

DeLand 2050

HOW DO YOU WANT YOUR REGION TO GROW?



VISION FOR THE CITY OF DELAND

Summary Report for **Public Involvement** October - November 2010



CITY OF DELAND
Planning Department
120 South Florida Avenue, DeLand, FL 32720

DeLand 2050



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Prepared by:

City of DeLand Planning Department

DELAND 2050

COMMUNITY VISION PUBLIC INVOLVEMENT

"The 20th Century was about getting around. The 21st Century will be about staying in a place worth staying in." - Jim Kunstler

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EXHIBITS

1. Surveys #1 & 2
2. Map of Concept of DeLand 2050
3. Maps of Density Dot Exercise

COMMUNITY VISION PUBLIC INVOLVEMENT: EXECUTIVE SUMMARY



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

The public participation program included a schedule of six workshops held throughout the DeLand area (shown in the list below) over a two month period, a web page created to allow widespread public review of materials created and completion of an on-line survey to provide their input if they could not attend one of the workshops. Citizens have also sent comments via email directly to staff or through the question and answer program on the City's web page. Any email that was received was incorporated into the final set of comments and included in the presentation of the results of the community input.

Workshop Locations

Tuesday, October 5, 2010 – 5:30 p.m.	City Hall, Commission Chambers , 120 S. Florida Av.
Thursday, October 14, 2010 – 6 p.m.	Southwestern Middle School, 605 W. New Hampshire Av.
Wednesday, October 27, 2010 – 6 p.m.	Stetson, Carlton Union Building, 421 N. Woodland Blvd.
Wednesday, November 10, 2010 – 6 p.m.	DeLand YMCA, 761 E. International Speedway Blvd.
Saturday, November 13, 2010 – 10 a.m.	First Christian Church, 1401 W. New York Av.
Thursday, November 18, 2010 – 6 p.m.	First Assembly of God, 551 S. Kepler Rd.

A total of 81 citizens participated in the exercises conducted at the six community meetings. There were 18 surveys completed on-line. In addition, a group of citizens from the East SR 44 area submitted emails and comments via the City's Q&A system, which have been incorporated into this report.

Survey #1 asked four questions to help determine what people liked and/or disliked about living in DeLand and what should be changed to improve the area. It was simplified in the anticipation of eliciting the most important concerns felt about the city. Survey #2 asked questions about the Smart Growth concepts that were used to develop the DeLand 2050 vision map. This survey was more detailed and introduced specific smart growth topics with the intent of gathering the

public's feelings on the importance of these topics. There was also a mapping exercise that asked the participants to locate where they would like: 1) denser development, 2) to maintain current levels of development, and 3) areas for infill or redevelopment. The results of each workshop and the surveys are compiled in this document to provide a summary of the input from the community on the vision for DeLand.

General Conclusions

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

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

The statements above, as well as the comments from the workshops, are general statements and there may be exceptions to these statements based on specific circumstances, which is why it will be critical to continue the DeLand 2050 visioning process. The development of detailed plans for specific areas through Joint Planning Agreements between the City and County will provide opportunity to make any adjustments necessary to address localized concerns.

All this information will be used to revise the DeLand 2050 Plan that was originally presented to the community. Based on this information, Staff believes the DeLand 2050 plan will need to be revised and that there are opportunities for the City and County to jointly plan for the benefit of all residents in the general DeLand area.

A final report will be prepared after the joint City Commission and County Council meeting to be used as the basis for any specific planning efforts resulting from this vision process.

I.



Survey #1

Results Summary



DeLand Region 2050 Survey Results - October – November 2010

I. Survey #1

This is a summary of the survey results from the workshops and the website. The responses were grouped into categories and are listed based on highest number of responses per question. (The complete list of responses per category is contained on the following pages.)

As the comments were reviewed there were some dominant themes that kept being repeated and should be considered in any revisions to the DeLand 2050 Plan. These themes are: downtown; transportation; character or appeal; infill/sprawl; jobs/economy; and natural or open space. As the comments are reviewed these themes will become apparent.

A. Survey 1 Results:

- 1. What good qualities about the DeLand region should be preserved as change occurs?**
 - a. Sense of place (43)
 - b. Green/open space (31)
 - c. Special events (28)
 - d. Stetson (26)
 - e. Downtown (25)

- 2. What not-so-good qualities about the DeLand region should be addressed through *planned change*?**
 - a. Transit/transportation (26)
 - b. Sprawl (21)
 - c. Jobs/income (19)
 - d. Community condition (15)
 - e. Annexation/Boundary (7)

- 3. What would make the DeLand region a better place to live, work, and/or recreate?**
 - a. Downtown development (23)
 - b. Transportation/transit (18)
 - c. Infill development (12)
 - d. Protecting natural areas (12)
 - e. Jobs (11)

- 4. What would make your area of the region a better place to live, work, and/or recreate?**
 - a. Creating connectivity (18)
 - b. Curb sprawl (8)
 - c. Transportation/Transit (8)
 - d. Jobs/Business improvement (8)
 - e. Road improvements (5)

B. Complete Responses from Survey #1

Below are the complete responses per question grouped under the headings used in the previous summary. The list includes the other categories that were not in the top five, but provide valuable information for the visioning effort. Because of the variety of comments that were received they were grouped into compatible categories to help the public officials interpret the information being submitted for consideration. The complete list of comments is presented for the purpose of illustrating how the comments were grouped and to insure that all comments will be considered regardless of what category it was placed under..

1. What good qualities about the DeLand region should be preserved as change occurs?

a) Sense of place (43)

- Small town quality (2)
- Sense of place (2)
- Human scale of buildings;
- Small town feel (13)
- Small town environment
- Community (aka "small town") feel
- Small town character
- Small town atmosphere (3)
- Small town, friendliness, convenient
- Small town atmosphere with a variety of cultural offerings
- Small town atmosphere - no high rise
- Family oriented lifestyle and activities that go with it.
- Good family, home town feeling
- The quality of family living (a family town)(2)
- Sense of community
- The home town feel/quality of DeLand (3)
- Small town charm
- Smaller population,
- Small town scale (2)
- The small town feel with events downtown, art festival, parades, etc.
- Small town convenience
- Keep the small neighborhood feeling
- "small town" personality
- Neighborhood feel
- Activities downtown reflect home town feel

b) Green/open space (31)

- Environmental areas transition
- Trees (2)
- Planting trees
- Greenbelt
- Rural areas in proximity to developed areas
- Open spaces (3)
- Downtown area green spaces
- Springs and river
- Conservation
- Environmental areas transition between city and St. Johns - 44 corridor

- Green areas /Green space (4)
- Natural beauty, nature
- Preserve the beauty of nature by avoiding over-development
- Parks and recreation
- Natural amenities - habitat for cranes in town - access to larger green spaces with little travel
- Natural areas
- Natural and native landscape (live oaks, long leaf pine, magnolias, saw palmetto) (2)
- Natural amenities
- Clean and conservation efforts
- Trees, greenbelt
- State and county parks
- Springs and river
- Earl Brown Park
- Parks and community centers

c) Special events (28)

- Art festivals /festivals (6)
- Special events
- Parades (4)
- Downtown activities (2)
- Downtown festivals
- Cultural activities and opportunities - Athens, museums (6)
- Support of the arts (museum of Florida art, Athens, etc.)
- Arts preservation/culture
- Cultural activities that involve local folks
- Local events - historical, cultural, and arts/music
- Family oriented attractions
- Athens restoration
- Athens
- Museum, arts center
- Car shows

d) Stetson (26)

- Stetson university (13)
- College campus; (2)
- Miracle mile (downtown & Stetson campus)
- Focus on the core of the city and Stetson university
- Stetson and their interaction with community
- Education (Stetson)
- Stetson connection (home town feeling)
- Continued integration of local university in community life
- Smaller community with college
- College town (3)
- Stetson University's openness to community

e) Downtown (25)

- Downtown business district (6)
- Main street (2)
- Downtown historic revitalization
- Downtown architecture
- Woodland

