

2050 Vision Update



Distinctly DeLand



Prepared By:
City of DeLand Planning
Division

2024

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Logo Credit: MainStreet DeLand Association



01

INTRODUCTION AND OVERVIEW

Photo Credit: The Canovas Photography

Distinctly DeLand

2050 Vision Update

VISION STATEMENT

The City of DeLand is a thriving, vibrant community with an award-winning downtown that values its historical, cultural, and natural resources. Utilizing Smart Growth Principles, the City will encourage both development and redevelopment in the Urban Core, establish mixed-use centers and nodes, support alternative modes of transportation, promote commercial and industrial development opportunities in and around the DeLand Municipal Airport, enhance recreational opportunities, and encourage a variety of housing choices, while remaining a sustainable community with a small-town feel.

ACKNOWLEDGEMENT

A special *thank you* to all the residents who attended our meetings and participated in the Online survey

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01 INTRODUCTION AND OVERVIEW

Photo Credit: The Canovas Photography

Why a vision plan?

A Vision Plan is a guide that sets clear goals and strategies for future growth and serves as the foundation for the Comprehensive Plan and the Land Development Regulations. The City’s Strategic Plan fine-tunes the vision plan goals to achieve the community’s vision. Many of the community-driven strategies will be incorporated into the Comprehensive Plan to ensure the vision can be achieved by 2050.

Since the City provides water and wastewater services to areas outside the City limits, within the DeLand Utility Service Area (USA), the Vision Plan also provides guidance to growth in this unincorporated area of Volusia County.

One of goals of the Strategic Plan is to “square off” the City’s boundaries through annexation of existing enclaves. These enclave annexations, along with developer-initiated annexations will alter the City’s municipal boundary. As development and redevelopment occurs, the Vision Plan should be reevaluated every 2-3 years in order to remain relevant and meaningful.

The first Vision Plan was adopted on November 21, 2011. At that time, the population of DeLand was around 27,000 and DeLand had not been “discovered”. Through an extensive series of community workshops and public outreach efforts which included both City and County residents, the first Vision Plan provided a roadmap for growth.

DeLand has since been “discovered” and per the 2020 Census, has a population of 37,351. The Smart Growth principles that formed the basis of the initial 2050 Vision Plan in 2021, served the City well.

Understanding that the Vision Plan is a living document, the City initiated an extensive outreach program in 2019 aimed at updating the Vision Plan. However, these efforts were halted by the COVID-19 Global Pandemic. The update was re-started in 2023 and the themes from this multi-year update include:

- Continue the 2050 Vision with smart growth principles as the foundation.
- Focus growth in the developed areas and in the urban core of the City. These areas may be suitable for higher-intensity development.
- Encourage preservation of the areas outside of the urban core for environmental protection, open space, and recreation or to maintain existing land use patterns, with the exception of transit-oriented development (TOD) near the Amtrak/SunRail train station.
- Recognize the need for alternative modes of transportation to support the commuter and visitor use of the SunRail station.
- Create and preserve a sense of place through urban design standards, in particular for downtown and city gateway corridors.



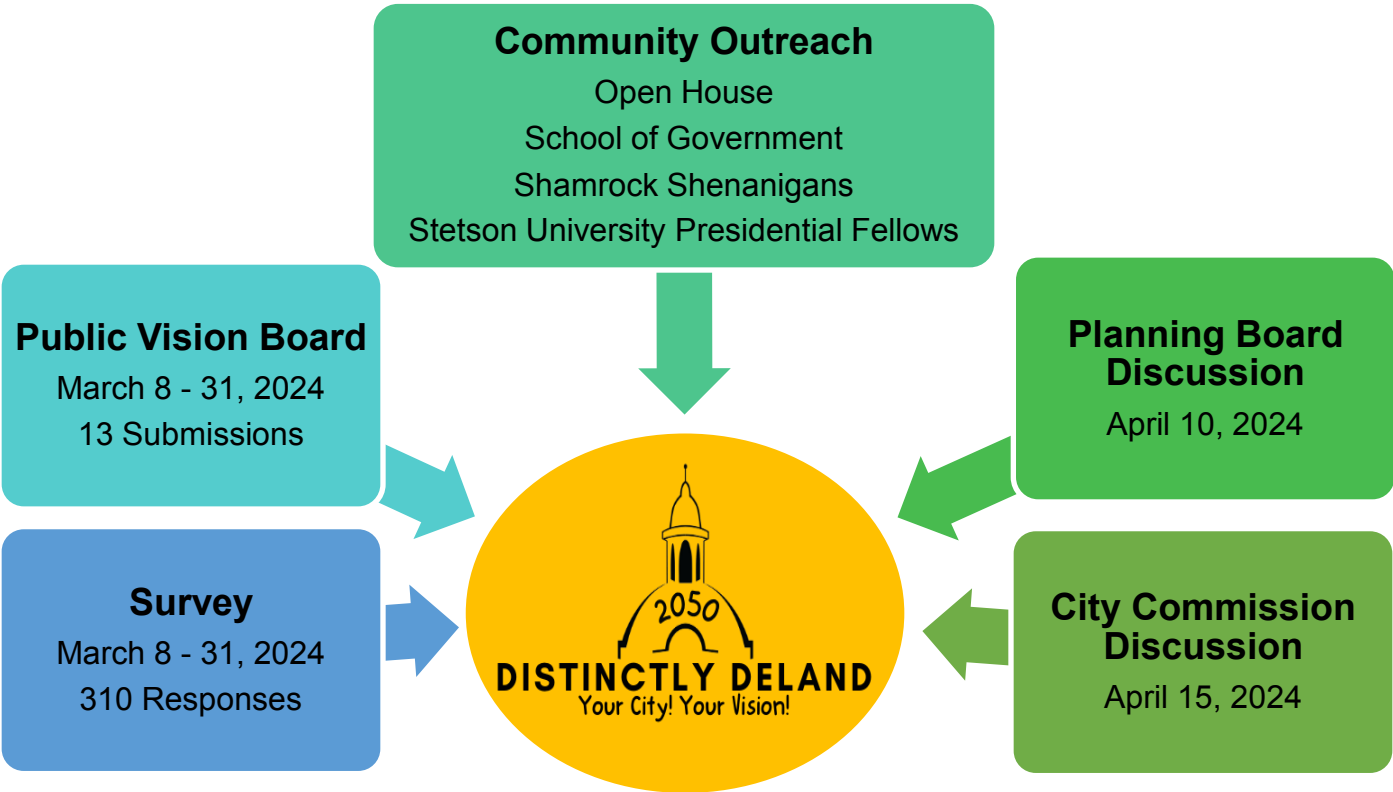
01 INTRODUCTION AND OVERVIEW

Photo Credit: The Canovas Photography

This 2024 Vision Plan update includes:

