



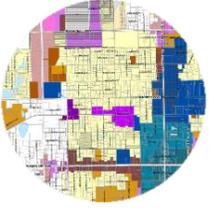
Chapter 1

Future Land Use Element

CHAPTER 1

FUTURE LAND USE ELEMENT

Future Land Use Categories and Goals, Objectives, and Policies



INTRODUCTION

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

VISION PLAN

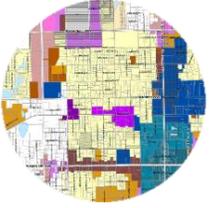
In July 2024, the 2050 Vision Plan was approved by the City Commission to be used as a guide when amending the Comprehensive Plan in relation to land use and transportation decisions. All amendments subsequent to this date will be prepared and reviewed with the vision in mind to ensure that the City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

FUTURE LAND USE DESIGNATIONS

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

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

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



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

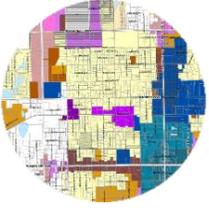
Non-Residential Density - This variable is a measure of land use intensity, which is computed by multiplying the floor area ratio (FAR) allowed by the total gross area of the nonresidential parcel.

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

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

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

The following pages provide a description of each land use designation. In addition, the general type of development that would be allowed within each category is provided, along with a discussion of policy guidelines.



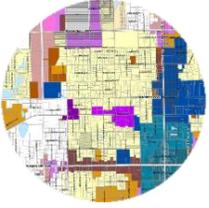
AGRICULTURAL CONSERVATION DESIGNATION

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

General Type

- of Development:**
- o Single Family Detached
 - o Pasture Land
 - o Farms/Ferrieries
 - o General Agriculture
 - o Conservation

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



URBAN LOW INTENSITY (ULI) DESIGNATION

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

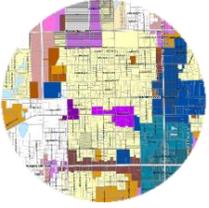
General Type

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

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

In order to be considered compatible, the commercial development should reflect comparable traffic generation; similar traffic patterns; building scale; landscaping and open space; and buffers.

Due to the nature of some of the commercial uses, additional landscaping and visual screening shall be provided through the PD process, when adjacent to low density residential, in order to preserve the character of the neighborhood. High-intensive commercial use shall be reserved to areas designated for Business Retail or Highway Commercial.



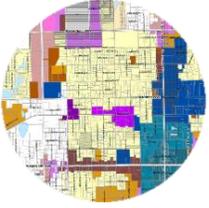
Neighborhood Convenience Center (NCC):

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

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

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

Mixed-use developments consisting of residential and low-intensity commercial may be permitted through the PD process. Overall residential density for the development is not to exceed the specified range for this land use designation. Non-residential building square footages for the development may not exceed the amounts allowed for NCC's. However, total Gross Leasable Area may be increased to 7,840 square feet per acre. Total development size is not to exceed 5 acres in area.



TRANSITIONAL RESIDENTIAL DEVELOPMENT (TRD) DESIGNATION

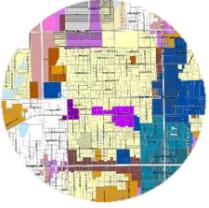
Description: The Transitional Residential Development (TRD) Designation is intended for areas with lower density residential development, with a maximum gross density of up to 2.0 dwelling units per acre. The TRD designation is intended to provide a transition between existing low density residential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

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

General Type

- of Development:**
- o Single-Family Residential
 - o Cluster Development
 - o 2, 3, and 4 Family Development

Policy Guidelines: The TRD Designation is intended to provide a larger-lot development options to allow for a gradual transition between existing agricultural and large-lot development areas within the unincorporated areas of the County and the perimeter of the City boundaries. This designation will allow another option for lower density residential within the City, encourage a



more clustered development pattern to preserve a greater amount of open space and natural area and minimize disruption to existing natural habitat.

