space for our light rescue and keep the remainder of our heavy equipment staged in our outbuilding garage. This means there is a delay when deploying a needed piece of equipment to a scene. In addition, this vehicle was designed with rescue in mind, so it is equipped to store heavier tools, supply needed electrical sources and hydraulic reels, and is equipped with high angle/confined space anchor points on the vehicle to facilitate the myriad of rescue techniques which may be needed at any given time. We will continue to keep our light rescue vehicle to assist with EMS response, as needed, for the next couple of years.

CITY OF DELAND
Request for Commission Action
July 1, 2024

SUBJECT: Consideration re Renewal of Contract for City Paid Life Insurance with National Insurance Services (NIS).

DEPARTMENT: Human Resources

PREPARED BY: Mark Hayward, HR Director

ATTACHMENTS: 2024 Life Renewal for City of Deland with Benefit Summary

APPROVED BY: Michael Pleus, City Manager, June 19, 2024

SUMMARY/HIGHLIGHT:

As part of the City's cafeteria plan, the City provides all full-time employees with City paid life insurance for one times the employee's salary to a max amount of \$50K. (max rate based on IRS mandates). In 2004 (renewed in 2007, 2010, 2013, 2016, 2018, 2020 and 2022). This year NIS has offered a three-year contract and has reduced the overall cost to the City. In addition, NIS provides supplemental and dependent life insurance to our employees for additional costs which the employee pays for. The current contract expires September 30, 2024.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

High Value Government.

SUSTAINABILITY:

N/A

FISCAL IMPACT:

There will be no cost increase for the three-year renewal and the annual cost to the City for this insurance is approximately \$60,000 and is included in the City's budget.

RECOMMENDATION:

Staff recommends the City Commission approve the renewal letter with NIS for coverage from October 1, 2024 through September 30, 2027. Staff also request the City Commission approve authorization for the City Manager to sign this contract.

BACKGROUND/DISCUSSION:

N/A

Mark Hayward
Human Resources Director
City of DeLand
120 S Florida Avenue
DeLand, FL 32720-5422

RE: Insurance Renewal for City of DeLand, Group # 033576
Life, Madison National Life Insurance Company, Inc.
Carrier Policy # 4103, NIS Policy # 4641

Dear Mr. Hayward:

The Life Insurance renews October 1, 2024. I am pleased to inform you that Madison National Life Insurance Company, Inc. has determined that a rate adjustment is not needed. Your renewal rates are as follows:

Class Title	Current Rate	Renewal Rate	Impact
Basic Life/AD&D	\$0.129/\$0.029	\$0.129/\$0.029	Pass/Pass
Supplemental Life	Age Rated	Age Rated	Pass
Dependent Life	\$3.50	\$3.50	Pass

These rates are guaranteed for 3 Years until October 1, 2027, assuming no changes to the current benefit structure.

We believe our level of commitment to you is most evident in our ongoing efforts to secure both competitive pricing and extended rate guarantees. We truly appreciate your business and the opportunity to continue negotiating on your behalf.

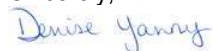
In return for your commitment to National Insurance Services (NIS), NIS agrees to provide the following:

- Annual Best Practices Service Visit or Call
- Dedicated Account Representative
- Dedicated Client Relations Representative
- Dedicated Billing Representative
- Free Gap Analysis (when requested)
- Monitoring Market Conditions

By signing the below, you are acknowledging your reciprocal 3 Year commitment to NIS. In pricing the renewal, the claims risk and administrative expenses are spread over the rate guarantee. In exchange for our rate guarantee, you must remain directly contracted with NIS for the duration of the rate guarantee. In the event you cancel prior to the end of the rate guarantee a risk charge in the amount of 1% of annual premium will be assessed for each month remaining on the rate guarantee.

Please complete the bottom portion and return a copy to National Insurance Services as indication of your acceptance of the renewal. Thank you for your continued business. Please do not hesitate to call me if you have any questions.

Sincerely,



Denise Yanny
Account Representative

The October 1, 2024 renewal of Group Life Insurance as outlined above is accepted.

Signature & Title

Date



Group Life Insurance Benefit Summary

Group #: 033576, City of DeLand

Policy: Madison National Life Insurance Company, Inc., 4103 **Original Effective Date:** 10/1/2001

Class	Class Title and Eligibility (Minimum Hour Requirement)	Basic Life and AD&D	Supplemental Life
01	All Eligible Active Employees (30 hours per week)	1 x Annual Salary, rounded to the nearest \$1,000; minimum of \$10,000 to a maximum of \$50,000	\$10,000 increments to a maximum of \$200,000
02	DeLand Housing Authority (30 hours per week)	1 x Annual Salary, rounded to the nearest \$1,000; minimum of \$10,000 to a maximum of \$50,000	N/A
03	Director of Housing Authority (30 hours per week)	1 x Annual Salary, rounded to the nearest \$1,000; minimum of \$10,000 to a maximum of \$50,000	\$50,000
04	City Manager (30 hours per week)	1 x Annual Salary, rounded to the nearest \$1,000 to a maximum of \$225,000	\$10,000 increments to a maximum of \$200,000

Dependent Life Child Limiting Age: 24	Spouse: \$10,000 Newborn/ Infant/ Child: \$5,000
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Eligibility/Effective Date of Individual Coverage	First of month following 30 days
Employee Contribution	Life: 0% Supplemental: Classes 01, 03-04: 100% Dependent: 100%
Participation Requirement	Life: 100% Supplemental: Classes 01, 03-04: 0% Dependent: 0% DLF: Effective Date: 10/01/2023; Participation calculation: 136/441 = 30.84%; Participation requirements have been met. SLF: Effective Date: 10/01/2023; Participation calculation: 178/435 = 40.92%; Participation requirements have been met.
Reduction Schedule	Life: Basic Life and AD&D Insurance reduces to 65% at age 65, reduces to 50% at age 70, reduces to 35% at age 75 and terminates upon the Insured Employee's retirement. Supplemental: Classes 01, 03-04: Employee Supplemental Life Insurance reduces to 65% at age 65, reduces to 50% at age 70, reduces to 35% at age 75 and terminates upon the Insured Employee's retirement. Dependent: Dependent Spouse Basic Life Insurance reduces to 65% upon the Spouse's attainment of age 65, reduces to 50% upon the Spouse's attainment of age 70, reduces to 35% upon the Spouse's attainment of age 75 and terminates upon the Insured Employee's retirement. Dependent Child Basic Life Insurance does not reduce and terminates at the earlier of the Child's attainment of the Limiting Age or the Insured Employee's retirement.

6/18/2024

Contract Employee Termination or Retirement	Coverage terminates at the earlier of retirement or expiration of the current contract year. If you terminate mid-contract, coverage terminates the date you last worked.
Non Contract Employee Termination	Coverage terminates on the date you last worked
Guarantee Issue	Life: Classes 01-03: \$50,000; Class 04: \$225,000 Supplemental: Class 01: \$200,000 if participation is 25% or higher; \$0 if participation is less than 25% Class 03: \$50,000 if participation is 25% or higher; \$0 if participation is less than 25% Class 04: \$100,000 if participation is 25% or higher; \$0 if participation is less than 25% Dependent: \$10,000
EOI Requirements	Late entrants Not enrolled within 31 days of eligibility, increases, and amounts exceeding the Guarantee Issue
Termination & Continuation of Coverage	Coverage may continue, with payment of premiums during: -FMLA -Paid Leave - 12 months -Unpaid Leave - 12 months -Layoff - 60 days -Strike or Locked Out -Military Leave - 15 days
Conversion Provision	Included
Waiver of Premium Provision	Disabled prior to age 60; Elimination period - 6 months Waiver of premium terminates at age 65
Beneficiary Administration	Employers should request regular updates and maintain for their own records. Employees should also maintain a copy of the most recent beneficiary form for their records.
EAP	No
Identity Theft	No
Billing Information	Billing Method: List Billed; Date Census Last Received: 5/7/2024
Renewal Date	10/1/2024

This summary of benefits is meant to be an overview of the Policy only. Please refer to the Certificate for a full explanation of your plan's benefits, exclusions, limitations, and reductions. Should there be any discrepancy between this outline and the Certificate, the Certificate will prevail.

Employer Use Only

National Insurance Services Contact Roster

All representatives can be reached at **1-800-627-3660**

For immediate response to your **SERVICE** questions, contact:

Patrice Padilla
Inside Service Rep
ppadilla@nisbenefits.com

For immediate response to your **BILLING** questions, contact:

Mollie Southaphan
Account Representative - EB
Msouthaphan@nisbenefits.com
Fax: 262-814-1397

For any plan **QUESTIONS** or to arrange an **IN-PERSON** visit to discuss your current plan and future changes, contact:

Denise Yannyy
Account Manager
dyannyy@nisbenefits.com

For questions about existing **CLAIMS**, contact:

Madison National Life Insurance Company, Inc.
Phone: 1-800-356-9601
Website: www.madisonlife.com
Email: MNLCustomerCare@madisonlife.com

To submit **CLAIM FORMS** or other documentation, contact:

Madison National Life Insurance Company, Inc.
Website: www.madisonlife.com
Email: MNLCustomerCare@madisonlife.com

CITY OF DELAND
Request for Commission Action
July 1, 2024

SUBJECT: First Reading of Ordinance Amending the Comprehensive Plan.

DEPARTMENT: Planning

PREPARED BY: Carol Kuhn, Planning Director

ATTACHMENTS: Ordinance, Exhibit A, Summary of Proposed Changes, TABLCONT EAR 2024, Chapter 1 FLU - EAR 2024, Chapter 2 TRAN - EAR 2024, Chapter 3 Housing - EAR 2024, Chapter 4 PubServ - EAR 2024, Chapter 6 Conservation - EAR 2024, Chapter 7 Rec Open Space - EAR 2024, Chapter 8 Intgovt Coord - EAR 2024, Chapter 9 CIE - EAR 2024 6-6 DRAFT, Chapter 10 PSFE - EAR 2024, Chapter 11 Property Rights Element - NO Change, Chapter 12 - Econ Dev Element Draft, Chapter 13 - Placemaking Element Draft, Figure 1 - Future Land Use Map, Figure 2 - DeLand Historic Districts_May 2024 (ada), Figure 3 - Potable Water Wells_May 2024 (ada), Figure 4 - Waterbodies & Wetlands_May 2024 (ada), Figure 5 - Soil Limitations_May 2024 (ada), Figure 6 - Floodplains_May 2024 (ada), Figure 7 - Southwest Activity Center_May 2024 (ada), Figure 8 - LWGC_May 2024 (ada), Map 2-1 Roadway Functional Classification_May 2024 (ada), Map 2-2 Number of Lanes and Road Types_May 2024 (ada), Map 2-3 Volusia County LOS Map_May 2024 (ada), Map 2-4 Hurricane Evac Routes_May 2024 (ada), Map 2-5 Parking Facilities Downtown_May 2024 (ada), Appendix A - MONITORING AND EVALUATION PROCESS, APPENDIX B EAR Cycle Amendments 6-7 draft, REPEAL & REPLACE Appendix A - Monitoring Evaluation , Public Comment - j.carter, CIP 5 Year 2024

APPROVED BY: Michael Pleus, City Manager, June 20, 2024

SUMMARY/HIGHLIGHT:

The Planning Division has proposed numerous updates and revisions to the City's Comprehensive Plan. This update includes priorities from the Commission's newly adopted Strategic Plan, revises and updates each of the existing chapters, adds two new chapters - one for Economic Development and one for Placemaking, and updates the maps.

The last Comprehensive Plan Evaluation and Appraisal proposal was initiated in 2016, but was not completed. The City adopted the Property Rights Element in 2021 and added the Transitional Residential Development Future Land Use Category in 2022. The City did not submit the required 2023 Evaluation and Appraisal proposal or complete the 2023 EAR. In 2023, the State passed legislation specifying that Comprehensive Plans include 10 and 20 year population projections.

Planning staff have completed a full Evaluation and Appraisal for the Comprehensive Plan and contracted with the University of Florida Bureau of Economic Business Research (BEBR) for population projections through 2050. The scope of the project encompasses not only the city's current corporate limits, but also the entire utility service area. The City worked with Volusia County to acquire land use, zoning and development information outside the City limits, but within the City's Utility Service Area Boundary. The broadened analysis will help guide future decisions related to planning, infrastructure, recreation and emergency services from now until 2050. BEBR has provided the required population projections that are incorporated into the update.

Staff included two new Elements - Placemaking and Economic Development. These two new elements align with the City's recently updated Strategic Plan and the adopted 2050 Vision Plan. The overriding principle heard from the residents was: "Preserve the small-town feel" of DeLand. The addition of a Placemaking element provides goals and policies to guide development while maintaining the distinct small-town character of the city. The new Economic Development chapter builds off of the Strategic Plan elements regarding economic development, business retention, and a vibrant downtown. The proposed revisions also encourage a grid pattern in new development to help offset the potential traffic impacts of our continued growth. Staff also updated references to studies, strategies, and projects throughout the Comprehensive Plan.

This update also repeals and replaces the 1993 Evaluation and Monitoring statement found in Appendix A with a modern, more simplified and streamlined version.

Staff conducted a Community Open House on May 16, 2024, and the summaries were placed on the City's website for public review and comment. Summaries of the revisions, redlined text amendments, and updated maps are included.

At their June 12, 2024 meeting, the Planning Board voted to recommend adoption of the update to the Comprehensive Plan.

After adoption at first reading, the proposed update will be transmitted to the Department of Commerce for review and approval. Staff anticipates an October 2024 date for second reading. The project must be completed by November 1, 2024.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

The purpose of the Comprehensive Plan Update is to incorporate many of the newly-adopted policies and guidelines from the Strategic Plan and the 2050 Vision Plan.

SUSTAINABILITY:

The Comprehensive Plan update will include additional sustainability goals, policies, and objectives.

FISCAL IMPACT:

While staff is conducting the update in-house with existing staff, the population projections were provided by the University of Florida Bureau of Economic Business Research at a cost of \$25,900.00. This cost was fully budgeted.

RECOMMENDATION:

It is recommended that the City Commission adopt the update to the Comprehensive Plan on first reading.

BACKGROUND/DISCUSSION:

The last Comprehensive Plan Evaluation and Appraisal proposal was initiated in 2016, but was not completed. The City adopted the Property Rights Element in 2021 and added the Transitional Residential Development Future Land Use Category in 2022. The City did not submit the required 2023 Evaluation and Appraisal proposal or complete the 2023 EAR. In 2023, the State passed legislation specifying that Comprehensive Plans include 10 and 20 year population projections.

Planning staff have completed a full Evaluation and Appraisal for the Comprehensive Plan and contracted with the University of Florida Bureau of Economic Business Research (BEBR) for population projections through

2050. The scope of the project encompasses not only the city's current corporate limits, but also the entire utility service area. The City worked with Volusia County to acquire land use, zoning and development information outside the City limits, but within the City's Utility Service Area Boundary. The broadened analysis will help guide future decisions related to planning, infrastructure, recreation and emergency services from now until 2050. BEBR has provided the required population projections that are incorporated into the update.

ORDINANCE NO. 2024 -

AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FOR THE CITY OF DELAND BY REVISING THE FOLLOWING ELEMENTS: FUTURE LAND USE, TRANSPORTATION, HOUSING, PUBLIC SERVICES, CONSERVATION, RECREATION AND OPEN SPACE, INTERGOVERNMENTAL COORDINATION, CAPITAL IMPROVEMENT, AND PUBLIC SCHOOL FACILITIES; AND BY ADDING TWO ADDITIONAL ELEMENTS: ECONOMIC DEVELOPMENT AND PLACEMAKING; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, F.S. §163.3161, et seq., creates the Local Government Comprehensive Planning and Land Development Regulation Act (hereinafter the "Act"); and

WHEREAS, the Act requires each local government in the State of Florida to prepare and adopt a comprehensive plan; and

WHEREAS, the City Commission adopted a comprehensive plan for the future growth and development of the City pursuant to Ordinance No. 90-4, as amended (hereinafter the "Comprehensive Plan"); and

WHEREAS, F.S. §163.3191 requires each local government, to include the City of DeLand, to evaluate and appraise its comprehensive plan periodically and the amendments to the City's Comprehensive Plan adopted by this Ordinance are a result of the City's evaluation and appraisal process; and

WHEREAS, the City Commission has designated the Planning Board as the "local planning agency" responsible for reviewing proposed Comprehensive Plan amendments; and

WHEREAS, the Planning Board held a public hearing after due public notice in accordance with F.S. §163.3164(17) for the purpose of making recommendations concerning the proposed Comprehensive Plan amendments.

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

Section 1. The City Commission hereby amends the Comprehensive Plan for the City of DeLand by revising the following elements: Future Land Use, Transportation, Housing, Public Services, Conservation, Recreation and Open Space, Intergovernmental Coordination, Capital Improvement, and Public School Facilities, and by adding two additional elements: Economic Development and Placemaking, as described in Exhibit "A" attached hereto, and by reference made a part hereof.

Section 2. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 3. The effective date of this plan amendment, if the amendment is not timely challenged, shall be the date the state land planning agency posts a notice of intent determining that this amendment is in compliance. If the amendment is timely challenged, or if the state land

planning agency issues a notice of intent determining that this amendment is not in compliance, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or development dependent on this amendment may be issued or commence before it has become effective.

PASSED AND DULY ADOPTED this ____ day of _____, 2024.

Christopher M. Cloudman
Mayor - Commissioner

ATTEST:

Julie A. Hennessy
City Clerk - Auditor

Passed on first reading:
Adopted on second reading:

APPROVED AS TO FORM AND LEGALITY:

Darren J. Elkind
City Attorney

EXHIBIT “A”

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CHAPTER 1 - FUTURE LAND USE ELEMENT

CHAPTER 2 - TRANSPORTATION ELEMENT

CHAPTER 3 – HOUSING ELEMENT

CHAPTER 4 – PUBLIC SERVICES ELEMENT

Chapter 5 omitted

CHAPTER 6 - CONSERVATION ELEMENT

CHAPTER 7 – RECREATION AND OPEN SPACE ELEMENT

CHAPTER 8 – INTERGOVERNMENTAL COORDINATION ELEMENT

CHAPTER 9 – CAPITAL IMPROVEMENT ELEMENT

CHAPTER 10 – PUBLIC SCHOOL FACILITIES ELEMENT

CHAPTER 12 – ECONOMIC DEVELOPMENT ELEMENT

CHAPTER 13 – PLACEMAKING ELEMENT

FIGURE 1 – FUTURE LAND USE MAP

FIGURE 2 – DELAND HISTORIC DISTRICTS MAP

FIGURE 3 – POTABLE WATER WELLS MAP

FIGURE 4 – WATERBODIES AND WETLANDS MAP

FIGURE 5 – SOIL LIMITATIONS MAP

FIGURE 6 -FLOODPLAINS MAP

FIGURE 7 – SOUTHWEST ACTIVITY CENTER MAP

FIGURE 8 – LAKE WINNEMISSETT GATEWAY CORRIDOR PLAN MAP

MAP 2-1 – ROADWAY FUNCTIONAL CLASSIFICATION

MAP 2-2 – NUMBER OF LANES AND ROAD TYPE

MAP 2-3 – ROADWAY LEVEL OF SERVICE STANDARD 2035 VOLUSIA COUNTY

MAP 2-4 – DESIGNATED HURRICANE EVACUATION ROUTES

MAP 2-5 – DOWNTOWN PARKING FACILITIES

APPENDIX A – MONITORING AND EVALUATION PROCESS

APPENDIX B – EAR CYCLE AMENDMENTS

City of DeLand Comprehensive Plan



2024



Table of Contents, Introduction & Chapter 1 Future Land Use Element

Goals, Objectives, and Policies

Summary of Proposed Changes

Table of Contents

Update the table of contents to reflect the two (2) new proposed chapters – Economic Development and Placemaking.

Introduction

- Update to reflect the new 2050 Vision Plan and reference the two (2) new elements – Economic Development and Placemaking.
- Update references and dates for the newly-adopted 2023 Strategic Plan.
- Update all dates, as applicable.

Future Land Use – Chapter 1

- Add the newly-adopted Transitional Residential Development (TRD) Land Use Designation.
- Update Land Use Designation Table (fl6.1) to include Transitional Residential Development Land Use designation.
- Reference grid pattern for coordination between Chapter 1 & Chapter 2 – Transportation (fl.1.4).
- Revise references to Volusia County TPO to River to Sea TPO.
- Add population projections for 10- and 20- year horizon. Population numbers will be provided by the University of Florida Bureau of Economic Business Research (BEBR).
- Update the Future Land Use Map to include Transitional Residential Development designation, add the label and color to the legend.
- Update the Future Land Use Map to reflect current conditions (all Small Land Use Amendments to the FLU Map).



Chapter 2

Transportation Element

Goals, Objectives, and Policies

Summary of Proposed Changes

This element will be updated to reflect current and projected transportation priorities within the City of DeLand and to reflect consistency with the transportation plans of the Florida Department of Transportation and other relevant jurisdictions. Other revisions will be made to outdated references and to correct grammatical errors.

- Add an introduction to provide an overview of the element.
- Update references from Volusia County TPO to River to Sea TPO throughout chapter.
- Update language to ensure consistency of City and other jurisdiction plans (Policy t1.1.1).
- Create a policy to prioritize transportation impact mitigation by developers (Policy t2.1.6).
- Include guidelines from the River to Sea TPO (t3.2).
- Update policy to reflect adopted concurrency program (Policy t3.1.2).
- Update to reflect road segments currently projected to operate as deficient before 2045 (Policy t3.2.1).
- Add reference to the urban core area's grid roadway network to recognize connectivity and multiple travel route options that provide motorists alternative routes around congested roads and signalized intersections (Policy t3.2.1).
- Update references and participation in the upcoming 2050 Long Range Transportation Plan. Based on the 2050 Transportation Plan, the city will update its transportation element and devise a long-term plan to evaluate and enhance residents' future mobility and access (Policy t3.2.1).
- Provide clarity on when a Transportation Impact Analysis (TIA) is required (for projects that are projected to generate 100 or more net peak-hour or 1,000 or more net new daily trips) (Policy t3.3.2).
- Remove outdated roadway capacity information and add level-of-service table for City roads (Policy t3.2.1).
- Add language to encourage exploration of opportunities regarding the new SunRail station (Policy t7.1.7).



Chapter 3

Housing Element

Goals, Objectives, and Policies

Summary of Proposed Changes

Revisions are proposed to ensure consistency with State requirements and to align with current conditions within the City of DeLand. Some of the goals will be expanded to include additional policies that support the City's future housing goals. Information will be reviewed for accuracy and updated accordingly.

- Add an introduction.
- Update this policy to provide incentives for the development of low-and moderate-income housing (Policy h1.1.2).
- Include coordination with Volusia County when pursuing state and federal funding (Policy h1.2.1).
- Remove the provision that the City will give assistance to private HOAs. HOAs are not given assistance from the City as they are a private association (Policy h1.2.3).
- Move Policy h1.4.5 to Policy h1.3.4 to an appropriate section (Policy h1.4.5 and Policy h1.3.4).
- Remove the use of density bonuses to streamline development in this policy (Policy h1.7.4).
- Clarify the policy regarding community residential homes is in reference to Chapter 419 of the Florida Statutes (Policy h1.7.7).
- Add an entirely new objective to support infill and redevelopment for “missing middle” housing (Objective h1.10).
- Add a policy to study the current Land Development Regulations to address the housing needs of the “missing middle” (Policy h1.10.1).
- Add a policy to allow for a variety of housing types and sizes (Policy h1.10.2).
- Updates throughout are proposed to clarify the information and to correct grammatical errors.



Chapter 4

Public Services Element

Goals, Objectives, and Policies

Summary of Proposed Changes

This element will be updated to reflect current and projected Level of Service Standards (LOS) and priorities within the City of DeLand five-year Capital Improvement Plan (CIP). Other revisions will be made to outdated references and to correct grammatical errors.

- Add of an Introduction
- Update language throughout the Element to ensure appropriate terminologies are being used (Policy 2.1.1, Policy sm2.1.1, Policy ww3.1.2).
- Revise outdated Objectives and policies throughout the Element (Objective ww2.1, Objective ww2.2, Objective ww3.1, Policy ww3.2.2, Policy 3.2.2, Objective sw1.2, sw1.2.1, sw1.2.2, Objective sm1.2, Goal pw-1, Policy pw2.1.1).
- Remove LOS from Public Services Element and added it to the Capital Improvement Element for consistency (Policy ps1.1.1).
- Update policy to match state standards (Policy ps1.1.4).
- Correct grammatical and spelling errors (Policy ps1.1.7, ww3.1.2, pw3.1, ow3.1.1, pw3.1.2, Policy ps1.1.6).
- Change Policy to be consistent with updated SJWMD requirements (Policy sm2.2.1, sm2.2.3).
- Update Objective and Policy to reflect current water supply project (Objective pw3.2. Policy pw3.2.1, Policy pw3.2.3).



Chapter 6

Conservation Element

Goals, Objectives, and Policies

Summary of Proposed Changes

This element will be updated to reflect current codes and standards and include new criteria for stormwater facilities within the City of DeLand. Other revisions will be made to outdated references and to correct grammatical errors.

- Add an introduction to present the purpose of the element.
- Update criteria for drainage and stormwater facilities to be designed for a 100-year 24-hour duration storm (Policy c1.2.1: a).
- Add language encouraging the provision of reclaimed water to all parts of the city over time to aid in the conservation of water as a natural resource (Policy c1.2.4: c).
- Update language to address alignment with the Florida Building Codes' efforts to require the use of fixtures that conserve potable water (Policy c1.2.7: b).
- Update references to "Water Star" to reflect use of the Florida-Friendly Landscaping program (Policy c1.9.6).
- Update the language regarding reducing the demand for irrigation to include Florida-Friendly principles and avoid runoff of fertilizers and pesticides (Policy c1.2.7: d).
- Add language to address sites that may have contained hazardous substances and eliminate their potential to impact the water supply (Policy c1.2.12:).
- Update the language to bring the city's regulations in line with county and state regulations (Objective c1.3:).
- Revise the minimum site size requirements for submittal of an environmental report to reflect the City's Land Development Code requirements (from 10 acres to 5 acres) and add language to allow staff to request a report for smaller sites that may contain environmentally sensitive areas (Policy c1.7.3).
- Add language regarding the for the City to transition to 100% renewable energy by 2075 (Objective c1.9:).
- Update the language regarding the city's current Florida Green Local Government Designation to encourage maintaining the current level and seeking to improve to a higher level (Policy c1.9.1).
- Update language to ensure the city conducts energy audits on all city facilities and upgrade the facilities wherever possible (Policy c1.9.3:).
- Update the language to encourage education on and the use of energy efficient resources and practices throughout the city and to encourage partnerships with other organizations (Policy 1.9.5:).



Chapter 7

Recreation & Open Space Element

Goals, Objectives, and Policies

Summary of Proposed Changes

Revisions are proposed for this element to ensure consistency with State requirements and to align with current conditions within the City of DeLand. The City has a heavier focus on walking and bicycle trails and coordinating connectivity of the trails with the County. Information will also be reviewed for accuracy and updated accordingly.

- Move the table of past amendments into a separate Appendix section.
- Add an Introduction.
- Update language throughout the Element to ensure appropriate terminologies are being used (Objective r1.2; Policy r1.2.1.; Policy r1.2.2).
- Update policy to expand senior citizen facilities (Policy r1.2.3).
- Add the development of new parks as part of this objective (Objective r1.3).
- Alter verbiage of this policy to be more specific on how to utilize vacant property (Policy r1.3.2).
- Remove verbiage on this policy, as the City does not contact property owners regarding land donation requests (Policy r1.3.3).
- Include in this update previously removed policy to be captured during this update cycle (Policy r1.3.4).
- Update this policy to include all facilities (Policy r1.4.1).
- Revise this objective to focus on bicycle and walking trail connections and removed language regarding boardwalks and nature trails (Objective r1.7).
- Update this policy to require new development to provide public access to trails to allow for future connectivity (Policy r1.7.1).
- Add this policy to align with the Greenway Report-Pedestrian Master Plan (Policy r1.7.2).
- Add this policy to coordinate sidewalk extensions and connectivity with the County (Policy r1.7.3).
- Update chapter to clarify information and to correct grammatical errors.



Chapter 8

Intergovernmental Coordination Element

Goals, Objectives, and Policies

Summary of Proposed Changes

Minor updates are proposed to this element to ensure consistency with State requirements and other local jurisdictions. The scope of some policies will be expanded and language pertaining to historic preservation will be added.

- Create an introduction to provide an overview of the chapter.
- Create a conflict resolution process consistent with the process of local municipalities as required by State statute (Policy i1.3.3-i1.3.5).
- Update existing policies to expand scope and incorporate additional coordination areas. (Policy i1.5.1, i1.5.4).
- Update language to reflect mechanisms that have been adopted (i3.1).
- Add language to promote historic preservation (i2.1.5).



Chapter 9

Capital Improvement Element

Goals, Objectives, and Policies

Summary of Proposed Changes

This element will be updated to reflect the City's current level of service (LOS) standards and will be revised for consistency with the City's 5-Year Capital Improvement Plan. Other revisions will be made to outdated references and to correct grammatical errors.

- Add an introduction.
- Update references to 5-year Capital Improvement Plan 2023/24 – 2027/28.
- Correct various grammatical and spelling errors throughout chapter.
- Update Level of Service (LOS) standards, reformat to a chart for ease of use and add Public Services LOS to the Element (Policy ci1.2.6).
- Adjust time frames to complete improvement deficiencies (Policy ci1.3).



Chapter 10

Public School Facilities Element

Goals, Objectives, and Policies

Summary of Proposed Changes

Minor changes are proposed for this element to ensure consistency of verbiage and clarity of formatting. Updates will be made to public school information and language will be added to reinforce the City's commitment to stormwater management.

- Add an introduction to provide background.
- Reformat zoning information into a table format for greater clarity and easy comparison (Policy s1.2.1).
- Add language referencing stormwater management (Policy s1.2.3).
- Update to reflect correct state program and terminology; the reference to Florida safe ways to school program will be revised to "Safe Routes to School (SRTS) program (Policy s1.3.4).
- Remove the Level of Service (LOS) table, as the table has become outdated (horizon dates of 2011, 2013, and 2014). Since the Volusia County school board maintains a separate LOS document, a reference to this document will be added (Policy s2.1.3:).
- Remove reference to service area map no longer in use (Policy s2.2.3).
- Add policy to commit to maintaining consistent Level-of-Service standards with the Volusia County School Board. (Policy s2.2.7)
- Add updated maps of the DeLand area schools (Appendix).



CITY OF DELAND

COMPREHENSIVE PLAN

~~2020~~
2024

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Appendix – A

Monitoring & Evaluation

*The City of DeLand does not have a Coastal Management Element. Elements are listed in order as presented under Rule 9J-5.

Note: Page numbers above may change at time of adoption to reflect editing.

COMPREHENSIVE PLAN AMENDMENT CYCLES

<u>Amendment Cycle</u>	<u>Date Adopted</u>
1. 93-1, Ord. 93-32	Sept. 20, 1993
2. 94-1, Ord. 94-13	August 15, 1994
3. 95-1, Ord. 95-15	June 19, 1995
4. 95-2, Ord. 95-27	October 2, 1995
5. 96-1, Ord. 96-11	June 17, 1996
6. 98-1 (originally 97-1), Ord. 98-07	March 16, 1998
7. 98-2 (EAR 1998), Ord. 98-06	September 9, 1998
8. 99-1, Ord. 99-30	October 18, 1999
9. 00-1, Ord. 00-07	March 20, 2000
10. 00-3, Ord. 00-27 (cycle 00-2 withdrawn)	December 18, 2000
11. 01-1, Ord. 01-08	April 2, 2001
12. 02-1, Ord. 02-08	July 15, 2002
13. 03-1, Ord. 03-04	July 21, 2003
14. 04-1,	Not adopted
15. 04-2, Ord. 04-47	December 20, 2004
16. 05-1, Ord. 05-25	June 6, 2005
17. 05-2, Ord. 05-74	December 19, 2005
18. 06-1, Ord. 06-26	July 26, 2006
19. PSFE, Ord. 08-04	January 23, 2008
20. CIE, Ord. 08-45	November 17, 2008
21. WSP, Ord. 09-07	February 16, 2009
22. 09-1, Ord. 09-23	June 15, 2009
23. 09-2 (EAR 2009), Ord. 09-37	November 16, 2009
24. 10-2, Ord. 10-20	September 20, 2010
25. 13-1, Ord. 13-13	October 21, 2013
26. 14-2, Ord. 14-18	October 20, 2014

LIST OF ACRONYMS AND TERMS

The following is a list of acronyms that can be found in the City of DeLand's Comprehensive Plan.

<u>ADA</u>	<u>Americans with Disabilities Act</u>
<u>AADT</u>	<u>Annual Average Daily Traffic</u>
BEBR	Bureau of Economic and Business Research
CBD	Central Business District
CDMT	Concurrency Data Management Tool (Volusia County)
<u>CDBG</u>	<u>Community Development Block Grant</u>
CFASPP	Continuing Florida Aviation System Planning Process
CFRPM	Central Florida Regional Planning Model
CIE	Capital Improvement Element
CIP	Capital Improvement Program
<u>CLG</u>	<u>Certified Local Government</u>
<u>CRA</u>	<u>Community Redevelopment Agency</u>
<u>CUP</u>	<u>Consumptive Use Permit</u>
DEO	Florida Department of Economic Opportunity
<u>DRI</u>	<u>Development of Regional Impact</u>
<u>DU/A</u>	<u>Dwelling Units per Acre</u>
EAR	Evaluation and Appraisal Report
<u>ECFRPC</u>	<u>East Central Florida Regional Planning Commission</u>
<u>ERU</u>	<u>Equivalent Residential Units</u>
FAA	Federal Aviation Administration
FAC	Florida Administrative Code
<u>FAR</u>	<u>Floor Area Ratio</u>
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
<u>FGFWFC</u>	<u>Florida Fish and Wildlife Conservation Commission</u>
FIHS	Florida Intrastate Highway System
FTA	Federal Transit Administration
<u>GCPD</u>	<u>Gallons per Capita per day</u>
GHG	Greenhouse Gases
HB	House Bill
ITF	Intermodal Transportation Facility
LDR	Land Development Regulations
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
<u>LWGC</u>	<u>Lake Winnimissett Gateway Corridor</u>
L RTP	Long Range Transportation Plan
<u>MGD</u>	<u>Million Gallons per Day</u>
MMTD	Multimodal Transportation District

<u>MSL</u>	<u>Mean Sea Level</u>
<u>NCC</u>	<u>Neighborhood Convenience Center</u>
<u>NCD</u>	<u>New Community Development</u>
<u>ND</u>	<u>Neighborhood Development</u>
<u>PD</u>	<u>Planned Development</u>
SIS	Strategic Intermodal System
SJRWMD	Saint Johns River Water Management District
<u>SRTS</u>	<u>Safe Routes to School</u>
<u>SSMP</u>	<u>Site Mitigation and Management Plan</u>
SOV	Single Occupant Vehicle
SR	State Road
STA	Special Transportation Area
SWAC	Southwest Activity Center
TAZ	Traffic Analysis Zone
TCC	Volusia County MTO Technical Coordinating Committee
TCEA	Transportation Concurrency Exception Area
TD	Transportation Disadvantaged
TDP	Transit Development Plan
TIA	Transportation Impact Analysis
TIP	Transportation Improvement Program
TMS	Transportation Management Strategy
TOA	Tindale-Oliver & Associates
TOI	Transit Orientation Index
TPO	Transportation Planning Organization
<u>TRD</u>	<u>Transitional Residential Development</u>
TRIP	Transportation Regional Incentive Program
TSD	Technical Support Document for the Transportation Element
<u>USFWS</u>	<u>U.S. Fish and Wildlife Service</u>
<u>VC</u>	<u>Volusia County</u>
VCOG	Volusia Council of Governments
VGMC	Volusia Growth Management Commission
<u>VOTRAN</u>	<u>Volusia County Public Transportation System</u>
VMT	Vehicle Miles of Travel

INTRODUCTION

The State legislature requires all local governments to adopt Comprehensive Land Use Plans. Growth has continued to stress the ability of local and state governments to provide basic facilities and services to adequately support the needs of its citizens. Growth related problems: crowded schools, traffic congestion, disappearing open space, water shortages, and water use restrictions have become all too common. The Comprehensive Plan is the document to help local governments cope with the problems created by growth. The overall goals of the Comprehensive Plan are to insure that future development is directed in a harmonious pattern with existing development and the natural systems. It is intended to provide guidelines for orderly future development in accordance with the provision of adequate community facilities and services compatible with the surroundings.

Since the 1990 adoption of the Comprehensive Plan, the City has updated the Plan ~~twice~~ three times through the Evaluation and Appraisal process; ~~once in 1998, and more recently in 2007, and 2024.~~ The intent of the updates is to take into account changes to state law and to reflect changing conditions within the community. The intent is that the Plan would stay relevant by efficiently addressing contemporary growth challenges in a fiscally responsible manner.

The 2024 Evaluation and Appraisal includes population projections for

Components of the Plan

The Comprehensive Plan contains nine elements that make up the required portions of the Plan; Future Land Use, Transportation, Housing, Public Services (with sub-elements Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge), Conservation, Recreation and Open Space, Capital Improvements, Intergovernmental Coordination, and Public School Facilities. Within each element, the existing conditions were inventoried and analyzed, standards were established to determine if there are any existing deficiencies and to project future needs.

For each element, goals, objectives and policies were created to direct each element and provide for the implementation of this direction. The specific goals, objectives, and policies contained in each

element will serve as the policy guidelines for elected and appointed officials. In addition to the Goals, Objectives and Policies, a Future Land Use Map must be included in the Comprehensive Plan to help guide actions of the City which affect the use of land. The time frame of the City of DeLand Comprehensive Plan is from 2010 to 2020, which represents the traditional time frame for which the City has used in the previous land use plans.

New Guideline

~~The City has initiated becoming a sustainable city as called for in its adopted Strategic Plan. Many of the City's recently-adopted 2023 Strategic Plan policies have been included as part of the 2024 Comprehensive Plan update. The 2024 update also includes 10- and 20- year population projections for compliance with 2023 legislative changes. The Comprehensive Plan update also continues the policies included in the newly-adopted 2050 Vision Plan. The 2050 Vision Plan update includes: a adopting a nodal strategy for specific areas within the City, encouraging missing-middle housing, preserving the grid pattern, promoting commercial and industrial development opportunities in and around the DeLand Municipal Airport, and developing placemaking strategies. Two new chapters have been added to the Comprehensive Plan – Economic Development(Chapter 12) and Placemaking (Chapter 13).As part of this effort, the City has made changes to the Comprehensive Plan that addressed mixed use development and other Smart Growth principles. Some of the changes~~
The majority of the changes are only a reorganization of existing objectives and polices as well as updating programs and projects. while others are new policies that were added to specifically address greenhouse gas reduction. Future amendments to the Comprehensive Plan will continue to further the City's efforts to achieve sustainability.

Population Projection:

The City contracted with the University of Florida Bureau of Economic Business Research for the 10 and 20 year population projects. The City's current population is _____ and in 10 years, the population will grow to _____. By the year 2044, the City's population is expected to be _____.



Chapter 1

Future Land Use Element

CHAPTER 1

FUTURE LAND USE ELEMENT

Future Land Use Categories and Goals, Objectives, and Policies



FUTURE LAND USE DESIGNATIONS

Introduction:

The overall goals of the Future Land Use element are to ensure that future development is directed in a harmonious pattern with existing development and the natural systems. It is intended to provide guidelines for orderly future development in accordance with the provision of adequate community facilities and services compatible with the surroundings. The Future Land Use Map and Future Land Use Designations provide a vehicle by which the goals can be implemented.

Vision Plan:

In ~~November, 2011~~ July 2024, the **DeLand 2050 Vision Plan** was approved by the City Commission to be used as a guide when amending the Comprehensive Plan in relation to land use and transportation decisions. All amendments subsequent to this date will be prepared and reviewed with the vision in mind to ensure that the City continues with pursuing the principles described in the document.

The following definitions provide a useful aid to understanding the land use designations:

Gross Residential Density - Gross residential density is computed by dividing the total land area (gross acre) of the tract to be developed by the total number of dwelling units. The area upon which the computation is based includes public lands and institutional uses located on the site; but does not include natural water bodies, high water elevations, and conservation areas. The densities provided in this document are based on computations of gross residential density. This provides the residential developer with incentives to reduce overall site and housing costs, as well as provide more innovative design that is possible under net density development.



Net Residential Density - Net residential density is based upon the parcel area that is devoted solely to residential and attendant uses. This variable is computed by dividing the area by the total number of units on the parcel, and is utilized on a site-specific situation.

Cluster Development - Cluster development may be defined as development in which structures are arranged in closely related groups. Rather than spreading housing uniformly over an entire tract, a cluster development builds at higher densities in certain areas and preserves natural features in others. Structures are placed on suitable terrain and installation costs for infrastructure are lower. Clustering is based on the concept of density transfer.

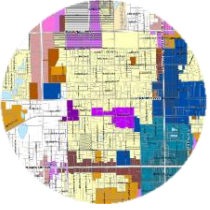
Non-Residential Density - This variable is a measure of land use intensity, which is computed by multiplying the floor area ratio (FAR) allowed by the total gross area of the nonresidential parcel.

Floor Area Ratio (FAR) - A measure of land use intensity computed by dividing the gross floor area of a building by the gross area of the nonresidential parcel.

Gross Square Foot (GSF) - The total number of square footage under roof.

Gross Leasable Square Feet (GLSF) - The total number of square feet that can be leased (usually the gross square footage, less maintenance and service areas, which amounts to approximately 90 percent of GSF).

The following pages provide a description of each land use designation. In addition, the



general type of development that would be allowed within each category is provided, along with a discussion of policy guidelines.



AGRICULTURAL CONSERVATION DESIGNATION

Description: This designation allows for one (1) single-family detached dwelling unit or less per two (2) gross acres (0.5 du/ac). Other uses such as conservation and agriculture are permitted in this designation. Typically, development under the agricultural conservation designation is limited due to environmental constraints, or lack of public facilities.

General Type

of Development:

- o Single Family Detached
- o Pasture Land
- o Farms/Ferries
- o General Agriculture
- o Conservation

Policy

Guidelines: The area covered by agricultural conservation shall be considered rural in nature, and uses permitted should require rural services. The existing rural character and compatible agriculture and conservation use shall be encouraged and protected. Single-family use at rural development standards should be allowed. Agricultural use, which will not adversely affect the surrounding residential area or land value, shall be permitted as per the right-to-farm rule.



URBAN LOW INTENSITY (ULI) DESIGNATION

Description: Areas for suburban density residential dwelling units with a range of 0.2 to 4 dwelling units per acre. In reviewing rezoning requests, the specific density will depend on locational factors, in particular, compatibility with adjacent uses and availability of public facilities. However, lot sizes larger than one acre may be allowed if there are similar lot sizes existing in the vicinity. This category will allow existing agricultural zoning and uses to continue.

General Type

of Development:

- o Single Family Residential, attached or detached
- o Cluster
- o Zero lot line
- o Office
- o Neighborhood Convenience

Policy Guidelines: This category may also allow neighborhood convenience uses and individual office buildings as transitional uses that meet the Comprehensive Plan's location criteria. Commercial intensity shall be limited in a manner that is compatible with the allowable residential density; with a greater intensity permitted at intersections of heavily-used roadways.

In order to be considered compatible, the commercial development should reflect comparable traffic generation; similar traffic patterns; building scale; landscaping and open space; and buffers. Due to the nature of some of the commercial uses, additional landscaping and visual screening shall be provided through the PD process, when adjacent to low density



residential, in order to preserve the character of the neighborhood. High-intensive commercial use shall be reserved to areas designated for Business Retail or Highway Commercial.

Neighborhood Convenience Center (NCC):

- o Located along collectors, with preference given to locations at the intersections of collectors with arterials.
- o New convenience centers shall not be located internally within existing single-family developments unless part of a Planned Development (PD).
- o Uses do not encourage urban sprawl.
- o Designed to serve the needs of the immediate neighborhood.
- o Building size, sufficient setbacks, landscaping and buffers to maximize visual compatibility.

The general characteristics for a NCC are represented by the following standards:

- o Typical site area: 2 acres (max. 5 acres)
- o Gross Leasable Area: up to 10,000 sq. ft. (no one use to exceed 5,000 sq. ft.)
- o Intensity: 0.18 FAR
- o Sample uses: Convenience goods and services, offices, and specialty stores

Mixed-use developments consisting of residential and low-intensity commercial may be permitted through the PD process. Overall residential density for the development is not to exceed the specified range for this land use designation. Non-residential building square footages for the development may not exceed the amounts allowed for NCC's. However,



total Gross Leasable Area may be increased to 7,840 square feet per acre.
Total development size is not to exceed 5 acres in area.



TRANSITIONAL RESIDENTIAL DEVELOPMENT (TRD) DESIGNATION

Description: The Transitional Residential Development (TRD) Designation is intended for areas with lower density residential development, with a maximum gross density of up to 2.0 dwelling units per acre. The TRD designation is intended to provide a transition between existing low density residential and agricultural uses within the unincorporated county and low-density suburban residential uses within the city.

In some circumstances, the maximum density may be increased, provided specific performance-based criteria can be met. Higher density residential uses such as townhomes, cluster development, or 2, 3, and 4 family residential units may be considered on a case-by-case basis, and if developed through a cluster development pattern with the preservation of additional open space. In reviewing rezoning requests, the specific density will depend on the locational factors, including compatibility with adjacent uses and availability of public facilities. This category will allow existing agriculture zoning and uses to continue.

**General Type
of Development:**

- Single-Family Residential
- Cluster Development
- 2, 3, and 4 Family Development

Policy Guidelines: The TRD Designation is intended to provide a larger-lot development options to allow for a gradual transition between existing agricultural and large-lot development areas within the unincorporated areas of the County and the perimeter of the City boundaries. This designation will allow another option for lower density residential within the City, encourage a more clustered development pattern to preserve a greater amount of open space and natural area and minimize disruption to existing natural habitat.

General: All development within the TRD Designation shall provide the following:

- a) Low-impact stormwater design
- b) Minimum 15% Tree Protection Area

Density Bonus: Development within the TRD Designation area may increase the maximum density of 2.0 dwelling unity per acre by up to 25% (2.5 dwelling units per acre), provided all of the following criteria are met:



- a) Internal trail and bike lanes with connections to adjacent trails and natural areas are constructed throughout the development area.
- b) Sidewalks and bike lanes provided throughout the development area.
- c) The project is located within a mile of an arterial, interstate, or the SunRail station.
- d) At least three enhanced on-site amenities such as a recreation center, pool, clubhouse, fitness center, dog park, etc. are constructed to serve the residents.

Cluster Development: In order to preserve the open character of adjacent rural areas, lots may be clustered. In addition to the density bonus for providing amenities, trails, and access to existing transit, cluster developments may be granted an additional density bonus, provided:

- a) All Density Bonus requirements (above) are met
- b) Additional minimum preserved open space areas are preserved (table below)

<u>Preserved Open Space</u>	<u>Density Bonus</u>	<u>Maximum Density (du/ac)</u>
50%	20%	3 du/ac
60%	30%	3.25 du/ac



LOW DENSITY RESIDENTIAL DESIGNATION

Description: Low Density residential land use is typified by detached single-family dwelling units and both agricultural and conservation land uses. A maximum density of 5.8 dwelling units per gross acre shall be permitted.

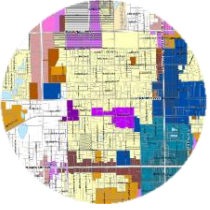
General Type

of Development:

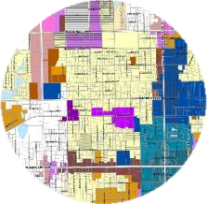
- o Conventional, on-site built single-family dwelling units, attached or detached
- o Single-family factory-built units
- o Manufactured housing units, as defined by the Florida Manufactured Building Act
- o Townhomes
- o Elementary Schools

Policy

Guidelines: This density of development should be located in areas where more intense residential densities would cause environmental problems or would be incompatible with surrounding uses. Agricultural activities shall be located on the outskirts of the City where surrounding land uses are compatible with agricultural activities. Cluster housing may be permitted to provide common open space recreation and conservation areas. Gross density on cluster development shall be consistent with the maximum densities allowed in this land use designation. Pedestrian and bicycle facilities are encouraged in this land use. Residential development should have convenient access to recreation, shopping areas, schools and other public amenities. Internal roadways shall be designed to discourage through access and service only residents wherever it is not in conflict with the road network pattern reflected in the Transportation Element. Recreational facilities as accessory to residential uses, such as pools, tennis courts and golf courses may be allowed upon receiving approval as



a Planned Development.



MEDIUM DENSITY RESIDENTIAL DESIGNATION

Description: Medium Density residential designation allows detached and attached moderate density housing types. Maximum density for this land use category shall be 12 dwelling units per gross acre.

General Type

of Development:

- o Single-family, attached or detached
- o Patio homes
- o Townhomes
- o Duplexes
- o Multifamily units
- o Manufactured housing units, as defined by the Florida Manufactured Building Act of 1979
- o Elementary and middle schools
- o Mixed-use developments

Policy

Guidelines: This land use should serve as a transitional area between nonresidential or high-density residential and low-density residential land uses. Medium density subdivision shall be encouraged to provide recreation and open space through the clustering of dwelling units. Adequate safe access should be provided from either a collector level or arterial level roadway to minimize the impact to local streets to the extent that the access does not adversely affect roadway operations. On-site amenities such as, but not limited to, recreational facilities, open space, and pedestrian walkways shall be required, as per guidelines established in the Land Development Regulations. Zoning districts will further delineate between low-medium and medium density use.



Mixed-use developments give residents the opportunity to live near the places where they work and shop. They also provide close proximity to available modes of transit; permit increases in density where City utilities and services are already available; and allow smart use of land resources. Mixed-use developments consisting of residential, office, and commercial retail and services, may be permitted in this land use designation through the PD process. Non-residential uses shall be located within the same building(s) as the residential. Non-residential intensity shall be determined based on a trip exchange rate for residential density, as specified in the equivalency matrix under Policy ~~f2.3.3~~ f2.3.4. Overall residential density for the development is not to exceed 12 dwelling units per acre.



HIGH DENSITY RESIDENTIAL DESIGNATION

Description: The High-Density residential designation allows attached multi-unit residential development, with a maximum density up to 16 dwelling units per gross acre.

General Type

of Development:

- o Boarding houses
- o Condominiums
- o Townhouses
- o Apartment complexes
- o Community Residential Homes, multi-family
- o Manufactured housing units, as defined by the Florida Manufactured Building Act of 1979
- o Middle and high schools
- o Mixed-use developments

Policy

Guidelines: This land use shall act as a buffer between lower density uses and nonresidential uses. High-density residential development should be located in proximity to major transportation facilities and utility trunk lines. In addition, it is desirable that high-density residential areas have safe and convenient pedestrian access to adjacent recreational and shopping facilities. Thus, high-density residential development shall be encouraged along arterial roads and in close proximity to large activity centers, such as the downtown and regional shopping areas. Such locations offer proximity to employment and minimize sprawl. Safe and adequate access to multifamily developments should be provided via major collectors and/or arterials, or transit, to minimize impact on local roadways to the extent that the access does not adversely impact roadway operation. On-site amenities including, but not limited to, recreational facilities, open space, and pedestrian walkways shall be required, as per



guidelines established in the Land Development Regulations.

Mixed-use developments give residents the opportunity to live near the places where they work and shop. They also provide close proximity to available modes of transit; permit increases in density where City utilities and services are already available; and allow smart use of land resources. Mixed-use developments consisting of residential, office, and neighborhood-level commercial retail and services, may be permitted in this land use designation through the PD process. Non-residential uses should be located within the same building(s) as the residential, however may be located in a separate building if part of a larger (greater than 2 acres) development project. Non-residential intensity shall be determined based on a trip exchange rate for residential density, as specified in the equivalency matrix under Policy ~~f2.3.3~~ f2.3.4. Overall residential density for the development is not to exceed 16 dwelling units per acre.



MIXED OFFICE/RESIDENTIAL DESIGNATION

Description: The intent of this designation is to promote a mix of residential, office, and personal service uses. Primarily, this designation is assigned to existing areas of residential and office use adjacent to commercial area.

General Type

of Development:

- o Residential
- o Professional/general office
- o Medical/dental offices and clinics
- o Professional services
- o Institutional uses

Policy

Guidelines: Mixed-use districts shall service existing and proposed residential and office land use areas. Large mixed-use projects of a local nature should be encouraged, as should cross access, shared access, and shared parking facilities. Developments shall be required to have land use buffers, landscape buffers, and open space areas to minimize visual impacts where the designation is adjacent to noncommercial uses. Maximum building coverage is limited to 60% of the site. The maximum residential density shall be 5.8 du/a. The maximum nonresidential intensity of use shall be limited to 10,000 sq. ft. of building per acre. Convenient pedestrian access and bikeway facilities shall be encouraged within this designation. Mixed office residential designation developments shall require land use buffering and open space areas to minimize the visual impacts when located adjacent to existing residential areas.



MIXED COMMERCIAL DESIGNATION

Description:

The City of DeLand has several areas which are characterized by a mixture of primarily single family residential, office, and retail/service land uses. Although there is a tendency for the residences to convert to nonresidential land uses (office, service, and retail), residential land uses are compatible with the nonresidential land uses and comprise a significant portion of the land uses. Residential land uses include single family, and multiple family, having densities not exceeding 10 DU/A.

The retail, office, and service land uses vary greatly in both size and impact. Although some of the nonresidential land uses may serve a broad market area, most provide retail and related goods and services to local markets. Maximum coverage of impervious surface shall not exceed 60%.

General Type

of Development:

- o Residential development, both single family and multiple family
- o Conversion of residential structures into office, service and/or retail uses
- o Office complexes
- o High schools
- o Neighborhood Convenience - goods which are needed immediately and often, and which are purchased where it is most convenient to the shopper. Generally, characteristics include: 3,000 - 5,000 square feet; access to adjacent residential area.
- o Neighborhood Shopping Center - a neighborhood shopping center is compatible with all types of residential development, recreation, and open space use. The following description presents the general characteristics of neighborhood shopping centers.



- Small Neighborhood Shopping Center. Major tenants include a variety or outlet store with a personal service or convenience store serving as the anchor. The travel time is up to three minutes, since the radius of the market is approximately .5 mile and the gross leasable area is 5,000 to 30,000 square feet on .5 to 3 acres. The number of stores range from 2 to 5.
- Typical Neighborhood Shopping Centers. A supermarket or drug store serves as a major tenant with other stores serving convenience goods and personal service needs.

Policy

Guidelines:

Neighborhood convenience centers shall be located so as to be easily accessible to both automobiles and to the pedestrians who live within the immediate area. They will be compatible with the character of the surrounding area, without disruption to said areas, and discourage strip-commercial developments.

Neighborhood commercial areas are frequently located in older areas of the city and may be comprised of a mixture of both residential and nonresidential land uses. Functionally, they tend to serve adjacent residential areas or varying sizes. Although some retail, service, or office land uses may serve a regional or subregional market area, land uses with this designation tend to have a relatively small market area. Such developments shall be located along, and have their access from, collectors or arterial roadways, or local streets immediately adjacent to arterials or collectors.



New neighborhood commercial developments shall be clustered to promote shared facilities and access. Local commercial uses, located adjacent to residential uses, shall utilize significant buffering and landscaping to minimize negative impacts.

Residential land uses may either be freestanding or share structures with nonresidential land uses. Conversion of residences to office, retail, or service land uses is common. When residential and nonresidential land uses share the same structure, the residential land use usually occupies the upper floor(s) or the rear of the first floor.



BUSINESS RETAIL DESIGNATION

Description:

This category accommodates the full range of sales and service activities. These uses may occur in self-contained centers, campus parks, or along arterial highways. This category would be designated in areas that would not be utilized for mixed-use, but rather for strictly business uses.

General Type

of Development:

- o Retail Sales and Services
- o Office
- o Restaurant
- o Shopping Centers
- o Hotel/motel

Policy

Guidelines:

In reviewing zoning requests or site plans, the specific intensity and range of uses and design will depend on locational factors, in particular compatibility with adjacent uses; availability of highway capacity; and ease of access and availability of other public services and facilities. Uses should be located to protect adjacent residential use from such impacts as noise and traffic.

Commercial development in newly-developing areas is designated in nodes at major thoroughfare intersections. Primarily, new development should be designed to utilize the shopping center concept and not designed to encourage strip-style commercial development.

The general characteristics for development are represented by the following standards:

- o FAR - 0.25
- o Impervious surface – 70% max.



HIGHWAY COMMERCIAL DESIGNATION

Description:

This land use designation includes office uses, service-oriented and commercial establishments which provide retail and related goods and services to local/sub-regional and regional markets. These types of centers include neighborhood convenience, neighborhood, community, and regional shopping centers. Maximum coverage of impervious surface is limited to 70% of the site. Although residential land uses may be included in this designation, such developments shall be limited to multiple family and manufactured housing developments. Single-family residential land uses are incompatible with this designation.

General Type

of Development:

- o Multifamily residential development up to 16 DU/A
- o Office complexes
- o High schools
- o Neighborhood Convenience - goods which are needed immediately and often, and which are purchased where it is most convenient to the shopper. General characteristics include: 3,000 to 5,000 square feet; access to adjacent residential areas via sidewalk; and location may be part of existing multifamily structure.
- o Neighborhood Shopping Centers - a neighborhood shopping center is compatible with all types of residential development, recreation, and open space uses. The following descriptions present the general characteristics of small and typical neighborhood shopping centers.
 - Small Neighborhood Shopping Center. Major tenants include a variety or outlet store with a personal service or convenience store serving as an anchor. The travel



time is up to three minutes, since the radius of the market area is approximately up to .5 mile and the gross leasable area is 5,000 to 30,000 square feet on 1/2 to 3 acres. The number of stores range from 2 to 5.

- Typical Neighborhood Shopping Center. A supermarket or drug store serves as a major tenant with other stores serving convenience goods and personal service for the day-to-day living needs.
- o Community Shopping Center - the major tenant is a supermarket or junior department store, a major variety store, or a discount operation. Compatible land uses include banking, professional office, recreation, and in some instances, multifamily, where appropriate. Travel time to the center may be up to 20 minutes, with a market area of 3 to 5 miles. The average size is 100,000 to 300,000 square feet on 10 or more acres. The number of stores ranges from 15 to 40, or more.
- o Regional Shopping Center - the major tenant includes one or more major department stores of at least 100,000 square feet, providing items such as general merchandise, furniture, and home furnishings. Compatible land uses include multifamily dwellings, office, motels/hotels, recreation, and vegetative buffer strips. The travel time to the center can be up to 30 minutes, with a market area of 8 miles or more. The average size ranges from 30 to 50 acres, with 300,000 to 1,000,000 square feet or more. The number of stores can range up to 80.

Policy

Guidelines:

The areas designated as Downtown Commercial and the Mixed Commercial tend to be located in the central portion and/or older



developed areas of the city. Whereas, areas designated as Highway Commercial tend to be located in the outlying or newly developed areas of the city. They serve a variety of residential, office and commercial needs and are oriented toward land uses which have regional or sub-regional market areas.

Large offices should be located in the proximity of intersections or major thoroughfares, while smaller offices should locate along arterials and collectors. Office parks should be encouraged to include correlating uses such as supply stores, banks, restaurants, and compatible business uses. Landscape buffers and open space shall be required.

Neighborhood convenience centers shall be located within easy walking distance of residents in the trade area, and where they will be compatible with the character of the surrounding area without disruption of said areas. Neighborhood shopping centers shall be located at the intersection of thoroughfares or along major thoroughfares. Adequate depth shall be provided to permit development to set back from the thoroughfares and discourage strip commercial developments. New commercial developments shall be clustered to promote shared facilities and access. Local commercial uses, located adjacent to residential uses shall utilize significant buffering and landscaping to minimize negative impacts.

Community shopping centers and regional shopping centers are typically located at the intersection of, or in close proximity to, two or more major arterials. They serve a market area of the City of DeLand and West Volusia County. Intensified development is encouraged in this area to promote clustering and discourage linear development along collector and arterial level roadways. Concentrating and clustering of such



developments permits a more energy- and cost-effective delivery of services. Ingress and egress shall be properly designed to avoid undue traffic hazards or congestion, and adequate transportation facility capacity should be provided. Landscape buffering and open space area are required regardless of adjacent use.

Mixed-use developments give residents the opportunity to live near the places where they work and shop. They also provide close proximity to available modes of transit; permit increases in density where City utilities and services are already available; and allow smart use of land resources. Mixed-use developments consisting of residential, office, commercial retail and services, and some light-industrial may be permitted in this land use designation through the PD process. Overall residential density for the development is not to exceed 16 dwelling units per acre.



DOWNTOWN COMMERCIAL DESIGNATION

Description:

The Downtown designation is a generalized land use plan, which promotes the desirable development patterns outlined in the Downtown DeLand Redevelopment Plan (2005) and the Public Space and Parking Needs Analysis (2008). A map of the Downtown Designation is attached as a part of the Future Land Use Map. The principal land use characteristics include retail and office, the historic sector of Downtown, government complexes, and residential.

General Type

of Development:

- o Central Business District (CBD) - principal commercial/retail area, restaurants, office, and free standing multifamily residential and multifamily residential above the first floor of nonresidential land uses up to 20 DU/A, residential units on the first floor of nonresidential land uses as an accessory use, but no single family residential. Includes the historic downtown sector.
- o Government Complex - institutional and office, for City and County services.
- o Mixed use of commercial and office, high-density residential, and public spaces (parks).

Policy

Guidelines:

Land uses shall be mixed whenever possible to provide diversity. Major categories should include institutional/governmental office, commercial and retail, cultural, and residential. New developments shall be coordinated, even among separate developers, in order to develop a site/structure unity. In general, retail commercial uses shall be encouraged on the ground floors that front on to streets. Offices and residential should be encouraged to locate above the active ground floor. Uses on the



boundary of the downtown district shall be compatible with adjacent uses, and shall be developed in a manner which complements each other. Other plans and principles regarding circulation, public services, and open space/landscape of the Downtown Development Plan shall be utilized as policy guidelines for the downtown.

In an effort to increase density in the Downtown, residential density within the DeLand Downtown boundary shall be calculated based on gross acreage for the entire district and not on an individual property basis. Total number of dwelling units within said district shall not exceed a total of 2,777 units, which is the amount permitted under the 2008 City of DeLand Comprehensive Plan land use designations.

Non-residential growth within the Downtown shall be regulated in phases, and maximum intensity shall be calculated for the district as a whole, not on an individual property basis. The first phase of growth shall be limited to the amount of non-residential intensity currently permitted under the 2008 City of DeLand Comprehensive Plan Land use designations: 6,204,065 square feet.



INDUSTRIAL/WAREHOUSE DESIGNATION

Description:

The Industrial/Warehouse land use designation shall be assigned to specific areas in which the City proposes to accommodate and promote wholesale distribution, storage, light manufacturing, and retail and service land uses. Maximum coverage of impervious surface shall not exceed 70%.

General Type

of Development:

- o Research and development
- o Manufacturing
- o Electronics manufacturing
- o Office/showroom/warehouse facilities.
- o Warehousing.
- o Retail commercial and service land uses which serve the industrial, warehousing and wholesale land uses, or which are not compatible with other commercial land use designations.

Policy

Guidelines:

The uses allowed in this land use category shall be limited to, but not necessarily include, the following: industrial uses; research and development; wholesale and distribution; business and repair services; warehousing and storage; transportation, communication and utility facilities; retail sales of home improvement goods, tools, machinery, and the like; trade and industrial schools; flea markets; recreational vehicle parks; outdoor recreational uses; temporary amusements and events; governmental offices and facilities; contractors trade offices; offices and banks which primarily serve the other uses permitted in this designation; retail and services which are accessory to the above uses; and retail and services which are not compatible with other land use designations. Retail



and service land uses will be limited to a maximum of 30% of the total acreage of the Industrial/Warehouse land use designation.

Traffic from these uses shall not be directed through residential areas. Certain incompatible land uses are not to be located adjacent to existing or proposed industrial areas. Industrial sites shall be located within reasonable commuting distance of residential areas. Industrial sites shall be easily accessible to the form of transportation most efficient for its product type, including major collectors and arterials, rail, and airports. Operations shall not produce noxious effects or hazardous wastes. Distribution and warehouse are to be located on arterials and have fast and easy access to transportation facilities. Extensive landscape buffering sufficient to mitigate nuisance and hazards is required between uses permitted in the industrial/warehouse designation and uses permitted in other land use designations, and where such land uses abut residential land uses; or collector or arterial roadways. Within the industrial/warehouse designation, minimal landscape buffering shall be required. Expansions of existing industrial use should be stringently evaluated for impacts upon the surrounding land use.



RAIL SPUR COMMERCIAL DESIGNATION

Description:

The Rail Spur designation is designed specifically for the existing warehouse commercial area contained within the predominately historic northwest residential area of the City of DeLand. Developments within this designation must be cognizant of the close proximity to the existing residential development.

General Type

of Development:

- o Research and development
- o Warehousing
- o Contractors and trade shops
- o Wholesale activities
- o Bulk storage
- o Showroom commercial
- o Retail (accessory only)
- o Services (limited)
- o Offices
- o Light manufacturing (limited)
- o Mixed-use developments

Policy

Guidelines:

The Rail Spur Commercial Land Use Designation is unique in that it involves an area of existing warehouse commercial uses, which is totally surrounded by a residential development. Within this land use designation, primary concern focuses on the ability of businesses to continue to operate, while minimizing their impact upon adjacent residential development. Original zoning districts did not adequately address the uniqueness of this area. Therefore, a new zoning district was created which specifically addresses the types of uses permitted within the



land use designation; noise buffering; visual screening and aesthetics; restrictions regarding heavy truck traffic; and other factors. Maximum impervious coverage is limited to 60% of the area of the site. Light manufacturing shall be limited to uses which are appropriate to the district in terms of location, environmental considerations, and other factors.

Mixed-use developments give residents the opportunity to live near the places where they work and shop. They also provide close proximity to available modes of transit; permit increases in density where City utilities and services are already available; and allow smart use of land resources. Mixed-use developments consisting of offices, light-industrial, accessory retail and commercial services, and some residential may be permitted in this land use designation through the PD process. Residential density shall be determined based on a trip exchange rate for non-residential intensity, as specified in the equivalency matrix under Policy ~~f2.3.3~~ f2.3.4. Overall residential density for the development is not to exceed 10 dwelling units per acre. Maximum impervious coverage is limited to 80% for the mixed-use area only.



REDEVELOPMENT DESIGNATION

Description:

The Redevelopment land use designation is designed to promote infill development, the reuse of existing commercial developments, and the redevelopment of declining, existing commercially-designated areas within the central portion of the City, but outside of the Downtown Commercial District. Vacant or declining shopping centers and commercial areas along US 17/92, SR 44, and SR 15A are primary areas in which the Redevelopment land use designation shall be used. Maximum coverage of impervious surface shall not exceed 75%.

General Type of Development:

The Redevelopment land use designation may include office, medical, commercial, services, recreational, residential, completely contained warehouse (no outside storage), distribution center, and light industrial (assembly) land uses which are determined to have a low impact upon the environment and are compatible with other permitted land uses. Multiple-family residential developments may not exceed 16 dwelling units per acre.

Policy

Guidelines:

Because the City's major thoroughfares function as the primary points of entry in to the City, development activities within the Redevelopment land use designation shall require landscape buffers along roadways.

When located adjacent to residential land uses, landscaping buffers will be required to ensure that the nonresidential land uses do not adversely impact upon the adjacent residential use.



ACTIVITY CENTER DESIGNATION

Description:

The Activity Center designation is designed for high-intensity, design-unified areas in which development may contain a variety of land uses, including office, commercial, recreational, industrial, and housing. Residential land uses, including both single-family and multiple-family dwellings, may not exceed 16 dwelling units per acre and shall be oriented toward meeting the housing needs of the employees of the nonresidential land uses within the activity center. Design, aesthetics, and environmental protection and enhancement are emphasized as part of the development. Because access and mobility are important factors to activity centers, they are located adjacent to interstate interchanges, rail lines, and airports. Total maximum coverage of impervious surfaces for the entire development project shall not exceed 70%.

Policy

Guidelines:

Activity centers do not necessarily develop on their own, rather, they are generally the product of a cooperative effort between the public and private sectors. The concentration of land uses provides the opportunity for the efficient provision of public facilities and infrastructure at required levels of service. By concentrating land uses within an activity center, the need to provide buffers between the activity center and incompatible land uses is minimized.

All projects shall be developed as Planned Developments (PD) consistent with the Comprehensive Plan in order to coordinate proposed developments with the Southwest Activity Center Areawide Development of Regional Impact (DRI) ~~DRI~~ and the Southwest Activity Center Plan or the Lake Winnemissett Gateway Corridor Plan.

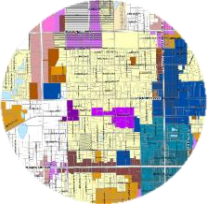


Activity Centers generally should contain limited amounts of retail-type commercial development. The area closest to the interstate is a high-visibility area that should be designed in a manner that utilizes the interchange to its best advantage. More extensive retail commercial uses may be permitted if these uses are consistent with the City's economic development strategies.

Activity Centers may be designed to serve many different property owners, but should function in such a manner as to share facilities and services. Coordination among the various projects provides better efficiency of governmental services and reduces redundancy. One of the more important aspects of the Activity Center is the manner in which traffic patterns are designed. Service or frontage roads, shared or limited access, shared parking and interconnecting parking areas should all be considered in the general planning of these Centers and included during the actual site plan stage. If designed properly, these Centers can provide a high-quality development that emphasizes pleasant, convenient, and satisfying work conditions along with amenities, such as recreational areas, conference facilities, business-oriented lodging facilities, restaurants, retail and services, day care, health care, and a location convenient to residential areas.

The one location currently identified on the Future Land Use Map does not preclude the proposal of Activity Centers in other locations. If proposals for the development of Activity Centers in locations other than those shown on the Future Land Use Map meet the appropriate concepts and policies of the Comprehensive Plan, amendments may be initiated.

The description of the Southwest Activity Center and its Goals, Objectives



and Policies are contained in the Local Plan section at the end of this element.



NEW COMMUNITY DEVELOPMENT DESIGNATION

Description:

The New Community Development (NCD) designation will facilitate the integration of a number of different land uses, including office, commercial, recreational, governmental and housing components. The majority of the development shall be residential and will include housing units of various densities and types, including but not limited to, single-family, multi-family and townhouse homes. New Community Development will, for the most part, be self-contained and be developed from large land holdings under the guidance and administration of a unified ownership. New Community Developments will be characterized as mixed-use, master-planned communities that present a balanced array of land uses and recreational amenities, planned in such a way that they integrate the natural environment with the surrounding improvements. Design, aesthetics, and environmental protection and enhancement are to be emphasized as part of the New Community Development. Over the life of the New Community Development it will, at a minimum, provide the appropriate level of service and supporting infrastructure as prescribed by the City's Comprehensive Plan and Land Development Regulations.

New Community Developments will typically be planned and initiated by the private sector, where one or more property owners have created a large enough land mass within the City. These areas will merit planning review on a larger and more comprehensive scale. A minimum of 800 acres and qualification as a Development of Regional Impact (DRI) under Chapter 380 F.S. is required for application of this land use designation. All New Community Development applications will incorporate a development phasing schedule consistent with the requirements of Chapter 380 F.S. is A land use amendment for this New Community Development may require a determination of whether or not additional amendments are



necessary to other Comprehensive Plan Elements.

Because of the concentration of various land uses and the integration of environmental concerns as a priority of New Community Development, the City will engage in a collaborative planning process with the developer, in order to holistically address varying community needs in a flexible, yet systematic manner. The goal is to encourage innovative land use techniques, creative urban design, environmental protection, and the judicious use of sustainable development principles and practices. As such, the city will encourage new and innovative design and land planning efforts to facilitate this vision.

Any application for designation as a New Community Development shall reflect the use of planning practices which ensure neighborhoods and communities contain a mixture of land uses that fully promote various means of internal transportation (such as pedestrian trails and sidewalks, bicycle paths and bikeways); offer various development options; provide housing opportunities that are reflective of the community at large; protect and enhance sensitive environmental areas; and are responsive to the historic traditions of DeLand.

LAND USES PERMITTED

Land uses permitted within New Community Development are:

- a. Residential Single-Family (low and medium density)
- b. Residential Multi-Family (high density)
- c. Village Center (commercial, retail, office, institutional, recreation, and residential)
- d. Workplace (High Tech Industrial; commercial uses that are



subordinate to and support a workplace environment; hotel and office together with appropriate supporting uses including, but not limited to, office support facilities, restaurants, day care, and uses similar to and compatible with the permitted uses.)

- e. Institutional (schools, governmental, etc.)
- f. Recreation (public and private; passive and active)
- g. Ecological Preservation and Enhancement

Set forth below are a series of standards and guidelines to be applied in the design of a New Community Development:

Commercial uses in both the Village Center and the Workplace shall not include “big box” retail development, generally characterized as regional malls, power centers, or stand alone retail facilities that exceed 25,000 square feet of air conditioned space. Commercial uses (as defined in s9J-5.003(23) Fla. Adm. Code) in the Workplace, except for hotel, office, high tech and light industrial manufacturing and wholesale distribution, that exceed 25,000 square feet of stand-alone space, shall be reviewed by the Volusia County Growth Management Commission (VGMC) to determine if the proposed use will adversely affect or impact an adjacent jurisdiction, as defined in Article II, s90-31, Code of Ordinances, Volusia County, Florida. If, after review, the VGMC determines that an adverse impact on an adjacent jurisdiction is probable, the City of DeLand will process an application for plan amendment consistency certification through the VGMC, prior to final development approval for the contemplated project by the City of DeLand. In no event will the cumulative retail and support commercial uses within the Workplace exceed ten (10%) percent of the overall square footage approved for the Workplace within the NCD Master Plan.



Development will be permitted within New Community Development districts consistent with the land use designation set forth above. It is the intent of the City to maximize the attributes of size resulting from large-scale planned communities and within these districts allow the development of a mix of land uses and densities that support a variety of lifestyles and needs.

Nonresidential uses, exclusive of those that are designated for the Workplace, shall not exceed those reasonably necessary to support the contemplated residential development. Allowable development in areas designed for New Community Development shall be as set forth in a DRI Development Order, but in no case shall exceed the following:

- a. Residential density shall not exceed 2.5 du/gross acre within the development, nor be less than 1.25 du/gross acre within the development.
- b. Workplace development shall not exceed 540 square feet/gross acre within the development, nor be less than 270 square feet/gross acre within the development.
- c. Hotel development shall not exceed .25 hotel rooms/gross acre within the development and may be any lesser amount deemed appropriate.
- d. Village Center/Commercial development shall not exceed 80 square feet/gross acre within the development, nor be less than 40 square feet/gross acre within the development.

For this purpose, gross acre shall mean all acres described in and subjected to Development Order issued pursuant to the Application for Development



Approval (ADA).

Where road improvements required by the adoption of the NCD designation are not provided for in the Development Order contemplated by this designation, then the City of DeLand can make appropriate amendments in its Comprehensive Land Use Plan to either or both of their Transportation and Capital Improvement Elements, to incorporate the road improvements not provided for in the Development Order aforesaid. Alternatively, where the road improvements are provided for in the aforesaid Development Order, but are outside the jurisdiction of the City of DeLand, Interlocal Agreements with the affected jurisdiction shall be required and identify the source of capital and the timing of construction for those specific road improvements so that the road improvements are provided prior to development in the affected area of the NCD. The City of DeLand shall submit the Interlocal Agreement to this Commission for compliance with the above requirements prior to permitting development in the affected land use category.

GUIDELINE 1.