- Revisions & updates to the maps;
- Strategies to develop five (5) nodes - East, West, South, North, & Downtown;
- Demographic information;
- Addition of Economic Development and Placemaking goals and strategies;
- Expand the housing goals to include missing-middle housing options;
- Charts and graphs and;
- Streamline and simplify the language to provide a more user-friendly document.

*The previous 2050 Vision & updates are available in the appendix section of this document.





01 INTRODUCTION AND OVERVIEW

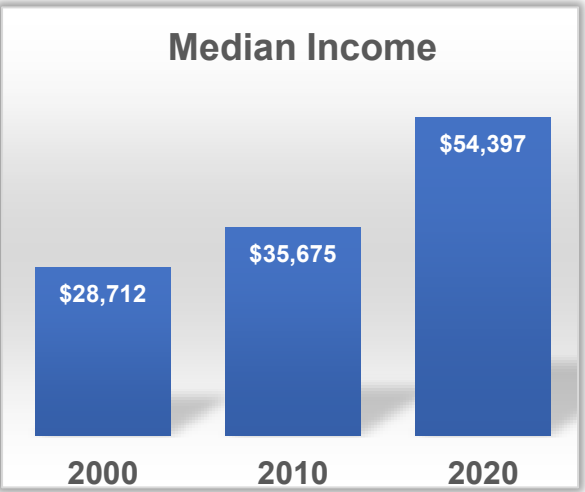
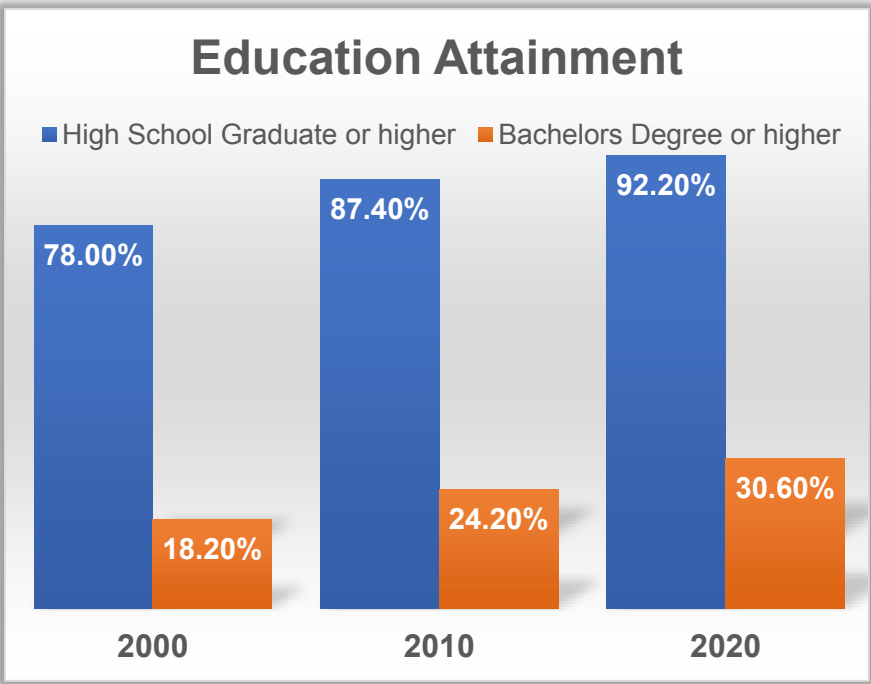
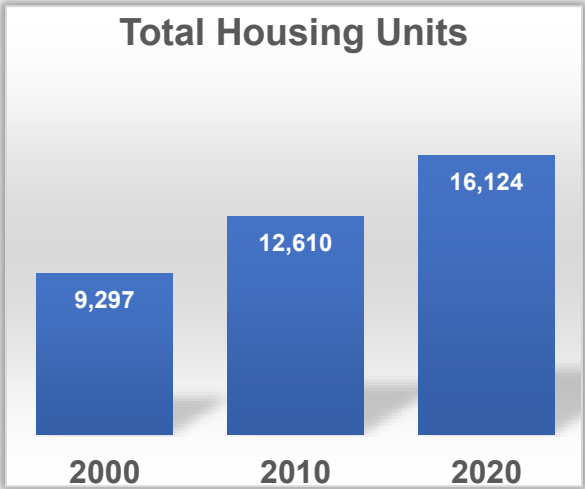
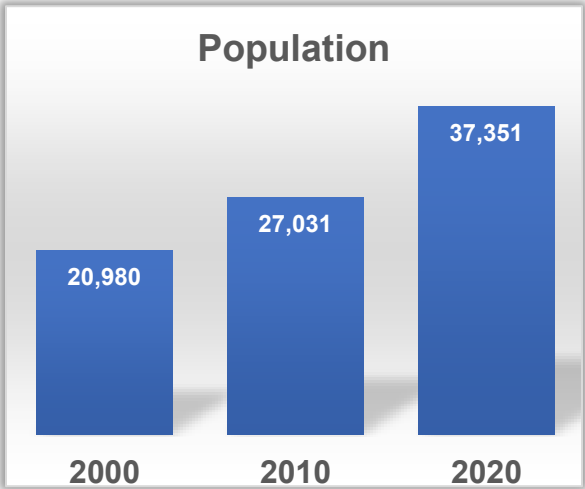
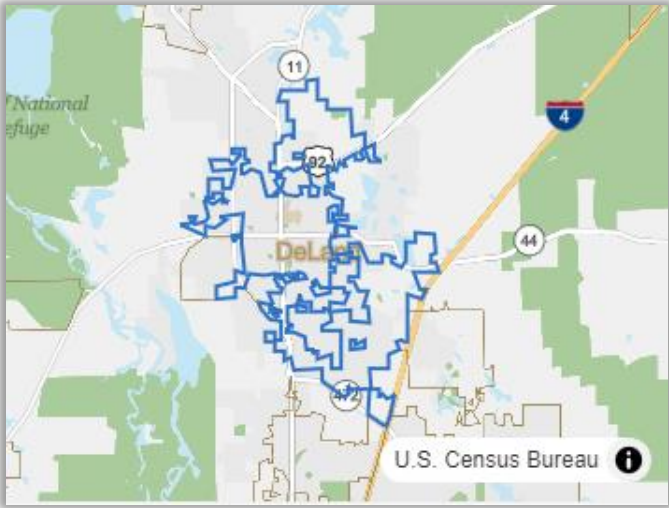
Photo Credit: The Canovas Photography