- Historic downtown - cultural programs
- Downtown ambiance and expand those areas
- Downtown core
- Wonderful traditional downtown center with a vibrant mix of uses
- Quaintness of downtown
- Downtown diversity
- Dt community events
- The miracle mile (downtown & Stetson campus)
- Downtown business mix
- The unique business downtown
- Downtown - integrity of architecture/arts events
- Central business area
- Scale of downtown (not to say that we can't grow, expand, but walkability very important)
- Restored downtown
- Keep downtown area as quaint, but add more diversity of stores
- Historic downtown

f) Historic preservation (18)

- Historic preservation (2)
- Historic downtown
- Preserve historic downtown
- Connection with its history
- Historical
- Old home (historical) residential areas close to downtown
- History (4)
- Historic neighborhoods
- Historic areas (Athens, etc.)
- Historic subdivision i.e.: main street etc.
- Historic districts (2)
- Preserve historic look of downtown area
- The downtown historic revitalization is proceeding well

g) Government (9)

- Progressive government (2)
- "County seat"
- City services
- County seat" town adjacent (not same as) county with major metro area
- County-seat dynamic;
- The city commission does follow the sunshine laws
- Town/government involvement
- Government agencies have become more useful and friendly than the past

h) Walkability (8)

- Pedestrian friendliness (2)
- Walkability (3)
- Lighter traffic
- Low traffic
- Relative compactness

i) Cultural population (8)

- Population diversity
- Cultural opportunities

- Cultural community
- Population diversity; age diversity
- Diverse cross/section
- Cultural
- Diversity
- Diversity of population

j) Neighborhoods (2)

- No gated community
- Neighborhood feel

2. What not-so-good qualities about the DeLand region should be addressed through planned change?

a) Transit/transportation (26)

- Trucks driving downtown
- Traffic
- Mass transit spotty transit issues
- No coherent unification of pedestrian, bike, transit integration
- Lack of pedestrian thorough -fares
- Sidewalks and bike lanes, lack thereof
- Improved mass transportation
- No real town center that include intermodal transportation
- Traffic in core area, too congested
- No public transportation lack of public transport
- Lack of public transportation /mass transit (5)
- Transportation issues
- Transit issues
- Multi modal transportation
- Car dependence
- Public transportation needs to be updated/improved
- Mass transit
- Poor public transportation
- Less traffic - too congested
- Traffic and transportation (2)
- We need to be able to get places without cars and feel safe doing so

b) Sprawl (21)

- Sprawl, ugly automobile-oriented development
- Sprawl (16)
- Too much growth
- Recent tendency to sprawl
- Control urban sprawl
- Scattered growth, uncontrolled growth

c) Jobs/income (19)

- Need better jobs to attract people with higher incomes
- Jobs scarce in the DeLand/West Volusia area
- Low tax base
- Lack of jobs (5)

- Spring Hill (socio-economic issues)
 - High taxes
 - Average income of households
 - Low income areas
 - Economic base for employment is *?(undefined)*
 - Lack of quality jobs for high school graduates
 - Greater variety of jobs
 - Higher paying jobs
 - Lack of job opportunities for young folks, esp. College educated to repair job in DeLand as adults
 - Employment opportunities, young adult draws
 - Employment opportunities
- d) **Community condition (15)**
- Maintenance of older buildings
 - Empty buildings
 - Condition /overall quality of neighborhoods (2)
 - Gateways to city
 - Lack of nature, no trees, flowers, or green
 - Sidewalks (4)
 - Cleaning up some of the fringe neighborhoods
 - Beautiful homes and properties next to slums
 - Infrastructure maintenance/repair
 - Maintain the inviting, tree-covered environment
 - Enforce code standards.
- e) **Annexation/Boundary (7)**
- Annexation (fragmented city limits and tax base)
 - Boundary city-county
 - Better boundaries for city
 - Boundary lines are in and out
 - Fill-in instead
 - City limits squared off to include the spring hill area
 - Expansion on the north and south ends of town
- f) **Business**
- Should be more business friendly
 - City turns its back on new business success
 - Merchants closing businesses
 - Lack of commercial
- g) **Building height**
- Limit height of new buildings
 - Limit high-rise facilities
- h) **Taxes**
- More of us should be paying property tax;
- i) **Industry**
- Need more industry and more local agriculture
 - Development of airport to high tech industry/medical
 - Greater variety of businesses
 - Not enough local manufacturing

3. What would make the DeLand region a better place to live, work, and/or recreate?

a) Downtown development (23)

- Residential development downtown
- Office development downtown
- Improve areas surrounding downtown
- Revitalizing the historic core
- Downtown closed to traffic on weekends
- More housing types within 1 mile radius of downtown
- Historic appearance standards near historic district
- Downtown parking improved by providing outer lots with golf cart transportation to main areas
- Create downtown pedestrian mall
- Mid to upper scale apartments in the downtown area
- Complement the historic nature of the downtown area
- Utilizing the vacant spaces downtown
- Offering incentives for business to open downtown with a focus on the young adults
- More hours for downtown businesses (2)
- Higher-rise development in downtown
- Offering incentives for business to open downtown
- Getting business that focus on the young adults to come to downtown DeLand
- Build more residential and office space in downtown DeLand
- Allow higher-rise development in downtown DeLand
- Mixed use downtown
- New residential units in the downtown area
- Revitalizing the historic core

b) Transportation/transit (18)

- Increase local transportation options, especially non-motorized
- Efficient mass transit
- Public transport - downtown tram - regular bus
- More bike trails
- Buses or rail to and from airports
- Bike lanes and sidewalks
- Bike and hike paths (lighted)
- Improve public transportation for the area
- Driverless car technology
- Circulator/trolley
- More effective transportation
- Better transit
- Better transportation - buses – rail
- Continue use of trails (multi-modal)
- Better public transportation
- Bike and hike paths (lighted)
- City parks (not only state parks but "pocket parks")
- Public transportation for the area

c) Infill development (12)

- Decrease urban sprawl
- Less new development
- No new commercial without having the old building filled or in use
- Cluster developments
- Keep density low
- Fill vacant buildings
- Urban areas and activities with sub-nodes outside of downtown to encourage pedestrian lifestyles.
- Mixed-use development
- Some careful urban "infill" of mid to upper scale apartments in the downtown area
- Adaptive reuse for obsolete commercial areas
- Creative adaptation of vacant shopping centers
- In-fill development in many vacant commercial lots

d) Protecting natural areas (12)

- More emphasis on local agriculture and urban wildlife and green space
- Protect St Johns and environmental buffer and environmental corridor on 44 East
- Promote nature and agricultural growth
- Natural areas and outdoor recreation
- Trees, include replanted
- More parks, trees
- More wild areas
- Maintain tree canopy
- Useable open spaces
- More green space that includes natural areas and parks
- More nature
- More natural areas

e) Jobs (11)

- Activity centers, urban centers for jobs
- Professional level jobs
- High paying jobs
- More homegrown enterprises
- More jobs (4)
- Make 3-4 hubs of activity in DeLand (like downtown)
- Attracting value added job growth
- Better quality of work for locals

f) Urban design (9)

- Consistent landscaping throughout in right of way and public places
- Green infrastructure
- Design standards to maintain the small town charm
- Commercial businesses on high traffic highways should adhere to rules like plantings, minimal signage
- Improve gateway entrances
- Enforce rules of development
- Architecture and landscaping must complement the historic nature of the downtown area
- Improving/utilizing the vacant spaces downtown.
- Keep small town feel

g) Industry (8)

- Attract clean "industry" (5)

- Industry isolated to industrial parks
- More industries
- More factory the would be products made in USA
- h) Traffic improvements (7)**
 - Get traffic off 17-92 through downtown
 - Widen 44 from Hazen to 15A
 - Force truck traffic onto 15A
 - Decrease commercial traffic
 - Less traffic (2)
 - Downtown closed to traffic on weekends
- i) Public activities (2)**
 - More advertising for downtown activities
 - Public events
- j) City limits (2)**
 - Annex of all service area into DeLand
 - Better defined city borders
- k) Recycling (2)**
 - Create trash collection and recycling center in the neighborhoods;
 - More recycling
- l) Business (2)**
 - Better support for all business
 - Less impact fees for businesses
- m) Medical (3)**
 - Create medical community
 - Upgrade hospital
 - Keep medical facilities in a medical community