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

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

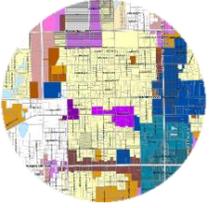
Density Bonus: Development within the TRD Designation area may increase the maximum density of 2.0 dwelling units per acre by up to 25% (2.5 dwelling units per acre), provided all of the following criteria are met:

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

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

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

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



LOW DENSITY RESIDENTIAL DESIGNATION

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

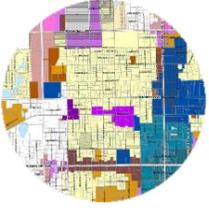
General Type

of Development:

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

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

Recreational facilities as accessory to residential uses, such as pools, tennis courts and golf courses may be allowed upon receiving approval as a Planned Development.



MEDIUM DENSITY RESIDENTIAL DESIGNATION

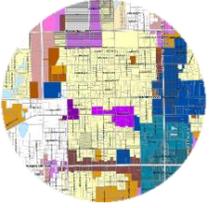
Description: Medium Density residential designation allows detached and attached moderate density housing types. Maximum density for this land use category shall be 12 dwelling units per gross acre.

General Type

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

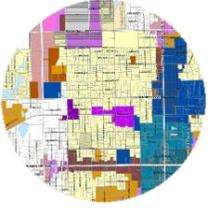
Policy Guidelines: This land use should serve as a transitional area between nonresidential or high-density residential and low-density residential land uses. Medium density subdivision shall be encouraged to provide recreation and open space through the clustering of dwelling units. Adequate safe access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

Mixed-use developments give residents the opportunity to live near the places where they work and shop. They also provide close proximity to



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

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HIGH DENSITY RESIDENTIAL DESIGNATION

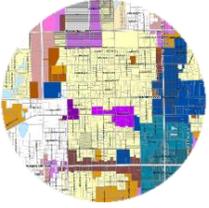
Description: The High-Density residential designation allows attached multi-unit residential development, with a maximum density up to 16 dwelling units per gross acre.

General Type

of Development:

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

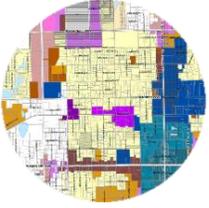
Policy Guidelines: This land use shall act as a buffer between lower density uses and nonresidential uses. High-density residential development should be located in proximity to major transportation facilities and utility trunk lines. In addition, it is desirable that high-density residential areas have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



pedestrian walkways shall be required, as per guidelines established in the Land Development Regulations.

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

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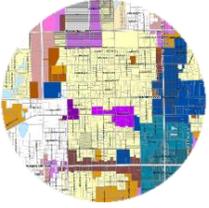
MIXED OFFICE/RESIDENTIAL DESIGNATION

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

General Type

- of Development:**
- o Residential
 - o Professional/general office
 - o Medical/dental offices and clinics
 - o Professional services
 - o Institutional uses

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



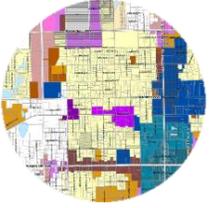
MIXED COMMERCIAL DESIGNATION

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

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

General Type

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

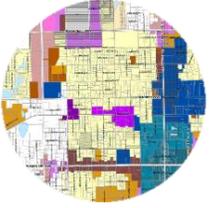


presents the general characteristics of neighborhood shopping centers.