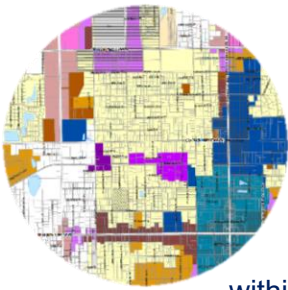
Where are we now?

To provide a snapshot of DeLand's growth, demographic, housing and economic conditions are provided below.

From 2000 to 2020, DeLand's population grew by 16,371 and the number of housing units increased by 6,827 units and the median income increased by \$25,685.

Data Sources: 2000 Decennial Census, 2010 Decennial Census, 2010: ACS 5-Year Estimates, 2020 Decennial Census & 2020: ACS 5-Year Estimates





DeLand 2050 Land Use

The 2050 Vision Land Use map includes two different areas. One area identifies land within the City's municipal boundary, and the second area identifies outside the City's boundary within the Utility Service area boundary.

To guide land use decisions, updates to the Land Development Regulations should:

- Include Smart Growth Principles and create predictable, flexible regulations with clear criteria, performance standards, and options for creative solutions.
- Develop a plan for enclave annexations to “square off” the City's boundaries.
- Add standards to encourage new developments to include complete streets and create walkable communities.
- Explore opportunities to “right-size” parking requirements in the core downtown and suburban areas.
- Encourage connectivity throughout new developments and prioritize connectivity to adjacent neighborhoods, trails, and parks.
- Encourage a grid pattern to reduce traffic impacts; cul-de-sacs should be discouraged.
- Provide options for missing middle housing, small lot, and executive housing.
- Include hybrid and form-based code language and performance standards for various areas throughout the City.
- Expand recreation opportunities (public & private) and encourage new development to preserve natural areas and open spaces through clustered development.

DeLand 2050 Land Use Map

The DeLand 2050 Land Use Map contains four broad categories that provide for different densities and types of development. There are also five overlays that indicate certain areas for specific types of mixed-use development with specific functions. The categories cover large expanses and will ultimately be broken down into subarea or neighborhood plans that display specific uses and reflect the intent of the specific category or overlay.

To guide growth in the City, the DeLand 2050 Land Use Map has been updated to include:

- The Utility Service Area (USA) boundary (2022)
- Additional areas that have been identified as *Public Conservation Lands*
- Expansion of the *Traditional City Center Special District*, to incorporate the main core downtown area
- Additional *Activity Centers* located throughout the City
- Creation of a combined *Activity Center/Employment Center*
- Addition and deletion of *Mixed-Use/Redevelopment Areas* throughout the City



02

LAND USE

DeLand 2050 Map Categories:

Category 1 (Yellow) – Retains the existing zoning in place, and may allow increases in density if a project conforms to specific criteria.

Such criteria may include: appropriate location, retain over 30% open space, protection of existing uses, availability of existing infrastructure (without expansion or extensions), no irrigation allowed, contributes to sustainability, and increases economic opportunities (not residential).

Category 2 (Orange) – Urban core area where the majority of the new growth will take place.

This boundary corresponds to the boundary of the Greater DeLand Area (GDA). Since the 1970's, the GDA was slated to be served with urban services. This category also includes the southeast area to I-4, which encompasses Victoria Park.

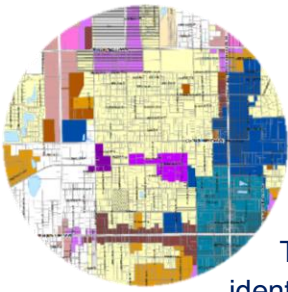
Category 3 (Pink) – Transit Oriented Development (TOD)/Redevelopment areas have been placed along several roadways and the area between the commuter rail station and downtown.

A TOD is an area that will encourage higher density and a mixture of uses, in order to make a transit system more efficient for the DeLand area. These areas will see a transition from the current development pattern to a more transit friendly pattern, over time.

Category 4 (Green) – Public Conservation Land designates areas that are currently under public ownership in conservation easements.

Potential Commuter Rail & Rail Spur (Blue dotted line) - The new SunRail station at the DeLand Amtrak station will create opportunities for new transit-oriented development and possible mixed-use redevelopment around the existing rail spur and adjacent areas. These will most likely be mixed-use developments with commercial, employment, office, and residential uses.

DeLand Utility Service Area (Brown boundary) - The geographic area where the City of DeLand is the water, sewer, reclaimed water provider. This area is also the potential annexation boundary through Covenant to Support Annexation.



DeLand 2050 Map Overlays

There are five (5) overlays and one (1) special district, denoted on the following map. These identify a general area rather than a site-specific location.

Overlay 1 – Employment Center (*Blue Circle*)

Emphasizes business or industrial uses, rather than residential. Criteria should be developed to protect business development and restrict incompatible residential uses.

Overlay 2 – Activity Center (*Red Circle*)

Emphasizes an intensive mix of uses that are compatible with and include residential. These centers will become the major commercial areas.