4. What would make your area of the region a better place to live, work, and/or recreate?

- a) Creating connectivity (18)**
 - Having a bank, grocery, restaurants, etc within walking/biking distance of my neighborhood
 - Improve connections to other areas
 - Additional sidewalks, trails for connectivity
 - More connectivity
 - Walkable
 - Additional trails that connect to the current and proposed paved trails the county has
 - Sidewalks & bikeways along main connectors
 - Sunrail to downtown area.
 - Completion of a safer walk/bike area
 - Sidewalks. Trails.
 - More parks, walking trails, bike paths, sidewalks
 - Safer biking areas
 - 5 miles just to get to a gas station or a store. that is too far
 - Build the Route 44 extension to Beresford (5)

b) Curb sprawl (8)

- Less development far away from city centers stop extending service
- Avoid drift to bedroom community
- Stop urban sprawl more density
- Create activity center
- New town center near railroad station
- Opportunities for employment/activity center at 472/17-92
- No urban sprawl
- Moratorium on new housing developments

c) Transportation/Transit (8)

- Transit opportunities should increase
- Improve transportation (beach bus) or access to events in our neighboring communities such as DeBary and Daytona
- Better public transportation
- Target commuter residents - they bring money to the area
- Simplify travel
- Access to transportation to retail centers and reduction to future traffic
- Less traffic, safer roads and roadways/bike paths/parks
- Frequent mass transit

d) Jobs/Business improvement (8)

- Joint city planning for business development
- Work closer with business for impact fee, etc
- Removing obstacles for business in downtown.
- Recruiting new businesses
- More employment opportunities
- Jobs!!! (2)
- Entice a Honda and Kia plant

e) Road improvements (5)

- Paved roads
- Roads are aging, upgrade with curb and gutter.
- Narrower streets
- Better maintained roads including street lights
- Street crossings are dangerous

f) Crime

- Fighting the war on drugs
- Reduce crime (3)
- Security

g) Maintain status quo

- Leaving it the way it is
- Would not change anything
- Am pretty happy with it just the way it is.
- No change

h) Spring Hill

- Better job opportunities for the Spring Hill area
- Better housing for the Spring Hill area

- Outreach to Spring Hill
- Annexing black neighborhoods

i) Water

- Protect our precious water supply
- Save the St. Johns river
- More links to reclaim for irrigation

j) Parks

- Recreational facilities should be improved and maintained
- Additional active parks
- Community gardens
- Protects natural resources

II.



Survey #2

Results Summary



II. A. Summary of Survey #2 Responses

Survey #2 was designed to receive input on the community's feelings concerning many of the Smart Growth concepts used to develop the DeLand 2050 vision. Each question was set up to determine if the respondent agreed or disagreed with the concept and to solicit any comments concerning the concept. The summary for survey #2 shows the responses from each question with the three most prevalent comments from each concept. The surveys were completed at either the community workshops or off the web page.

1. *Density* - Do you agree with locating the majority of the DeLand region's 50,000 new residents and the associated new development in the "orange" area?

Combined Results - 66% agree, 24% neutral, 10% disagree

Top 3 Comments:

1. Reduce urban core (orange area) to some degree, either in area or intensity
2. Infill should be considered, if areas are improved and historic areas protected
3. Protect conservation (green) areas by buffers or less development adjacent

2. *Transit* - Are you in favor of increasing development intensity along major roads to make the use of transit easier?

Combined Results - 83% agree, 7% neutral, 10% disagree

Top 3 Comments:

1. Drastically increase transit to accommodate intensity to avoid more congestion
2. Create activity centers connected by more intense corridors
3. Protect existing residential areas

3. *Walkability* - Would you walk to any of the businesses listed below, if they were within walking distance of your residence, or would you still use another form of transportation? (check all that apply, percent shown is the total that responded to that category)

Combined Results 63% Grocery store/retail shops
 83% Restaurants/coffee house
 49% Dry cleaners/other services

Other modes of transportation

Bicycle –	7	Electric –	2
Trolley –	7		
Bus –	8		
Car –	5		

Comments:

1. Current shopping habits may have to change because amount purchased can not be easily carried walking or biking
2. Cars will be the preferred means at least for the near term
3. Alternative vehicles should be considered, especially electric

4. *Mix of uses* - Do you think it is a good idea to have a mix of uses close-by to encourage walking or reduce the number of miles driven?

Combined Results - 91% agree, 9% neutral

Top 3 Comments:

1. Downtown mix is good and could be expanded
2. Multi-story buildings preferred, but intensity should depend on neighborhood
3. Improve environment; security and amenities to encourage walking

5. *Urban Sprawl* - Should there be a defined line between rural and urban development, or is it okay to blur the line and allow some rural uses into the city? (i.e. Should farm uses be allowed within the city, in existing neighborhoods?)

Combined Results - 42% line to keep uses separate
58% blur to allow inter-mixing

Comments: prefer to build up or infill rather than out into rural areas

6. *Quality of life* - How important are aesthetics and quality of life? Is how the city looks important to you? What do you feel is necessary for a good quality of life? (check all that you are in favor of)

Combined Results - 91% Open space/trees
81% Look of buildings
81% Walking trails
76% Shopping nearby
62% Housing choices

Top 3 Comments:

1. Open space is important, along with native plants with emphasis on trees
2. Code enforcement and look of buildings promotes positive community conduct
3. More recreational opportunities, not just for walking; includes small or pocket parks

**7. *Transportation* – Does the City need more transportation options, if so which ones?
(check all that apply)**

Combined Results - 70% Biking
68% Public transportation
65% Walking
26% Carpool
6% Transportation options are adequate the way they are.

8. *Sustainability* – Do you think water conservation is important enough to limit the amount of water for irrigation allowed per house or business?

Combined Results - 79% agree, 8% neutral, 13% disagree

Top 3 Comments:

1. Non-physical options such as education, pricing and regulations to encourage conservation
2. Changes to how properties are landscaped.
3. Increase use of reuse water and increase availability

9. *Resource Protection* - Would you support compact building design and clustered development as a means to provide more open space throughout the region and preserve natural resources?

Combined Results - 80% support, 13% neutral, 7% oppose

Top 3 Comments:

1. Compact or clustered pattern should be pursued
2. Caution is needed as to where clustered or compact development is placed
3. Maintain some of current low density pattern

B. General comments about the vision or concepts:

This list contains general comments that were not specific to any of the concepts discussed above.

1. I love the general design of Downtown DeLand
2. I'm thrilled to see that those creating the vision seem to support genuine mixed-use, dense development along transport corridors, and curbing urban sprawl!
3. The City of DeLand is a great city. Major changes are not currently needed. Most items that I can think of are not major issues.
4. Our natural resources are a gift from the earth, not to be squandered by over development. Limiting growth based on the amount of resources required, is a sensible and responsible approach to land management and urban planning. Look

towards long term rewards, and not the immediate pay back that short term goals might provide.

5. DeLand must realize that is not going to be a small, inbred town anymore in 2050. it needs to plan for that future, and these community meetings and surveys might be a step in the right direction.
6. Planning a "Transit Oriented Development Corridor" along SR 44 by Lake Winnemissett through a narrow swath of existing single family residential development makes no sense whatsoever. We need Beresford Avenue Extension to take traffic off of SR 44! We should retain the existing zoning on SR 44 east of Kepler Road.
7. Traditional city center needs major study as a major activity center, with zoning changes and master planning. Mixed use development is a must in a compact urban setting.
8. Consider 15A for transit oriented development. Mini buses linking downtown to residential area.
9. Are we there yet? We had visioning in the 80's, 90's, 2000's - now 2010's - out to 2050 - How about status reports to talk about our successes and failures?
10. This all assumes that public servants will listen to the people - if they are beholden to special interests then "Katy Bar the Door"!
11. These meetings are a good first start.
12. The ocean must be turned into an asset for sustainability
13. We can't have downtown be the only hub in DeLand. We need several that are top city priorities.
14. Transportation comments: Trolley and Hoverboards (according to Back to the Future 2 - we get them in 2015)
15. Our water should be dealt with on a state level since I feel we are not using the resources we have
16. Bike ways need to be integrated with own parking areas. Racks should be mandatory for new development rather than parking!
17. There is a strand of "sinks" from around E. Voorhis north to DHS - can't something be done to make a chain of parks from these?
18. Need reliable public transportation - bus - rail - 24/7
19. Human wildlife conflicts as the city expands; use wildlife resistant containers before a problem emerges
20. Eliminate urban core from town and sprawl areas.
21. Open space
22. Publically-owned, driverless vehicle technology, now in prototype, will transform transportation, eliminate 80% of vehicles and help energy problem.
23. Small turnout, but people who most care
24. Keep freedom of choice. One size does not fit all.
25. The trail at Earl Brown Park is great. The design of the new 7-Eleven fits downtown feeling.