Streets within the New Community Development shall be designed to integrate the needs of the automobile with the needs of transit, walking, biking, and livable neighborhoods into a design that promotes an efficient vehicular circulation system. This integration will provide a complete, well-connected street system; the ability to expand the street system as the community grows; and detail street designs that make them usable for all types of travel. As a general proposition, streets shall be relatively narrow, shaded by trees and interconnected both internally and externally to disperse traffic efficiently and shall allow on street parking. The arrangement and design of streets shall promote a pleasant, pedestrian and



bicycle friendly environment with an emphasis on convenient access to surrounding neighborhoods and community amenities. New Community Development road standards shall not apply to county or state owned or maintained roads.

GUIDELINE 2.

The Village Center is intended to be both a pedestrian-oriented gathering place and a place from which services essential to the maintenance of “community” are provided. Within this area a mix of uses are to be encouraged and may include, but are not limited to, retail shops, services, restaurants, civic uses, office and residential uses focused around a main street that allow and promote an active street life and positive pedestrian experience. The size of any Village Center and the diversity of uses within the same will be a function of the size of the development as a whole, but as a general proposition, a Village Center should be targeted to include a series of complete blocks and interconnected streets that create a walkable environment. The location of the Village Center shall be as set forth in the approved DRI Master Plan. As a guideline to insure a diversity of uses within the Village Center, planning should contemplate, but will not require, that the following mix and distributions of uses be considered:

USE	MINIMUM	MAXIMUM
Residential	25%	40%
Office	10%	25%
Commercial Retail and Services	20%	50%
Overall Business	30%	60%
Public and Civic	10%	No Maximum



Public Parks and Open Space	5%	No Maximum
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The incorporation of these uses within a Village Center is not intended to, and will not preclude, public/civil facilities and public parks within the Village Center.

In addition to the foregoing, Village Center within NCD designated development should encourage development of a neighborhood grocery store to serve residents within NCD development. As a guide to determine the appropriate size of a target neighborhood grocery store, a standard of 10 square feet per household within NCD should be used. To further facilitate planning flexibility and to allow NCD to be responsive to changing market conditions, particularly as it relates to the need for additional retail of office space within a Village Center, NCD shall be encouraged to incorporate in the Development Order contemplated by this designation, a transportation equivalency matrix that allows the exchange of trips and concurrent modification of uses after the development is underway.

GUIDELINE 3.

Residential neighborhoods should include a variety of dwelling types to provide opportunities for different age and income groups within an integrated and diverse community. Efforts should be made to integrate a variety of dwelling types so as to avoid rigid segregation of dwelling types by price point within the community.

GUIDELINE 4.

Institutional uses (i.e. churches, meeting halls, libraries, schools and other



public buildings) shall be allowed in all sections of the community, and are not specifically restricted to the Village Center or areas devoted to workplace functions. The ultimate placement of these facilities will be site-specific in each instance and will be determined by a variety of constraints, including access to major arterial and secondary roads, and appropriate design guidelines.

GUIDELINE 5.

Open Space within areas designated as New Community Development will not be less than thirty-five (35%) percent of the land within the development and shall be identified on an approved DRI Master Plan. Open Space shall include activity and resource-based areas within New Community Development. Activity based areas may include walkways, bikeways, trails, picnic areas, playgrounds, tot-lots, sports parks (roller hockey, baseball, tennis, swimming, soccer facilities and the like) and golf courses. Resource based areas may include squares, rounds, lakes (including lakes used for detention or retention of surface water) and areas set aside for ecological preservation, enhancement or conservation. Areas set aside for ecological preservation, enhancement or conservation may be accessed by walkways, trails and bikeways where such access is consistent with the maintenance of the ecological resource and its habitat values. The Site Mitigation and Management Plan, described in Guideline 8 below, will establish guidance and protocols with respect to such access, its location, duration and operation, and further determine what percentage of the Open Space area within the areas designated as such in New Community Development, will be activity based or resource based. While no specific percentages of either activity or resource based Open Space are specified here, areas designated as New Community Development will meet the conservation requirements of F.S. 380 as New Community



Development seeks to preserve, enhance and conserve significant on-site ecological resources. Open Space areas in the community shall, to the greatest extent feasible, be internally and externally connected so that free and unencumbered movement from one section of the community to another is encouraged. Where continuous open space connections between community elements are not possible, then bicycle and pedestrian paths shall be used to connect major elements of the open space network. Golf courses may be included in the mix of community recreational offerings and may be either public, semi-private or private.

GUIDELINE 6.

Open space areas shall, to the fullest extent practicable, be located within the community so that they compliment the living experience of the residents in and around the community. The goal is to create an environmental network and ethic that effectively integrate the natural environment with the built environment. To the extent practicable, open space or buffers should be employed at the perimeter of areas designated as New Community Development to shield or buffer neighborhoods that are outside the boundaries of the areas designated as New Community Development particularly where those abutting neighborhoods are a different land use (i.e. residential adjacent to commercial).

GUIDELINE 7.

If specific urban design standards and land use designations are not adopted as part of a Planned Development (PD) district (See City of DeLand Land Development Regulations (LDR's) s33.01-33.151, hereinafter LDR's) to guide development of the lands designated NCD, then the City's existing site design and development standards as set forth in the City's LDR's shall control development within the areas designated as New Community Development. The PD zoning designation shall be



adopted prior to commencement of development and shall include guidelines that reflect intended land uses and open space principles that are consistent with the Guideline set forth here. The PD zoning and the corresponding Development Plan Report shall set forth the capacity for development inside the areas designated as NCD on a site specific basis and in conformity with the limitations described herein. In addition to the maximum base amount of any specific land use category described herein and in the Development Plan Report, development capacity may be altered but may not exceed that which is set forth herein.

GUIDELINE 8.

Resource protection standards are to be provided for in any NCD by the preparation and adoption of a “Site Mitigation and Management Plan” (SMMP); the purpose of which will be to ensure the imposition of a set of site management protocols designed to ensure the long term maintenance of the ecology of the site and its effective integration into the built environment. The SMMP shall address among other matters that may be site specific, the following matters: (1) trees and tree removal, (2) wetlands, (3) habitat of protected species, (4) flood hazard management, (5) performance standards for development, (6) potable water and wellfield protection, (6) erosion control, and (7) post-development land management protocols to include water conservation and landscape standards incorporating drought tolerant and native vegetation. This list is intended to be illustrative, but to the extent any are applicable, is to be addressed.

In appropriate circumstances, deviations from established LDR’s affecting these same areas will be allowed; it being the intention of the City to



encourage creative planning and land use management techniques consistent with effective control and administration of the natural environment during and after the development process has concluded. However, in all events the SMMP shall conform to the Minimum Standard for Environmental Protection as set forth in F.S. 380. To the extent a Federal and/or State agency requires permits to impact any ecological resource within a NCD District (i.e. the St.Johns River Water Management District pursuant to Chapter 403 F.S. and the implementing regulation and rules of the District found at 40C-4001 and s40C-42.011 et. Seq. Fla. Adm. Code and/or the U.S. Army Corps of Engineers pursuant to U.S.C. s1344 et.seq. and 16 U.S.C. ss1536 and 1539 et.seq), the City will defer to the requirements of the same, but the City will reserve the right to review such regulatory outcomes and determine whether or not such outcomes are substantially consistent with Guidelines enumerated here. The SMMP shall be approved by the City in conjunction with the PD zoning request.

GUIDELINE 9.

If, after applying the student demand/student availability criteria used by the Volusia County School Board (School Board), it is determined that there is a school availability shortfall which is caused by or attributable to the NCD development, then the NCD shall provide for a school site(s) within the boundaries of the NCD consistent with the school site and location criteria determined by the School Board. The location of each proposed school site shall be included in the master plan of the NCD upon submission for ADA review, unless other arrangements have been agreed upon in separate negotiations between the School Board and the developer. Additionally, each school site should attempt to co-locate with park facilities and other public open space, as well as civic facilities.



Notwithstanding the foregoing, the NCD will not be required to have any specific number of school sites absent concurrence with the School Board. The application of these criteria is intended to create guidelines for consideration of the placement of a school site or sites within a NCD. Where existing or planned school facilities will satisfy the public need for school space and such facilities are outside the boundaries of NCD, then school sites may not be required within NCD.

GUIDELINE 10.

An application for a comprehensive plan consistency certification shall be processed through the VGMC where there is a proposed change in the land use designation, conversion to another land use designation or a Substantial Deviation as defined by Section 380.06(19) F.S., occurs within $\frac{1}{4}$ mile of the boundary of the adjacent jurisdiction and/or the proposed change would allow densities greater than twenty five (25%) percent of those approved in the adjacent jurisdiction, as the term is defined in Article II, s90-31, Code of Volusia County, Florida.



EDUCATIONAL DESIGNATION

Description:

The Educational land use designation applies to all public and private schools. This designation also applies to higher education institutions within the greater DeLand area.

General Type

of Development:

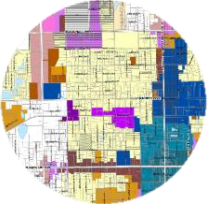
- o Elementary schools
- o Middle schools
- o High schools
- o Colleges
- o Technical schools
- o Residential
- o Religious Institutions

Policy

Guidelines:

Educational land uses which serve the local population should be located convenient to that population. Educational land uses shall be located in areas where the adjacent land use is compatible with the type of school proposed and where there is no adverse impact on the safety of the student or quality of education. Impervious surface shall be limited to 50% of the site. Land use development directly related to the function of the educational use shall be permitted within this designation, i.e. classrooms, recreational, administrative, residential, etc.

Areas adjacent to or within 500' of existing schools may be administratively amended to the Educational land use designation upon



receiving approval for E-1 zoning.



INSTITUTIONAL DESIGNATION (OVERLAY)

Description: The Institutional land use designation shall not exist as a separate and distinct land use designation. Rather, it is designated as an overlay land use designation and is compatible with all other land use categories. Institutional land uses include publicly owned lands or lands that are open to public access for public utilities, safety, health, or other uses.

General Type

of Development:

- o Govt. buildings including city, county, state, and federal
- o Libraries
- o Museums
- o Hospitals
- o Fire/Police
- o Public Utilities

Policy

Guidelines: These institutional designations shall be located as needed throughout the study area. Compatibility with surrounding uses, particularly building mass, height, and architectural style is mandatory. Institutional land uses should be grouped in close association with one another and be located in easy access areas. The location of these uses should support the Growth Management Plan. Support facilities should be allowed adjacent to institutional uses if other policies are not violated. Maximum coverage of impervious surface is limited to 70% of the site (outside of the Downtown Commercial area.)



RECREATIONAL DESIGNATION (OVERLAY)

Description:

The Recreational designation consists as an overlay land use designation and pertains to the City's park system, such as community and neighborhood parks; and private recreational facilities, such as golf courses, golf communities, and country clubs. This designation is located throughout the city, with emphasis placed on residential areas.

General Type

of Development:

- o Regional parks
- o Community parks, both passive and active
- o Urban district parks
- o Neighborhood parks
- o Playgrounds and tot lots
- o Special Facilities
- o Golf Courses/Golf Course Communities
- o Country Clubs, with or without golf courses and other accessory recreational land uses

Policy

Guidelines:

Open space and recreational areas shall be utilized to buffer or separate incompatible land uses. The City shall utilize recreation and open space uses to protect valuable environmental functions such as recharge and water storage areas. Where practical, bike paths and pedestrian walkways that provide interconnecting links to adjacent educational, institutional, and residential uses shall be provided as part of future design or improvements. Neighborhood and community parks shall be located on local or collector level roads; however, with proper buffering and screening, they may be located along arterials.



New residential development shall support its proportional share of the demand for facilities and open space through dedication of land, fees-in-lieu-of, or area coverage standards. Public parks and open space shall be protected from conversion to incompatible uses. All policies in the Recreation and Open Space Element of the Comprehensive Plan shall be adhered to. The following is a description of proposed types of City Parks:

- a. Regional parks = 100 or more acres
- b. Community parks = 3 to 20 acres
- c. Urban district parks = 20 to 100 acres
- d. Playgrounds and tot lots = 2 acres; and
- e. Special Facilities such as historic sites, bike paths, and the like.

When golf courses, country clubs, and golf course communities abut surrounding residential areas or other land uses incompatible with the recreational intent of this land use designation, there shall be adequate landscape buffers to minimize the impact upon the surrounding land uses.



HISTORICAL DESIGNATION (OVERLAY)

Description: The Historical land use designation is an overlay land use designation and is intended to identify the City's historically significant resources.

General Type

of Development:

- o Residential structures
- o Commercial structures
- o Institutional structures
- o Architectural features
- o Archeological sites

Policy

Guidelines: Historical structures, significant architectural features, and archaeological sites throughout the City shall be identified. Compatibility of surrounding uses is mandatory. Where possible, historical land uses should be grouped into districts.



MULTIMODAL SUPPORTIVE AND MIXED-USE DESIGNATION (OVERLAY)

Description:

The Multimodal Supportive and Mixed-Use land use overlays are intended to identify areas within the City that are targeted for multimodal supportive development, either within the Downtown (Traditional City Center) and along major corridors to/from the Downtown, or mixed-used activity centers, as identified during the DeLand in the 2050 process Vision Plan. Multimodal supportive development leans heavily on the principles of mixed-use development, allowing people to live, work, and recreate within the same general geographic area, which includes design principles that facilitate the use of alternative modes of transportation. These two overlay areas are designed to work in tandem and connect key areas within the city to each other and the downtown core through a multimodal network.

General Type

of Development:

- o Multi-family residential structures (i.e., free standing multifamily residential and multifamily residential above the first floor of nonresidential land uses)
- o Commercial/Retail
- o Recreational
- o Special Facilities (e.g., cultural, arts, educational centers)
- o Mixed use of commercial and office, higher density residential
- o Pocket development (single family detached with shared parking and greenspace)

The overlay districts serve as opt-in, incentive-based districts that overlay, but do not supersede, existing zoning or future land use designations.



Upon complying with either the Multimodal Supportive or Mixed-Use Overlay purpose and design principles, residential density may be increased up to 50% of the underlying land use designation.

Policy

Guidelines:

The Multimodal Supportive and Mixed-Use Overlays have been designated to accomplish the following:

- Place people in closer proximity to where they live, work, and recreate.
- Create a safe, convenient, interconnected, and aesthetically pleasing pedestrian and bicycling environment with access to transit.
- Create a balance of appropriate densities and intensities, diversity of uses, and design to complement transit and bicycle/pedestrian friendly mobility options within targeted core areas and corridors.
- Create a defined core with distinctive sense of place to attract people.
- Encourage infill and redevelopment to reduce vehicles miles of travel and maximize the use of existing public facilities.

The purpose of these overlays is to identify geographic areas within the city where specific types of mixed-use and multimodal supportive development will be encouraged through the use of development incentives. A property owner/developer within the overlay may choose to develop under the Mixed-Use or Multimodal Supportive Overlay option or their existing, underlying future land use and zoning. An incentive-based program to define and encourage multimodal supportive and mixed-use development within these Overlay areas is a key component of the overlay.



Mixed-use developments give residents the opportunity to live near the places where they work and shop. With the right design and appropriate land use mix, this type of development also facilitates the use of alternative modes of transportation, permits increases in density where City utilities and services are already available; and allows for a smart use of land resources. Multimodal Supportive development extends beyond the concept of mixed-use development to include design principles that complement and encourage the use of alternative modes of transportation. This includes:

- Providing an appropriate mix of land uses that encourages people to live, work, and recreate within a smaller geographic area.
- Designing buildings oriented towards and built close to the street line to improve building access and reduce walking distances.
- Providing pedestrian, bicyclist, and transit user amenities (i.e., sidewalks, bicycle racks, bus shelters, lighting, street trees, canopies, etc.) to improve the user environment and encourage the use of alternative modes.
- Providing pedestrian-scale design components (i.e., mix of uses within close proximity, interconnected and traffic-calmed streets, walkways, landscaped buffers, etc.).



COMMUNITY HEALTH DESIGNATION (OVERLAY)

Description:

The City of DeLand has a distinct concentration of medical oriented services located in the area surrounding the DeLand Hospital. The Community Health land use designation is an overlay land use designation and is intended to identify the City's significant medical resources by:

- Protecting and enhancing DeLand's hospital services;
- Allowing for the concentration of medical facilities and related uses in a campus like setting to enable the provision of a wide range of medical services; and
- Creating a centralized location comprised of the land around the DeLand Hospital for the promotion of medical sciences and healthcare. General description of the boundary is south of International Speedway Boulevard (US 92), east of Boundary Avenue and east from a line cast directly north from the intersection of Boundary Avenue and Plymouth Avenue to US 92, north of West Oakdale Street and west of Adelle Ave.

The standards and procedures of this district are intended to promote flexibility of design and to permit planned diversification and integration of uses and structures, while at the same time reserving to the city commission the absolute authority to establish limitations and regulations for the development deemed necessary to protect the public health, safety and welfare. In so doing, the overlay district is designed to:

- a. Support the hospital and medical complex that has developed in this district.
- b. Promote a focused and more efficient and economic uses of land.
- c. Encourage compatible and harmonious development of contiguous lands.



- d. Encourage uses of land, which reduce transportation needs and which conserve energy and natural resources.
- e. Lower development and building costs by permitting smaller networks of utilities and streets and the use of more economical building types and shared facilities.
- f. Permit the combining and coordinating of architectural styles, building forms, and building relationships.

General Type
of Development:

- o *Medical and health care uses:*
 - Primary medical uses including hospitals, outpatient clinics, continuing/long-term care services, hospice services, laboratories, medical research facilities, urgent or emergency medical services, offices of doctors, physical therapists, dentists and other health care providers.
 - Secondary medical uses including medical support facilities and similar uses, including but not limited to administrative offices, social service providers, including counseling centers, fitness and rehabilitation centers including sports medicine and training facilities, health care related retail (i.e., pharmacy, medical supplies, medical apparel and equipment, miscellaneous retail trade including gift stores, bookstores, newsstands, florist, jewelry, video sales/rentals, and other retail ancillary to and located within a medical services facility), cafeterias, food



and laundry and services located within, dependent on and directly related to a medical services facility.

- Medical support uses including short-term residential uses dependent upon or directly related to medical care, convalescent care facilities, skilled nursing facilities, group homes for the disabled and overnight accommodations, child and adult care services, including respite care, educational and meeting facilities and staff sleeping quarters.
- o *Support uses.*
 - General office
 - Fitness centers
 - Limited Retail
 - Restaurants without drive-throughs
 - Residential dwelling units; standard single; multi family or pocket neighborhoods
 - Hotel with or without meeting facilities

Policy

Guidelines:

Property within this district may develop under the existing zoning classification regulations and future land use designation as they existed at the time the overlay is so designated, without regard to the policies associated with this overlay.

If however, the property owner wishes to utilize the increases in density or floor area ratio criteria of this Community Health Overlay, then any new



development shall also be subject to the Community Health Overlay policies herein. Developing pursuant to this Overlay constitutes a waiver of the ability to develop under the current Future Land Use designation or the existing zoning classifications as of November 1, 2013.

Development for commercial/non-residential should follow the description below:

Buildings shall be located in a manner which promotes shared accessibility for both pedestrians and vehicles accessing more than one service within the overlay and parking and walkways shall connect in a manner promoting contiguous movement within the overlay. Green spaces and recreational areas not interior to specific structures or to individual pocket developments shall be situated in a manner allowing easy access for employees, residents and clients and shall be coordinated by a streetscape master landscape plan.

Buildings shall be street fronting and executed in a manner which screens parking, creates shared courtyards and common green space to promote pedestrian use and access. Buildings shall utilize design features that provide natural lighting and encourage energy efficiency. Amenities may be shared by more than one structure and shall be interconnected structure to structure by planned ADD accessible pathways to provide sufficient area to create viable amenities delivering maximum opportunity for use parking, food service, green space and outdoor fitness.

Transportation management program will be required to include interconnection of parking and access between developments. Alternative



modes of transportation will be encouraged.

The general characteristics for development are represented by the following standards:

- Minimum lot size – The minimum size of a proposed development shall be six acres, of which five acres shall be primary medical, secondary medical that included support uses and/or medical support uses. No development of general support and/or conditional uses may occur until 30 percent of the development has been completed utilizing primary, secondary and medical support medical uses.
- Primary use(s) – up to 80%
- FAR - 0.3 (hotel FAR – 1.0)
- Impervious surface – 70% max.
- Residential density 12 du/ac

Development for residential should follow the description below:

New residential development shall be in the form of Pocket Neighborhoods that provide small, 800 to 1,200-square foot, clustered housing units within the overlay may be proposed as part of a development scheme. These pocket neighborhoods will be within walking distance of, and integrated within, the medical services campus and shall consist of no less than six but no greater than eight family residences, an associated common utility building and minimum 400 square foot, no vehicle access common green space per acre on to which the residences front.

- o *Internal compatibility.*



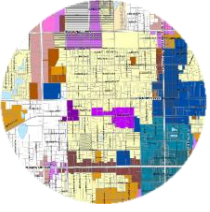
All land uses within the proposed development shall be compatible with other proposed uses. Factors demonstrating internal compatibility include:

- Street and landscaping,
- Creational and common areas,
- Topography, physical environment, natural features focal points and vistas,
- Traffic and pedestrian circulation patterns including treatment of pedestrian ways,
- Variety in building setback lines, building separation, buffering, grouping, sizes and architectural style(s) and materials,
- Separation and buffering of parking areas and sections of parking areas,
- Variety and design of dwelling types, forms of ownership, and
- Privacy, safety, preservation, protection or welfare of proposed uses.

o *External compatibility.*

All proposed land uses shall be compatible with existing and planned uses of properties surrounding the proposed development and shall:

- Consider all factors determined to demonstrate internal compatibility particularly in conjunction to abutting properties,
- Uses proposed at the development perimeter,
- Type, number and location of surrounding uses,



- The Comprehensive Plan's stated goals and objectives and zoning regulations for the surrounding properties, and
- Privacy, safety, preservation, protection or welfare of existing surrounding uses.



GOALS, OBJECTIVES AND POLICIES

The following section presents the goals, objectives, and policies for the City of DeLand Future Land Use Element. The final goals, objectives, and policies were adopted by both the steering committee and the City Commission, based upon input received during public hearings and will serve as policy guidelines for local and county land use decisions. In addition, specific goals, objectives, and policies contained in other elements will also serve as policy guidelines for elected and appointed officials.

For informational purposes, a goal is a generalized statement of a desired end toward which objectives, and policies are directed. Objectives are statements, more specific in nature, which further define the city's goals. Objectives should be formulated in a way that permits the determination of policies and programs which lead to their attainment. Finally, policies relate to general courses of action which promote the achievement of a particular objective and ensure plan implementation. The formulation of policies requires the integration of goals and objectives with sound planning principles.

The final set of goals, objectives, and policies adopted by the steering committee and by the City Commission for the final plan reflect the diversity of the City of DeLand. These policies endorse sound planning principles which preserve the integrity of residential neighborhoods, while maintaining a healthy mix of commercial and office use. Again, the following goals, objectives, and policies present a framework for the Future Land Use Element. Each element of the comprehensive plan contains specific goals, objectives, and policies regarding the respective subject area.

GOAL f-1: Maintain and encourage a high-quality living environment for DeLand by promoting quality residential land use in the City for all income ranges, in appropriate locations.

OBJECTIVE:

f1.1 Protect and maintain the quality of existing neighborhoods, for all income ranges,



through effective land use methods.

POLICIES:

- f1.1.1 The City shall continue to support the residential use of land found in existing low-and medium-density residential areas while encouraging the mix of uses where specifically allowed, such as in the Urban Low Intensity, Medium Density Residential, High Density Residential, Rail Spur, Highway Commercial, Mixed Office/Residential, Mixed Commercial, New Community Development, and Activity Center designations.
- f1.1.2 Provide economic, social, and public work support services to existing neighborhoods. CDBG funds, CRA funds, and funding from other agencies and private entities may be used toward this purpose, in addition to City support. Resources may be used to revitalize neighborhoods; increase home ownership; and support social services such as self-improvement or rehabilitation programs, community centers, and outside agencies working for the betterment of the community.
- f1.1.3 Protect existing neighborhoods from incompatible land uses and densities by making land use decisions consistent with the Comprehensive Plan and Future Land Use Map.
- f1.1.4 Discourage through-traffic on residential (local) streets by concentrating development to, in order of precedence, major and minor arterials, and major collectors.
- f1.1.5 The City shall maintain a Historic Overlay Zoning District in existing historic residential neighborhoods.

OBJECTIVE:



- f1.2 Promote quality new residential development and housing for all income ranges through the development of Neighborhood or Subarea Plans.

POLICIES:

- f1.2.1 New residential development shall be concurrent with adopted levels of service for support services, such as utility supply and facilities; police; fire; schools; parks and open space; and transportation facilities.
- f1.2.2 Use the neighborhood concept to structure new residential development and promote the use of transit, along with access to non-residential, neighborhood-level uses, for all income ranges.
- f1.2.3 Encourage small apartment complexes of medium density near areas of commercial development and employment areas, such as adjacent to Downtown and other local commercial areas.
- f1.2.4 Encourage the locating of high density residential land uses in areas adjacent to employment and commercial centers, with adequate and existing city services (e.g. roads, water, sewer, transit).
- f1.2.5 Allow the conversion of large single-family homes, adjacent to the Downtown area, into multiple-unit dwellings, where permitted by zoning and with respect to historical preservation of the home and/or neighborhood.
- f1.2.6 The City shall promote and encourage redevelopment of substandard or deteriorating housing through its code enforcement program.
- f1.2.7 Notwithstanding previous sections of this Element, College Arms Tower at 101 N. Amelia Ave., and Hugh Ash Manor at 740 N. Woodland Blvd., for purposes of density, shall be considered conforming uses. Any redevelopment of the existing



facilities shall not result in an increase in the number of dwelling units. Any development on property adjacent to or contiguous with the existing structure shall comply with the densities of use established in the Future Land Use Designations section.

OBJECTIVE:

- f1.3 The City of DeLand shall encourage activities which reduce the number of substandard housing units by aiding in the redevelopment and revitalization of declining and blighted neighborhoods.

POLICIES:

- f1.3.1 The City shall assure continued code compliance of the existing housing stock.
- f1.3.2 The City shall continue to participate in Volusia County's Community Development Block Grant program for funds to rehabilitate and revitalize declining neighborhoods.
- f1.3.3 The City shall conduct all condemnation and demolition proceedings in as efficient a time as possible.

OBJECTIVE:

- f1.4 Encouraging infill and redevelopment of older neighborhoods helps the community as a whole grow in ways that are economically sound, environmentally responsible, and supportive of community livability. The City will create special districts to help accomplish the revitalization of these older neighborhoods. The intent of the district is to make efficient use of existing public infrastructure, enhance the tax base, and enliven older neighborhoods.

Selected areas for this district will have the potential to create a mix of land uses, provide cultural amenities and promote pedestrian facilities which when



functioning together can enhance a sense of community.

POLICIES:

- f1.4.1 The special district will be called a Neighborhood Redevelopment District, which is an area that contains a mixture of uses but is predominately residential in nature. This district is designed to promote infill development, the redevelopment or rehabilitation of existing residential and commercial buildings, and the development of undeveloped or underdeveloped property. New development in the district shall be compatible with the existing character of the neighborhood. In order to be considered compatible, the new development should reflect similar traffic patterns, traffic generation, building scale, landscaping, open space, and buffers.
- f1.4.2 A neighborhood to be considered a Neighborhood Redevelopment District should contain, or have the ability to incorporate during redevelopment, the following factors: a compact mix of residential housing types; commercial, office, and civic land uses; community design that fosters pedestrian and bicycle activity; improved public safety; environmental protection; long-term investment; efficient use of infrastructure; and efficient provision of public services. However, areas should be predominately residential in nature. The district may be placed on areas that contain blighted conditions such as high crime rates, abandoned buildings, littered lots, or dilapidated housing.
- f1.4.3 Alternative modes of transportation should be made available inside the special district. This may be accomplished by providing facilities for bicycles and pedestrians, and by encouraging the use of mass transit. Size of the district should be such that the majority of the uses are within easy walking distance of one another. (Approximately 2,000 feet can be walked



within 10 minutes.)

f1.4.4 Neighborhood Redevelopment District will have access to existing or programmed infrastructure, which will minimize demand for the provision of new infrastructure.

f1.4.5 Open space and recreational opportunities will be provided to enhance the livability of the neighborhood.

f1.4.6 The City of DeLand shall use smart growth techniques in its revitalization efforts to accommodate growth in ways that are economically sound, environmentally responsible and supportive of community livability. The following smart growth components should be used when reviewing projects inside a Neighborhood Redevelopment District:

- Mixing of land uses
- Encouraging infill development and redevelopment
- Conservation of open space
- Providing transportation options to reduce usage of automobiles
- Providing housing opportunities in a range of income levels
- Use of high-quality design techniques

f1.4.7 Investigate the possibility of developing land development regulations consistent with the Neighborhood Redevelopment District. Any new rezoning inside a designated Neighborhood Redevelopment District must be consistent with the policies under Objective f1.4. The Neighborhood Redevelopment District overlay shall be placed on the Zoning Map for neighborhoods that meet the criteria of Policy f1.4.2.

f1.4.8 Inside a Neighborhood Redevelopment District, where a single ownership



of land or unified project encompasses two or more future land use designations, the physical arrangement of land uses on the property may be modified, however, the intensity of use or density of the proposed project shall be consistent with those which are currently allocated to the property by the adopted Future Land Use Map. This district makes available the opportunity for the mixing and/or grouping of uses that are currently designated on the Future Land Use Map.

- f1.4.9 The City will encourage redevelopment, or new development, under the Neighborhood Redevelopment District by instituting such incentives as increased density for residential projects.

OBJECTIVE:

- f1.5 Maintain a consistency between the City's Comprehensive Land Use Plan and the Land Development Regulations.

POLICIES:

- f1.5.1 The Planning Department, in coordination with other City staff, will revise, as required, the Land Development Regulations which are to be consistent with the City's Comprehensive Land Use Plan.

OBJECTIVE:

- f1.6 Adopt zoning classifications which are compatible with the adopted land use designations.

POLICIES:

- f1.6.1 The following shows the adopted land use designations and the zoning classifications which are compatible with each land use designation:

LAND USE DESIGNATION	ZONING CLASSIFICATIONS
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Agricultural/Conservation*	R-R, R-R1, PD
Urban Low Intensity	PD
<u>Transitional Residential Development</u>	<u>PD</u>
Low Density Residential	R-R, R-R1, R-1A, R-1AA, R-1B, E1, PD
Medium Density Residential	R-1, R-2, R-M, R-8, R-12, E1, PD
High Density Residential	R-16, E1, PD
Mixed Office/Residential	P-1, PD
Mixed Commercial	P-1, C-1, C-2**, E1, PD
Business Retail	BR, PD
Highway Commercial	C-2, E1, PD
Downtown Commercial	C-2A, PD
Industrial/Warehouse	C-4, M-1, PD
Rail Spur Commercial	C-3, PD
Redevelopment	C-2AC, PD
Activity Center	PD
New Community Development	PD
Educational	All zones, PD
<u>Transitional Residential Designation</u>	<u>PD</u>
Recreational (Overlay)	All zones
Institutional (Overlay)	All zones
Historical (Overlay)	All zones
Multimodal Supportive (Overlay)	All zones, PD
Mixed-Use (Overlay)	All zones, PD
Community Health (Overlay)	All zones, PD

* Density not to exceed 0.5 du/ac

** C-2 is only allowed if zoned C-2 prior to (adoption of this ordinance) or its County equivalent.



f1.6.2

The Planning Department shall be responsible for determining the consistency between zoning districts and the Comprehensive Plan.



GOAL f-2: Employ the principles of smart growth through land use regulation; prohibiting haphazard development in outlying areas, while concentrating urban growth towards the center of the City and adjacent major corridors, as identified in the Multimodal Supportive Overlay and in appropriate mixed-use activity centers identified in the Mixed-Use Overlay.

OBJECTIVE:

f2.1 Designate more intense land uses in areas where city services already exist or where it will be financially feasible to provide the necessary services.

POLICIES:

f2.1.1 The City will review all site plans for efficient, planned, orderly growth with consideration given to the following criteria:

- a) Use of a variety of building and site designs, subdivision patterns, housing types, and construction techniques that lower construction costs while maintaining community compatibility.
- b) Accessibility to parks and recreational facilities, schools, and public transportation facilities, if feasible.
- c) Ensure that promotion of quality housing for all income ranges is considered.

OBJECTIVE:

f2.2 Encourage the location of schools proximate to urban residential areas, to the extent feasible; and promote the use of elementary schools as focal points for neighborhoods.

POLICIES:

f2.2.1 The City shall permit public schools in the following land use categories:



- Elementary Schools shall be permitted in Educational, Low Density Residential and Medium Density Residential.
- Middle Schools shall be permitted in Educational, Medium Density Residential and High Density Residential.
- High Schools shall be permitted in Educational, High Density Residential, Mixed Commercial, and Highway Commercial.

f2.2.2

The City will work with the School Board to collocate public facilities, such as parks, libraries, and community centers, with existing or planned public schools, to the extent feasible.

OBJECTIVE:

f2.3

The Multimodal Supportive and Mixed-Use land use overlays are intended to identify areas within the City that are targeted for multimodal supportive development, either within the Downtown (Traditional City Center) and along major corridors to/from the Downtown, or mixed-used activity centers, ~~as identified during~~ in the ~~DeLand~~ 2050 Vision Plan process. Multimodal supportive development leans heavily on the principles of mixed-use development, allowing people to live, work, and recreate within the same general geographic area, which includes design principles that facilitate the use of alternative modes of transportation. These two overlay areas are designed to work in tandem and connect key areas within the city to each other and the downtown core through a multimodal network.



The City will develop an incentive-based program to encourage development that supports mobility and contains a mix of uses, thereby reducing vehicle miles traveled to services.

POLICIES:

f2.3.1 Mixed-use projects and multimodal supportive development shall be the preferred style of development, thus allowing for a concentration of resources and City services. Said developments are encouraged include a combination of housing types; and commercial retail and services to serve the needs of residents both within and around the development.

f2.3.2 Definitions for “multimodal supportive” and “mixed-use” development will be incorporated within the LDRs as part of the incentive-based program designed to encourage these types of development within the established overlays. The overlay districts serve as opt-in, incentive-based districts that overlay, but do not supersede, existing zoning or future land use designations.

f2.3.3 In applicable land use categories, mixed-use developments may be considered if it complies with the following criteria:

- a) Is located on a major roadway, as identified under the Transportation Element,
- b) Provides pedestrian connection to adjacent land uses,
- c) Provides a buffer to adjacent residential uses, and
- d) Incorporates the principles and design standards of a Traditional Neighborhood Development.

or

Is located within the Multimodal supportive or Mixed-



Use Overlays

e) Located on a major roadway, as identified under the Transportation Element,

f2.3.4 In mixed-use developments, where permitted, land use intensities may be exchanged for amounts currently allowed under its land use designation, based on the following equivalency matrix:

	Single-Family (Unit)	Multi-Family (Unit)	Office (1,000 SF)	Commercial (Spec. Ret.) (1,000 SF)	Commercial (Shop. Ctr.) (1,000 SF)
1 Single-Family Unit		1.206	3.593	1.004	0.508
1 Multi-Family Unit	0.829		2.980	0.832	0.422
1,000 sq. ft. Office	0.278	0.336		0.279	0.142
1,000 sq. ft. Commercial (Specialty Retail)	0.996	1.201	3.580		0.507
1,000 sq. ft. Commercial (Shopping Center)	1.967	2.371	7.067	1.974	

Land Use exchange based on net external PM peak hour – peak direction (entering) project traffic. The trip rates used in this matrix are derived from the approved Victoria Park DRI Trip Generation, with the exception of Commercial (Shopping Center) which is based on standard rates in ITE Trip Generation, 6th Ed.

f2.3.5 Developments designated as mixed-use and meeting the qualifications of f2.3.3 may increase impervious areas up to a maximum of 70% of the total area, regardless of the amount permitted by its current future land use.

f2.3.6 Explore possible flexible development standards for affordable housing if mixed-use developments are located on areas served by transit.

f2.3.7 ~~Investigate possible methods to allow for the development of accessory dwelling units in existing residential neighborhoods inside urban service lines.~~

f2.3.8 Implement a density bonus program of 50% to incentivize residential uses



as part of commercial/office buildings on commercial corridors within the Multimodal Supportive Overlay. Residential density incentive should be provided for development that enhances connectivity, use of multiple modes, and safety along designated corridors.

OBJECTIVE:

f2.4 The City will discourage the proliferation of urban sprawl, such as leapfrog or scattered development; ribbon or strip commercial/development; or large expanses of predominantly low-intensity, low-density, or single-use development.

POLICIES:

f2.4.1 All plan amendments shall be evaluated against Chapter 163 F.S., to determine whether the amendment discourages urban sprawl.

f2.4.2 Mixed-use projects shall be the preferred style of development, thus allowing for a concentration of resources and City services. Said developments are encouraged to include a combination of housing types; and commercial retail and services to serve the needs of residents both within and around the development.

f2.4.3 The City will continue to control infrastructure extension to areas within the designated urban service area.

OBJECTIVE:

f2.5 The City shall encourage the development of infill sites, as defined by the U.S. Green Building Council.

POLICIES:



- f2.5.1 Encourage high-density, mixed-use, infill development and creative reuse of brownfield, under-utilized, and/or defunct properties within the Traditional City Center or Multimodal Supportive Overlay.
- f2.5.2 Encourage the reuse of existing architecturally-noteworthy buildings on previously-developed sites.

GOAL f-3: Provide adequate protection between incompatible land uses.

OBJECTIVE:

- f3.1 Continue to implement methods to safeguard residential neighborhoods from incompatible land uses and densities.

POLICIES:

- f3.1.1 Allow for mixed- use development within residential districts, with deference given to maintaining the overall residential-nature of the neighborhood through proper design.

~~f3.1.2 The City will require adequate setbacks, screening, and landscaping between incompatible land uses, through the implementation of development and subdivision regulations.~~

- f3.1.32 The City shall require adequate open space (conservation areas and/or parks) for all new residential development at a rate provided for in Policy ci1.2.6 of the Capital Improvements Element.

OBJECTIVE:

- f3.2 The City shall maintain comprehensive land use regulations for lands surrounding the DeLand Municipal Airport, so as to prohibit incompatible



land uses.

POLICIES:

- f3.2.1 The City shall continue to monitor development in and around the DeLand Municipal Airport to prevent incompatible land uses within the Airport Hazard Area.
- f3.2.2 ‘Airport hazards’ and ‘airport hazard area’ shall each be defined in the Land Development Regulations and in accordance with §333.01 F.S.
- f3.2.3 The Airport Hazard Area shall be delineated by the FAA Part 77 Height Contours (Imaginary Surfaces) map, which encompasses the combined extents of the established Horizontal and Conical Zones.
- f3.2.4 Review adopted airport protection and land use compatibility zoning regulations to ensure, at a minimum, compliance with the criteria set forth in §§333.03(1)(c) and 333.03(2) F.S.
- f3.2.5 The City shall establish a local permitting and appeal process, respectively, and in accordance with §§333.03(1)(c) and 333.07 F.S., for the construction or alteration of obstructions (as defined in §333.01 F.S.) within the Airport Hazard Area.
- f3.2.6 The City may remove, at the owner’s expense, non-conforming obstructions that have been abandoned or have deteriorated (as described in §333.07(1)(b) F.S.) or deny a permit to rehabilitate the structure beyond what is currently permitted under the airport protection zoning regulations.



f3.2.7 The City will explore options to reduce landscape and tree protection standards in and around the DeLand Municipal Airport to minimize wildlife hazards.

GOAL f-4: Enhance the economic vitality of the Downtown and promote its role as a major commercial and residential center in West Volusia County.

OBJECTIVE:

f4.1 Encourage residential, commercial, and office infill development within the Downtown.

POLICIES:

f4.1.1 Provide adequate city service and amenities in the Downtown (such as parking, streetscaping, and parks) to encourage private investment.

f4.1.2 Implement development review incentives for development in the Multimodal Supportive and Mixed-Use Overlays, including the Downtown, in order to achieve the desired mix of uses and type of development.

f4.1.3 In order to support the economic stability of existing businesses in the Downtown, the City will continue to strive for commercial vitality by mitigating blighting influences, such as traffic congestion, vacant buildings, or overall disrepair; and by promoting alternative modes of transportation and sufficient parking for the downtown area.

f4.1.4 Residential density within the DeLand Downtown boundary, now designated as Downtown Commercial, shall be calculated based on gross acreage for the entire district and not on an individual property basis.



Total number of dwelling units within said district shall not exceed a total of 2,777 units, which is the amount permitted under the ~~2008~~ 2024 City of DeLand Comprehensive Plan land use designations.

- f4.1.5 Non-residential growth within the expanded DeLand Downtown boundary shall be regulated in phases, and maximum intensity shall be calculated for the district as a whole, not on an individual property basis. The first phase of growth shall be limited to the amount of non-residential intensity currently permitted under the ~~2008~~ 2024 City of DeLand Comprehensive Plan land use designations: 6,204,065 square feet.

OBJECTIVE:

- f4.2 Promote the rehabilitation and adaptive reuse of historic buildings within the Downtown area.

POLICIES:

- f4.2.1 The City shall encourage the renovation and/or conversion of historic buildings to promote mixed use commercial, office and residential facilities within and around the Downtown area by working with owners in the approval process and assisting them in obtaining possible funding from State and Federal sources.
- f4.2.2 The City shall continue to encourage the redevelopment of existing, underutilized commercial parcels and infill development of commercial areas through a historic preservation ordinance, which permits discretion on the part of the City regarding enforcement of building standards for historic structures.
- f4.2.3 Implement measures and strive to achieve the goals and objectives that are



recommended in the Update for the Downtown DeLand Redevelopment Plan (2005) and the Public Space and Parking Needs Analysis (2008).

GOAL f-5: Encourage commercial land use outside of the Downtown to the extent that it will not replace the Downtown's role as a destination and primary center of commerce.

OBJECTIVE:

f5.1 Encourage the development of small centers of commercial activity outside of the Downtown that provide neighborhood services.

POLICIES:

f5.1.1 The City shall designate adequate acreage for neighborhood-level commercial development on the Future Land Use Map.

f5.1.2 Mixed Commercial Land Use designations should be regarded as areas which provide local retail and/or office to surrounding residential areas.

f5.1.3 In order to divert commercial growth pressures from neighborhoods, the City shall designate areas for commercial activity at the neighborhood, local and regional level.

OBJECTIVE:

f5.2 Allow the development of commercial land use to the extent that the general economy of the Downtown is not adversely affected, that strip commercial is discouraged, and that public facilities are not adversely impacted as designated on the Future Land Use Map.



POLICIES:

- f5.2.1 The City will establish on the Future Land Use Map the following commercial land use designations:
- Mixed Office Residential
 - Mixed Commercial
 - Business Retail
 - Highway Commercial
 - Industrial/Warehouse
 - Activity Center
 - Redevelopment
 - Downtown Commercial
- f5.2.2 Major shopping centers shall be considered a land use in the Highway Commercial Land Use designation. These uses are typically located in the proximity of the intersection of major arterials.
- f5.2.3 The City will encourage coordinated/shared parking facilities and frontage roads whenever feasible for large scale commercial developments. Individual commercial projects shall provide interconnection through adjacent parking lots.
- f5.2.4 The City shall protect the function and visual image of its major thoroughfares by prohibiting excessive strip development through the use of zoning, subdivision, land development codes, and minimum driveway spacing and devise methods to improve the aesthetics of these thoroughfares. Improving aesthetics along the City's major thoroughfares is an important economic development tool that promotes revitalization as well as creating an overall positive image of the City that will help attract



and maintain business.

f5.2.5

The intent of the Redevelopment land use designation is to promote the rehabilitation of declining commercial developments and areas by allowing a mixture of commercial, light industrial, and residential land uses. Within the City's Redevelopment land use designation, the mix of land uses shall not exceed the following percentages:

- Commercial - no maximum
- Industrial - 40%
- Residential - 70%

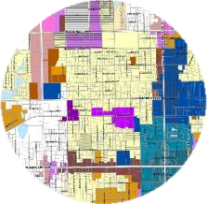
f5.2.6

The City will develop buffer regulations based on dissimilarity of adjacent land uses. The buffer regulations will combine both width of buffer and intensity of planting to achieve adequate screening and separation in order to mitigate nuisances and hazards to the degree to ensure compatibility.

f5.2.7

In addition to the Redevelopment land use designation, several other multi-use land use designations permit a mixture of land uses. The maximum percentage of the secondary type of land use and the density and intensity of each type of land use designation is presented below.

- o Mixed Commercial:
 - Commercial uses: .75 FAR;
 - Secondary use: Residential: up to 60%, 10 DU/A
- o Highway Commercial:
 - Commercial uses: 1 FAR;
 - Secondary use: Residential uses: up to 20%, 16 DU/A
- o Downtown Commercial:



- Commercial uses: 5 FAR; maximum intensity shall be calculated based on limits set in Policy f4.1.6;
- Secondary use: Residential uses: shall not exceed limits set in Policy f4.1.5.
- o Mixed Office Residential:
 - Commercial uses: Maximum 10,000 square feet/acre;
 - Secondary use: Residential uses: up to 30%, 5.8 DU/A
- o Industrial:
 - Industrial uses: 1 FAR;
 - Secondary use: Commercial uses: up to 30%, .75 FAR

GOAL f-6: Promote the expansion of industry in the City of DeLand to the extent that its impacts do not adversely affect the general population, and to ensure that it is an economic asset to the community.

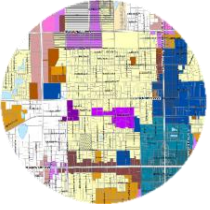
OBJECTIVE:

f6.1 Designate appropriate land use for industry to locate, where such uses do not conflict with adjacent uses.

POLICIES:

f6.1.1 Allow an industrial element in developments centered around principal transport facilities, such as the airport, major interchanges, or rail lines.

f6.1.2 Allow only those industries that will not adversely harm the environment of the city.



- f6.1.3 Access to industrial areas should be prohibited whenever possible from local or collector streets of any residential neighborhood.
- f6.1.4 The industrial areas shall be developed along minor or major arterials whenever possible.
- f6.1.5 When located adjacent to residential areas, industrial uses shall utilize proper landscaping and site design to buffer between inconsistent land uses.
- f6.1.6 The City shall monitor industrial growth for traffic and sewer and water consumption and control the development of industry to the extent that city's roads, sewers, and water systems are not overburdened.

OBJECTIVE:

- f6.2 Promote the development of the industrial park adjacent to the airport as specified in the 2014 City of DeLand Airport Master Plan.

POLICIES:

- f6.2.1 The City will support the development outlined in the 2014 City of DeLand Airport Master Plan.
- f6.2.2 The City shall identify and utilize appropriate federal, state, and county programs designed to assist local governments in industrial recruitment and development.

GOAL f-7: Require new growth to bear a proportionate fair-share of public facilities and



services as necessitated by the development, in order to achieve and maintain adopted Level of Service standards and other measurable objective standards.

OBJECTIVE:

f7.1 Require various impact studies of new developments to assess the impact on public services and to determine appropriate measures to be required of the developer in terms of infrastructure construction.

POLICIES:

f7.1.1 The City will work to modify its development review process in a manner that incentivizes targeted development within the Mixed-Use, Multimodal Supportive and Community Health Overlay.

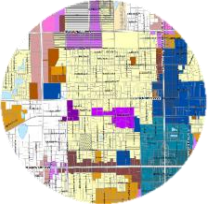
GOAL f-8: The City of DeLand recognizes the need for a community to be a sustainable one. Initiatives must be taken in order to ensure an adequate quality-of-life for future generations and to protect existing environmentally-sensitive and significant lands from harmful development. Therefore, the City shall encourage the use of recognized “green” development practices and established smart-growth techniques, such as: walkable-communities, transit-supportive development, mixed-use developments, and creative site and building design.

OBJECTIVE:

f8.1 As walkable-communities promote healthier and active lifestyles through the built environment, and improve the environment through reduced dependency on the automobile; the City shall encourage the development and preservation of neighborhoods and commercial centers, corridors, and activity centers that promote the use of alternative modes of transportation in lieu of personal automobile-based travel.

POLICIES:

f8.1.1 The City shall promote community walkability through land-use planning:



- a) Direct retail, commercial, and office uses to existing populated areas;
- b) Encourage pedestrian-only connections and/or plazas within developments, and destinations that may be reached conveniently by public transportation, walking, or bicycling;
- c) Encourage the placement of neighborhood parks and recreational centers within walking distance (less than ¼ mile) of concentrations of residential areas, including pedestrian walkways and bicycle paths that encourage non-motorized travel;
- d) New development should be designed as such to make alternative modes of transportation a viable choice for residents;
- e) An incentive-based development review process to encourage the timing, mix, and location of infill and redevelopment.

f8.1.2

The City shall increase community walkability through progressive site design:

- a) Design streetscapes that provide buffers between moving traffic and pedestrians to increase pedestrian comfort;
- b) Encourage the locating of buildings towards the street, with the primary entrances as pedestrian entrances;
- c) Discourage the placement of parking lots between buildings and the street;
- c) Develop flexible parking strategies in neighborhood activity centers where alternative modes of transportation are available.



- f8.1.3 The City shall look into ways to increase pedestrian mobility by:
- a) Establishing a minimum pedestrian and bicycle connectivity standard;
 - b) Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths;
 - c) For existing areas that do not meet established connectivity standards, prioritize the physical development of pedestrian connectors and encourage interconnectivity between developments.

- f8.1.4 The City shall endeavor to use the ~~Volusia County~~ River to Sea TPO's Transit Development Design Guidelines as a model for transit-supportive development

OBJECTIVE:

- f8.2 The City recognizes that Greenhouse Gas (GHG) emissions have been shown to cause damaging effects to both the Earth's climate and temperatures, and a decrease in air quality. The City shall seek measures through which GHG's can be reduced and heat gain limited.

POLICIES:

- f8.2.1 The City shall seek to reduce GHG's through less vehicle miles traveled by encouraging residential designs that foster road network connectivity between developments and between subdivisions; and by discouraging configurations that do not, such as ~~cul-de-sacs~~ cul-de-sacs.
- f8.2.2 Mixed-use projects will be encouraged as a way to reduce vehicle miles traveled through the siting of both residential and supportive services



within close proximity; for shorter travel distances and for pedestrian and bicycle accessibility by residents of the project and the surrounding neighborhood.

f8.2.3 The City shall study the possibility of establishing standards that provide for pervious pavement alternatives to help regulate stormwater and decrease heat gain from pavement and other hard surfaces associated with infrastructure.

f8.2.4 The City shall mitigate hardscape heat gain by discouraging more pavement and/or parking than necessary or required by Code.

f8.2.5 The City shall continue to encourage locally-produced food products as a way to reduce vehicle miles traveled in the distribution and in the purchase of such products by providing opportunities for the sale of such goods, such as farmers' markets; and in regulations that preserve productive, quality agricultural lands.

OBJECTIVE:

f8.3 As the U.S. Green Building Council's LEED for Neighborhood Development (ND) Rating System encompasses the principles of smart growth, new urbanism, and green building, the City shall promote LEED-ND certification for new and redeveloped neighborhoods.

POLICIES:

f8.3.1 The City shall support, where appropriate, the principles embodied in the LEED-ND Rating System for use in neighborhood development, including, but not limited to:

- a) "Smart" location
- b) Connectivity



- c) Infill development and Redevelopment
- d) Neighborhood pattern
- e) Open space conservation
- f) Green Infrastructure
- g) Mixed-use

f8.3.2 The City will assist developers in obtaining information on how to become LEED-ND certified.

f8.3.3 The City shall develop programs that provide recognition to those developments that obtain a LEED-ND certification.

GOAL f-9: Protect environmentally-sensitive areas and natural resources adjacent to and within the city limits of DeLand from development.

OBJECTIVE:

f9.1 The City recognizes the sustainability of a community rests on the ability to protect lands of an environmentally-sensitive nature; and to preserve existing open-spaces for wildlife habitat and quality agricultural acreage for future generations. The City shall utilize land use regulations as one means to provide protection to these sensitive lands.

POLICIES:

f9.1.1 Agricultural/Conservation and Recreational shall be considered appropriate future land use designations for environmentally-sensitive lands.



f9.1.2

As of date of adoption of this Comprehensive Plan, as amended, property annexed into the City limits classified, at the time of annexation, by the following Volusia County land use classifications; except as provided for below; shall retain its County land use classification and shall not be reclassified with a City designation:

- a) Conservation
- b) Environmental Systems Corridor
- c) Forestry Resource
- d) Agricultural Resource

Due to proximity to the DeLand Municipal Airport, lands lying within the bounds of Section 27, Township 16 S, Range 30 E shall be exempt from this policy.

f9.1.3

The City shall explore the feasibility of conservation subdivisions as a means to permit the clustering development while encouraging the preservation of environmentally-sensitive lands and open space.

f9.1.4

The City shall explore means by which limited agricultural activities may be permitted in residential areas without an agricultural designation; such as community gardens and personal agricultural operations; through revisions to the Land Development Regulations and other such Codes.

f9.1.5

Municipal and County wells shall be permitted in any land use category. Wellhead Protection Areas, as shown on the Future Land Use Map Series, shall be protected from adverse development by prohibiting all operations that use, handle, produce or store hazardous substances within 200' of all wellheads.



OBJECTIVE:

f9.2 The City will encourage the use of measures and practices that move to protect our natural resources.

POLICIES:

f9.2.1 City will encourage creative planning techniques and site design to provide greater flexibility in protecting environmentally-sensitive lands.

f9.2.2 City will continue to encourage the clustering of development to protect environmentally-sensitive areas and create useable open space.

f9.2.3 Areas set aside as conservation and open space within developments shall be linked to similar areas on adjacent properties, where possible, so as to provide a connectivity between said lands to improve their effectiveness.

f9.2.4 As there is a need to protect our region's water resources from inefficient and wasteful use and from damaging practices, the City shall seek to promote the standards set forth in the Volusia County Water-wise Ordinance, and by the University of Florida/IFAS Extension's Florida-Friendly Landscaping™ Program; for use by both developers and private homeowners. Florida-friendly landscapes use native vegetation that require low-levels of irrigation and fertilization, and encourage environmentally-sustainable practices.

f9.2.5 The City will attempt to remove obstacles to the use of xeriscaping and other low-water landscaping.

OBJECTIVE:

f9.3 Require developers to assess environmental conditions of the project area



prior to development of site plans through environmental studies.

POLICIES:

f9.3.1 The city will require a tree survey and other environmental studies for property it deems as environmentally sensitive; and for developers to provide a mitigation plan for said lands, such as establishing protected areas or replacement of trees removed.

GOAL f-10: Maintain DeLand's historical identity by identifying, evaluation and protecting the historical resources associated with the city's heritage.

OBJECTIVE:

f10.1 The City of DeLand will continue to develop and maintain an inventory (~~DeLand Historic Properties Survey, 1989~~) of the cultural and historical resources within the city limits.

POLICIES:

f10.1.1 Buildings and structures ~~constructed prior to 1940~~ that apply to be placed on the Local Register will be inventoried. ~~A Florida Master Site File Form will be completed for each site and submitted to the Florida Department of State, Division of Historic Resources.~~ A copy of the Florida Master Site File form(s) and application for listing on the Local Register will be kept on file with the City of DeLand and submitted to the Florida Department of State, Division of Historical Resources.

f10.1.2 When a known historic resource, as identified by ~~the Volusia County's~~ historic resource inventory, National Register by the Florida Department of State, Division of Historical Resources ~~Cultural Resource Survey~~



(1990-92) or the Florida Master Site Files, of the unincorporated areas of the county is annexed into the City of DeLand, the City will be responsible for including the site and or structure as a part of the city's historical resource inventory.

- f10.1.3 Update the initial inventory, as needed, when new resources are discovered and note major changes to resources previously identified.

OBJECTIVE:

- f10.2 Those resources identified in the DeLand Historic Properties Survey or the Local Register will be evaluated for historic and/or architectural, and/or archaeological significance and receive the appropriate recognition for the designated significance.

POLICIES:

- f10.2.1 Any owner of historic resources identified as being eligible for listing on the National Register of Historic Places will be encouraged to apply for nomination.
- f10.2.2 The Historic Preservation Board shall be responsible for recommending designation as historic any local districts, buildings, structures, or sites, based on an adopted set of criteria for administering the regulations outlined in the Historic Preservation Ordinance; implementing Community Design Standards applicable to historic resources; and for promoting historic preservation in DeLand.
- f10.2.3 The City of DeLand will make available to the public information on local history and historic preservation incentives and opportunities that are available from local, statewide and federal sources.



f10.2.4 The boundaries of any new local historic districts, including historic corridors or National Register historic districts, will be identified on the Historic Resource Overlay of the Future Land Use Map as they are designated.

OBJECTIVE:

f10.3: The City of DeLand shall maintain a the Historic Preservation Ordinance to facilitate protection of DeLand's Historic Resources.

POLICIES:

f10.3.1 ~~The ordinance shall establish~~ Evaluate and update criteria for designating local historic districts and local landmarks.

f10.3.2 ~~The ordinance shall r~~Require a Certificate of Appropriateness to regulate alterations to the exterior or demolition of any designated significant historic property and any new construction in a designated historic district.

f10.3.3 ~~The ordinance shall~~ Continue code enforcement efforts to minimize demolition by neglect. provide for procedure of enforcement.

f10.3.4 ~~The ordinance shall be written in a~~ Continue to uphold the United States Secretary of the Interior Standards for Historic Preservation. manner that meets the requirements for certification by the United States Department of the Interior. (Procedures for ordinance are outlined in Section 2124 of the Federal Income Tax Code).

f10.3.5 The City will continue to maintain its Certified Local Government (CLG) designation.



OBJECTIVE:

- f10.4 The City of DeLand shall review regulations, codes, plans, ordinances and the development approval process and make modifications as necessary to promote the preservation of designated historic resources as long as the health, safety and welfare of the public and the property's occupant(s) is not adversely affected. Programs and incentives will be implemented to promote the protection of designated historic resources.

POLICIES:

- f10.4.1 The City will create, as part of the zoning code, historical overlay zones with regulations that will preserve the integrity and appearance of DeLand's historic areas and neighborhoods.
- f10.4.2 The City of DeLand shall provide exemption status for designated buildings from the Building Code, pursuant to Chapter 11 of the Florida Building Code: Existing Building.
- f10.4.3 The City of DeLand shall designate Woodland Boulevard from Plymouth Avenue to Beresford Avenue; and New York Avenue from SR 15A to Blue Lake Avenue; as a historical corridor overlay zone. Regulations will be created that require architectural standards, building height, setback(s) and site layout to be compatible with the ~~pre-1940~~ historic buildings that exist along these corridors.
- f10.4.4 The historic portion of the City's downtown is recognized as one of the features that make the City unique. To clearly identify the historic section of downtown it has been designated with the Historical overlay on the Future Land Use map. This designation provides the historic section protection from incompatible development.



OBJECTIVE:

f10.5 The City shall be committed to the preservation and improvement of city-owned historic resources.

POLICIES:

f10.5.1 All city-owned properties deemed eligible for listing will be nominated to the National Register of Historic Places.

f10.5.2 The City of DeLand will make every effort to follow *the Secretary of the Interior's Standards for Historic Rehabilitation* when renovating any city-owned historic properties.

f10.5.3 The City will develop and maintain interpretive exhibits and information for city-owned historic properties.

GOAL f-11: Implement a public participation program that conforms to F.S. 163.3181; Public participation in the comprehensive planning process; intent; alternative dispute resolution.

OBJECTIVE:

f11.1 The City will continue to uphold the public's right to participate in the Comprehensive Plan amendment process.

POLICIES:

f11.1.1 The City will continue to encourage citizen involvement in all facets of the planning process and provide opportunities for participation through the notification of official actions and public hearings; holding of public workshops; the release of information; and through other methods.



GOAL f-12: Objectives and policies regarding specific development.

Note: All policies on old Delfa property describing allowable and prohibited uses were deleted.



LOCAL PLANS

1. SOUTHWEST ACTIVITY CENTER PLAN

THE VISION FOR THE SOUTHWEST ACTIVITY CENTER

For many years, Volusia County has lagged behind the Orlando metropolitan area in terms of economic development. There is a severe imbalance in the East Central Florida region's economic activity. Orange County clearly is the dominant employment and income attractor and generator in the region while the surrounding counties have a negative outflow of employment and income. In recent years, Seminole County has emerged as the focal point for new economic activity north of Orlando. Due in part to the availability of affordable housing, the southwestern portion of Volusia County has historically been viewed as a "bedroom community" serving the Orange/Seminole County market. In order to reverse this trend, the southwestern part of Volusia County needs to become an active partner in the north Orlando suburban market. Strong business and civic leadership must be demonstrated soon or the modest opportunities for the future may be lost. The creation of the Southwest Activity Center (SWAC) is envisioned to be one of the most significant steps necessary for Volusia County to compete and link up with Orange and Seminole Counties by becoming an economic focal point of West Volusia.

The vision is that the Activity Center will become one of the major centers or places of synergy in the urban network of Central Florida. The Southwest Activity Center will become one of the principle employment centers in Volusia County, especially generating well-paying jobs in the office and industrial oriented sectors of the economy for residents of Volusia County, in particular, West Volusia. The Southwest Activity Center will provide the residents and consumers of West Volusia with a greater array of comparison and shopping goods choices by having these additional retail opportunities in the County. The Activity Center's development will be controlled by the policies contained in this Local Plan to avoid the negative impacts of unplanned piecemeal development. The time has come for southwest Volusia County to implement its plan for its share of the north Orlando suburban market and to develop the I-4/SR



472 intersection as a focal point for the urbanization of southwest Volusia.

LAND USE GUIDELINES

In the City's efforts to promote the Southwest Activity Center, guidance is needed in pursuing appropriate economic growth and to maintain a focus on the ultimate goal of developing a key employment area for the City of DeLand and the rest of southwest Volusia County. The following land use guidelines for non-residential uses will be utilized throughout the planning and implementation process of bringing the Southwest Activity Center to fruition.

1. Office Space Guideline

Develop part of the Southwest Activity Center in a manner so that it will be considered a major competitor along the I-4 Corridor, north of the City of Orlando, with existing and other proposed office centers along this corridor.

2. Light Industrial/"Flex Space" Guideline

Develop the Southwest Activity Center in a manner that contributes to the creation of quality light industrial space for Southwest Volusia which can compete with the Lake Mary/Heathrow area and other areas in north Orange County and Seminole County for this land use product.

3. Warehousing/Distribution Guideline

To use the Southwest Activity Center's proximity to both Interstate Four (I-4) and Interstate Ninety-Five (I-95) as a major asset to become one of the principal centers for warehousing/distribution activities without adversely impacting the proposed office and commercial developments.

4. Retail Commercial Use Guidelines

- (a) To facilitate the development of a major regional-scale facility(s) which can offer the residents a wide variety of "comparison" or "shopper goods" which can reduce the need for West Volusia consumers to travel outside Volusia



County to obtain such goods, and to enjoy such shopping experiences.

- (b) To facilitate the development of neighborhood-scale retail facilities which will supply the residential areas within the activity center, and residents/households within an approximate three-mile radius from the activity center, with convenience goods and services which are typically required to support households/families on a weekly or frequent basis.

5. **Hotels/Motels/Lodging Services Guideline**

To develop an adequate range of lodging facilities and services to support the business travel functions related to the office and industrial segments of the SW Activity Center.

6. **Ancillary and Support Uses Guideline**

Encourage the necessary retail, service, institutional, and other uses necessary to support large-scale office and industrial markets envisioned for this activity center.

DESCRIPTIONS OF SWAC FUTURE LAND USE DESIGNATIONS

The Southwest Activity Center is comprised of three development program districts (Commerce, Community, and West Center) which are shown on the SWAC Plan map. The three distinct districts are defined as a mix of the land uses that are allowed in each of the districts.

The description for each land use is provided below. This is followed by associated land use development yield targets that are permitted in each district. The trips estimated to be generated from each district are to be capped at the rate of the original adopted Local Plan as illustrated in the Policy section.

Each of the districts shown on the Southwest Activity Center Plan map (Figure 1-7) and their relationship to the Comprehensive Plan's Future Land Use Element are presented below. All of



the following land uses require the provision of urban facilities and services as set forth in the Comprehensive Plan.

A. Non-Residential

- (i) Light Industrial/Business Park - The purpose and intent of this specialized use is to provide areas for multi-uses dependent upon industrial development. These parks may contain a variety of uses including, but not limited to, warehouse/distribution, light-manufacturing and assembly, research and development, flex space, industrial and business headquarter__offices, general/professional office, back offices, supporting ancillary uses, wholesale/retail showrooms, and incubator spaces for emerging companies.
- (ii) Office/Office Park - The intent of this use is to provide areas for corporate headquarters, general/professional use, and supporting ancillary uses. Mixed office/retail uses are encouraged for areas where either use is permitted.
- (iii) Commercial: Power Center - It is intended that this use accommodate the super community shopping center. The power center is generally larger than the traditional community shopping center with a typical range of 200,000 to 700,000 square feet. The center generally has from 2 to 5 primary anchor stores, usually discount and specialty super stores, however a project may contain a single store. Retail space is dominated by the large anchors less amount set aside for small and local stores.
- (iv) Commercial: Neighborhood Retail - The intent of this use is to provide areas for neighborhood and convenience shopping including, but not limited to, supermarkets, drugstores, clothing, convenience stores and other retail. The modern neighborhood shopping centers typically range in size from 50,000 to 200,000 square feet. This category also includes the convenience center, either a stand alone or in combination



with a small strip center up to 10,000 sq. ft.

- (v) Commercial: Activity Center Support/Ancillary Uses - The intent of this use is to provide ancillary commercial retail uses including restaurant and related support center uses including financial/banking, print/ship stores, recreational facilities, health clubs, day care centers, and hotel/hotel conference centers, provided in out-parcels or commercial park style groups.
- (vi) Public/Semi-public - Purpose and intent, including permissible uses, are identical to that described by the Future Land Use Element. Specific locations have not been identified on the Future Land Use Map. Small scale uses such as fire stations, parks, transit stops and lift stations will be permitted in each category.

Due to the intensities of the anticipated uses within the Activity Center and other long-range transportation efforts along I-4, there may be a need for a transportation center to serve several modes of transportation.

B. Residential

Purpose of this use is to provide an immediate locational opportunity for housing related to employment, pedestrian linkage, and trip capture within the SWAC. The two types of residential land uses are: single-family (max. density of 4 du/ac) and multi-family (max. density of 16 du/ac).

C. Districts

The following are the districts that are displayed on Figure 1-7 and the land uses permitted in each district with the amount of yield per acre for the entire district:

- (i) West Center - The intent of this district is to provide a mix of commercial uses, primarily office and retail, with ancillary support commercial. Specific uses



allowed:

Office/Office Park

Commercial: Power Center/ Neighborhood Retail

Commercial: Activity Center Support/Ancillary Uses

Public/Semi-public

Non-residential/Residential Mix

Target Building Program Entitlement Yield (Cumulative Per Acre):

Commercial/Retail	5,440 sq. ft.
Office	3,925 sq. ft.
Hotel	1 unit
Multi-family	10 dwelling units

- (ii) Commerce – The intent of this district is to provide a mix of office and light industrial, with ancillary support uses. Specific uses allowed:

Industrial/Business Park

Office/Office Park

Commercial: Activity Center Support/Ancillary Uses

Public/Semi-public

Target Building Program Entitlement Yield (Cumulative Per Acre):

Commercial/Retail	706 sq. ft.
Office	6,800 sq. ft.
Light Industrial	6,900 sq. ft.
Hotel	1 unit

- (iii) Community - The intent of this district is to provide for a mix of housing opportunities, with neighborhood retail commercial uses allowed to support the residential. Specific uses allowed:

Residential – Single-family and Multi-family

Commercial: Neighborhood Retail

Public/Semi-public



Target Building Program Entitlement Yield (Cumulative Per Acre):

Multi-family	10 dwelling units
Single-family	4 dwelling units
Retail	400 sq. ft.

(iv) Development through the PD process.

Due to the need for flexibility, especially in the beginning stages, rezoning will occur through the Planned Development (PD) process. This will allow the blending of land uses contained on the property in question. The overall land use distribution for the property may not be exceeded but may be distributed differently than designated on the Future land Use map.



GOAL, OBJECTIVES, AND POLICIES FOR SOUTHWEST ACTIVITY CENTER

Development within the Southwest Activity Center shall be consistent with the goals, objectives, and policies enumerated below. These goals, objectives, and policies shall not be interpreted, either individually or collectively, as relieving compliance with other elements of the Comprehensive Plan and/or other City land development regulations. Rather, it is the purpose of these goals, objectives, and policies to supplement, not substitute or supersede, the Comprehensive Plan and other land development regulations.

GOAL f-13 sw: Achieve an integrated and well-planned mixture of urban land uses within the Southwest Activity Center that encourages the creation of an employment center.

OBJECTIVE:

f13.1 sw Provide adequate and appropriate areas resulting in a mixture of urban land uses to reduce adverse impacts on adjacent jurisdictions.

POLICIES:

f13.1.1 sw The Future Land Use Map for the Southwest Activity Center is incorporated as part of the City of DeLand Comprehensive Plan. Said map serves as a graphic guide for the future development of property within the Activity Center . Build-out of the Activity Center properties may extend beyond the planning horizon of this Comprehensive Plan.

f13.1.2 sw All development within the Southwest Activity Center shall be consistent with, future land use designations depicted by the corresponding Future Land Use Map, the description of the land use designation(s), and all other appropriate sections of the Comprehensive Plan and land development regulations.

f13.1.3 sw The conceptual alignments of the proposed internal roads for the SWAC



have not been depicted within the Future Land Use Map exhibit other than the major connector on SR 472. All new roadways for development shall be coordinated to the extent possible when reviewing development proposals for the Activity Center to ensure interconnectivity between properties.

f13.1.4 sw

Future development of lands within the Activity Center shall require rezoning to a Planned Development (PD). The proposed land use pattern, development densities and intensities, project design, and specific uses shall comply with the appropriate locational criteria and policies specified by the Local Plan.

f13.1.5 sw

Mixed-use office and retail development shall be encouraged for appropriate locations in the SWAC through development of incentives in the specific land development regulations and other appropriate mechanisms.

f13.1.6 sw

Existing uses within the boundary of the SWAC may continue, but any new development or expansion of existing uses shall be consistent with the Future Land Uses for the SWAC.

f13.1.7 sw

Office park and research and development uses should be encouraged to locate at premium and high visibility sites within the Activity Center.

f13.1.8 sw

The Southwest Activity Center is providing a key portion of the retail market for West Volusia; therefore, retail type commercial shall be located at appropriate locations consistent with commercial locational guidelines provided in the Comprehensive Plan.



- f13.1.9 sw Hotel accommodations should be in close proximity and have easy access to the office and industrial segments of the Southwest Activity Center.
- f13.1.10 sw Encourage innovation in the design of power centers by including support uses such as food courts, amusement arcades, limited exhibit vendor areas and related uses.
- f13.1.11 sw In order to facilitate both the regional commercial/retail and other retail activity, as well as the safe and efficient movement of auto traffic from one center/store to another, require the use of common access arrangements during the development review process for the activity center.

OBJECTIVE:

- f13.2 sw Individual developments within the Activity Center shall be designed to provide visual compatibility and functional continuity with other adjacent developments within the Activity Center.

POLICIES:

- f13.2.1 sw New development (includes redevelopment) may, at a minimum, be required to:
- provide for a compatible and consistent appearance by utilizing such mechanisms as sign control (i.e., number, height, and copy area), landscape screening/buffering requirements (i.e., width and composition), underground utilities, and building setbacks and height requirements;
 - required shared access and use shared parking, and loading facilities, as practical in an effort to reduce



impervious surfaces and multiple access points on the thoroughfare and internal road system within the SWAC;

- require interconnected vehicular, transit, and non-vehicular movement throughout the Activity Center;
- provide a network of unifying open spaces which promote linkage with other adjoining developments;
- cluster structures in order to protect listed species and their habitat;
- use common frontage/service roads, and
- use shared or joint facilities such as stormwater, bus stops, and utility easements.

It is not intended that each development within the Activity Center be aesthetically identical. However, the City may adopt land development regulations for the SWAC that include the items listed above which will be applicable to development within Activity Centers.

f13.2.2 sw All uses within the Activity Center abutting residential areas shall be designed to minimize the disruptive effects of lighting, noise, and signage.

f13.2.3 sw Non-residential projects sharing a common boundary with an area planned for residential use shall be sensitive to the scale of a residential neighborhood. The design of non-residential uses should take into account adjacent residential styles (if existing), location of building masses, overall height, setbacks and areas in need of buffering.

f13.2.4 sw Encourage mixed use development such as during the development review process, whenever practical, to encourage complementary uses as part of office and "flex space" buildings as a business and worker amenity.



f13.2.5 sw Encourage the creation of high value or prestige sites in the interior of large projects with commonly used development techniques to create focal points that the development can be centered around such features as plazas, parks, gardens, courtyards, recreation facilities or other open space areas.

OBJECTIVE:

f13.3 sw Promote development within the Activity Center which protects and enhances the natural and built environment.

POLICIES:

f13.3.1 sw The clustering of activities and structures shall be encouraged so as to promote open space areas.

f13.3.2 sw Developments shall be designed to integrate wetlands and other environmentally sensitive lands into an open space network. This network should be linked to similar systems on the same property or adjacent properties, including parcels outside of the Activity Center.

f13.3.3 sw Specific boundaries for wetlands and wildlife habitat will be determined by field evaluations agreed upon by the City, landowner, and other agencies.

f13.3.4 sw Where feasible, listed species and their habitat will remain undisturbed. If listed species and their habitat are unavoidably impacted by development mitigation shall be required. Mitigation activities may include preservation, creation, or management of like habitat. A combination of the above mentioned mitigation approaches shall also be considered. All



mitigation proposals shall be in compliance as applicable with Federal, State, and local agencies. Mitigation plans shall be integrated into a linked habitat management area to facilitate appropriate management and to afford long term sustainability for listed species populations.

f13.3.5 sw

Open space areas will be identified prior to the issuance of a development order/permit for individual projects to promote the overall intent of the activity center concept. Open space may also be utilized in protecting areas for habitat preservation or mitigation. The open space areas may allow the following or similar uses: public places, retention, landscaping or tree protection, passive recreation, or habitat protection. If the open space is utilized for habitat purposes, site plans or development agreements will identify these areas for such purposes and restrict future usage in these areas.

f13.3.6 sw

All mitigation activities for listed species shall include a management plan intended to ensure the long term vitality of listed species populations.

f13.3.7 sw

All landscaping plans shall be required to utilize water-efficient landscaping techniques. Water-efficient landscaping techniques include the utilization of plants indigenous to the subject physiographic area of Volusia County, strategic locations of plants, water-efficient irrigation systems, water reuse systems, and maintenance of native vegetation stands.

OBJECTIVE:

f13.4 sw

Promote cooperation and coordination between governmental jurisdictions and agencies when reviewing development proposals, and creating development design standards.



POLICIES:

- f13.4.1 sw The City of DeLand shall, in cooperation with Volusia County and the Florida Department of Transportation, evaluate the impacts of specific land development proposals upon the existing and future plans for the roadway network and access management within the State Road 472 corridor. Development shall be designed to protect land critical for future interchange, roadway, and intersection improvements.
- f13.4.2 sw The Future Land Use Map serves as a guide in locating land uses. Public facilities and support uses are not shown on the map, but they may be allowed under the various land use categories. A public use is not necessarily required to meet the minimum acreage required by the Future Land Use category provided that said use contains sufficient land area to serve the intended purpose.
- f13.4.3 sw The Florida Fish and Wildlife Commission, the U.S. Fish and Wildlife Service, or other appropriate agencies shall be notified of any land development proposal within the SWAC that may impact listed species or associated habitat.

OBJECTIVE:

- f13.5 sw Promote development which enhances the economic base of the City of DeLand and Volusia County.

POLICIES:

- f13.5.1 sw The City of DeLand shall attract and promote development within the Activity Center in a manner that is consistent with the Southwest Activity Center vision statement.



f13.5.2 sw DeLand shall explore various funding alternatives for the construction of required infrastructure. Examples of these financial mechanisms may include, but may not be limited to, Special Assessment Districts, Economic Development Administration Grants, and Tax Increment Financing Programs.

f13.5.3 sw When evaluating proposed Planned Developments, preference shall be given to those uses which are considered to provide high value-added industries. Preference may be in the form of administrative rezoning, reduction in fees, administrative processing of permits, installation of utilities, or financial incentives.