Overlay 3 – Employment/Activity Center (*Purple Circle*)

Emphasizes a mix of characteristics from both the Activity and Employment Centers, allowing for a variety of uses including residential, commercial, employment, and office. Criteria and performance standards should be developed to ensure that these areas develop in a cohesive development pattern with an emphasis on compatibility, walkability, and connectivity.

Overlay 4 – Mixed-Use/Redevelopment Areas (*Red Asterisk*)

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

Overlay 5 – Special District (*Purple shaded area*)

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

Traditional City Center Special District (*Teal Square*)

This area represents the downtown and the surrounding support areas and is expected to grow and transform as the downtown expands. Policies, standards, and criteria will be developed to allow new growth and development while protecting the existing character of the downtown. Infill and redevelopment standards along with a subarea plan should be developed to ensure this area grows to support the existing MainStreet DeLand businesses.

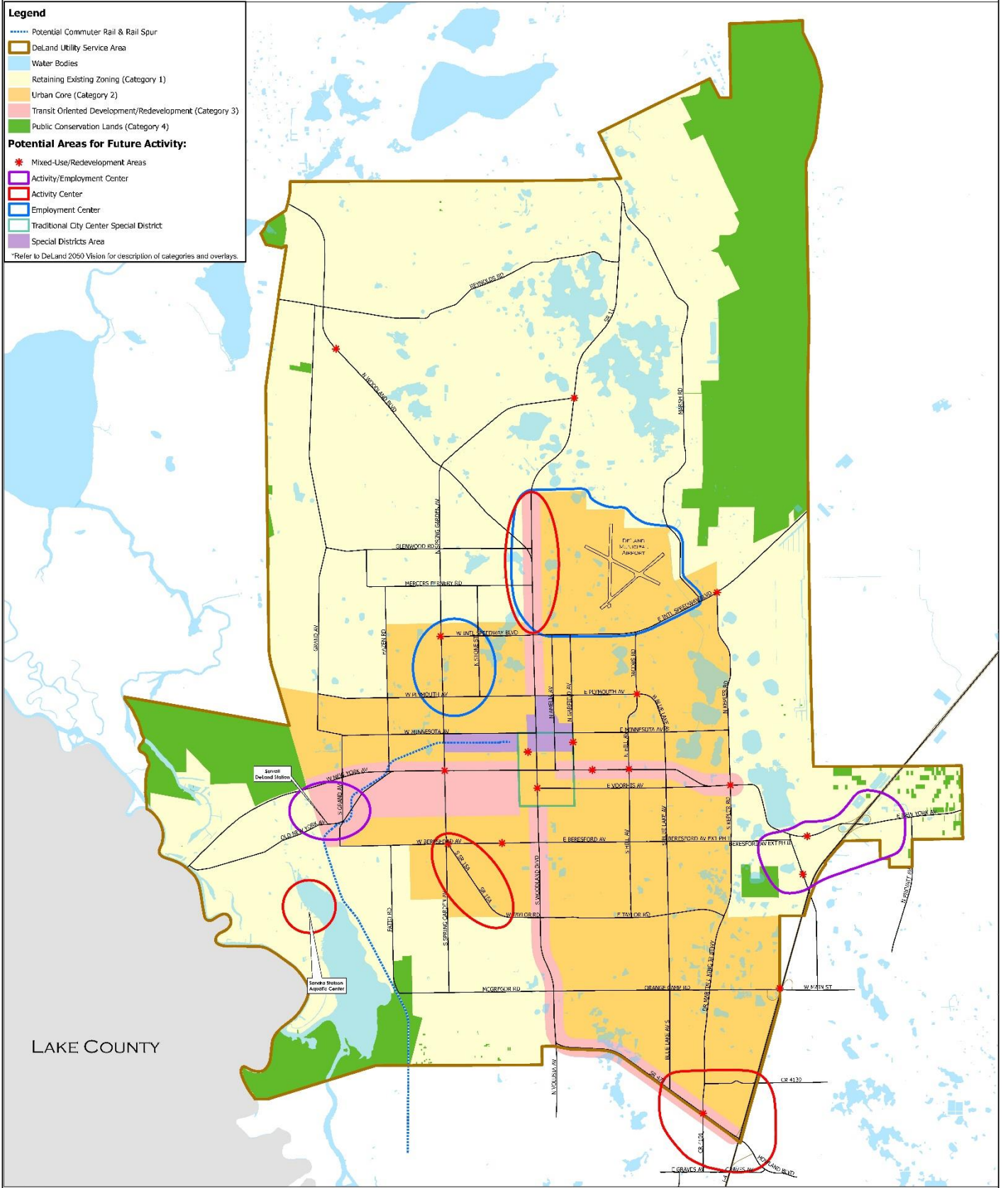
DeLand 2050

Guiding DeLand to Sustainability



Legend

- Potential Commuter Rail & Rail Spur
 - DeLand Utility Service Area
 - Water Bodies
 - Retaining Existing Zoning (Category 1)
 - Urban Core (Category 2)
 - Transit Oriented Development/Redevelopment (Category 3)
 - Public Conservation Lands (Category 4)
- Potential Areas for Future Activity:**
- * Mixed-Use/Redevelopment Areas
 - Activity/Employment Center
 - Activity Center
 - Employment Center
 - Traditional City Center Special District
 - Special Districts Area
- *Refer to DeLand 2050 Vision for description of categories and overlays.



LAKE COUNTY

2050 Land Use Map



12,800





Environmental Resources

A second map illustrates areas that contain environmentally-sensitive lands and special habitats. Any new development in these areas will be reviewed to ensure that protection of the natural resources will be addressed. The lands identified on the environmental resources map contain features that are already protected by regulations that should remain in place and possibly be expanded to provide additional criteria for development adjacent to these areas for added protection.

Some properties on this map are used for agricultural purposes, however, not all areas under agricultural production are included. The map is intended to show that agricultural uses are included and encouraged to remain as part of the City's vision, especially in the outlying areas. As plans are developed in areas identified on the environmental resources map, policies will be developed to address how the resources will be protected.