C. Complete list of comments about the vision or concepts:

The following is the complete list of comments from Survey #2 for each question.

1. **Density** - Do you agree with locating the majority of the DeLand region's 50,000 new residents and the associated new development in the "orange" area?

1. Avoid compromising the historic downtown core area
2. If the orange area is by Orange Camp and 472
3. The downtown core should have more places to live
4. Reduce footprint of orange area.
5. With preservation of less dense uses in appropriate locations (agriculture and recreation)
6. Need to preserve historic homes - historic areas are in "orange" area
7. Transit development ending at tracks with low density to west probably will not work, will be spill over
8. Except around the airport
9. Wait and see just what is planned - first thought is to condense the area
10. But also annex the total "utilities service area" and turn it "orange"
11. Need a cohesive footprint
12. I like the area being spread
13. New developments need to be "green" and be held accountable
14. Infilling
15. Use the houses/developed areas that are already there; bring those up to standard
16. Consider a green buffer
17. We do not need more development here
18. Some of this area would need to be cleaned up tremendously before that can happen and it is a little large of an area
19. Keep it small
20. May need to omit areas along Grand Ave along railroad north of Minnesota and south of Beresford Ave west due to wildlife corridor needs
21. Farther away from the main conservation area
22. Would have a smaller urban core, reduce outer perimeter
23. With an emphasis on infill and adaptive reuse for older under utilized commercial areas
24. Unless schools are built and roads to be constructed so traffic problems would not exist
25. Pull boundary back to Spring Garden (left orange corner)

2. **Transit** - Are you in favor of increasing development intensity along major roads to make the use of transit easier?

1. To expand the traffic use on Rt. 44 would be a disaster for the residents of Lake Winnemissett.
2. Rail and transit are currently located far apart
3. As long as rules are kept to keep green plantings and low signage
4. Increase transit use within preservation/creation of compact activity centers

5. Need hub and spoke - smaller modes of transportation (public)
6. Need to protect downtown and provide transition from intense development on safe ways to downtown
7. Need to do due diligence to determine if this is really going to be areas that will support development
8. Can't trust city officials to not over develop
9. Provided transit is intense enough to handle the increased intensity
10. Bicycle
11. Major being I-4, I-95
12. Don't forget independent travel bikes/walking
13. Think how people in European cities use public transportation - rail from airport to city, buses to hotels - and homes
14. So long as it does not create sprawl
15. With added public transit as opposed to roads
16. With "pocket parks" along the route
17. But protect residences from too heavy commercial or multifamily rentals
18. Areas where transit is planned along with development areas
19. Buses with room for bikes. There is only room for two now.

3. *Walkability* - Would you walk to any of the businesses listed below, if they were within walking distance of your residence, or would you still use another form of transportation?

Prefer to use another type of transportation: If so, what type?

1. shuttle, trolley-type bus, mini bus (7)
2. bike (5)
3. All of the above
4. on-demand type service tied to fixed route services
5. I may bike or drive depending on time.
6. Would walk to grocery but not typically retail otherwise.
7. If I wanted those conveniences, I would move to an area that I would be able to walk to them. I don't want them brought to me.
8. walk (2)
9. bicycling distance ok for me; could be ok for more people with encouragement of alternate vehicles
10. hard to bring groceries, etc. home; may need to alter shopping to European style on daily basis; small cars/golf carts/shuttles
11. car (5)
12. tram, train
13. bus (4)
14. Also on demand electric
15. "shank's mare" (walking)
16. Trolley for downtown
17. Bicycle with the family; if you walk to the grocery store, it would be hard to carry what you purchased back home
18. Sidewalks/bike lanes

19. Not if I have stuff to schlep
20. Golf cart (electric vehicle)
21. yes, but most of us will continue to use our cars
22. electric trolleys

4. *Mix of uses* - Do you think it is a good idea to have a mix of uses close-by to encourage walking or reduce the number of miles driven?

1. Downtown is an excellent example of a good mix
2. Work areas/offices within walking distance of restaurants is great.
3. I'm in conflict with creating density and mixed use; can they co-exist
4. Work to create the best mix based on community choice.
5. If I live in a mixed use area with the above businesses, the majority of my money (shopping) would be spent in this area.
6. Public transport rather than cars
7. Depends on the development
8. Can be done well or poorly
9. Winter Park/Celebration
10. Multi-level - commercial lower level and residential upper level
11. Once again, more people would walk if they had a sense of security
12. I live this way already, but it would be easier with good bike/pedestrian infrastructure
13. Traditionally Deland had mixed uses in neighborhoods
14. more in the core downtown area
15. but must use caution
16. good for college students/graduates
17. restaurants, coffee house
18. would save trips back and forth for different things

5. *Urban Sprawl* - Should there be a defined line between rural and urban development, or is it okay to blur the line and allow some rural uses into the city? (i.e. Should farm uses be allowed within the city, in existing neighborhoods?)

1. I'm all for farmers' markets, urban community gardens, but I'm not for paving over farmland if we can avoid doing so. Build up more, rather than out into farmland and undeveloped areas.

6. *Quality of life* - How important are aesthetics and quality of life? Is how the city looks important to you? What do you feel is necessary for a good quality of life?

1. Art in public places.

2. Having nature in the urban environment has been proven to provide a calming affect on populations. Don't over urbanize a bucolic setting such as DeLand.
3. We need commuter rail line that comes into town, like winter park.
4. Check for Open space/Trees is more for Trees. The two are not synonymous. Trees are very important to this city's Quality of Life.
5. Diversity is important
6. Native landscaping
7. Cultural activities
8. Neat and tidy encourages stewardship of your area
9. No car dealerships
10. Historical preservation
11. If the city looks nice and neat, the chances of it staying that way are better (school uniforms encourage good behavior syndrome)
12. Look of buildings - absolutely - appearance is important
13. Multi-purpose trails
14. More effective trash clean-up
15. No smoking (begin with fines for cig. Butt littering) in these areas
16. Water: save the springs
17. Accessible city and county council
18. In certain areas
19. Parks & Recreation
20. Not HOA strict
21. So long as citizens aren't overly constrained
22. Smaller pocket parks in city limits, pedestrian lanes separate from main street, mixed uses
23. Need all of the above

7. *Transportation* – Does the City need more transportation options, if so which ones?

Comments: None

8. *Sustainability* – Do you think water conservation is important enough to limit the amount of water for irrigation allowed per house or business?

1. Use grey water where possible
2. Community education necessary - weeds are green, too
3. Expensive water will drive conservation; nothing else will
4. Police offenders now
5. Reclaimed water and storm water collection used for lawn watering needs to be enhanced.
6. Raise the price - we'll self regulate
7. Need stronger building codes that mandate water conservation
8. By use of drought tolerant plants and trees

9. DeLand could try to become a statewide center of natural landscape. This would save water and make us more special
10. Storm water storage is a must; use for toilets, irrigation, etc
11. We flow billions of gallons each day through St John's from spring to ocean
12. Sod should be allowed only with taxed permit!
13. I would prefer to water a small veg. garden to take extra long showers or dishwasher
14. Residents in San Francisco are limited to so many gallons of water per month - if overuse - the cost goes up
15. Outlaw St. Augustine grass! Give tax cuts/breaks for exercising
16. Reclaimed water should be used
17. Will reduce runoff pollution also
18. Use more reuse water
19. And restrict watering to night (less evaporation)
20. Driverless cars and planning for it by end of decade
21. Native plants should be required
22. Current controls sufficient
23. Educate instead of restrict
24. Promote conservation

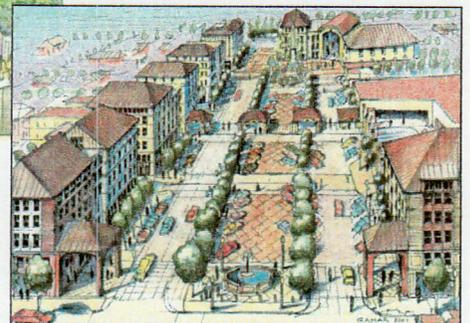
9. ***Resource Protection*** - Would you support compact building design and clustered development as a means to provide more open space throughout the region and preserve natural resources?