OBJECTIVE:

f13.6 sw Provide for the correction/mitigation of projected roadway level of service deficiencies.

POLICIES:

f13.6.1 sw In conjunction with affected landowners, local governments and Florida Department of Transportation; the City of DeLand shall assure that necessary transportation improvements for the area's thoroughfares and roadways are completed or appropriately mitigated.

f13.6.2 sw If the concept for the I-4 frontage road is promoted as a means to mitigate transportation congestion, the City will cooperate with the County in determining a proposed alignment and funding for such roadway

f13.6.3 sw Development shall be monitored and transportation impacts assessed as required by the transportation impact analysis guidelines of the River to



Sea Transportation Planning Organization.

f13.6.3.4 sw Trip generation rates based on the original adopted Local Plan Districts will be the maximum permitted per District without a plan amendment. The maximum trips per district are as follows:

West Center	19,600
Commerce	13,700
Community	4,700

OBJECTIVE:

f13.7 sw: Promote development and programs which are designed to alleviate traffic congestion.

POLICIES:

f13.7.1 sw The City of DeLand shall, in cooperation with the appropriate agencies, seek to promote mass transit service to the Activity Center.

f13.7.2 sw Mixed use buildings and projects shall be encouraged within a development in order to provide internal trip capture.

f13.7.3 sw The City of DeLand shall study other methods of promoting traffic reduction, which may include, but may not be limited to, the feasibility of adopting a traffic reduction ordinance, requiring a transportation management agreement as a condition of project approval, the formation of traffic management associations, and the establishment of a transportation concurrency management area.

f13.7.4 sw Site planning/design for proposed projects shall, as a condition of approval by the City, facilitate and encourage the internal movement of mass transit



vehicles (only where the size/intensity of the proposed development warrants such considerations), and provide preferential off-street parking locations for carpool and vanpool usage.

f13.7.5 sw Commercial development which demonstrates appropriate pedestrian linkages, internal trip captures, and reduced impact on thoroughfare roads shall be encouraged.

f13.7.6 sw The City of DeLand shall work with FDOT and Volusia County to identify appropriate sites and establish an area inside the Activity Center for a multi-modal transportation facility such as a high occupancy vehicle facility that may be developed along I-4 and/or to serve other regional mass transit uses.

f13.7.7 sw Encourage beneficial development patterns during the development review process whenever practical, so that complementary uses can be located in close proximity to facilitate walking, bicycling or the use of local but not thoroughfare roads for auto trips from home to work to dining.

f13.7.8 sw Encourage convenient pedestrian and local road access from lodging facilities to restaurants.



2. LAKE WINNEMISSETT GATEWAY CORRIDOR PLAN

THE VISION FOR THE LAKE WINNEMISSETT GATEWAY CORRIDOR

The vision is that the Activity Center will become a major gateway into the City of DeLand. The Lake Winnemissett Gateway Corridor (LWGC) will provide the residents and consumers of West Volusia with a greater array of comparison and shopping goods choices by having these additional retail opportunities in the County along with providing for employment opportunities. The development will be controlled by development agreements drafted through the PD process.

DESCRIPTIONS OF LWGC FUTURE LAND USE DESIGNATIONS

The Lake Winnemissett Gateway Corridor contains a development program that establishes a gateway into the City of DeLand by providing for a mix of land uses. The description of the suggested land uses is provided below.

All of the following land uses require the provision of urban facilities and services as set forth in the Comprehensive Plan.

A. Non-Residential

- (i) Business Park - The purpose and intent of this specialized use is to provide for multi-uses which supports industrial activity as it develops on the east side of the I-4 interchange. The gateway may contain a variety of uses including, but not limited to, research and development, flex space, and business headquarter offices, general/professional office, back offices, supporting ancillary uses, wholesale/retail showrooms, and incubator spaces for emerging companies. Distribution centers, fulfillment centers, truck stops, travel centers or other uses that generate or attract high-volume of truck traffic shall not be permitted in the Gateway Corridor.

- (ii) Office/Office Park - The intent of this use is to provide areas for corporate



headquarters, general/professional use, and supporting ancillary uses. Mixed office/retail uses are also encouraged.

- (iii) Commercial: Neighborhood and Interchange Retail - The intent of this use is to provide areas for neighborhood and convenience shopping including, but not limited to, supermarkets, neighborhood drugstores, and convenience stores. This category also includes the uses associated with the traveling public along Interstate ~~4~~ (I-4).
- (v) Commercial: Support/Ancillary Uses - The intent of this use is to provide ancillary commercial retail uses including restaurant and related support center uses including financial/banking, recreational facilities, health clubs, day care centers, and hotel/hotel conference centers, primarily for the traveling public as well as office and industrial uses.
- (vi) Public/Semi-public - Purpose and intent is to provide recreational, institutional and educational uses to serve both the gateway and the greater DeLand areas.

B. Residential

Purpose of this use is to provide an opportunity for housing related to employment, pedestrian linkage, and trip capture within the LWGC. The type of residential land uses range between single-family and multi-family (max. density of 16 du/ac). Residential uses may also be included in mixed use projects.

C. District

Gateway - The intent of this district is to provide a mix of Residential and Non-Residential uses as described above. Specific uses allowed are as follows:

Office/Office Park

Commercial: Neighborhood and Interchange Retail



Commercial: Support/Ancillary Uses

Business Park

Public/Semi-public

Residential /Non-residential Mix

Low Density Residential

Medium Density Residential

High Density Residential (Max 16 du/ac)

GOAL, OBJECTIVES, AND POLICIES FOR LAKE WINNEMISSETT GATEWAY CORRIDOR

Development within the Lake Winnemissett Gateway Corridor shall be consistent with the goals, objectives, and policies enumerated below. These goals, objectives, and policies shall not be interpreted, either individually or collectively, as relieving compliance with other elements of the Comprehensive Plan and/or other City land development regulations. Rather, it is the purpose of these goals, objectives, and policies to supplement, not substitute or supersede, the Comprehensive Plan and other land development regulations.

GOAL f-14 w: Achieve an integrated and well-planned mixture of urban land uses within the Lake Winnemissett Gateway Corridor that encourages the creation of a gateway into the City.

OBJECTIVE:

f14.1 w Provide adequate and appropriate areas resulting in a mixture of urban land uses.

POLICIES:



- f14.1.1 w The Future Land Use Map for the Lake Winnemissett Gateway Corridor is incorporated as part of the City of DeLand Comprehensive Plan. Said map serves as a graphic guide for the future development of property. Not all lands within the LWGC study area are being assigned an LWGC land use designation with the initiation of this Local Plan. Land without an LWGC future land use designation may develop in accordance with the land use designation assigned to it in compliance with the City's Comprehensive Plan and Land Development Regulations.
- f14.1.2 w All development within the Lake Winnemissett Gateway Corridor shall be consistent with the description of the land use designation assigned to it and with all other appropriate sections of the Comprehensive Plan and land development regulations.
- f14.1.3 w Development of lands with the Gateway land use designation shall require rezoning to Planned Development (PD). The proposed land use pattern, development densities and intensities, project design, and specific uses shall comply with the appropriate location criteria and policies specified by the Comprehensive Plan and any specific LWGC land development regulations.
- f14.1.4 w Existing zoning designations and land use designations within the boundary of the LWGC may continue, but any new rezoning or future land use amendment application shall be consistent with the Future Land Uses for the LWGC.
- f14.1.5 w Office park and research and development uses should be encouraged to locate at premium and high visibility sites within the gateway corridor.



f14.1.6 w Hotel accommodations should be in close proximity to and have easy access to the interchange of I-4 and SR 44.

f14.1.7 w Encourage unified design of new development that enhances the area as a mixed-use gateway into the City of DeLand.

f14.1.8w In order to facilitate both the retail and office activity, as well as the safe and efficient movement of traffic from one use to another, require the use of common access arrangements during the development review process for the activity center.

f 14.1.9w A full range of educational facilities such as public and private schools, universities, colleges, community colleges, or other post secondary educational facilities, or research facilities, including environmental education are permitted throughout the Gateway district.

OBJECTIVE:

f14.2 w Individual developments within the gateway shall be designed to provide visual compatibility and functional continuity within the gateway.

POLICIES:

f14.2.1 w New development with a Gateway future land use designation (includes redevelopment) may, at a minimum, be required to:

- provide for a compatible and consistent appearance by utilizing such mechanisms as sign control (i.e., number, height, and copy area), landscape screening/buffering



requirements (i.e., width and composition), underground utilities, and building setbacks and height requirements;

- required shared access and shared parking, and loading facilities, as practical in an effort to reduce impervious surfaces and multiple access points on the thoroughfare system;
- require interconnected vehicular, transit, and non-vehicular movement as-appropriate;
- provide a network of unifying open spaces which promote linkage with other adjoining developments;
- cluster structures in order to protect listed species and their habitat;
- use common frontage/service roads, and
- use shared or joint facilities such as stormwater, bus stops, and utility easements.

It is not intended that each development within the gateway be aesthetically identical. However, the Community Design Standards in the land development regulations of the City shall be used to ensure compatibility.

f14.2.2 w

All uses within the gateway corridor abutting residential areas shall be designed to minimize the disruptive effects of lighting, noise, and signage.

f14.2.3 w

Non-residential projects sharing a common boundary with an area planned for residential use shall be sensitive with the scale of a residential neighborhood. The design of non-residential uses should take into account adjacent residential styles (if existing), location of building masses, overall height, setbacks and areas in need of buffering.



f14.2.4 w Encourage mixed use development during the development review process, whenever practical, to encourage complementary uses as part of office and "flex space" buildings as a business and worker amenity.

f14.2.5 w The City of DeLand shall encourage development near the interchange in a manner that is consistent with creating an attractive gateway into the City.

OBJECTIVE:

f14.3 w Promote development within the gateway which protects and enhances the natural and built environment.

POLICIES:

f14.3.1 w The clustering of activities and structures shall be encouraged so as to promote open space areas.

f14.3.2 w Developments shall be designed to integrate wetlands and other environmentally sensitive lands into an open space network. This network should be linked to similar systems on the same property or adjacent properties, including parcels outside of the gateway.

f14.3.3 w Protect original clusters of historic trees as designated in Twelve Oaks, ~~and~~ Royal Oaks, Summit Place, and Gateway East PD's and any other historic trees located in the LWGC.

f14.3.4 w If listed species and their habitat are unavoidably impacted by development, mitigation shall be required. Mitigation activities may include preservation, creation, or management of like habitat. A



combination of the above mentioned mitigation approaches shall also be considered. All mitigation proposals shall be in compliance as applicable with Federal, State, and local agencies. Mitigation plans shall be integrated into a linked habitat management area to facilitate appropriate management and to afford long term sustainability for listed species populations.

f14.3.5 w Open space areas will be identified prior to the issuance of a development order/permit for individual projects to promote the overall intent of the LWGC concept. Open space may also be utilized in protecting areas for habitat preservation or mitigation. The open space areas may allow the following or similar uses: public places, retention, landscaping or tree protection, passive_recreation, or habitat protection. If the open space is utilized for habitat purposes, site plans or development agreements will identify these areas for such purposes and restrict future usage in these areas.

f14.3.6 w All mitigation activities for listed species shall include a management plan intended to ensure the long-term vitality of listed species populations.

f14.3.7 w The protection of Lake Winnemissett as a valuable asset shall be accomplished through wetland protection, wetland buffers, and stormwater runoff filtration.

f14.3.8 w All landscaping plans shall be required to utilize water-efficient landscaping techniques. Water-efficient landscaping techniques include the utilization of plants indigenous to the subject physiographic area of Volusia County, Florida-friendly landscape, strategic locations of plants, water-efficient irrigation systems, water reuse systems, and maintenance



of native vegetation stands.

OBJECTIVE:

f14.4 w Promote cooperation and coordination between governmental jurisdictions and agencies when reviewing development proposals.

POLICIES:

f14.4.1 w The City of DeLand shall, in cooperation with Volusia County and the Florida Department of Transportation, evaluate the impacts of specific land development proposals upon the existing and future plans for the roadway network and access management within the State Road 44 corridor. Development shall be designed to protect land critical for future roadway and intersection improvements.

f14.4.2 w The Future Land Use Map serves as a guide in locating land uses. Public facilities and support uses are not shown on the map, but they may be allowed under the various land use categories.

f14.4.3 w The City shall coordinate with County, State and Federal agencies to ensure the property owners provide the proper management of listed species occurring within the LWGC.

f14.4.4 w In the event that the School District reports that there is not adequate school capacity to serve a proposed increase in residential density then the City shall not approve the rezoning unless and until such time as the School District can issue a finding that adequate school capacity will exist.

f14.4.5 w In order to ensure fiscal neutrality and to issue a finding that adequate school capacity will exist the School Board reserves the right to condition



a finding of adequate school capacity on the Developer's ability to ensure that adequate school capacity can be timely planned and constructed to serve the anticipated students. The School District will require terms and conditions for such an agreement. The Developer's commitment to fund adequate school capacity will be set forth in a development agreement between the developer and the School District.

f14.4.6 w

In order to delay the school capacity determination until a residential development is proposed in the new Local Plan, Lake Winnemissett Gateway Corridor; the plan is limited to only 480 multi-family dwelling units, unless the Local Plan is amended and a school capacity agreement is approved between the School Board and the developer.

OBJECTIVE:

f14.5 w

Provide for the correction/mitigation of projected roadway level of service deficiencies.

POLICIES:

f14.5.1 w

In conjunction with affected landowners, local governments and Florida Department of Transportation; the City of DeLand shall assure that necessary_transportation improvements for the thoroughfares/roadways identified in the original Traffic Impact Analysis for the combined PD's of Twelve Oaks and Royal Oaks (as amended) are re-evaluated to determine appropriate mitigation. The specific segments that need to be re-evaluated are:

Kepler/MLK from US 92 to SR-472

Beresford from Blue Lake to SR-44 (extension)

US 92 from Woodland to Kepler



SR-44 from Voorhis to I-4

Summit from SR-44 to I-4

Blue Lake from Plymouth to SR-44

f14.6.2 w Once the total number of new, external, daily trips being generated from all new development with a Gateway land use designation exceeds 1,000 trips, an updated TIA per the River to Sea TPO Guidelines for a Transportation Impact Analysis must be prepared and submitted to the City for the entire LWGC. After completion of the updated TIA, the Comprehensive Plan will be reviewed to determine if an amendment is appropriate to incorporate the results.

f14.6.3 w Development shall be monitored and transportation impacts addressed through individual Planned Developments consistent with the LWGC Plan policies.

f14.6.4 w Below are the maximum, estimated trips that may be generated by lands with a Gateway land use designation as derived from the non-residential component of the initial Royal Oaks PD and Twelve Oaks PD Traffic Analysis prepared by Traffic Planning and Design (1992). These maximum estimated trips shall serve as a cap for development for lands designated as Gateway until an updated TIA has been prepared and approved. Development shall not be permitted to exceed the following trip cap until and unless an updated TIA has been reviewed and approved by Volusia County, City of DeLand, and-FDOT.

Total Trips - 51,075

f14.6.5 w Beresford Avenue is to be extended from Blue Lake Avenue to SR 44 to reduce the amount of traffic on SR 44. The final alignment is to be



determined through a cooperative agreement between the River to Sea Transportation Planning Organization, City of DeLand, Volusia County and FDOT.

f14.3.6.6 w

The Construction of Beresford Avenue is critical to the proper maintenance of traffic in the LWGC area. Until construction of the Beresford Avenue extension has commenced, traffic impacts from the LWGC shall not exceed 25,537 gross external daily trips. This requirement shall be revisited and potentially updated with the submission of the required Traffic Impact Analysis for the entire LWGC as specified in Policy f14.6.2 w.

OBJECTIVE:

f14.7 w

Promote development and programs which are designed to alleviate traffic congestion.

POLICIES:

f14.7.1 w

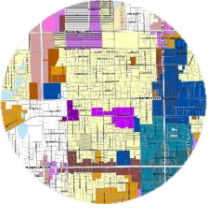
The LWGC shall be developed consistent with the Mixed-use Overlay of the Multi-modal Transportation Plan contained in the Transportation Element.

f14.7.2 w

Mixed use buildings and projects shall be encouraged within a development in order to promote internal trip capture.

f14.7.3 w

Site planning/design for proposed projects shall, as a condition of approval by the City, facilitate and encourage the internal movement of mass transit vehicles, if the size/intensity of the proposed development warrants such considerations, or provide pedestrian connections to the local road network.



- f14.7.4 w Commercial development which demonstrates appropriate pedestrian linkages, internal trip captures, and reduced impact on thoroughfare roads shall be encouraged.
- f14.7.5 w Encourage beneficial development patterns during the development review process whenever practical, so that complementary uses can be located in close proximity to facilitate walking, bicycling or the use of local but not thoroughfare roads for auto trips from home to work to dining.
- f14.7.6 w Encourage convenient pedestrian and local road access from lodging facilities to restaurants.
- f14.7.7 w Residential development adjacent to a school site will ensure public access, including vehicular, bicycle and pedestrian traffic, will be integrated between the school and the residential community.



FUTURE LAND USE MAP

The Future Land Use Map is actually made up of a series of maps. The individual maps that make up the map series are as follows:

1. Future Land Use Map
2. Historic District and Buildings
3. Potable Water Wells and Wellhead Protection Areas
4. Water Bodies and Wetlands
5. Soil Limitations
6. Floodplain
7. Southwest Activity Center (Local Plan)
8. Lake Winnemissett Gateway Corridor (Local Plan)

The official City of Deland Future Land Use Map, at a scale of 1-inch equals 1,000 feet, is located in the Planning Department, 120 South Florida Avenue, DeLand, Florida 32720. The official map shall be used to interpret or assist in the interpretations of the Comprehensive Plan. The official Future Land Use Map is incorporated in this Ordinance by reference.

The official Future Land Use Map is not a zoning map. Within each category on the Future Land Use Map, numerous land uses, zoning districts, and housing types may occur. The official Future Land Use Map may be interpreted only as provided in the Comprehensive Plan text. That text provides necessary definitions and standards for allowable land uses, densities or intensities of use for each map category. That text must be consulted in its entirety in interpreting any one map category and no provision shall be used in isolation from the remainder.

Nothing on the official Future Land Use Map shall guarantee the achievement of development potential under any future land use category shown on any property. The right to develop property for a particular density or intensity is not provided by this map. Such right can only be obtained through the issuance of applicable development orders.



Chapter 2

Transportation Element

CHAPTER 2

TRANSPORTATION ELEMENT

Goals, Objectives, and Policies



INTRODUCTION

The following section presents the Goals, Objectives, and Policies for the City of DeLand Transportation Element.

For informational purposes, a goal is a generalized statement of a desired end state toward which objectives and policies are directed. Objectives are statements, more specific in nature, which further define the City's goals. Objectives should be formulated in a way that permits the determination of policies and programs which lead to their attainment. Finally, policies relate to general courses of action which promote the achievement of a particular objective and ensure plan implementation. The formulation of policies requires the integration of goals and objectives with sound planning principles.

Two separate documents have been prepared to support this Transportation Element. The first, entitled *City of DeLand 2020 Comprehensive Plan Update: Technical Support Documentation for the Transportation Element*, dated April 7, 2009, provides the detailed review and analysis of the existing and future transportation system in the City of DeLand that supports the Goals, Objectives, and Policies of the Transportation Element. This Technical Support Document also provides the analysis and map series requirements included under Section 163.3177, Florida Statutes.

The second, entitled *The City of DeLand Multimodal Transportation Plan Strategies Technical Memorandum*, January 2012, was prepared to support the development of an integrated land use and transportation policy framework that seeks to incentivize a sustainable development pattern and provide multimodal transportation options for residents, employees, and visitors.

GOALS, OBJECTIVES, AND POLICIES

GOAL t-1: Develop an integrated multimodal transportation system that meets or exceeds the City's existing and future transportation needs through the next 10 and 20 years respectively.



OBJECTIVE:

- t1.1 DeLand shall implement programs to provide a safe, convenient, and energy efficient multimodal transportation system.

POLICIES:

- t1.1.1 Develop and continuously update a Citywide five-year multimodal transportation capital improvements plan that prioritizes needed transportation improvements as part of an overall 10 and 20-year multimodal transportation funding strategy, consistent with the River to Sea Transportation Planning Organization's 5-year Transportation Improvement Plan (TIP).
- t1.1.2 DeLand has adopted the road classification of Volusia County which uses the Federal Functional Classification criteria to functionally classify all roads.
- t1.1.3 Coordinate and cooperate with the Florida Department of Transportation (FDOT) to control access to the State thoroughfare system in order to facilitate the efficient flow of traffic and to optimize the State thoroughfare system capacity.
- t1.1.4 The *City of DeLand Multimodal Plan* (January 2012) to provides strategic guidance for multimodal planning within the City of DeLand. Multimodal transportation strategies within this Plan should be reviewed on an annual basis and incorporated into projects within the City's Five-Year Capital Improvements Program (CIP), as appropriate.
- t1.1.5 Work with the appropriate governmental agencies on an annual basis to prepare engineering and feasibility studies for all projects identified in the Five-Year CIP and Ten-Year Capital Funding Strategy.



- t1.1.6 Prioritize improvements which will directly benefit City residents and businesses.
- t1.1.7 Protect the use of the Strategic Intermodal System (SIS) for regional and intrastate travel by participating in the development of strategies that facilitate travel on alternatives to the SIS and emerging SIS to protect its interregional and intrastate travel.
- t1.1.8 Establish an access management plan that controls the connections and access points of driveways to roads on the City's thoroughfare system.
- t1.1.9 ~~Require, through~~ Review the City's Land Development Regulations (LDR) and require, that new residential development include an interconnected system of collector streets in their development plans that considers access and compatibility to adjacent parcels and stub streets that connect to adjacent undeveloped parcels.
- t1.1.10 Require, through the City's LDRs, that new subdivisions be designed so that all individual lots have access to the internal street system and peripheral lots adjacent to the thoroughfare system will be buffered to prevent vehicular access.
- t1.1.11 Maintain and update land use regulations that promote the safe and efficient movement of pedestrians and bicyclists within all new development proposals.
- t1.1.12 Continue to coordinate and participate with Volusia County and ~~the Volusia County~~ River to Sea Transportation Planning Organization (TPO) planning process regarding ~~in~~ the implementation of the DeLand area bicycle and pedestrian systems plan.



- t1.1.13 Participate and work with the ~~Volusia County~~ River to Sea TPO and VOTRAN, Volusia County's Public Transportation System, to develop numerical indicators against which the achievement of the multimodal transportation goals of the community can be measured, such as: volume to capacity ratios on bus routes, modal split, annual transit trips per capita, and automobile occupancy rate.

OBJECTIVE:

- t1.2 Continue to coordinate local transportation system plans with the plans and programs of the ~~Volusia County~~ River to Sea TPO, the 2025 Florida Transportation Plan, and the Florida Department of Transportation's (FDOT)'s Adopted 5-year Work Program.

POLICIES:

- t1.2.1 Coordinate transportation planning efforts with appropriate municipalities, the County, the ~~Volusia County~~ River to Sea TPO, and the State.
- t1.2.2 Coordinate the development and maintenance of the City's transportation system with the FDOT, the ~~Volusia County~~ River to Sea TPO, and Volusia County to facilitate a coordinated system of arterials, collectors, local streets, public transportation, and bicycle/pedestrian network.
- t1.2.3 Maintain representation on the ~~Volusia County~~ River to Sea TPO Board and Technical Coordinating Committee (TCC).
- t1.2.4 Coordinate with Volusia County regarding the designation of truck delivery routes resulting from the County's ~~ongoing~~ completed Freight Movement and Goods Study.



GOAL t-2: Seek funding to implement the capital and operating costs associated with the City Multimodal Transportation Plan.

OBJECTIVE:

t2.1 DeLand shall establish an implementation program for the provision and maintenance of planned multimodal transportation projects by ensuring the needs are financed in an effective, efficient, and equitable manner.

POLICIES:

t2.1.1 Provide for the timely maintenance and repair of deteriorating multimodal transportation facilities by encouraging adequate financing at all jurisdictional levels.

t2.1.2 Work with County and State officials, to obtain funds for right-of-way and/or funds for right-of-way acquisition and multimodal transportation improvements.

t2.1.3 Work with developers as well as County and State officials in identifying capital transportation improvements that will address existing and future deficiencies on the City of DeLand multimodal transportation network.

t2.1.4 Initiate and participate in discussions with Volusia County and other municipalities to develop an appropriate countywide funding sources (e.g., local option gas tax, local option sales tax, multimodal fee, grants, and other sources) to support the capital and operating costs of multimodal infrastructure.

t2.1.5 ~~By 2015, initiate a program~~ Review programs to appropriate a portion of the local option gas tax to be determined by the City Commission during the annual budget



review to fund multimodal transportation capital projects for the purpose of improving local traffic movements, promoting economic development, providing alternative means of transportation (e.g., transit, bicycle, and pedestrian facilities), safety measures (such as signalized intersections and vehicular impediments), or to provide matching funds for a related state, federal, or private grant.

t2.1.6 Ensure the transportation impact of new development is mitigated.

GOAL t-3: Achieve desired integration of land use and multimodal transportation options through the creation of an incentive-based program that encourages mixed-use and multimodal supportive development in the designated overlay areas.

OBJECTIVE:

t3.1: Create variations in the Development Review Process that incentivize desired development types within the Mixed-Use and Multimodal Supportive Overlays.

POLICIES:

t3.1.1 ~~Identify, by July 2014, traffic volume thresholds within the Mixed-Use and Multimodal Supportive Overlays where conforming development that is projected to generate fewer net new trips than the threshold will be pre-approved for transportation impacts. Conforming development projected to generate greater net new trips than the identified threshold will be required to conduct a Congestion Safety Analysis. The purpose of a Congestion Safety Analysis is to address safety and intersection congestion issues in the surrounding area, as well as emphasizing the use of alternative modes to alleviate identified issues.~~

t3.1.2 ~~Until such time that Policy t3.1.1 is implemented, maintain a concurrency program for proposed development anticipated to exceed 1,000 daily trips and requiring a Transportation Impact Analysis (TIA). The TIA is to be conducted~~



~~using the methodology approved by the Volusia County TPO. The impact analysis is to assess available capacity for functionally classified roads within the designated impact area. Maintain the City's concurrency management program by monitoring development's transportation impacts on the City's thoroughfare roadway system. All development and Planned Development (PD) applications shall require a Transportation Impact Analysis (TIA) and mitigation, if deemed required by the River to Sea TPO TIA Guidelines.~~

t3.1.3 ~~By July 2014, the~~ The City shall evaluate its transportation concurrency process and procedures to determine appropriate changes to implement the City's Mixed-Use and Multimodal Supportive Overlays and address multimodal traffic impacts within the city limits, ~~concurrent with the implementation of Policy t3.1.1.~~

t3.1.4 Re-evaluate, at least every five years, the LOS on state, county, and city road segments ~~of~~ within the City of DeLand road network where the AADT is currently, or projected to meet or, exceed 90-percent of maximum capacity, based on data within the Volusia County Traffic Engineering Division's Annual Average Daily Traffic (AADT) spreadsheet. ~~the 2010 LOS analysis provided in the City's Multimodal Transportation Plan.~~ This reevaluation also should assess any development review thresholds in place within the Mixed-Use and Multimodal Supportive Overlays, as well as assist the City in monitoring and refining land use and multimodal travel strategies.

OBJECTIVE:

t3.2 For development that is subject to a TIA, DeLand will ~~establish~~ use Level of Service (LOS) standards reflected in Volusia County's AADT spreadsheet and consistent with the River to Sea TPO's TIA Guidelines. ~~That are maintainable through the cost affordable five-year CIPs of the FDOT, the Volusia County TPO,~~



~~Volusia County, and the City.~~ DeLand will coordinate with FDOT on SIS facilities and with Volusia County on county facilities.

POLICIES:

t3.2.1 Upon adoption of this Element, the minimum peak hour LOS standards for the City of DeLand road network, unless otherwise noted, are:

Facility Type	Level of Service Standard
SIS Facilities (Freeway):	D (C)
Non-SIS State Facilities:	E <u>D</u>
Arterials:	E
Collectors:	E

Per the 2045 River to Sea TPO Long Range Transportation Plan, within and adjacent to the City, ~~t~~The following road segments are projected to operate as deficient before or by ~~2020~~2045; ~~based on the adopted Level of Service Standards at the time the 2010 LOS analysis was completed for the City of Deland Multimodal Transportation Plan.~~

- ~~• US 17/92: SR 44 to Plymouth Ave.~~
- ~~• SR 44: Hill Ave. to Summit Ave.~~
- US 17/92: SR 11 to US 92 (FDOT)
- US 17/92: Plymouth Ave to Wisconsin Ave (FDOT)
- US 17/92: Euclid Ave to Beresford Ave (FDOT)
- US 17/92: Taylor Road to SR 472 (FDOT)
- SR 44: Summit Ave to Garfield Ave (FDOT)
- SR 44: SR 15A to Lake County (FDOT)
- SR 15A: US 92 to S. Taylor Road (FDOT)



- SR 15A: Adelle Ave to Clara Ave (FDOT)
- Orange Camp Road: Blue Lake Ave to Martin Luther King Jr. Blvd (VC)
- Martin Luther King Jr. Blvd: Beresford Ave to Taylor Road (VC)
- Martin Luther King Jr. Blvd: Orange Camp Road to SR 472 (VC)
- Beresford Ave: Blue Lake Ave to Hill Ave (VC)
- Beresford Ave: Martin Luther King Jr. Blvd to Summit Ave (VC)
- Blue Lake Ave (Beresford Ave to Elizabeth Road (VC)
- Hazen Ave: Plymouth Ave to Minnesota Ave (VC)
- Amelia Ave: Minnesota Ave to Ohio Ave (DeLand)
- Marsh Road: US 92 to Carter Rd (VC)
- Florida Ave: Minnesota Ave to Wisconsin Ave (DeLand)

The City recognizes funding, policy, or physical constraints prohibit a reasonable expectation for expansion of some these facilities and that limited congestion is anticipated as growth occurs. The City also recognizes the value of the urban core area's grid roadway network that guarantees connectivity and multiple travel route option that provide motorists alternative routes around congested roads and signalized intersections. ~~Since expansion of these facilities is not anticipated, a LOS standard is provided that allows for maximum traffic volumes that would reasonably equate to two hours of traffic congestion. This LOS standard, referred to as a Duration of Congestion Standard, is based on the expectation that when the Average Annual Daily Traffic (AADT) of the facility exceeds the available Service Capacity at the adopted LOS standard by 20 percent (producing a daily volume to capacity, or v/c ratio of 1.2), up to two hours of daily total traffic congestion is anticipated to occur.~~ The City will participate in the upcoming 2050 Long Range Transportation Plan. Based on the analysis and results, the City will update its transportation element and devise a long-term plan to evaluate and



enhance residents' future mobility and access.

Facility	Facility Capacity ⁽¹⁾	Level of Service Standard (Capacity x 1.2)	For Reference: 2013 AADT ⁽²⁾	For Reference: 2020 AADT ⁽³⁾
US 17/92: SR 44 to Plymouth Ave.	15,960	19,150	16,400	17,900
SR 44: Hill Ave. to Blue Lake Ave.	16,500	19,800	13,600	14,500
SR 44: Blue Lake Ave. to Kepler Rd.	17,330	20,800	16,700	17,900
SR 44: Kepler Rd. to Summit Rd.	16,500	19,800	16,700	17,900

(1) — FDOT Generalized Service Capacity (based on LOS D)

(2),(3): FDOT Level of Service Spreadsheet (April 2013)

t3.2.2 ~~By July 2014,~~ Following the adoption of the River to Sea TPO's 2050 Long Range Transportation Plan, the City of DeLand will adopt transit, pedestrian, and bicycle quality of service standards, guidelines, or minimum requirements within the Mixed-Use and Multimodal Supportive Overlays.

t3.2.3 The City shall coordinate with Volusia County, VOTRAN, and the ~~Volusia County~~ River to Sea TPO concerning all multimodal transportation projects planned to be designed or constructed in the cost-feasible five-year plans of these agencies.

OBJECTIVE:

t3.3 Develop a Development Review Process to ~~determine~~ document if traffic from a proposed specific development projects is projected to generate more than 100 peak-hour or 1,000 net new daily trips, which triggers the need for a Transportation Impact Analysis. ~~meets the adopted minimum LOS standard.~~



POLICIES:

- t3.3.1 Produce, ~~on an annual basis~~, an updated Transportation Management System Report, ~~which shall be the basis for transportation reviews under Policy 3.1.2 until the next annual report is completed.~~ That monitors roadway level of service in the City.
- t3.3.2 Require a transportation impact analysis (TIA) ~~to be conducted using the methodology approved by the Volusia County MPO's TCC~~ for all development projects within the city that are projected to generate 100 or more net peak-hour or more than 1,000 or more net new daily trips. All TIA's must be completed following the latest version of the River to Seat TPO TIA Guidelines. Per these guidelines, the Planning Director has the authority to request a TIA or specific traffic study for any proposed development that presents a specific transportation or traffic safety concern.
- t3.3.3 For the purpose of determining impacts to the transportation system when development is subject to a TIA, DeLand shall include all capacity related transportation network system improvements which are scheduled to be in place or under actual construction in the City's Five-Year CIP not more than three years after the issuance of the Certificate of Occupancy. The City's Five-Year CIP may recognize and include transportation projects included in FDOT's Five Year Work Program or the five years of the applicable, adopted Volusia County CIP in the inventory of existing facilities and shall consider the planned capacity as existing, per Rule 9J-5-0055 (3)(c)(2), FAC.
- t3.3.4 As determined by a TIA, require developers to either provide proportionate fair-share funds, calculated in accordance with the City's adopted Proportionate Fair-Share Ordinance, or construct needed multimodal transportation improvements



directly related to their projects with emphasis given to user-based financing.

- t3.3.5 Work with Volusia County and other jurisdictions, as necessary, regarding the coordination of ~~proportional~~ proportionate fair-share payments for impacts from developments in adjacent jurisdictions.

GOAL t-4: Achieve desired design standards for roadways within the City.

OBJECTIVE:

- t4.1 Incorporate policies into the Comprehensive Plan that ensure compatible roadway design standards and protect future rights-of-way needed for transportation improvements from future building encroachments.

POLICIES:

- t4.1.1 Roadway design standards, at a minimum, should be in accordance with design standards compatible with FDOT design standards as established by the City Engineer.
- t4.1.2 Review and implement, where feasible “complete streets” standards in the LDRs that are designed to make streets more connected, walkable, and safe. The feasibility of a “complete streets” program should be reviewed in conjunction with the development of standards and definitions for the Multimodal Supportive and Mixed-Use Overlays.
- t4.1.3 Where possible, limit direct access from residential parcels to arterial streets.
- t4.1.4 Require all developer-constructed roadway improvements to meet the established



minimum design standards.

- t4.1.5 On arterial and collector roadways, Implement operational and intersection improvements, e.g. curb cut reductions, turn laneage, cross access agreements, striping, signage, and continuous turn lanes, to ensure smooth traffic flow through congestion points and to maximize existing system capacity.
- t4.1.6 Emphasize coordinated and synchronized signalization improvements to promote efficient traffic flow.
- t4.1.7 Implement measures to protect the lives and safety of pedestrians and motorists by designing and upgrading systems to reduce conflicts and hazardous conditions.
- t4.1.8 Develop and periodically review measures for the acquisition, preservation, and protection of existing and future transportation rights-of-way and corridors in this Element.
- t4.1.9 Develop and periodically review land development regulations designed to protect existing rights-of-way necessary for the transportation network system.

GOAL t-5: Integrate transportation and land use planning efforts.

OBJECTIVE:

- t5.1 Continue to coordinate the transportation system with the Future Land Use Element to ensure compatibility between land uses and the thoroughfare system necessary to support it.



POLICIES:

- t5.1.1 Emphasize the residential characteristics of neighborhoods through the utilization of transportation planning and context sensitive design techniques as included in the City's LDRs.
- t5.1.2 Evaluate and implement techniques that, to the extent possible, minimize commercial and industrial traffic within residential neighborhoods while also allowing for internal connectivity to prevent unnecessary trips from impacting arterial and collector roads.
- t5.1.3 Utilize land use, zoning, and subdivision regulations to evaluate the location and design of all new roadway network facilities.
- t5.1.4 At the time of development review, the City shall use FDOT's standards to determine the location of driveways along state highways.
- t5.1.5 Encourage and incentivize land use densities and arrangements for proposed developments ~~which support~~ that result in demonstrated reduced travel demand, internal capture, shorter trip lengths, and balanced trip demand through transit-oriented and neo-traditional development design concepts. Monitor development trends and traffic service levels to ensure that development does not precede the provision of transportation facilities.
- t5.1.6 In addition to its functional and LOS classifications, the existing and ~~proposed~~ future year design of the City's multimodal transportation network's capacity and availability system shall be considered in the evaluation of proposed land use changes to determine the impacts that a land use change would have on the operation of the transportation network.



- t5.1.7 Encourage local planning efforts that emphasize the reduction of vehicle miles of travel and greenhouse gas emissions and promote energy efficient land use patterns.
- t5.1.8 Maintain land use regulations which will provide for the safe and efficient movement of local traffic and will discourage through traffic on residential streets; however, ensure internal access and connectivity are not severed, which would result in unnecessary impacts to arterial and collector roads.
- t5.1.9 Continue to implement Smart Growth tools and principles.~~The City of DeLand, as a member of the Volusia Council of Governments (VCOG), is committed to the use of acceptable smart growth tools and supports VCOG in its development of a Countywide Smart Growth Plan.~~
- ~~t5.1.10 The City shall adhere to applicable Volusia Growth Management Commission conditions regarding traffic (per Resolution 93-04) related to LU-92-09-08 and LU-94-01-01 (Delfa Development Property).~~
- t5.1.11 Coordinate with Volusia County ~~regarding the countywide Thoroughfare Plan to~~ ensure adequate rights-of-way are available for future ~~transportation needs~~county thoroughfare roadways.

GOAL t-6: Develop an integrated multimodal transportation system within and to the established downtown area.

OBJECTIVE:

- t6.1 Improve the traffic and pedestrian circulation system in the downtown, as well as provide adequate parking.



POLICIES:

- t6.1.1 Provide appropriate traffic control devices which are integrated with design of the downtown and which will improve traffic accessibility and internal circulation.
- t6.1.2 Continue to provide adequate parking for downtown development by reserving core parking for short-term (less than two hours) parking and provide for commuter (day-long) parking on the perimeter of the downtown, as well as coordinate with VOTRAN in the review of the feasibility of providing satellite parking facilities with shuttle service to the downtown area, as necessary.
- t6.1.3 Provide for persons with disabilities in the design of all future parking and circulation system elements consistent with all applicable state and federal laws.
- t6.1.4 Update the 2007 Downtown Parking Study, and Establish and periodically review measures for ensuring that the downtown parking supply continues to be adequate, ~~based on the results of the 2007 Downtown Parking Study.~~
- t6.1.5 Develop and implement a transportation system that can be modified as needed to meet new or changing demands for transportation service as they arise.
- t6.1.6 Explore the development of a Private Parking Space Incentive Program to encourage development that supports multimodal transportation options and discourages reliance on travel by single-occupant vehicle within the downtown area.

GOAL t-7: Encourage alternative modes of transportation to single occupant vehicles that



reduce vehicle miles of travel and establish energy efficient land use standards.

OBJECTIVE:

- t7.1 Promote increased opportunities for public transportation, bicycle, and pedestrian circulation systems through the Goals and Strategies established in the City's Multimodal Transportation Plan.

POLICIES:

- t7.1.1 Implement the City's Multimodal Transportation Plan in coordination with the ~~Volusia County~~ River to Sea TPO's Bicycle and Pedestrian Plan, with priority placed on constructing bicycle and pedestrian paths connecting educational, recreation, and other major facilities.
- t7.1.2 Require sidewalks in new developments and promote the construction of sidewalks in existing areas where sidewalks presently do not exist, with priority given to linking neighborhoods to schools and community shopping facilities.
- t7.1.3 Provide for proper maintenance of existing and future sidewalks in accordance with the City's Multimodal Transportation Plan and that future sidewalks, either built in conjunction with roadway projects or stand-alone sidewalk projects, are connected with schools, parks, key business areas, community centers, and downtown within residential neighborhoods.
- t7.1.4 Encourage transportation demand management strategies, such as ridesharing, flexible working hours, and transportation system management strategies, such as signal optimization and cost-effective intersection improvements. For businesses or industrial operations that participate in ridesharing and staggered work-hour programs, required parking space numbers and sizes shall reflect those programs and create disincentives for single-occupancy automobile usage.



- t7.1.5 Encourage public and private efforts to continue utilization of VOTRAN's rideshare program for DeLand residents that commute to either Daytona Beach or Orlando.
- t7.1.6 Utilize land use, zoning, subdivision regulations, and other applicable regulations to coordinate the location and design of all new bicycle and pedestrian facilities.
- t7.1.7 Explore opportunities to encourage SunRail ridership for the newly-constructed SunRail Station. ~~Continue to support the construction of the commuter rail approved by the Volusia County Council on July 31, 2007.~~
- t7.1.8 Coordinate with FDOT, VOTRAN, and Volusia County to conduct a study that determines the most feasible method and route for connecting downtown DeLand and the SunRail station.
- t7.1.9 Coordinate with FDOT to establish measures for the acquisition and preservation of future public transportation right-of-way and exclusive public transportation corridors, as appropriate, related to the regional commuter rail system in Volusia County.
- t7.1.10 ~~Periodically~~ Evaluate the need for a downtown circulator trolley to alleviate travel on congested roads through the downtown area.

OBJECTIVE:

- t7.2 DeLand shall coordinate with and assist the ~~Volusia County~~ River To Sea TPO, VOTRAN, and the FDOT to provide efficient public transportation infrastructure support and services based upon existing and proposed major trip generators and



attractors, safe and convenient public transportation terminals, land uses, passenger amenities, and accommodation of the special needs of the transportation disadvantaged.

POLICIES:

- t7.2.1 DeLand shall coordinate with the ~~Volusia County~~ River to Sea TPO to ensure that the provision of public transportation is considered in lieu of or part of major transportation construction projects.
- t7.2.2 Continue to promote the DeLand Intermodal Transportation Facility as a key facility for providing connections to local public transportation service, trolley service, a satellite parking facility, a destination for the DeLand bikeway system, as well as providing other services to the community.

OBJECTIVE:

- t7.3 DeLand shall establish long-term goals to enhance the presence and interconnectivity of bicycle, pedestrian, and transit networks throughout the City.
- t7.3.1 Establish the following long-term multimodal transportation performance measure regarding pedestrian facilities: Achieve, by 2035, an interconnected sidewalk system that provides continuous coverage of sidewalk facilities on 100% of arterial and collector roadways determined appropriate for inclusion in the sidewalk network. For sidewalk needs on County arterial roads, the City shall coordinate with Volusia County to accomplish these projects.
- t7.3.2 Establish the following long-term multimodal transportation performance measure regarding bicycle facilities: Achieve, by 2035, an interconnected bicycle network that provides continuous bicycle facility coverage on 100% of arterial



roadways or parallel routes. For bicycle facility needs on County arterial roads, the City shall coordinate with Volusia County to accomplish these projects.

t7.3.3 Establish the following long-term multimodal transportation performance measure regarding transit facilities: Achieve, by 2035, covered transit shelters at 20 percent of bus stops along transit routes in the city and ADA accessible stops with benches at 100 percent of bus stops along transit routes in the city. The City shall coordinate with Volusia County and VOTRAN to accomplish these projects.

t7.3.4 Establish the following long-term multimodal transportation performance measure regarding transit facilities: Achieve, by 2035, increased service frequency on transit routes in the city, targeting 15-30 minute headways on 100% of transit routes, with higher frequencies during peak commuting hours. The City shall coordinate with Volusia County and VOTRAN to accomplish these improvements.

~~**GOAL t8:** Establish Objectives and Policies which address specific conditions resulting from individual Future Land Use Map amendments.~~

OBJECTIVE:

~~t8.1 Establish policies which address the Volusia Growth Management Commission conditions regarding traffic per Resolution 93-04 (LU-92-09-08 and LU-94-01-01 –Delfa Development Property).~~

POLICIES:

~~t8.1.1 Prior to commencement of development described in Phases 2 and 3 of the development addressed in LU-92-09-08, identified in VGMC Case 93-20(LU-92-~~



~~09-08), the City shall submit a monitoring/modeling program for the Royal Oaks and Twelve Oaks Planned Developments. This study shall be developed jointly by the City of DeLand, Volusia County and the Volusia Growth Management Commission. If the parties cannot agree as to the methodology of the monitoring/modeling study, the Commission shall be final arbiter.~~

~~t8.1.2 Regarding the monitoring/modeling study referred to in 8.1.1 above, the following thresholds shall be used as the basis to determine when the monitoring/modeling is required:~~

TABLE A

Phasing Threshold

End of Phase	Daily External Trips Per Phase	Cumulative Daily External Trips
1	6,894	6,894
2	14,560	21,454
3	20,074	41,528

OBJECTIVE:

~~t8.2 Establish policies which address the Volusia Growth Management Commission conditions regarding traffic per Resolution 09-XX (LU 09-1 Miller Property).~~

POLICIES:

~~t8.2.1 Limit the combined daily net external trips for parcels 7005-00-00-0162 and 7005-00-00-164 to 1,826 vehicles per day, which represents the maximum trip generation potential for these same parcels under the County's existing future land~~



~~use category. This trip cap shall be eliminated when one of the following has occurred that results in an acceptable LOS for US 17/92:~~

- ~~(1) FDOT's emerging Strategic Intermodal System designation is moved from U.S. 17/92 to S.R. 15A at which time the LOS standard for S.R. 15A shall be "C" based on Policy 3.1.1 and the LOS standard for U.S. 17/92 shall be based on Policy 3.1.8.~~

~~and/or;~~

- ~~(2) the City adopts/establishes a Transportation Concurrency Exception Area, a Multimodal Transportation District, or Transportation Concurrency Management Area within which U.S. 17/92 from Euclid Avenue to Plymouth Avenue is included.~~

OBJECTIVE:

- ~~t8.3 Establish policies which address the Volusia Growth Management Commission conditions regarding traffic, per Resolution 09-XX (LU-07-55 DeLand Crossing).~~

POLICIES:

- ~~t8.3.1 The City shall limit the combined daily net external trips for parcels 7005-03-00-0060 to 3,378 vehicles per day, which represents the maximum trip generation potential for this parcel under the County's existing future land use category.~~
- ~~t8.3.2 If the City adopts or establishes a Transportation Concurrency Exception Area, a Multimodal Transportation District, or Transportation Concurrency Management~~



~~Area the trip cap may be eliminated through an amendment to the Comprehensive Plan that illustrates an acceptable LOS can be maintained.~~

GOAL t-9: Provide the public with safe, efficient, and adequate aviation facilities that are compatible with the surrounding land uses.

OBJECTIVE:

t9.1 Provide aviation facilities that are expanded in a manner consistent with the adopted goals, objectives, and policies of the Future Land Use, Conservation, and Transportation Elements of the City's Comprehensive Plan.

POLICIES:

t9.1.1 Require, before approval of any proposed development order for the expansion and operation of any airport, that a review of relevant sections of the Comprehensive Plan, including the Future Land Use, Conservation, and Transportation Elements, will be performed for conformance.

t9.1.2 Ensure that expanded aviation facilities operate in a manner which does not result in above-average noise and vibration impacts for a facility of equivalent size, operational, and locational characteristics.

t9.1.3 Minimize the adverse structural and non-structural impacts to adjacent environmentally sensitive land, resources, or land uses caused by the expansion of the DeLand Airport.

t9.1.4 Ensure that natural resources are protected and conserved within existing and future aviation facilities consistent with the Conservation Element.



OBJECTIVE:

t9.2: Establish and maintain a surface transportation system which services the DeLand Airport in conformance with the traffic circulation system.

POLICIES:

t9.2.1 Coordinate with the ~~Volusia County~~ River to Sea TPO and FDOT to seek ways to integrate the various modes of transportation, including aviation, transit, and private automobiles.

t9.2.2 Require the provision of concurrent roadway improvements to the roadway system serving the DeLand Airport so as to meet or exceed adopted roadway LOS standards contained in this Element.

OBJECTIVE:

t9.3 Coordinate expansion of existing airports with the airport facilities' provider; the continuing Florida aviation-system-planning process; the ~~Volusia County~~ River to Sea TPO's Transportation Improvement Program; FDOT's Five-Year Work Program; the budgets of the Federal Aviation Administration; and the plans of the U.S. Army Corps of Engineers and other military services as appropriate.

POLICIES:

t9.3.1 Require that all capital improvements associated with the expansion of aviation facilities in the City be consistent with the Volusia County TPO's transportation plan, FDOT's work program, the City's Capital Improvements Element, and other agency budgets.



- t9.3.2 Periodically review and update the City of DeLand Airport Master Plan to ensure consistency between applicable City, County, and State plans.

OBJECTIVE:

- t9.4 The City shall maintain comprehensive land use regulations for lands surrounding the DeLand Municipal Airport, so as to prohibit incompatible land uses.

POLICIES:

- t9.4.1 Continue to monitor development in and around the DeLand Municipal Airport to protect from encroachment by incompatible land uses (e.g., excessive structure height, high-density development, or noise-sensitive uses) within the Airport Hazard Area.
- t9.4.2 The Airport Hazard Area shall be delineated by the FAA Part 77 Height Contours (Imaginary Surfaces) map, which encompasses the combined extents of the established Horizontal and Conical Zones.
- t9.4.3 Review adopted airport protection and land use compatibility zoning regulations to ensure, at a minimum, compliance with the criteria set forth in §§333.03(1)(c) and 333.03(2) F.S.



FUTURE TRANSPORTATION MAP SERIES

The following maps make up the Future Transportation map series:

Map 2-1: Roadway Functional Classification

Map 2-2: Number of Lanes and Road Type

Map 2-3: Volusia County Level of Service (2020)*

Map 2-4: Evacuation Routes

Map 2-5: ~~Public Transportation System~~ Parking Facilities Downtown

~~Map 2-6: Intermodal Facilities~~

*new LOS map adopted



Chapter 3 Housing Element

CHAPTER 3 HOUSING ELEMENT

Goals, Objectives, and Policies



TABLE OF AMENDMENTS – HOUSING ELEMENT

~~EAR-Based Amendments~~ ~~Adopted by Ordinance No. 2009-37~~ ~~November 16, 2009~~

~~Updated Goals, objectives and policies as directed for EAR-based amendments~~

~~CYCLE 01-1~~ ~~Adopted by Ordinance No. 01-08~~ ~~April 2, 2001~~

~~Deleted Support Section from Comprehensive Plan.~~

~~CYCLE 98-2~~ ~~(DCA designation: 98-2ER)~~ ~~Adopted by Ordinance No. 98-06~~ ~~September 9, 1998~~

~~Added text regarding revisions in Chapter 163 concerning housing data~~

~~Replaced text relating to Table 1 due to replacement of table~~

~~Replaced tables 1, 2-4, 6, 8-10, 12, 13-16 with tables from the Affordable Housing Needs Assessment (AHNA), 1995 and updated supporting text.~~

~~Replaced Table 1A; added table to list in table of contents~~

~~Deleted Tables 5 & 7 and descriptive text~~

~~Revised text to reflect specified renter and owner occupied units~~

~~Updated Table 12A~~

~~Updated list of programs and types of group homes in DeLand~~

~~Revised text regarding Public Housing~~

~~Revised figure for units subsidized through Section 8~~

~~Revised text regarding housing need by income~~



~~Inserted Table 14A & 14B~~

~~Inserted Section D under II, and Tables 16 & 17, to address affordable housing needs~~

~~Revised Objective 1.8~~

~~Deleted “1990 Census data”; inserted “Affordable Housing Needs Assessment” under Policy 1.8.1~~

~~Renumbered all tables to account for deletions~~

~~Reformatted entire element due to switch in software~~

~~CYCLE 98-1 (originally CYCLE 97-1)~~
~~Adopted by Ordinance No. 98-07~~
~~March 16, 1998~~

~~Objective 1.1: Added reference to the Affordable Housing Needs Assessment (AHNA); deleted date~~

~~Reworded Objective 1.2 and revised the date~~

~~Objective 1.4-1.5: deleted dates~~

~~Deleted Objective 1.6 and subsequent policies; renumbered objectives accordingly~~

~~Objective 1.7: Deleted date; Deleted “a minimum of 200 additional lower income units are targeted for the 5 year period ending in 1995” and “during the 5 year period”; Added “continue to”~~

~~Objective 1.8: Added reference to the AHNA~~

~~Objective 1.9: Deleted date; added “and continually monitor.”~~

~~Objective 1.10: Added “consistent with Chapter 419, F.S.”~~

~~Objective 1.11: Revised date; Added reference to appropriate data sources~~



HOUSING ELEMENT

GOALS, OBJECTIVES AND POLICIES

INTRODUCTION

The purpose of the Housing Element is to ensure the provision of adequate, affordable and safe housing for the existing and future residents. The goals, objectives and policies support the quality of life and diverse community make-up for what makes the City of DeLand.

GOAL h-1: Ensure that a range of safe, sanitary, energy efficient and affordable housing is available to all the residents of the City of DeLand.

Objective h1.1: Periodically review Census housing data for the City of DeLand, projections from the Affordable Housing Needs Assessment and other appropriate data sources to help determine the eCity's housing needs and if the Housing Element accurately reflects the City's supply of affordable housing units.

Policy h1.1.1: Based upon the results of reviewing the housing data in the Affordable Housing Needs Assessment, revise the existing Housing Element to accurately reflect and address the City's affordable housing situation.



Policy h1.1.2: Seek options and alternatives to be made available to private developers that will serve as incentives for the provision of low- and moderate-income housing (~~i.e., density bonuses for low and moderate income units/set asides within new developments, reduce minimum unit size etc.~~).

Policy h1.1.3: Review local ordinances and practices to determine if streamlining the permitting process within the City for the development of housing will lower initial housing 'front-end' costs as well as costs borne by the applicants thereby make all housing available at lower costs.

Policy h1.1.4: Based upon demonstrated need, as shown in the Affordable Housing Needs Assessment, develop a comprehensive program including redevelopment of existing housing and new housing development, to increase the amount of affordable housing within the City. This program shall identify such practices -as streamlining the City's permitting process, waiving development application fees, implementing density bonuses, implementing unit/set asides, donating excess City land to private and nonprofit housing providers, promulgating less restrictive development standards, amending development regulations as necessary and other similar measures to achieve this goal.

Objective h1.2: Continually seek the elimination of all substandard housing within the City and reduce the number of substandard dwelling units within the City of DeLand in order to remain at or below the state average. Include the use of green building construction technology to make new structures more energy efficient.



- Policy h1.2.1: Work with the County to Ppursue all available state and federal funding sources allocated towards low_ and moderate_ income housing rehabilitation and utilize Energy Star Standards to increase energy efficiency.
- Policy h1.2.2: Continue to monitor any identifiable concentrations of substandard dwellings within the City and target those structures that are currently inhabited and in dire need of repair to ensure the safety of its residents. Code enforcement shall maintain up-to-date information in its database of structures with safety issues in order to help identify and prioritize where available funds should be used.
- ~~Policy h1.2.3: Provide assistance in the development of homeowner associations to encourage pride of "place" and/or ownership.~~
- Policy h1.2.34: The City of DeLand will continue to use the Florida Building Code as the primary guide in establishing standards for the quality of housing.
- Policy h1.2.45: Continue to utilize the City of DeLand Magistrate to enforce the Florida Building Code and eliminate substandard housing.
- Policy h1.2.56: All housing, except as exempted by the City's historic preservation ordinance, shall meet the minimum standards established by the Florida Building Code.
- Policy h1.2.67: DeLand shall conduct all condemnation and demolition proceedings in a timely manner.
-



- Objective h1.3: Ensure safe environments in all residential neighborhoods in the City.
- Policy h1.3.1: Promote the expansion of the 'Neighborhood Watch' program throughout the City.
- Policy h1.3.2: Based on availability of funding for capital improvements encourage the establishment of special assessment districts, and other such mechanisms, to fund specified capital improvements (i.e. lighting, etc.) and to identify trends and programs that will serve as a ~~deterrents~~deterrent to neighborhood crime.
- Policy h1.3.3: Continually coordinate with the Police Department on successful means to deter street crime and implement those measures as needed.
- Policy h1.3.4: Provide programs through the Police Department to educate citizens about ways to lessen the occurrence of crime.
-
- Objective h1.4: Protect established neighborhoods and historic structures and districts within the City.
- Policy h1.4.1: Utilize the DeLand Historic ~~DeLand~~ Preservation Board to disseminate information to residents both in and out of the historic district who may be interested in historic structure rehabilitation and/or placement on the National Register of Historic Places.



Policy h1.4.2: Maintain the list of historic structures within the City to ensure compliance with historic preservation measures when reviewing development proposals.

Policy h1.4.3: Promote the rehabilitation and adaptive reuse of historic homes through property tax credit inducements and the use of the historic tax exemption. Include the use of green building construction technology to make the structures more energy efficient.

Policy h1.4.4: Study the current land development regulations relating to the care and maintenance of neighborhoods within DeLand.

~~Policy h1.4.5: Provide programs through the police department to educate citizens about ways to lessen the occurrence of crime.~~

Objective h1.5: Ensure the inclusion of affordable housing units for senior citizens in City housing programs and initiatives.

Policy h1.5.1: Using projections of need for additional affordable housing for seniors as addressed in the housing needs assessment, promote the development of senior citizen multifamily housing (rental and/or ownership) through a joint effort of the City and the Volusia County Housing Finance Authority.

Policy h1.5.2: Using projections of need for additional affordable housing for seniors provide incentives for the development of affordable senior citizen housing.



Objective h1.6: The City of DeLand shall engage in activities which reduce the number of substandard housing units by aiding in the redevelopment and revitalization of neighborhoods identified as declining in property values or where a proliferation of substandard units is shown.

Policy h1.6.1: The City shall assure continued code compliance of the existing housing stock.

Policy h1.6.2: The City shall continue to monitor the housing stock for substandard properties and take actions necessary to bring the properties into compliance with current building codes including the use of green building construction technology to make the structures more energy efficient.

Policy h1.6.3: The City shall continue to participate in Volusia County's Community Development Block Grant program for funds to rehabilitate and revitalize declining neighborhoods. Utilize green building construction technology to help reduce greenhouse gas emissions.

Policy h1.6.4: The City shall conduct all condemnation and demolition proceedings in a timely manner.

Objective h1.7: The City shall periodically review its regulations and continue to identify and implement measures which facilitate the provision of additional decent, safe, and sanitary affordable housing in the community to address the unmet housing needs of the lower-income segment of the population. This objective shall be measured by the additional number of lower-income units provided and by the degree to which the following policies are implemented.



- Policy h1.7.1: In order to improve the coordination of the delivery of affordable housing by private and nonprofit providers, the City shall periodically review its inventory of surplus property and consider its donation for low and moderate income housing sites, schedule the expenditure of CDBG (Community Development Block Grant) funds for infrastructure improvements in areas in which housing is planned, and disseminate information about the Home Ownership Bond Program to both potential buyers and developers.
- Policy h1.7.2: The City shall periodically review the regulatory and permitting process and will improve it as deemed necessary.
- Policy h1.7.3: The City shall review and update its standards addressing the quality of housing and the stabilization of neighborhoods and implement construction and rehabilitation measures to make the homes energy efficient.
- Policy h1.7.4: The City shall investigate and evaluate streamlining of permitting processes, ~~unit/set asides, density bonuses~~ and other such mechanisms for the provision of lower-income housing to determine which, if any, should be used by the City. The Land Development Regulations shall be revised to incorporate any such mechanisms determined to be appropriate and periodic reviews shall be performed to determine progress.
- Policy h1.7.5: The City shall ensure that sufficient Medium and High-Density Residential property is designated on the Future Land Use Map throughout the



~~city~~City to accommodate the need for very low, ~~low- and moderate-income~~ low- and moderate-income housing identified upon review and analysis of the Affordable Housing Needs Assessment. Such housing shall be distributed so that there is no new concentration of low-income housing in a single area and there are reasonable transitions between different income levels.

Policy h1.7.6: The City shall expend a portion of the City's allocation of Community Development Block Grant Funds to pave streets, improve drainage, and make other infrastructure improvements which will encourage the construction of new affordable housing units by the private sector and the rehabilitation of existing housing units, within the Southeast and Southwest quadrants of the City.

Policy h1.7.7: Consistent with Chapter 419 of the Florida Statutes, the City will maintain and implement land development regulations to allow community residential homes for six or fewer residents and foster homes as as-of-right uses in zones where single family uses are allowed, and to allow community residential homes for 7 to 14 residents as as-of-right use in zones where multi-family uses are allowed--provided that regulations also normally applicable to other single and, multi-family homes in those zones are satisfied.

Objective h1.8: Provide housing relocation when necessary.

Policy h1.8.1: All residents displaced as a result of government activity, other than enforcement activities, shall be provided relocation assistance when appropriate or as required by law.



Objective h1.9: Utilize land use patterns that create compact housing development and encourage less use of the automobile and more walkable communities.

Policy h1.9.1: The ~~city~~City will develop regulations to encourage new development in the core of the ~~city~~City including infill housing.

Objective h1.10: Balance varying housing types and sizes in appropriate locations to meet the increasing needs of the “missing middle” and create an environment that is supportive of infill development.

Policy h1.10.1: The City will review the current land development regulations to evaluate the City’s residential housing stock and residential land uses and identify key “missing” housing types.

Policy h1.10.2 Allow for a variety of housing types and lot sizes to increase the availability of affordable housing options.



Chapter 4

Public Services Element

CHAPTER 4

PUBLIC SERVICES ELEMENT

Sub Elements:

Wastewater

Solid Waste

Stormwater Management

Potable Water

Ground Water Aquifer

Goals, Objectives, & Policies



Appendix:

A. Water Supply Plan (attached separately)



TABLE OF AMENDMENTS – PUBLIC SERVICES ELEMENT

CYCLE WSP
Adopted by Ordinance No. 2009-07
Date: February 16, 2009

Amended all sub-elements for consistency with Water Supply Plan

CYCLE 99-1
Adopted by Ordinance No. 99-30
Date: October 18, 1999

Deleted Support Section from Public Service Sub-Elements.



Introduction

The purpose of the Public Services Element (PSE) to ensure that the adopted Level-of-Service (LOS) Standards in the Capital Improvement Element (CIE) are achieved and maintained for infrastructure improvements. The improvements are identified in the Water Supply, Water Facility, and Stormwater Master Plans. It further provides for the need, location, and efficient use of public facilities as part of the five-year Capital Improvement Plan (CIP).



PUBLIC SERVICES ELEMENT

GOALS AND OBJECTIVES

GOAL ps-1: Public facilities shall be provided in a manner which protects the City's investment in existing facilities.

Objective ps1.1: The City will implement procedures to ensure adequate facility capacity is available or will be available concurrent with the impact of development in accordance with the adopted levels of service as shown in the following policy.

Policy ps1.1.1: ~~The following level of service standards are hereby adopted and shall be used as the basis for determining the availability of facility capacity and the demand generated by the development.~~ Continue to maintain the adopted minimum standards for Level of Service as established in the Capital Improvements Element.

Facility/ Service Area

Level of Service Standard

Sanitary Sewer Facilities

~~Average Sewage Generation Rate~~

All Residences

~~114 gallons per capita per day~~



Commercial CBD	2,500 gallons per day per acre
Commercial Outlying	2,000 gallons per day per acre
Commercial Airport	1,500 gallons per day per acre
Solid Waste Facilities	Average Unit Contribution Rate
City-wide	8.6 pounds per capita per day
Drainage Facilities	Design Storm Event
City-wide	25 year frequency, 24 hour duration
Potable Water Facilities	Average Water Consumption Rate
City-wide	114 gallons per capita per day
Reclaimed Water Facilities	356 gallons per equivalent developable
City-wide	unit per day.

~~In order to ensure that these levels of service standards are sustained, methodologies for determining available capacity and demand shall incorporate appropriate peak demand coefficients for each facility and for the type of development proposed.~~

Policy ps1.1.2: All improvements for replacement, expansion or increase in capacity of facilities shall be compatible with the adopted level of service standards for the facility.

Policy ps1.1.3: Within the City's utility service areas, all new nonresidential developments, 5,000 square feet or larger, and all new residential developments, of 20 or more units, must connect to the City of DeLand potable water, wastewater and where available, reclaimed water services.

Policy ps1.1.4: Within the City's utility service areas, at such time as individual wells and/or septic systems fail, if such properties are located within 250' ~~250'~~ 200' of a water or



wastewater line, they must connect to the City's water or wastewater lines if reasonably available.

Policy ps1.1.5: The City shall require decisions concerning potable, wastewater and reclaimed water system needs, plan the location and timing of improvements to be consistent with land use and conservation resource policies and within the City's Water Facilities Work Plan and Water Supply Plan (refer to Appendix 1) as required by the Comprehensive Plan and within the St Johns River Water Management District's (SJRWMD) Regional Water Supply Plan.

Policy ps1.1.6: The City shall participate in the development of updates to the SJRWMD Water Supply Assessment and District Water Supply Plan and in other water supply development related initiatives facilitated by SJRWMD, and the City will update the City's Water Supply Plan within eighteen months of an update of the SJRWMD District's Water Supply Plan (refer to Appendix 1, City of DeLand Water Supply Plan, Section 1).

Policy ps1.1.7: The City shall account for and meet the projected water supply needs of the areas of unincorporated Volusia County located within the boundary of the City's utility service area in accordance with the *Utility Service Agreement between Volusia County, Florida and the City of DeLand*, the City's Saint Johns River Water Mmanagement District Consumptive Use Permit and the City's Water Supply Plan.

Policy ps1.1.8: The City shall coordinate with the Saint Johns River Water Management District, regional planning agencies, Volusia County and adjoining municipal



governments in the support of legislation enacting requirements to implement water conservation measures. The City will adopt such measures within the timeframe designated by the Florida Legislature.



WASTEWATER SUB-ELEMENT **GOALS AND OBJECTIVES**

GOAL ww-1: Provide a level of wastewater and reclaimed wastewater reuse treatment that meets the established public access effluent limitations established by the Florida Department of Environmental Protection. (~~Changes per EAR-2009~~)

Objective ww1.1: Remove biological oxygen demand and suspended solids biologically through plant operation and maintenance.

Policy ww1.1.1: Develop and implement procedures to achieve the effluent limitation established for reuse.

Policy ww1.1.2: As necessary, utilize chemical additives to assure the public access discharge standard is met.

Policy ww1.1.3: On a monthly basis, monitor effluent quality and make monthly reports to the state.

Policy ww1.1.4: The City shall continue to operate its wastewater treatment facility in a manner acceptable to the Department of Environmental Protection, in regard to environmentally sound methods of treatment and disposal of wastewater.

Policy ww1.1.5: The City shall continue to require that individual wastewater treatment systems be located, constructed and operated so that they do not adversely affect public health or water resources.

Policy ww1.1.6: The City will continue to operate and maintain its water, wastewater and reclaimed wastewater reuse systems in a manner to obtain optimum



operating levels and facility longevity so as to maximize the use, effectiveness and efficiency of the facilities.

GOAL ww-2: Reduce the quantity of wastewater discharged to the St. Johns River.

Objective ww2.1: Maintain ~~70% current~~ beneficial reclamation of effluent ~~and increase the percentage of effluent recovered to 90% by 2012. Manage any residual effluent in a manner which provides recharge to the underlying aquifer systems.~~

Policy ww2.1.1: Except during periods of high rainfall amounts, cease discharging wastewater into the St. Johns River.

Policy ww2.1.2: Amend the existing development regulations to require the installation of wastewater reuse and potentially storage, pumping and/or augmentation facilities within new subdivisions or developments. Require the extension of wastewater reuse lines to developments within 1 mile of existing reuse lines.

Policy ww2.1.3: Participate with developers to extend wastewater reuse mains from the City's wastewater treatment plant to serve new development within portions of the City identified for reuse.

Objective ww2.2: Develop a reclaimed water augmentation program which will allow the City to utilize surface water from the St. Johns River to supplement available effluent. Utilization of up to 2 MGD of surface water has been identified as a



target by SJRWMD and City staff. Improve reuse conveyance capacity from ~~1.0~~ 3.80 MGD to ~~2.5~~ 5.68 MGD by ~~2012~~ 2035.

Policy ww2.2.1: Continue to develop the reclaimed water distribution system with a focus on developer owner/operated systems that include storage for peak flow attenuation.

GOAL ww-3: Ensure that the City's wastewater collection system will have sufficient capacity to transmit peak flows to the wastewater treatment plant.

Objective ww3.1: Update the City's "Utility Master Plan" every five years and update the City's Water Supply Plan accordingly. ~~Construct the Westside force main from the Wiley M. Nash WWTP to the Brandywine WWTP by 2012.~~ Complete construction of the Wiley M. Nash Reclaimed Water Reclamation Facility. Proposed improvement include process upgrades to meet advanced wastewater treatment (AWT) effluent with limits of 5-5-3-1 for Biological Oxygen Demand-Total Suspended Solids (BOD-TTS), Total Nitrogen (TN) and Total Phosphorus (TP).

Policy ww3.1.1: Continue to require development to install wastewater collection mains and adequately sized facilities to serve their development and support continued growth in adjacent areas in accordance with the Utility Plan.



- Policy ww3.1.2: As delineated in the City's Comprehensive Land Use Plan, the City will conduct long range planning for the purpose of supplying wastewater services for the geographic area known as the DeLand Utility Service Area.
- Objective ww3.2: With the exception of the creation of interconnections with other utility providers, the City will limit the extension of utility lines beyond the City's utility service area.
- Policy ww3.2.1: Continue to implement the City's existing development regulations requiring the development to bear the expense of extending utility lines to serve the wastewater needs of the subject property.
- Policy ww3.2.2: The City will upsize lines in conformance with the ~~Year 2010~~ collection system model contained within the Utility Master Plan, as amended.
- Policy ww3.2.2: The City will upsize lines in conformance with the ~~Year 2012~~ collection system model contained within the Utility Master Plan, as amended.
- Policy ww3.2.3: The City shall maintain a 5 year schedule of capital improvements required to maintain the existing the wastewater system, provide wastewater service to serve existing development to reduce the amount of effluent which is going into the aquifer, correct deficiencies with existing systems, and provide service to new development.



Policy ww3.2.4: The City shall prohibit the use of septic tanks in areas that are determined to be unsuitable for the use of septic tanks. Connection to City wastewater lines shall be required in these areas.



SOLID WASTE SUB-ELEMENT **GOALS AND OBJECTIVES**

GOAL sw-1: The City of DeLand will provide solid waste services to meet existing and projected demand identified in the comprehensive plan.

Objective sw1.1: Ensure a mechanism is in place to provide for the collection of solid waste generated within the City.

Policy sw1.1.1: Enforce the City's contract with the solid waste service provider to ensure that the collection of solid waste is performed in a timely and efficient manner.

Policy sw1.1.2: At the expiration of the existing contract, take necessary steps to ensure a contract is renegotiated with the existing solid waste service provider or a contract is signed with a new franchisee to provide solid waste collection services to solid waste generators within its corporate boundaries. ~~(Changes per EAR 2009)~~

Policy sw1.1.3: Enforce the City's existing regulations concerning illegal dumping and littering.

Objective sw1.2: ~~By 2010,~~ In accordance with Volusia County regulations, reduce the solid waste stream going to landfill facilities as required ~~by an additional 25%~~ to reach an overall goal of 60% reduction since 1989.

Policy sw1.2.1: ~~Implement~~ Improve the recycling pilot program for newspaper, glass and aluminum within the downtown business district.



- Policy sw1.2.2: Continue to ~~C~~oordinate with Volusia County for the maintenance of the citywide recycling program for the newspaper, glass and aluminum cans.
- Policy sw1.2.3: Make available educational materials to the public regarding recycling, and the benefits derived by the public of recycling programs.
- Policy sw1.2.4: Provide household recycling bins to residences to encourage and facilitate participation in the residential recycling program.
- Objective sw1.3: Provide for the disposal of hazardous wastes.
- Policy sw1.3.1: Participate in the County's hazardous waste management program.
- Policy sw1.3.2: Make available educational materials for the proper disposal of waste oil.
- Policy sw1.3.3: Provide educational materials to the concerning common household hazardous waste materials and their proper disposal.



STORMWATER MANAGEMENT SUB-ELEMENT **GOALS AND OBJECTIVES**

GOAL sm-1: The City of DeLand will provide drainage facilities and services to meet existing and projected stormwater requirements identified in this plan.

Objective sm1.1: To evaluate the performance of existing stormwater systems and to prioritize and provide recommendations for upgrades, the City's Engineering Department shall periodically update the City's Stormwater Master Plan.

Policy sm1.1.1: Projects shall be entered into the City's five year CIP in accordance with the findings of the most recent update to the Stormwater Master Plan.

Policy sm1.1.2: The City of DeLand Engineering Department shall review the annual schedule of construction to ensure design service levels for facilities are acquired and maintained.

Policy sm1.1.4: All required federal and state permits shall be obtained before the City undertakes or authorizes contractors to undertake construction and/or operation of facilities.

Policy sm1.1.5: Drainage basin engineering studies shall conform to the stormwater engineering procedures and guidelines used for analysis of basins in the City of DeLand Stormwater Master Plan.



Policy sm1.1.6: The annual summaries of stormwater facilities capacities and demand information prepared by the City Staff shall be used to evaluate the need for the timing and location of projects to extend or increase the capacity of existing facilities.

Policy sm1.1.7: The City shall continue to use a portion of revenues derived from the Stormwater Utility to provide long-term maintenance of drainage facilities.

Objective sm1.2: ~~By 2020, a minimum of 85% of~~ Ensure the stormwater drainage projects, listed as existing deficiencies in the ~~2004~~ most current Stormwater Master Plan, ~~will be corrected~~ are included in the Capital Improvement Plan (CIP).

Policy sm1.2.1: On an annual basis, the CIP will be revised to reflect those projects which have been completed and to include previously unfunded projects implementation.

GOAL sm-2: Adequate stormwater drainage will be provided to afford reasonable protection from flooding and to prevent degradation of quality of receiving waters.

Objective sm2.1: The stormwater drainage regulations contained in the City Land Development Code will provide for protection of natural drainage features and ensure that future development utilizes stormwater management systems compatible with the City of DeLand Master Drainage Study. The City of DeLand will implement regulations to require adequate facility capacity be



designed and constructed during review of plans for improvements to existing development or construction of new development.

Policy sm2.1.1: The City of DeLand Public Works Department will prepare amendments to the stormwater drainage provisions of the Land Development Code to ensure that:

- a. Erosion and sediment controls are used during construction and integrated into development if necessary; and
- b. Periodic inspection and maintenance of on-site systems is ensured as a condition of system permit renewal.

Policy sm2.1.2: The Public Works Department will ensure that major drainage systems are inspected and receive required maintenance on at least an annual basis.

Policy sm2.1.3: Concurrent with the detailed design of the stormwater facilities' improvements that are outlined in Table 1, the 100-year floodplain analysis will be calculated and mapped for those improved drainage basins.

Policy sm2.1.4: In accordance with the City's stormwater management ordinance and Master Drainage Study, the City shall continue to encourage the use of non-structural methods of stormwater management.

Objective sm2.2: The City shall enact regulations to continue to conserve and protect the quality of current and projected future water sources and surface water runoff



and continue to coordinate water supply and quality issues with state, regional, and county governments.