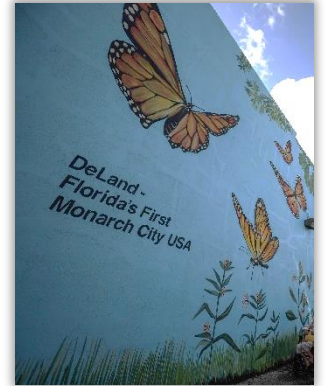
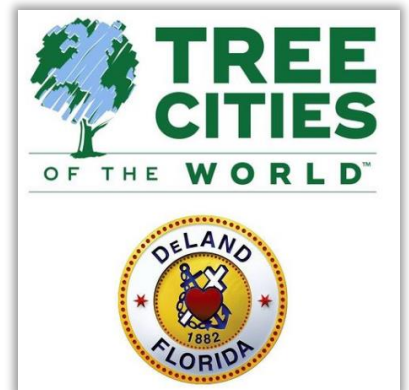


Photo Credit: The Daytona Beach News Journal

The following environmental vision statements provide guidance for future Comprehensive Plan policies and new Land Development Regulations:

- Protect the natural environment through sustainable development practices.
- Maintain "Tree Cities of the World" and "Monarch City USA" designations.
- Establish strategies to meet the Race to Zero campaign goals by 2030.
- Encourage sustainable building practices at the DeLand Municipal Airport and throughout the City.
- Encourage new developments to connect to parks, trails, wildlife corridors to enhance existing trails (Heritage Trail, River to Sea, and the Charles Paiva Greenway)
- Revise the City's stormwater regulations to include low-impact design standards, enhanced water quality performance measures, and updated criteria.



Generalized Environmental Resources Map

Minor updates were made to the map capturing:

- The new DeLand Utility Service Boundary
- Additional areas that have been identified as conservation land or possible conservation/sensitive lands

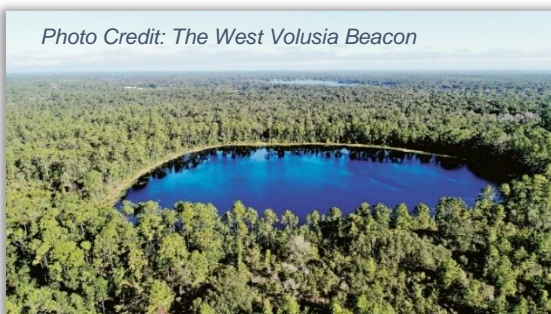


Photo Credit: The West Volusia Beacon

Lake Moore, City acquired 128 Acres of property for preservation



04 TRANSPORTATION

Transportation Plan

Several modes of transportation are needed throughout the City in order to meet the needs of the City residents. Although automobile usage will continue as a primary means of transportation, the 2050 Vision focuses on multi-modal transportation and complete streets. In order to meet the growing transportation demands, the following concepts are encouraged:

- Continue to work with Volusia County to create TOD standards and create a subarea plan for development around the SunRail station.
- Encourage a grid pattern to distribute traffic impacts and encourage connectivity; cul-de-sacs should be avoided
- Encourage density and infill development to support the Intermodal Transportation Facility
- Continue to work with River to Sea TPO and actively pursue grant opportunities for trail and road improvement projects.
- Explore opportunities to utilize and promote VoRide, Votran's on-demand mobility service.
- Encourage multi-modal trail connections to downtown and surrounding neighborhoods and employment centers and the SunRail station.
- Encourage a variety of housing types, businesses, and employment opportunities around the SunRail station.
- Develop a city-wide, multi-modal transportation plan.

Photo Credit: WKMG ClickOrlando



Photo Credit: Borrelli + Partners

Transportation Plan Map

Minor updates were made to the transportation map since the previous 2050 Vision capturing:

- The new DeLand Utility Service Boundary
- Votran's reduced fixed-route, resulting from their new on-demand mobility service, Vo-Ride
- The newly developed DeLand SunRail station, located at the Amtrak station
- Removal of previous "possible new roads" that have since been developed
- Additional trails that have been developed






Header Photo & Photo above Credit: Florida Department of Transportation

Legend

-  County Boundary
-  DeLand Utility Service Area
-  Water Bodies
-  College/University Campus
-  Other Incorporated Areas
-  DeLand City Limits

Development Types:

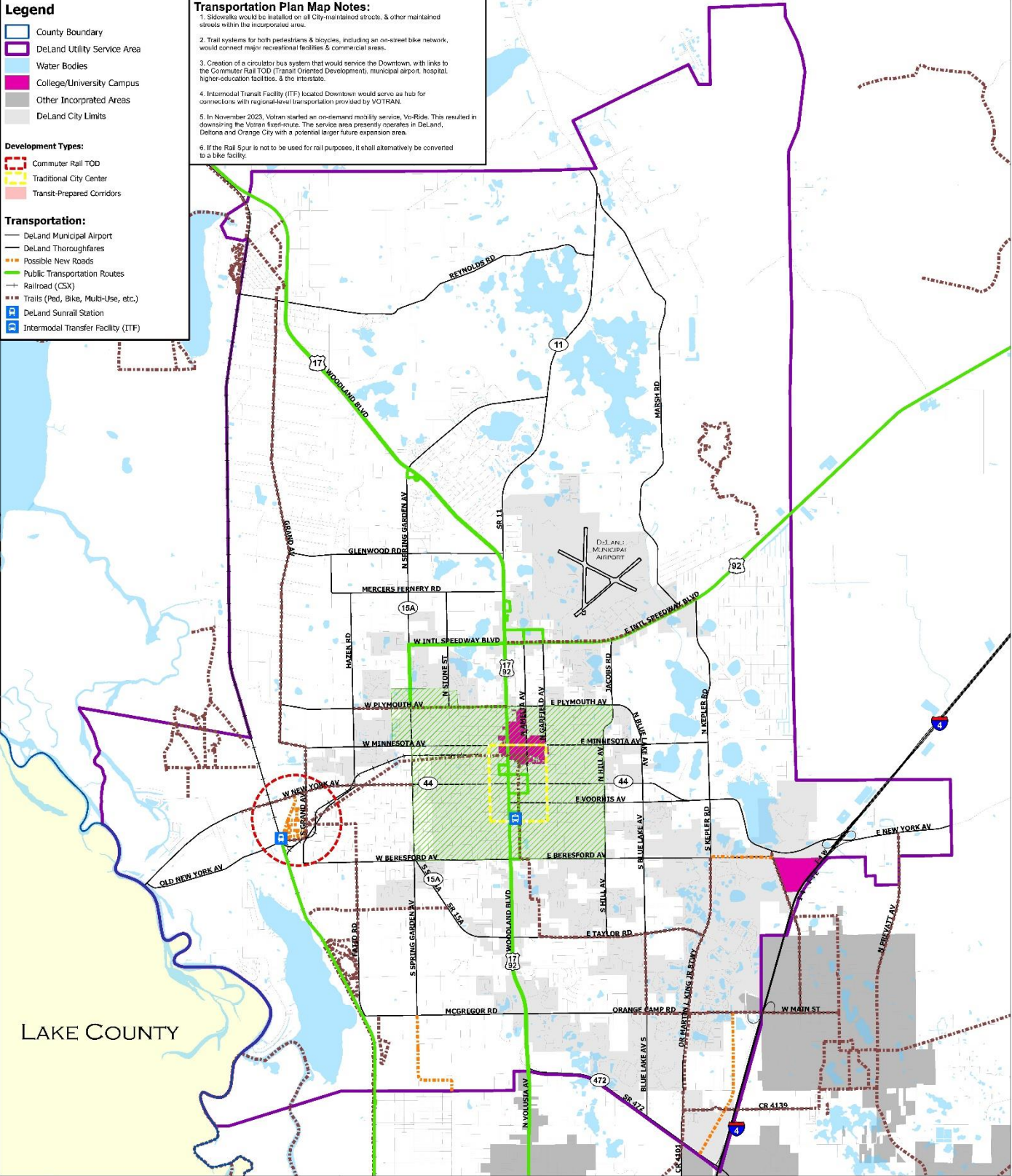
-  Commuter Rail TOD
-  Traditional City Center
-  Transit-Prepared Corridors

Transportation:

-  DeLand Municipal Airport
-  DeLand Thoroughfares
-  Possible New Roads
-  Public Transportation Routes
-  Railroad (CSX)
-  Trails (Ped, Bike, Multi-Use, etc.)
-  DeLand Sunrail Station
-  Intermodal Transfer Facility (ITF)

Transportation Plan Map Notes:

1. Sidewalks would be installed on all City-maintained streets, & other maintained streets within the incorporated area.
2. Trail systems for both pedestrians & bicycles, including an on-street bike network, would connect major recreational facilities & commercial areas.
3. Creation of a circulator bus system that would service the Downtown, with links to the Commuter Rail TOD (Transit Oriented Development), municipal airport, hospital, higher-education facilities, & the interstate.
4. Intermodal Transit Facility (ITF) located Downtown would serve as a hub for connections with regional-level transportation provided by VOITRAN.
5. In November 2023, Voltran started an on-demand mobility service, Vo-Ride. This resulted in downsizing the Voltran fixed-route. The service area presently operates in DeLand, Deltona and Orange City with a potential larger future expansion area.
6. If the Rail Spur is not to be used for rail purposes, it shall alternatively be converted to a bike facility.



LAKE COUNTY


This map is a visual representation of the City of DeLand's 2050 Vision Update. It is not intended to be used as a legal document. The City of DeLand is not responsible for any errors or omissions in this map. The City of DeLand is not responsible for any damages or liabilities arising from the use of this map. Prepared by: City of DeLand Planning Dept. May 2024

2050 Transportation Plan Map





05

HOUSING

Photo Credits: Houseplans.pro

Nationwide house and lot sizes have decreased, to accommodate the increased need for affordable housing options. These small format housing types will allow for water and resource conservation, preservation of open space, wildlife corridors, and provide opportunities for enhanced drainage and stormwater systems. The City will update the Land Development Regulations to include options for missing-middle housing, reduced lot sizes and small format housing.

Understanding the trend to provide a variety of housing types and include a full suite of housing options, the City will:

- Place a greater emphasis on building “types”, focusing on “missing middle” housing options such as duplexes, townhomes, small-sized apartment buildings, and live-work units in the City’s Urban Core.
- Provide standards in the Land Development Regulations to allow for a variety of housing types ranging from small-lot or small-format housing to larger, executive housing.
- Explore opportunities to promote the development of additional affordable housing options.
- Encourage cluster developments allowing for increased open space, tree protection, and wildlife corridors.
- Provide infill and redevelopment standards to encourage increased density in the Urban Core.
- Explore opportunities to “right-size” parking requirements for residential and commercial developments in the City’s Urban Core.



Photo Credit: Sustainable Connections



Photo Credit: Google Maps



06

PLACEMAKING

Placemaking refers to the process of building communities around meaningful places, reinventing public spaces as the heart of the community, and making great places that are memorable and vibrant. Throughout the 2050 Vision Update, one thing was clear – the vision for DeLand is to maintain the small-town feel. This feeling can be achieved through several placemaking strategies including:

- Enhancing neighborhood identity features and amenities to help create a sense of place.
- Strengthening open space connections to existing, surrounding residential and commercial developments.
- Exploring opportunities for new public spaces and plazas.
- Encouraging active commercial areas by allowing buildings to be built closer to the public sidewalk, provided the building entrances have additional windows and parking is located to the rear.
- Increasing opportunities for people to gather and mingle by allowing plazas and other similar areas to contribute to open space requirements.

To create these distinct areas around the City, the 2023 Strategic Plan encourages adopting a Nodal Strategy. With this 2050 Vision Plan Update, five (5) primary nodes are proposed. These nodes are distinct areas that each have their own sense of place. The North, South, East, and West nodes would complement the Downtown Node. These nodes will have their own subarea plans to ensure a sense-of-place is created in each.

Proposed Node Areas Map

A new map was created based on discussions with the City Commission, Planning Board, and the community regarding future growth and redevelopment in different areas of the City. The development of five nodes, allows for each node to expand on its own existing character and identity.