1. Zero property line fine with me
2. I think - wait and see - baby steps
3. Depends on design and location of project
4. More designated land for park development - to leave as "urban wilderness"
5. We need constant and understandable water managers
6. As long as larger parcel homestead not to be penalized
7. Must maintain springs
8. Home owners love space/land; people would rather not reside so close to their neighbors
9. Especially in special district overlay 4
10. Let's use what we have already. Improve those
11. As part of a mix of development cluster and conservation
12. Specifically new pedestrianism
13. Provide for variety of options, allow for some large lots for the rural experience as well as more density for those who want limited yard and uses
14. Not compact single family homes
15. Yes, but I don't really like clustered development.

III.



Summary of Participants' Comments



III. Results from Group Discussions at DeLand 2050 Public Workshops

A. Summary of Group Discussions for Survey #1

At the public workshops, participants discussed the questions and concepts that were presented. The discussions mirrored the content of the surveys in order to get more detail on each subject. This summary was developed by staff taking notes as to what issues were discussed. There was no intention to get a consensus from the groups, but to receive feedback on the questions. This group of questions was concerned with the overall perception of the DeLand area. The following information lists numerically the most popular responses to each question.

Question #1 – What good qualities about the DeLand region should be preserved as change occurs?

1. Small-town feel/sense of community/family-oriented priorities
2. Pedestrian-friendly city/walkable Downtown
3. Green-spaces/parks
4. Area's natural resources/outdoor activities & trails
5. Parades/festivals/events
6. Focus as a university town

Question #2 – What not-so-good qualities about the DeLand region should be addressed through planned change?

1. Lack of business variety and shopping options (including, but not limited to, the Downtown)
2. Difficulties encountered by new businesses trying to open within the City (i.e. required fees, getting site & building up to Code, etc.)
3. Large truck traffic through the Downtown (i.e. noise, unsafe conditions, etc.)
4. Traffic along Woodland Blvd. and through Downtown (in particular large volume from commuters)
5. Lack of employment opportunities in area, in particular higher-paying jobs/jobs with comfortable income, which in turn affects the economic health of local businesses.

Question #3 & 4 – What would make the DeLand region/your area of the region, a better place to live work, and/or recreate?

1. Make DeLand a destination – attract tourists from outside the region; promote and educate on local amenities & attractions
2. Better transportation options – develop mass-transit, non-VOTRAN public transportation options, Downtown circulator
3. Focus on Downtown – keeping healthy & vibrant; housing in Downtown; greater variety of shops; attracting people
4. Encourage local industry – more job opportunities; attracting more businesses, especially larger companies with higher-paying jobs; prepare for future industries; airport area
5. Parks – city parks, children's play-parks, open areas

B. Summary of Group Discussions for Survey #2

This group of questions were concerned with receiving input concerning the smart growth principles being used to develop DeLand 2050. The following information lists numerically the most popular responses to each question. #1 in each list received the most responses; the rest are generally tied in number of responses.

Question #1 – Which of these concepts are most important to you for DeLand to address?

1. Walkability – including encouraging walking; making walkers feel secure; and providing additional shade for comfort while walking.
2. Water usage & conservation – including continuing of educational programs; conservation of water by individuals/residences; greater enforcement of violations; desalinization as a supply alternative; and use of reclaimed water.
3. Mixed use – including ensuring available goods/services are everyday amenities and at affordable prices
4. Bike trails & facilities – including availability of bike racks; facilities on roadways; and making streetscaping also safe for bikes.
5. Transit – including an electric trolley/circulator for Downtown & from Walmart to Orange Camp Rd.; increased funding for projects; working Amtrak station into economic growth plan; an additional train station for the I-4/SR 472 corridor area; concentration of commercial to better implement transit; the creation of TOD's (Transit Oriented Developments); and connecting East & West Volusia by rail.
6. Urban Sprawl – including the upgrading of existing facilities & infill development (particularly along SR 44 & SR 15A); concentrating areas of commerce in Downtown/central location; and preventing drain on resources by rural areas.

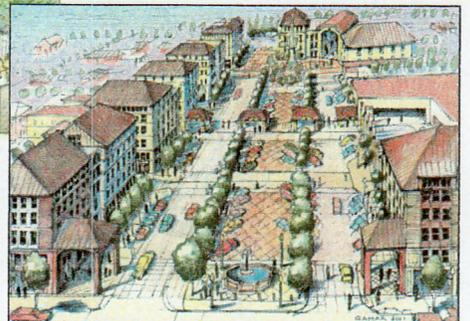
Question#2 – Is this map a good representation of these concepts for the DeLand area?

Not Available – not discussed as group

IV.



Summary of Map Exercise



IV. Summary of Map Exercise

A. Description

At the public workshops, participants were asked to place dots on a map showing where they preferred more intense growth and where they preferred to maintain the same intensity. (Each participant received two dots of each color to place on the map.) This exercise enabled a snapshot of the density participants desired to see in specific areas. The three categories participants were asked to locate on the map were:

1. Areas to remain same or less intense (green dots);
2. Areas for higher intensity (red dots); and
3. Areas for infill or redevelopment (blue dots)

B. Results of Exercise

The following lists represent the top 5 selections of areas for each category, unless otherwise noted. These lists indicate that these areas have the most interest associated with them and should be considered when developing priorities for more detail studies. The complete table and the resultant maps are contained in Exhibit 3.

It must be noted that the Planning Department received numerous requests to address one designation on the DeLand 2050 map, but was not part of the map exercise. The segment of SR 44 between Kepler Road and I-4 was shown as a transit oriented development corridor. The requests wanted that designation removed. Staff has noted this and any future versions for DeLand 2050 will reflect this request. It is just not listed in this section because it was done outside the map exercise.

Highest concentration of total dots:

- City core (original City boundary, not including downtown) (51)
- Along US 17/92 (north & south) (25)
- Downtown (24)
- Northwest of City/Glenwood (17)
- Lake Gertie area (12)

Highest concentration of areas preferred to remain the same or less intense:

- Northwest of City/Glenwood (13)
- Lake Gertie area (11)
- City core (8)
- North of airport (7)
- Commuter rail station (5)

Highest concentration of areas preferred for higher intensity:

- City core (26)
- Downtown (13)
- Southeast (9)
- Commuter rail station (5)
- US 17/92 north to US 92 (5)

Highest concentration of areas preferred for infill or redevelopment:

- Core outside of downtown (26)
- Downtown (9)
- US 17/92 south (includes part of Springhill) (8)
- Airport (6)
- US 17/92 between Plymouth Av and US 92 (6)



Exhibits

for Summary Report



Exhibit 1

Copy of Survey 1 & 2



DeLand 2050 Public Participation Workshops

Survey #1: What should the DeLand region be like in 40 years?

