

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 years.

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

POLICY 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-year multimodal transportation funding strategy.

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) 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 the City's Land Development Regulations (LDR), 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 Transportation Planning Organization (TPO) in the implementation of the DeLand area bicycle and pedestrian systems plan.
- t1.1.13: Participate and work with the Volusia County 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 TPO, the 2025 Florida Transportation Plan, and the FDOT's Adopted Work Program.

POLICY t1.2.1: Coordinate transportation planning efforts with appropriate municipalities, the County, the Volusia County TPO, and the State.

t1.2.2: Coordinate the development and maintenance of the City's transportation system with the FDOT, the Volusia County 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 TPO Technical Coordinating Committee (TCC).

t1.2.4: Coordinate with Volusia County regarding the designation of truck delivery routes resulting from the County's ongoing 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.

POLICY 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 acquisition and multimodal transportation improvements.
- t2.1.3: Work with 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 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.

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.

- 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.
- 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.
- t3.1.3: By July 2014, 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: 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.

OBJECTIVE t3.2: For development that is subject to a TIA, DeLand will establish Level of Service (LOS) standards 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.

POLICY 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 |
| Arterials: | E |
| Collectors: | E |

The following road segments are projected to operate as deficient before or by 2020, 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

The City recognizes funding, policy, or physical constraints prohibit a reasonable expectation for expansion of these facilities and that limited congestion is anticipated as growth occurs. 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.

| 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 Road | 17,330 | 20,800 | 16,700 | 17,900 |
| SR 44: Kepler Road 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)

POLICY t3.2.2: By July 2014, the City of DeLand will adopt transit, pedestrian, and bicycle quality of service standards within the Mixed-Use and Multimodal Supportive Overlays.

POLICY t3.2.3: The City shall coordinate with Volusia County, VOTRAN, and the Volusia County 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 if traffic from specific development projects projected to generate more than 1,000 net new daily trips meets the adopted minimum LOS standard.

POLICY 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.

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 more

than 1,000 net new daily trips.

- 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 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.

- POLICY 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: 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.

POLICY 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.

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 reduced travel demand, shorter trip lengths, and balanced trip demand. 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 design of the City's multimodal transportation network 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.
- t5.1.9: 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.

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.

POLICY 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: 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.

POLICY t7.1.1: Implement the City's Multimodal Transportation Plan in coordination with the Volusia County 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: 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 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.

POLICY t7.2.1: DeLand shall coordinate with the Volusia County 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 t-8: 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).

POLICY 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).

POLICY 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).

POLICY 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.

- POLICY 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: Continue to monitor development in and around the DeLand Airport to protect from encroachment by incompatible land uses (e.g., excessive structure height, high-density development, or noise-sensitive uses).
- t9.1.4: 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.
- t9.1.5: 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.
- POLICY t9.2.1: Coordinate with the Volusia County 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 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.

POLICY 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.

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: Level of Service (2020)*

Map 2-4: Evacuation Routes

Map 2-5: Public Transportation System

Map 2-6: Intermodal Facilities

*new LOS map adopted