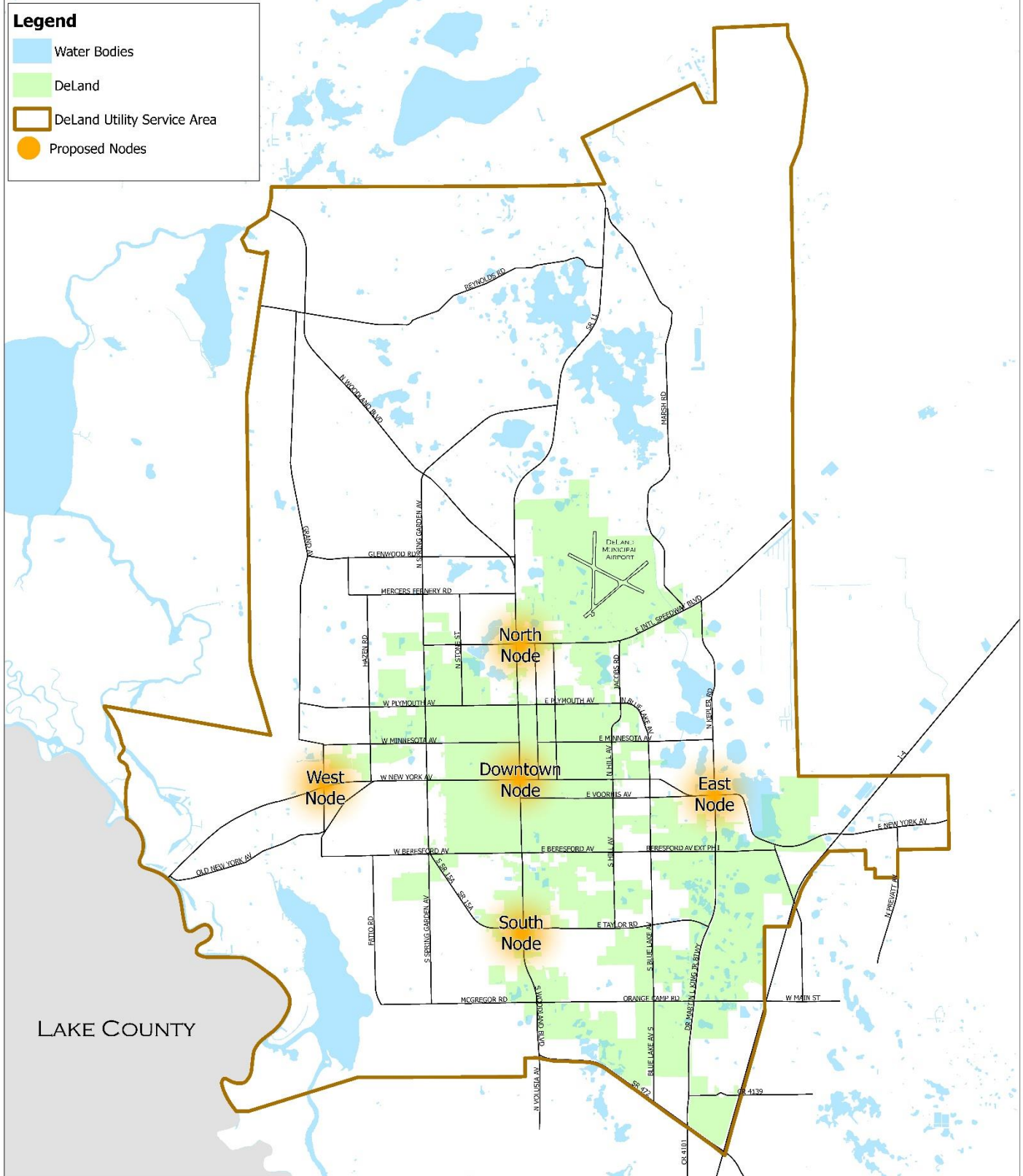
- **Downtown Node** – This is the MainStreet DeLand and downtown commercial area along with the surrounding support district. Development will enhance and complement Main Street businesses and preserve the sense of place and small-town feel.
- **South Node** – This is an established area with future redevelopment opportunities and for future service and highway commercial uses that support DeLand, surrounding Cities, and unincorporated areas of Volusia County.
- **East Node** – A unique development area that has experienced recent growth. This area has environmentally sensitive lands and future development should preserve and complement these lands.
- **West Node** – An up-and-coming development area, with a focus on transit-oriented and mixed-use development to support the newly developed SunRail station. Existing and future development should expand and enhance the public transportation system and provide access to multi-modal trails.
- **North Node** – A rapidly changing area with infill and redevelopment possibilities with easy access to the DeLand Airport and servicing a large area of rural unincorporated areas of Volusia County.