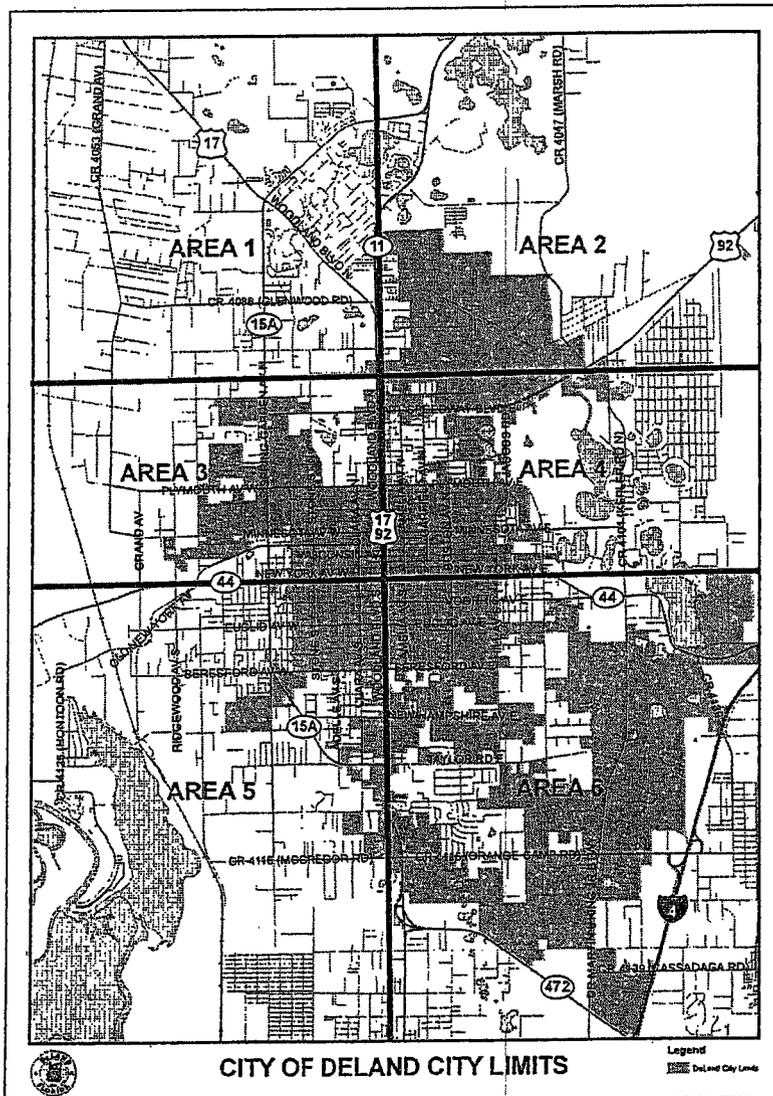
We'd like to get your individual responses to the questions discussed by your group. Your responses will be anonymous, but first we'd also like to collect some general information about you to know how representative the group is that is participating in this workshop.

Please indicate:

Your age: _____ How many years you have lived in the DeLand region: _____

The area in the DeLand region in which you reside (using the map below): _____

Questions continue on back side.





Survey #1

The following questions are designed to provide the City with comments on things you like or do not like about the City and the surrounding area.

1. What good qualities about the DeLand region should be preserved as change occurs?

2. What not-so-good qualities about the DeLand region should be addressed through *planned change*?

3. What would make the DeLand region a better place to live, work, and/or recreate?

4. What would make your area of the region a better place to live, work, and/or recreate?



Survey #2

The following questions are designed to provide the City with comments on the proposed DeLand 2050 land use plan. Additional information describing the DeLand 2050 map can be found in this meeting's handout and on the City's web page at: www.cityofdeland.org/Pages/DeLandFL_Planning/DeLand2050/index.

-
1. *Density* - Do you agree with locating the majority of the DeLand region's 50,000 new residents and the associated new development in the "orange" area?

strongly agree agree neutral disagree strongly disagree

Comment _____

-
2. *Transit* - Are you in favor of increasing development intensity along major roads to make the use of transit easier?

strongly agree agree neutral disagree strongly disagree

Comment _____

-
3. *Walkability* - Would you walk to any of the businesses listed below, if they were within walking distance of your residence, or would you still use another form of transportation? (*check all that apply*)

- Grocery store/retail shops
- Restaurants/coffee house
- Dry cleaners/other services
- Prefer to use another type of transportation:

If so, what type of transportation? _____

-
4. *Mix of uses* - Do you think it is a good idea to have a mix of uses close-by to encourage walking or reduce the number of miles driven?

strongly agree agree neutral disagree strongly disagree

Comment _____

-
5. *Urban Sprawl* - Should there be a defined line between rural and urban development, or is it okay to blur the line and allow some rural uses into the city? i.e. Should farm uses be allowed within the city, in existing neighborhoods?

- Line to keep uses separate
- Blur to allow inter-mixing

DeLand 2050



6. *Quality of life* - How important are aesthetics and quality of life? Is how the city looks important to you? What do you feel is necessary for a good quality of life? (check all that you are in favor of)

- Open space/trees
- Walking trails
- Housing choices
- Shopping nearby
- Look of buildings
- Others? _____

7. *Transportation* - Does the City need more transportation options, if so which ones? (check all that apply)

- Walking
- Biking
- Car pool
- Public transportation
- Transportation options are adequate the way they are.

8. *Sustainability* - Do you think water conservation is important enough to limit the amount of water for irrigation allowed per house or business?

- strongly agree agree neutral disagree strongly disagree

Comment _____

9. *Resource Protection* - Would you support compact building design and clustered development as a means to provide more open space throughout the region and preserve natural resources?

- strongly support support neutral oppose strongly oppose

Comment _____

Other comments: _____

Return at workshop or to: Planning Department, City Hall
120 S. Florida Ave.
DeLand, FL 32720

Exhibit 2

DeLand 2050 Original Concept and Description



DeLand 2050 – Vision for the DeLand region

A. Introduction

The City Commission and the Planning Board have prepared the first draft of the vision which will be referred to as "DeLand 2050". Below is a brief description of the land use pattern and future transportation system that would be developed through the years to achieve the 2050 vision.

The proposed land use pattern will concentrate development in a high intensity urban core, generally located inside the Greater DeLand Area (GDA) boundary and the southeast area out to I-4. This pattern will limit urban sprawl by encouraging higher intensity redevelopment in and around downtown and along several commercial corridors. Certain sections of suburban development can be redeveloped or retrofitted to allow different housing types throughout the community.

The overall pattern for the DeLand area will be a compact core with small neighborhood centers of mixed uses to make the City more walkable. Corridors will be redeveloped with higher intensity uses to facilitate transit. Residential density will be increased near these activity centers and along the corridors. Key employment areas will be surrounded with support uses as well as residential uses. SunRail may continue to Daytona Beach with a spur into the center of DeLand causing redevelopment of the rail spur into a mixed use area dominated by residential. Unique districts will be created to foster unique neighborhoods within the larger community that need special regulations or facilities; such as the downtown, rail spur, educational, an art village, or historic areas.

DeLand 2050 will allow for all types of housing: single family homes, townhomes, apartments, condos, and duplexes. Options such as separate accessory units (garage or mother-in-law apartments) or dual master suites to allow children to accommodate aging parents within the home will be included as well. Traditional suburban style lots will remain, but smaller lots will be allowed to address the changing demographics of Florida.

The utility service area will see an increase of almost 50,000 new residents residing in approximately 22,000 units by 2050 for a total of over 100,000 people. This concept assumes the majority of these new residents are to be housed inside the Greater DeLand Area (GDA) and steered away from rural, agriculture and environmental areas. To help distribute these units, the urban core area could be expanded to include the southeast area out to I-4. This area was chosen because it is adjacent to the interstate and will receive the most demand for development outside of the existing GDA. The amount of land area inside the current GDA is 16,800 acres; with the above described expansion of the GDA the urban core will contain approximately 21,200 acres. The total number of acres inside the utility service area (including the GDA) is approximately 57,200 which means that only approximately 37% of the area is targeted for possible increase in density.



B. DeLand 2050 map

Note: The map is only intended to present the concept being discussed. The development categories and overlays are overly expansive to be seen easily and generate discussion. As each area is studied, specific boundaries will be developed with more detailed uses designated.

Categories

The map contains four broad categories that allow different intensities and types of development and four overlays with specific functions. The categories cover large expanses and will ultimately be broken down into specific uses that reflect the intent of the specific category.