Policy sm2.2.1: The Land Development regulations shall incorporate the following performance standards in order to protect the quality of the City's water resources:

a. Surface water management systems shall be designed and constructed to meet the ~~following standards of the City of DeLand, St John's Water Management District and the State of Florida.:~~ Limit the allowable stormwater peak discharge detained from a site to be developed or altered to the predevelopment or pre-alteration peak discharge for twenty five years, twenty four hour duration storm.

b. A vegetated and functional littoral zone shall be established as part of the surface water management system of stormwater detention ponds ~~landlocked lakes~~ occurring on all property. ~~Design of stormwater management systems shall include skimmers and other mechanical straining devices.~~ Stormwater management systems shall be designed to remove sediments, oil, grease floating debris, and other pollutants. Prior to construction of the surface water management system for any phase of a project, the developer shall prepare a design, and management plan for the wetland/littoral zone that will be developed as part of these systems.

c. All new development shall be required to retain or detain sufficient runoff volume so that the peak discharge hydrograph of the development does not exceed the predevelopment hydrograph.



cd. Stormwater facilities for all new development shall be designed and constructed so that properties located downstream from the subject property shall not be adversely affected by peak stormwater discharge or volume of the development.

Policy sm2.2.2: The City establishes the Department of Environmental Protection Rule 62-302, F.A.C. as the water quality standards for all stormwater facilities that discharge inside the City's jurisdiction.

Policy sm2.2.3: As required, revise the performance standards in the land development regulations regarding stormwater runoff to comply with the results of the ~~study of the~~ effect of stormwater runoff on the quality and quantity of the groundwater aquifer.

GOAL sm-3: Use stormwater capture to enhance groundwater recharge and, where possible, to provide irrigation for existing and/or proposed vegetation through active or passive means or a combination of active and passive means.

Objective sm3.1 Recommend the use of stormwater as a means of providing fully and/or augmenting on-site irrigation.

Objective sm3.2 Recommend the retention and/or, where appropriate and favorable for the existing community of flora and fauna, enhancement of naturally occurring



drainage patterns to preserve the natural water budget of on-site conservation areas.



POTABLE WATER SUB-ELEMENT **GOALS AND OBJECTIVES**

GOAL pw-1: Produce a safe potable water supply with sufficient quantity for human consumption throughout the service area, based upon ~~114~~255 gallons per capita per day (GCPD).

Objective pw1.1: The City will monitor water quality to assure compliance with maximum contaminant levels.

Policy pw1.1.1: Every three years, the City will complete a full test of the water supply for the parameters identified in the Appendix, and in compliance with Florida Department of Environmental Protection standards.

Measure: Test results showing the quality of the City's potable water supply.

Objective pw1.2: The City shall maintain compliance with the goals relating to taste and odor, as established by the American Water Works Association.

Policy pw1.2.1: Utilization of treatment methods, such as aeration, storage, chlorine, and stabilization feed, to meet the water quality control standards.

GOAL pw-2: Produce an adequate quantity of potable water in the most cost effective manner.

Objective pw2.1: The City will plan and implement the expansion of the water supply to provide for peak day consumption.



- Policy pw2.1.1: The City will construct new wells in accordance with its most recently approved Consumptive Use permit (CUP), ~~Raw water reproduction capacity should equal 20 MGD by 2010.~~
- Objective pw2.2: The City will maintain ground storage capacity equal to or greater than 50% of the average daily flow.
- Measure: Completed storage facilities with a total capacity ~~equaling~~ to or greater than 50% of the average daily flow.
- Objective pw2.3: The City will reinforce the water distribution system primary feeder lines to maintain 5 feet per second as a maximum design pipeline velocity during peak daily flow.
- Policy pw2.3.1: Every five years or as need SJWMD will update the, ~~the City will update its Regional Water Supply Plan, and The Utility Master Plan which will~~ may include a computerized hydraulic-model of the distribution system be updated every 5 years or as required.
- Measure: The number of feet of primary distribution mains with theoretical flow velocity greater than 5 feet per second.
- Policy pw2.3.2: The City ~~will~~ has established a schedule and, ~~per the schedule,~~ test all fire hydrants within the City and hydrants in the county utilizing city water annually.
- Measure: The number of fire hydrants tested on an annual basis.



- Policy pw2.3.3: The City will continue to operate and maintain its water and wastewater system in a manner to obtain optimum operating levels and facility longevity so as to maximize the use, effectiveness and efficiency of the facilities.
- Objective pw2.4: ~~Every five years,~~ Monitor and track flows and update demand projections as needed. ~~†The~~ City's Utility Master Plan' and Water Supply Plan will be updated to include annual water demand projections, when required. These projections will be utilized to evaluate the City's ability to meet the established LOS.
- Policy pw2.4.1: The City's "Utility Master Plan" will be updated every five years or as needed.
- Policy pw2.4.2: The City will maintain a valid Consumptive Use Permit (CUP) and satisfy the CUP's conditions of issuance.
- Objective pw2.5: New developments within the utility service area shall extend water service to their site. In the event interconnection with another utility is necessary to serve the proposed development and/or interconnection undertaken by the City which will facilitate the provision of water to the proposed development occurs concurrently, the developer will bear the burden of the cost of the portion or the whole of the interconnection as associated with their site.
- Policy pw2.5.1: Continue to require that development bear the expense of extending utilities to serve the potable water needs of the subject property.



- Policy pw2.5.2: The City will participate in the cost to upsize water mains in conformance with the Year 2025 distribution system model.
- Policy pw2.5.3: The City will maintain a 5 year schedule of capital improvements required to maintain the existing potable water system, provide potable water service to specified unserved areas. Correct deficiencies with existing systems, and provide adequate fire protection.
- Policy pw2.5.4: As delineated in the City's Comprehensive Land Use Plan, the City shall conduct long range planning for the purpose of supplying potable water for the geographic area known as the DeLand Service Area.
- Policy pw2.5.5: Where available, the City shall require the extension of reclaimed wastewater reuse lines to serve new and existing developments.
- Policy pw2.5.6: The City shall continue to require connection of all development to the centralized wastewater treatment facility when access to such a facility is available.
- Policy pw2.5.7: The City shall strive to maintain pressure in its water system to provide-fire flow to all areas in the city at flow rates compatible with occupancy classification, at pressures greater than 20 psi.

GOAL pw-3: Develop alternative water supply sources.



- Objective pw3.1: The City will pursue implementation of the alternative water supply project known as “Deland St Johns River Water Augmentation Project” which appears in the SJRWMD’s Water Supply Plan.
- Policy pw3.1.1: The City shall acquire property and complete engineering design of the DeLand St. Johns River Water Augmentation Project.
- Policy pw3.1.2 The City shall coordinate with the SJRWMD for the execution of the DeLand St. Johns River Water Augmentation Project upon determination the allocated surface water withdrawal has passed legal and regulatory tests.
- Measure: Implement water withdrawal for augmentation.
- Objective pw3.2: The City will participate in development of the alternative water supply projects known as ~~Yankee Lake and Coquina Coast~~ Deep Creek/Leffler which appear, or ~~is~~are anticipated to appear in the SJRWMD Water Supply Plan.
- Policy pw3.2.1: The City shall participate in the development and determination of financial and technical feasibility of the ~~Yankee Lake and Coquina Coast~~ Deep Creek/Leffler projects until such time as one of the projects is identified by the State as an acceptable alternative water supply source, or until such time as an alternative to these projects is identified and adopted by the State. Funding for the phases of the design and implementation of the selected project shall be added to the appropriate year(s) appearing in the City’s CIP.
- Policy pw3.2.2: The City shall coordinate with the SJRWMD for the development of the ~~Yankee Lake or Coquina Coast~~ Deep Creek/Leffler project upon determination the selected project, or project alternative, has successfully passed legal and regulatory tests.



Policy pw3.2.3: The City shall reserve funds for, and subsequently purchase capacity rights to participate in the selected alternative water supply project.

Measure: Complete the design and implementation of the selected alternative water supply project(s).



AQUIFER RECHARGE SUB-ELEMENT **GOALS AND OBJECTIVES**

GOAL gw-1: Retain the Floridian aquifer and surface water as the primary sources for the City's potable water supply. Alternative water sources will be implemented to augment these water sources.

Objective gw1.1: Implement the City's existing development regulations to control the type and density of development to protect the quality and quantity of the water within the aquifer.

Policy gw1.1.1: Enforce existing subdivision and zoning regulations to restrict the type and intensity of development to reduce the amount of impervious surface and the diversion of stormwater from recharge locations.

Objective gw1.2: Maintain regulations that will protect the City's minimum potable water standards.

Policy gw1.2.1: Acquire land around existing and future well sites to serve as buffers between such wells and adjacent development.

Policy gw1.2.2: Continue to test the ground water on an annual basis and, review the test results to ascertain any changes in water quality in the surficial and artesian aquifers.

Policy gw1.2.3: Restrict industrial plants which use hazardous materials from locating in prime recharge areas.

Policy gw1.2.4: Restrict underground fuel storage tanks from within the cone of influence of the City's potable water wells.



- Measure: An annual comprehensive analysis will be made of the priority pollutants and results will be compared with the data from the previous year.
- Policy gw1.2.5: Employ conservative well spacing and withdrawal rates to avoid the potential for salt water intrusion.
- Measure: Conduct the wellfield monitoring plan in accordance with the CUP requirements. The monitoring plan evaluates the effects of the groundwater withdrawals on the aquifer system.
- Policy gw1.2.6: The City shall prohibit the use of septic tanks in areas that are determined to be unsuitable for the use of septic tanks.
- Objective 1.3: Enhance aquifer recharge by expanding the reclaimed water distribution system and utilize surface water to augment reclaimed water supplies.
- Measure: Monitor the potentiometric surface of pumping wells and terminate operation when the surface reaches elevation 5 M.S.L. (mean sea level).
- Policy gw1.3.1: Require new developments to install reclaimed water distribution systems. Developments with greater than 100 units should provide on-site storage and pumping facilities to reduce peak demands and promote aquifer recharge. Developers have the option of contributing to a dedicated fund for reuse system expansion. The contribution amount shall be calculated at the time of application.



Policy gw1.3.2: Construct recharge basins to accept excess effluent and treated surface water. The recharge basins should be sited in areas conducive to aquifer recharge.



APPENDIX A

WATER SUPPLY PLAN

Adopted: February 16, 2009

Approved by DCA: April 8, 2009

(Attached separately)



Chapter 6

Conservation Element

CHAPTER 6

CONSERVATION ELEMENT

Goals, Objectives, and Policies



TABLE OF AMENDMENTS – CONSERVATION ELEMENT

~~CYCLE 09-2 EAR~~

~~Adopted by Ordinance No. 09-37~~

~~Date: November 16, 2009~~

~~Updated Goals, objectives and policies as directed for EAR based amendments~~

~~CYCLE WSP~~

~~Adopted by Ordinance No. 2009-07~~

~~Date: February 16, 2009~~

~~Addressed consistency with Water Supply Plan~~

~~Goal 1—added water supplies~~

~~Obj. 1.2—added SJRWMD and local governments for coordination~~

~~Policy 1.2.1—protecting groundwater~~

~~Policy 1.2.4—subdivisions to use conservation and reclaimed water~~

~~Policy 1.2.5—added measuring stormwater contribution~~

~~Policy 1.2.7—promoting conservation~~

~~CYCLE 01-1~~

~~Adopted by Ordinance No. 2001-08~~

~~Date: April 2, 2001~~

~~Deleted Support Section from Conservation Element.~~



CYCLE 99-D1

Adopted by Ordinance No. 99-1

Date: May 17, 1999

~~Policy 1.4.1—revised to allow for limited development in wetlands.~~

~~Policy 1.4.2—defined Transition Zones as 25 feet.~~

~~Policy 1.4.3—new policy allows mitigation for development in wetlands.~~

~~Policy 1.4.4—defined no net loss of wetlands.~~

~~Policy 1.4.6—development adjacent to wetlands.~~

~~Policy 1.4.7—directing incompatible land uses away from wetlands.~~

CYCLE 98-2

Adopted by Ordinance No. 98-06

Date: September 9, 1998

~~Replaced Dept. of Environmental Regulations and Dept. of Natural Resources
——with Department of Environmental Protection~~

~~Replaced Map 1~~

~~Added text concerning the creation of the Volusia Water Alliance~~

~~Revised text concerning lakes within the city~~

~~Added text concerning City's participation in FEMA Flood Insurance Program~~

~~Added text concerning an updated floodplain map~~

~~Inserted updated floodplain map~~

~~Added text regarding annexed property containing wetlands~~

~~Inserted updated wetlands map~~

~~Inserted updated topography map~~

~~Revised text concerning sinkholes~~

~~Inserted text stating the city will update the soil limitations map~~

~~Updated sinkholes map~~

~~Inserted text stating the city is in process of updating vegetation map~~

~~Inserted text concerning Cypress Swamp~~

~~Changed 1989 to 1995~~

~~Revised text concerning updated floodplain map~~



~~Revised text concerning protection of wetlands~~
~~Added text concerning the City's water quality program~~
~~Added text concerning wellhead protection~~
~~Added policy 1.2.12 concerning wellhead protection zones~~
~~Added policy 1.4.6 & 1.4.7 concerning protection/conservation of wetlands~~
~~Policy 1.10.1: deleted "By Nov. 1991 the City of DeLand shall participate"~~
~~_____ and added "work"~~
~~Fixed numeric error in Objective 1.14.~~
~~Deleted objective 1.9 – policy 13.4 as duplicative; text appeared twice~~
~~Reformatted entire element due to a switch in software~~

~~CYCLE 97-1~~

~~Adopted by Ordinance No. 98-07~~

~~March 16, 1998~~

~~Objective 1.1: revised date~~
~~Objective 1.2 1.6 and 1.12: deleted date and indicated implementation~~
~~Deleted Objective 1.9 and subsequent policies; renumbered objectives accordingly~~
~~Objective 1.10 1.11: deleted date~~

~~CYCLE 95-2~~

~~Adopted by Ordinance No. 95-27~~

~~October 2, 1995~~

~~Objective 1.14: Adding references to Painter's Pond _____~~
~~Policy 1.14.1: Adding references to Painter's Pond _____~~
~~Policy 1.14.2: Adding references to Painter's Pond~~



CONSERVATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

INTRODUCTION

Understanding that the City of DeLand is part of a global system and that actions taken by the City contribute to the surrounding environment, the Conservation Element provides the framework for the preservation, protection, and enhancement of the City of DeLand's natural resources. The Conservation Element identifies specific resources in the City that need to be protected as well as monitored through time to ensure these protections continue over time.

GOAL c-1: *Conservation:* Conserve, protect, and appropriately manage and restore the City's natural resources in order to enhance the quality of natural systems, including the following:

- a) Air
- b) Landlocked Lakes and Associated Floodplains
- c) Wetlands
- d) Flora and Fauna
- e) Surficial and Floridan Aquifers
- f) Surface and Groundwater Supplies
- g) Reduction of green house gas emissions

Objective c1.1: *Protect Air Quality.* The City shall coordinate with Volusia County and utilize the Volusia County air quality clearing house information to ensure development meets or exceeds the minimum air quality standards established by the Florida Department of Environmental (FDEP) and shall participate in regulatory programs to prevent and/or minimize known nonpoint sources of air pollution.



Policy c1.1.1: *Cooperate with FDEP Air Quality Monitoring Activities.* The City of DeLand shall cooperate with FDEP in the monitoring of air quality and in the placement of air monitoring devices in the City of DeLand if such activity is deemed necessary by FDEP.

Policy c1.1.2: *Air Pollution and Land Use Regulations.* The City shall continue to protect against the degradation of air quality by applying land use controls which promote compatibility with existing land uses and natural systems and by enforcing nuisance abatement regulations governing emission of smoke and particulate matter. In addition, site plan review standards shall include consideration of prevailing wind directions, pollution abatement factors and the reduction of green house gas emissions in the site plan review process.

Objective c1.2: *Ensure Water Quality and Quantity.* The City shall continue to conserve and protect the quality of current and projected future water sources and surface water runoff and continue to coordinate water supply and quality issues with state, Saint Johns River Water Management District, regional, county and pertinent local governments.

Policy c1.2.1: *Surface Water Management and Land Use.* The City shall protect groundwater from point and non-point sources by assisting the State and SJRWMD in managing water quality by preventing the discharge of poor quality stormwater into public water bodies. Land development projects shall incorporate the following performance standards in order to protect the quality of the City's water resources:



a. Surface water management systems shall be designed and constructed to meet the following standards:

- ◆ Limit the allowable stormwater peak discharge detained from a site to be developed or altered to the predevelopment or pre-alteration peak discharge for the 100-year/24 hour~~twenty-five years, twenty-four hour~~ duration storm.
- ◆ In addition, the City's land development regulations governing surface water management shall include the following considerations:
- ◆ Incorporate a floodplain management standard that requires that no net reduction occur in flood storage for any development within the impacted area. The intent is to allow some development to occur in floodplains but only where drainage improvements are constructed which provide compensatory storage in order to alleviate flood problems within the impacted area. However, no development shall be allowed within the flood hazard area. (floodway).

The stormwater management ordinance shall include mandatory retention and/or detention of stormwater discharge from developed or altered sites that in the City Engineer's discretion are volumetrically sensitive. Stormwater facilities shall be designed for the 100-year/24-hour duration storm. Furthermore, the ordinance shall incorporate applicable St. Johns River Water Management District stormwater management criteria.



- ◆ Implement the use of low impact development (LID) standards for new development.

b. A vegetated and functional littoral zone shall be established as part of the surface water management system of landlocked lakes occurring on all property. Prior to construction of the surface water management system for any phase of a project, the developer shall prepare a design and management plan for the wetland/littoral zone that will be developed as part of these systems.

The plan should:

- i. Include typical cross sections of the surface water management system showing the average water elevation and the -3-foot contour (i.e., below average elevation);
- ii. Specify how vegetation is to be established within this zone, including the extent, method, type and timing of any planting to be provided; and
- iii. Provide a description of any management procedures to be followed in order to assure the continued viability and health of the littoral zone. The littoral zone as established should consist entirely of native vegetation and should be maintained permanently as part of the water management system. As a minimum, 10 square feet of vegetated littoral zone per linear foot of lake shoreline should be established as part of the surface water management system.

c. Class III Waters (i.e., water bodies which currently support recreation and foster maintenance of fish and aquatic wildlife). All lakes within or



adjacent to the City of DeLand are Class III waters. These waters shall be protected by incorporating the following provisions into the City's land development regulations:

- i. Dredging activities shall be limited to FDEP approved dredging.
- ii. Ensure good water quality by coordinating with the FDEP and the St. Johns River Water Management District in monitoring the quality of stormwater runoff and all discharge. The City shall notify the appropriate agency with jurisdiction as potential issues or problems are identified by the City.
- iii. Limit the use of Class III waters to water-dependent activities that are not contrary to the public interest and satisfy a community need.
- iv. Limit modification of aquatic grassbeds (grassbeds) only to those cases involving overriding public interest.
- v. Where modification of grassbeds is permitted the City shall assure that:
 - (a) A determination of overriding public interest has been demonstrated by the applicant prior to modification of grassbeds.
 - (b) Project runoff, including nitrogen, phosphorous, and other nutrients, shall be controlled to prevent an increase in water turbidity, decrease in fish or aquatic wildlife propagation, or other degradation of water quality.



(c) Projects damaging grassbeds during construction shall incorporate mitigative techniques which re-establish conditions favorable to natural regeneration of the grassbeds.

(d) Special attention shall be given to stipulations cited in (a) through (c) above during the development review process. The City shall coordinate closely with state and federal agencies during the permitting processes to insure ~~that~~ the intent of these policies is carried out. Public interest is that which benefits either the majority of the citizens of the City or a significant minority of the citizens of the City.

Policy c1.2.2:

Areawide Documentation and Monitoring of Stormwater Issues. The City shall coordinate with the East Central Florida Regional Planning Council, the Saint Johns River Water Management District and the Department of Environmental Protection (FDEP) in matters regarding documentation of:

- o stormwater management practices;
- o stormwater construction and maintenance costs; and
- o monitoring of selected stormwater management facilities.

Finally, the City shall coordinate with the East Central Florida Regional Planning Council (ECFRPC), FDEP the St. Johns River Water Management District and other entities as directed in a unified state program directed at educating the general public on the known nonpoint source pollution problems and available stormwater management practices to abate nonpoint source impacts on water quality.



Policy c1.2.3: *Regulate Agricultural Activities to Preserve Water Quality.* Land development regulations shall include stipulations requiring that agricultural activities shall:

a. Not be conducted adjacent to existing waterways and surface water ~~m~~Management activities shall comply with all applicable policies of the FDEP, St. Johns River Water Management District, and other agencies having appropriate jurisdiction as well as state laws;

b. Maintain natural drainage patterns;

c. Promote the use of surface water supplies and reclaimed ("graywater") for irrigation purposes;

d. Prohibit the expansion of agricultural activities into wetland areas; and

e. Use best management principles and practices in order to reduce pesticide and fertilizer runoff, prevent soil erosion, and preserve water quality.

Policy c1.2.4: *Regulate Wastewater Treatment Discharge to Preserve Water Quality.* Land development regulations shall incorporate the following performance standards in order to protect water quality:

a. All new residential subdivisions as well as multiple family and nonresidential development within the City of DeLand which are served by existing or planned future expansions to the City of DeLand wastewater



collection and disposal system shall be required to connect to the public wastewater system.

b. In areas where developments cannot be connected to the public sewer, private wastewater disposal systems are acceptable as interim measures providing such facilities are approved by the City Utilities Director's office. Notwithstanding all private wastewater disposal systems shall be designed to facilitate mandatory hookups to the public wastewater system when the public system becomes available.

c. The City of DeLand shall promote water conservation through implementation of reclaimed water distribution to new subdivisions. All new residential subdivisions within the City's reclaimed water service area shall include lines for reclaimed water. The City will look for opportunities to expand reclaimed water to all areas of the City. All developments with more than 100 eru's shall provide storage and pumping facilities for peak flow attenuation and reclaimed water augmentation.

Policy c1.2.5:

Protect Floridan and Surficial Aquifer Recharge Areas. The City's land development regulations shall include ~~of DeLand shall incorporate performance standards into the City's land development regulations~~ that require retention of open space for all development in order to preserve the quality and quantity of groundwater resources within the surficial and deep aquifers.

The City shall develop quantifiable methods of determining City stormwater catchment and infiltration as a method of recharge, and shall promote and



maintain stormwater catchment systems in a manner which favors recharge to the maximum extent possible.

The City shall also analyze the feasibility of alternative land management practices such as transfer of development rights that may direct high-density development away from high recharge areas.

Consistent with East Central Florida Regional Planning Council and Saint Johns River Water Management District policy, development activities within recharge areas shall be regulated to avoid reduction in the volume of recharge. Such development activity shall not be permitted to increase the total volume of post development runoff or reduce the quality of ground water below applicable state standards. Since nearly all of the City's potable water supply is drawn from the Floridan Aquifer, the City shall coordinate with Volusia County and other appropriate entities to assure that measures to safeguard wellfields are instituted.

Policy c1.2.6: *Deep Aquifer Water Conservation.* In order to protect the quality and quantity of the Floridan aquifer, the City shall:

a. Coordinate with the St. Johns River Water Management District and other applicable regulatory agencies in identifying free flowing deep aquifer wells and in requiring corrective measures, including capping, plugging, or installing regulatory devices which control the discharge of water from the deep aquifer.

b. Coordinate with Volusia County to institute a county-wide, comprehensive wellfield and aquifer recharge area protection program.



c. Analyze stormwater management improvements with consideration to the protection of groundwater recharge quality and quantity.

Policy c1.2.7: *Conservation of Potable Water Supply.* To conserve potable water supply and to achieve a reduction in the current rates of water consumption, the land development regulations shall incorporate the following performance standards:

a. Potable water irrigation meters will not be approved for new construction. Reclaimed water lines shall be installed in subdivisions within the City's reclaimed water service area.

b. Encourage adherence to installation of water saving plumbing fixtures compliant with the State Water Conservation Act (Section 553.14, F.S.) in all new construction or renovations. Also, the City of DeLand shall conserve water supply through use of a leak detection program designed to curtail wasteful loss of potable water resources.

c. Encourage application for the City's Water Star program whereby home and property owners may seek reimbursement of a percent of water and sewer impact fees through the installation of water efficient appliances and technologies.

d. To reduce demand for irrigation water (which in turn often places greater demand upon potable water sources), new development shall employ and/or preserve native vegetation and/or use drought-resistant plants for landscaping to the greatest practicable extent. New development shall utilize



Florida-Friendly Landscaping principles, Florida-Friendly landscape materials, minimize the use of potable water for irrigation, avoid runoff of excess fertilizers and pesticides, and provide habitat for wildlife. ~~Native or drought resistant plants include, but are not limited to, those in the Florida Native Plant Society's Native Plants for Landscaping in Florida, or comparable guidelines prepared by the Florida Department of Agriculture and Consumer Services, the Florida Game and Freshwater Fish Commission, the Florida Department of Environmental Protection, the East Central Florida Regional Planning Council, or the St. Johns River Water Management District.~~

e. The City shall promote the installation and establishment of drought resistant and native plants selected to fit the naturally occurring or altered character of the proposed planting location which, once established, eliminates the need for formal irrigation and provides habitat for existing Florida native flora and fauna.

f. The City shall promote the use of stormwater management in a manner which facilitates the use of stormwater for irrigation to existing and proposed plants and landscaping through the application or minimal grading and/or naturally occurring topography, passive catchment and/or engineered catchment and constructed conveyance.

g. To encourage water conservation, the City shall apply a block rate structure when assessing water bills whereby the fee per gallon of water consumed increases incrementally with the increase in the volume of water used.



- Policy c1.2.8: *Emergency Conservation of Water Sources.* The City shall coordinate with the St. Johns River Water Management District (SJRWMD) in implementing emergency water conservation measures based on the SJRWMD plans for management of the region's water resources.
- Policy c1.2.9: Dredge and fill within lakes shall be prohibited, with the exception of elevated docks and walkways. Buffers shall be established adjacent to surface waters, including wetlands, the landward extent of which shall be based on scientific evaluation of site-specific conditions, including the nature of the existing soils, vegetation, topography, hydrology, water quality, wildlife, and the resource protection status of the receiving waters. Buffer zones shall consist of intact natural communities or planted native vegetation comprised of canopy, shrub and understory layers.
- Policy c1.2.10: *Groundwater Contamination Introduced Through Sinkhole Passages.* To protect groundwater quality from potential contamination introduced through sinkhole passages that provide rapid downward percolation to the shallow aquifer, and to protect property and life from potential damage or threat resulting from a sink collapse, the City of DeLand shall notify ~~the~~ and the SJRWMD of any new sink developments or signs of potential activity occurring within or adjacent to the City's jurisdictional area, and shall take appropriate action to amend land use regulations to include performance criteria which regulates development activities on sites adjacent to sinkholes.
- Policy c1.2.11: The City shall maintain standards to regulate direct stormwater discharge into surface waters and primary sinkholes in karst terrain, through the use of percolation ponds and other appropriate methods.



Policy c1.2.12: The City will inventory properties that have potential historic issues with hazardous substances to determine if they may pose potential impacts to the current water supply and evaluate the potential flooding hazards which could lead to contamination of surrounding properties and infiltration into aquifer or other water systems.

Objective c1.3: *Maintenance of Floodplain.* The City shall update the ~~implement its Land Development Regulations that include a~~ Floodplain Protection Standards contained in the Land Development Regulations for consistency with Volusia County's, SJWMD's, and the State of Florida's floodplain standards. ~~Ordinance that incorporates standards that comply with Volusia County's floodplain protection standards.~~

Policy c1.3.1: *Enforce Policies to Maintain Floodplain.* Consistent with ECFRPC floodplain policy, the City shall incorporate flood plain protection measures sufficient to protect and preserve the value and function of floodplains from encroachment by development. Land development regulations shall provide that flood control measures for new development minimize fill within the floodplain area defined within the City's ~~proposed~~ Floodplain Protection Ordinance. Where no alternative to fill exists, compensatory storage for such fill should be provided through excavation of a volume of uplands equivalent to the loss of storage within the defined floodplain caused by the placement of fill.

Policy c1.3.2: Work with FEMA to assist in the review and evaluation of the limits of the 100- year floodplain within the corporate limits of the City.



Objective c1.4: *Protect and Preserve Wetlands.* The City's ~~shall maintain~~ land development regulations ~~that~~ shall include performance criteria designed to protect and preserve wetlands from physical and hydrologic alterations.

Policy c1.4.1: *Wetland Development Restrictions.* Wetlands (i.e., wetlands shall include hydric soils and wetland species identified by the FDEP pursuant to Rule 62-340 F.A.C.) shall be protected from physical or hydrologic alterations in order to maintain natural functions. The following uses may be allowed in wetlands: approved passive recreations, open space, restricted accessway, bird sanctuary, natural stormwater retention/detention, natural preserve, or other similar land uses approved by the City pursuant to land development regulations designed to carry out the intent of the Comprehensive Plan. Where one or more of the criteria outlined below are met, other land uses, with consequent adverse impacts to wetlands, may be allowed with mitigation as specified in Policy 1.4.3 provided that the impacts are unavoidable. Impacts shall be considered unavoidable when no technically feasible and economically viable on-site alternative to the proposed activity exists that would reduce or eliminate the impacts (including changes in use, reduction in intensity, or revision of the project layout). Unavoidable impacts may be allowed under any one of the following conditions:

- a) overriding public interest, i.e., the proposed activity is essential to protection of the public health, safety or welfare, and no alternative site exists that is less environmentally sensitive; or



b) substantially degraded wetlands, i.e., the area has been degraded to the point that it no longer performs wetland functions, as determined by the City of DeLand and St. Johns River Water Management District; or

c) net long-term benefit to the overall site wetland functions, i.e., mitigation for wetland functions to be adversely affected by the proposed activity would replace those same or similar functions in a manner that provides substantially greater long-term ecological value, as agreed by the City of DeLand and St. Johns Water River Management District.

Policy c1.4.2: The wetland preservation ordinance shall address the following issues:

a) Criteria and stipulations for protecting wetlands and managing the development review criteria;

b) Protection of wetlands and fragile transition areas (i.e., Transition Zone, also referred to as buffer areas shall be defined as the area separating wetland and upland areas and in which development activities may be regulated to protect wetlands.) The Transition Zone is an area having a direct ground water or surface water influence and provides a buffer between wetlands and development or other land alteration activities. The purpose of the Transition Zone is to ensure the continuing function of respective wetland communities. The boundary of Transition Zones adjacent to specific wetland areas shall be established by field investigation and shall be a minimum of 25 feet.

c) Compensatory mitigation where proposed upland development presents a potential hazard to wetland functions; and



d) Acknowledge the City of DeLand's right to require dedication of a conservation easement to preserve wetland functions and provide for exceptions where the subject land area no longer retains the characteristics, functions, and value of a wetland.

Policy c1.4.3: If it is determined by the City that wetland alteration is unavoidable, mitigation proposals shall be considered, which should include restoration of existing degraded or converted wetlands, or creation of new wetland habitat. Such mitigation activities shall replace like or similar habitat and function and shall not result in a net loss of wetland functions and values. Preservation of upland habitat may be considered in certain instances if deemed appropriate, but shall not result in a net loss of wetlands functions and values. In no case shall mitigation activities degrade critical habitat.

Policy c1.4.4: As a result of development, there shall be no net loss of wetlands functions or values, nor shall wetlands functions and values be degraded.

Policy c1.4.5: Any wetland modification shall maintain, ~~at least partially,~~ stands of old mature forest vegetation, if currently existing.

Policy c1.4.6: Degradation of wetlands by adjacent development shall be avoided through the use of techniques such as setbacks for structures and septic tanks, limited site clearing and stormwater management.

Policy c1.4.7: Future land uses incompatible with the protection and conservation of wetlands should be directed away from wetlands in a manner which minimizes the potential for adverse impacts to wetland function and values.



Policy c1.4.8: Non-intrusive bicycle and pedestrian pathways and boardwalks are permitted, where appropriate, in wetland buffers for passive-recreation use only.

Objective c1.5: *Combat Soil Erosion.* The City's ~~shall implement amended~~ land development regulations ~~which shall~~ include performance standards and criteria designed to reduce the incidence of soil erosion caused by land clearing, breaches in stabilized lake shorelines, and lands having exposed soil without vegetative cover. The City shall require the sodding and seeding of cleared landscapes and/or the use of other engineering controls found acceptable by the City to prevent erosion.

Policy c1.5.1: *Implementing Erosion Control.* Land development regulations shall require that appropriate measures be taken during land clearing and building operations to assure that exposed, destabilized or otherwise altered soil is expeditiously covered with an acceptable erosion control material. These provisions shall be applicable to the act of subdividing and installation of related improvements as well as during the development review process including the period during which improvements are being undertaken. The tree protection and erosion control measures shall be applicable to all clearing and grading activities and shall include specifications for managing vegetation and re-vegetation.

Objective c1.6: *Preventing Potential Adverse Impacts of Future Mining and Excavation Activities.* The City shall implement amended land development regulations which include performance criteria designed to regulate mining activities



within the City of DeLand since the City's natural systems could potentially receive irretrievable losses from the impacts of unregulated mining operations.

Policy c1.6.1: *Regulation of Mining Activities.* Land development regulations shall restrict mining activities based on the irretrievable losses that such intense activities may potentially impose on the City's ecosystem. Land development regulations shall require that all mining and resource extraction including but not limited to, sand and peat excavation shall be conducted according to an excavation and reclamation plan approved by the City. Soil borings and soil surveys will be required to demonstrate compliance with this measure. Because of the high potential for surface and groundwater contamination associated with mining and extraction activities, a horizontal impervious layer (possibly including a portion of the extracted resource) shall, ~~if feasible,~~ be left undisturbed and unpenetrated beneath all excavated areas. The amount and location of the impervious layer to remain intact, if any, will be determined by soil surveys prior to excavation. The land development regulations shall provide procedures for managing preparation and review of the excavation and reclamation plan.

Policy c1.6.2: *Reclamation Activities.* The City shall require that mining sites, including borrow pits, located within adjacent unincorporated Volusia County undergo reclamation as a condition of voluntary annexation. The procedures and specifications for achieving such reclamation shall be incorporated in the land development regulations.

Objective c1.7: Minimize impacts on ecological communities which will adversely alter their natural functions.



- Policy c1.7.1: The City shall maintain criteria and standards for an environmental assessment for wetlands, tree protection, surface and stormwater management, land clearing, protection of environmentally sensitive lands and critical habitat, and protection of endangered species.
- Policy c1.7.2: The City shall coordinate with applicable governmental entities to protect environmentally sensitive lands which cross governmental jurisdictional boundaries.
- Policy c1.7.3: For all sites of ~~larger than~~ five (5) ten (10) acres or more, a professional environmental survey/assessment shall be conducted as part of the development review process. Sites less than five (5) acres may be required to provide an environmental survey/assessment on a case-by-case basis if determined to have environmentally sensitive elements. The survey shall include the following:
- a. The size and distribution of native vegetative communities;
 - b. Wildlife populations, including state and federally listed endangered and threatened plant and animal species and species of special concern;
 - c. The identification of all wildlife corridors and the feasibility of maintaining such corridors;
 - d. Prepare an on-site protection and management plan; and



e. In the event that the post-development habitat is not ecologically viable, an off-site protection and management plan shall be prepared.

Policy c1.7.4: The City shall require implementation of conservation measures, such as clustering of dwellings and/or the preservation of contiguous open space in order to preserve environmentally sensitive lands. Environmentally sensitive lands are defined as areas suitable for the purpose of conserving or protecting natural resources or environmental quality, including areas designated for such purposes as protection of water quality, wildlife management, protection of vegetative communities or protection of wildlife habitats.

Policy c1.7.5: Where appropriate, existing expanses of natural vegetation communities shall be shown on site plans and incorporated into landscaping buffers and open spaces. Open space and/or other conservation lands or areas may not be located on or within individual residential parcels.

Objective c1.8: ~~Protect Native Vegetation~~Wildlife Habitat. The City shall protect habitats of wildlife species occurring in the DeLand area, especially those which are threatened, endangered, or of special concern, to maintain and enhance, where necessary, existing species population numbers and distribution.

Policy c1.8.1: Development plans shall incorporate an on-site management plan for the preservation of habitat for species listed as endangered, threatened or of special concern, where predevelopment habitat is determined to be ecologically viable based on the survey required by Policy c1.7.3. An off-site management plan for such species shall be required where post-development habitat is determined not to be ecologically viable, and where relocation



and/or off-site management is determined to be acceptable an acceptable alternative by the governing regulatory agency, based upon the survey required by Policy 1.7.3.

Policy c1.8.2: Establish development review standards for projects which impact critical habitats, which shall be determined by the City and appropriate federal (USFWS) and state (FGFWFC, FDEP, ECFRPC) agencies, based upon the surveys which are required in Policy 1.7.3. These review standards shall address at a minimum:

- a. The proper siting of development structures and infrastructure, including clustering of dwelling units away from critical habitats;
- b. Management plans that protect endangered wildlife that utilize critical habitats;
- c. Mitigation plans for critical habitat which may be lost or altered; and
- d. Restriction of the use of critical habitats to those which are found to be compatible with the requirements of wildlife species which are threatened, endangered or of special concern.

Policy c1.8.3: Where feasible, the City shall protect critical habitat through the use of conservation easements or developer contributions to a fund established for the purpose of purchasing land classified as habitat for species listed as endangered, threatened or of special concern. The City may either purchase habitat independently or jointly with Volusia County and/or other local governments.



Policy c1.8.4: The City will protect from destruction, revision and/or alteration the +/-1.28 acres of recreated and restored Live Oak - Palm Hammock vegetation at Painter's Pond Park.

Objective c1.9: The City shall commit to leading the community by demonstrating sustainable stewardship by reducing City operating costs; providing a healthy work environment for City staff and visitors; protecting, conserving and enhancing the City's resources and establishing community standards of sustainable living and practices. The City shall take necessary steps to meet the goal to transition to 100% renewable energy by 2075.

Policy c1.9.1: In order to demonstrate a measurable standard in the conservation of natural resources and minimization of the City's carbon footprint and waste profile, the City shall maintain its Gold Florida Green Local Government Designation as prescribed by the Florida Green Building Coalition, Inc. and work towards obtaining Platinum status. ~~Florida Green Local Government Designation as prescribed by the Florida Green Building Coalition, Inc.~~

Policy c1.9.2: The City shall design, construct and operate City facilities to minimize environmental impacts by incorporating the use of resource and energy efficient materials, renewable resources, alternative energy sources, water conservation, waste reduction, recycling and pollution prevention practices

Policy c1.9.3: In order to achieve energy efficiency and to reduce green house gas emissions, the City shall ~~complete energy audits~~ review energy audits on all City facilities



annually. on all City facilities by 2012. The City shall subsequently implement recommended upgrades and improvements to the extent possible

Policy c1.9.4: The City shall appoint and maintain a Sustainability Green Team comprised of ~~residents, stakeholders and~~ City staff to recommend policies, guidelines, goals and strategies to promote sustainability throughout public and private facilities and properties within the City of DeLand.

Policy c1.9.5: The City shall ~~educate employees and the public in~~ continue ongoing education activities to promote the use of resource and energy efficient materials, renewable resources, alternative energy sources, water conservation, waste reduction, pollution prevention and green house gas emission reduction practices. ~~The City shall hold an annual public event to promote associated conservation practices and to educate the public in their implementation.~~ The City shall provide educational materials at public events and explore opportunities to promote and partner with organizations that focus on sustainability.

Policy c1.9.6: In order to provide guidance and technical assistance to the residents of DeLand, the City shall seek training and certification of select employees in the application process for and implementation of ~~Florida Water Star~~ Florida-Friendly Landscaping™ Program and Florida Green Building Collation, Inc. standards for green building principles and certification.



TABLE OF AMENDMENTS - CONSERVATION ELEMENT

CYCLE 09-2 EAR

Adopted by Ordinance No. 09-37

Date: November 16, 2009

Updated Goals, objectives and policies as directed for EAR based amendments

CYCLE WSP

Adopted by Ordinance No. 2009-07

Date: February 16, 2009

Addressed consistency with Water Supply Plan

Goal 1 – added water supplies

Obj. 1.2 – added SJRWMD and local governments for coordination

Policy 1.2.1 – protecting groundwater

Policy 1.2.4 – subdivisions to use conservation and reclaimed water

Policy 1.2.5 – added measuring stormwater contribution

Policy 1.2.7 – promoting conservation

CYCLE 01-1

Adopted by Ordinance No. 2001-08

Date: April 2, 2001

Deleted Support Section from Conservation Element.



CYCLE 99-D1

Adopted by Ordinance No. 99-1

Date: May 17, 1999

Policy 1.4.1 – revised to allow for limited development in wetlands.

Policy 1.4.2 – defined Transition Zones as 25 feet.

Policy 1.4.3 – new policy allows mitigation for development in wetlands.

Policy 1.4.4 – defined no net loss of wetlands.

Policy 1.4.6 – development adjacent to wetlands.

Policy 1.4.7 – directing incompatible land uses away from wetlands.

CYCLE 98-2

Adopted by Ordinance No. 98-06

Date: September 9, 1998

Replaced Dept. of Environmental Regulations and Dept. of Natural Resources
with Department of Environmental Protection

Replaced Map 1

Added text concerning the creation of the Volusia Water Alliance

Revised text concerning lakes within the city

Added text concerning City's participation in FEMA Flood Insurance Program

Added text concerning an updated floodplain map

Inserted updated floodplain map

Added text regarding annexed property containing wetlands

Inserted updated wetlands map

Inserted updated topography map

Revised text concerning sinkholes

Inserted text stating the city will update the soil limitations map

Updated sinkholes map

Inserted text stating the city is in process of updating vegetation map

Inserted text concerning Cypress Swamp

Changed 1989 to 1995

Revised text concerning updated floodplain map



Revised text concerning protection of wetlands
Added text concerning the City's water quality program
Added text concerning wellhead protection
Added policy 1.2.12 concerning wellhead protection zones
Added policy 1.4.6 & 1.4.7 concerning protection/conservation of wetlands
Policy 1.10.1: deleted "By Nov. 1991 the City of DeLand shall participate"
and added "work"
Fixed numeric error in Objective 1.14.
Deleted objective 1.9 - policy 13.4 as duplicative; text appeared twice
Reformatted entire element due to a switch in software

CYCLE 97-1

Adopted by Ordinance No. 98-07

March 16, 1998

Objective 1.1: revised date
Objective 1.2-1.6 and 1.12: deleted date and indicated implementation
Deleted Objective 1.9 and subsequent policies; renumbered objectives accordingly
Objective 1.10-1.11: deleted date

CYCLE 95-2

Adopted by Ordinance No. 95-27

October 2, 1995

Objective 1.14: Adding references to Painter's Pond

Policy 1.14.1: Adding references to Painter's Pond

Policy 1.14.2: Adding references to Painter's Pond



Chapter 7

Recreation & Open Space Element

CHAPTER 7

RECREATION AND OPEN SPACE ELEMENT

Goals, Objectives, and Policies



TABLE OF AMENDMENTS — RECREATION AND OPEN SPACE ELEMENT

~~EAR Based Amendments~~ ~~Adopted by Ordinance No. 2009-37~~ ~~November 16, 2009~~

~~Updated Goals, Objectives and Policies as directed for EAR-based amendments~~

~~CYCLE 01-1~~ ~~Adopted by Ordinance No. 01-08~~ ~~April 2, 2001~~

~~Deleted Support Section from the adopted Comprehensive Plan~~

~~Policy 1.1.1: Updated text regarding the Level of Service~~

~~Objective 1.7: Updated text~~



RECREATION AND OPEN SPACE ELEMENT

GOALS OBJECTIVES AND POLICIES

Introduction

The purpose of the Recreation and Open Space Element is to provide and maintain a recreation and open space system that will meet the present and future needs of the citizens of DeLand, provide recreational opportunities and protect, enhance and improve the natural environment within the City. The objectives and policies provide a framework to achieve this goal.

GOAL r-1: Ensure adequate recreation facilities and open space for all residents to enjoy, including senior citizens, young adults, children, handicapped and visiting population, in an efficient and cost effective manner.

Objective r1.1: Develop a network of park and recreation facilities that provide a broad spectrum of "active" and "resource" based facilities.

Policy r1.1.1: Continue to maintain the adopted minimum standard for level of service as established in the Capital Improvements Element.

Policy r1.1.2: Develop neighborhood park and recreation assessments for those areas lacking in neighborhood facilities.



- Policy r1.1.3: ~~Ensure to broaden and u~~Upgrade the functions of existing facilities, to the greatest extent possible, in order to accommodate differing preferences and age groups.
- Policy r1.1.4: Continue the ~~proper~~ maintenance of existing park and recreation facilities by allocating adequate operating funds to the Parks and Recreation Department.
- Policy r1.1.5: Collect non-resident user fees at selected existing park and recreation facilities where a joint-use contract is not in effect.
- Policy r1.1.6: Require new private development to include recreation sites within their overall master development plans, or require a monetary contribution in lieu of sites. The option of requiring public recreation development or cash payment by the developers shall be with the City of DeLand. Utilize park and recreation impact fees collected for new development in the creation of facilities.
- Policy r1.1.7: Provide for park sites large enough to accommodate a broad spectrum of facilities. Except in rare cases, new park sites should be no less than five (5) acres.
- Policy r1.1.8: Require the allocation of public recreation facilities, or open spaces, with the construction of all new public facilities developed within the City of DeLand.



Policy r1.1.9: Continue the consideration and preservation of historical sites and facilities that have been recognized as a valuable asset to the City of DeLand as a source of recreation and as a tangible link to our heritage.

Objective r1.2: Provide adequate recreation facilities for ~~the~~ persons with disabilities ~~handicapped~~ and senior citizens of the City of DeLand.

Policy r1.2.1: Continue the existing policy of ~~altering~~ improving recreation sites which do not currently have ~~handicapped~~ access points and/or public facilities to accommodate persons with disabilities.

Policy r1.2.2: Require all new recreation facilities to be accessible to the handicapped or as barrier free as possible.

Policy r1.2.3: ~~The City shall study ways and means to expand its Senior Citizen Facilities and work with other public and private groups at this facility. Explore opportunities to expand Senior Citizen Facilities.~~

Objective r1.3: ~~Protect~~ Preserve existing City-owned open spaces ~~from development~~ and ~~utilize~~ explore options for passive recreation and development of new parks.

Policy r1.3.1: The City shall ~~adopt new~~ update regulations specifically outlining open space standards for new development, protection of native vegetation and new open



space after initial development, and the use of open space as buffering for all new development.

Policy r1.3.2: ~~Institute a program~~ Explore options to acquire ~~any~~ available vacant property, for the creation of new parks and recreation centers. ~~using any options available, as resource based passive recreation.~~

Policy r1.3.3: Identify vacant land suitable for inclusion into a City-wide open space system by preparing a City of DeLand Open Space and Recreation Master Plan. ~~Contact current owners and inform them of the tax advantages of land donation.~~

Policy r1.3.4: ~~The land development regulations will include a definition of open space.~~

Objective r1.4: Coordinate efforts with all levels of government, quasi-public agencies and the private sector to provide recreational opportunities while exploring and utilizing creative mechanisms for funding acquisition and development of park and recreation facilities.

Policy r1.4.1: ~~Develop~~ Maintain a formal joint use agreement with the Volusia County School Board for the ~~continued~~ use of existing schoolyard and indoor facilities ~~and development of new facilities and periodically update the agreements as needed~~ City Facilities.



Policy r1.4.2: Develop formal joint use agreements with county and state agencies for the continued use of their property for park and recreation facilities.

Policy r1.4.3: Maintain contact with state and federal agencies regarding recreation development grant monies.

Policy r1.4.4: Design a mechanism for accepting and utilizing private donations for park and recreation facilities.

Objective r1.5: Assure the continued maintenance of existing park and recreation facilities, and implement the necessary changes to increase the level of safety for the user.

Policy r1.5.1: Prepare a study of existing safety features at each park location (i.e. lighting, fencing, signage, etc.) which will recommend additional procedures of features necessary to decrease the chance for injuries sustained at park or recreational sites.

Policy r1.5.2: Institute user fees at selected sites and utilize the funds to increase the level of maintenance at City recreation sites.

Objective r1.6: Provide facilities for the efficient administration of organized programs.



Policy r1.6.1: Provide community or activity centers to meet the needs of the surrounding community based on yearly evaluation of program requests.

Policy r1.6.2: Plan for specialized facilities large enough to accommodate league and tournament play.

Objective r1.7: Coordinate with Volusia County to connect bicycling and walking trails.
~~Maintain Painter's Pond Park as an outdoor recreation and educational facility which can be enjoyed by all individuals, including a boardwalk and nature trails which connect the restored Oak Palm Hammock vegetation areas with other activity areas.~~

Policy r1.7.1: Coordinate with new development to provide barrier-free public access to bicycling and walking trails to allow for future connectivity. ~~Develop on-site educational programs, including the City's recreation and restoration of the natural Oak Palm Hammock vegetation areas at Painter's Pond Park.~~

Policy r1.7.2 Review and update the City of DeLand Greenway Report-Bicycle and Pedestrian Master Plan to create a strategy for trail connectivity within the city.

Policy r1.7.3 Work with the County to connect and extend sidewalks and trails throughout the city and surrounding area.



Chapter 8

Intergovernmental Coordination Element

CHAPTER 8

INTERGOVERNMENTAL COORDINATION ELEMENT

Goals, Objectives, and Policies



TABLE OF AMENDMENTS – INTERGOVERNMENTAL COORDINATION ELEMENT

~~EAR Based Amendments~~ ~~Adopted by Ordinance No. 2009-37~~ ~~November 16, 2009~~

~~Updated Goals, objectives and policies as directed for EAR based amendments~~

~~CYCLE PSFE~~ ~~Adopted by Ordinance No. 2008-04~~ ~~January 23, 2008~~

~~Added Goal 2 and policies consistent with PSFE.~~

~~CYCLE 01-1~~ ~~Adopted by Ordinance No. 01-08~~ ~~April 2, 2001~~

~~Deleted Support Section from Comprehensive Plan.~~

~~CYCLE 99-1~~ ~~Adopted by Ordinance No. 99-30~~ ~~October 18, 1999~~

~~Updated text regarding the urban reserve area~~

~~Revised policy 1.1.1~~

~~Revised policy 1.1.2~~



INTERGOVERNMENTAL COORDINATION GOALS, OBJECTIVES, AND POLICIES

INTRODUCTION

The purpose of the Intergovernmental Coordination Element is to coordinate the City of DeLand Comprehensive Plan with the comprehensive plans of adjacent local governments and regional and state agencies. This Element also strives to determine and respond to the needs for coordination mechanisms between the City of DeLand and adjacent local governments and regional and state agencies. The Intergovernmental Coordination Element establishes a goal, objectives and policies aimed at meeting the requirements to coordinate planning activities with adjacent local governments. It sets forth both policies and implementation strategies developed to attain the intergovernmental coordination goal and objectives. This Intergovernmental Coordination Element has been developed to meet the requirements of Section 163.3177(6)(h), Florida Statutes, which establishes the minimum requirements for the content of the Intergovernmental Coordination Element.

GOAL i-1: Foster and encourage intergovernmental coordination between the City of DeLand and federal, state, and other local governmental jurisdictions.

OBJECTIVE:

- i1.1 Develop and implement interlocal agreements and other mechanisms to rectify problem areas between the City and other local governments, as identified in the comprehensive land use plan.

POLICIES:

- i1.1.1 Utilize the existing Joint City County Coordinating Committee to review City of DeLand and Volusia County land use designations within the City's Annexation Area of the Utility Service Agreement and make recommendations regarding future development within this area.
- i1.1.2 Participate with adjacent jurisdictions, when necessary, to develop and implement Joint Planning Agreements (JPA's) to further the Smart Growth initiative.



OBJECTIVE:

- i1.2 Implement interlocal agreements that will ensure that the City meets its minimum level of service (LOS) standards, as identified in the comprehensive land use plan.

POLICIES:

- i1.2.1 Develop and implement an interlocal agreement with Volusia County Schools permitting the City to utilize certain school facilities as park sites, for a period no less than 5 years.
- i1.2.2 Develop an interlocal agreement with surrounding governmental jurisdictions for the purpose of ensuring concurrency for developments which have impact that cross government jurisdictional boundaries.

OBJECTIVE:

- i1.3 Implement and maintain coordination with adjacent governmental jurisdictions for the purpose of ensuring consistency in the updating and development of comprehensive plan amendments.

POLICIES:

- i1.3.1 Maintain communication with the Volusia Growth Management Commission for the purpose of ensuring their goal of consistency of proposed comprehensive plan amendments between adjacent municipalities.
- i1.3.2 Maintain discussions with Volusia County and other adjacent jurisdictions, as required, to eliminate to the greatest extent possible, incompatible land use categories, category definitions, and other problem areas through the use of JPA's.



- i1.3.3 The City shall address land use conflicts and inter-jurisdictional incompatibilities by notifying the involved adjacent municipalities or Volusia County of the conflicts as well as the significance or magnitude of the conflicts.
- i1.3.4 The City shall mitigate land use conflicts. The mitigation procedures may consist of a jointly adopted future land use plan for the bordering land uses, or at a minimum, and if appropriate, the buffering of the incompatible land uses. The City shall oppose requests for changes in land use that are inconsistent with the adopted City Comprehensive Plan.
- il.3.5 If and when conflicts of purpose among jurisdictions cannot be resolved locally, seek mediation assistance from the East Central Florida Regional Planning Council (ECFRPC) and/or VGMC.
-

OBJECTIVE:

- i1.4 The City shall continue to coordinate its planning efforts with the St. Johns River Water Management District and other agencies as necessary to ensure compatibility between the Regional Water Supply Plan and the City's water supply plan.

POLICIES:

- i1.4.1 The City shall exchange planning information on a regular basis with the St. Johns River Water Management District and other agencies as necessary.
- i1.4.2 The City shall review plans of the St. Johns River Water Management District and other agencies as necessary to ensure conformance with those plans.



i1.4.3 The City shall update its Water Supply Work Plan as required by Chapter 163.3177(6)(c) Florida Statutes.

~~Implement the City's Water Supply Work Plan. The Work Plan addresses current and projected water needs for 10 years in consideration of the appropriate Saint Johns River Water Management District Water Supply Plan.~~

OBJECTIVE:

i1.5: The City shall cooperate with any state, regional or local entity having operational and maintenance responsibility for public facilities with DeLand in establishing level of service standards for those facilities. The measurement of this Objective is the degree to which the following policies are implemented.

POLICIES:

i1.5.1 The City shall assist Volusia County and the Florida Department of Transportation (FDOT) in establishing, maintaining and updating of LOS standards for roadways, water, wastewater, solid waste and drainage. Assistance shall include regular meetings, provision of traffic data, population projections and funding information on an annual basis or as requested. Assistance may also include participation in any regional or countywide efforts. The City shall coordinate with the County, Deltona, Lake Helen, and Orange City in the ongoing development, monitoring and implementation of mobility strategies.

~~The City shall cooperate with the Florida Department of Transportation and Volusia County in establishing level of service standards for State and County highways within the City. Furthermore, the City shall work toward greater communication with FDOT, Volusia County and other agencies as necessary in relation to transportation and growth management issues.~~



- i1.5.2 The City shall continue to coordinate any proposed or requested annexations with Volusia County.
- i1.5.3 The City shall discuss the level of service issues with the following entities: Volusia County (for solid waste and traffic circulation), East Central Florida Regional Planning Council for planning assistance), and FDOT (for traffic circulation).
- i1.5.4 Assist Volusia County and FDOT concerning the transportation system and means for future funding. Assistance shall include attendance at meetings, participation in county funding discussions for roadway budgeting and collection of traffic data for pending developments to ensure that system enhancements are consistent and compatible with the land use.
- i1.5.5 When conflicts occur between the City of DeLand and other governmental entities regarding the level of service for a specific facility, the City of DeLand shall meet with the parties involved and seek to resolve the issues utilizing the comprehensive plan amendment process.

OBJECTIVE:

- i1.6 The City shall cooperate with adjacent utility providers to conserve water, provide emergency water service to customers, enhance aquifer recharge and expand utilization of reclaimed water.

POLICIES:

- i1.6.1 Potable water interconnects shall be maintained and monitored for regular or intermittent use as determined to be in the best interest of the City.



- i1.6.2 Develop a plan for interconnecting reclaimed water distribution systems. Reclaimed water interconnects may be utilized to expand the use of non-potable water for irrigation and implement aquifer recharge enhancement programs.

- i1.6.3 The City shall take the Saint Johns River Water Management District's, District Water Supply Plan (DWSP) and/or subsequent DSWPs issued by the District, and associated technical publications and guidance documents into consideration when planning and implementing current and future water use, alternative water supply initiatives and other related issues and projects in order to meet future water supply needs.

GOAL i-2: Provide for coordination and cooperation with other governmental units and agencies which may be affected by the Future Land Use Map and the respective goals, objectives and policies.

OBJECTIVE:

- i2.1 Promote coordinated comprehensive land use and planning decision making between the City of DeLand and adjacent local governments.

POLICIES:

- i2.1.1 The City shall ensure compatibility between the Future Land Use Map and those of adjacent jurisdictions.

- i2.1.2 The Future Land Use Map and all significant amendments thereto shall be forwarded to adjacent jurisdictions, the Volusia County Growth Management Commission (VGMC), and other applicable agencies for review and comment prior to adoption.



- i2.1.3 The City shall maintain a policy of open communication and technical information exchange regarding land use changes between staff and staff of adjacent jurisdictions.
- i2.1.4 The City shall enter into an interlocal agreement with Volusia County to develop a set of joint airport zoning regulations applicable to lands underlying airport surfaces, in accordance with §333.03(1)(b) F.S.
- i2.1.5 The City shall coordinate with the State, Volusia County and adjacent municipalities to promote the preservation of historic resources.

GOAL i-3: Establish and maintain a cooperative relationship between the City and School District to provide an effective joint planning process including procedures to coordinate land use planning with the development of school facilities consistent with the PSF Element.

OBJECTIVE:

- i3.1 Establish and maintain a cooperative relationship between the School Board and the City to provide an effective joint planning process as required by the interlocal agreement.

~~*Intergovernmental coordination.* The City shall establish coordination mechanisms with the School Board to achieve a collaborative effort to identify school needs, provide for schools facilities and implement school concurrency using consistent supporting data and analysis.~~

POLICIES:

- i3.1.1 In cooperation with the School Board, the City shall adopt and implement the interlocal agreement as required by Section 1013.33 F.S., which includes procedures for:



- o Coordinating and sharing information
- o Educational and ancillary siting procedures
- o Comprehensive plans and plan amendment review
- o Site design and development plan review
- o Joint development of schools, parks and other uses
- o School concurrency implementation
- o Implementation and amendments
- o Resolution of disputes

i3.1.2 In accordance with the schedule established in the interlocal agreement, the City shall appoint a representative to meet with School Board and other local government representatives to review data and annually approve a projection of the amount, type, and distribution of population growth and student enrollment. Data shall include but not be limited to:

- o Capital budgets for each jurisdiction
- o School Board five-year facilities work program
- o School Board educational plant survey (every fifth year)
- o Volusia County five-year road improvement program
- o Anticipated new development, infill development and redevelopment
- o Student enrollment and school utilization including portable classroom assignments

i3.1.3 The City shall provide the School Board with a copy of each ~~planning~~ Planning board ~~Board~~ and Council/Commission agenda.

i3.1.4 The City and the School Board shall coordinate the acquisition and development of sites for future educational and ancillary facilities in accordance with the process established in the interlocal agreement.



~~i3.1.5 The City shall adopt regulations necessary to implement school concurrency and Section 206 of the Volusia County Charter no later than February 1, 2008.~~

i3.1.65 The City shall provide notice to adjacent jurisdictions as required by the Volusia County Interlocal Agreement for School Planning when school capacity in the adjacent jurisdiction is anticipated to be applied to meet concurrency requirements for proposed residential development.

i3.1.76 The City shall regularly monitor and evaluate the implementation of the Public School Facilities Element to assure compliance with the provisions of the comprehensive plan and the interlocal agreement, to assure the use of best practices in the joint planning of school facilities, and to provide for the continuing coordination of school planning.

OBJECTIVE:

i3.2 Monitoring and Evaluation. The City of DeLand shall monitor and periodically evaluate the actions taken with regard to meeting the goals established for the development of school facilities.

POLICIES:

i3.2.1 In accordance with the interlocal agreement but no less than once per year, a report shall be submitted to the DeLand Planning Board and the School Board reporting on the implementation actions and coordinated planning efforts for planning and developing school facilities including joint development opportunities. If the School Board or DeLand Planning Board finds that implementation of the plan or interlocal agreement is not occurring, the School Board or DeLand Planning Board shall make recommendations to the City Commission of steps necessary to achieve successful implementation.



- i3.2.2 For each comprehensive plan amendment reviewed by the Volusia Growth Management Commission (VGMC), the City shall identify in the VGMC application support materials how anticipated impacts of the proposed amendment to school facilities are addressed.
- i3.2.3 The City shall appoint a citizen to serve as a member of the oversight committee created by the adopted Interlocal Agreement and shall appoint a staff member to serve on the technical committee created by the adopted Interlocal Agreement.



Chapter 9

Capital Improvement Element

CHAPTER 9

CAPITAL IMPROVEMENT ELEMENT

Goals, Objectives, and Policies



Introduction

The purpose of the Capital Improvement Element (CIE) and the Five-Year Schedule of Capital Improvements (Schedule) is to identify the capital improvements needed to implement the Comprehensive Plan and ensure that the adopted Level-of-Service (LOS) Standards are achieved and maintained for concurrency-related facilities. As mandated by Chapter 163, Florida Statutes, it describes the new facilities and financing needed to correct existing deficiencies, accommodate new growth, and maintain existing facilities. It further provides for consideration of the need, location, and efficient use of public facilities in support of the Dynamic Master Plan.



GOALS, OBJECTIVES, AND POLICIES

GOAL ci-1: The City shall undertake actions necessary to adequately provide needed public facilities to all residents within its jurisdiction in a manner which protects investments in existing facilities, maximizes the use of existing facilities, and promotes orderly compact urban growth.

Objective ci1.1: User charges and impact fees shall be the major revenue source for financing the construction, operation and maintenance of water and sewer systems.

Policy ci1.1.1: The Water and Sewer system will be financed and accounted for in an Enterprise Fund so that the costs of providing these services to the general public shall be recovered primarily through user fees. Stormwater drainage may be totally or partially financed by user charges, impact fees, grants, matching funds and/or developer contributed proportionate fair share and may be accounted for in either enterprise or special funds.

Policy ci1.1.2: Revenues derived from water connection fees and sewer installation fees shall be used to cover the costs of the specific connection or installation.

Policy ci1.1.3: Revenues derived from user fees shall be greater than the costs of collecting the fee.

Policy ci1.1.4: Rates for services provided shall be reevaluated at least once every five years to insure acceptable revenue levels are being maintained.

Objective ci1.2: Development will bear a proportionate cost of facility improvements necessitated by the development in order to maintain adopted LOS standards.



- Policy ci1.2.1.a: Future development shall bear their fair share of the cost to provide public facilities and services as a result of their development as necessary to achieve and maintain the adopted level of service standards and other measurable objective standards. Impact fees shall be initiated and maintained for as many public facilities and services as deemed appropriate by the City of Deland.
- Policy ci1.2.1.b: Water and sewer impact fees shall be used exclusively to fund the expansion and improvements of the city's water and sewer system.
- Policy ci1.2.2: Where land is required to extend the public facilities needed to serve proposed development, the developer may provide the property required, or upon approval by the City, may provide equivalent payment in lieu of providing land.
- Policy ci1.2.3: Impact fees shall be used to fund capital improvements resulting from new development and shall not fund existing deficiencies.
- Policy ci1.2.4: Mechanisms for credits and refunds shall be provided in each impact fee ordinance. Impact fee ordinances shall be revised so that credits shall be granted when other additional revenue sources become available, excluding one-time grants from other governmental agencies to support capital facilities.
- Policy ci1.2.5: The city shall adopt an ordinance to control the timing and location of development by conditioning development approval upon a showing that sufficient facilities are present or will be provided in order to maintain LOS standards.



Policy ci1.2.6: The City shall use the following LOS standards in reviewing the impacts of new development and redevelopment upon public facility provision:

Sanitary Sewer Facilities

- All residences— 114 gals per capita per day
- Commercial Central Business District— 2,500 gals per day per acre.
- Commercial Outlying— 2,000 gals per day per acre
- Commercial Airport— 1,500 gals per day per acre

Reclaimed Water Facilities

- All single family homes— 356 gal per day per eru
- Minimum Distribution main size— 6” diameter
- On-site Storage and pumping for all developments greater than 100 eru

Solid Waste Facilities

- City wide— 8.6 pounds per capita per day

Drainage Facilities

- City wide— 25 year frequency, 24 hour duration

Potable Water Facilities

- City wide— 114 gals per capita per day

Recreation Parkland

- Parks— 4.6 acres per 1,000 residents

Roadways within the city with the exception of US 17/92 from SR 44 to Plymouth Avenue and SR 44 from Hill Avenue to Summit Road:

SIS Facilities (Freeway):— LOS D-(C)

Non-SIS State Facilities:— LOS E

Arterials:— LOS E

Collectors:— LOS E

Roadways within the city that are constrained and projected to operate as deficient before or by 2020, and where capacity is not anticipated shall operate at the following LOS standard:

Facility	Level of Service Standard (Capacity x 1.2)
US 17/92: SR 44 to Plymouth Ave	19,150
SR 44: Hill Ave to Blue Lake Ave	19,800



SR 44: Blue Lake Ave to Kepler Road	20,800
SR 44: Kepler Road to Summit Rd	19,800

Police Protection

~~One full-time equivalent field officer per 355 residents~~

Fire/Rescue Service

~~FIRE/RESCUE LOS STANDARDS~~

~~Maximum Distance between Fire Hydrant:~~

~~Residential — 500', with a maximum of 250' from any residential lot.
Nonresidential — 300'~~

~~Minimum Fire Flow Requirements:~~

~~Formula — Volume of Building / 100 x Construction Class Multiplier x
Hazardous Multiplier = GPM~~

~~Volume of Building / 100 =~~

~~Construction Class Multiplier~~

~~Type I and II Noncombustible = 1~~

~~Type III, IV and V Limited Combustible = 1.25~~

~~Type VI Combustible = 1.5 x~~

~~Hazardous Designation~~

~~Non-Hazardous = 1~~

~~Hazardous = x~~

~~Fire Flow — Gallons per Minute (GPM) =~~

~~Definitions, per the Standard Building Code, 1991 Edition with latest revisions:~~

~~1. Construction Class~~

- ~~a. Type I and II Noncombustible — Construction in which the structural members including exterior walls, interior bearing walls, columns, floors and roofs are of~~



noncombustible materials and are protected so as to have fire resistance not less than that specified for structural elements as specified in Table 600.

- b. ~~Type III Limited Combustible – Construction in which fire resistance is attained by the sizes of heavy timber members being not less than indicated in this section or by providing fire resistance of not less than 1 hour where materials other than wood of heavy timber sizes are used.~~
- c. ~~Type IV Limited Combustible – Construction is which the structural members including exterior walls, interior bearing walls, columns, floors and roofs are noncombustible materials.~~
- d. ~~Type V Limited Combustible – Construction is which the exterior bearing and non-bearing walls are of noncombustible materials and have fire resistance not less than specified in Table 600 and floors, roofs, and interior framing are wholly or partly wood or other approved materials and have fire resistance not less than specified in Table 600.~~
- e. ~~Type VI Combustible – Construction in which the exterior bearing and non-bearing walls and partitions, floors, and roofs and their supports are wholly or partly of wood or other approved materials.~~

2. Hazardous Designation

- a. ~~Hazardous – Any land use or occupant which meets the criteria of H1, H2, H3 and/or H4, per Section 408, Hazardous Occupancy, of the Standard Building Code, 1991 Edition with latest revisions.~~

- b. ~~Non-Hazardous – All other land uses or occupants.~~

<u>State Facility/ Comprehensive Plan Element</u>	<u>Level of Service Standards</u>	
<u>Roads/ Transportation</u>	<u>Facility Type:</u>	<u>Level of Service Standard</u>
	<u>SIS Facilities (Freeway):</u>	<u>D (C)</u>
	<u>Non SIS Facilities:</u>	<u>D</u>
	<u>Arterials:</u>	<u>E</u>
	<u>Collectors:</u>	<u>E</u>
<u>Potable Water Facilities</u>	<u>102 Gallons per capita where there are approximately 2.5 occupants/ERU = 255 GPD/ERU</u>	
<u>Sanitary Sewer Facilities</u>	<u>225 GPD/ERU per capita of 90 flow rate</u>	



<u>Solid Waste/Solid Waste</u>	<u>Maintain disposal capacity of 8.6 pounds per capita per day</u>
<u>Drainage Facilities</u>	<u>Stormwater Management Systems shall be designed for a 100-year/24-hour storm event.</u>
<u>Reclaim Water Facilities</u>	<u>500 GPD/ERU (If number of ERU's were known) or 1,000 gal/acre On-site Storage and pumping for all developments greater than 100 ERU</u>
<u>Parks & Recreation</u>	<u>4.6 parkland acres per 1,000 residents</u>

Objective ci1.3: The city shall rely on the broadest revenue bases as possible for the funding of capital facilities. The city will correct, and/or identify and resolve deficiencies; and by ~~2020~~ 2030 shall resolve existing deficiencies and plan for the resolution of emerging deficiencies resulting from growth or deterioration over time.

Policy ci1.3.1: If approved by referendum, the city shall use revenues such as the one cent optional sales tax to finance capital improvements that do not have either dedicated revenue sources for capital needs or may have revenue deficiencies to adequately finance capital needs.

Policy ci1.3.2: Develop a balanced approach for the use of tax increment district funds for both capital improvement and redevelopment projects identified in the CRA plan that eliminate blighting influences and ensure adequate levels of service; and for promoting the area for community and regional events, as well as “every day” activities to keep the downtown district viable.



- Objective ci1.4: Debt shall be managed in a prudent and efficient manner.
- Policy ci1.4.1: Facilities financed by enterprise funds (water, sewer, stormwater) shall have their debt repaid by revenues derived from providing those services.
- Policy ci1.4.2: The City shall consider general obligation bonds for major capital facilities and shall not use GO bonds for enterprise fund facilities.
- Policy ci1.4.3: Facilities for non-enterprise funds may be financed by non-referendum debt such as, but not limited to, bank notes or capital leases if such borrowing is the only financing technique available that will enable the city to provide capacity sufficient to meet standards for level of service concurrent with new development.
- Policy ci1.4.4: The term of any debt issue shall not exceed the expected life of the capital improvement to be financed.
- Policy ci1.4.5: Vehicles and equipment shall not be financed by long term debt issues but from current revenues, grants, lease/purchase or other short term financing. The term of financing of equipment may not exceed the expected life of the equipment.
- Policy ci1.4.6: In accordance with the city's charter borrowing from local institutions for capital expenditures shall not exceed one-half (.05) percent of the assessed value of taxable property in the city according to the last assessment roll preceding the loan.



- Policy ci1.4.7: In accordance with the city's charter general obligation bonds may be issued in an amount not to exceed twenty percent of the total nonexempt assessed valuation in the city.
- Objective ci1.5: Costs of non-enterprise type services and use of recreation facilities will be recovered annually.
- Policy ci1.5.1: Annually a determination will be made on amount of revenue to be derived from direct fees for services.
- Policy ci1.5.2: Fees will be reviewed every five years to insure adequate fees are in place for reimbursement by nonresidents for use of city facilities.
- Policy ci1.5.3: A study will be undertaken to determine what services are being performed that do not have an appropriate reimbursement fee such as fire inspection.
- Policy ci1.5.4: Revenues derived from user fees shall be greater than the costs of collecting the fee.
- Policy ci1.5.5: Rates for services provided shall be reevaluated at least once every two years to insure acceptable revenue levels are being maintained.
- Objective ci1.6: Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace worn-out or obsolete facilities as revenues are available.



Policy ci1.6.1: A five year Capital Improvement Program shall be prepared each year and adopted by the City Commission. The CIP will be adopted at the same time as the city's annual budgets.

Policy ci1.6.2: Proposed capital improvement projects shall be evaluated and ranked in order of priority according to the following guidelines:

- a) Whether the project meets criteria for capital consideration in value and useful life as determined by the City Commission according to a project's urgency;
- b) Whether the project is needed to protect public health and safety, to fulfill the city's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities;
- c) whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed areas lacking full service, or ~~promotes~~ in-fill development, or enhances non-vehicular mobility or connectivity; and
- d) Whether the project represents a logical extension of facilities and services within a designated urban service area.

Policy ci1.6.3: A Capital Improvement Program will be adopted for each fiscal year.

Policy ci1.6.4: The Capital Improvement Program will be amended during the fiscal year should project priorities and modifications due to revenue shortfalls and/or natural or other disaster dictate.



Objective ci1.7: The City will manage its fiscal resources to ensure funding for the operation of the city is not disrupted.

Policy ci1.7.1: The City will maintain in the General Fund an operating reserve equivalent to two month's operating needs.

Policy ci1.7.2: Enterprise fund surpluses, unless indicated otherwise, shall be used for major capital expenditures, repairs and/or one time expenditures.

Policy ci1.7.3: A working capital reserve for the Water & Sewer Fund shall be maintained in an amount equal to three month's operating needs.

Policy ci1.7.4: Efforts shall be made to secure grants or private funds whenever available to finance capital improvements.

GOAL ci-2: The City shall maintain clear and understandable policies that define concurrency and a management system that assists the public in ascertaining whether specific development projects meet the concurrency criteria.

Objective ci2.1: The City shall maintain a concurrency management system to insure that public facilities, supplies and services needed to support development are available concurrent with the impacts of such developments. Specific definitions and criteria shall be established in a Concurrency Management Ordinance, Land Development Regulations or other implementing ordinance. Prior to the approval of a building permit or its functional equivalent, the City shall determine whether adequate services to serve new development will be



available no later than the issuance by the City of a Certificate of Occupancy or its functional equivalent.

Policy ci2.1.1: The following facilities ("necessary facilities and services") and supplies shall be subject to the concurrency determination:

- * parks and recreation
- * roads (in thoroughfare system)
- * storm drainage
- * potable water
- * wastewater treatment /sanitary sewer / reclaimed wastewater reuse
- * solid waste
- ~~* fire/rescue facilities~~
- ~~* police facilities.~~

Policy ci2.1.2: The City Commission may, at its discretion and subject to public hearings and plan amendments during the planning period, add compliance with the agencies' policies governing the following facilities to the concurrency determination:

- * public schools

Policy ci2.1.3: Prior to the approval of an application for a development order or permit which contains a specific plan for development, including the densities and intensities of development, the City shall ensure that the following standards will be met



for potable water, sanitary sewer, reclaimed wastewater reuse solid waste, storm drainage, ~~police and fire/rescue~~:

- (a) The necessary facilities and services are in place at the time a development permit is issued; or
- (b) A development permit is issued subject to the condition that the necessary facilities and service will be in place when the impacts of the development occur; or
- (c) The necessary facilities are under construction at the time a development permit is issued; or
- (d) The necessary facilities and services are guaranteed in an enforceable development agreement or development order to insure that the necessary facilities and services will be in place when the impacts of the development occur.

Policy ci2.1.4: For parks and recreation and roads, the concurrency requirements can be satisfied by ensuring that the following alternative standards will be met in lieu of those set forth in Policy 2.1.3 above:

- (a) At the time the development permit is issued, the necessary facilities and services are the subject of a binding, executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of the development permit; or



(b) The necessary facilities and services are guaranteed in an enforceable development agreement or development order which requires the commencement of the actual construction of the facilities or the provision of services within one year of the issuance of the applicable development permit.

Policy ci2.1.5: For roads included in the Five Year Schedule of Capital Improvements, the concurrency requirement can be satisfied by ensuring that the following alternative standards will be met in lieu of those set forth in Policies 2.1.3 and 2.1.4 above:

(a) The City shall update the Capital Improvements Element and Five-Year Schedule of Capital Improvements on an annual basis to ensure that the listed capital improvements are financially feasible. The City may rely upon transportation projects included in the first three years of the applicable adopted Florida Department of Transportation Five Year Work Program to determine concurrency.

(b) The Five Year Schedule of Capital Improvements shall include both the necessary facilities to maintain the adopted level of service standards to serve a proposed new development and the necessary facilities required to eliminate existing deficiencies which are a priority to be eliminated during the relevant five year period.