City of DeLand



Legend

- Water Bodies
- DeLand
- DeLand Utility Service Area
- Proposed Nodes



LAKE COUNTY

Proposed Node Areas 2050 Vision

Nodes are depicted as general areas, not to scale or geographical area



1:30,000



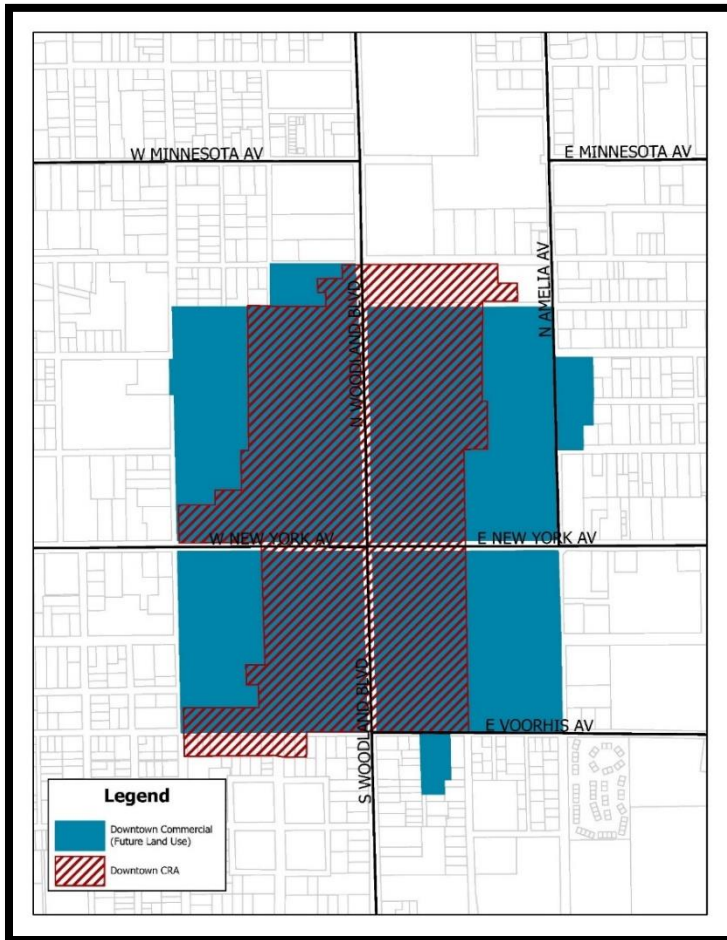
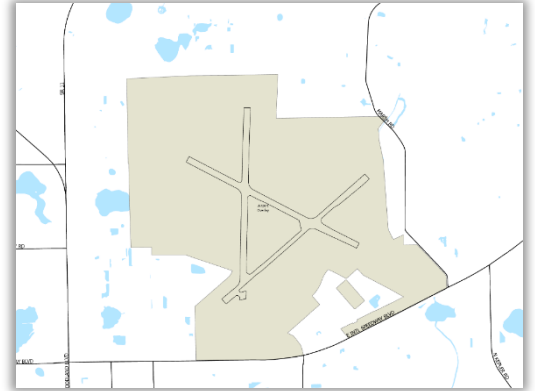
City of DeLand
Planning Department
2020



07 ECONOMIC DEVELOPMENT & MUNICIPAL AIRPORT

City of DeLand area is part of a large interconnected metropolitan region, these regional influences impact how DeLand will grow. Continuing to lead, interact and remain involved in the region is crucial as the City approaches 2050. Understanding this, the City will:

- Update the Airport Overlay district to include standards for enhanced entryways, guidelines for cohesive signage and branding, and criteria for airport perimeter landscaping and tree preservation areas rather than on-lot tree preservation, and cohesive signage and branding.
- Support opportunities to locate convenience-related commercial uses close to residential areas (depicted by the Mixed-Use Redevelopment Areas on the 2050 Land Use Map - Page 10)
- Support plans and programs to assist existing business expansion as well as new business development.
- Continue to work with the MainStreet DeLand Association, Team Volusia, DeLand Area Chamber of Commerce, Volusia County Government, and other strategic partners regarding regional development and incentive opportunities.
- Continue to reinvest in underserved areas as outlined in the City's two opportunity zones.
- Explore areas for redevelopment and update the Land Development Regulations to include infill & redevelopment standards.





08

DEFINITIONS

Photo Credit: Stetson University

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

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

Distinctive Neighborhoods - Communities or neighborhoods with a strong sense of place, that build on their unique history, identity and assets to foster community pride, and increase social interaction

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

Hybrid Based Codes - An adaptation to the use-based regulations with a newer, form-based approach. This approach balances these two types of development standards while uniquely focusing on a more predictable, outcome-based application process.

Joint Planning Agreements (JPA) – A written agreement or understanding between two local governments designated to facilitate planned growth for the region and community.

Land Development Regulations - Standards and principals adopted by the City of DeLand for the regulation of land development, and uses that implement the policies of the Comprehensive Plan and 2050 Vision Plan.

Low Impact Development Practices - Land planning, design, and construction practices that conserve and protect natural resource systems and reduce runoff and pollutants.

Missing-Middle - A type of housing that offers a variety of housing options, from small apartments to detached single-family homes, which are compatible in scale and form with detached single-family homes.

Multi-Modal Transportation District – An area that includes multiple modes of transportation, leading to a reduction in automobile use and vehicle miles traveled.

Nodal Strategy (Nodes) - Central or connecting points in a neighborhood that have a mix of residential, commercial, industrial and institutional uses and buildings.

Race-to-Zero - A friendly competition between municipalities to showcase methods for leading the way to carbon neutrality. The Florida Race to Zero is part of a global Race to Zero campaign to rally leadership and support from businesses, governments, and investors for a healthy, resilient and decarbonized economy.



08

DEFINITIONS

Smart Growth Principals - Planning, regulatory, and development practices and techniques founded upon and promoting the following principles: (1) using land resources more efficiently through compact building forms, infill development, and moderation in street and parking standards in order to lessen land consumption and preserve natural resources; (2) supporting the location of stores, offices, residences, schools, recreational spaces, and other public facilities within walking distance of each other in compact neighborhoods that are designed to provide alternative opportunities for earlier movement and interaction; (3) providing a variety of housing choices so that the young and old, single persons and families, and those of varying economic ability may find places to live; (4) supporting walking, cycling, and transit as attractive alternatives to driving, providing alternative routes that disperse, rather than concentrate, traffic congestion; and lowering traffic speeds in neighborhoods; (5) connecting infrastructure and development decisions to minimize future costs by creating neighborhoods where more people use existing services and facilities, and by integrating development and land use with transit routes and stations; and (6) improving the development review process and development standards so that developers are encouraged to apply the principles stated above.

SunRail – Central Florida’s name for the commuter rail network which, as of June of 2024, has a connection to the DeLand Station.

Sustainable Development Practice - Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend and meets the current needs without compromising future generations.

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

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

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



Photo Credit: The Canovas Photography

A. Distinctly DeLand 2050 (2024 Update)

1. Community Outreach/Public engagement (Photos from community outreach events and materials)
2. Survey Questions
3. Vision Board Results
4. City Commission & Planning Board workshops
5. Resolution from City Commission

B. DeLand 2050 (2011 Update)

C. DeLand 2050 (2023 Update)