Category 1 (Yellow) – Retains the existing zoning in place, and will not allow increases in density unless they conform 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) – Defines the urban core area where the majority of the new growth will take place. The boundary shown on the map corresponds to the boundary of the Greater DeLand Area (GDA). This boundary was chosen because since the 1970's, the GDA was slated to be served with urban services. This category also includes the southeast area to I-4, which encompasses Victoria Park and the activity center.

Category 3 (Pink) – Transit Oriented Development (TOD) has 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. Over time, these areas will see a transition from the current development pattern, to a more transit friendly pattern.

Category 4 (Green) – Designates areas that are currently under public ownership and have been placed in conservation easements.

Overlays

There are also four overlays that indicate certain areas for specific type of development.

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

Overlay 2 – Activity Center, designated by a red oval, is an overlay that emphasizes an intensive mix of uses, including residential. These centers will become the major commercial areas.

Overlay 3 – Neighborhood Center, designated by a red asterisk, is an overlay that identifies small mixed use areas that provide primarily daily goods and services for nearby residents.



Although locations are shown on the map, these will be confirmed or relocated through public participation. Once the detailed planning studies with the community begin, the locations for these neighborhood centers will be identified along with the allowable uses and design standards. These centers could be as large as a grocery store based shopping center or as small as an ice cream and sandwich shop.

Overlay 4 – Special District, designated by a teal outline, will be placed on areas that have unique characteristics that the City would like to encourage the current use and allow for expansion of compatible uses. Examples of these Special Districts could include the area around Stetson University, an artists' village, downtown, or rural communities. Each one of these districts would have unique issues, so one set of regulations would not be appropriate. Each special district would be planned separately. An example of a Special District is the downtown and the area that would transform into the downtown over time. Each special district would be individually named and specific regulations would be developed to help maintain the uniqueness of that particular district.

The name for the downtown special district is Traditional City Center. Policies will be developed to allow new growth and development while protecting the existing character of the downtown.

C. Getting to DeLand 2050

Once the community meetings are completed and the report is completed that illustrates the desired development pattern for the DeLand area in 2050; the implementation stage will then commence. The following steps will be followed to ensure the vision gets implemented:

1. Selection and prioritization of specific areas to be studied based on results of the visioning meetings at a joint meeting of the City Commission and the County Council.
2. Each area selected will be covered by a separate Joint Planning Agreement (JPA) between City and County in the order of prioritization.
3. Using DeLand 2050 report as a starting point, work towards developing a detailed plan for each area, if needed.
4. Amendments to Comprehensive Plan and regulations, as necessary, to incorporate recommendations from JPA's.



Definitions

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

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

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

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

SunRail – central Florida's name for the commuter rail network being constructed. DeLand's station is targeted to be constructed in 2015.

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

Transit-oriented development (TOD) - 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.

Utility Service Area – area served by City of DeLand's water and sewer services through an agreement with Volusia County.

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

DeLand 2050

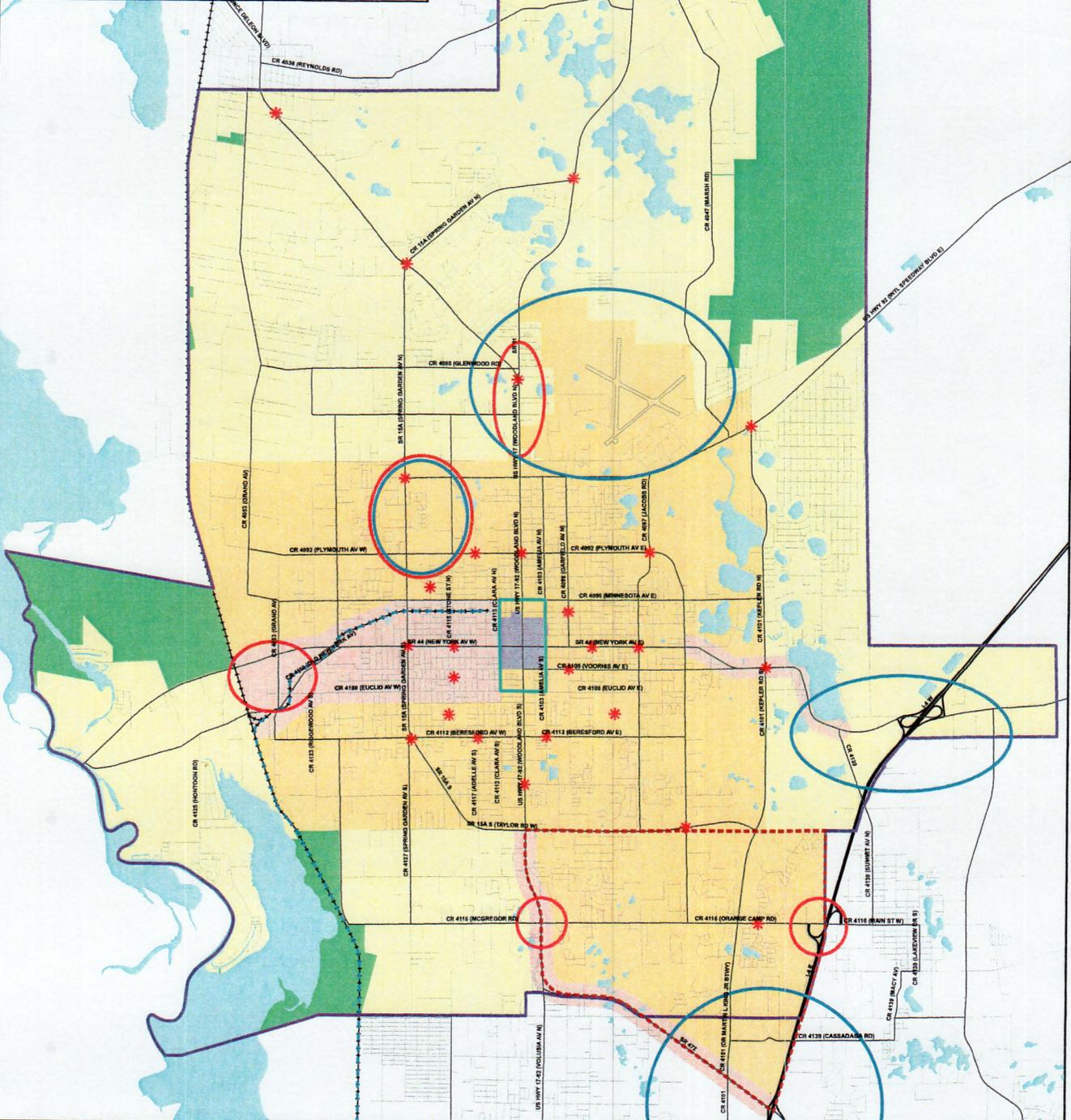
Guiding DeLand to Sustainability



Legend

- Potential Commuter Rail & Rail Spur
 - DeLand Utility Service Area
 - Water Bodies
 - Retaining Existing Zoning (Category 1)
 - Urban Core (Category 2)
 - Expanded Urban Growth Area
 - Transit Oriented Development Corridor (Category 3)
 - Public Conservation Lands (Category 4)
- Potential Areas for Future Activity:**
- Traditional City Center
 - Employment Center (Overlay 1)
 - Activity Center (Overlay 2)
 - Possible Neighborhood Mixed-Use Center (Overlay 3)
 - Special Districts Area (Overlay 4)

Refer to Markings legend for description of categories and overlays.



The City of DeLand is a public corporation and is not subject to the provisions of the Florida Constitution, Article X, Section 2(a), which prohibits the use of public funds for any religious or sectarian purpose, or for any other purpose prohibited by the Florida Constitution.