(c) The City shall not rely upon any public facilities included in a Five Year Schedule of Capital Improvements which are required to serve a



proposed new development unless there are sufficient, currently available revenue sources to fund the required public facility.

(d) The Five Year Schedule of Capital Improvements for roads must include the estimated date of commencement of actual construction and the estimated date of project completion.

(e) The City shall not rely on the Five Year Schedule of Capital Improvements unless the actual construction of roads is scheduled to commence in or before the third year of the five year schedule.

(f) The City shall not eliminate, defer or delay the construction of any road which is needed to maintain the adopted level of service standard and which is listed in the Five Year Schedule of Capital Improvements, except by a plan amendment.

(g) The City shall maintain Land Development Regulations to ensure the necessary public facilities and services will be available to accommodate the impacts of development. (Changes per EAR Amend. 2009)

(h) The City shall develop, in conjunction with other local governments within Volusia County, a permit tracking system. This system shall require that each jurisdiction provide, on an annual basis, information on development/building activity to ensure adherence to the adopted level of service standards and the schedule of capital improvements.

(i) The Five Year Schedule of Capital Improvements shall clearly identify which public facilities and services will be provided by the City,



Volusia County or FDOT and shall identify the source of public funds committed to complete the scheduled improvement.

Policy ci2.1.6: In determining whether the necessary public facilities and services will be available concurrent with the impacts of development, the City may approve developments in stages or phases. Specific conditions for permitting each phase to proceed shall be included in an enforceable development agreement or development order to ensure that necessary public facilities and services will be in place when the impacts of the development occur in accordance with Policies 2.1.3, 2.1.4 or 2.1.5, as applicable.

Policy ci2.1.7: The determination that sufficient capacity is available shall be valid concurrent with the development order.

Policy ci2.1.8: Whenever an applicant's pro rata share of a public facility is less than the full cost of the facility, the City shall do one of the following:

(a) contract with the applicant for the full cost of the facility, including terms regarding reimbursement of the applicant for costs in excess of the applicant's pro rata share, or

(b) obtain one or more of the following assurances for the applicant's pro rate share:

- (1) cash escrow,
- (2) irrevocable letter of credit,
- (3) prepayment of impact fees, or
- (4) prepayment of capacity/connection charges or



(c) Amend this Comprehensive Plan to modify the adopted level of service standard so as to reduce the required facility to equal the applicant's needs.

Policy ci2.1.9: Pursuant to Policies 2.1.7 and 2.1.8, no further determination of capacity for the subject property shall be required before the expiration of the applicable vesting period described in Policy 2.1.7 above, except that any change in the density, intensity or land use which requires additional public facilities or capacity shall be subject to review and approval or denial by the City.

Policy ci2.1.10: An applicant for development may elect to request approval of a preliminary development order, including rezoning, without a determination of capacity provided that any such order is issued subject to requirements in the applicable land development regulation or specific conditions in the preliminary development order that:

(a) Final development orders for the subject property shall be subject to a determination of capacity; and

(b) No rights to obtain final development orders nor any other rights to develop the subject property have been granted or implied by the City's approval of the preliminary development order.

Policy ci2.1.11: The City shall not limit or modify the rights of any person to complete any development that has been authorized as a development of regional impact pursuant to Chapter 380 of the Florida Statutes or who has been issued a final development order before the adoption of an ordinance establishing the City's



concurrency management program, so long as development has commenced and is continuing in good faith. For the purpose of this provision, a development shall be deemed vested if the developer has secured building permits for a significant portion of the applicable phase of the development and is continuously undertaking the work.

Objective ci2.2: The City shall adopt criteria as to the timing for the availability of capital improvements by facility type.

Policy ci2.2.1: Potable water, solid waste, wastewater, reclaimed wastewater reuse, transportation, parks and recreational facilities, stormwater capacity, ~~fire/rescue facilities, and police facilities~~, either existing or to be provided, shall be reserved and implemented for a proposed development prior to the issuance of a certificate of occupancy for the applicable phase of development or the recording of a final subdivision plat.

Policy ci2.2.2: A schedule of public facilities and their availability shall be established at the issuance of the building permit for each proposed private development. Land clearing, site preparation and construction for each private development shall be programmed with facilities scheduled to ensure that the concurrency requirements are met. Where public or private facility availability is delayed, the City may impose delay requirements on any permits it has issued so that public facilities and services will be available concurrent with the impacts of new development.



Policy ci2.2.3: For State or County roadways designated by Volusia County as either backlogged or constrained, the City will coordinate with Volusia County when reviewing potential impacts from proposed developments.

Objective ci2.43: The City shall maintain provisions how and when capacity/concurrency determination will take place in the development review process.

Policy ci2.43.1: Detailed capacity/concurrency review and determination shall be made by the City's Technical Review Committee for the following development orders:

- (a) Site plans for residential and non-residential projects,
- (b) Preliminary plats for residential projects,
- (c) Planned Developments, and
- (d) Developments of Regional Impact.

Policy ci2.43.2: No building permits shall be issued to construct, reconstruct or alter any building or structure, including signs, no use of an existing building shall be changed until a site plan for the property has been reviewed and approved for concurrency and other applicable requirements of law including this Comprehensive Plan.

New developments shall identify the adopted Level of Service standard for each public facility. New Development Orders and permits shall be issued only if they meet the approved LOS standards.

Policy ci2.43.3: Any proposed rezoning which would result in an increase in the densities or intensities of development, shall be tested for facility capacity and concurrency



at the time of rezoning unless the applicant requests rezoning without a determination of capacity in accordance with Policy 2.1.10.

Objective ci2.54: The City shall allocate the necessary resources to manage the policies related to concurrency and achieve Goal II of this Capital Improvements Element.

Policy ci2.54.1: The City shall maintain a system to identify the concurrency status of the various classes of vested properties and the public shall have access to such system at a nominal fee.

Policy ci2.54.2: The City shall evaluate its organizational structure every 5 years in order to determine the most appropriate organizational arrangement to monitor and manage facility capacity, service levels and concurrency.

Policy ci2.54.3:

The City's Land Development Regulations shall contain a section on Concurrency Management which shall include or identify the following:

- (a) How level of service standards established in this element will be measured for development review;
- (b) Definition of a final development order;
- (c) Development orders subject to concurrency;
- (d) Properties to be vested under the definition of a final development order;
- (e) Which City agencies perform the concurrency evaluation; and
- (f) Process of appeals.



Policy ci2.54.4:

The City shall monitor the cumulative effect of all approved development orders and development permits on the capacity of public facilities as part of its annual monitoring and evaluation requirements. The city shall prepare and present to the city commission and the public a report on the public facilities and level of service inventory for concurrency management. This report shall include the degree of any facility deficiencies and a summary of the impacts the deficiency(s) will have on the approval of future development orders. The city shall then recommend a schedule of improvements necessary to prevent a deferral or moratorium on the issuance of development orders.

Policy ci2.54.5:

The five year program of scheduled capital improvements shall be reviewed and updated annually by the City. This annual review and update shall be integrated into the City's annual budget process, complete with time table and deadlines for specific tasks, just as in the City's operating budget process.

(a) Specific projects submitted by City Departments shall be reviewed based on the criteria set forth in Objective 1.6 and its related subpolicies;

(b) Specific projects needed to meet the concurrency and level of service requirements of this element as a result of specific development agreements or orders shall be integrated into this annual update of the five year program of scheduled capital improvements;

(c) Capital Improvements necessary for water supply concurrency will be identified and included in the annual update to the Capital Improvement Plan (CIP).



(d) A companion but subsequent document to the City's annual budget document shall be produced each year containing the five year program of scheduled capital improvements, including individual projects, summary tables, updated five year revenue projections, service levels and operating cost impacts.



CAPITAL IMPROVEMENTS ELEMENT APPENDIX

CAPITAL IMPROVEMENT PROGRAM

Note: CIP has been adopted and is considered a support document.



Chapter 10

Public School Facilities Element

CHAPTER 10

PUBLIC SCHOOL FACILITIES ELEMENT

Goals, Objectives, and Policies



PUBLIC SCHOOL FACILITIES ELEMENT GOALS, OBJECTIVES, AND POLICIES

GOAL s-1: Collaborate and coordinate with the School Board of Volusia County to provide and maintain a public education system which meets the needs of Volusia County's current and future population.

Objective s1.1: *Coordination and consistency.* The City of DeLand shall implement and maintain mechanisms designed to coordinate with the School Board to provide consistency between local government comprehensive plans and public school facilities and programs.

Policy s1.1.1: Pursuant to the procedures and requirements of the adopted interlocal agreement, the City shall coordinate with the School Board on growth and development trends, general population and student projections to ensure that the plans of the School Board and City are based on consistent data.

Policy s1.1.2: The City shall provide the representative of the School Board with copies of all Technical Review Committee, Planning Board and City Committee meeting agendas and staff reports.

Policy s1.1.3: The City shall meet at least annually with representatives from the School District and other local governments in Volusia County to review the Public School Facilities Element including enrollment projects. The timing and content of these meetings shall be done according to the requirements and procedures set forth in the adopted interlocal agreement.



Objective s1.2: *School facility siting and availability.* The City shall coordinate with the School Board on the planning and siting of new public schools and ancillary facilities to ensure school facilities are coordinated with necessary services and infrastructure and are compatible and consistent with the comprehensive plan.

Policy s1.2.1: The City shall coordinate with the School Board to assure that proposed public school facility sites are consistent with the applicable land use categories and policies of the comprehensive plan. Schools shall be permitted in future land use classifications except for industrial land use classifications and environmentally restricted land use classifications listed below:

<u>SCHOOLS</u>	<u>Educational</u>	<u>Low Density Resid.</u>	<u>Med Density Resid.</u>	<u>High Density Resid.</u>	<u>Urban Low Intensity</u>	<u>Mixed Commercial</u>	<u>Highway Commercial</u>
<u>Elementary</u>	<u>X</u>	<u>X</u>	<u>X</u>		<u>X</u>		
<u>Middle</u>	<u>X</u>		<u>X</u>	<u>X</u>	<u>X</u>		
<u>High</u>	<u>X</u>			<u>X</u>		<u>X</u>	<u>X</u>

~~Elementary schools shall be permitted in Educational, Low Density Residential, Urban Low Intensity and Medium Density Residential.~~

~~Middle Schools shall be permitted in Educational, Medium Density Residential, Urban Low Intensity and High Density Residential.~~

~~High Schools shall be permitted in Educational, High Density Residential, Mixed Commercial, and Highway Commercial.~~

Policy s1.2.2: Coordination of the location, acquisition, phasing and development of future school sites and ancillary facilities shall be accomplished through the procedures adopted in the interlocal agreement.



Policy s1.2.3: The City and School Board will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation, expansion or closure of an existing school. If required infrastructure is not in place to serve the proposed school, the parties shall enter into a written agreement as to the timing, location, and party or parties responsible for constructing, operating and maintaining the required improvements. Each party shall cooperate to ensure off-site stormwater impacts are minimized.

Policy s1.2.4: The City shall encourage the School Board to land bank sites for future use as school facilities. The City shall coordinate with the School Board on the acquisition and use of land banked sites in the same manner as established for other sites in order to ensure adequate infrastructure is planned and constructed in advance of school construction.

Policy s1.2.5: The City shall protect schools and land banked school sites from the adverse impact of incompatible land uses by providing the School District with the opportunity to participate in the review process for all proposed development adjacent to schools.

Policy s1.2.6: In developing capital improvements plans and programs for public services, the City shall consider required infrastructure to service existing and proposed schools and any land banked school sites.

Objective s1.3: *Enhance community design.* The City shall enhance community and neighborhood design through effective school facility design and siting standards and encourage the siting of school facilities in order to serve as community focal points and are to be compatible with surrounding land uses.



Policy s1.3.1: The City shall coordinate with the School Board on opportunities for the expansion and rehabilitation of existing schools so as to support neighborhoods and redevelopment.

Policy s1.3.2: The City shall collaborate with the School Board on the siting of public facilities such as parks, libraries, and community centers near existing or planned public schools, to the extent feasible. The City in conjunction with the School Board shall determine the need for the above named facilities through established population projection procedures and notification of the appropriate agencies that oversee parks and libraries as well as the general public.

Policy s1.3.3: The City shall look for opportunities to co-locate and share the use of public facilities when preparing updates to the comprehensive plan's schedule of capital improvements and when planning and designing new or renovating existing, community facilities. Co-located facilities shall be governed by a written agreement between the School Board and the City specifying operating procedures and maintenance and operating responsibilities.

Policy s1.3.4: The City shall reduce hazardous walking conditions consistent with Florida's ~~safe ways to school~~ Safe Routes to School (SRTS) program. In conjunction with the School Board, the City shall implement the following strategies:

1. New developments adjacent to schools shall be required to provide a right-of-way and direct safe access path for pedestrian travel to existing and planned schools and shall connect to the neighborhood's pedestrian network.



2. New development and redevelopment within two miles of a school shall be required to provide sidewalks within or adjacent to the property for the corridor that directly serves the school or qualifies as an acceptable designated walk or bicycle route to the school.
3. In order to ensure continuous pedestrian access to public schools, the City shall consider infill sidewalk and bicycle projects connecting networks serving schools as part of the annual capital budget process. Priority shall be given to hazardous walking conditions pursuant to Section 1006.23, Florida Statutes.
4. The City shall coordinate with the ~~Metropolitan~~ Transportation Planning Organization to maximize the funding from the Florida Department of Transportation and other sources that may be devoted to improving pedestrian networks serving public schools.

Policy s1.3.5: The City and School Board shall coordinate with Volusia County Emergency Services on efforts to build new school facilities, and facility rehabilitation and expansion, to be designed to serve as and provide emergency shelters as required by Section 1013.372, Florida Statutes.

Objective s1.4: *Coordinate comprehensive plan amendments and development orders with school capacity.* Manage the timing of new development to coordinate with adequate school capacity as determined by the Volusia County School District.

Policy s1.4.1: The City shall take into consideration the School Board comments and findings on the availability of adequate school capacity in the evaluation of



comprehensive plan amendments and other land use decisions including but not limited to developments of regional impact. School Board review shall follow the policies and procedures set forth in the interlocal agreement.

Policy s1.4.2: Amendments to the future land use map shall be coordinated with the School Board and the Public School Facilities Planning Maps.

Policy s1.4.3: Where capacity will not be available to serve students from the property seeking a land use change or other land use determination that increases residential density, the City shall not approve the proposed land use change until such time as the School Board can find that adequate public schools can be timely planned and constructed to serve the student population or that the applicant has provided adequate mitigation to offset the inadequacies in anticipated school capacity.

GOAL s-2: IMPLEMENT PUBLIC SCHOOL CONCURRENCY

The City shall assure the future availability of public school facilities to serve new development consistent with the adopted level of service standards. This goal will be accomplished recognizing the School District's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools and the City's authority for land use, including the authority to approve or deny comprehensive plan amendments, re-zonings or other development orders that generate students and impact the public school system. The City shall operate and maintain in a timely and efficient manner adequate public facilities for both existing and future populations consistent with the available financial resources.



Objective s2.1: *Level of service standards.* The City through coordinated planning with the School District and implementation of its concurrency management system shall ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level of service standard within the period covered by the five-year schedule of capital improvements. These standards and the concurrency management system shall be consistent with the interlocal agreement approved by the School Board and the local governments in Volusia County.

Policy s2.1.1: The level of service standards for schools shall be applied consistently by all the local governments in Volusia County and by the School Board district-wide to all schools of the same type.

Policy s2.1.2: Consistent with the interlocal agreement, the uniform, district-wide level-of-service standards are set as presented in the CIE.

Policy s2.1.3: The updated level of service standard for schools that is provided at the bi-annual Technical Coordinating Committee meeting shall be the standard that is used to determine the capacity of schools that is required for the City of DeLand.

~~The following schools shall achieve the designated level of service no later than the identified date.~~

School	DATE
Orange City Elementary	July 1, 2012
Horizon Elementary	July 1, 2012
Freedom Elementary	July 1, 2012
Osceola Elementary	July 1, 2014
Ortona Elementary	July 1, 2014
Ormond Beach Elementary	July 1, 2014



Southwestern Middle	July 1, 2013
New Smyrna Beach Middle	July 1, 2012

Source: Volusia County Interlocal Agreement

~~(Note: This policy is intended to designate backlogged LOS for those schools that exceed the desired levels during the first five year capital improvements program.)~~

Policy s2.1.4: The City and School Board recognize and agree that short-term changes in enrollment unrelated to new development approvals can and do occur, and that students enrolling in their assigned school will be accepted consistent with the School District's constitutional obligations regardless of the utilization levels at the assigned school.

Policy s2.1.5: If there is a consensus to amend any level of service, the amendment shall be accomplished by execution of an amendment to the interlocal agreement by all parties and the adoption of amendments to each local government's comprehensive plan. The amended level of service shall not be effective until all plan amendments are effective and the amended interlocal agreement is fully executed. No level of service standard shall be amended without showing that the amended level of service standard is financially feasible and can be achieved and maintained within the five years of the capital facilities plan.

Objective s2.2: *School concurrency service areas.* The City shall establish School Concurrency Service Areas as the area within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standard. Maps of the School Concurrency Service Areas are adopted in the Volusia County Interlocal Agreement for Public School Facilities Planning.



- Policy s2.2.1: The concurrency service area for elementary schools shall be the elementary school attendance boundary as represented on the map series “Public School Facilities Element Elementary School Concurrency Service Areas” adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.
- Policy s2.2.2: The concurrency service area for middle schools shall be the middle school attendance boundary as represented on the map series “Public School Facilities Element Middle School Concurrency Service Areas” adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.
- ~~Policy s2.2.3: The concurrency service area for K-8 schools shall be the attendance boundary as represented on the map series “Public School Facilities Element K-8 Concurrency Service Areas” adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference. (Note: no K-8 schools have been established at this time.)~~
- Policy s2.2.43: The concurrency service area for high schools shall be as represented on the map series “Public School Facilities Element High School Concurrency Service Areas” adopted as part of the Volusia County Comprehensive Plan and which is incorporated herein by reference.
- Policy s2.2.54: The concurrency service area for special use schools shall be district wide.
- Policy s2.2.65: Attendance zone changes are not intended to be Comprehensive Plan amendments.



Policy s2.2.76: Amendments to the School Concurrency Service Areas shall be completed according to the procedures specified in the Volusia County Interlocal Agreement for School Facilities Planning. Amendments to concurrency service areas shall consider the following criteria:

1. Adopted level of service standards shall not exceed the level of service standard within the initial five-year planning period
2. The utilization of school capacity is maximized to the greatest extent possible taking into account transportation costs, court approved desegregation plans, proximity to schools, ethnic and socio-economic diversity, subdivisions and neighborhoods, demographic changes, future land development patterns, crossing guard availability and other relevant factors.

Policy s2.2.7: The City of DeLand shall meet with the Volusia County School Board and other local jurisdictions to discuss and review transportation planning, and to ensure consistent LOS standards at the bi-annual ~~monthly~~ meeting of the Technical Coordinating Committee. The School Board shall provide updated LOS standards bi-annually during these meetings.

Objective s2.3: *Process for school concurrency implementation.* In coordination with the School Board the City will establish a process for implementation of school concurrency which includes applicability and capacity determination, availability standards and school capacity methods. The City shall manage the timing of residential subdivision approvals and site plans to ensure adequate school capacity is available consistent with the adopted level of service standards for public schools.



Policy s2.3.1: School concurrency applies to residential development not otherwise exempt as specified by Policy 2.3.3.

Policy s2.3.2: Development orders may be issued for residential development where:

1. Adequate school capacity, as determined by the School Board, exists or will be under construction for each level of school in the affected concurrency service area within three years after the issuance of the development order allowing the residential development.
2. Adequate school facilities, as determined by the School Board, are available within an adjacent concurrency service area subject to the limitations of Policy 2.3.7. Where capacity from an adjacent concurrency service area or areas is utilized, the impacts of development shall be shifted to that area. If capacity exists in more than one concurrency service area or school within a concurrency service area, the School District shall determine where the impacts of development shall be allocated based on the School District policies for student assignment.
3. The developer executes a legally binding commitment with the School Board and City to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property as provided by Objective 2.4 and its supporting policies.

Policy s2.3.3: The following residential development shall be considered exempt from the school concurrency requirements:



1. Single family lots of record existing as such at the time School Concurrency implementing ordinance is adopted which otherwise would be entitled to build, shall be exempt from School Concurrency requirements.
2. Any residential development or any other development with a residential component that received approval of a Final Development Order or Functional Equivalent prior to the implementation date of school concurrency or is otherwise vested prior to the implementation date of school concurrency is considered vested for that component which was previously approved for construction and shall not be considered as proposed new residential development for purposes of school concurrency.
3. Amendments to residential development approvals which do not increase the number of students generated by the development based on the student generation rates for each school type as determined by the School District.
4. Age restricted developments that are subject to deed restrictions prohibiting the permanent occupancy by a resident under the age of fifty-five. Such deed restrictions must be recorded and be irrevocable for a period of at least thirty years.
5. Group quarters that do not generate students including residential facilities such as jails, prisons, hospitals, bed and breakfast, hotels and motels, temporary emergency shelters for the homeless, adult



halfway houses, firehouse dorms, college dorms exclusive of married student housing, and religious non-youth facilities.

Policy s2.3.4: The creation of subdivisions and/or single family lots equal to or less than three units shall be reported to the School Board as part of the annual planning coordination process established by the interlocal agreement and these units shall be included by the School Board in planning student allocations by school.

Policy s2.3.5: The City shall adopt a school concurrency ordinance which establishes the application procedures and process for evaluating school capacity and making concurrency determinations consistent with the provisions of the interlocal agreement.

Policy s2.3.6: The School Board shall conduct a concurrency review that includes findings and recommendations of whether there is adequate capacity to accommodate proposed development for each type of school within the affected concurrency service area consistent with the adopted level of service. The School Board may issue a certificate of school concurrency if sufficient capacity exists for the proposed development or the School Board may set forth conditions required to satisfy the requirements of school concurrency including proportionate share mitigation.

Policy s2.3.7: If the adopted level of service standard cannot be met within a particular concurrency service area as applied to an application for development order and if the needed capacity is available in one or more contiguous service areas or school attendance zones, then this capacity shall be applied to the concurrency evaluation of the application for development approval subject to the following limitations:



1. Areas established for diversity at schools shall not be considered contiguous.
2. Concurrency service areas or school attendance zones generating excessive transportation costs shall not be considered contiguous. Excessive transportation costs are defined as transporting students beyond the abutting school attendance zone or requiring a transport time of fifty minutes one way as determined by School District transportation routing staff.
3. Concurrency service areas or school attendance zones shall not be considered contiguous when the concurrency service areas or school attendance zones are separated by a natural or man-made barrier such as a river, water body, or interstate highway that requires indirect transport of students through a third concurrency service area or school attendance zone.
4. When capacity in an adjacent concurrency service area or school attendance zone is allocated to a development application, assignment of the students to the school with available capacity may be accomplished by applying any of the techniques used to establish school attendance zones including modification of existing attendance zone boundaries or creation of island zones.
5. Student transportation not in conformance with the conditions established in items 1 through 4 above shall be permitted to allow student assignments based on specific educational programming options; to comply with State and Federal mandatory transfer



opportunities; or for other transfer opportunities that School Board shall deem appropriate for the specific circumstances of an individual student.

Policy s2.3.8: If the adopted level of service cannot be met within a particular concurrency service area the School Board may apply one or more of the following techniques to maximize use of available capacity and provide for adequate numbers of student stations to meet current and future demand:

1. Construct new school facilities
2. Construct additions to current facilities
3. Adjust program assignments to schools with available capacity
4. Modify attendance boundaries to assign students to schools with available capacity
5. Eliminate variances to overcrowded facilities that are not otherwise restricted by State or Federal requirements.

Objective s2.4: *Proportionate share mitigation.* The City shall provide for mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the School Board's adopted financially feasible work program.

Policy s2.4.1: In the event that sufficient school capacity is not available in the affected concurrency service area, the developer shall have the option to propose proportionate share mitigation to address the impacts of the proposed development.



- Policy s2.4.2: Mitigation shall be directed toward a permanent capacity improvement identified in the School Board's financially feasible work program, which satisfies the demands created by the proposed development consistent with the adopted level of service standards.
- Policy s2.4.3: Mitigation shall be directed to projects on the School Board's financially feasible work program that the School Board agrees will satisfy the demand created by the proposed development approval and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant which shall be executed prior to the City issuance of the subdivision or site plan approval. If the School Board agrees to the mitigation, the School Board shall commit in the agreement to placing the improvement required for mitigation in its work plan.
- Policy s2.4.4: The applicant's total proportionate share obligation shall be based on multiplying the number of needed student stations generated from the proposed project times the School Board's current cost per student station plus land cost for each type of school. The applicant's proportionate share mitigation obligation shall be credited toward any impact fee or exaction fee imposed by local ordinance for the same need on a dollar for dollar basis. (For example, if the proportionate share mitigation provides only for land, the credit is applied only against that portion of the impact fee or other exaction devoted to land costs.)
- Policy s2.4.5: The student generation rates used to determine the impact of a particular development shall be the student generation rates adopted in the most recent school impact fee study.



Policy s2.4.6: The cost per student station shall be the most recent actual costs per student station, and capitalization costs if applicable, paid by the School Board for the equivalent school facility.

Policy s2.4.7: Mitigation options must consider the School Board's educational delivery methods and requirements and the State Requirements for Educational Facilities and may include, but not be limited to, the following:

1. Donation of buildings for use as a primary or alternative learning facility
2. Renovation of existing buildings for use as learning facilities
3. Funding dedicated to, or construction of permanent student stations or core capacity
4. For schools contained in the School Board's adopted five-year capital facilities work program, upon agreement with the School Board, the applicant may build the school in advance of the time set forth in the five-year work program
5. Dedication of a school site as approved by the School Board
6. Up front lump sum payment of school impact fees
7. Up front payment of interest and other costs of borrowing



8. Payment of off-site infrastructure expenses including but not limited to roads, water, and/or sewer improvements that bring service to school site
9. Payment of transportation costs associated with the movement of students as a result of overcapacity school
10. Funding assistance with acquisition of school site
11. Phasing of construction or delay of construction in order to timely plan for the availability of school capacity,
12. Establishment of an educational facilities benefit district
13. Establishment of educational facilities mitigation banks

Objective s2.5: *Capital facilities planning.* The City shall ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standards for schools.

Policy s2.5.1: In accordance with the adopted interlocal agreement the City shall collaborate with the School Board in locating required school sites as identified in the School Board's five, ten and twenty year capital facilities plan.

Policy s2.5.2: The City shall ensure that future development pays a proportionate share of the costs of capital facilities capacity needed to accommodate new development and to assist in maintaining the adopted level of service standards via impact fees and other legally available and appropriate methods.



Policy s2.5.3: By December 1 of each year, the City shall adopt as part of its Capital Improvement Element the Volusia County School District five year work program approved in September of each year as part of the School District budget including planned facilities and funding sources to ensure a financially feasible capital improvements program and to ensure the level of service standards will be achieved by the end of the five-year period.



~~Future Conditions Map Series~~

~~Map 1: Planned Public School Facilities and Ancillary Plants Fiscal Year 2007/08 to Fiscal Year 2011/12. West Volusia~~

~~Map 2: 2011-2025 Long Range Planned Public School Facilities by School Planning Areas~~



Chapter 11

Property Rights Element

CHAPTER 11

Property Rights Element

Goal, Objective, and Policy



The following section presents the ~~Goal, Objective and Policy~~ Goals, Objectives and Policies for the City of DeLand Property Rights Element that complies with Florida Statute 163.3177 (6) (i)

GOALS, OBJECTIVES AND POLICIES

- Goal pr1: The City of DeLand shall make local ~~planning and development~~ decisions with respect for private property rights and with respect for people's rights to participate in decisions that affect their lives and property.
- Objective pr1: The City of DeLand shall respect judicially acknowledged and constitutionally protected private property rights.
- Policy pr1.1: The City of DeLand shall consider in its decision-making the right of a property owner to physically possess and control his, her or its interests in the property including, but not limited to, rights arising from easements, leases, or mineral rights.
- Policy pr1.2: The City of DeLand shall consider in its decision-making the right of a property owner to use, maintain, develop and improve his, her or its property for personal use or for the use of any other person, subject to state law and local ordinances.
- Policy pr1.3: The City of DeLand shall consider in its decision-making the right of the property owner to privacy and to exclude others from their property to protect the owner's possessions and property.
- Policy pr1.4: The City of DeLand shall consider in its decision-making the right of a property owner to dispose of his, her or its property through sale or gift.



- Policy pr1.5: The City of DeLand shall adhere to the rule of law in making land use decisions whether legislative, administrative or quasi-judicial.
- Policy pr1.6: The City's land development regulations shall provide for applicable processes, procedures and standards to implement this Objective.
- Objective pr2: People have the right to participate in local ~~planning and development~~ decisions that affect their lives and property. The City of DeLand's decision-making processes and procedures shall be transparent so that all people may reasonably participate in decisions that affect their lives and property.
- Policy pr2.1: The City of DeLand recognizes that local ~~planning and development~~ decisions affect complex systems and have impacts that occur beyond the site of development. Any affected person may participate, as is consistent with controlling law, in and be a party to a hearing on a land use decision. Likewise, the general public which may not have true legal standing under controlling law, shall have the right to participate as is established under Florida law.
- Policy pr2.2: The City of DeLand recognizes that it should make local ~~planning and development~~ decisions in response to true and accurate information. The City of DeLand shall, in accordance with controlling law, provide affected persons an opportunity to be heard, to present and rebut evidence and to be informed of all information on which the City bases its decision all as is required under Florida law.
- Policy pr2.3: The City of DeLand recognizes that a person cannot participate in local decisions about which they are unaware. The City shall provide notice as



required by controlling law and shall adhere to a policy of open meetings and freedom to review and copy public records which are bedrock principles of Florida law.

Policy pr2.4: The City's land development regulations shall provide for applicable processes, procedures and standards to implement this Objective.



Chapter 12

Economic Development Element

CHAPTER 12

ECONOMIC DEVELOPMENT

ELEMENT

Goals, Objectives, and Policies



ECONOMIC DEVELOPMENT ELEMENT **GOALS, OBJECTIVES AND POLICIES**

INTRODUCTION

The City of DeLand Economic Development Element provides strategies to maintain and enhance the City's existing businesses and industries and explore future economic opportunities by establishing goals, objectives, and policies that support the growth of a healthy economy.

GOAL econ1: Retain and recruit quality jobs and actively seek to attract new businesses and expand existing businesses.

Objective econ1.1: Build relationships with businesses to identify opportunities for expansion and assist with locating sites and/or facilities for expansion.

Policy econ1.1.1: Explore options for grants, pilot programs, and other funding at the county, regional, state and federal level, for businesses looking to locate within City limits.

Policy econ1.1.2: Work with Team Volusia, Volusia County Economic Development, DeLand Chamber of Commerce, and other agencies to promote the DeLand Airport and other properties to bring diverse industries.

GOAL econ2: Increase the development, redevelopment, and reuse potential of properties and buildings by providing information, incentives, and programs to potential businesses.

Objective econ2.1: Review depreciating and underutilized commercial and residential property for revitalization and redevelopment.

Policy econ2.1.1: In cooperation with Volusia County, encourage and enhance Spring Hill redevelopment through the Spring Hill Community Redevelopment Agency and incentives found in the existing opportunity zones.

Policy econ2.1.2: Develop a subarea plan for the downtown node, as identified in the 2050 Vision Plan, to enhance and support commercial development in downtown DeLand.



- Policy econ2.1.3: Update the City's Land Development Regulations to include infill, redevelopment, and adaptive reuse standards to encourage development of existing or underutilized sites within the downtown core, gateways and redevelopment areas.
- Policy econ2.1.4: Identify infrastructure improvements needed to support existing and new development and incorporate infrastructure priorities into the City's capital improvement program.
- Objective econ2.2: Encourage business development in and around the City of DeLand Municipal Airport and the northwest industrial base.
- Policy econ2.2.1: Update the City's Land Development Regulations to include creative options and solutions to adjust, reallocate, and reduce required plant material in and around the Airport. Options should also include the creation of a preferred tree species and planting list to mitigate wildlife hazards in and around the airport.
- Policy econ2.2.2: Create an enhanced and distinct perimeter landscape, entryway, and airport branding plan.



Chapter 13

Placemaking Element

CHAPTER 13

PLACEMAKING **ELEMENT**

Goals, Objectives, and Policies



PLACEMAKING ELEMENT **GOALS, OBJECTIVES AND POLICIES**

INTRODUCTION

Placemaking refers to the process of building communities around meaningful places, reinventing public spaces as the heart of the community, and making great places that are memorable and vibrant.

GOAL place1: Utilize Placemaking principles to develop identifiable places that foster a sense of place and build community.

Objective place1.1: Develop subarea plans for each of the nodes identified in the City's 2050 Vision Plan.

Policy place1.1.1: Subarea plans should reflect existing development patterns and established characteristics of the area.

Policy place1.1.2: Each of the nodes should allow a range of housing choices, inclusion of office and retail uses, promote bicycle and pedestrian activity, and emphasize community green spaces.

Objective place1.2: Encourage developments to maintain or expand the grid or modified grid street pattern to create better connectivity and more efficient use of infrastructure.

Policy place1.2.1: Explore options for creating a connectivity index that will rate future subdivisions, mixed-use, and residential development based upon factors that improve vehicular and pedestrian connectivity.

Objective place1.3: Enhance existing public spaces and places primarily in the downtown and historic districts and explore the feasibility/desirability of the addition of interactive items such as splash parks, fountains, large scale game boards, and other non -traditional amenities in the downtown district.

Policy place1.3.1: Strategically place outdoor seating and lighting in a manner that minimizes environmental impacts, encourages social interaction, and increases the comfort and safety of a place.



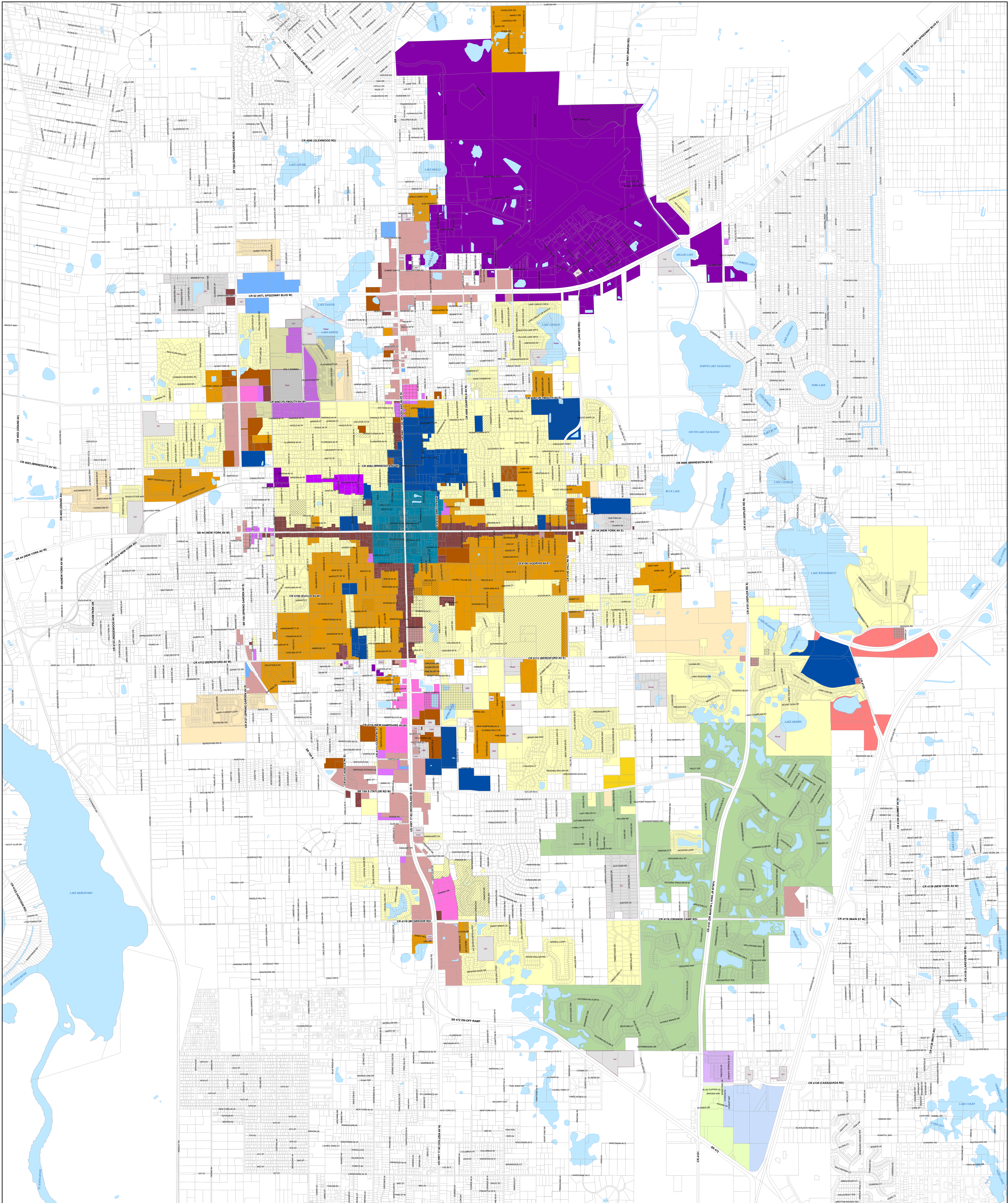
Policy place1.3.2: Explore options for hardscape areas and plazas to be used to meet landscaping, open space, and tree projection requirements in the downtown area.

Policy place1.3.3: Explore options for food truck events in coordination with other special events, especially in areas that lack food options.

Policy place1.3.4: Encourage public and private developers to integrate public art into new developments.

City of DeLand

Future Land Use Map



Sources: City of DeLand Planning Dept.
County of Volusia GIS

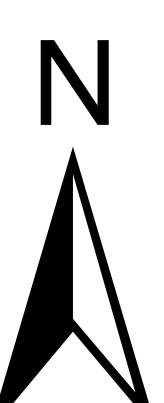
This map is a graphic representation and is not intended to be used for any engineering or surveying purposes. The City of DeLand is not liable for any decisions made on the basis of this map or on the information contained within the map.

Current as of:

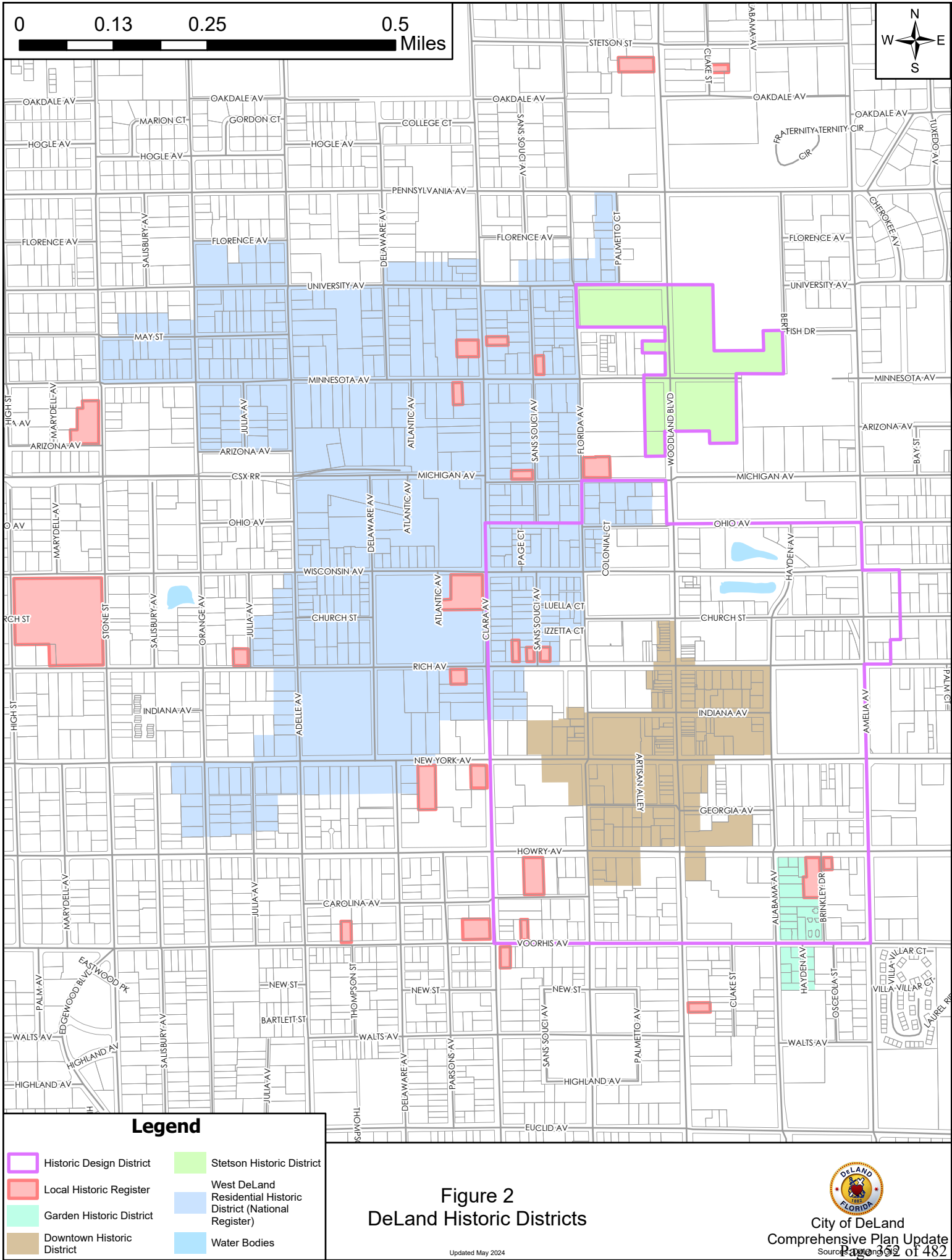
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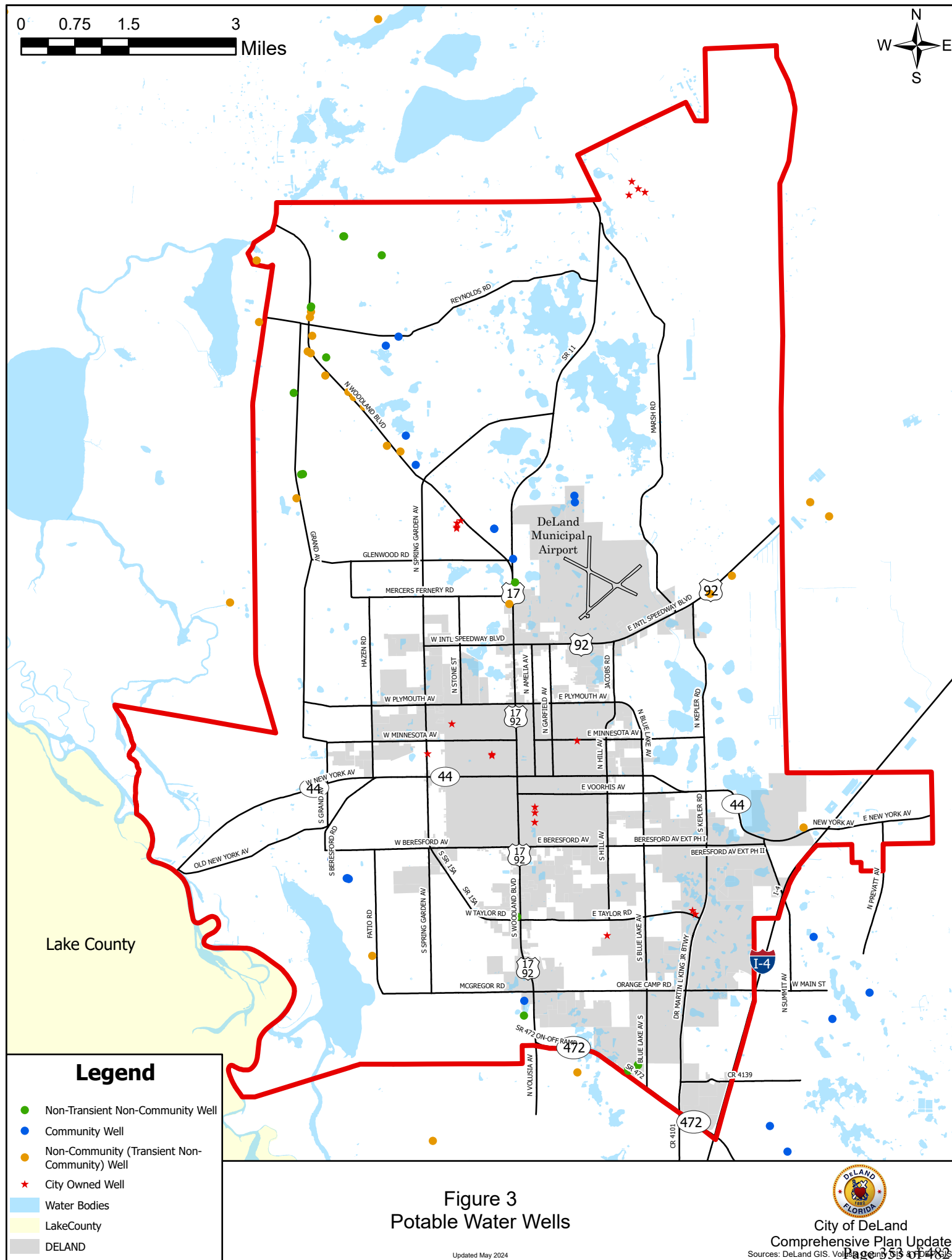
- | | | | |
|---|--|---|--|
|  Streets |  Medium Density Residential |  Redevelopment |  Transitional Residential Development |
|  Water |  High Density Residential |  Rail Spur |  County |
|  Parcels |  Mixed Office - Residential |  Industrial | |
| Future Land Use (DEFAULT) |  Mixed Commercial |  Educational | Future Land Use Overlays: |
| FLU Name: |  Business Retail |  New Community Development |  Community Health Overlay |
|  Agricultural Conservation |  Highway Commercial |  Community |  Historic Overlay |
|  Urban Low Intensity |  Gateway |  Commerce |  Historical Corridor Overlay |
|  Low Density Residential |  Downtown Commercial |  West Central District |  Institutional Overlay |
| | | |  Recreational Overlay |

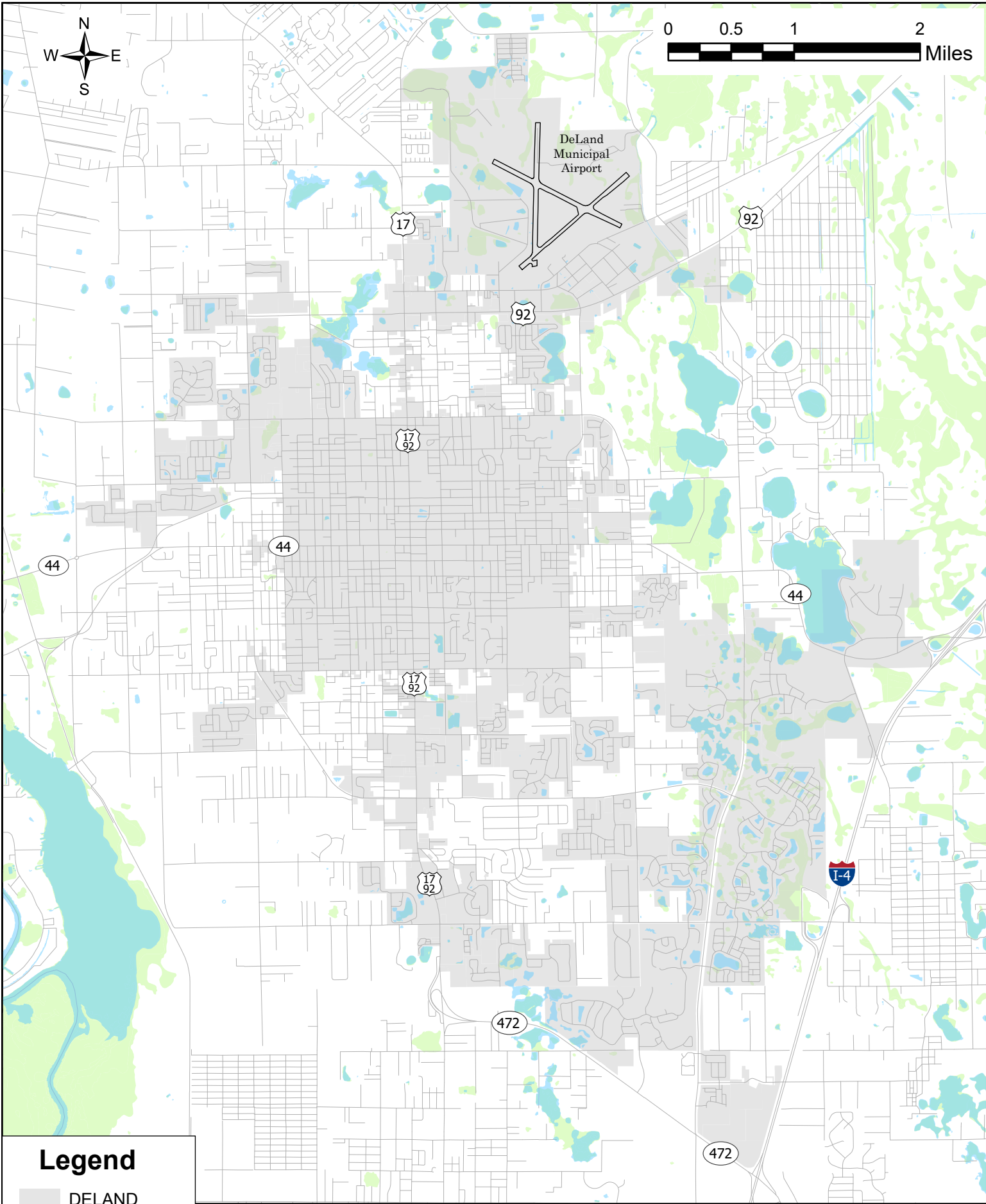
Digital version of this map has not been adopted by the City Commission and may contain errors. Please verify land uses with the City of Deland Planning Department.



Scale: 1:12,000
Print size: 42" x 58"







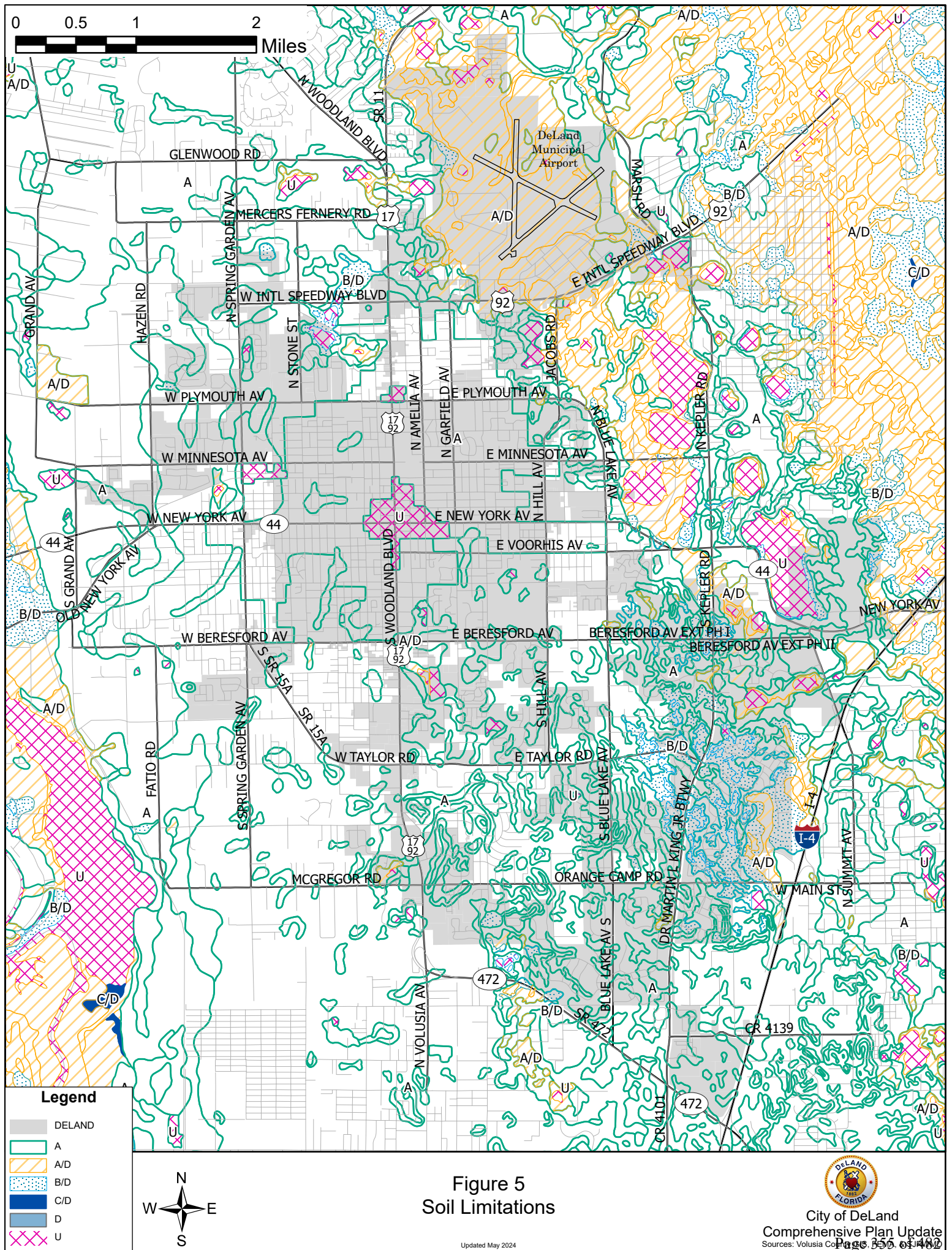
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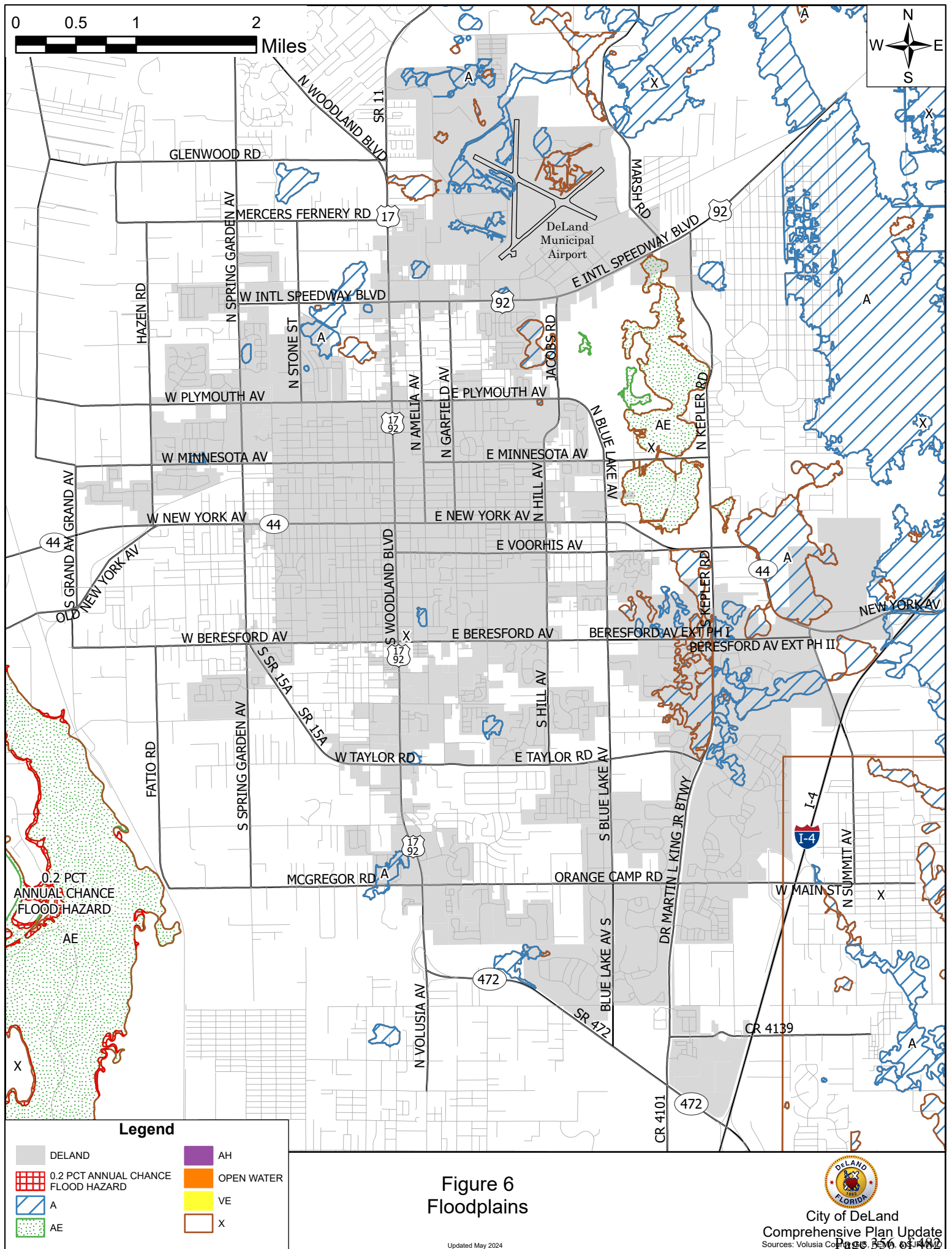
- DELAND
- Water Bodies
- Wetlands

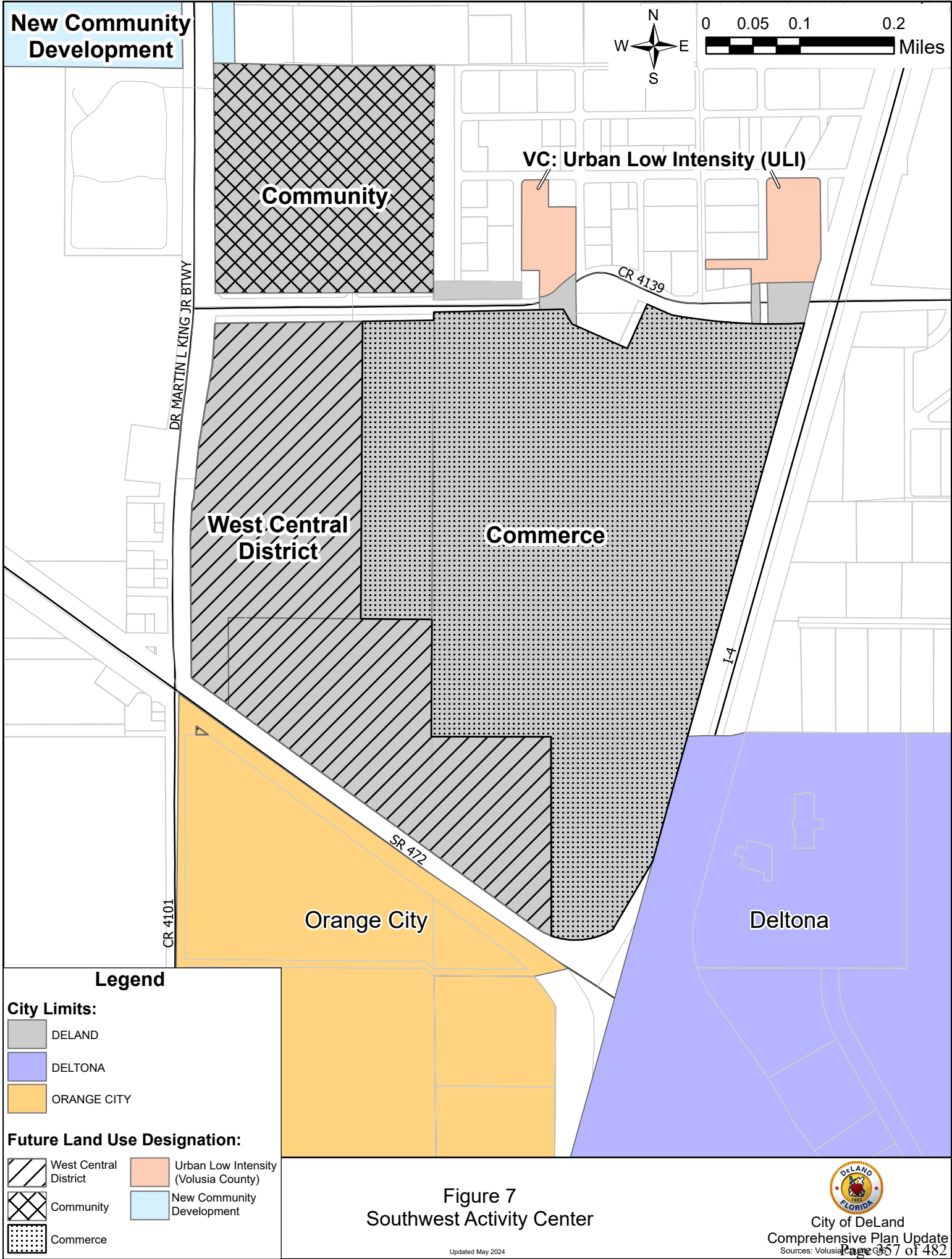
Figure 4
Waterbodies & Wetlands

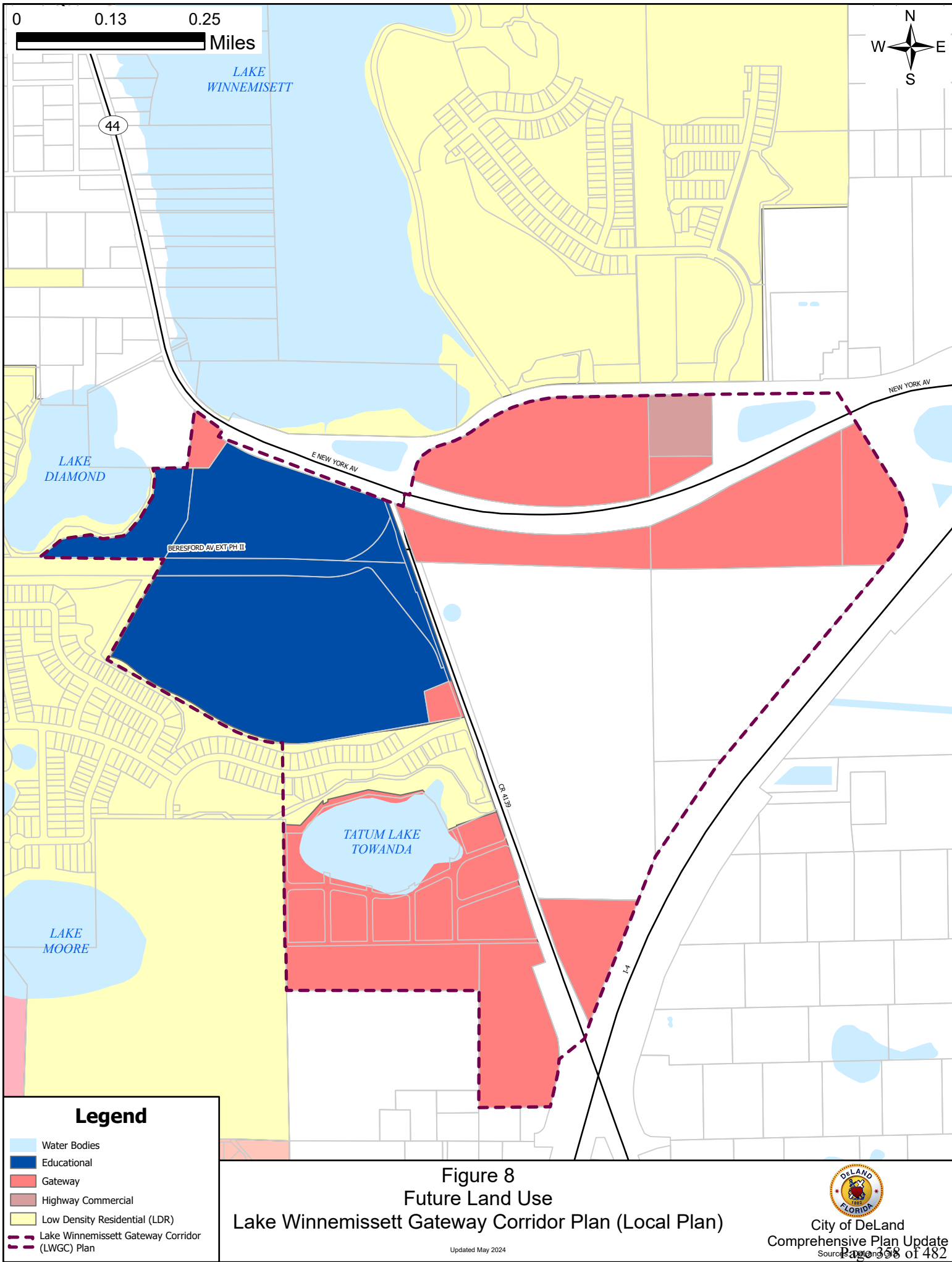
Updated May 2024

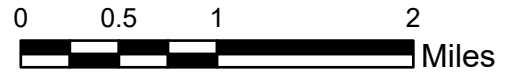
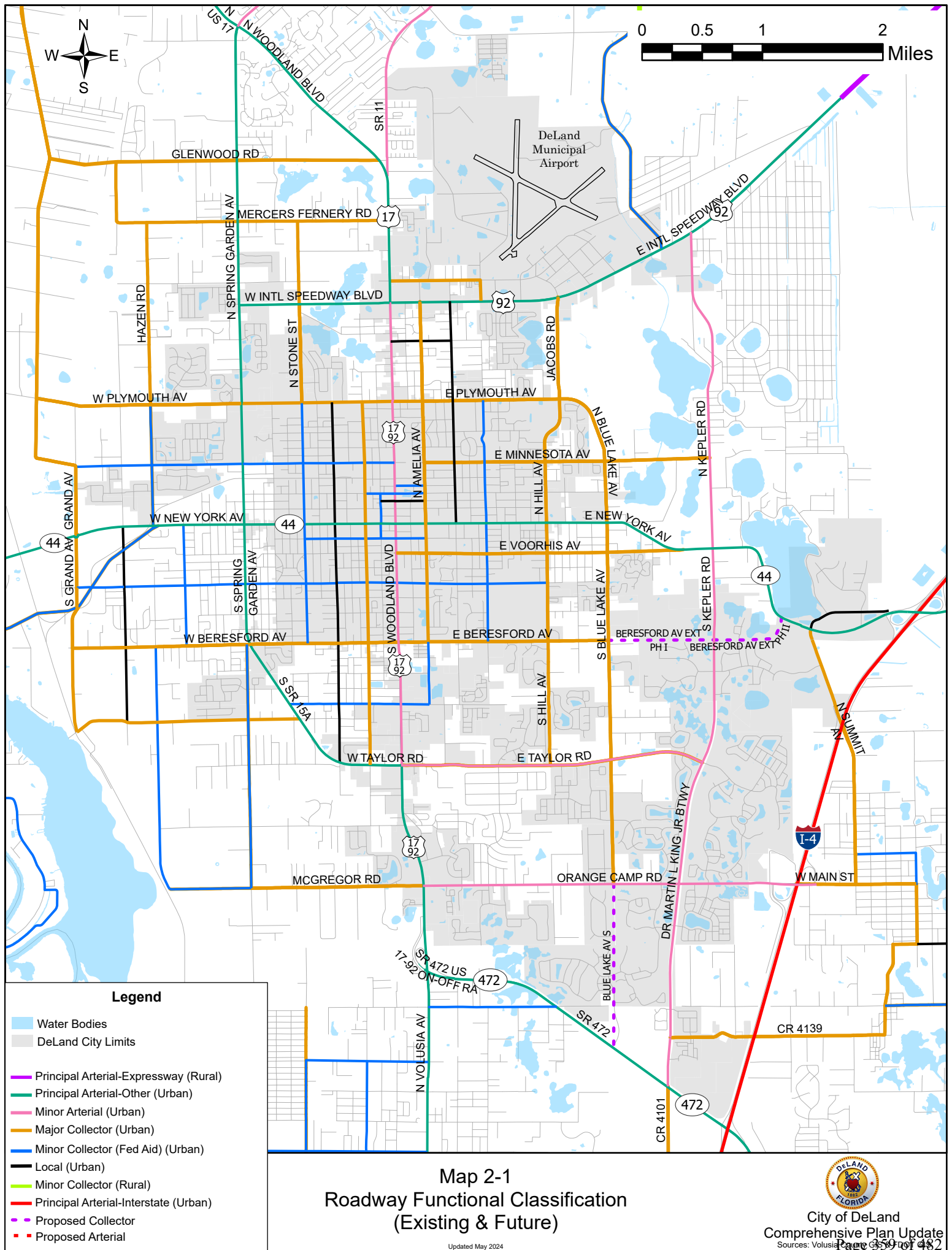










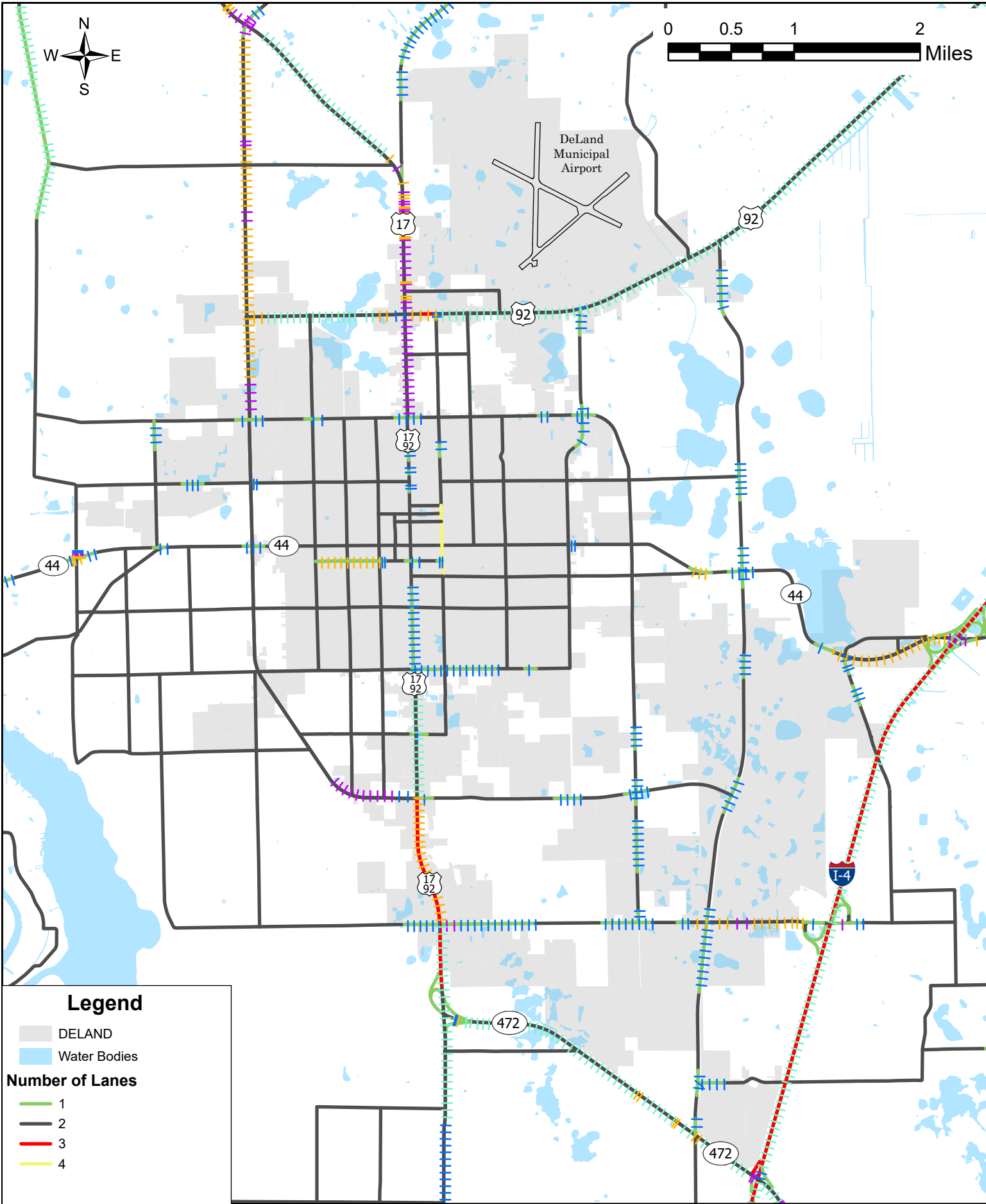


Legend

- Water Bodies
- DeLand City Limits
- Principal Arterial-Expressway (Rural)
- Principal Arterial-Other (Urban)
- Minor Arterial (Urban)
- Major Collector (Urban)
- Minor Collector (Fed Aid) (Urban)
- Local (Urban)
- Minor Collector (Rural)
- Principal Arterial-Interstate (Urban)
- Proposed Collector
- Proposed Arterial

Map 2-1
Roadway Functional Classification
(Existing & Future)





Legend

DELAND

Water Bodies

Number of Lanes

1

2

3

4

Median Type

Paved

Raised Traffic Separator

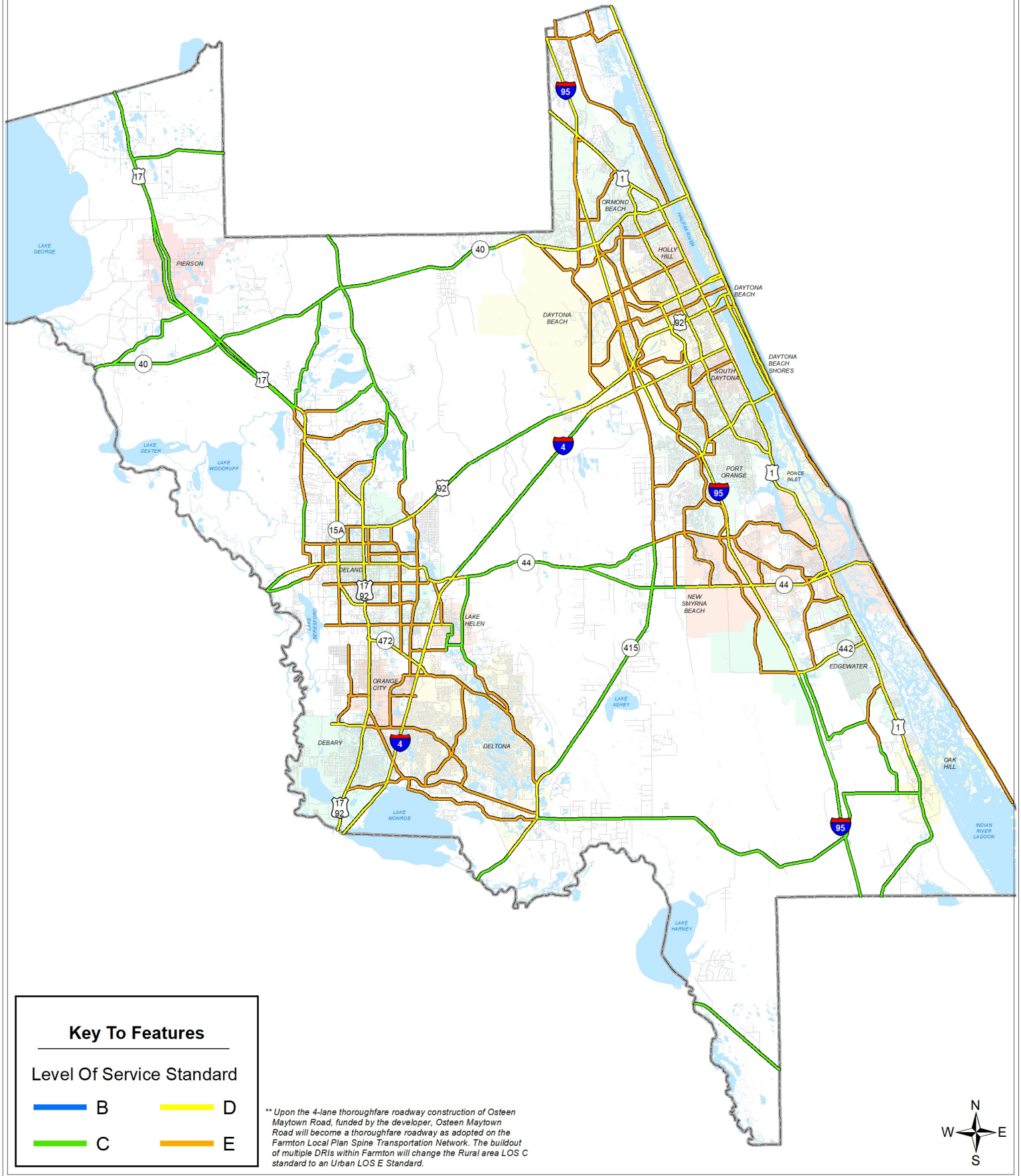
Vegetation

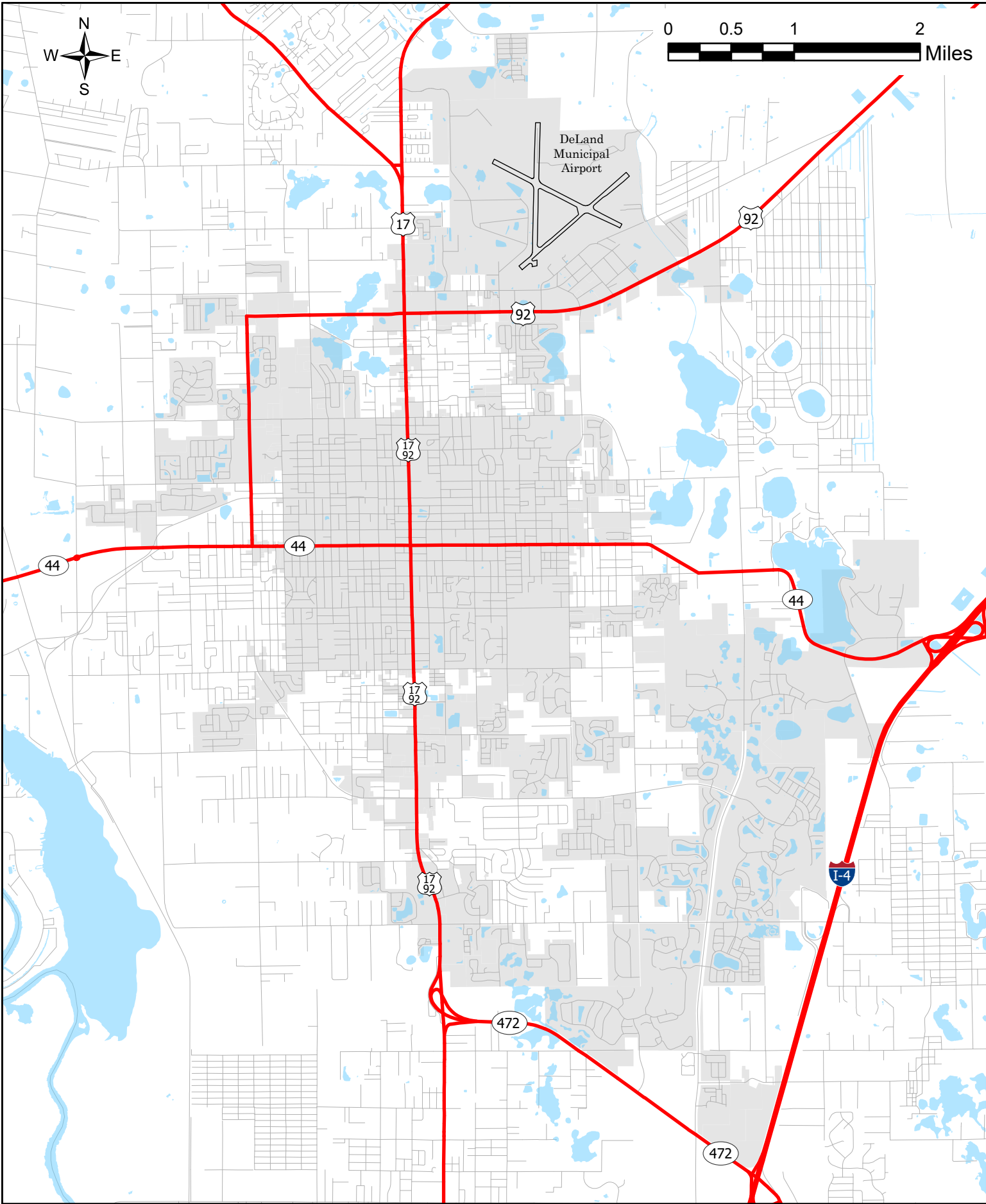
Curb and Vegetation

Map 2-2
Number of Lanes and Road Type

Figure 2-3 (Final with Adoption) Roadway Level of Service Standard 2035 Map Volusia County, Florida

(Consistent with Figure 2-1 Thoroughfare
Roadways Map proposed amendments)





Legend

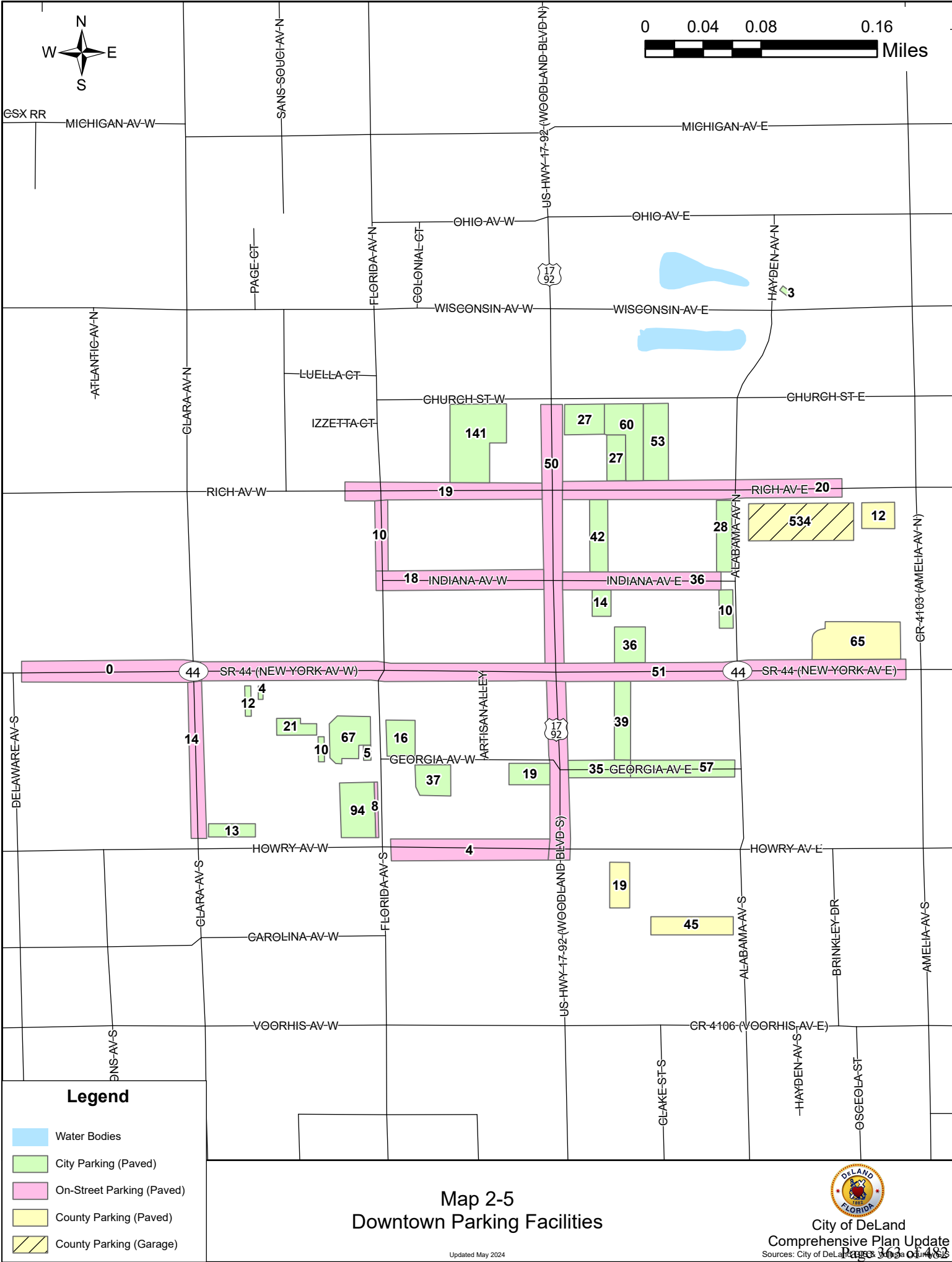
- DELAND
- Water Bodies
- Evacuation Routes

Map 2-4
Designated Hurricane
Evacuation Routes

Updated May 2024



City of DeLand
Comprehensive Plan Update
Sources: VDOT, USGS, FEMA



Map 2-5
Downtown Parking Facilities

Updated May 2024



MONITORING AND EVALUATION REQUIREMENTS

At least every seven (7) years, pursuant to Rule Chapter 73C-49, Florida Administrative Code, the City will determine whether the need exists to amend the comprehensive plan to reflect changes in state requirements since the last time the comprehensive plan was updated. The City will notify the state land planning agency by letter of this determination. If the City determines amendments to the comprehensive plan are necessary, the City will prepare and transmit the proposed amendments to the State Land Planning Agency within one year of such determination.