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

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

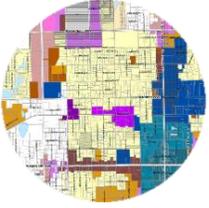
Neighborhood commercial areas are frequently located in older areas of the city and may be comprised of a mixture of both residential and nonresidential land uses. Functionally, they tend to serve adjacent residential areas of varying sizes. Although some retail, service, or office land uses may serve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



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

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

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BUSINESS RETAIL DESIGNATION

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

General Type

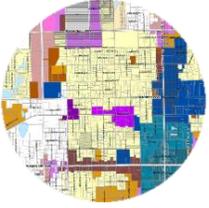
- of Development:**
- o Retail Sales and Services
 - o Office
 - o Restaurant
 - o Shopping Centers
 - o Hotel/motel

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

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

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

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

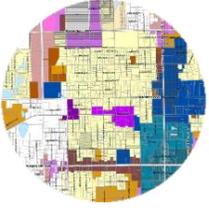


HIGHWAY COMMERCIAL DESIGNATION

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

General Type

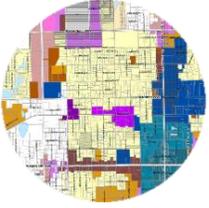
- of Development:**
- o Multifamily residential development up to 16 DU/A
 - o Office complexes
 - o High schools
 - o Neighborhood Convenience - goods which are needed immediately and often, and which are purchased where it is most convenient to the shopper. General characteristics include: 3,000 to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



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

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

Policy Guidelines: The areas designated as Downtown Commercial and the Mixed Commercial tend to be located in the central portion and/or older developed areas of the city. Whereas, areas designated as Highway Commercial tend to be located in the outlying or newly developed areas of the city. They

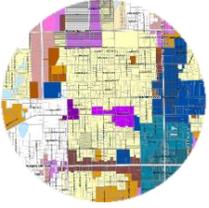


serve a variety of residential, office and commercial needs and are oriented toward land uses which have regional or sub-regional market areas.

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

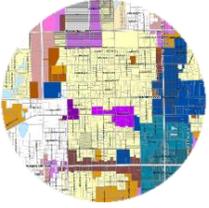
Neighborhood convenience centers shall be located within easy walking distance of residents in the trade area, and where they will be compatible with the character of the surrounding area without disruption of said areas. Neighborhood shopping centers shall be located at the intersection of thoroughfares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

Community shopping centers and regional shopping centers are typically located at the intersection of, or in close proximity to, two or more major arterials. They serve a market area of the City of DeLand and West Volusia County. Intensified development is encouraged in this area to promote clustering and discourage linear development along collector and arterial level roadways. Concentrating and clustering of such developments permits a more energy- and cost-effective delivery of services. Ingress and egress shall be properly designed to avoid undue traffic hazards or congestion, and adequate transportation facility capacity should be provided. Landscape buffering and open space area are required regardless of adjacent use.



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

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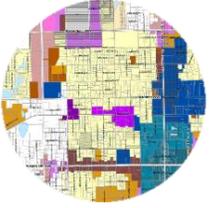
DOWNTOWN COMMERCIAL DESIGNATION

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

General Type

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

Policy Guidelines: Land uses shall be mixed whenever possible to provide diversity. Major categories should include institutional/governmental office, commercial and retail, cultural, and residential. New developments shall be coordinated, even among separate developers, in order to develop a site/structure unity. In general, retail commercial uses shall be encouraged on the ground floors that front on to streets. Offices and residential should be encouraged to locate above the active ground floor. Uses on the boundary of the downtown district shall be compatible with adjacent uses, and shall be developed in a manner which complements each other. Other

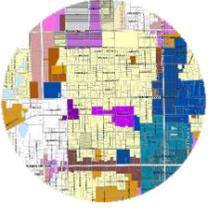


plans and principles regarding circulation, public services, and open space/landscape of the Downtown Development Plan shall be utilized as policy guidelines for the downtown.

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

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

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INDUSTRIAL/WAREHOUSE DESIGNATION

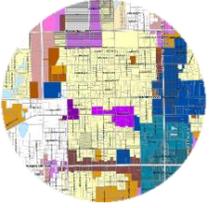
Description: The Industrial/Warehouse land use designation shall be assigned to specific areas in which the City proposes to accommodate and promote wholesale distribution, storage, light manufacturing, and retail and service land uses. Maximum coverage of impervious surface shall not exceed 70%.