Prepared by: City of DeLand Planning Dept.
September 15, 2010

Draft Scenario



Exhibit 3

Density Dot Maps & Matrix

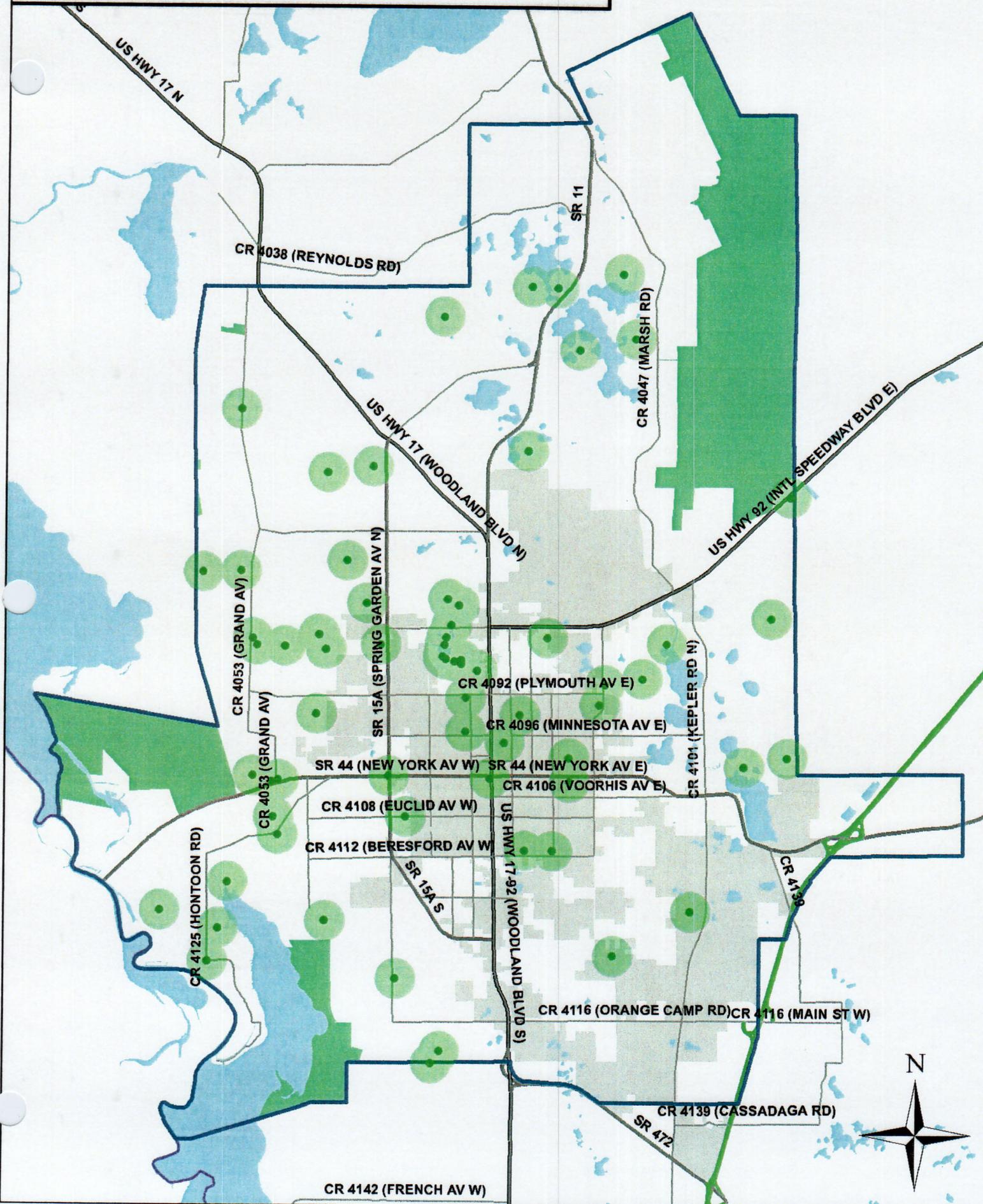
RESULTS OF DENSITY DOT EXERCISE

(Listed in order of number of most responses.)

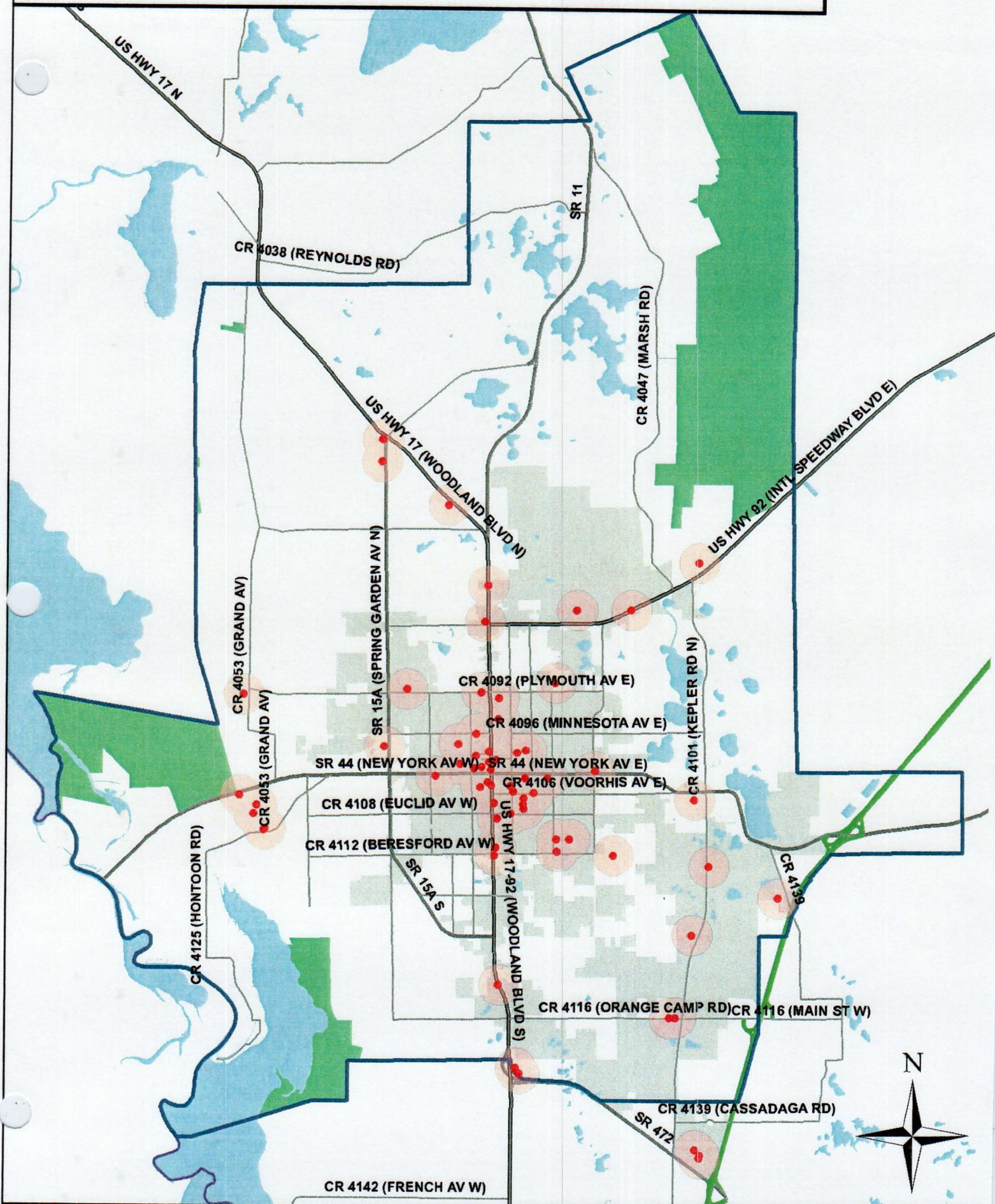
DOT LOCATION	WANT HIGHER DENSITY	WANT REDEVELOPMENT	WANT LOW DENSITY/ NO CHANGE	TOTAL RESPONSES
Core	26	17	8	51
Downtown	13	9	2	24
N.W.	2	2	13	17
17/92 S.	6	8	0	14
Lake Gertie	0	1	11	12
17/92 N.	5	6	0	11
S.E.	9	0	2	11
Commuter Rail	5	0	5	10
Airport	2	6	0	8
East*	2	2	2	6
SW	0	3	4	7
North of Airport	0	0	7	7
Hontoon Island	0	0	4	4

*Received additional individual requests to address SR 44, but separate from map exercise

Proposed Areas of Low Density/No Change



Proposed Areas of High Density/Concentrated Development



Proposed Areas of Redevelopment & Infill