PUBLIC PARTICIPATION

For the 2024 Evaluation and Appraisal, the City gathered feedback from the community. The Planning Division obtained feedback and comments from the general public through the ongoing Community Outreach efforts – both online and in person at a Community Open House. The online efforts included a 10 question survey, with over 310 participants. Questions focused on missing middle-housing, multi-modal transportation options, variety of housing types, economic development, and nodal strategies, along with proposed changes to the City’s 2050 Vision Plan Land Use Map.

A total of 16 citizens attended the Community Open House and the local news picked up the story. The proposed revision included a number of “clean-up” items, updates to projects, and timelines and completion deadlines. Internal meetings and on-going discussions with city department heads were conducted to ensure proposed revisions aligned with various master plans, project, and programs needed to maintain the City’s level of service.

In addition, the DeLand City Commission and Planning Board conducted workshops on both the 2050 Vision and the Comprehensive Plan update. The City Commission will review and make determinations on all proposed Comprehensive Plan amendments. The City Commission is the final decision-making authority for the implementation and amendment to the Comprehensive Plan.

The DeLand Planning Board, the designated Local Planning Agency, will have the responsibility of holding the initial public hearings on all amendments to the Comprehensive Plan and Future Land Use Map. All proposed Comprehensive Plan amendments will be heard by this Board. In addition to hearing amendments, the Planning Board will be responsible for reviewing and making recommendations for future revisions to the Land Development Regulations (LDR) to support the Comprehensive Plan.

Moving forward, the Planning Division will take a lead role in facilitating the implementation of the Comprehensive Plan: by recommending LDR amendments, aligning plans, initiatives, programs, organizations, capital improvement programs, and development review with the plan’s goals, objectives and policies.

REPORTING

The City has several data reports which will be updated regularly. This updated data will be provided to the appropriate public bodies and will be made available to the general public.

The following reports will be prepared and updated annually unless noted otherwise:

- a) Annual Population Growth and Development Report
- b) Existing land use acreage
- d) Wastewater treated - actual and projected
- f) Five-Year CIP
- h) Revenues and expenditures - actual and projected
- i) Annual budget
- j) Water Quality Reports through NPDES Monitoring
- l) Annexation Report

MEASURABLE OBJECTIVES AND CONTINUOUS MONITORING

Based on the public participation process described previously, the City will review the implementation of the goals, objectives, and policies on an annual basis. This will allow the City to periodically evaluate its progress toward meeting community needs and desires. It is important for the City to review the goals, objectives, and policies to make any necessary adjustments to either the Comprehensive Plan or the implementation process.

Amendments to the Comprehensive Plan will be discussed and conducted in the appropriate public forum, and amendments will focus on how to make the Comprehensive Plan a better document. The City will avoid amending the Plan to suit specific projects or cases, but rather to maintain consistency with the City's long-term vision, address future compatibility issues, and/or changes in federal, state or local regulations.

To ensure continuous monitoring, the City will link the goals, objectives and policies of the Comprehensive Plan to the annual budget, CIP, LDR's, 2050 Vision Plan, Strategic Plan and other City plans. By requiring this linkage, the Comprehensive Plan will be institutionalized into the City's decision-making process.

The Comprehensive Plan is not a static document and must be routinely evaluated and updated to align with changes in population, community sentiment, and economic challenges. With an annual review process established, the City will be able to determine whether its goals, objectives and policies are being accomplished and how to better meet the needs of the community.



APPENDIX - B

EAR CYCLE AMENDMENTS

COMPREHENSIVE PLAN EAR AMENDMENT CYCLES

<u>Amendment Cycle</u>	<u>Ordinance</u>	<u>Date Adopted</u>
93-1	Ord. 93-32	September 20, 1993
94-1	Ord. 94-13	August 15, 1994
95-1	Ord. 95-15	June 19, 1995
95-2	Ord. 95-27	October 2, 1995
96-1	Ord. 96-11	June 17, 1996
98-1 (originally 97-1)	Ord. 98-07	March 16, 1998
98-2 (EAR 1998)	Ord. 98-06	September 9, 1998
99-1	Ord. 99-30	October 18, 1999
00-1	Ord. 00-07	March 20, 2000
00-3 (cycle 00-2 withdrawn)	Ord. 00-27	December 18, 2000
01-1	Ord. 01-08	April 2, 2001
02-1	Ord. 02-08	July 15, 2002
03-1	Ord. 03-04	July 21, 2003
04-1		Not adopted
04-2	Ord. 04-47	December 20, 2004
05-1	Ord. 05-25	June 6, 2005
05-2	Ord. 05-74	December 19, 2005
06-1	Ord. 06-26, 06-28, 06-31, 06-34, 06-37, 06-39, 06-41, 06-44, 06-46, 06-48, 06-51	July 26, 2006
PSFE	Ord. 08-04	January 23, 2008
CIE	Ord. 08-45	November 17, 2008
WSP	Ord. 09-07	February 16, 2009
09-1	Ord. 09-23	June 15, 2009
09-2 (EAR 2009) (Readopted under 10-1)	Ord. 09-37 (Readopted under Ord. 10-07)	November 16, 2009 (Readopted March 1, 2010)
10-2	Ord. 10-18, 10-20	September 20, 2010
13-1	Ord. 13-13	October 21, 2013
13-2ESR	Ord. 13-15	November 18, 2013
14-2	Ord. 14-18 & 14-19	October 20, 2014
21-1ESR	Ord. 21-39	November 15, 2021
24-1		

CHAPTER 1

FUTURE LAND USE ELEMENT

CYCLE 24-1

- Add the newly-adopted Transitional Residential Development (TRD) Land Use Designation.
- Update Land Use Designation Table (fl6.1) to include Transitional Residential Development Land Use designation.
- Reference grid pattern for coordination between Chapter 1 & Chapter 2 – Transportation (fl.1.4).
- Revise references to Volusia County TPO to River to Sea TPO.
- Add population projections for 10- and 20- year horizon. Population numbers will be provided by the University of Florida Bureau of Economic Business Research (BEBR).
- Update the Future Land Use Map to include Transitional Residential Development designation, add the label and color to the legend.
- Update the Future Land Use Map to reflect current conditions (all Small Land Use Amendments to the FLU Map).

CYCLE 14-2 - Adopted by Ordinance No. 2014-18 & 2014-19 - October 20, 2014

- Revised language in the Activity Center Designation to incorporate Lake Winnemissett Gateway Corridor Plan.
- Added the Lake Winnemissett Gateway Corridor Plan to Local Plans.
- Added Goal, Objectives, and Policies for Lake Winnemissett Gateway Corridor.
- Amended Future Land Use Map to add Lake Winnemissett Gateway Corridor.
- Removed Objective f12.1 and policies f12.1.1 to f12.1.8.
- Amendments to the Future Land Use Map to change land use designations of the properties listed;
 - o LU-14-22; Change of Land Use for +/- 131.54 acres located in the newly designated Lake Winnemissett Gateway Corridor on the west side of I-4 & SR 44 interchange to Activity Center-Gateway, includes map of land use prior to adoption.

CYCLE 13-2ESR - Adopted by Ordinance No. 2013-15 – November 18, 2013

- Amendments to the Future Land Use Map to change land use designations of the properties listed;
 - o LU-13-27; Change of Land Use for the property located at the NE corner of Woodland Blvd, and Orange Camp Rd., +/- 32.86 acres to Redevelopment and +/- 3.94 acres to Low Density Residential

CYCLE 13-1 - Adopted by Ordinance No. 2013-13 – October 21, 2013

- Revised language in the Future Land Use Designation to include the DeLand 2050 Vision and update state/federal statutes
- Revised Mixed Use Designation (Overlay) to include Multimodal Supportive
- Added Community Health Designation Overlay
- Revised Goal f-2 to include concentrating urban growth in adjacent major corridors as identified in the Multimodal Supportive Overlay and in appropriate missed-use activity centers identified in the Mixed-Use Overlay
- Revised Objective f2.3 to include Multimodal Supportive and Mixed-Use land use overlay, and require the city to develop an incentive-based program to encourage development that supports mobility and contains a mix of uses
- Revised Policy f2.3.1 to include multimodal supportive development

- Added new f2.3.2 to require “Definitions for "multimodal supportive" and "mixed-use" development will be incorporated within the LDRs as part of the incentive-based program designed to encourage these types of development within the established overlays. The overlay districts serve as opt-in, incentive-based districts that overlay but do not supersede existing zoning or future land use designations.”
- Renumber old Policy f2.3.2 to Policy f2.3.3
- Renumber Policy f2.3.3 to Policy f2.3.4
- Renumber Policy f2.3.5 to Policy f2.3.6
- Renumber Policy f2.3.6 to Policy f2.3.7
- Revised language of old Policy f2.3.2(a-d)
- Revised language of old Policy f.23.2(e) to state “Is located within the Multimodal supportive or Mixed-Use Overlays.”
- Added Policy f2.3.8 – “Implement a density bonus program of 50% to incentivize residential uses as part of commercial/office buildings on commercial corridors within the Multimodal Supportive Overlay. Residential density incentive should be provided for development that enhances connectivity, use of multiple modes and safety along designated corridors.”
- Revised Policy f2.4.1 to have all plan amendments be evaluated against Chapter 163 F.S.
- Revised Policy f2.5.1 to encourage high-density, mixed-use, infill development and creative reuse of brownfield, under-utilized, and/or defunct properties within the Traditional City Center or Multi modal Multimodal Supportive Overlay, not the urban core
- Revised Policy f4.1.2 to implement development review incentives for development in the Multimodal Supportive and Mixed-Use Overlays, including the Downtown
- Removed Policy f4.1.4
- Renumber old Policy f4.1.5 to Policy f4.1.4
- Renumber old Policy f4.1.6 to Policy f4.1.5
- Removed Policy f4.1.7
- Revised Policy f7.1.1 to modify the development review process in a manner that incentives targeted development within the Mixed-Use, Multimodal Supportive and Community Health Overlay.
- Revised language in Goal f-8 to say transits-supportive development, instead of transit-oriented development
- Revised Objective f8.1 language to incorporate corridors and activity centers
- Added Policy f8.1.1 - “An incentive-based development review process to encourage the timing, mix, and location of infill and redevelopment.”
- Added Policy f8.1.4 – “The City shall endeavor to use the Volusia County MPTO's Transit Development Design Guidelines as a model for transit-supportive development.”
- Removed Objective f8.2 and all its policies (f8.2.1 – f8.2.4)
- Renumber Objective f8.3 to Objective f8.2 and all its policies (f8.3.1 – 8.3.3)
- Revised Goal f-11 to “implement a public participation program that conforms to F.S. 163.3181; Public participation in the comprehensive planning process; intent: alternative dispute resolution Florida Administrative Code Section 9J 5.001, Public Participation.”
- Revised Policy f11.1.1 language that removed 9J-5.004, Public Participation.
- Amended Future Land Use Map to add Community Health overlay.

- Add new Policy f2.3.4 – “Developments designated as mixed-use and meeting the qualifications of f2.3.2 may increase impervious areas up to a maximum of 70% of the total area, regardless of the amount permitted by its current future land use.
- Renumber old Policy f2.3.4 to Policy f2.3.5.
- Renumber old Policy f2.3.5 to Policy f2.3.6.
- Renumber old Policy f2.4.2 to Policy f2.4.1.
- Revised Policy f1.4.3 language to replace alternate with alternative
- Revised Policy f1.4.7 language to state “investigate the possibility of developing land development regulations consistent with the Neighborhood Redevelopment District. Any new rezoning inside a designated Neighborhood Redevelopment District must be consistent with the policies under Objective f1 .4. The Neighborhood Redevelopment District overlay be placed on the zoning map for neighborhoods that meet the criteria of Policy f1 .4.2.”
- Revised Policy f1.4.8 to removed land uses permitted in this district.
- Added Objective f8.4 and Policies f8.4.1 – f8.4.3
- Revised Objective f9.1 to correct a to an.
- Revised Policy f9.1.1 to replace recreation to recreational.
- Added new Policy f9.1.3 and Policy f9.1.4
- Renumber old Policy f9.1.3 to f9.1.5.
- Revised Objective f10.1 language to add DeLand Historic Properties Survey, 1989.
- Revised Policy f10.1.1 language to state “Buildings and structures constructed prior to 1940 that apply to be placed on the Local Register will be inventoried. A Florida Master Site File Form will be completed for each site and submitted to the Florida Department of State, Division of Historic Resources. A copy of the form and application for listing on the Local Register will be kept on file with the City of DeLand.”
- Revised Policy f10.2.2 language to remove see Policy 10.3.1 and add implementing Community Design Standards applicable to historic resources
- Revised Policy f10.2.4 language to remove and locations of other historically significant properties and add including historic corridors or.
- Revised Policy f10.3.5 to state “The City will continue to maintain its Certified Local Government (CLG) designation.”
- Added Policy f10.4.4.
- Amendments to the Future Land Use Map to change land use designations of the properties listed;
 - LU-10-13; Change the land use designation of property located approximately 150' east of Amelia Avenue on the south side of Michigan Avenue, from City's Low Density Residential Future Land Use designation to City's High Density Residential Future Land Use Designation.

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, Objectives and Policies as directed for EAR-based amendments

CYCLE 09-1 - Adopted by Ordinance No. 2009-23 – June 15, 2009

- Amend the Future Land Use Map to change the land use designation of property located on West International Speedway Boulevard, approximately 300 feet east of State Road 15A, from Volusia County's Urban Low Intensity Future land use designation to City's Business Retail land use designation

CYCLE 06-1 - Adopted by Ordinance No. 2006-26 – July 26, 2006

- Addition of Land Use categories – Urban Low Intensity (ULI) and Business Retail (BR)
- Addition of Policy 8.1.9 and 8.1.10
- Amendments to the Future Land Use Map to change land use designations of the properties listed;

- o LU-06-01; The applicant, James Morris, is requesting a Change of Land Use for +/- 2.39 acres located at the southwest corner of Beresford Ave. and SR 15A, from Commercial (Volusia County) to Highway Commercial
- o LU-06-02; The applicant, William Reynolds, is requesting a Change of Land Use for +/- 9.14 acres located at the northwest corner of Woodland Blvd. and Violetwood Rd., from Commercial (Volusia County) to Highway Commercial
- o LU-06-03; The applicant, Volusia Groves & Cattle Company, Inc., is requesting a Change of Land Use for +/- 113 acres located 2500' northeast of the intersection of Taylor Rd. & Martin Luther King Blvd., from Rural & Urban Low Intensity (Volusia County) to Low Density Residential
- o LU-06-04; The applicant, Tony Cipparone, is requesting a Change of Land Use for +/- 114.9 acres located south of Orange Camp Rd., west of Waller Rd., from ULI & Rural (Volusia County) to Low Density Residential
- o LU-06-05; The applicant, William Marotte, is requesting a Change of Land Use for +/- 17.1 acres located at 1740, 1710, and 1746 West Minnesota Ave., from Urban Low Intensity (Volusia County) to Low Density Residential
- o LU-06-06; The applicant, Richard Vincik, is requesting a Change of Land Use for +/- 7.42 acres located at 1480 South Adelle Ave., from Urban Medium Intensity (Volusia County) to High Density Residential
- o LU-06-07; The applicant, David Brown, is requesting a Change of Land Use for +/- 86.90 acres located at the northeast corner of south Spring Garden Ave. and Gayle Dr., from Urban Low (Volusia County) to Low Density Residential
- o LU-06-08; The applicant, Paul Bouldin, is requesting a Change of Land Use for +/- 40 acres located west of South Spring Garden Ave. and North of West Beresford Ave., from Urban Low Intensity (Volusia County) to Low Density Residential
- o LU-06-10; The applicant, Alex Ford, is requesting a Change of Land Use for +/- 23.259 acres located at the northeast corner of SR 15A and CR 92, from Urban Low Intensity (Volusia County) to Commercial
- o LU-06-11; The applicant, Carl Cahill, is requesting a Change of Land Use for +/- 38.5 acres located at 1120 N. Stone St., from ULI & Commercial (Volusia County) to Low Density Residential

CYCLE 05-1 - Adopted by Ordinance No. 2005-25 – June 6, 2005

- Amendments to the Future Land Use Map to change land use designations of the properties listed;
 - o LU-05-01: The applicant, Miller Legg and Associates, requests that the subject property's existing Urban Low Intensity, ULI, (43 acres) and Urban Medium Intensity, UMI, (41 acres) future land use designations be amended to the City's Low Density Residential future land use designation.
 - o LU-05-02: The applicant, James Werner, requests that the subject property's existing Volusia County Urban Low Intensity (ULI) future land use designation be amended to the City's Low Density Residential future land use designation (17.5 acres).
 - o LU-05-04: The applicant, Sandspur Housing Partners, Inc, requests that the subject property's existing Urban Low Intensity (ULI), .5 acres, future land use designation be amended to the City's Medium Density Residential future land use designation

CYCLE 04-2 - Adopted by Ordinance No. 2004-47 - December 20, 2004

- Revised language in the Activity Center Designation Policy Guidelines
- Southwest Activity Center Plan was added to the Activity Center Designation
- Southwest Activity Center was added to the Future Land Use Map

CYCLE 02-1 - Adopted by Ordinance No. 2002-08 - July 15, 2002

- Support section – added information on neighborhood redevelopment areas
- Comprehensive Plan – Goals, Objectives, and Policies
- Added policies 1.3.6 through 1.3.16 on smart growth and Neighborhood Redevelopment District
- Policy 5.2.2 – expanded policy to address all major intersections
- Policy 5.2.7 – clarification as to how mix of uses is provided

CYCLE 00-3 - Adopted by Ordinance No. 2000-27 - December 18, 2000

- Deleted Support section from adopted Comprehensive Plan
- Revised Future Land Use Map section by adding list of maps.

CYCLE 00-1 - Adopted by Ordinance No. 2000-07 - March 20, 2000

- Added residential to Downtown Commercial
- Added medical, enclosed warehousing, and distribution centers
- Policy 1.4.1 – modified when C-2 can be applied to the Mixed Commercial category
- Policy 4.1.4 – added promoting parking for the downtown area
- Policy 5.2.4 – added encouraging aesthetics for major roads
- Policy 5.3.1 – revised to protect environmentally sensitive areas by Clustering

CYCLE 99-1 - Adopted by Ordinance No. 99-30 - October 18, 1999

- Updated acreage
- Updated Table 1 and corresponding text
- Updated employment figures
- Deleted text regarding transportation land use
- Updated Figure 1
- Updated soils information
- Updated wetlands information
- Inserted text regarding wellhead protection areas
- Updated Figure 3
- Inserted Figure 3.5
- Updated historic resources
- Inserted Figure 4(c)
- Updated Table 2
- Updated Table 3 and corresponding text
- Deleted text pertaining to population projections
- Updated Table 4
- Revised population projections methodology
- Updated Table 5
- Updated Table 6
- Deleted text regarding employment characteristics for study area
- Updated residential acreage needs
- Updated Table 10
- Updated Table 11
- Updated Table 12
- Updated industrial acreage needs
- Updated Table 13
- Deleted Table 14

- Updated educational acreage needs
- Updated public facilities availability
- Updated historic resources limitations
- Updated general description of future land use map
- Updated Table 15
- Updated Table 16
- Revised policies of Low Density Residential designation
- Inserted public schools into future land use categories
- Revised policy 1.2.2
- Deleted date in policy 1.3.2
- Deleted date in policy 5.2.1
- Inserted policy 5.2.7 regarding mixed use categories
- Inserted objective 5.3 regarding urban sprawl
- Inserted policies 8.1.6 & 8.1.7 regarding school siting
- Inserted policy 9.1.4 regarding wellhead protection

CYCLE 98-1 (DCA designation: 98-1ER) - Adopted by Ordinance No. 98-07 - March 16, 1998

- Objectives 1.1-1.2: deleted dates
- Objective 1.4: Deleted “development”; added “use”
- Objectives 2.1, 3.1, 4.1, 4.2, 5.1, 6.1: deleted dates
- Policy 5.2.2: Deleted Mixed and added Highway
- Deleted date Objective 6.2; reworded to reflect updated Master Plan
- Revised date Policy 6.2.1 to be consistent with changes in Objective 6.2 Deleted Objective 6.3 and subsequent policies; renumbered objectives
- Objectives 7.1, 7.2, 8.1: deleted date
- Deleted Objective 10.1; renumbered objectives accordingly
- Deleted date Objective 10.3
- Deleted date Objective 10.4; deleted “adopt” and added “maintain”
- Deleted Objective 10.5; renumbered objectives accordingly
- Objectives 10.6, 10.8, 11.1: deleted dates
- Reworded Objective 12.1 to delete "By 1990, approve by resolution" and insert “The City will implement”

CYCLE 96-1 - Adopted by Ordinance No. 96-11 - June 17, 1996

- Policy 1.2.9: Added policy regarding vested density for College Arms Tower, 101 N. Amelia Ave. and Hugh Ash Manor, 740 N. Woodland Blvd.

CYCLE 95-2 - Adopted by Ordinance No. 95-27- October 2, 1995

- Policy 13.2.6: Additional development regulations for Delfa Development property (LU-94-01-01 and LU-92-09-08) - Industrial Uses
- Policy 13.2.7: Additional development regulations for Delfa Development property (LU-94-01-01 and LU-92-09-08) - Habitat Management
- Policy 13.2.8: Additional development regulations for Delfa Development property (LU-94-01-01 and LU-92-09-08) - Landscape Buffers

CYCLE 95-1 - Adopted by Ordinance No. 95-15 - June 19, 1995

- Text changes: deleted last two sentences to end of page of the first paragraph under Historic Resources
- Replaced Figure 4; Revised to show designation Downtown Local Historic District
- Added Figure 4(a) Stetson University Local Historic District

- Added Figure 4(b) West DeLand National Register District
- Revised Figure 4.1 to add 812 N. Woodland Blvd.

CYCLE 94-1 - Adopted by Ordinance No. 9-13 - August 15, 1994

- Table of Contents revised as needed
- Deleted Policy 5.2.6; intent of Activity Center
- Renumbered Policy 5.2.7 to 5.2.6
- Revised Objective 13.1; to include amendment LU-94-01-01
- Revised Policy 13.1.1; land use densities and intensities
- Added Objective 13.2; additional development regulations for LU-94-01-01 and LU-92-09-08
- Added Policy 13.2.1; addresses land uses for Twelve Oaks
- Added Policy 13.2.2; addresses compatibility of land uses within Industrial Warehouse land
- Added Policy 13.2.3; prohibits storage of raw materials
- Added Policy 13.2.4; lists specific activities within the Industrial Warehouse land uses
- Added Policy 13.2.5; sets permitted land uses within Highway Commercial designated areas of Royal and Twelve Oaks

CYCLE 93-1 - Adopted by Ordinance No. 93-32 - September 20, 1993

- Table of Contents - revised to reflect new page numbers
- High Density Residential Designation - revised maximum density from 20 to 16 DU/A
- Highway Commercial Designation - revised maximum density from 20 to 16 DU/A
- Mixed Commercial Designation - revised maximum density from 12 to 10 DU/A
- Recreational Designation - added private recreation facilities to "General Types of Development" and "Policy Guidelines"
- Mixed Office Residential Designation - revised maximum density from 8 to 5.8 DU/A
- Activity Center Designation added
- Redevelopment Designation added
- Goals, Objectives and Policies section, renumbered pages due to the addition of text/pages
- Policy 1.4.1, compatibility chart - revised to add R-1A under the Low Density Residential, add C-2A and delete C-2 from Downtown classification
- Policy 5.2.5; added the intent of the Redevelopment designation and set maximum acreage of land use mix
- Policy 5.2.6: added the intent of the Activity Center designation and set maximum acreage of land use mix
- Policy 5.2.7: added policy for compatibility of buffers in the Redevelopment and Activity Center designations
- Goal XIII: added goal to set densities and intensities for LU-92-09-08 (Delfa Development property)
- Objective 13.1: specifies a date to set densities and intensities for LU-92-09-08
- Policy 13.1.1; sets densities and intensities for LU-92-09-08

CHAPTER 2 TRANSPORTATION ELEMENT

CYCLE 24-1

- Add an introduction to provide an overview of the element.
- Update references from Volusia County TPO to River to Sea TPO throughout chapter.
- Update language to ensure consistency of City and other jurisdiction plans (Policy t1.1.1).
- Create a policy to prioritize transportation impact mitigation by developers (Policy t2.1.6).
- Include guidelines from the River to Sea TPO (t3.2).
- Update policy to reflect adopted concurrency program (Policy t3.1.2).
- Update to reflect road segments currently projected to operate as deficient before 2045 (Policy t3.2.1).
- Add reference to the urban core area's grid roadway network to recognize connectivity and multiple travel route options that provide motorists alternative routes around congested roads and signalized intersections (Policy t3.2.1).
- Update references and participation in the upcoming 2050 Long Range Transportation Plan. Based on the 2050 Transportation Plan, the city will update its transportation element and devise a long-term plan to evaluate and enhance residents' future mobility and access (Policy t3.2.1).
- Provide clarity on when a Transportation Impact Analysis (TIA) is required (for projects that are projected to generate 100 or more net peak-hour or 1,000 or more net new daily trips) (Policy t3.3.2).
- Remove outdated roadway capacity information and add level-of-service table for City roads (Policy t3.2.1).
- Add language to encourage exploration of opportunities regarding the new SunRail station (Policy t7.1.7).

CYCLE 14-2 - Adopted by Ordinance No. 2014-18 & 2014-19 - October 20, 2014

- Removed Objective t8.1 and policies t8.1.1 and t8.1.2 related to Twelve Oaks and Royal Oaks.

CYCLE 13-1 - Adopted by Ordinance No. 2013-13 – October 21, 2013

- Revised Introduction to include language on support documents (City of DeLand 2020 Comprehensive Plan Update: Technical Support Documentation for the Transportation Element and The City of DeLand Multimodal Transportation Plan Strategies Technical Memorandum)
- Revised Goal t-1 state the next 10 years, to through 2020
- Revise Policy t1.1.1 to incorporate an overall 10-year multimodal transportation funding strategy
- Revise Policy t1.1.4 to “the City of DeLand Multimodal Plan (January 20012) to provides strategic guidance. for multimodal planning within the City of DeLand. Multimodal transportation strategies within this Plan may be should be reviewed on an annual basis and incorporated into projects within the City's Five-Year Capital Improvements Program (CIP), as appropriate.”
- Revised t1.1.9 language to remove which to that considers
- Revised t1.1.12 language - replaced Metropolitan with Transportation
- Revised t1.1.13 language - replaced mobility with multimodal transportation
- Revised Objective t1.2 language from MPO to TPO
- Revised Policy t1.2.1 language from MPO to TPO
- Revised Policy t1.2.2 language from MPO to TPO and incorporated bicycle/pedestrian network
- Revised Policy t1.2.3 language from MPO to TPO
- Revised Goal t-2 language – removed aggressively and replaced transportation plan with multimodal transportation plan
- Revised Objective t2.1 language - replaced roadways with multimodal transportation projects
- Revised Policy t2.1.1 language to add multimodal transportation

- Revised Policy t2.1.3 language - replaced road network with multimodal transportation network
- Revised Policy t2.1.4 language – work with Volusia County and other municipalities to develop funding sources to support multimodal infrastructure
- Revise Policy t2.1.5 to initiate a program by 2015 to appropriate a portion of local option gas tax to fund multimodal transportation capital projects.
- Revised Goal t-3 language to incorporate the desire of integration of land use and multimodal transportation options through incentive-based programs that encourage mixed use and multimodal supportive development in the designated overlay areas.
- Create new Objective t3.1 – “Create variations in the Development Review Process that incentivize desired development types within the Mixed-Use and Multimodal Supportive Overlays.”
- Create new Policy t3.1.1 – “Identify, by July 2014, traffic volume thresholds within the Mixed-Use and Multimodal Supportive Overlays where conforming development that is projected to generate fewer net new trips than the threshold will be pre-approved for transportation impacts. Conforming development projected to generate greater net new trips than the identified threshold will be required to conduct a Congestion Safety Analysis. The purpose of a Congestion Safety Analysis is to address safety and intersection congestion issues in the surrounding area, as well as emphasizing the use of alternative modes to alleviate identified issues.”
- Create new Policy t3.1.2 – “Until such time that Policy t3.1.1 is implemented, maintain a concurrency program for proposed development anticipated to exceed 1,000 daily trips and requiring a Transportation Impact Analysis (TIA). The TIA is to be conducted using the methodology approved by the Volusia County TPO-. The impact analysis is to assess available capacity for functionally classified roads within the designated impact area.”
- Create new Policy t3.1.3 – “By July 2014, the City shall evaluate its transportation concurrence process and procedures to determine appropriate changes to implement the City's Mixed-Use and Multimodal Supportive Overlays and address multimodal traffic impacts within the city limits, concurrent with the implementation of Policy t3.1.1.”
- Create new Policy t3.1.3 – “Reevaluate at least every five years, the LOS on road segments of the City of DeLand road network where the AADT is currently, or projected to, exceed 90-percent of maximum capacity based on the 2010 LOS analysis provided in the City's Multimodal Transportation Plan. This reevaluation also should assess any development review thresholds in place within the Mixed-Use and Multimodal Supportive Overlays, as well as assist the City in monitoring and refining land use and multimodal travel strategies.”
- Renumber old Objective t3.1 to Objective t3.2 and renumbered old Policy t3.1.1 to t3.2.1
- Revised old Objective t3.1 language that address development that is subject to a TIA and to add “DeLand will coordinate with FDOT on SIS facilities and with Volusia County on county facilities.”
- Revised old Policy t3.1.1 - Replaced Sate Maintained with the City of DeLand road Network unless other wised noted. Added table that shows facility type and level of service standard and added language from 2010 Level of Service analysis that was complete for the City of DeLand Multimodal Transportation Plan
- Added Policy t3.2.2 to require the city adopt transit, pedestrian, and bicycle quality of service standards within the Mixed-Use and Multimodal Supportive Overlays by July 2014.
- Added Policy t3.2.3 to have the city coordinate with Volusia County, VOTRAN and the Volusia County TPO concerning all multimodal transportation.
- Removed Table showing the Minimum Level of Service Standards for the State Highway system, Statewide Roadways on the Strategic Intermodal System (SIS), Roadways on the Florida Intrastate Highway System (FIRS) and Roadway Facilities.
- Removed Policy t3.1.2 through t3.1.14
- Renumbered Objective t3.2 to Objective t3.3 and all its policies

- Revised old Objective t3.2 language – removed Concurrency Management System to Development Review Process. Added projected to generate more than 1,000 new daily trips and replaced criteria with standard.
- Revised old Policy t3.2.1 language – removed concurrency with transportation and removed concurrency determinations with transportation reviews under Policy 3.1.2.
- Revised old t3.2.2 language to require transportation impact analysis that is conducted using the methodology approved by the Volusia County MPO's TCC for all development projects with the city that are projected to generate more than 1,000 net new trips.
- Removed old Policy t3.2.3
- Renumbered old Policy t3.2.4 to Policy t3.3.3 and revised the language to remove concurrency and add impacts to transportation system when development is subject to a TIA.
- Renumbered old Policy t3.2.5 to Policy t3.3.4 and revised the language to add as determined by a TIA and replace road way with multimodal transportation.
- Renumbered old Policy t3.2.6 to Policy t3.3.5
- Revised Policy t4.1.2 language – replaced smart with complete and added language on feasibility of "complete streets" program that are reviewed in conjunction with the development of standards and definitions for the Mixed-Use and Multimodal Supportive Overlays.
- Removed Policy t5.1.11
- Renumbered Policy t5.12 to Policy t5.1.11 and replaced examine by 2012 the need for with coordinate with Volusia County regarding the county wide and removed corridor preservation with thoroughfare.
- Removed Policy t6.1.3
- Renumbered Policy t6.1.4 to Policy t6.1.3
- Renumbered Policy t6.1.5 to Policy t6.1.4
- Renumbered Policy t6.1.6 to Policy t6.1.5
- Added Policy t6.1.6 to explore the development of a private parking space incentive program.
- Revised Objective t7.1 language to add through the Goals and Strategies established in the City's Multimodal Transportation Plan.
- Revised Policy t7.1.1 language – Replaced Master with Multimodal Transportation and MPO with TPO.
- Revised Policy t7.1.1 language – Replaced Master with Multimodal Transportation.
- Added new Policy t7.1.8 – that will coordinate with FDOT, VOLTRAN and Volusia county to study the most feasible method and route for connecting downtown with the SunRail station.
- Renumbered old Policy t7.1.8 to Policy t7.1.9
- Renumbered old Policy t7.1.9 to Policy t7.1.10
- Removed both Policy t7.2.3
- Added Objective t7.3 establishing long-term goals to enhance the presence and interconnectivity of bicycle, pedestrian and transit networks throughout the City.
- Added Policy t7.3.1 through t7.3.4, all address different ways to establish long term multimodal transportation performance measure regarding pedestrian facilities.
- Amending the Level of Service map (2-3).

CYCLE 10-2 - Adopted by Ordinance No. 2010-20 – September 20, 2010

- Revised Policy t2.1.4 language to state "Investigate new funding mechanisms, for both capital and operating costs associated with the City's Transportation Plan, to include sales tax, tax increment financing, and other innovative methods. This will include reexamining, by 2011, implementation of a mobility fee (i.e., multi-modal impact fee) that charges for the capacity of existing multi-modal infrastructure consumed by growth."
- Revised Policy t3.1.4 language to state "Reevaluate, prior to July 1, 2011, the LOS on road segments of the entire City of DeLand road network where the AADT is currently, or projected to, exceed 80-percent

of maximum capacity, based on the 2009 LOS analysis. This reevaluation will be completed to better reflect current conditions, as well as to assist the City in developing transportation strategies to support and fund mobility, including alternative modes of transportation. within the City of DeLand. Upon completion of this updated LOS analysis, the City will update the Transportation Element to identify mechanisms for addressing existing and future LOS deficiencies as determined by the analysis.”

- Revised Policy t3.1.11 language to state “Work cooperatively with FDOT and Volusia County to e develop transportation strategies to support and fund mobility, including alternative modes of transportation., consistent with the requirements of Section 163.3180(4)(b)4 and the designation of the City of DeLand, as a Transportation Concurrency Exception Area, to be adopted in a time period to comply with any State mandated dates.”

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, Objectives and Policies as directed for EAR-based amendments

CYCLE 05-2 - Adopted by Ordinance No. 2005-74 – December 19, 2005

- Revised the Transportation Map

CYCLE 00-3 - Adopted by Ordinance No. 2000-27 - December 18, 2000

- Entire text of support document was updated using 1997 data and the 1999 model validation report prepared by Ghyabi Lassiter and Associates, Inc.
- Goals, Objectives, and Policies were also updated to meet the requirements of the Transportation Element.

CYCLE 98-1 (originally CYCLE 97-1) - Adopted by Ordinance No. 98-07 - March 16, 1998

- Objectives 1.1, 2.1, 3.2, 4.1: deleted date
- Objective 5.1: Deleted “upon adoption of this element”
- Objective 6.1, 7.1: deleted date

CYCLE 96-1 - Adopted by Ordinance No. 96-11 - June 17, 1996

- Policy 8.1.4 Revised to allow for 1,200 trips per day Delfa Development Property

CYCLE 95-2 - Adopted by Ordinance No. 95-27 - October 2, 1995

- Policy 8.1.4 Revised to allow for 1,200 trips per day Delfa Development Property

CYCLE 95-1 - Adopted by Ordinance No. 95-15 - June 19, 1995

- Replace Tables 1-5-A
- Replace Table 12
- Replace Exhibit A

CYCLE 94-1 - Adopted by Ordinance No. 9-13 - August 15, 1994

- Added Goal VIII; related to Delfa Development Property
- Added Objective 8.1; establishing policies to address VGMC conditions regarding traffic
- Added Policy 8.1.1; requires a monitoring/modeling program prior to Phase 2 and 3 of Royal/Twelve Oaks
- Added Policy 8.1.2; establishing thresholds for 8.1.1
- Added Policy 8.1.3; identifies candidate roadways for 8.1.1
- Added Policy 8.1.4; requiring assessments and impacts for phasing
- Added Policy 8.1.5; roadway LOS and concurrency
- Added Policy 8.1.6; requiring mitigation of impacts
- Added Policy 8.1.7; determining arbiter

- Added Policy 8.1.8; relating to Policy 8.1.1 through 8.1.7 not effecting Comp Plan LOS

CYCLE 93-1 - Adopted by Ordinance No. 93-32 - September 20, 1993

- Table of Contents revised as needed
- Added section entitled Additional Traffic Modeling relating to LU-92-09-08 (Delfa Development property)
- Revised Figure 9, 1990 - 1995, Future Traffic Circulation Map (new Figure 9A and 9B) to reflect the expanded area and new roadway network associated with LU-92-09-08.
- Revised Figure 10, 1996 - 2010, Future Traffic Circulation (new Figure 10A and 10B) to reflect the expanded area and new roadway network associated with LU-92-09-08.
- Revised Policy 3.1.1 by adding an acceptable LOS standard for Interstate Highway of B.
- Added Policy 3.1.11 regarding coordination with agencies to designate I-4, from SR 44 to SR 472, and I-4 east of SR 44 as being constrained/backlogged
- Added Policy 3.1.12 permitting development which will impact I-4, from SR 44 to SR 472, and on I-4 east of SR 44 as long as the traffic from the development does not degrade the level of service in excess of 5% of the 1993 ADT.
- Revised the second sentence of Policy 3.2.3: striking "acceptable to the City." and replacing it with "based upon professionally accepted standards."
- Appendix A, incorporating the STA for the CBD and outlying business areas along SR 44
- Appendix B, incorporating the traffic analysis for LU-92-09-08, and revised Page B-5: revised Table #1 to show the adopted LOS standards for I-4, north and south of SR 44, as B rather than C.

CHAPTER 3 HOUSING ELEMENT

CYCLE 24-1

- Add an introduction.
- Update this policy to provide incentives for the development of low-and moderate-income housing (Policy h1.1.2).
- Include coordination with Volusia County when pursuing state and federal funding (Policy h1.2.1).
- Remove the provision that the City will give assistance to private HOAs. HOAs are not given assistance from the city as they are a private association (Policy h1.2.3).
- Move Policy h1.4.5 to Policy h1.3.4 to an appropriate section (Policy h1.4.5 and Policy h1.3.4).
- Remove the use of density bonuses to streamline development in this policy (Policy h1.7.4).
- Clarify the policy regarding community residential homes is in reference to Chapter 419 of the Florida Statutes (Policy h1.7.7).
- Add an entirely new objective to support infill and redevelopment for “missing middle” housing (Objective h1.10).
- Add a policy to study the current land development regulations to address the housing needs of the “missing middle” (Policy h1.10.1).
- Add a policy to allow for a variety of housing types and sizes (Policy h1.10.2).
- Updates throughout are proposed to clarify the information and to correct grammatical errors.

CYCLE 09-2 EAR - Adopted by Ordinance No. 09-37 - November 16, 2009

- Updated Goals, objectives and policies as directed for EAR based amendments

CYCLE 01-1 - Adopted by Ordinance No. 01-08 - April 2, 2001

- Deleted Support Section from Comprehensive Plan.

CYCLE 98-2 (DCA designation: 98-2ER) - Adopted by Ordinance No. 98-06 - September 9, 1998

- Added text regarding revisions in Chapter 163 concerning housing data
- Replaced text relating to Table 1 due to replacement of table
- Replaced tables 1, 2-4, 6, 8-10, 12, 13-16 with tables from the Affordable Housing Needs Assessment (AHNA), 1995 and updated supporting text.
- Replaced Table 1A; added table to list in table of contents
- Deleted Tables 5 & 7 and descriptive text
- Revised text to reflect specified renter and owner occupied units
- Updated Table 12A
- Updated list of programs and types of group homes in DeLand
- Revised text regarding Public Housing
- Revised figure for units subsidized through Section 8
- Revised text regarding housing need by income
- Inserted Table 14A & 14B
- Inserted Section D under II, and Tables 16 & 17, to address affordable housing needs
- Revised Objective 1.8
- Deleted “1990 Census data”; inserted “Affordable Housing Needs Assessment” under Policy 1.8.1
- Renumbered all tables to account for deletions
- Reformatted entire element due to switch in software

CYCLE 98-1 (originally CYCLE 97-1) - Adopted by Ordinance No. 98-07 - March 16, 1998

- Objective 1.1: Added reference to the Affordable Housing Needs Assessment (AHNA); deleted date
- Reworded Objective 1.2 and revised the date
- Objective 1.4-1.5: deleted dates
- Deleted Objective 1.6 and subsequent policies; renumbered objectives accordingly
- Objective 1.7: Deleted date; Deleted “a minimum of 200 additional lower income units are targeted for the 5 year period ending in 1995” and “during the 5 year period”; Added “continue to”
- Objective 1.8: Added reference to the AHNA
- Objective 1.9: Deleted date; added” and continually monitor.”
- Objective 1.10: Added “consistent with Chapter 419, F.S.”
- Objective 1.11: Revised date; Added reference to appropriate data sources

CHAPTER 4 PUBLIC SERVICES

CYCLE 24-1

- Add of an Introduction
- Update language throughout the Element to ensure appropriate terminologies are being used (Policy 2.1.1, Policy sm2.1.1, Policy ww3.1.2).
- Revise outdated Objectives and policies throughout the Element (Objective ww2.1, Objective ww2.2, Objective ww3.1, Policy ww3.2.2, Policy 3.2.2, Objective sw1.2, sw1.2.1, sw1.2.2, Objective sm1.2, Goal pw-1, Policy pw2.1.1).
- Remove LOS from Public Services Element and added it to the Capital Improvement Element for consistency (Policy ps1.1.1).
- Update policy to match state standards (Policy ps1.1.4).
- Correct grammatical and spelling errors (Policy ps1.1.7, ww3.1.2, pw3.1, ow3.1.1, pw3.1.2, Policy ps1.1.6).
- Change Policy to be consistent with updated SJWMD requirements (Policy sm2.2.1, sm2.2.3).
- Update Objective and Policy to reflect current water supply project (Objective pw3.2, Policy pw3.2.1, Policy pw3.2.3).

CYCLE WSP -Adopted by Ordinance No. 2009-07 - February 16, 2009

- Amended all sub-elements for consistency with Water Supply Plan

CYCLE 99-1 - Adopted by Ordinance No. 99-30 - October 18, 1999

- Deleted Support Section from Public Service Sub-Elements.

CYCLE 95-2 - Adopted by Ordinance No. 95-27 - October 2, 1995

- Policy 1.2.9: Revised to include reference to Painter's Pond

CHAPTER 6

CONSERVATION ELEMENT

CYCLE 24-1

- Add an introduction to present the purpose of the element.
- Update criteria for drainage and stormwater facilities to be designed for a 100-year 24-hour duration storm (Policy c1.2.1: a).
- Add language encouraging the provision of reclaimed water to all parts of the city over time to aid in the conservation of water as a natural resource (Policy c1.2.4: c).
- Update language to address alignment with the Florida Building Codes' efforts to require the use of fixtures that conserve potable water (Policy c1.2.7: b).
- Update references to "Water Star" to reflect use of the Florida-Friendly Landscaping program (Policy c1.9.6).
- Update the language regarding reducing the demand for irrigation to include Florida-Friendly principles and avoid runoff of fertilizers and pesticides (Policy c1.2.7: d).
- Add language to address sites that may have contained hazardous substances and eliminate their potential to impact the water supply (Policy c1.2.12:).
- Update the language to bring the city's regulations in line with county and state regulations (Objective c1.3:).
- Revise the minimum site size requirements for submittal of an environmental report to reflect the City's Land Development Code requirements (from 10 acres to 5 acres) and add language to allow staff to request a report for smaller sites that may contain environmentally sensitive areas (Policy c1.7.3).
- Add language regarding the for the City to transition to 100% renewable energy by 2075 (Objective c1.9:).
- Update the language regarding the city's current Florida Green Local Government Designation to encourage maintaining the current level and seeking to improve to a higher level (Policy c1.9.1).
- Update language to ensure the city conducts energy audits on all city facilities and upgrade the facilities wherever possible (Policy c1.9.3:).
- Update the language to encourage education on and the use of energy efficient resources and practices throughout the city and to encourage partnerships with other organizations (Policy 1.9.5:).

CYCLE 10-2 - Adopted by Ordinance No. 2010-20 – September 20, 2010

- Added Policy c1.4.8

CYCLE 09-2 EAR - Adopted by Ordinance No. 09-37 - Date: November 16, 2009

- Updated Goals, objectives and policies as directed for EAR based amendments

CYCLE WSP - Adopted by Ordinance No. 2009-07 - Date: February 16, 2009

- Addressed consistency with Water Supply Plan
- Goal 1 – added water supplies
- Obj. 1.2 – added SJRWMD and local governments for coordination
- Policy 1.2.1 – protecting groundwater
- Policy 1.2.4 – subdivisions to use conservation and reclaimed water
- Policy 1.2.5 – added measuring stormwater contribution
- Policy 1.2.7 – promoting conservation

CYCLE 01-1 -Adopted by Ordinance No. 2001-08 - Date: April 2, 2001

- Deleted Support Section from Conservation Element.

CYCLE 99-D1 -Adopted by Ordinance No. 99-1 - Date: May 17, 1999

- Policy 1.4.1 – revised to allow for limited development in wetlands.
- Policy 1.4.2 – defined Transition Zones as 25 feet.
- Policy 1.4.3 – new policy allows mitigation for development in wetlands.
- Policy 1.4.4 – defined no net loss of wetlands.
- Policy 1.4.6 – development adjacent to wetlands.
- Policy 1.4.7 – directing incompatible land uses away from wetlands.

CYCLE 98-2 -Adopted by Ordinance No. 98-06 -Date: September 9, 1998

- Replaced Dept. of Environmental Regulations and Dept. of Natural Resources with Department of Environmental Protection
- Replaced Map 1
- Added text concerning the creation of the Volusia Water Alliance
- Revised text concerning lakes within the city
- Added text concerning City’s participation in FEMA Flood Insurance Program
- Added text concerning an updated floodplain map
- Inserted updated floodplain map
- Added text regarding annexed property containing wetlands
- Inserted updated wetlands map
- Inserted updated topography map
- Revised text concerning sinkholes
- Inserted text stating the city will update the soil limitations map
- Updated sinkholes map
- Inserted text stating the city is in process of updating vegetation map
- Inserted text concerning Cypress Swamp
- Changed 1989 to 1995
- Revised text concerning updated floodplain map
- Revised text concerning protection of wetlands
- Added text concerning the City’s water quality program
- Added text concerning wellhead protection
- Added policy 1.2.12 concerning wellhead protection zones
- Added policy 1.4.6 & 1.4.7 concerning protection/conservation of wetlands
- Policy 1.10.1: deleted “By Nov. 1991 the City of DeLand shall participate” and added “work”
- Fixed numeric error in Objective 1.14.
- Deleted objective 1.9 - policy 13.4 as duplicative; text appeared twice
- Reformatted entire element due to a switch in software

CYCLE 98-1 (originally CYCLE 97-1) - Adopted by Ordinance No. 98-07 - March 16, 1998

- Objective 1.1: revised date
- Objective 1.2-1.6 and 1.12: deleted date and indicated implementation
- Deleted Objective 1.9 and subsequent policies; renumbered objectives accordingly
- Objective 1.10-1.11: deleted date

CYCLE 95-2 - Adopted by Ordinance No. 95-27 - October 2, 1995

- Objective 1.14: Adding references to Painter's Pond
- Policy 1.14.1: Adding references to Painter's Pond
- Policy 1.14.2: Adding references to Painter's Pond

CHAPTER 7

RECREATION AND OPEN SPACE ELEMENT

CYCLE 24-1

- Move the table of past amendments into a separate Appendix section.
- Add an Introduction.
- Update language throughout the Element to ensure appropriate terminologies are being used (Objective r1.2; Policy r1.2.1.; Policy r1.2.2).
- Update policy to expand senior citizen facilities (Policy r1.2.3).
- Add the development of new parks as part of this objective (Objective r1.3).
- Alter verbiage of this policy to be more specific on how to utilize vacant property (Policy r1.3.2).
- Remove verbiage on this policy, as the City does not contact property owners regarding land donation requests (Policy r1.3.3).
- Include in this update previously removed policy to be captured during this update cycle (Policy r1.3.4).
- Update this policy to include all facilities (Policy r1.4.1).
- Revise this objective to focus on bicycle and walking trail connections and removed language regarding boardwalks and nature trails (Objective r1.7).
- Update this policy to require new development to provide public access to trails to allow for future connectivity (Policy r1.7.1).
- Add this policy to align with the Greenway Report-Pedestrian Master Plan (Policy r1.7.2).
- Add this policy to coordinate sidewalk extensions and connectivity with the County (Policy r1.7.3).
- Update chapter to clarify information and to correct grammatical errors.

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, Objectives and Policies as directed for EAR-based amendments

CYCLE 01-1 - Adopted by Ordinance No. 01-08 - April 2, 2001

- Deleted Support Section from the adopted Comprehensive Plan
- Policy 1.1.1: Updated text regarding the Level of Service
- Objective 1.7: Updated text

CYCLE 95-2 - Adopted by Ordinance No. 95-27 - October 2, 1995

- Objective 1.7: Adding References to Painter's Pond
- Policy 1.7.1: Adding References to Painter's Pond
- Policy 1.7.2: Adding References to Painter's Pond
- Policy 1.7.3: Adding References to Painter's Pond

CHAPTER 8

INTERGOVERNMENTAL COORDINATION ELEMENT

CYCLE 24-1

- Create an introduction to provide an overview of the chapter.
- Create a conflict resolution process consistent with the process of local municipalities as required by State statute (Policy i1.3.3-i1.3.5).
- Update existing policies to expand scope and incorporate additional coordination areas. (Policy i1.5.1, i1.5.4).
- Update language to reflect mechanisms that have been adopted (i3.1).
- Add language to promote historic preservation (i2.1.5).

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, objectives and policies as directed for EAR based amendments

CYCLE PSFE - Adopted by Ordinance No. 2008-04 - January 23, 2008

- Added Goal 2 and policies consistent with PSFE.

CYCLE 01-1 - Adopted by Ordinance No. 01-08 - April 2, 2001

- Deleted Support Section from Comprehensive Plan.

CYCLE 99-1 - Adopted by Ordinance No. 99-30 -October 18, 1999

- Updated text regarding the urban reserve area
- Revised policy 1.1.1
- Revised policy 1.1.2

CHAPTER 9

CAPITAL IMPROVEMENT ELEMENT

CYCLE 24-1

- Add an introduction.
- Update references to 5-year Capital Improvement Plan 2023/24 – 2027/28.
- Correct various grammatical and spelling errors throughout chapter.
- Update Level of Service (LOS) standards, reformat to a chart for ease of use and add Public Services LOS to the Element (Policy ci1.2.6).
- Adjust time frames to complete improvement deficiencies (Policy ci1.3).

CYCLE 13-1 - Adopted by Ordinance No. 2013-13 – October 21, 2013

- Revised sentence to say “Roadways within the city with the exception of US 17/92 from SR 44 to Plymouth Avenue and SR 44 from Hill Avenue to Summit Road. Then created table addressing LOS for SIS Facilities (Freeway), Non-SIS State Facilities, Arterials, and Collectors.
- Added sentence “Roadways within the city that are constrained and projected to operate as deficient before or by 2020, and where capacity is not anticipated shall operate at the following LOS standard”, then created table showing facility and level of service standard (capacity x 1.2).
- Removed information on Urban Arterial Roads LOS
- Removed information on Urban Collector Roads LOS
- Removed information on Local Roads LOS
- Removed sentence “Roadways within the city which are constrained or backlogged” and the information that went along with this sentence.
- Revised Policy ci1.6.2 language to add or enhances non-vehicular mobility or connectivity.
- Revise Policy ci2.1.8(b) language to add for the applicant’s pro rate share.
- Added Policy ci2.2.3 – “For State or County roadways designated by Volusia County as either backlogged or constrained, the City will coordinate with Volusia County when reviewing potential impacts from proposed development.”
- Removed Objective ci2.3 and all its policies (ci2.3.1 – ci2.3.5)

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, Objectives and Policies as directed for EAR-based amendments

CYCLE CIE - Adopted by Ordinance No. 2008-45 – November 17, 2008

- Revising the Capital Improvements Element by repealing the 2007/2008 Capital Improvements Program (CIP) and replacing in its stead the new 2008/2009 CIP

CYCLE PSFE - Adopted by Ordinance No. 2008-04 - January 23, 2008

- Added Goal 3 with associated objectives and policies, Includes: Capital Improvement Program 2007/08 to 2012/13

CYCLE 05-2 - Adopted by Ordinance No. 2005-74 – December 19, 2005

- Revised Policy 1.2.6- Recreation Parkland – Parks – 4.6 acres per 1,000 residents

CYCLE 02-1 - Adopted by Ordinance No. 2002-08 - July 15, 2002

- Revised policy 2.1.7. to reflect concurrency runs with development order.
- Revised policy 2.3.1. to clarify how concurrency is determined for backlogged or constrained roads.
- Revised policy 2.2.3. to describe concurrency for County roads.

- Delete policy 2.5.1.
- Delete policy 2.5.2.
- Delete policy 2.5.5. (old #)
- Revised policy 2.5.4. to eliminate reference to reserved capacity
- Revised policy 2.5.5. to describe city's monitoring program

CYCLE 00-1 - Adopted by Ordinance No. 2000-07 - March 20, 2000

- Insert new policy 1.2.1.a that requires new development to pay their fair share
- Adopt Capital Improvements Program, 2000 thru 2005.

CYCLE 96-1 - Adopted by Ordinance No. 96-11 - June 17, 1996

- Replace Tables 1 - 5-A
- Policy 1.2.8: Clarifying roadways as "urban" arterial and collectors
- Replace Table 12
- Replace Exhibit A

CYCLE 94-2 - Adopted by Ordinance No. 94-39 - November 21, 1994

- Revised Policy 1.2.8: Fire/Rescue Service, Fire/Rescue LOS Standards (Policy 1.2.9 and 1.2.10 were deleted)

CYCLE 93-1 - Adopted by Ordinance No. 93-32 - September 20, 1993

- Table of Contents revised as needed
- Revised tables for schedule of improvements
- Revised Table 5A - to incorporate all relevant projects related to LU-92-09-08 (#161, #167, #172, #175, #176, and #177 and "###" notation)
- Policy 1.2.8, revised the section entitled "Roadways within the city neither constrained or backlogged" to show "Interstate Highway - LOS B ADT & peak hour" and the section entitled "Roadways within the city which are constrained or backlogged" was revised by adding: "I-4 from SR 44 to SR 472 - traffic volumes shall not exceed 5% above 1993 ADT" and I-4 east of SR 44 - traffic volumes shall not exceed 5% above 1993 ADT
- Table 12 - Schedule of Improvements was revised to incorporate the revisions of Table 5A.
- Renumbered pages for location maps

CHAPTER 10

PUBLIC SCHOOL FACILITIES ELEMENT

CYCLE 24-1

- Add an introduction to provide background.
- Reformat zoning information into a table format for greater clarity and easy comparison (Policy s1.2.1).
- Add language referencing stormwater management (Policy s1.2.3).
- Update to reflect correct state program and terminology; the reference to Florida safe ways to school program will be revised to “Safe Routes to School (SRTS) program (Policy s1.3.4).
- Remove the Level of Service (LOS) table, as the table has become outdated (horizon dates of 2011, 2013, and 2014). Since the Volusia County school board maintains a separate LOS document, a reference to this document will be added (Policy s2.1.3:).
- Remove reference to service area map no longer in use (Policy s2.2.3).
- Added policy to commit to maintaining consistent Level-of-Service standards with the Volusia County School Board. (Policy s2.2.7)
- Add updated maps of the DeLand area schools (Appendix).

CYCLE 09-2 EAR - Adopted by Ordinance No. 2009-37 - November 16, 2009

- Updated Goals, Objectives and Policies as directed for EAR-based amendments

CYCLE PSFE - Adopted by Ordinance No. 2008-04 - January 23, 2008

- Revised language in Objective 1.1. from local government to city of DeLand
- Revised language in Policy 1.1.1. from local government to City
- Renumbered Policy 1.1.3 to Policy 1.1.2 and require the city to provide the representative of the School Board with copies of all Technical Review Committee, Planning Board and City Committee meeting agendas and staff reports
- Added a new Policy 1.1.3 – “The City shall meet at least annually with representatives from the School District and other local governments in Volusia County to review the Public School Facilities Element including enrollment projects. The timing and content of these meetings shall be done according to the requirements and procedures set forth in the adopted interlocal agreement.”
- Revised language in Objective 1.2 from local government to City
- Revised Policy 1.2.1. to add list of restricted land use classifications and changed local government to City
- Revised language in Policy 1.2.3 from local government to City and if required infrastructure is not in place to serve the proposed school, if deemed necessary, the parties may shall enter into a written agreement as to the timing, location, and party or parties responsible for constructing, operating and maintaining the required improvements.
- Revised language in Policy 1.2.4 from local government to City
- Revised language in Policy 1.2.5 from local government to City
- Revised language in Policy 1.2.6 from local government to City
- Revised language in Objective 1.3 from local government to City
- Revised language in Policy 1.3.1 from local government to City
- Revised language in Policy 1.3.2 from local government to City
- Revised language in Policy 1.3.3 from local government to City
- Revised language in Policy 1.3.4 from local government to City
- Revised language in Policy 1.3.5 from local government to City
- Revised language in Policy 1.4.1 from local government to City
- Revised language in Policy 1.4.3 from local government to City

- Revised language in Goal 2 from local government to City
- Revised language in Objective 2.1 from local government to City
- Amended Policy 2.1.2 to require the interlocal agreement, the uniform, district-wide level-of-service standards set as presented in the CIE.
- Amended Policy 2.1.3 dates for the designated level of service
- Removed Policy 2.1.4
- Renumbered Policy 2.1.5 to Policy 2.1.4
- Renumbered Policy 2.1.6 to Policy 2.1.5
- Revised language in Objective 2.2 from local government to City
- Removed Policy 2.2.6
- Added new Policy 2.26 – “Attendance zone changes are not intended to be Comprehensive Plan amendments.”
- Revised language in Objective 2.3 from local government to City
- Revised language in Policy 2.3.2(3) from local government to City
- Revised Policy 2.3.3(2) - “Any residential development or any other development with a residential component that received approval of a Final Development Order or Functional Equivalent prior to the implementation date of school concurrency or is otherwise vested prior to the implementation date of school concurrency is considered vested for that component which was previously approved for construction and shall not be considered as proposed new residential development for purposes of school concurrency”
- Revised Policy 2.3.3(3) – “Amendments to residential development approvals which do not increase the number of students generated by the development based on the student generation rates for each school type as determined by the School District.”
- Revised Policy 2.3.4 to require the creation of subdivisions and/or single family lots equal to or less than three units shall be reported to the School Board as part of the annual planning coordination process established by the interlocal agreement and these units shall be included by the School Board in planning student allocations by school.
- Revised language in Policy 2.3.5 from By February 1, 2008 the (local government) to The City
- Removed refer to graphic examples from Policy 2.3.7
- Revised language in Objective 2.4 from local government to City
- Revised language in Policy 2.4.3 from local government to City
- Revised Policy 2.4.7(8) - Payment of off-site infrastructure expenses including but not limited to roads, water, and/or sewer improvements that bring service to school site
- Revised language in Objective 2.5 from local government to City
- Revised language in Policy 2.5.1 from local government to City
- Revised language in Policy 2.5.2 from local government to City
- Removed Policy 2.5.3
- Amended Alternate Policy 2.5.3 – removed the word alternate and changed local government to City
- Added Map 1: Planned Public School Facilities and Ancillary Plants Fiscal Year 2007/08 to Fiscal Year 2011/12. West Volusia
- Map 2: 2011-2025 Long Range Planned Public School Facilities by School Planning Areas

CHAPTER 11

PROPERTY RIGHTS ELEMENT

CYCLE 21-1ESR - Adopted by Ordinance No. 2021-39 – November 15, 2021

- Comprehensive Plan Amendment to Create Chapter 11 – Property Rights

CHAPTER 12
ECONOMIC DEVELOPMENT ELEMENT

CYCLE 24-1

- Created Element.

CHAPTER 13

PLACEMAKING ELEMENT

CYCLE 24-1

- Created Element.



CITY OF DELAND

COMPREHENSIVE PLAN

2008

APPENDIX - A

MONITORING & EVALUATION

MONITORING AND EVALUATION OF COMPREHENSIVE LAND USE PLAN

Periodically, as required by Section 9J-5.005 (7), FAC, the City of DeLand is required to monitor and evaluate its comprehensive plan document. At least once every five years, the City must undertake a major updating of the comprehensive plan document. This section outlines the procedures which the City will use to monitor, evaluating the information, and updating the information, data, map series, tables, and other related materials. The result of this review process, the updated information, will serve as the basis by which the City will review the goals, objectives, and policies contained within the comprehensive plan document.

Annual Review: Although the plan must be reviewed and undergo a major revision every 3 to 5 years, the City will conduct interim reviews on an annual basis. The annual review will be directed by the Capital Improvements Coordinating Committee, comprised of the City Manager, the Finance Director, the Public Service Director, and the Planning Director. The purpose of the annual review will be to ascertain and report the degree of progress which the City has made in attaining the goals, objectives, and policies which it has set for itself in the approved comprehensive land use plan document. The results of the annual reviews will be presented to the City Commission at a public meeting. Based upon the materials presented, the City Commission will direct staff to take any actions deemed

appropriate to implement the provisions of the City's comprehensive land use document.

In order to determine the degree to which the City is attaining the goals, objectives and policies of the approved comprehensive land use document, the review will include the following considerations, and will include an examination of these considerations in order to determine their continued appropriateness:

1. any corrections, updates and modifications concerning costs; revenues sources, acceptance of facilities pursuant to dedications which are consistent with element; or the date of construction of any facility enumerated in the element;
2. the Capital Improvement Element's consistency with the other elements and its support of the Future Land Use Element;
3. the city's ability to provide public facilities and services within the urban service area in order to determine any need for boundary modification or adjustment;
4. the prior assignment of existing public facility deficiencies;
5. the city's progress in meeting those needs determined to be existing deficiencies;

6. the criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority;
 7. the city's effectiveness in maintaining the adopted LOS standards;
 8. the effectiveness of impact fees, and mandatory dedications or fees in lieu of, for assessing new development a pro rata share of the improvement costs which they generate;
 9. the ratio of outstanding indebtedness to the property tax base;
 10. efforts made to secure grants or private funds, whenever available, to finance the provisions of capital improvements;
-
11. the transfer of any unexpended capital account balances;
 12. the criteria used to evaluate proposed plan amendments and request for new development or redevelopment; and
 13. capital improvements needed for the latter part of the planning period, for inclusion in the 5 year schedule of improvements.

Major Review: As prescribed by state law, periodically, the City of DeLand will undertake a major review and revision of the comprehensive land use plan. The annual reviews will serv

as the foundation for the development of the Evaluation and Appraisal Report (EAR) for the existing land use plan. The EAR is an assessment of the degree to which the City has been able to implement the provisions of the adopted comp plan. The EAR will consider the same set of criteria as the Annual Report.

Citizen Participation: Citizen participation was an essential aspect of the planning process which developed the City's existing comprehensive land use document. In order to ensure that such public participation continues, the City of DeLand shall develop a variety of mechanisms to obtain and integrate public input into the overall comp plan development process. These mechanisms shall include, but not be limited to, the following:

1. The City of DeLand Planning Board and/or the City Commission, either individually or jointly, shall schedule and hold hearings and workshops for the purpose of providing information on specific portions of the comp planning process or document and receiving input from those in attendance.
2. Ensure that the public is informed of the workshops or hearings through the use of newspaper notices, public service announcements, or other means.
3. Per City requirements, ensure that real property owners are notified of official actions that may affect the use of their property.

4. The Planning Board, the City Commission, and the planning staff shall accept written comments from citizens or special interest groups concerning any aspect of the plan. Based upon the dates of hearings, the City shall determine periods of time when written comments will be accepted. Such comments will be presented to the Planning Board and/or the City Commission.
5. The planning staff will make copies of the plan available to the public. Copies of the plan shall be available for sale at the City Hall. Reference copies of the plan shall be placed in the local branch of the Volusia County Library, the Stetson Library, and the West Volusia Campus of Daytona Beach Community College.

CONSISTENCY OF THE LOCAL GOVERNMENT COMPREHENSIVE PLAN WITH STATE COMPREHENSIVE PLAN

Pursuant to Rule 9J-5.021, Florida Administrative Code, this section of the City of DeLand Comprehensive Land Use Plan Document presents a listing of the State Comprehensive Plan (Chapter 187.201, Florida Statutes) goals and policies which are addressed in the City of DeLand Comprehensive Land Use Plan. During the process of updating its Comprehensive Plan, the City of DeLand has determined that the other goals and policies which are not included in the list are not relevant to the scope of the comprehensive plan.

HOUSING

- (a) Goal - The public and private sectors shall increase the affordability and availability of housing for low-income and moderate-income persons, including citizens in rural areas, while at the same time encouraging self-sufficiency of the individual and assuring environmental and structural quality and cost-effective operations.

Housing Element Goal 3.I

(b) Policies -

1. Eliminate public policies which result in housing discrimination, and develop policies which encourage housing opportunities for all Florida's citizens.

Housing Element: Policy 1.1.5

2. Diminish the use of institutions to house persons by promoting deinstitutionalization to the maximum extent possible.

Housing Element: Policy 1.5.1, 1.5.2

3. Increase the supply of safe, affordable, and sanitary housing for low-income and moderate-income persons and elderly persons by alleviating housing shortages, re-cycling older houses and redeveloping residential neighborhoods, identifying housing needs, providing incentives to the private sector to build affordable housing, encouraging public-private partnerships to maximize the creation of affordable housing, and encouraging research into low-cost housing construction techniques, considering life-cycle operating costs.

Housing Element: Policy 1.1.1, 1.1.3, 1.1.4, 1.2.1, 1.2.2, 1.2.3, 1.3.1, 1.3.2, 1.4.1, 1.4.2, 1.4.3, 1.4.4, 1.4.5, 1.4.6

4. Reduce the cost of housing construction by eliminating unnecessary regulatory practices which add to the cost of housing.

Housing Element: Policy 1.1.2

WATER RESOURCES

- (a) Goal - Florida shall assure the availability of an adequate supply of water for all competing uses deemed reasonable

and beneficial and shall maintain the functions of actual systems and the overall present level of surface and ground water quality. Florida shall improve and restore the quality of waters not presently meeting water quality standards.