General Type

of Development:

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

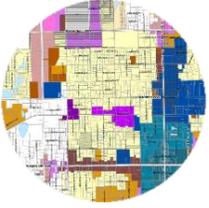
Policy Guidelines: The uses allowed in this land use category shall be limited to, but not necessarily include, the following: industrial uses; research and development; wholesale and distribution; business and repair services; warehousing and storage; transportation, communication and utility facilities; retail sales of home improvement goods, tools, machinery, and the like; trade and industrial schools; flea markets; recreational vehicle parks; outdoor recreational uses; temporary amusements and events; governmental offices and facilities; contractors trade offices; offices and banks which primarily serve the other uses permitted in this designation; retail and services which are accessory to the above uses; and retail and services which are not compatible with other land use designations. Retail and service land uses will be limited to a maximum of 30% of the total acreage of the Industrial/Warehouse land use designation.



Traffic from these uses shall not be directed through residential areas. Certain incompatible land uses are not to be located adjacent to existing or proposed industrial areas. Industrial sites shall be located within reasonable commuting distance of residential areas. Industrial sites shall be easily accessible to the form of transportation most efficient for its product type, including major collectors and arterials, rail, and airports. Operations shall not produce noxious effects or hazardous wastes. Distribution and warehouse are to be located on arterials and have fast and easy access to transportation facilities.

Extensive landscape buffering sufficient to mitigate nuisance and hazards is required between uses permitted in the industrial/warehouse designation and uses permitted in other land use designations, and where such land uses abut residential land uses; or collector or arterial roadways. Within the industrial/warehouse designation, minimal landscape buffering shall be required. Expansions of existing industrial use should be stringently evaluated for impacts upon the surrounding land use.

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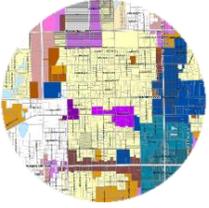
RAIL SPUR COMMERCIAL DESIGNATION

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

General Type

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

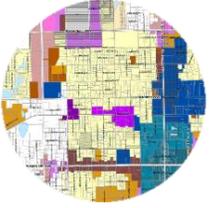
Policy Guidelines: The Rail Spur Commercial Land Use Designation is unique in that it involves an area of existing warehouse commercial uses, which is totally surrounded by a residential development. Within this land use designation, primary concern focuses on the ability of businesses to continue to operate, while minimizing their impact upon adjacent residential development. Original zoning districts did not adequately address the uniqueness of this area. Therefore, a new zoning district was created which specifically addresses the types of uses permitted within the land use designation; noise buffering; visual screening and aesthetics; restrictions regarding heavy truck traffic; and other factors. Maximum impervious coverage is limited



to 60% of the area of the site. Light manufacturing shall be limited to uses which are appropriate to the district in terms of location, environmental considerations, and other factors.

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

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REDEVELOPMENT DESIGNATION

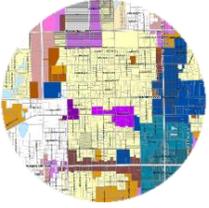
Description: The Redevelopment land use designation is designed to promote infill development, the reuse of existing commercial developments, and the redevelopment of declining, existing commercially-designated areas within the central portion of the City, but outside of the Downtown Commercial District.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

General Type

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

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

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



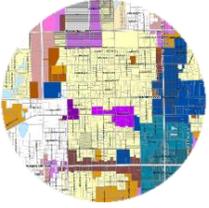
ACTIVITY CENTER DESIGNATION

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

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

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

Activity Centers generally should contain limited amounts of retail-type commercial development. The area closest to the interstate is a high-

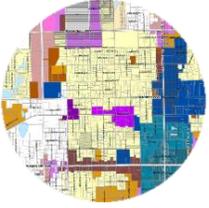


visibility area that should be designed in a manner that utilizes the interchange to its best advantage. More extensive retail commercial uses may be permitted if these uses are consistent with the City's economic development strategies.