Infrastructure Element: Wastewater Goal I, Goal II, Goal III, Potable Water Goal I, Goal II, Aquifer Recharge Goal I, Drainage Goal I, Goal II; Conservation Element Goal I.

(b) Policies -

1. Ensure the safety and quality of drinking water supplies and promote the development of reverse osmosis and desalinization technologies for developing water supplies.

Drainage Policy 2.1.3, 3.1.1, 3.1.2, 3.1.3, Potable
~~Water Policy 1.1.1, 1.2.1~~

2. Identify and protect the functions of water recharge areas and provide incentives for their conservation.

Aquifer Recharge Policy 1.1.1, 1.2.1, 1.2.2, 1.2.3,
1.2.4, 1.2.5, 1.3.1

3. Encourage the development of local and regional water supplies within water management districts instead of transporting surface water across district boundaries.

4. Protect and use natural water systems in lieu of structural alternatives and restore modified systems.

5. Ensure that new development is compatible with existing local and regional water supplies.

Future Land Use Policy 1.2.4, 6.1.2, 6.1.7, 7.1.3, 7.1.4

6. Establish minimum seasonal flows and levels for surface watercourses with primary consideration given to the protection of natural resources, especially marine, estuarine, and aquatic ecosystems.

7. Discourage the channelization, diversion, or damming of natural riverine systems.

Conservation Element Policy 1.3.1

8. Encourage the development of a strict floodplain management program by state and local governments designed to preserve hydrologically significant wetlands and other natural floodplain features.

Conservation Element Policy 1.3.1, 1.4.1, Drainage Policy 3.1.3

9. Protect aquifers from depletion and contamination through appropriate regulatory programs and through incentives.

Solid Waste Policy 1.3.1, 1.3.2, 1.3.3, Aquifer Recharge Policy 1.1.1, 1.2.3, 1.2.4, 1.2.5, 1.3.1, Conservation Element Policy 1.2.1, 1.2.2, 1.2.3

1.2.4, 1.2.5, 1.2.6, 1.2.7, 1.2.10

10. Protect surface and groundwater quality and quantity in the state.

Conservation Element Policy 1.2.9, 1.4.1

11. Promote water conservation as an integral part of water management programs as well as the use and reuse of water of the lowest acceptable quality for the purposes intended.

Conservation Element Policy 1.2.6, 1.2.7, 1.2.8;
Wastewater Policy 2.1.2, 2.1.3, 2.2.1, 2.2.2

12. Eliminate the discharge of inadequately treated wastewater and stormwater runoff into the waters of the state.

Wastewater policy 2.1.1; Conservation Element Policy 1.2.4

12. Identify and develop alternative methods of wastewater treatment, disposal, and reuse of wastewater to reduce degradation of water resources.

Wastewater Policy 2.1.2, 2.1.3, 2.2.1, 2.2.2; Conservation Element Policy 1.2.4

14. Reserve from use that water necessary to support essential nonwithdrawal demands, including navigation, recreation, and the protection of fish and wildlife.

NATURAL SYSTEMS AND RECREATIONAL LANDS

- (a) Goal - Florida shall protect and acquire unique natural habitats and ecological systems, such as wetlands, tropical hardwood hammocks, palm hammocks, and virgin longleaf pine forests, and restore degraded natural systems to a functional condition.

Conservation Element Goal I; Recreation and Open Space Goal I

(b) Policies -

1. Conserve forests, wetlands, fish, marine life, and wildlife to maintain their environmental, economic, aesthetic, and recreational values.

Recreation Policy 1.3.1; Conservation Element Policy 1.4.1, 1.7.1, 1.8.1

-
2. Acquire, retain, manage, and inventory public lands to provide recreation, conservation, and related public benefits.

Recreation and Open Space Element Policy 1.3.1

3. Prohibit the destruction of endangered species and protect their habitats.

Conservation Element Policy 1.7.1, 1.8.1, 1.9.1

4. Establish an integrated regulatory program to assure the survival of endangered and threatened species

within the state.

Conservation Element Policy 1.7.1, 1.8.1, 1.9.1

5. Promote the use of agricultural practices which are compatible with the protection of wildlife and natural systems.

Conservation Element Policy 1.2.3

6. Encourage multiple use of forest resources, where appropriate, to provide for timber production, recreation, wildlife habitat, watershed protection, erosion control and maintenance of water quality.
7. Protect and restore the ecological functions of wetlands sites to ensure their long-term environmental, economic, and recreational value.

Conservation Element Policy 1.4.1

8. Promote restoration of the Everglades system and of the hydrological and ecological functions of degraded or substantially disrupted surface waters.
9. Develop and implement a comprehensive planning, management, and acquisition program to ensure the integrity of Florida's river systems.
10. Emphasize the acquisition and maintenance of ecologically intact systems in all land and water planning, management, and regulation.

11. Expand state and local efforts to provide recreational opportunities to urban areas, including the development of activity-based parks.

Recreation and Open Space Policy 1.1.3, 1.2.2, 1.2.3

12. Protect and expand park systems throughout the state.

Recreation and Open Space Policy 1.1.2, 1.1.3, 1.1.7

13. Encourage the use of public and private financial and other resources for the development of recreational opportunities at the state and local level.

Recreation and Open Space Policy 1.1.6, 1.4.1, 1.4.5

AIR QUALITY

-
- (a) Goal - Florida shall comply with all national air quality standards by 1987, and by 1992 meet standards which are more stringent than 1985 state standards.

Conservation Element Goal I

- (b) Policies -

1. Improve air quality and maintain the improved level to safeguard human health and prevent damage to the natural environment.

Conservation Element Policy 1.1.1, 1.1.2, 1.1.3

2. Ensure that developments and transportation systems

are consistent with the maintenance of optimum air quality.

Conservation Element Policy 1.1.3

3. Reduce sulfur dioxide and nitrogen oxide emissions and mitigate their effects on the natural and human environment.

Conservation Element Policy 1.1.3

4. Encourage the use of alternative energy resources that do not degrade air quality.
5. Ensure at a minimum, that power plant fuel conversion does not result in higher levels of air pollution.

ENERGY

-
- (a) Goal - Florida shall reduce its energy requirements through enhanced conservation and efficiency measures in all end-use sectors, while at the same time promoting an increased use of renewable energy resources.

Traffic Circulation Element Goal III, Goal IV, Goal VII

- (b) Policies -

1. Continue to reduce per capita energy consumption.
2. Encourage and provide incentives for consumer and producer energy conservation and establish acceptable energy performance standards for buildings and energy

consuming items.

3. Improve the efficiency of traffic flow on existing roads.
4. Ensure energy efficiency in transportation design and planning and increase the availability of more efficient modes of transportation.

Traffic Circulation Element Policy 3.1.6, 4.1.1, 4.1.4, 4.1.5, 4.1.6, 7.1.1, 7.1.2, 7.1.4, 7.1.5, 7.1.6, 7.1.7

5. Reduce the need for new power plants by encouraging end-use efficiency, reducing peak demand, and using cost-effective alternatives.
6. Increase the efficient use of energy in design and operation of buildings, public utility systems, and other infrastructure and related equipment.

HAZARDOUS AND NONHAZARDOUS MATERIALS AND WASTE

- (a) Goal - All solid wastes, including hazardous waste, wastewater, and all hazardous materials, shall be properly managed, and the use of landfills shall be eventually eliminated.

Infrastructure Element Wastewater Goal I, II, Solid Waste Goal I; Conservation Element Goal I.

(b) Policies -

1. By 1995, reduce the volume of nonhazardous solid waste disposed of in landfills to 55 percent of the 1985 volume.

Solid Waste Policy 1.2.1, 1.2.2, 1.2.3, 1.2.4, 1.2.5

2. Encourage and expedite the development of environmentally safe hazardous waste treatment, storage and disposal facilities.

Solid Waste Policy 1.3.1, 1.3.2, 1.3.3

3. Identify and clean up hazardous waste sites.
4. Enforce and strengthen regulation of the generation, storage, treatment, disposal, and transportation of hazardous waste.

Solid Waste Policy 1.3.1

5. Establish a system for identifying the location, type, and quantity of hazardous materials.

Solid Waste Policy 1.3.1

6. Require all hazardous waste generators to properly manage their own wastes.

Solid Waste Policy 1.3.1, 1.3.3

7. Encourage the research, development, and implementation of recycling, resource recovery, energy recovery

and other methods of using garbage, trash, sewage, slime, sludge, hazardous waste, and other waste.

Solid Waste Policy 1.2.5

8. Encourage coordination of intergovernmental and interstate waste management efforts.

Solid Waste Policy 1.2.2, 1.3.1

9. Identify, develop, and encourage environmentally sound wastewater treatment and disposal methods.

Wastewater Policy 1.1.1, 1.1.2, 2.1.1, 2.1.2, 2.1.3, 2.2.1, 2.2.2, Conservation Policy 1.2.4

10. Develop a permanent system for households, small business, and other low-volume generators of hazardous waste to safely dispose of these materials in a convenient manner.

Solid Waste Policy 1.3.1

11. Encourage strict enforcement of hazardous waste laws and swift prosecution of violators.

Solid Waste Policy 1.3.1

MINING

- (a) Goal - Florida shall protect its air, land, and water resources from the adverse effects of resource extraction and ensure that the disturbed areas are reclaimed or restored

to beneficial use as soon as reasonably possible.

Conservation Element Goal I

(b) Policies -

1. Develop a comprehensive approach to the regulation of resource extraction.

Conservation Element Policy 1.6.1, 1.6.2

2. Require mining operations to provide evidence of financial responsibility to ensure the reclamation of mined lands.

3. Require that disturbed areas, except those selected to be recycled by nature, be recycled to productive and beneficial use within a period determined by the state to be reasonable and practical.

4. ~~Require state reclamation standards to be simple and well-coordinated and to be consistent with the protection of the public interest and conservation of natural resources.~~

5. Prohibit resource extraction which will result in an adverse effect on environmentally sensitive areas of the state which cannot be restored.

Conservation Element Policy 1.6.1

6. Minimize the effects of resource extraction upon ground and surface waters.

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Conservation Element Goal I

(b) Policies -

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Conservation Element Policy 1.6.1, 1.6.2

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5. Prohibit resource extraction which will result in an adverse effect on environmentally sensitive areas of the state which cannot be restored.

Conservation Element Policy 1.6.1

6. Minimize the effects of resource extraction upon ground and surface waters.

3. Encourage acquisition of lands by state or local government in cases where regulation will severely limit practical use of real property.

LAND USE

- (a) Goal - In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

Future Land Use Element Goal I, II, III, VII

- (b) Policies -

1. Promote state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.

Future Land Use Policy 1.2.1, 1.2.4, 2.1.1, 7.1.1, 7.1.2, 7.1.3, 7.1.4

2. Develop a system of incentives and disincentives which encourages a separation of urban and rural land uses while protecting water supplies, resource development and fish and wildlife habitats.

3. Enhance the liveability and character of urban areas

through the encouragement of an attractive and functional mix of living, working, shopping, and recreational activities.

Future Land Use Policy 1.2.3, 1.2.5, 2.1.1, 3.1.3, 3.1.5

4. Develop a system of intergovernmental negotiation for siting locally unpopular public and private land uses which considers the area of population served, the impact on land development patterns or important natural resources, and the cost-effectiveness of service delivery.
 5. Encourage and assist local governments in establishing comprehensive impact-review procedures to evaluate the effects of significant development activities in their jurisdictions.
-
6. Consider in land use planning and regulation, the impact of land use on water quality and quantity; the availability of land, water, and other natural resources to meet demands; and the potential for flooding.

Future Land Use Policy 7.1.3, 7.1.4; Wastewater Policy 1.1.1., 1.1.1, 3.2.1; Drainage Policy 1.1.1; Potable Water Policy 2.5.1

DOWNTOWN REVITALIZATION

- (a) Goal - In recognition of the importance of Florida's developing and redeveloping downtowns to the state's ability to use existing infrastructure and to accommodate growth in an orderly, efficient, and environmentally acceptable manner, Florida shall encourage the centralization of commercial, governmental, retail, residential, and cultural activities within downtown areas.

(b) Policies -

Future Land Use Goal IV

1. Provide incentives to encourage private sector investment in the preservation and enhancement of downtown areas.

Future Land Use Policy 4.1.3

2. Assist local governments in the planning, financing, and implementation of development efforts aimed at revitalizing distressed downtown areas.

Future Land Use Policy 4.1.4

3. Promote state programs and investments which encourage redevelopment of downtown areas.

Housing Element Policy 1.2.1

PUBLIC FACILITIES

- (a) Goal - Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.

Future Land Use Goal I, Wastewater Goal II, Capital Improvements Goal I

(b) Policies -

1. Provide incentives for developing land in a way that maximizes the uses of existing public facilities.

Future Land Use Policy 1.2.4

2. Promote rehabilitation and reuse of existing facilities, structures, and buildings as an alternative to new construction.

Future Land Use Policy 1.2.5, 1.2.7; Housing Policy 1.4.3

3. Allocate the costs of new public facilities on the basis of the benefits received by existing and future residents.

Capital Improvements Policy 1.2.1, 1.2.2, 1.2.4

4. Create a partnership among state government, local governments, and the private sector which would identify and build needed public facilities and allocate

the costs of such facilities among the partners in proportion to the benefits accruing to each of them.

5. Encourage local government financial self-sufficiency in providing public facilities.

Capital Improvements Policy 1.1.1, 1.1.2

6. Identify and implement innovative but fiscally sound and cost-effective techniques for financing public facilities.

Capital Improvements Policy 1.2.3

7. Encourage the development, use and coordination of capital improvement plans by all levels of government.
 8. Take into consideration, in the assessed value of property, increased property values directly related to infrastructure expenditures by government.
-

9. Identify and use stable revenue sources which are also responsive to growth for financing public facilities.

Capital Improvement Policy 1.1.1, 1.1.2, 1.4.1, 1.4.2, 1.4.3, 1.4.4, 1.4.5, 1.4.6, 1.4.7, 1.5.1, 1.5.3, 1.5.4

10. Encourage development of graywater systems to extend existing sewerage capacity.

Wastewater Policy 2.1.2, 2.1.3

CULTURAL AND HISTORICAL RESOURCES

- (a) Goal - By 1995, Florida shall increase access to its historical and cultural resources and programs and encourage the development of cultural programs of national excellence.

Future Land Use Element Goal X

(b) Policies -

1. Promote and provide access throughout the state to performing arts, visual arts, and historic preservation and appreciation programs at a level commensurate with the state's economic development.
 2. Develop a strategy for the construction of arts facilities based on an assessment which ranks regional and statewide capabilities and needs.
-
3. Ensure the identification, evaluations, and protection of archaeological folk heritage and historic resources properties of the state's diverse ethnic population.

Future Land Use 10.2.1, 10.2.3

4. Stimulate increased private-sector participation and support for historical and cultural programs.

Future Land Use Policy 10.6.2

5. Encourage the rehabilitation and sensitive, adaptive use of historic properties through technical

assistance and economic incentive programs.

6. Ensure that historic resources are taken into consideration in the planning of all capital programs and projects at all levels of government and that such programs and projects are carried out in a manner which recognizes the preservation of historic resources.

Future Land Use Policy 10.3.1, 10.3.4, 10.4.1

TRANSPORTATION

- (a) Goal -- Florida shall direct future transportation improvements to aid in the management of growth and shall have a state transportation system that integrates highway, air, mass transit, and other transportation modes.

~~Traffic Circulation Element Goal I, II, III, IV, V, VI, VII~~

(b) Policies --

1. By 1995, establish a high-speed rail system that links the Tampa Bay area, Orlando, and Miami.
2. Coordinate transportation investments in major travel corridors to enhance system efficiency and minimize adverse environmental impacts.
3. Promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans.

Traffic Circulation Policy 1.1.1, 1.1.2, 1.1.3,
1.1.4, 1.1.5,

4. Allow flexibility in state and local participation in funding or public transit projects and encourage construction and use of toll facilities in order to meet transportation needs.
5. Ensure that existing port facilities and airports are being used to the maximum extent possible before encouraging the expansion or development of new port facilities and airports to support economic growth.
6. Promote timely resurfacing and repair of roads and bridges to minimize costly reconstruction and to enhance safety.

Traffic Circulation Policy 2.1.1

7. Develop a revenue base for transportation which is consistent with the goals and policies of this plan.

Traffic Circulation Policy 2.1.4, 2.1.5,

8. Encourage the construction and utilization of a public transit system, including, but not limited to, high-speed rail system, in lieu of the expansion of the highway system, where appropriate.

Traffic Circulation Policy 7.1.4

9. Ensure that the transportation system provided

Florida's citizens and visitors with timely and efficient access to services, jobs, markets, and attractions.

10. Promote ride sharing by public and private sector employees.

Traffic Circulation Policy 7.1.5, 7.1.6

11. Emphasize state transportation investments in major travel corridors and direct state transportation investment to contribute to efficient urban development.

Traffic Circulation Policy 1.1.5, 2.1.2

12. Avoid transportation improvements which encourage or subsidize increased development in coastal high-hazard areas or in identified environmentally sensitive areas such as wetlands, floodways, or productive marine areas.

13. Coordinate transportation improvements with state, local and regional plans.

Traffic Circulation Policy 2.1.1, 2.1.2

14. Acquire advanced rights-of-way for transportation projects in designated transportation corridors consistent with state, regional, and local plans.

Traffic Circulation Policy 2.1.2

15. Promote effective coordination among various modes of transportation in urban areas to assist urban development and redevelopment efforts.

Traffic Circulation 7.1.7

GOVERNMENTAL EFFICIENCY

- (a) Goal - Florida governments shall economically and efficiently provide the amount and quality of services required by the public.

Intergovernmental Coordination Element Goal I; Capital Improvement Goal I

- (b) Policies -

1. Encourage greater cooperation between, among, and ~~within all levels of Florida government~~ through the use of appropriate interlocal agreements and mutual participation for mutual benefit.

Intergovernmental Policy 1.1.1, 1.1.2, 1.2.1, 1.2.2, 1.2.3; Conservation Policy 1.2.7, 1.2.8

2. Allow the creation of independent special taxing districts which have uniform general law standards and procedures and do not overburden other governments and their taxpayers while preventing the proliferation of independent special taxing districts which do not meet these standards.

3. Encourage the use of municipal services taxing units and other dependent special districts to provide needed infrastructure where the fiscal capacity exists to support such an approach.
4. Eliminate regulatory activities that are not tied to specific public and natural resource protection needs.
5. Eliminate needless duplication of, and promote cooperation in, government activities between among, and within state, regional, county, city and other governmental units.

Intergovernmental Policy 1.1.1

6. Ensure, wherever possible, that the geographic boundaries of water management districts, regional planning councils, and substate districts of the executive departments shall be coterminous for related state or agency programs and functions and promote interagency agreements in order to reduce the number of districts and councils with jurisdiction in any one county.

Intergovernmental Policy 1.1.1

7. Encourage and provide for the restructuring of city and county political jurisdictions with the goals of grater efficiency and high-quality and more equitable and responsive public service programs.

Intergovernmental Policy 1.1.1, 1.1.2, 1.2.3, 1.3.2

8. Replace multiple, small scale, economically inefficient local public facilities with regional facilities where they are proven to be more economical, particularly in terms of energy efficiency, and yet can retain the quality of service expected by the public.

Intergovernmental Policy 1.1.1, Wastewater Policy 3.2.4, Potable Water Policy 2.5.4

9. Encourage greater efficiency and economy at all levels of government through adoption and implementation of effective records-management, information management, and evaluation procedures.
10. Throughout government, establish citizen management efficiency groups and internal management groups to make recommendations for greater operating efficiencies and improved management practices.
11. Encourage governments to seek outside contracting on a competitive basis, when cost effective and appropriate.
12. Discourage undue expansion of state government and make every effort to streamline state government in a cost-effective manner.
13. Encourage joint venture solutions to mutual problems between levels of government and private enterprise.

THE ECONOMY

(b) Policies -

1. Maintain as one of the state's primary economic assets, the environment, including clean air and water, beaches, forests, historic landmarks, and agricultural and natural resources.

Conservation Policy 1.1.1, 1.1.2, 1.1.3, 1.2.1, 1.2.2, 1.2.3

AGRICULTURE

- (a) Goal - Florida shall maintain and strive to expand its food, agriculture, ornamental horticulture, aquaculture, forestry, and related industries in order to be a healthy and competitive force in the national and international marketplace.

Conservation Element Goal I;

(b) Policies -

1. Encourage conservation, wastewater recycling, and other appropriate measures to assure adequate water resources to meet agricultural and other beneficial needs.

Conservation Policy 1.2.1, 1.2.4, 1.2.5, 1.2.6, 1.2.7, 1.2.8; Wastewater Policy 2.1.2, 2.1.3, 2.2.1, 2.2.2

TOURISM

- (b) Policies - Promote awareness of historic places and cultural and historical activities.

Future Land Use Policy 10.7.3

PLAN IMPLEMENTATION

- (a) Goal - Systematic planning capabilities shall be integrated into all levels of government in Florida, with particular emphasis on improving intergovernmental coordination and maximizing citizen involvement.

Capital Improvement Goal I

- (b) Policies -

1. Establish effective monitoring, incentive, and enforcement capabilities to see that the requirements established by regulatory programs are met.

Wastewater Policy 1.1.3, Drainage Policy 2.1.2, 2.1.5
Potable Water 1.1.1

2. Ensure the development of comprehensive regional policy plans and local plans that implement and accurately reflect state goals and policies and that address problems, issues, and conditions, that are of particular concern in a region.

Reflected throughout entire document.

3. Encourage the continual cooperation among communities which have a unique natural area, irrespective of political boundaries, to bring the private and public sectors together for establishing an orderly, environmentally, and economically sound plan for future needs and growth.

Intergovernmental Policy 1.1.1, 1.1.2, 1.2.1, 1.2.3

From: [Chris Graham](#)
Mail received time: Tue, 14 May 2024 16:30:01
Sent: Tue, 14 May 2024 16:30:01
To: [Carol Kuhn](#)
Subject: FW: Comments for the record, public meeting on 5/16 at City Hall
Importance: Normal
Sensitivity: None
Archived: Friday, June 7, 2024 2:00:29 PM

Chris Graham, APR, MBA
Community Information Manager
City of DeLand
grahamc@deland.org
Office: 386-626-7117
Cell: 386-872-0821

-----Original Message-----

From: Joan Carter <jmdcarte@gmail.com>
Sent: Tuesday, May 14, 2024 9:37 AM
To: Chris Graham <grahamc@deland.org>
Subject: Comments for the record, public meeting on 5/16 at City Hall

Mr. Graham:

I will be unable to attend the meeting on Thursday evening. I am on the Board of the Barberville Settlement. Our meeting conflicts with the City's call for comments.

I have lived in DeLand since 1965. My four children all went through DeLand schools and graduated to go on to colleges and universities elsewhere.

My comments:

Rein in the extent of cookie-cutter single-family developments. Encourage architectural merit. Do not approve snout houses.

Require interconnection among developments to avoid limited entrance cut-de-sac roadways within developments.

Whenever possible continue the basic city roadway grid to extend through new developments.

Do not ghetto-ize low income housing. Encourage mixed income multi-family housing. This can be done by mixing unit sizes and adding subtle amenities (terraces, balconies, sizes) that result in higher rents.

For all multi-unit developments require designs that have architectural merit. My concern has been that what has been proposed looks like decades old designs for extended stay hotels.

Make every parking area a reason for installing a proportionate amount of tree cover or shaded space (could be a solar panel array)

Stand up to Volusia Co. when they are approached to approve developments with non-conforming project proposals. Leverage is via extension of City water/sewer to such projects. The City can push back with capacity concerns / higher rates.

Require all developments to include sidewalks on each side of the street, placed so that cars won't park on them or across them. 2- sides so people don't have to cross the street to use them. No parking so people actually can walk on the sidewalk vs. around cars.

Trees, trees, trees, green spaces, lot lines for shrubs, trees, green spaces.

Encourage service alleys to get cars behind houses. Frankly I don't understand why this form is not more common.

Make every plan for a much hotter climate..Our temperatures today are similar to those in south Florida 25 years ago.

Joan Carter, 122 West Michigan Ave., DeLand

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CAPITAL IMPROVEMENT PROGRAM

How the Program Works

The Local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163, Florida Statutes) requires that local governments prepare a comprehensive plan which will guide public capital investments, other public fiscal policies, operating policies of the City of DeLand government, and the future use of land in the unincorporated portions of the City. The City's comprehensive plan may be amended up to twice a year, and must be evaluated and updated every five years. One of the required elements of the comprehensive plan is the Capital Improvements Element.

The City of DeLand's Capital Improvement Plan (CIP) is a planning, budgetary, and prioritizing tool which, as a part of the Capital Improvements Element, reflects the City's infrastructure needs for a five-year time frame. The CIP is updated on an annual basis. Amendments to the CIP may be made prior to the next annual CIP review period with approval of the City Commissioners. The current fiscal year funding for the approved CIP is incorporated in the proposed budget and adopted at the public hearings held in September of each year. The Capital and Grants Special Revenue Funds were created in FY2008-2009 to improve readability for users. This separate fund will be utilized for all capital projects within the General Government, Community Development, Public Safety, Public Works, and Parks & Recreation divisions.

Capital Projects are major fixed assets or infrastructure with long term value, such as buildings, roads, bridges and parks. A capital improvement is defined as any purchase of equipment or any construction project having a value of \$5,000 or more, excluding repairs, and a minimum life of three years or more. Proposed CIP project requests may originate from City departments, Commissioners, and/or citizens.

Funds budgeted for specific projects remain allocated until the project is completed. Additionally, project budgets are reviewed and, if needed, funding may be adjusted. Capital project costs include all expenditures related to land acquisition, planning, design, construction, project management, legal expenses, and mitigation of damages.

Projects may be funded by current revenues or by debt financing, depending upon the availability of funds, the nature of the project, and the policies of the City Commission. In balancing the five years of the CIP, projections of revenues from existing sources are compared to requested capital projects. If there are adequate revenues to fund all the requested projects, the program is balanced. If not, projects must either be revised to reduce costs, postponed to a future time period, or eliminated from the program. Alternative financing, such as long-term debt, may be proposed in order to provide sufficient revenues to fund requested capital projects. There may be bona fide reasons why a project is needed or desired in the immediate future, but it may be deferred because resources are not realistically available.

The overall CIP, with its five-year time frame, gives a fair indication of the foreseeable infrastructure needs of the City of DeLand.

Relationship Between the Operating and Capital Budgets

The Operating budget includes expenses that are generally of a recurring nature and are appropriated for one year only. It provides for all City services, but does not result in major physical assets for the City. Year to year, changes in the Operating budget are expected to be fairly stable, and represent incremental changes in the cost of doing business, in the size of the City and in the types and levels of service that are provided. Resources for the Operating budget generally come from taxes, user fees, and intergovernmental payments that usually recur from year to year.

The Capital budget includes one-time costs for projects that may last several years. The projects result in major physical assets for the City. Resources for the Capital budget generally come from bond issues, impact fees, grants and taxes.

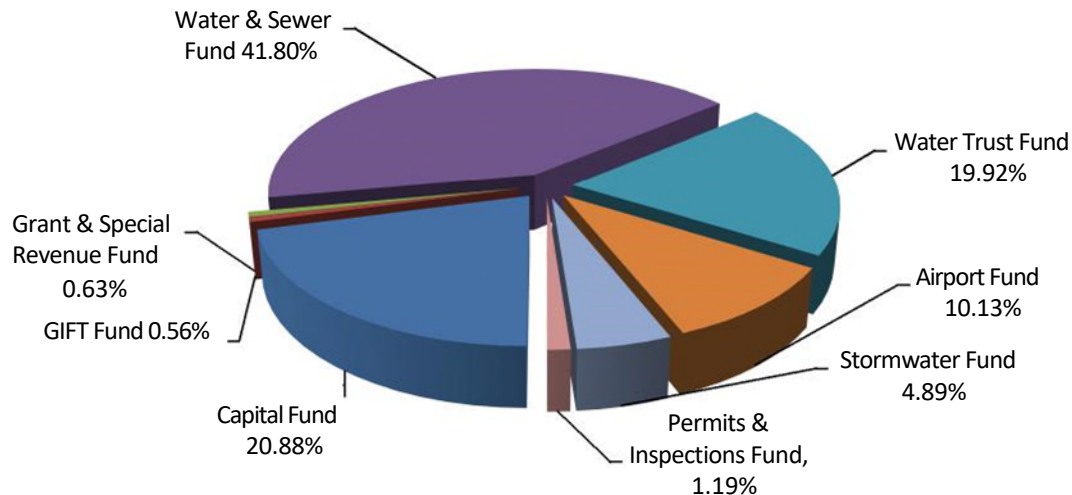
However, the Operating and Capital budgets are closely linked. The most obvious link is the Operating budget assumes the cost of maintaining and operating new facilities built under the Capital budget. Operational needs often drive the Capital budget, i.e. airport expansion, roads, water and sewer mains, parks, which are necessitated by population growth and the City's role in providing these basic services to its citizens.

Current Year Capital

Following is a listing of the current year Capital Program which totals \$13,409,133 for all funds.

	Budget	% of Total Capital Budget	% of Total Annual Budget
Capital Fund	\$ 2,799,833	20.88%	2.69%
GIFT Fund	75,287	0.56%	0.07%
Grant & Special Revenue Fund	85,024	0.63%	0.08%
Water & Sewer Fund	5,605,201	41.80%	5.38%
Water Trust Fund	2,670,850	19.92%	2.57%
Airport Fund	1,358,196	10.13%	1.31%
Stormwater Fund	655,304	4.89%	0.63%
Permits & Inspections Fund	159,438	1.19%	0.15%
Total	\$ 13,409,133	100.00%	12.90%

Current Year Capital



Current Year Capital Detail

Division	Description	Amount
0106 - Administrative Services	Christmas Tree Replacement	6,500
0110 - Information Technology	VXRail GPU Update	26,380
0110 - Information Technology	Replacement of Unity 450 and 300	157,200
0110 - Information Technology	Upgrade Current VMWare Host	36,000
0110 - Information Technology	Remote Access Software - FIPS 140-2 Certified to meet CJIS	24,000
0110 - Information Technology	Network Monitoring and Performance Management	19,000
0110 - Information Technology	Internet to Spec Martin, FS 82 and Airport	36,000
0110 - Information Technology	Clerk - Fijitsu FI-7700 Scanner	12,000
General Government Total		\$ 317,080
1222 - Fire	ALS Zoll Monitor	47,315
1222 - Fire	Fire Station 83 Addition	500,000
1222 - Fire	EMS - Special Event Golf Cart - ALS Ready	25,000
1222 - Fire	Command Vehicle - Radio-Light Package	83,000

Division	Description	Amount
1226 - Police	LEFTA Product Suite	9,650
1226 - Police	Leads Online/Cell Hawk	9,260
1226 - Police	UDE Upgrade on in Car Cameras	6,825
1226 - Police	Chevy Tahoe for Patrol (1 of 5)	77,720
1226 - Police	Chevy Tahoe for Patrol (2 of 5)	77,720
1226 - Police	Chevy Tahoe for Patrol (3 of 5)	77,720
1226 - Police	Chevy Tahoe for Patrol (4 of 5)	77,720
1226 - Police	Chevy Tahoe for Patrol (5 of 5)	77,720
1226 - Police	Falcon License Plate Reader Cameras	19,400
1226 - Police	CID Chevy Malibu or comparable sedan	37,943
1226 - Police	Drones	31,175
1226 - Police	Axon In-Car Camera (Year 1 of 10)	101,465
1226 - Police	Police Car for New Officer	75,287
Public Safety Total		\$ 1,334,920
1302 - Streets	202 Ford F150 Super Cab (replacement)	50,516
1302 - Streets	2023 Ford F150 Super Cab	50,516
1302 - Streets	ROW ADA Improvements	73,024
1303 - Trees	Freightliner Business Class M2 106 (Grapple Boom self-loader)	254,625
1304 - Urban Beautification	New Shed for Downtown Events	16,623
1306 - Vehicle Maintenance	New Pneumatic Tire Lift (replacing Scissor Lift)	55,294
Public Works Total		\$ 500,598
1401 - Parks & Rec Admin	Modernize Elevator at Bill Dreggors Park Admin Building	81,218
1403 - Parks	Replace Ice Machine at Spec Martin	5,940
1403 - Parks	Replace 2013 Zero Turn Mower - 150-MOW-002	11,723
1403 - Parks	Replacement Roof Coating at Boy Scout Hut	12,825
1403 - Parks	Replace HVAC system - Lemon Room - Bill Dreggors Park	13,550
1403 - Parks	Sand Pro to maintain clay areas of ball fields	35,490
1403 - Parks	Replace Wackpacker/Roller - 143-WR-001	35,980
1403 - Parks	Replace 2004 Ford Truck 1430025	43,094
1403 - Parks	Replace 2006 Ford Truck 1430028	47,819
1407 - Activity Center	Replace Maintenance Box Truck 1430054	58,118
1406 - DeLand House	Replace exterior fence at DeLand House	25,889
1407 - Activity Center	Replace Sanborn Projectors	14,000
1407 - Activity Center	Floor Scrubber - Sanborn Center	14,900
1408 - Stadium	Install Mini Split A/C Unit - Ticket Booth - Spec Martin Stadium	8,871
1408 - Stadium	Foundation Improvements at Spec Martin	150,000
1410 - Chisholm Center	Replace Old Scoreboard and add 2nd Scoreboard	12,000
1410 - Chisholm Center	Replace HVAC system - Chisholm Center Gym	139,546
1410 - Chisholm Center	Audio/Visual at Chisholm	21,000
1412 - Conrad/Melching	Modernize Elevator at Melching Field	75,583
Parks & Recreation Total		\$ 807,546
FY 23-24 General Fund Capital (Funds 170, 190 & 300) Total		\$ 2,960,144

Division	Description	Amount
4203 - Water Production	WTP 4 Well #6 Replacement	81,000
4203 - Water Production	WTP #2 High Service Pump Replacement	276,120
4203 - Water Production	WTP #1,2, & 3 PLC Upgrades	38,400
4203 - Water Production	WTP #2 Transfer Pump Replacements	265,860
4203 - Water Production	F250 Pick Up Truck / Utility Bed	85,000
4203 - Water Production	Water Plant Security Camera Replacement	39,374
4203 - Water Production	WTP #3 Well Pump Fencing Replacement	11,200
4203 - Water Production	WTP #1 Well #5 Pump House Fencing Replacement	22,884
4203 - Water Production	WTP #9 GST Fencing Replacement	18,572
4204 - Water Distribution	2024 Water Main Improvements Construction	2,320,850

Division	Description	Amount
4204 - Water Distribution	Hydraulic 6 Inch Pump & Trailer	67,172
4204 - Water Distribution	Downtown Water Main Phase I Construction	586,560
4204 - Water Distribution	2025 Water Main Improvements Design	350,000
4204 - Water Distribution	Vehicle Replacement #61	85,000
4204 - Water Distribution	Vehicle Replacement #97	85,000
4205 - Wastewater Distribution	Sludge Press #1 Onsite Rehab	237,444
4205 - Wastewater Distribution	Lab/Conference Room A/C Unit	7,500
4205 - Wastewater Distribution	Alum Chemical Pump Replacement	48,360
4205 - Wastewater Distribution	Reclaim Pump House AC Unit Replacement	12,960
4205 - Wastewater Distribution	DO Sensor	28,520
4205 - Wastewater Distribution	Gator Maintenance Vehicle	12,365
4206 - Utilities Maintenance	LS #79 Rehabilitation Project	2,350,000
4206 - Utilities Maintenance	LS #1 Replacement & Panel Box	94,872
4206 - Utilities Maintenance	LS #12 Replacement and Panel Box	81,790
4206 - Utilities Maintenance	LS #20 Replacement and Panel Box	83,432
4206 - Utilities Maintenance	LS #79 Stand By Generator and Transfer Switch	85,452
4206 - Utilities Maintenance	Standby Generator for Lift Station #34 - South Hill Ave	55,000
4206 - Utilities Maintenance	LS #80 Replacement and Panel Box	83,974
4206 - Utilities Maintenance	Hydraulic Hose Replacement	11,786
4206 - Utilities Maintenance	Commercial Riding Lawn Mower	10,085
4206 - Utilities Maintenance	Ground Penetrating Radar Unit - 2 Units	42,118
4206 - Utilities Maintenance	Tandem Axle HD Equipment Trailer	8,100
4206 - Utilities Maintenance	Trimble GPS Device	20,344
4206 - Utilities Maintenance	Vivax Metrotech Locators - 2 or 3 units	23,572
4206 - Utilities Maintenance	New Transit Connect Locator Van	47,500
4208 - Facilities Maintenance	Facility Shop A/C Unit Replacement (2)	18,063
4208 - Facilities Maintenance	Electric Scissor Lift Replacement	25,342
4208 - Facilities Maintenance	New Enclosed Storage Building	17,711
4208 - Facilities Maintenance	Vehicle Replacement #108 Ford Ranger	70,916
4208 - Facilities Maintenance	Vehicle Replacement #110 Ford Escape	34,505
4209 - Customer Service	Letter Opener	10,000
4210 - Wastewater Collection	Sewer Line Rehabilitation	200,000
4210 - Wastewater Collection	Manhole Rehabilitation	85,000
4210 - Wastewater Collection	Hoist System	18,283
4210 - Wastewater Collection	Vehicle Replacement #282	85,000
4210 - Wastewater Collection	Root Cutters	16,440
4210 - Wastewater Collection	Collection Camera System	16,625
FY 23-24 Water and Sewer Fund Capital Total		\$ 8,276,051
4300 - Airport	Update Master Plan and Airport Layout Plan	600,000
4300 - Airport	Replacement Schulte Batwing	47,396
4300 - Airport	Design Electrical Upgrades for T-Hangars A, B, & C	15,800
4300 - Airport	Design South Central Apron Rehab	120,000
4300 - Airport	Design Runway 5/23 Rehab	350,000
4300 - Airport	T-Hangars Gutters	125,000
4300 - Airport	Design Taxiway E Lighting	100,000
FY 23-24 Airport Fund Capital Total		\$ 1,358,196

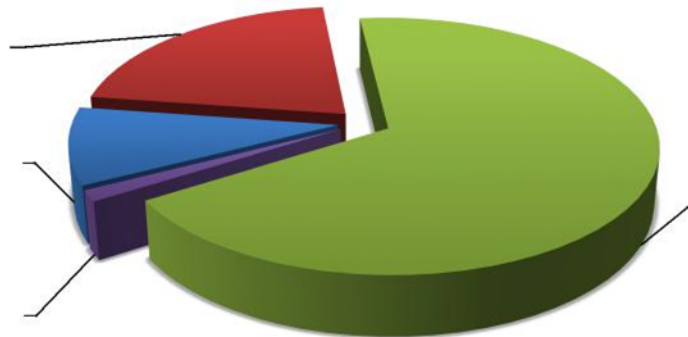
Division	Description	Amount
4500 - Stormwater	Replacement of Painters Pond Generator	101,925
4500 - Stormwater	Forest head 60" HF Mulcher	32,589
4500 - Stormwater	New Manual Intake Gate for Earl Brown Stormwater Pump Station	54,063
4500 - Stormwater	Pemberton Aquatic Bucket	8,714
4500 - Stormwater	Envirosight Verisight Pro + Push Camera, 200'	14,713
4500 - Stormwater	Replace 450-INT-534 with new 16' Trailer	9,150
4500 - Stormwater	Miscellaneous citywide pipe lining replacement	300,000
4500 - Stormwater	Miscellaneous Stormwater Improvements (Neighborhood)	100,000
4500 - Stormwater	Miscellaneous Stormwater Improvements (Pond)	25,000
4500 - Stormwater	Replace 450-TL-003 Enclosed Trailer	9,150
FY 23-24 Stormwater Fund Capital Total		\$ 655,304
4800 - Permits & Inspections	Building Official Truck 1	53,146
4800 - Permits & Inspections	Building Official Truck 2	53,146
4800 - Permits & Inspections	Building Official Truck 3	53,146
FY 23-24 Permits & Inspections Fund Capital Total		\$ 159,438
FY 23-24 All Funds Capital Total		\$ 13,409,133

Five Year Capital Improvement Plan

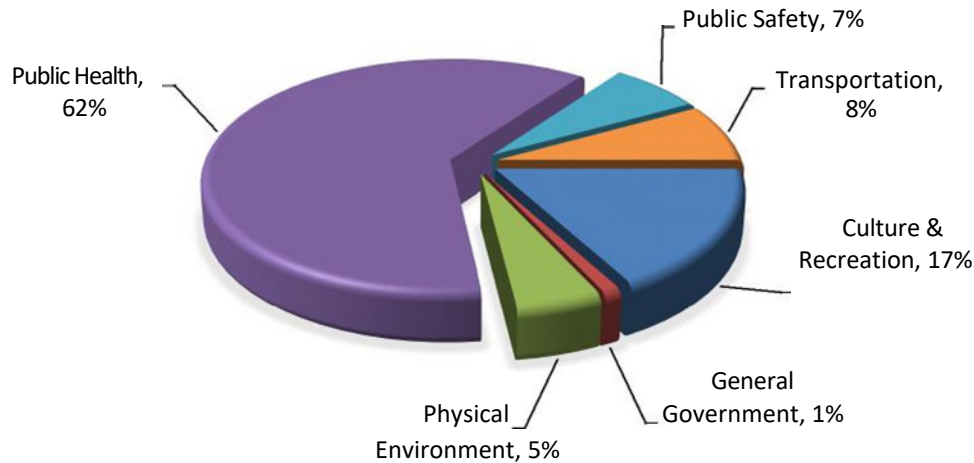
Following is a recap of total capital by fund by year:

	2023-24	2024-25	2025-26	2026-27	2027-28	Total
Capital Fund	2,799,833	5,826,850	23,498,062	6,271,435	5,882,578	44,278,758
GIFT Fund	75,287	-	-	-	-	75,287
Grant & Special Revenue Fund	85,024	-	-	-	-	85,024
Water & Sewer Fund	5,605,201	29,807,680	16,142,220	32,418,100	16,192,141	100,165,342
Water Trust Fund	2,670,850	2,300,000	2,000,000	2,438,900	-	9,409,750
Wastewater Trust Fund	-	243,800	-	733,800	1,316,800	2,294,400
Airport Fund	1,358,196	5,011,300	4,500,000	1,697,935	1,310,000	13,877,431
Stormwater Fund	655,304	6,051,250	1,040,795	570,000	453,000	8,770,349
Permits & Inspection Fund	159,438	-	-	-	-	159,438
Total	\$ 13,409,133	\$ 49,240,880	\$ 47,181,077	\$ 44,130,170	\$ 25,154,519	\$ 179,115,779

2023-24 through 2027-28 CIP by Category



2023-24 through 2027-28 CIP by Function



Capital purchases are funded by various revenues some of which have restricted uses.

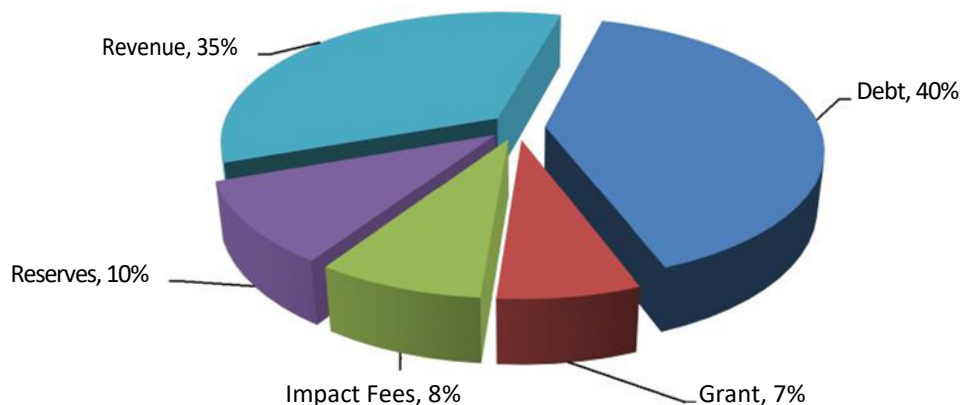
Government Impact Fees – The City collects revenue from Police Impact Fees, Fire Impact Fees, Parks and Recreation Impact Fees, and General Government building Impact Fees. This source of revenue can only be used for the purpose of new acquisitions of land, facilities, or equipment necessary as a result of growth.

Water and Sewer Impact Fees – This source of revenue can only be used for the purpose of expanding the primary system facilities of the water and wastewater system including but not limited to wells, well pumps, treatment plants, force mains, and effluent disposal facilities.

Grants – This source of revenue will come from various federal and state agencies.

	General Fund	GIFT Fund	Grants & Special Revenue Fund	Water & Sewer Fund	Airport Fund	Stormwater Fund	Permits & Inspections Fund	5 Year Total
Debt	26,000,000	-	-	40,541,000	-	5,281,250	-	71,822,250
Grant	-	-	85,024	-	12,391,948	-	-	12,476,972
Impact Fees	-	75,287	-	14,460,350	-	-	-	14,535,637
Reserves	18,278,758	-	-	-	-	-	-	18,278,758
Revenue	-	-	-	56,868,142	1,485,483	3,489,099	159,438	62,002,162
Unfunded	-	-	-	-	-	-	-	-
Total	\$44,278,758	\$75,287	\$ 85,024	\$111,869,492	\$13,877,431	\$8,770,349	\$159,438	\$179,115,779

2023-24 through 2027-28 CIP by Funding Source



CAPITAL DETAIL

Technology Projects

Location	Various City locations		
Description	Includes purchase of new or upgrades of existing computer equipment, software, wireless technology, etc.		
Project List (requested year order)			
	Year Description		
	2024	Upgrade In Car Cameras	6,825
	2024	Leads Online/Cell Hawk	9,260
	2024	Lefta Product Suite	9,650
	2024	Fujitsu 7700 Scanner	12,000
	2024	Network Monitoring and Performance	19,000
	2024	Audio/Visual to Chisholm Center	21,000
	2024	Remote Access Software	24,000
	2024	VXRail GPU Update	26,380
	2024	Update Network Disk space (Upgrade current VMWare host to match production	36,000
	2024	Internet to Spec Martin, FS82 and Airport	36,000
	2024	Update Network Disk space (Replacement of Unity 450 and 300)	157,200
	2025	Large Display for Tactical Conference Room	12,000
	2025	Engineering Large Format Printer2019	35,000
	2025	City WIFI 2019 (29 access points)	35,000
	2025	Upgrade SANS	195,500
	2026	Replace Document Imaging Scanner	15,000
	2026	Upgrade MS SQL server Operating System	50,000
	2026	Upgrade MS Office	150,000
	2026	Virtual Desktop Server- VX rail	250,000
	2026	Network Printers	306,000
	2027	Upgrade Email Archiver 201	810,000
	2027	Upgrade Firewall	50,000
	2028	Sign Shop Printer	75,500
	General Government Total		\$ 1,541,315
	2025	Replace Sound System at Spec Martin Stadium	150,000
	2025	Replace Video Board at Spec Martin Stadium	800,000
	Culture & Recreation Total		\$ 950,000
Total Technology Projects		\$ 2,491,315	
Justification	To take advantage of the rapid advancements in computer and wireless technology to the benefit of staff and the community		
Funding Source	Technology Funding Source		
	Reserves	\$ 2,491,315	
	Total	\$ 2,491,315	
Estimated Operating Costs/Savings	Estimate an additional \$75,000 for new software licenses and annual maintenance fees.		
Anticipated Revenue Increase	N/A		

Facility Projects

Location	Various City locations		
Description	Includes construction of renovation of existing facilities, park structures, etc.		
Project List (requested year order)	Year	Description	Amount
	2024-2025	Replace Christmas Tree - City Hall	13,000
	2024	Replace the carpet with carpet squares - City Hall	150,000
	General Government Total		\$ 163,000
	2024	Fire Station 83 Addition	500,000
	2025	Replace exterior pavers	9,000
	2025	Sallyport flooring	20,000
	2025	Replace HVAC chiller valves	29,649
	2026-2027	Fire Station Additions	6,000,000
	2028	Replace carpet at Police Station	90,000
	2028	K-9 training field	350,000
	Public Safety Total		\$ 6,998,649
	2024	Replacement Roof Coating at Boy Scout Hut	12,825
	2024	Replace HVAC system - Lemon Room - Bill Dreggors Park	13,550
	2024	Install Mini Split A/C Unit - Ticket Booth - Spec Martin Stadium	8,871
	2024	Foundation Improvements at Spec Martin	150,000
	2024	Replace HVAC system - Chisholm Center Gym	139,546
	2025	Replace Flooring at Freedom Playground	200,000
	2025	Pickleball/Tennis Court Renovations	1,500,000
	2025	Paint Sanborn Center Interior	20,000
	2025	Paint Sanborn Center Exterior	50,000
	2025	Paint Spec Martin Stadium Exterior	75,000
	2026	Replace All Office Desks, Chairs and Accessories at Stone Street Offices	50,000
	2026	Renovate Little League Operations Tower	75,000
	2026	Sperling Sports Complex Baseball Field Renovations	100,000
	2026	Renovate Operations Tower at Sperling Sports Complex	350,000
	2026	Replace Field Lighting at Sperling Sports Complex Adult Baseball Field	400,000
	2026	Construction of Recreation Center Complex	20,000,000
	2027	Renovate Boy Scout Hut	35,000
	2027	Renovate Softball Fields #1, #2, & #3 At Sperling Sports Complex	200,000
	2027	Replace/renovate Candlelight Oaks Playground & Basketball Court	250,000
	2027	Renovate Three Little League Fields at Chipper Jones Complex	1,000,000
	2027	Seat Replacement at Spec Martin Stadium Suites	150,000
	2028	Replace Tre Thomas Park Playground	500,000
	2028	Replace Field Lights at Spec Martin Stadium	500,000
	Culture & Recreation Total		\$ 25,779,792
	2024	New Shed for Downtown Events	16,623
	Physical Environment Total		\$ 16,623
	2024	New Enclosed Storage Building	17,711
	Public Health Total		\$ 17,711
	2024	T-Hangars Gutters	125,000
	2024	Design Electrical Upgrades for T-Hangars A, B, & C	15,800
	2028	Design replacement hangar	310,000
	Airport Total		\$ 450,800
Project List (requested year order)	2025	City Hall Stormwater Pump Station	4,000,000
	2025	Public Works Building Improvement	150,000
	Stormwater Total		\$ 4,150,000
Total Facility Projects		\$	37,576,575

Justification	To ensure that workspace needs and work safety requirements are met. To ensure that existing facilities are rehabilitated and replaced as needed to maintain the amenities citizens expect. Deferred maintenance can result in closed facilities, liability claims, or additional maintenance costs. Terminal and T-Hangars are planned to ensure the Airport can meet growth demands.														
Funding Source	Facility Funding Source <table> <tr> <td>Airport Fund Revenue</td><td>\$ 127,800</td></tr> <tr> <td>Grant</td><td>\$ 323,000</td></tr> <tr> <td>Reserves</td><td>\$ 6,958,064</td></tr> <tr> <td>Water & Sewer Revenue</td><td>\$ 17,711</td></tr> <tr> <td>Stormwater Fund Revenue</td><td>\$ 150,000</td></tr> <tr> <td>Debt</td><td>\$ 30,000,000</td></tr> <tr> <td>Total</td><td>\$ 37,576,575</td></tr> </table>	Airport Fund Revenue	\$ 127,800	Grant	\$ 323,000	Reserves	\$ 6,958,064	Water & Sewer Revenue	\$ 17,711	Stormwater Fund Revenue	\$ 150,000	Debt	\$ 30,000,000	Total	\$ 37,576,575
Airport Fund Revenue	\$ 127,800														
Grant	\$ 323,000														
Reserves	\$ 6,958,064														
Water & Sewer Revenue	\$ 17,711														
Stormwater Fund Revenue	\$ 150,000														
Debt	\$ 30,000,000														
Total	\$ 37,576,575														
Estimated Operating Costs/Savings	- Estimate \$400,000 per year for Recreation Fields employees, maintenance/repair and utility taxes. - Estimate \$20,000 per year in new Fire Station addition operating and maintenance costs - Estimate \$15,000 per year for t-hangar maintenance/repair and electric/water usage costs.														
Anticipated Revenue Increase	Possible additional revenue from new t-hangars depending on number of rented units and the rent charged for each. Current t-hangars' monthly rent ranges from \$240 to \$335. Some revenues will come from concessions to offset at the new recreation fields.														

Equipment

Location	Various divisions		
Description	Includes acquisition and replacement of equipment		
Project List (requested year order)	Year	Description	Amount
	2024	New Pneumatic Tire Lift (replacing Scissor Lift)	55,294
	General Government Total		\$ 55,294
	2024	EMS - Special Event Golf Cart - ALS Ready	25,000
	2024-2025	ALS Zoll Monitor	97,315
	2024-2028	Fire Staff/Command Vehicles	163,000
	2026	Reserve Ladder Refurbishment	250,000
	2027	Fire Engine Refurbishment	250,000
	2024	Falcon License Plate Reader Cameras	19,400
	2024	Drones	31,175
	2024	CID Chevy Malibu or comparable sedan	37,943
	2024	Chevy Tahoe for Patrol (1 of 5)	77,720
	2024	Chevy Tahoe for Patrol (2 of 5)	77,720
	2024	Chevy Tahoe for Patrol (3 of 5)	77,720
	2024	Chevy Tahoe for Patrol (4 of 5)	77,720
	2024	Chevy Tahoe for Patrol (5 of 5)	77,720
	2024	Axon In-Car Camera (Years 1-5 of 10)	507,325
	2025	Replace Police vehicle 1 of 8	85,492
	2025	Replace Police vehicle 2 of 8	85,492
	2025	Replace Police vehicle 3 of 8	85,492
	2025	Replace Police vehicle 4 of 8	85,492
	2025	Replace Police vehicle 5 of 8	85,492
	2025	Replace Police vehicle 6 of 8	85,492

	Year	Description	Amount
Project List (requested year order)	2025	Replace Police vehicle 7 of 8	85,492
	2025	Replace Police vehicle 8 of 8	85,492
	2026	RECON simulator screen	29,095
	2026	Replace Police vehicle 1 of 8	50,178
	2026	Replace Police vehicle 2 of 8	50,178
	2026	Replace Police vehicle 3 of 8	94,041
	2026	Replace Police vehicle 4 of 8	94,041
	2026	Replace Police vehicle 5 of 8	94,041
	2026	Replace Police vehicle 6 of 8	94,041
	2026	Replace Police vehicle 7 of 8	94,041
	2026	Replace Police vehicle 8 of 8	94,041
	2027	Replace Police staff vehicle 1 of 2	57,705
	2027	Replace Police staff vehicle 2 of 2	57,705
	2027	Replace Police vehicle 1 of 8	103,445
	2027	Replace Police vehicle 2 of 8	103,445
	2027	Replace Police vehicle 3 of 8	103,445
	2027	Replace Police vehicle 4 of 8	103,445
	2027	Replace Police vehicle 5 of 8	103,445
	2027	Replace Police vehicle 6 of 8	103,445
	2027	Replace Police vehicle 7 of 8	103,445
	2027	Replace Police vehicle 8 of 8	103,445
	2028	Replace Police vehicle 1 of 10	66,361
	2028	Replace Police vehicle 2 of 10	66,361
	2028	Replace Police vehicle 3 of 10	66,361
	2028	Replace Police vehicle 4 of 10	113,790
	2028	Replace Police vehicle 5 of 10	113,790
	2028	Replace Police vehicle 6 of 10	113,790
	2028	Replace Police vehicle 7 of 10	113,790
	2028	Replace Police vehicle 8 of 10	113,790
	2028	Replace Police vehicle 9 of 10	113,790
	2028	Replace Police vehicle 10 of 10	113,790
	2024	New Police Car for new Officer	75,287
	Public Safety Total		\$ 5,161,261
	2024	202 Ford F150 Super Cab (replacement)	50,516
	2024	2023 Ford F150 Super Cab	50,516
	2025	#132-INM-523 2018 60" Kubota	17,000
	2025	132-TRA-002(#112 -2008 -Kubota tractor-L3400D)	25,000
	2025	#124 - 2009 STERLING Acterra -4 wheel drive	105,000
	2026	#132-inm-524 (2017 54" Kubota)	15,000
	2026	#133A - F150- 2014 -	30,000
	2026	#138 - Double drum roller	30,000
	2026	120A - 2016 Chevy Van inmates	38,000
	2027	132PTSSTRIP - 2016 - Linelazer paint stripper	35,000
	2024	Freightliner Business Class M2 106 (Grapple Boom self-loader)	254,625
	2025	#133-MOW-28- ZTURN (NURSERY)	15,000
	2025	#142A - Tree Foreman (K Dennis) 2013 F150 - (10,629)	35,000
	2026	#144A - Aerial Lift Truck, replaces 1998 F800, 133-4167-Large one	200,000
	2027	#159 - 2013 Ford F150	35,000
	2025	#186 - 2015 Electric Scrubber - Tomcat	35,000
	2025	#180A - F350 - flat bed- 2014	35,000
	2025	#182B - F150 - Tony Collier Tk - 2014	35,000
	2026	#187 - 2007 sidewalk scrubber-red	25,000
	2027	Powerwasher- (2023)	25,000
	2027	#188 (1340188-2015)-Mini Sweeper-replace	150,000
	Transportation Total		\$ 1,240,657

Project List
(requested
year order)

Year	Description	Amount
2024	Modernize Elevator at Bill Dreggors Park Admin Building	81,218
2024	Replace Ice Machine at Spec Martin	5,940
2024	Replace 2013 Zero Turn Mower - 150-MOW-002	11,723
2024	Sand Pro to maintain clay areas of ball fields	35,490
2024	Replace Wackpacker/Roller - 143-WR-001	35,980
2024	Replace 2004 Ford Truck 1430025	43,094
2024	Replace 2006 Ford Truck 1430028	47,819
2024	Replace Maintenance Box Truck 1430054	58,118
2025	Replace 2006 Toro Scooter #72; 143-HAU-005	14,000
2025	Replace 2006 Toro Scooter #74; 150-HAU-001	14,000
2025	Replace 2007 Toro Electric Scooter 143-HAU-002 (was #75), 143-5184	14,000
2025	Replace Verticutter Serial #817; 143-VC-001	14,000
2025	Replace 2011 Toro Gas Scooter #76, 143-5339	14,000
2025	Replace 2019 Kubota 60" Mower 143-MOWC	15,000
2025	Replace 2019 Kubota 54" Zero Turn Mower, 143-MOWS	15,000
2025	Replace 2019 Kubota 54" Zero Turn Mower, 143-MOWR	15,000
2025	Replace 2019 Kubota 60" Zero Turn Mower 143-MOWQ	15,000
2025	Replace Rota Dairon	15,000
2025	Replace 1993 Ford Tractor, 143-TRA-004 (was #10)	30,000
2025	Replace 2012 Ford F-150 Crew Cab Pickup #40A, 143-5422	45,000
2025	Replace 2003 Ford Van #44, 143-4938	50,000
2025	Replace 2015 Nissan Titan Truck #23, 143-5564	50,000
2025	Replace 2007 Toro Reelmaster Mower, 143-MOW-004	65,000
2025	Replace 2011 Toro Reel Mower #13, 143-5338	75,000
2026	Replace 2012 Toro Workman Scooter #65, 143-5470 143-HAU-003	15,000
2026	Replace 2004 John Deere Tractor #15,	40,000
2026	Replace 2009 Ford 250 Truck 1430021	50,600
2027	Replace 2005 John Deere Tractor #143--TRA-003	30,000
2027	Replace 2013 Chevrolet Captiva #57, 143-5483	37,000
2027	Replace 2018 Nissan Pathfinder #38C, 143-5737	45,000
2027	Replace 2020 Jacobsen Reel Mower TR330, 143-MOW-64	75,000
2024	Replace exterior fence at DeLand House	25,889
2024	Replace Sanborn Projectors	14,000
2025	Floor Scrubber - Sanborn Center	14,900
2025	Replace Chairs at Wayne Sanborn Center	45,000
2024	Replace All or Part of Kitchen Equipment at Wayne Sanborn Center	175,000
2024	Replace Old Scoreboard and add 2nd Scoreboard	12,000
2024	Modernize Elevator at Melching Field	75,583
2025	Replace 2006 Toro Top Dresser 143-CTOP1	26,800
2028	Replace Herbicide/Pesticide Sprayer 143-SPRY-003	50,000
Culture & Recreation Total		\$ 1,511,154
2024	Lab/Conference Room A/C Unit	7,500
2024	Tandem Axle HD Equipment Trailer	8,100
2024	Letter Opener	10,000
2024	Commercial Riding Lawn Mower	10,085
2024	WTP #3 Well Pump Fencing Replacement	11,200
2024	Hydraulic Hose Replacement	11,786
2024	Gator Maintenance Vehicle	12,365
2024	Reclaim Pump House AC Unit Replacement	12,960
2024	Root Cutters	16,440
2024	Collection Camera System	16,625
2024	Facility Shop A/C Unit Replacement (2)	18,063
2024	Hoist System	18,283
2024	WTP #9 GST Fencing Replacement	18,572
2024	Trimble GPS Device	20,344

Project List
(requested
year order)

Year	Description	Amount
2024	WTP #1 Well #5 Pump House Fencing Replacement	22,884
2024	Vivax Metrotech Locators - 2 or 3 units	23,572
2024	Electric Scissor Lift Replacement	25,342
2024	DO Sensor	28,520
2024	Vehicle Replacement #110 Ford Escape	34,505
2024	WTP #1,2, & 3 PLC Upgrades	38,400
2024	Water Plant Security Camera Replacement	39,374
2024	Ground Penetrating Radar Unit - 2 Units	42,118
2024	New Transit Connect Locator Van	47,500
2024	Alum Chemical Pump Replacement	48,360
PH	Standby Generator for Lift Station #34 - South Hill Ave	55,000
2024	4204 Hydraulic 6 Inch Pump & Trailer	67,172
2024	Vehicle Replacement #108 Ford Ranger	70,916
2024	WTP 4 Well #6 Replacement	81,000
2024	LS #12 Replacement and Panel Box	81,790
2024	LS #20 Replacement and Panel Box	83,432
2024	LS #80 Replacement and Panel Box	83,974
2024	F250 Pick Up Truck / Utility Bed	85,000
2024	Vehicle Replacement #61	85,000
2024	Vehicle Replacement #97	85,000
2024	Vehicle Replacement #282	85,000
2024	LS #79 Stand By Generator and Transfer Switch	85,452
2024	LS #1 Replacement & Panel Box	94,872
2024	4205 Sludge Press #1 Onsite Rehab	237,444
2024	WTP #2 Transfer Pump Replacements	265,860
2024	WTP #2 High Service Pump Replacement	276,120
2024	LS #79 Rehabilitation Project	2,350,000
2025	Vehicle, replace 2015 Ford Transit 206-284	47,500
2025	Vehicle, replace 2014 F250 4x4 206-277	50,700
2025	LS #80 Generator and Transfer Switch	60,060
2025	WP#9 Aerator replacement	61,400
2025	Replace vehicle, 2014 Ford F350, 204-278	61,800
2025	WP#10 VFD Conversion on Pumps	71,100
2025	LS #86 Replacement and Panel Box	77,000
2025	LS #85 Replacement and Panel Box	79,240
2025	LS #82 Replacement and Panel Box	79,940
2025	LS #84 Replacement and Panel Box	82,180
2025	Replace vehicle, 2011 Ford F250, 204-5364; 204-89	85,000
2025	Replace vehicle, 2014 Ford F250, 206-280	85,000
2025	L/S#78 replacement & panel box	88,360
2025	Replace vehicle, 2003 Cat Excavator/Loader, 204-4984; 204-63	140,000
2026	Vehicle Replacement #286	42,900
2026	Replace Vehicle, 2013 F150, #274, 206-5480	61,600
2026	#105A- (2017 T350 Cargo Van)	65,000
2026	LS #53 Standby Generator and Transfer Switch	66,000
2026	Vehicle Replacement #283	67,500
2026	LS #84 Generator and Transfer Switch	75,040
2026	LS #87 Replacement and Panel Box	79,520
2026	LS #83 Replacement and Panel Box	81,200
2026	LS #28 Replacement and Panel Box	84,980
2026	Vehicle Replacement #297	85,000
2026	Replace vehicle, 2016 Ford F250, 204-288	87,000
2026	Replace vehicle, 2016 Ford F250, 204-289	87,000
2026	LS #90 Replacement and Panel Box	91,560
2026	LS #26 Replacement and Panel Box	99,120

	Year Description		Amount
	Year	Description	
Project List (requested year order)	2027	Vehicle Replacement #300	65,000
	2027	LS #55 Generator and Transfer Switch	76,860
	2027	Replacement Vehicle, 2017 Ford F250, 204-295	89,000
	2027	LS #29 Replacement and Panel Box	89,320
	2027	LS #68 Replacement and Panel Box	89,320
	2027	LS #33 Replacement and Panel Box	91,420
	2027	LS #53 Replacement and Panel Box	91,420
	2027	LS #56 Replacement and Panel Box	104,660
	2027	#111 2016 F550 Altec Telescopic Aerial Device	150,000
	2027	208-LIFT-002 - 2015 big genie lift	150,000
	2028	#105A-2017 Ford Transit Utility Cargo Van T-350	45,000
	2028	Replace vehicle, 2019 Ford F150, 4203-5813; 4203-213	60,000
	2028	LS #19 Generator and Transfer Switch	81,760
	2028	Replacement Vehicle, 2020 Ford F250, 204-299	91,000
	2028	LS #19 Replacement and Panel Box	97,160
	2028	LS #41 Replacement and Panel Box	97,160
	2028	LS #91 Replacement and Panel Box	97,160
	2028	Vehicle Replacement #205	100,000
	2028	LS #54 Replacement and Panel Box	103,880
	2028	LS #88 Replacement and Panel Box	144,900
	Public Health Total		\$ 8,773,650
	2024	New Schulte Batwing	47,396
	Airport Total		\$ 47,396
	2024	Replacement of Painters Pond Generator	101,925
	2024	Forest head 60" HF Mulcher	32,589
	2024	New Manual Intake Gate for Earl Brown Stormwater Pump Station	54,063
	2024	Pemberton Aquatic Bucket	8,714
	2024	Envirosight Verisight Pro + Push Camera, 200'	14,713
	2024	Replace 450-INT-534 with new 16' Trailer	9,150
	2024	Replace 450-TL-003 Enclosed Trailer	9,150
	2026	#148-2014 Turf Maker 325 (hydro seeder)	20,000
	2027	#108A - 2016 hydro excavator-ring power	200,000
	2028	#123A - 2006 Chevy Van Inmate Squad 1	25,000
	2028	#167A-1 Ton pick up dump truck, replaces 2001 Dodge Ram 3500 dump truck	40,000
	2028	#INM525 - 2018 KUBOTA 60"	18,000
	Stormwater Total		\$ 533,304
	2024	Building Official Truck 1	53,146
	2024	Building Official Truck 2	53,146
	2024	Building Official Truck 3	53,146
	Permits & Inspections Total		\$ 159,438
	Total Equipment Projects		\$ 17,482,154
Justification	To ensure that equipment used by crews is in good working order and not obsolete.		
Funding Source	Equipment Funding Source		
	Water & Sewer Fund Revenue	\$8,773,650	
	Airport Revenue	\$ 47,396	
	Stormwater Fund Revenue	\$533,304	
	Grants	\$ 12,000	
	Impact Fees	\$ 75,287	
	Permits & Inspections Revenue	\$159,438	
	Reserves	\$ 7,881,079	
	Total	\$ 17,482,154	

Estimated Operating Costs/Savings	Minimal savings as a result of newer, fuel efficient vehicles/equipment; replacement avoids possibility of costly repair. - Possible savings from the ability to purchase fuel in larger bulk quantities with replacement of existing fuel tanks with larger tanks. - New generators annual preventative maintenance (PM) averages \$1,000 plus cost of fuel to keep tanks full. Usually top off tanks once a year. Gallons needed varies depending on emergency use during the year (i.e. hurricanes, power outages).
Anticipated Revenue Increase	N/A

Other Improvement Projects

Location	Various City locations		
Description	Includes projects not classified otherwise		
Project List (requested year order)	Year	Description	Amount
	2025	Develop Lake Moore Property	500,000
	2025	Develop Vacant Field Space at Sperling Sports Complex	300,000
	Culture & Recreation Total		\$
	2025	WP#12 Northeast Well Field Design	1,000,000
	2025	WP #10 Construction	10,240,000
	2026-2028	Deep Creek/Leffler Test Well Project	11,368,800
	2026	Central City Well OC-2	628,500
	2026	WP#12 Northeast Well Field Construction	4,120,000
	2027	WP#12 Plant Improvements (Storage Tank & Pump House)	3,647,000
	2027	WP#12 Reynolds Road Transmission Main	3,647,000
	2028	Farnton Water Supply Project	548,700
	2024	2025 Water Main Improvements Design	350,000
	2024-2028	Downtown Water Main Phase I Construction	1,586,560
	2024	2024 Water Main Improvements Construction	2,320,850
	2025	Downtown Water Improvements Design Phase 2	100,000
	2025	2026 Water Main Improvements Design	366,600
	2025	2025 Water Main Improvements Construction	2,300,000
	2026	2027 Water Main Improvements Design	375,100
	2026	Downtown Water Improvements Construct Phase 2	600,000
	2026	Hazen Road/Greens Dairy WM	1,070,000
	2026	WP#10 DSI Project (B)	1,427,800
	2026	2026 Water Main Improvements Construction	2,000,000
	2027	Downtown Water Improvements Design Phase 3	100,000
	2027	2028 Water Main Improvements Design	438,900
	2027	EVWS DSI Project - C	1,126,700
	2027	Hazen Road/Mercer Fernery	1,137,400
	2027	WP#10 DSI Project (C)	1,631,300
	2027	2027 Water Main Improvements Construction	2,000,000
	2028	2029 Water Main Improvements Design	449,500
	2028	Downtown Water Improvements Construct Phase 3	600,000
	2028	WP#10 DSI Project (D)	797,800
	2028	EVWS DSI Project (A) 16" WM	1,316,300
	2028	2028 Water Main Improvements Construction	2,000,000
	2028	Daytona Park Estates Ph#1	2,977,321
	2025	Reclaim Water Expansion Design Phase #7	243,800
	2025	Blue Lake Reclaim Loop	753,900

	Year Description		Amount
	Year	Description	Amount
Project List (requested year order)	2025	Reclaim Water Expansion Construction Phase #6	\$948,000
	2026	Reclaim Water Expansion Design Phase #8	\$259,800
	2026	Reclaim Water Expansion Construction Phase #7	\$717,300
	2026	Minnesota Ave Reclaim Loop	\$1,287,900
	2027	Reclaim Water Expansion Design Phase #9	\$321,500
	2027	Reclaim Water Expansion Construction Phase #8	\$733,800
	2027	LA-1 Land application site	\$1,342,600
	2028	Reclaim Water Expansion Design Phase #10	\$312,700
	2028	Reclaim Water Expansion Construction Phase #9	\$1,316,800
	2024-2028	Manhole Rehabilitation	\$425,000
	2024-2028	Sewer Line Rehabilitation	\$1,000,000
	2025	Lonleaf Plantation LP-1 Collection System Design	\$419,000
	2025-2027	Spring Hill Phase #4 Sewer Construction	\$11,420,800
	2025	Downtown Lift Station & FM Construction	\$2,590,700
	2025	East Regional Force Main Sewer Part B Construction	\$10,035,200
	2026	Country Club Estates Sewer Retrofit Design	\$535,800
	2026	Lonleaf Plantation LP-1 Collection System Construct	\$2,737,800
	2027	Country Club Estates Sewer Retrofit	\$3,403,600
	Public Health Total		\$ 103,078,131
	2026	Construction of New Sidewalks	100,000
	2023	ADA Improvements	73,024
	Transportation Total		\$ 173,024
	2026	Bronze decorative statue	48,300
	Public Safety Total		\$ 48,300
	2024	Design rehabilitation of runway 5/23	350,000
	2024	Update Master Plan and ALP	600,000
	2024	Design south central apron rehab	120,000
	2024	Design Taxiway E Lighting	100,000
	2025	Maintenance Shop Paving	131,300
	2025	Design Taxiway B and C Rehab	300,000
	2025	Wildlife Fencing	1,390,000
	2025	Construct rehabilitate runway 5-23	3,190,000
	2026	Construct rehabilitate taxiway "B"	2,250,000
	2026	Construct rehabilitate taxiway "C"	2,250,000
	2027	Construct Fuel Farm	1,417,935
	2027	Design Taxiway Connector to Runway 5	280,000
	2028	Wetland Mitigation	1,000,000
	Airport Total		\$ 13,379,235
	2024-2028	Miscellaneous citywide pipe lining replacement	1,300,000
	2024-2028	Miscellaneous Stormwater Improvements (Neighborhood)	500,000
	2024-2028	Miscellaneous Stormwater Improvements (Pond)	105,000
	2025	Earl Brown Pond and Improvement Project	1,000,000
	2025	Wisconsin Ave Stormwater Improvements	281,250
	2025	Walts Ave Pond	75,000
	2025	New Hampshire Ave & S Garfield Ave Drainage & Pond Improvements	175,000
	2026	University Ave Drainage Improvements	475,795
	2026	Bent Oaks Pond Improvements	100,000
	2026	Crystal Cove Pump Station Improvement	75,000
	Stormwater Total		\$ 4,087,045
	Total Other Improvements Projects		\$ 121,565,735
Justification	- Rehabilitation of Airport runways and taxiways to ensure safety of aircraft utilizing facility. - Extend reclaim water expansion, Spring Hill collection system and Wastewater Treatment Plant to reduce the potable water consumption in northern service areas.		

Funding Source	Other Improvements Funding Source		
	Water & Sewer Fund Revenue		\$ 48,076,781
	Airport Fund Revenue	\$1,310,287	
	Stormwater Fund Revenue	\$2,805,795	
		Grant	\$ 12,141,972
		Debt	\$ 41,822,250
	Impact Fees	\$14,460,350	
		Reserves	\$ 948,300
	Total	\$ 121,565,735	
Estimated Operating Costs/Savings	- Water projects will have minimal maintenance; some reduction in pipe breaks; meter replacement may reduce water loss; possible offset of potable water demand could greatly reduce alternative water project costs. - Storm drainage improvements reduce likelihood of flood damage claims.		
Anticipated Revenue Increase	N/A		

PROPOSED TRANSPORTATION PROJECTS GREATER DELAND AREA

The City does not construct new arterial roadways, but coordinates with both Volusia County and FDOT to insure that proposed development does not adversely impact LOS. The following list of projects from other agencies will provide assistance in managing congestion in the DeLand area.

Projects listed in the latest River to Sea TPO Transportation Improvement Program 2045 - Volusia County

FUNDED

Projects	Limits (To - From)	Cost (\$millions)*	Timing	General Location
Beresford Ave - extend road	Blue Lake Ave to SR 44	\$15.80	2026 to 2030	DeLand
W Volusia Beltway (Kepler Rd) - widening to 4 lanes	US 92 to SR 44	\$16.50	2031 to 2035	DeLand
W Volusia Beltway (Kepler Rd) - widening to 4 lanes	SR 44 to Beresford Ave Extension	\$4.60	2031 to 2035	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Beresford Ave Extension to Taylor Rd	\$6.20	2036 to 2040	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Taylor Rd to Orange Camp Rd	\$6.20	2036 to 2040	DeLand
W Volusia Beltway (Dr MLK Jr) - widening to 4 lanes	Orange Camp Rd to SR 472	\$10.50	2041 to 2045	DeLand

Projects listed in the latest River to Sea TPO Transportation Improvement Program 2045 - Volusia County

UNFUNDED

Projects	Limits (To - From)	Cost (\$millions)*	General Location
Blue Lake Avenue Extn - New 2 LN	Blue Lake Ave (in Victoria Park) to Orange Camp Rd	\$8.0	DeLand
Orange Camp Rd - widening to 4 lanes	US 17/92/Woodland Blvd to W Volusia Bltwy/MLK	\$19.1	DeLand
Plymouth Ave - adding bi-directional turn lane	SR 15A to US 17/92	\$9.2	DeLand

TIP Bicycle, Pedestrian & Enhancement Projects

Projects	Revenue Source	PDV Total
Amelia Ave from Voorhis Ave to Ohio Ave	FEDERAL/STATE	\$ 2,149,612

MONITORING AND EVALUATION

The role of monitoring and evaluation is vital to the effectiveness of any Comprehensive Plan and particularly for the Capital Improvements Element. As part of the annual budgeting process, the City evaluates the status of all scheduled capital improvements and the overall status of public facilities in relation to current and projected demand. This evaluation ensures that revisions to the budget, work programs, the Capital Improvements Program and this Comprehensive Plan may be made as necessary to provide facilities in a timely and financially feasible manner, consistent with adopted level-of-service standards. In addition, the issuance of development orders and development permits is monitored continuously to ensure consistency with this Plan.

The City's annual review includes the following considerations, which are also evaluated each year to determine their continued applicability:

1. Any corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the element; or the date of construction of any facility listed in this Element,
2. The Capital Improvement Element's consistency with the other Elements and its support of the Future Land Use Element.
3. The City's ability to provide public facilities and services within the Urban Service Area in order to determine any need for boundary modification or adjustment.
4. The priority assignment of existing public facility deficiencies.
5. The City's progress in meeting those needs that are determined to be existing deficiencies.
6. The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority.
7. The City's effectiveness in maintaining the adopted LOS standards.
8. The City's effectiveness in reviewing the impacts of plans and programs of state agencies and water management districts that provide public facilities within the City's jurisdiction.
9. The effectiveness of impact fees, and mandatory dedications or fees in lieu of, for assessing new development a pro rata share of the improvement costs which they generate.
10. The impacts of special districts and any regional facility and service provision upon the City's ability to maintain its adopted LOS standards.
11. The ratio of outstanding indebtedness to the property tax base.
12. Efforts made to secure grant or private funds, whenever available to finance the provision of capital improvements.
13. The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment.
14. Capital improvements needed for the latter part of the planning period, for inclusion in the 5-Year Schedule of Improvements.

CITY OF DELAND
Request for Commission Action
July 1, 2024

SUBJECT: Resolution Approving the DeLand 2050 Vision Plan Update.

DEPARTMENT: Planning

PREPARED BY: Carol Kuhn, Planning Director

ATTACHMENTS: Resolution, 2050 Vision, DeLand, FL_ Engagement Results - Distinctly DeLand 2024

APPROVED BY: Michael Pleus, City Manager, June 19, 2024

SUMMARY/HIGHLIGHT:

The Planning Division is proposing an update to the 2050 Vision Plan. This update incorporates priorities from the newly-adopted City Commission Strategic Plan, revises the land use, transportation, and resource and conservation maps, and includes information obtained during the community outreach and citizen survey. This update to the 2050 Vision Plan will help guide the concurrent update to the City's Comprehensive Plan.

The outreach efforts included three separate engagement activities - one with the DeLand High School, School of Government, one with Stetson University students, and one with community members at a community open house. The engagement activity included building out potential north, south, east, and west nodes using urban design principles and form-based code practices. Planning staff also attended the City's Shamrocks and Shenanigans event on March 15, 2024 to encourage citizen participation in the Distinctly DeLand community survey. This 10 question survey focused on housing choices, historic preservation, shopping and community activities, proposed revisions to the Land Use Map, traffic and transportation, and the addition of 4 nodes to align with the City Commission's direction to adopt a nodal strategy. Staff will include a summary of the 310 survey responses in the 2050 Vision update.

A community Open House was held on May 16, 2024. During which citizens were able to review the proposed update to the 2050 Vision Plan as well as review the proposed revisions to the City's Comprehensive Plan.

Other proposed revisions include adding policies and goals to encourage a grid pattern in new developments; require multi-modal transportation, trail connections, and complete streets; encourage a variety of housing types, require low impact development standards, develop passive recreation areas, develop infill and redevelopment standards, and encourage adaptive reuse of existing building stock.

At their June 12, 2024, meeting, the Planning Board voted to recommend adoption of the update to the 2050 Vision Plan.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

The purpose of the 2050 Vision Update is to incorporate many of the newly-adopted policies and guidelines from the Strategic Plan.

SUSTAINABILITY:

The 2050 Vision Plan update will include numerous sustainability and smart growth principles.

FISCAL IMPACT:

None. This update is being conducted in-house with existing staff.

RECOMMENDATION:

It is recommended that the City Commission adopt the updates to the 2050 Vision Plan.

BACKGROUND/DISCUSSION:

Planning staff began an update to the 2050 Vision Plan in 2019 that was put on hold as a result of the Covid pandemic. Due to staffing issues and workload demands, the update was worked on as time permitted through 2023. A concerted effort was made at the beginning of 2024 to complete the update in support of the required update to the Comprehensive Plan.

RESOLUTION NO. 2024 –

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

WHEREAS, on November 11, 2011, the City Commission adopted the 2050 Vision Plan for the City of DeLand which serves as guide to the City's Comprehensive Plan and must be reviewed and updated as needed; and

WHEREAS, the update to the DeLand 2050 Vision Plan incorporates priorities from the newly adopted City Commission Strategic Plan, revises the land use, transportation, and resource and conservation maps, and includes information obtained during the community outreach and citizen survey; and

WHEREAS, Other proposed revisions include adding policies and goals to encourage a grid pattern in new developments; require multi-modal transportation, trail connections, and complete streets; encourage a variety of housing types, require low impact development standards, develop passive recreation areas, develop infill and redevelopment standards, and encourage adaptive reuse of existing building stock; and

WHEREAS, on June 12, 2024, the Planning Board recommended the adoption of the update to the 2050 Vision Plan for the City of DeLand; 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.

Section 2. The attached DeLand 2050 Vision Plan Update 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 1st day of July, 2024.

Christopher M. Cloudman
Mayor-Commissioner

ATTEST:

Julie A. Hennessy
City Clerk - Auditor

APPROVED AS TO FORM AND LEGALITY:

Darren J. Elkind
City Attorney

2050 Vision Update



Distinctly DeLand



Prepared By:
City of DeLand Planning
Division

2024

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Logo Credit: MainStreet DeLand Association



Photo Credit: The Canovas Photography

Distinctly DeLand

2050 Vision Update

VISION STATEMENT

The City of DeLand is a thriving, vibrant community with an award-winning downtown that values its historical, cultural, and natural resources. Utilizing Smart Growth Principles, the City will encourage both development and redevelopment in the Urban Core, establish mixed-use centers and nodes, support alternative modes of transportation, promote commercial and industrial development opportunities in and around the DeLand Municipal Airport, enhance recreational opportunities, and encourage a variety of housing choices, while remaining a sustainable community with a small-town feel.

ACKNOWLEDGEMENT

A special *thank you* to all the residents who attended our meetings and participated in the Online survey

DeLand City Commission

Chris Cloudman, Mayor
Charles Paiva, Vice-Mayor
Jessica Davis
Kevin Reid
Daniel Reed

DeLand Planning Board

Jeremy Owens, Chairperson
Harper Hill, Vice-Chairperson
Troy Baumgartner
Nora Lewis
Don Liska
Albert Neumann
Henry Thiry

Stetson University Presidential Fellows

DeLand School of Government

Community Development Department Staff

Rick Werbiskis, AICP, Community Development Director
Debi Glick, Development Services Manager

Planning Division Staff

Carol Kuhn, AICP, Planning Director
Belinda Williams-Collins, ASLA, AICP Senior Planner
Kendall Story, CNU-A, Senior Planner
Emily Kunkel, Planner II
Sam Nelson, Planner I
Kristian Logan, Community Development Coordinator
Vivian Ford, Administrative Coordinator



01

INTRODUCTION AND OVERVIEW

Photo Credit: The Canovas Photography

Why a vision plan?

A Vision Plan is a guide that sets clear goals and strategies for future growth and serves as the foundation for the Comprehensive Plan and the Land Development Regulations. The City's Strategic Plan fine-tunes the vision plan goals to achieve the community's vision. Many of the community-driven strategies will be incorporated into the Comprehensive Plan to ensure the vision can be achieved by 2050.

Since the City provides water and wastewater services to areas outside the City limits, within the DeLand Utility Service Area (USA), the Vision Plan also provides guidance to growth in this unincorporated area of Volusia County.

One of goals of the Strategic Plan is to "square off" the City's boundaries through annexation of existing enclaves. These enclave annexations, along with developer-initiated annexations will alter the City's municipal boundary. As development and redevelopment occurs, the Vision Plan should be reevaluated every 2-3 years in order to remain relevant and meaningful.

The first Vision Plan was adopted on November 21, 2011. At that time, the population of DeLand was around 27,000 and DeLand had not been "discovered". Through an extensive series of community workshops and public outreach efforts which included both City and County residents, the first Vision Plan provided a roadmap for growth.

DeLand has since been "discovered" and per the 2020 Census, has a population of 37,351. The Smart Growth principles that formed the basis of the initial 2050 Vision Plan in 2021, served the City well.

Understanding that the Vision Plan is a living document, the City initiated an extensive outreach program in 2019 aimed at updating the Vision Plan. However, these efforts were halted by the COVID-19 Global Pandemic. The update was re-started in 2023 and the themes from this multi-year update include:

- Continue the 2050 Vision with smart growth principles as the foundation.
- Focus growth in the developed areas and in the urban core of the City. These areas may be suitable for higher-intensity development.
- Encourage preservation of the areas outside of the urban core for environmental protection, open space, and recreation or to maintain existing land use patterns, with the exception of transit-oriented development (TOD) near the Amtrak/SunRail train station.
- Recognize the need for alternative modes of transportation to support the commuter and visitor use of the SunRail station.
- Create and preserve a sense of place through urban design standards, in particular for downtown and city gateway corridors.



01

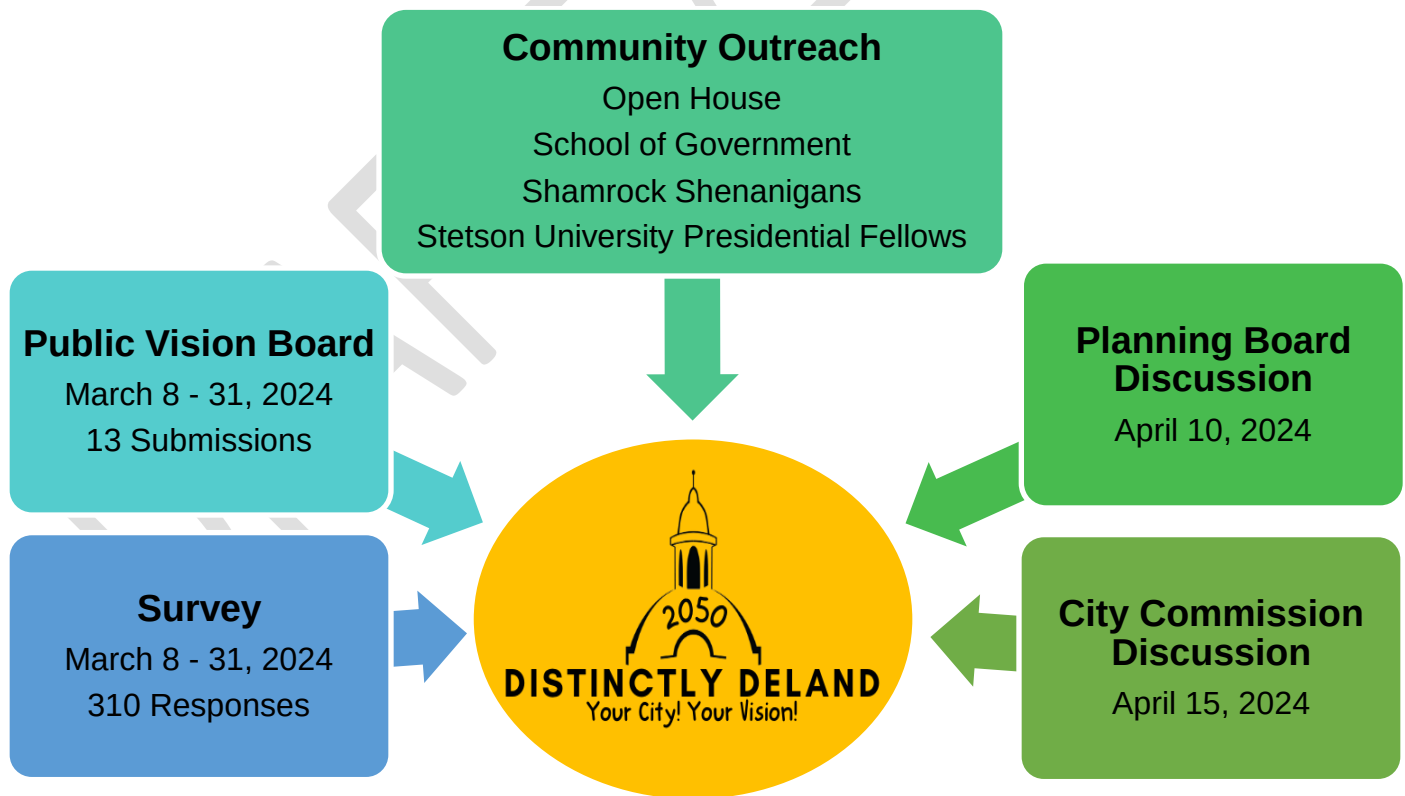
INTRODUCTION AND OVERVIEW

Photo Credit: The Canovas Photography

This 2024 Vision Plan update includes:

- Revisions & updates to the maps;
- Strategies to develop five (5) nodes - East, West, South, North, & Downtown;
- Demographic information;
- Addition of Economic Development and Placemaking goals and strategies;
- Expand the housing goals to include missing-middle housing options;
- Charts and graphs and;
- Streamline and simplify the language to provide a more user-friendly document.

*The previous 2050 Vision & updates are available in the appendix section of this document.





01

INTRODUCTION AND OVERVIEW

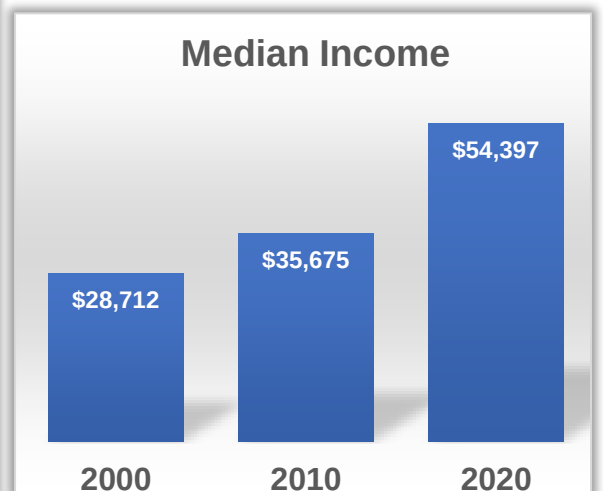
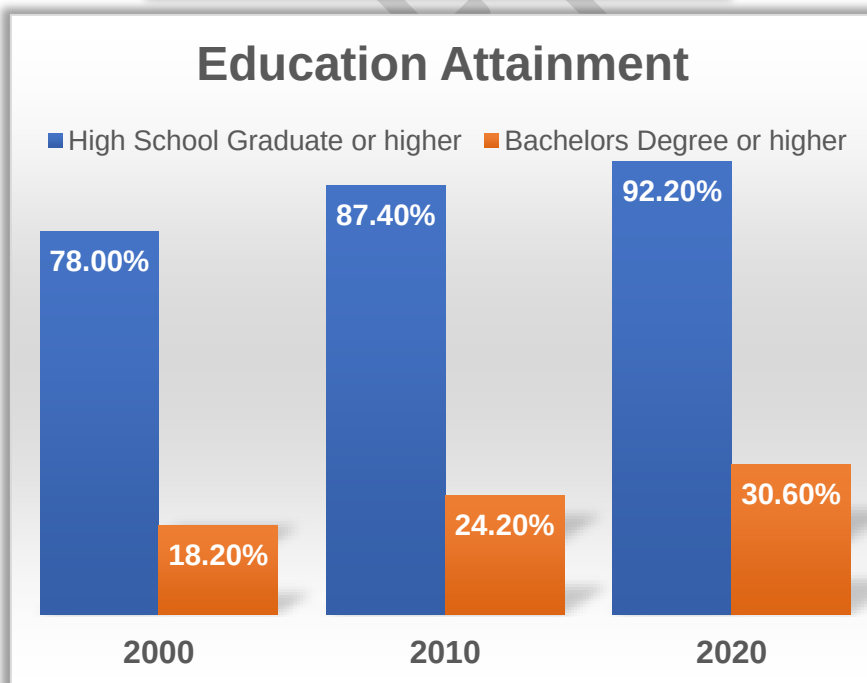
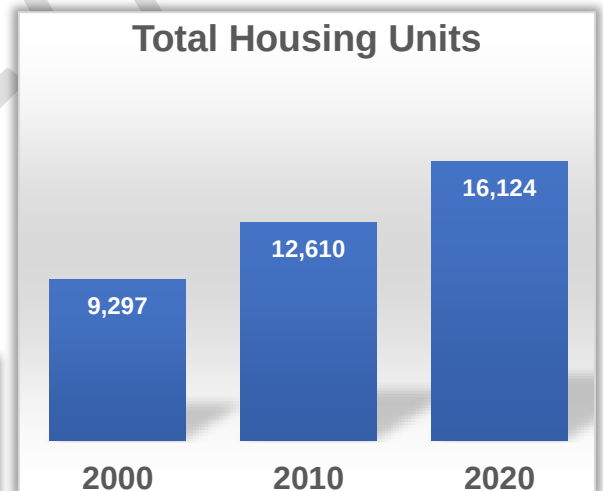
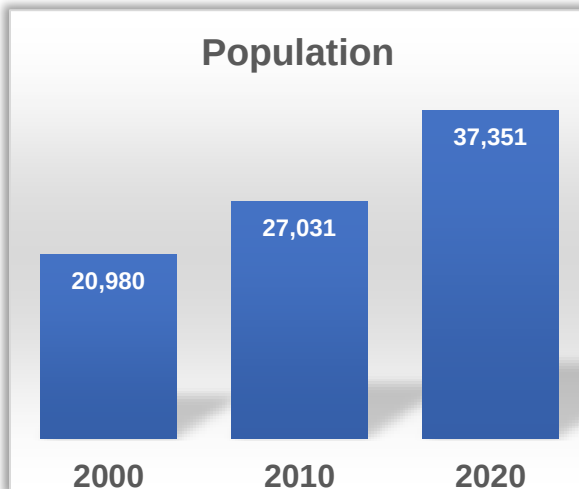
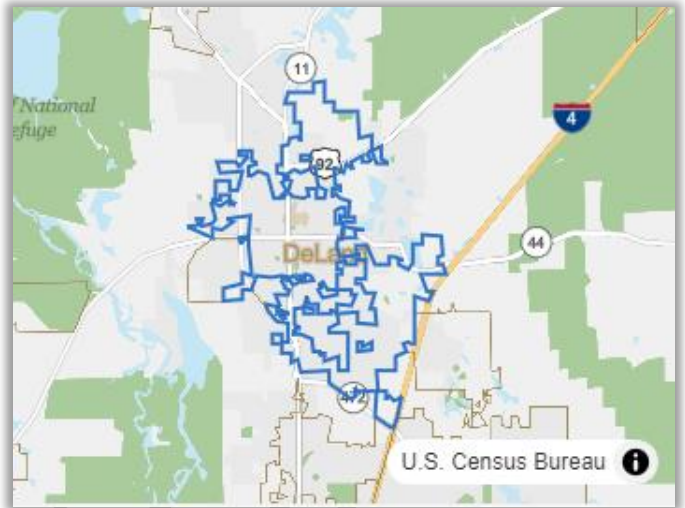
Photo Credit: The Canovas Photography

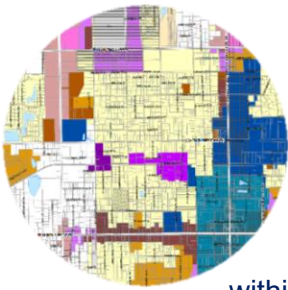
Where are we now?

To provide a snapshot of DeLand's growth, demographic, housing and economic conditions are provided below.

From 2000 to 2020, DeLand's population grew by 16,371 and the number of housing units increased by 6,827 units and the median income increased by \$25,685.

Data Sources: 2000 Decennial Census, 2010 Decennial Census, 2010: ACS 5-Year Estimates, 2020 Decennial Census & 2020: ACS 5-Year Estimates





DeLand 2050 Land Use

The 2050 Vision Land Use map includes two different areas. One area identifies land within the City's municipal boundary, and the second area identifies outside the City's boundary within the Utility Service area boundary.

To guide land use decisions, updates to the Land Development Regulations should:

- Include Smart Growth Principles and create predictable, flexible regulations with clear criteria, performance standards, and options for creative solutions.
- Develop a plan for enclave annexations to "square off" the City's boundaries.
- Add standards to encourage new developments to include complete streets and create walkable communities.
- Explore opportunities to "right-size" parking requirements in the core downtown and suburban areas.
- Encourage connectivity throughout new developments and prioritize connectivity to adjacent neighborhoods, trails, and parks.
- Encourage a grid pattern to reduce traffic impacts; cul-de-sacs should be discouraged.
- Provide options for missing middle housing, small lot, and executive housing.
- Include hybrid and form-based code language and performance standards for various areas throughout the City.
- Expand recreation opportunities (public & private) and encourage new development to preserve natural areas and open spaces through clustered development.

DeLand 2050 Land Use Map

The DeLand 2050 Land Use Map contains four broad categories that provide for different densities and types of development. There are also five overlays that indicate certain areas for specific types of mixed-use development with specific functions. The categories cover large expanses and will ultimately be broken down into subarea or neighborhood plans that display specific uses and reflect the intent of the specific category or overlay.

To guide growth in the City, the DeLand 2050 Land Use Map has been updated to include:

- The Utility Service Area (USA) boundary (2022)
- Additional areas that have been identified as *Public Conservation Lands*
- Expansion of the *Traditional City Center Special District*, to incorporate the main core downtown area
- Additional *Activity Centers* located throughout the City
- Creation of a combined *Activity Center/Employment Center*
- Addition and deletion of *Mixed-Use/Redevelopment Areas* throughout the City



DeLand 2050 Map Categories:

Category 1 (Yellow) – Retains the existing zoning in place, and may allow increases in density if a project 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.

This boundary corresponds to the boundary of the Greater DeLand Area (GDA). 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.

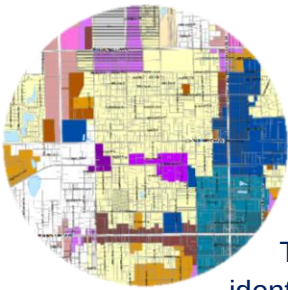
Category 3 (Pink) – Transit Oriented Development (TOD)/Redevelopment areas have been placed along several roadways and the area between the commuter rail station and downtown.

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) – Public Conservation Land designates areas that are currently under public ownership in conservation easements.

Potential Commuter Rail & Rail Spur (Blue dotted line) - The new SunRail station at the DeLand Amtrak station will create opportunities for new transit-oriented development and possible mixed-use redevelopment around the existing rail spur and adjacent areas. These will most likely be mixed-use developments with commercial, employment, office, and residential uses.

DeLand Utility Service Area (Brown boundary) - The geographic area where the City of DeLand is the water, sewer, reclaimed water provider. This area is also the potential annexation boundary through Covenant to Support Annexation.



DeLand 2050 Map Overlays

There are five (5) overlays and one (1) special district, denoted on the following map. These identify a general area rather than a site-specific location.

Overlay 1 – Employment Center (*Blue Circle*)

Emphasizes business or industrial uses, rather than residential. Criteria should be developed to protect business development and restrict incompatible residential uses.

Overlay 2 – Activity Center (*Red Circle*)

Emphasizes an intensive mix of uses that are compatible with and include residential. These centers will become the major commercial areas.

Overlay 3 – Employment/Activity Center (*Purple Circle*)

Emphasizes a mix of characteristics from both the Activity and Employment Centers, allowing for a variety of uses including residential, commercial, employment, and office. Criteria and performance standards should be developed to ensure that these areas develop in a cohesive development pattern with an emphasis on compatibility, walkability, and connectivity.

Overlay 4 – Mixed-Use/Redevelopment Areas (*Red Asterisk*)

Identifies small mixed-use areas that will primarily provide 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 5 – Special District (*Purple shaded area*)

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, 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.

Traditional City Center Special District (*Teal Square*)

This area represents the downtown and the surrounding support areas and is expected to grow and transform as the downtown expands. Policies, standards, and criteria will be developed to allow new growth and development while protecting the existing character of the downtown. Infill and redevelopment standards along with a subarea plan should be developed to ensure this area grows to support the existing MainStreet DeLand businesses.

DeLand 2050

Guiding DeLand to Sustainability



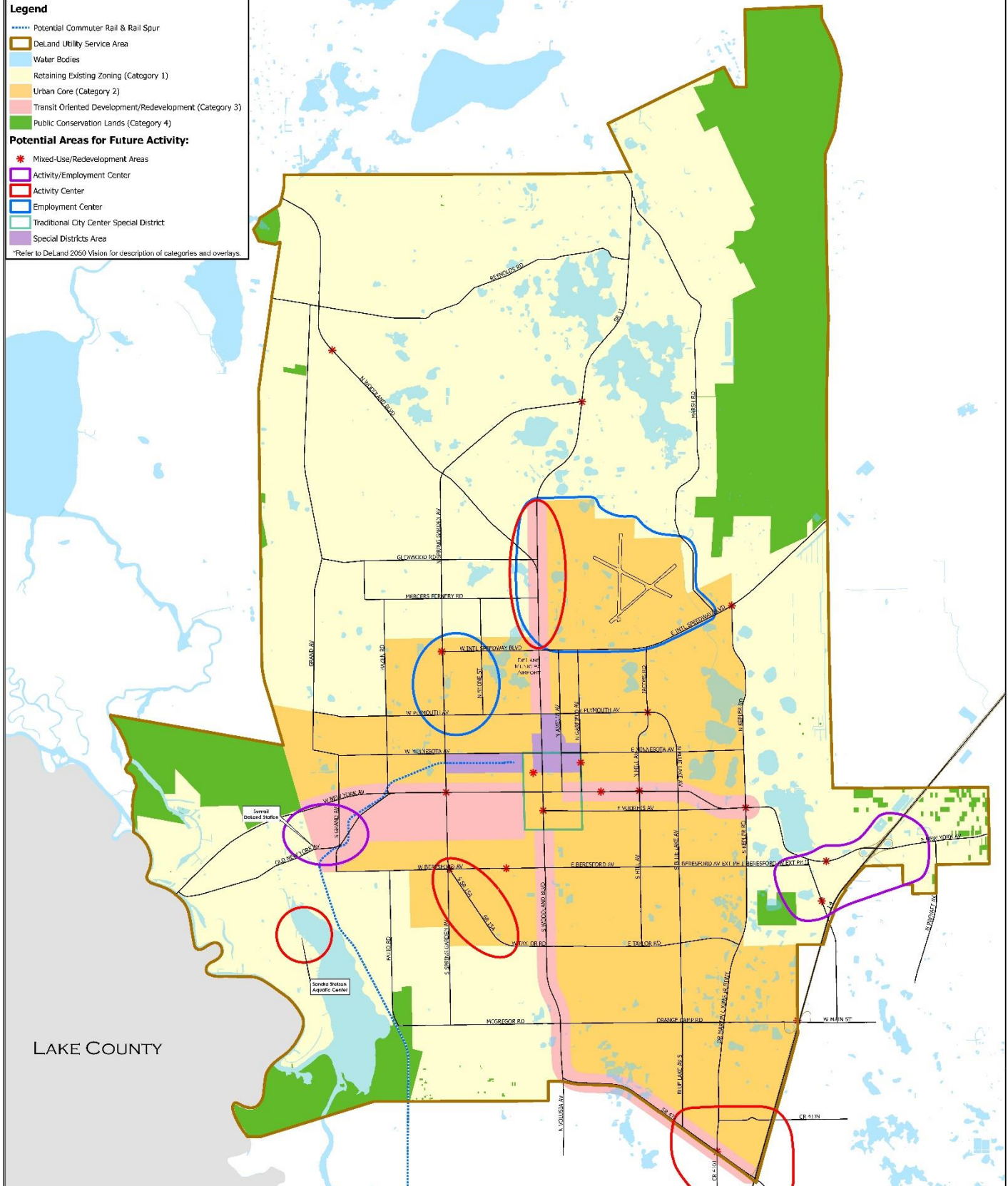
Legend

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

Potential Areas for Future Activity:

- * Mixed-Use/Redevelopment Areas
- Activity/Employment Center
- Activity Center
- Employment Center
- Traditional City Center Special District
- Special Districts Area

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



2050 Land Use Map





Environmental Resources

A second map illustrates areas that contain environmentally-sensitive lands and special habitats. Any new development in these areas will be reviewed to ensure that protection of the natural resources will be addressed. The lands identified on the environmental resources map contain features that are already protected by regulations that should remain in place and possibly be expanded to provide additional criteria for development adjacent to these areas for added protection.

Some properties on this map are used for agricultural purposes, however, not all areas under agricultural production are included. The map is intended to show that agricultural 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.

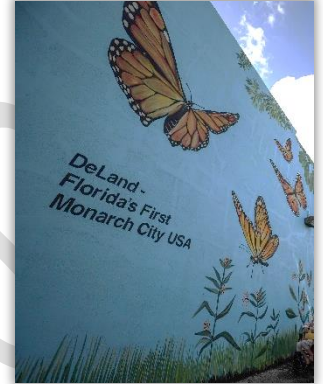
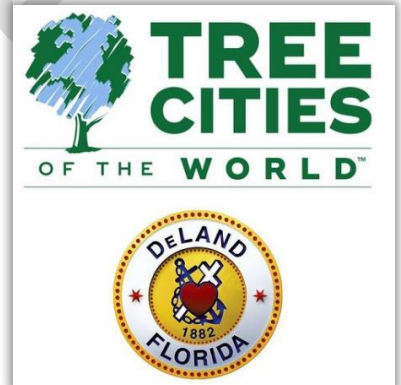


Photo Credit: The Daytona Beach News Journal

The following environmental vision statements provide guidance for future Comprehensive Plan policies and new Land Development Regulations:

- Protect the natural environment through sustainable development practices.
- Maintain "Tree Cities of the World" and "Monarch City USA" designations.
- Establish strategies to meet the Race to Zero campaign goals by 2030.
- Encourage sustainable building practices at the DeLand Municipal Airport and throughout the City.
- Encourage new developments to connect to parks, trails, wildlife corridors to enhance existing trails (Heritage Trail, River to Sea, and the Charles Paiva Greenway)
- Revise the City's stormwater regulations to include low-impact design standards, enhanced water quality performance measures, and updated criteria.



Generalized Environmental Resources Map

Minor updates were made to the map capturing:

- The new DeLand Utility Service Boundary
- Additional areas that have been identified as conservation land or possible conservation/sensitive lands



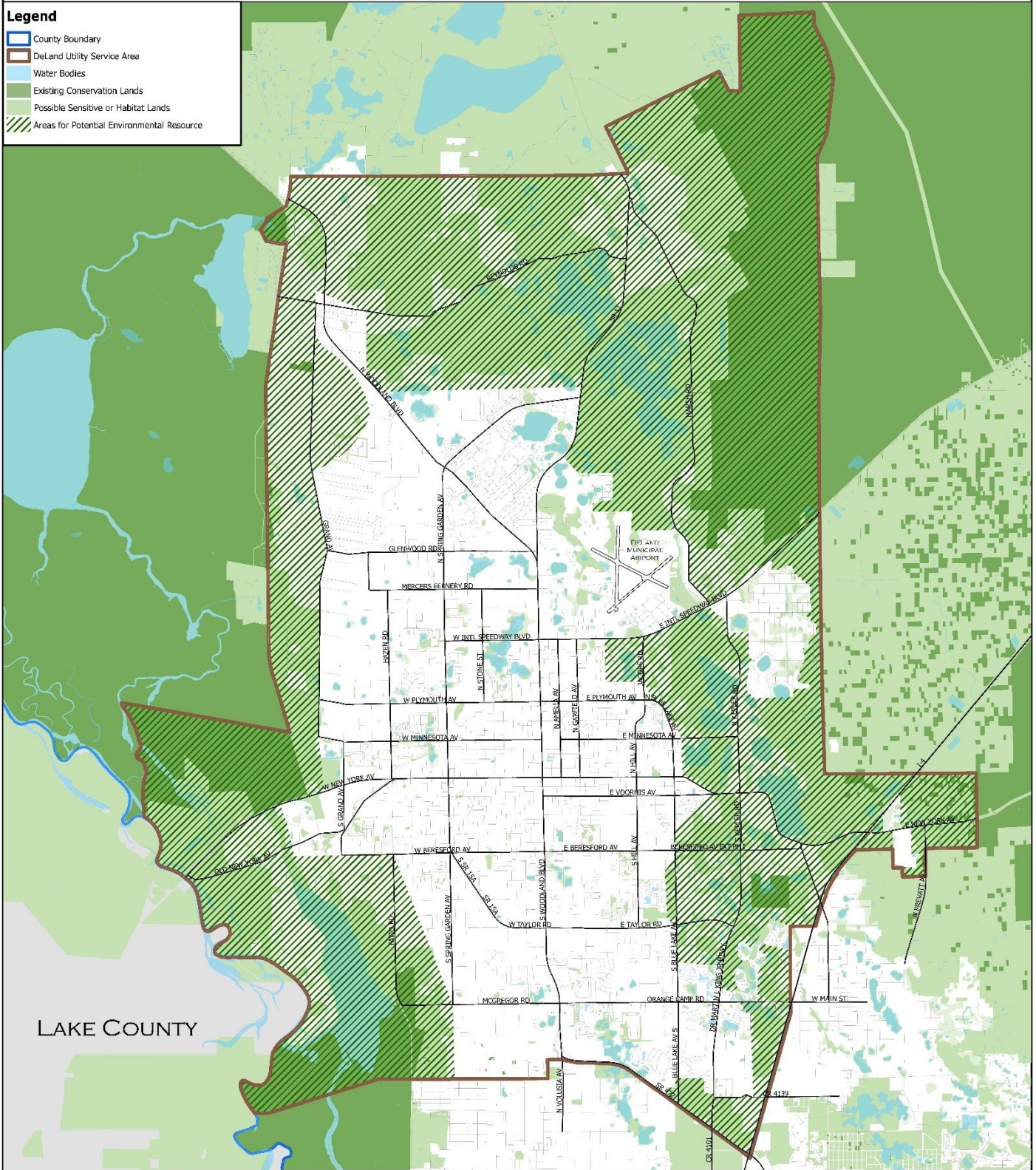
Photo Credit: The West Volusia Beacon



Lake Moore, City acquired 128 Acres of property for preservation

Legend

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



Generalized Areas of Environmental Resources DeLand Utility Service Area

Hatched areas on map based on the following factors:
 - Disturbance from urban uses (concentrating urban growth)
 - Preservation of prime agricultural lands and open space
 - Buffer to existing environmental areas
 - 100-year floodplains, as designated on FEMA/HMIV maps
 - Areas requiring special management (e.g., as designated by the Volusia County Environmental Management Council)
 - National Wetlands Inventory for Volusia County (USFWS & Wildlife Services National Wetlands Inventory and Wetlands Designation System)
 - Strategic Habitat Conservation Areas (FWS, FWS & Wildlife Conservation Commission)
 - Volusia County "Future Land Use Map" (in consultation with designated as: Conservation, Environmental Systems Corridor, Potentially Resource, and Agricultural Resources)
 (Note: Areas not shown on map are not shown on map.)
 (Note: Areas not shown on map are not shown on map.)



04 TRANSPORTATION

Transportation Plan

Several modes of transportation are needed throughout the City in order to meet the needs of the City residents. Although automobile usage will continue as a primary means of transportation, the 2050 Vision focuses on multi-modal transportation and complete streets. In order to meet the growing transportation demands, the following concepts are encouraged:

- Continue to work with Volusia County to create TOD standards and create a subarea plan for development around the SunRail station.
- Encourage a grid pattern to distribute traffic impacts and encourage connectivity; cul-de-sacs should be avoided
- Encourage density and infill development to support the Intermodal Transportation Facility
- Continue to work with River to Sea TPO and actively pursue grant opportunities for trail and road improvement projects.
- Explore opportunities to utilize and promote VoRide, Votran's on-demand mobility service.
- Encourage multi-modal trail connections to downtown and surrounding neighborhoods and employment centers and the SunRail station.
- Encourage a variety of housing types, businesses, and employment opportunities around the SunRail station.
- Develop a city-wide, multi-modal transportation plan.

Photo Credit: WKMG ClickOrlando



Photo Credit: Borrelli + Partners

Transportation Plan Map

Minor updates were made to the transportation map since the previous 2050 Vision capturing:

- The new DeLand Utility Service Boundary
- Votran's reduced fixed-route, resulting from their new on-demand mobility service, Vo-Ride
- The newly developed DeLand SunRail station, located at the Amtrak station
- Removal of previous "possible new roads" that have since been developed
- Additional trails that have been developed



Header Photo & Photo above Credit: Florida Department of Transportation

Legend

- County Boundary
- DeLand Utility Service Area
- Water Bodies
- College/University Campus
- Other Incorporated Areas
- DeLand City Limits

Development Types:

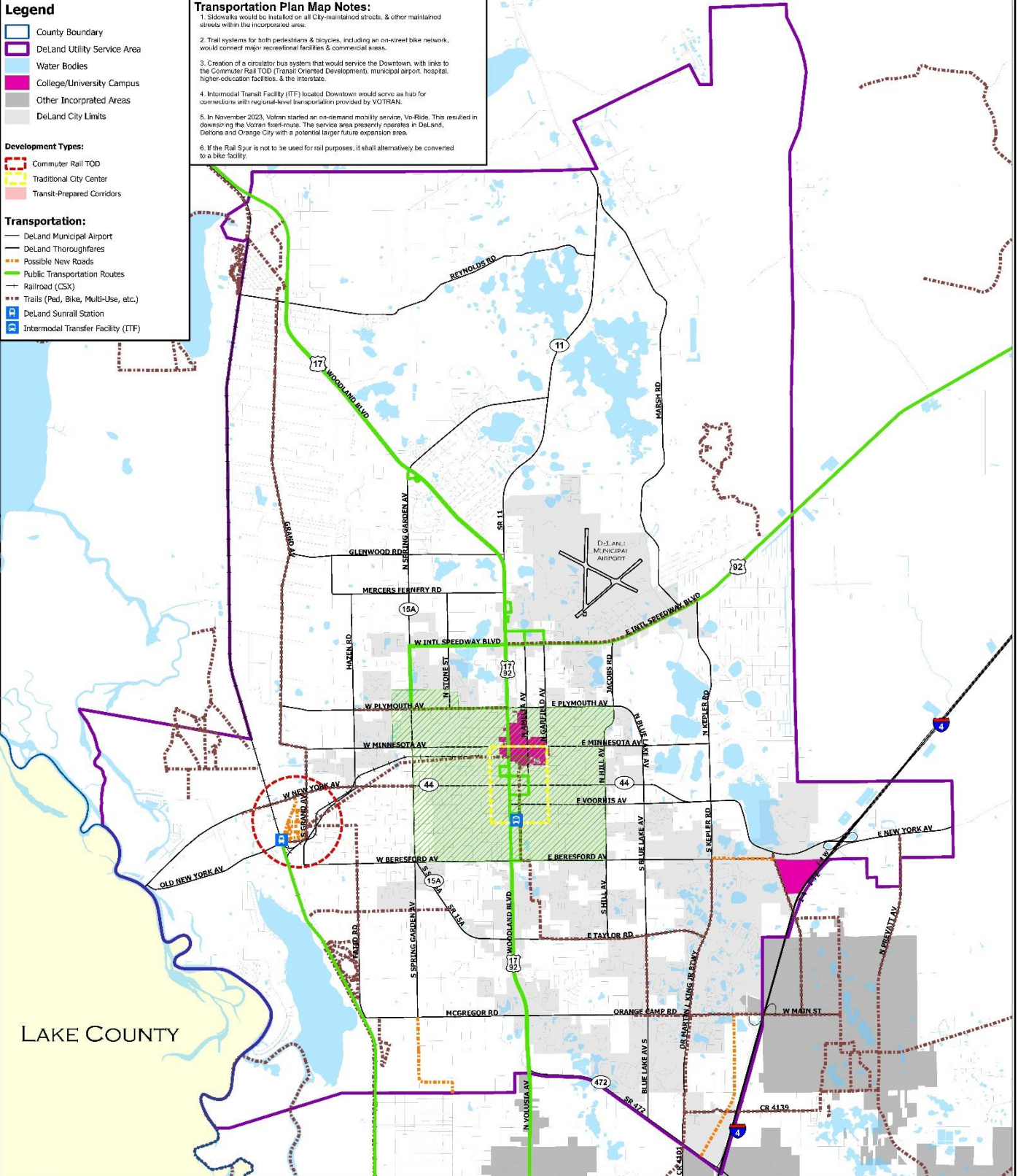
- Commuter Rail TOD
- Traditional City Center
- Transit-Prepared Corridors

Transportation:

- DeLand Municipal Airport
- DeLand Thoroughfares
- Possible New Roads
- Public Transportation Routes
- Railroad (CSX)
- Trails (Ped, Bike, Multi-Use, etc.)
- DeLand Sunrail Station
- Intermodal Transfer 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 VOITRAN.
5. In November 2023, Voltran started an on-demand mobility service, Vo-Ride. This resulted in downsizing the Voltran fixed-route. The service area presently operates in DeLand, Deltona and Orange City with a potential larger future expansion area.
6. 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 conceptual representation of the City's vision for the future. It is not a guarantee of any specific project or development. The City of DeLand reserves the right to modify or update this map at any time without notice.

2050 Transportation Plan Map



Scale: 1:27,600



05

HOUSING

Photo Credits: Houseplans.pro

Nationwide house and lot sizes have decreased, to accommodate the increased need for affordable housing options. These small format housing types will allow for water and resource conservation, preservation of open space, wildlife corridors, and provide opportunities for enhanced drainage and stormwater systems. The City will update the Land Development Regulations to include options for missing-middle housing, reduced lot sizes and small format housing.

Understanding the trend to provide a variety of housing types and include a full suite of housing options, the City will:

- Place a greater emphasis on building “types”, focusing on “missing middle” housing options such as duplexes, townhomes, small-sized apartment buildings, and live-work units in the City’s Urban Core.
- Provide standards in the Land Development Regulations to allow for a variety of housing types ranging from small-lot or small-format housing to larger, executive housing.
- Explore opportunities to promote the development of additional affordable housing options.
- Encourage cluster developments allowing for increased open space, tree protection, and wildlife corridors.
- Provide infill and redevelopment standards to encourage increased density in the Urban Core.
- Explore opportunities to “right-size” parking requirements for residential and commercial developments in the City’s Urban Core.



Photo Credit: Sustainable Connections



Photo Credit: Google Maps



06

PLACEMAKING

Placemaking refers to the process of building communities around meaningful places, reinventing public spaces as the heart of the community, and making great places that are memorable and vibrant. Throughout the 2050 Vision Update, one thing was clear – the vision for DeLand is to maintain the small-town feel. This feeling can be achieved through several placemaking strategies including:

- Enhancing neighborhood identity features and amenities to help create a sense of place.
- Strengthening open space connections to existing, surrounding residential and commercial developments.
- Exploring opportunities for new public spaces and plazas.
- Encouraging active commercial areas by allowing buildings to be built closer to the public sidewalk, provided the building entrances have additional windows and parking is located to the rear.
- Increasing opportunities for people to gather and mingle by allowing plazas and other similar areas to contribute to open space requirements.

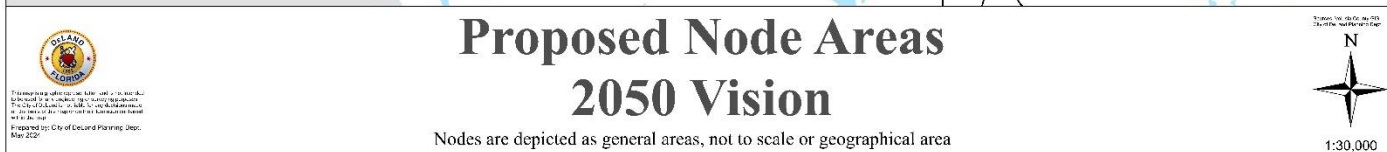
To create these distinct areas around the City, the 2023 Strategic Plan encourages adopting a Nodal Strategy. With this 2050 Vision Plan Update, five (5) primary nodes are proposed. These nodes are distinct areas that each have their own sense of place. The North, South, East, and West nodes would complement the Downtown Node. These nodes will have their own subarea plans to ensure a sense-of-place is created in each.

Proposed Node Areas Map

A new map was created based on discussions with the City Commission, Planning Board, and the community regarding future growth and redevelopment in different areas of the City. The development of five nodes, allows for each node to expand on its own existing character and identity.

- **Downtown Node** – This is the MainStreet DeLand and downtown commercial area along with the surrounding support district. Development will enhance and complement Main Street businesses and preserve the sense of place and small-town feel.
- **South Node** – This is an established area with future redevelopment opportunities and for future service and highway commercial uses that support DeLand, surrounding Cities, and unincorporated areas of Volusia County.
- **East Node** – A unique development area that has experienced recent growth. This area has environmentally sensitive lands and future development should preserve and complement these lands.
- **West Node** – An up-and-coming development area, with a focus on transit-oriented and mixed-use development to support the newly developed SunRail station. Existing and future development should expand and enhance the public transportation system and provide access to multi-modal trails.
- **North Node** – A rapidly changing area with infill and redevelopment possibilities with easy access to the DeLand Airport and servicing a large area of rural unincorporated areas of Volusia County.

DISTINCTLY DELAWARE
Your City. Your Future.

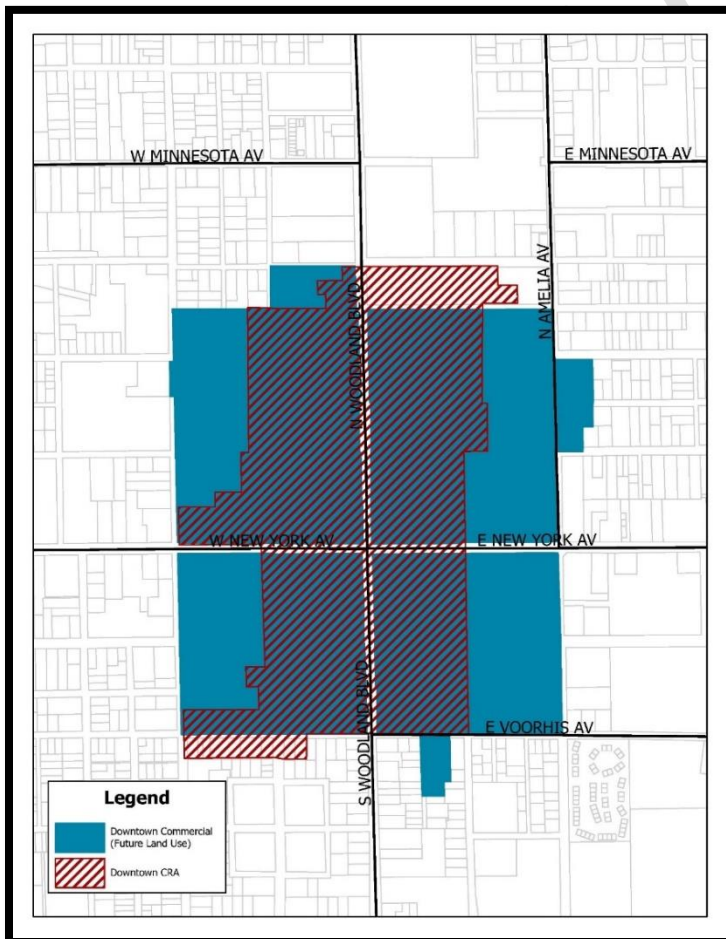
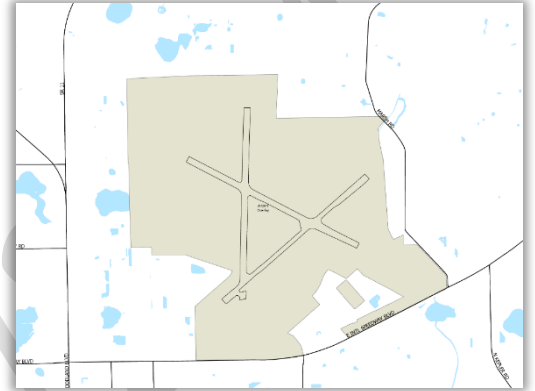




07 ECONOMIC DEVELOPMENT & MUNICIPAL AIRPORT

City of DeLand area is part of a large interconnected metropolitan region, these regional influences impact how DeLand will grow. Continuing to lead, interact and remain involved in the region is crucial as the City approaches 2050. Understanding this, the City will:

- Update the Airport Overlay district to include standards for enhanced entryways, guidelines for cohesive signage and branding, and criteria for airport perimeter landscaping and tree preservation areas rather than on-lot tree preservation, and cohesive signage and branding.
- Support opportunities to locate convenience-related commercial uses close to residential areas (*depicted by the Mixed-Use Redevelopment Areas on the 2050 Land Use Map - Page 10*)
- Support plans and programs to assist existing business expansion as well as new business development.
- Continue to work with the MainStreet DeLand Association, Team Volusia, DeLand Area Chamber of Commerce, Volusia County Government, and other strategic partners regarding regional development and incentive opportunities.
- Continue to reinvest in underserved areas as outlined in the City's two opportunity zones.
- Explore areas for redevelopment and update the Land Development Regulations to include infill & redevelopment standards.





08

DEFINITIONS

Photo Credit: Stetson University

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 - In general, house sites 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.

Distinctive Neighborhoods - Communities or neighborhoods with a strong sense of place, that build on their unique history, identity and assets to foster community pride, and increase social interaction

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

Hybrid Based Codes - An adaptation to the use-based regulations with a newer, form-based approach. This approach balances these two types of development standards while uniquely focusing on a more predictable, outcome-based application process.

Joint Planning Agreements (JPA) – A written agreement or understanding between two local governments designated to facilitate planned growth for the region and community.

Land Development Regulations - Standards and principals adopted by the City of DeLand for the regulation of land development, and uses that implement the policies of the Comprehensive Plan and 2050 Vision Plan.

Low Impact Development Practices - Land planning, design, and construction practices that conserve and protect natural resource systems and reduce runoff and pollutants.

Missing-Middle - A type of housing that offers a variety of housing options, from small apartments to detached single-family homes, which are compatible in scale and form with detached single-family homes.

Multi-Modal Transportation District – An area that includes multiple modes of transportation, leading to a reduction in automobile use and vehicle miles traveled.

Nodal Strategy (Nodes) - Central or connecting points in a neighborhood that have a mix of residential, commercial, industrial and institutional uses and buildings.

Race-to-Zero - A friendly competition between municipalities to showcase methods for leading the way to carbon neutrality. The Florida Race to Zero is part of a global Race to Zero campaign to rally leadership and support from businesses, governments, and investors for a healthy, resilient and decarbonized economy.



08

DEFINITIONS

Smart Growth Principals - Planning, regulatory, and development practices and techniques founded upon and promoting the following principles: (1) using land resources more efficiently through compact building forms, infill development, and moderation in street and parking standards in order to lessen land consumption and preserve natural resources; (2) supporting the location of stores, offices, residences, schools, recreational spaces, and other public facilities within walking distance of each other in compact neighborhoods that are designed to provide alternative opportunities for earlier movement and interaction; (3) providing a variety of housing choices so that the young and old, single persons and families, and those of varying economic ability may find places to live; (4) supporting walking, cycling, and transit as attractive alternatives to driving, providing alternative routes that disperse, rather than concentrate, traffic congestion; and lowering traffic speeds in neighborhoods; (5) connecting infrastructure and development decisions to minimize future costs by creating neighborhoods where more people use existing services and facilities, and by integrating development and land use with transit routes and stations; and (6) improving the development review process and development standards so that developers are encouraged to apply the principles stated above.

SunRail – Central Florida’s name for the commuter rail network which, as of June of 2024, has a connection to the DeLand Station.

Sustainable Development Practice - Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend and meets the current needs without compromising future generations.

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.

Utility Service Area – Area served by City of DeLand’s water and sanitary 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.



Photo Credit: The Canovas Photography

A. Distinctly DeLand 2050 (2024 Update)

1. Community Outreach/Public engagement (Photos from community outreach events and materials)
2. Survey Questions
3. Vision Board Results
4. City Commission & Planning Board workshops
5. Resolution from City Commission

B. DeLand 2050 (2011 Update)

C. DeLand 2050 (2023 Update)



Engagement Results. Created: April 1, 2024

Distinctly DeLand 2050 Vision Survey

March 8, 2024 to March 31, 2024
310 Participants *

Part of [Distinctly DeLand - 2050 Vision Update](#)

About you

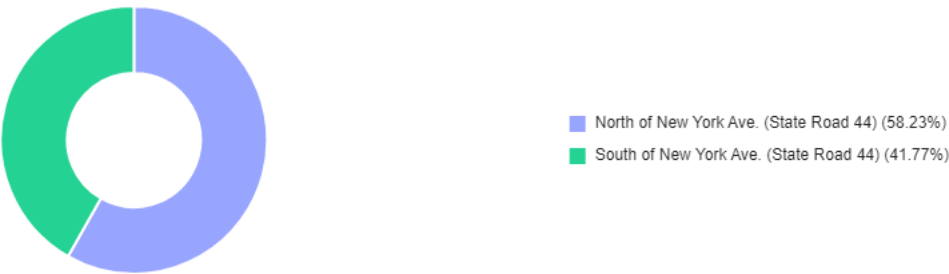
Do you live in the City of DeLand?



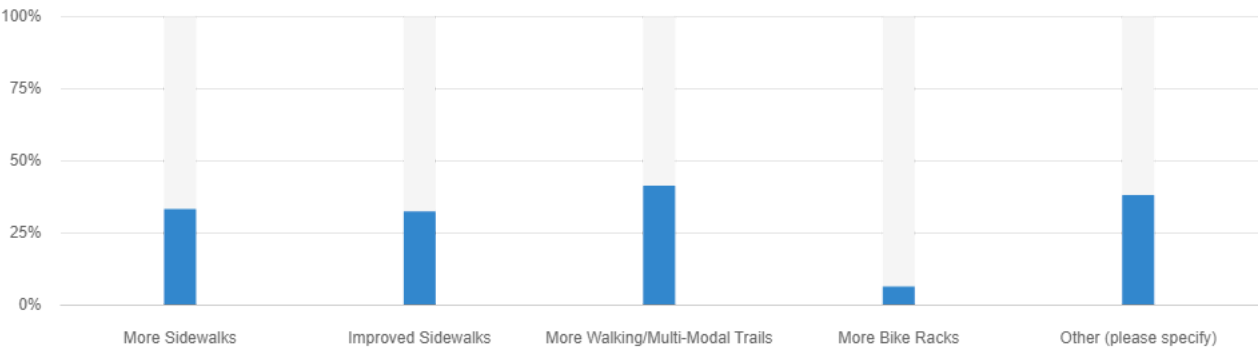
How often do you walk/bike to businesses/services in the City?



Where do you live in the City of DeLand?

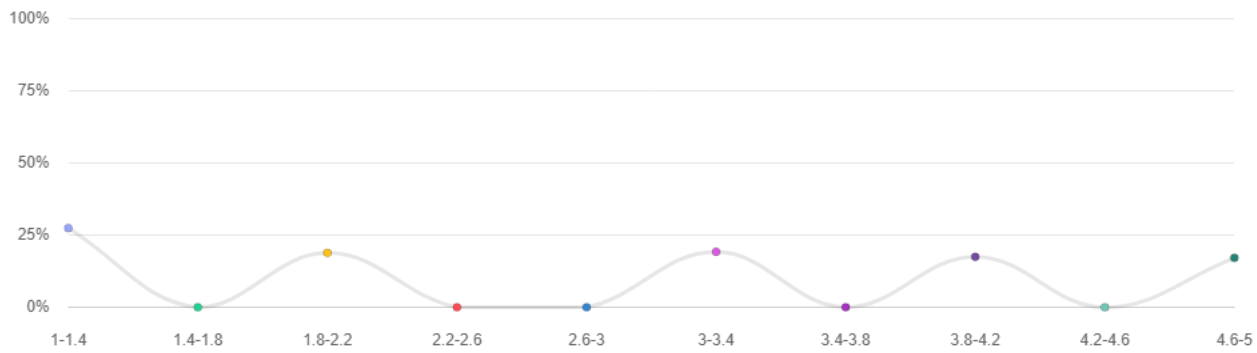


What would make you more likely to walk/bike to businesses or services in the City?

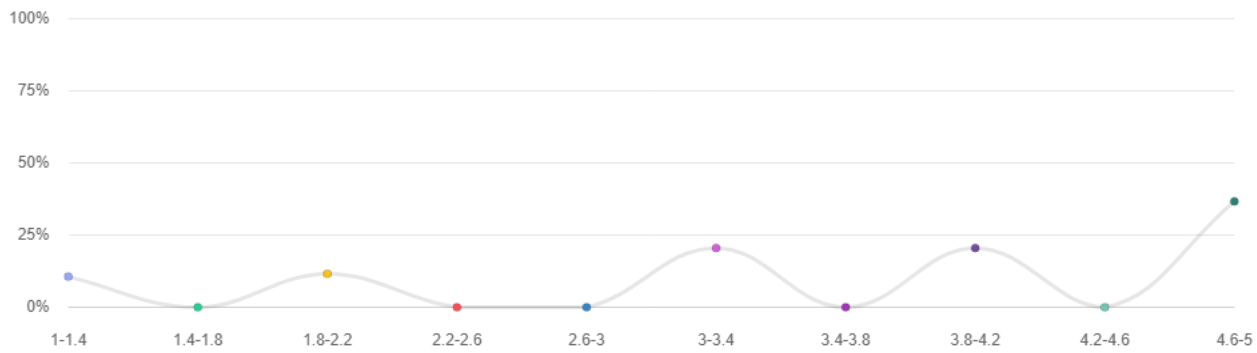


On a scale of 1-5, how would you rank the following on their importance to you. Where 1 is LEAST important and 5 is VERY important.

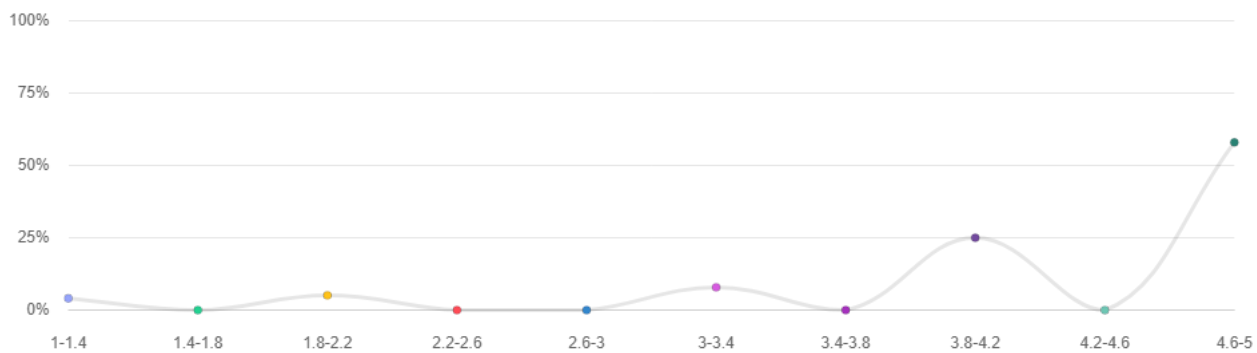
Bike Lanes



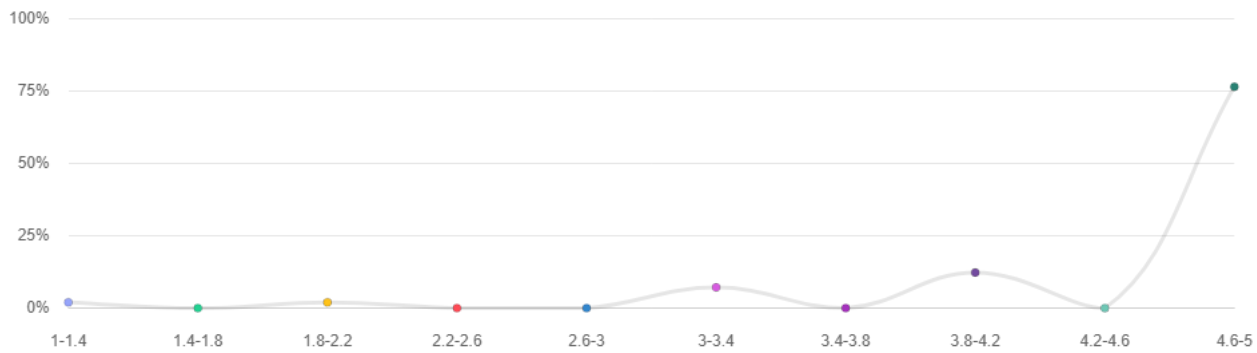
Employment Opportunities



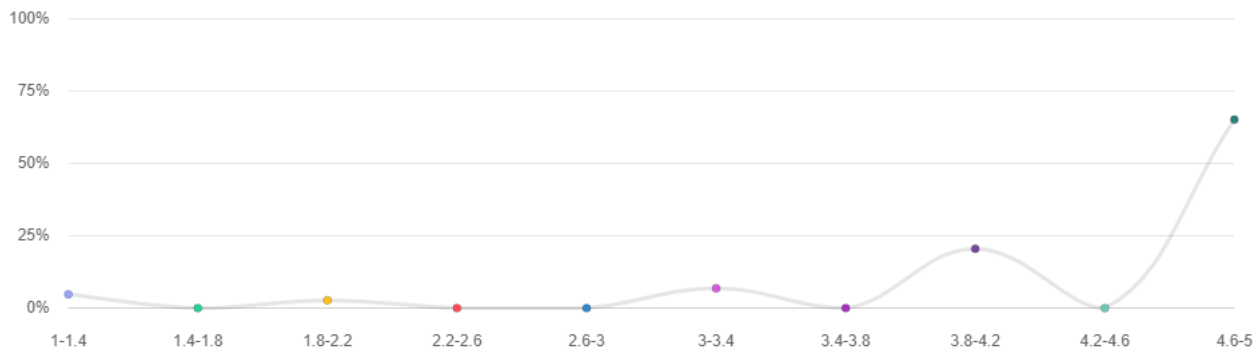
Historic Preservation



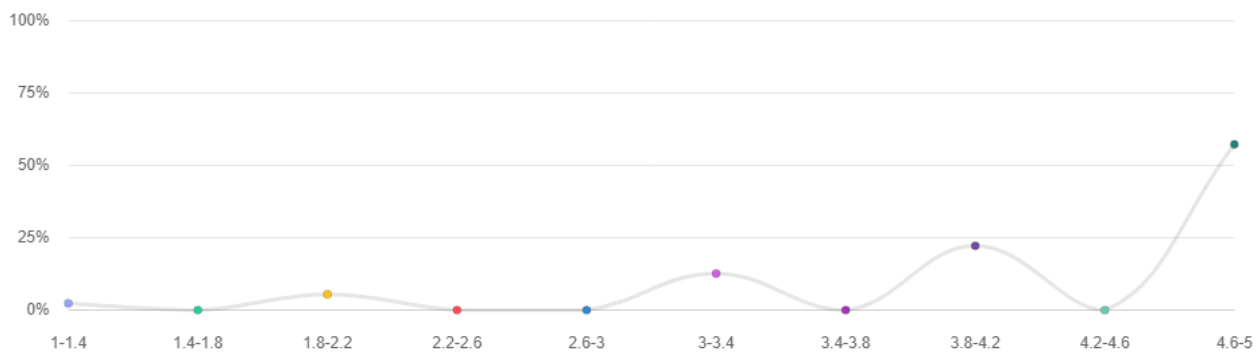
Open Space/Tree Preservation/Environmental Protection



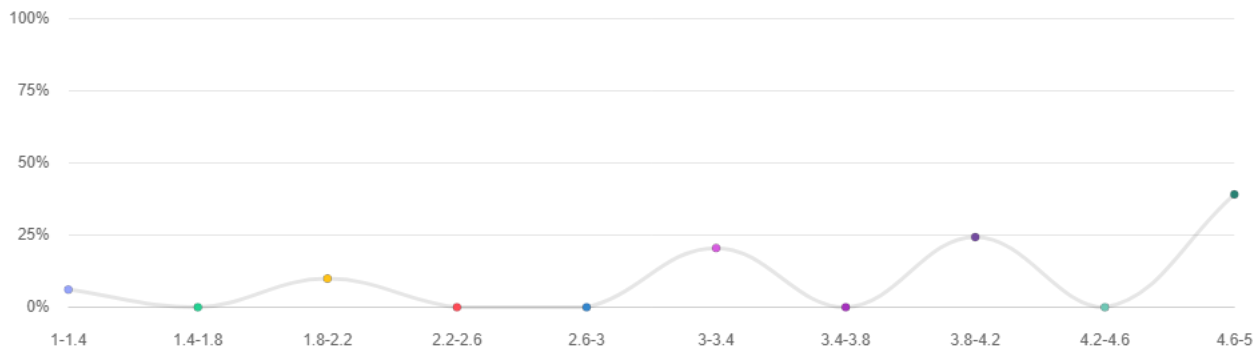
Public Services (e.g., schools, streets, police, fire)



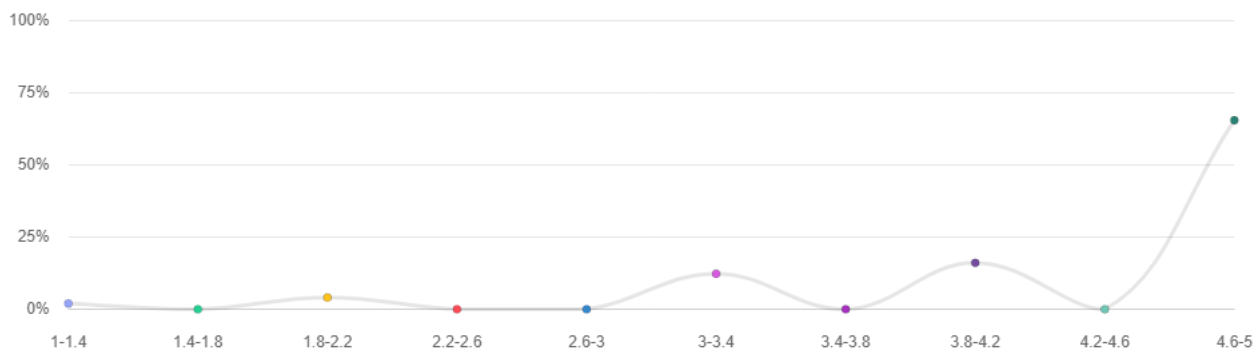
Recreation and Parks



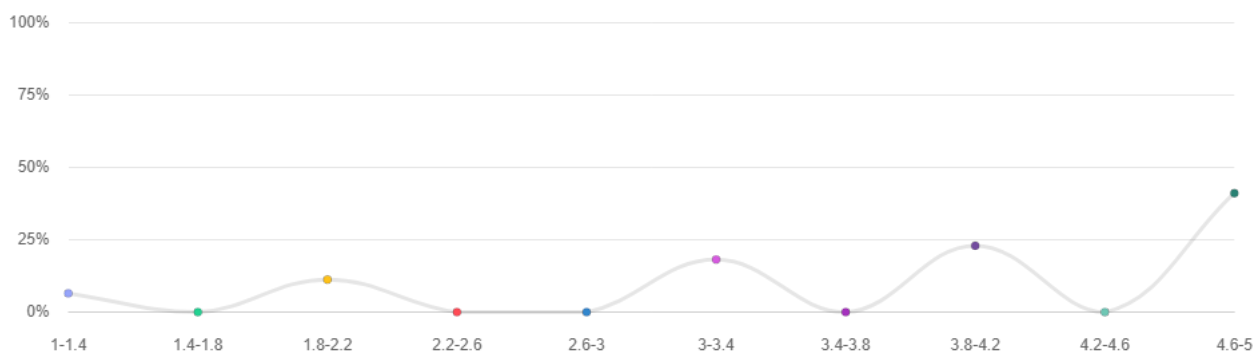
Sidewalks



Traffic

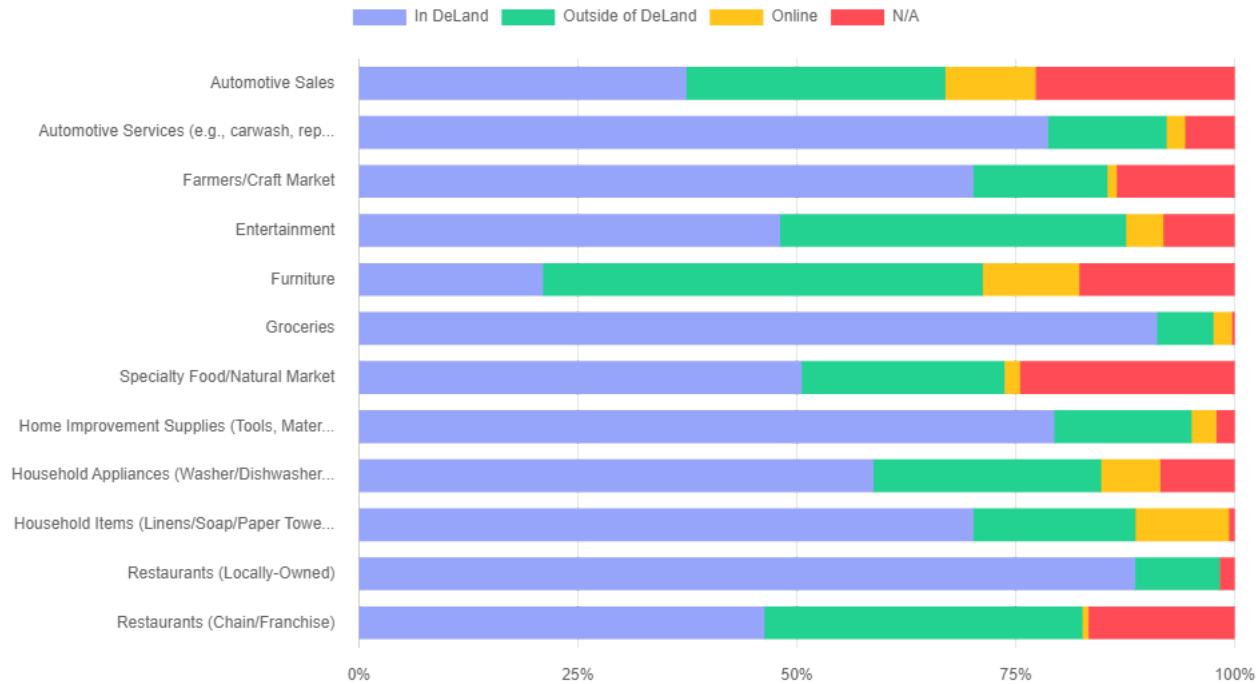


Trails (e.g., walking and multi-modal)



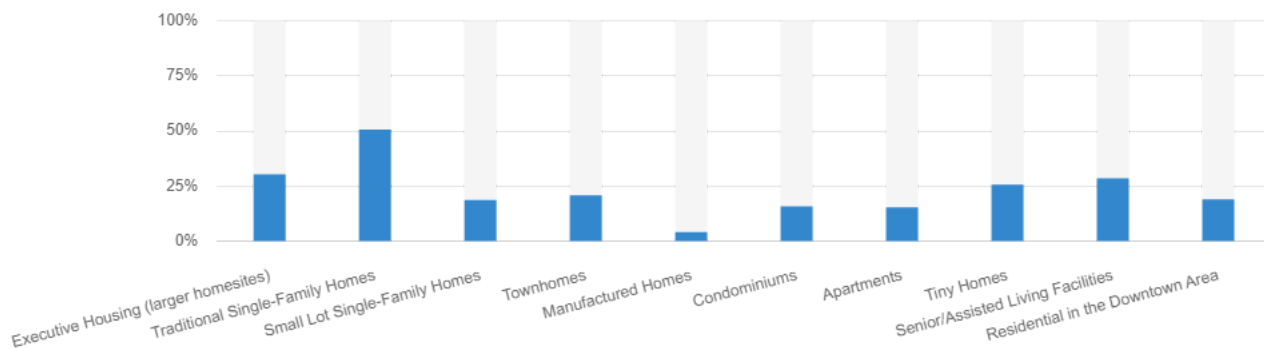
Please answer the following questions regarding shopping.

For each category indicate where you primarily shop (in DeLand, Outside of DeLand, Online, or Not Applicable (N/A))

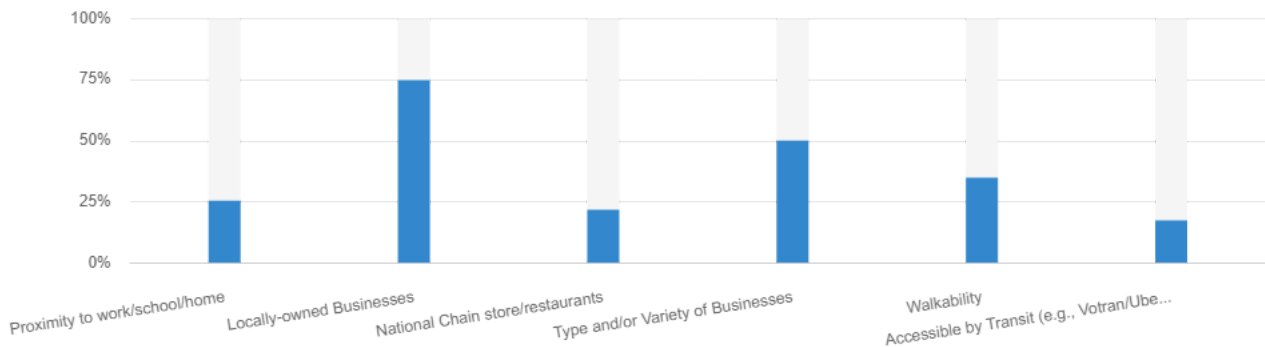


Future Development in the City of DeLand

What type(s) of housing do you think should be added to the City of DeLand over the next 10 years? (Select all that apply)

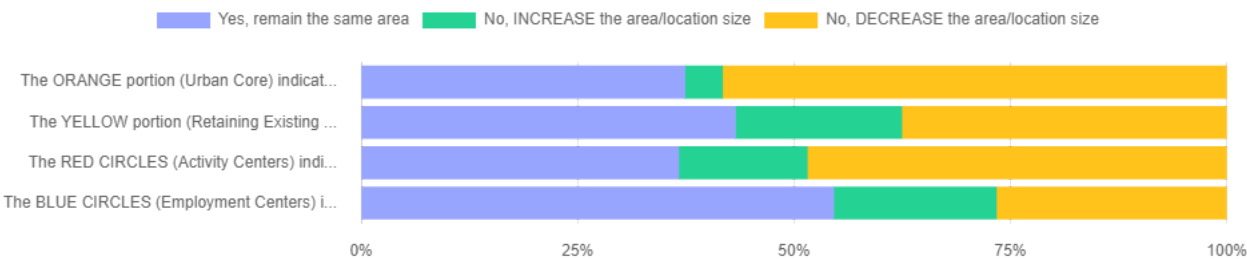


What aspect of Commercial Development is most appealing to you? (Select all that apply)



As part of the 2050 Vision update, the City is also proposing revisions to the 2050 Vision Land Use Map.

For each category, indicate if you believe the areas should remain the same, increase, or decrease in size.



The newly-adopted City of DeLand Strategic Plan (2023-2035) includes recommendations for pursuing a Nodal Strategy* (as defined below) in key areas of the City.

Do you agree or disagree that 4 additional nodes (North, South, East, & West) would be beneficial to the existing and future City Residents?



* Note: Results contained in this report represent a subset of submissions. Duplicate submissions have been excluded.



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