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

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

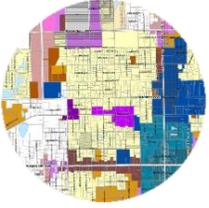
The description of the Southwest Activity Center and its Goals, Objectives and Policies are contained in the Local Plan section at the end of this element.



NEW COMMUNITY DEVELOPMENT DESIGNATION

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

New Community Developments will typically be planned and initiated by the private sector, where one or more property owners have created a large enough land mass within the City. These areas will merit planning review on a larger and more comprehensive scale. A minimum of 800 acres and qualification as a Development of Regional Impact (DRI) under Chapter 380 F.S. is required for application of this land use designation. All New Community Development applications will incorporate a development phasing schedule consistent with the requirements of Chapter 380 F.S. is A land use amendment for this New Community Development may require a



determination of whether or not additional amendments are necessary to other Comprehensive Plan Elements.

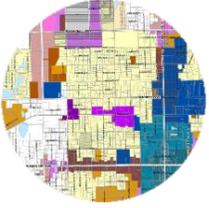
Because of the concentration of various land uses and the integration of environmental concerns as a priority of New Community Development, the City will engage in a collaborative planning process with the developer, in order to holistically address varying community needs in a flexible, yet systematic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

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

LAND USES PERMITTED

Land uses permitted within New Community Development are:

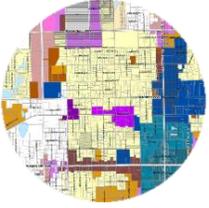
- a. Residential Single-Family (low and medium density)
- b. Residential Multi-Family (high density)
- c. Village Center (commercial, retail, office, institutional, recreation, and residential)



- d. Workplace (High Tech Industrial; commercial uses that are subordinate to and support a workplace environment; hotel and office together with appropriate supporting uses including, but not limited to, office support facilities, restaurants, day care, and uses similar to and compatible with the permitted uses.)
- e. Institutional (schools, governmental, etc.)
- f. Recreation (public and private; passive and active)
- g. Ecological Preservation and Enhancement

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

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

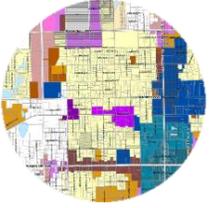


Development will be permitted within New Community Development districts consistent with the land use designation set forth above. It is the intent of the City to maximize the attributes of size resulting from large-scale planned communities and within these districts allow the development of a mix of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

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

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

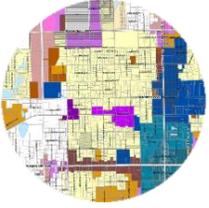
For this purpose, gross acre shall mean all acres described in and subjected to Development Order issued pursuant to the Application for Development Approval (ADA).



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

GUIDELINE 1.

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

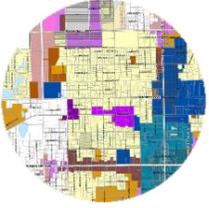


neighborhoods and community amenities. New Community Development road standards shall not apply to county or state owned or maintained roads.

GUIDELINE 2.

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

USE	MINIMUM	MAXIMUM
Residential	25%	40%
Office	10%	25%
Commercial Retail and Services	20%	50%
Overall Business	30%	60%
Public and Civic	10%	No Maximum
Public Parks and Open Space	5%	No Maximum



The incorporation of these uses within a Village Center is not intended to, and will not preclude, public/civil facilities and public parks within the Village Center.

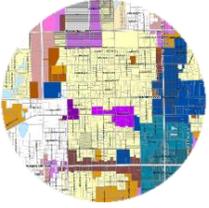
In addition to the foregoing, Village Center within NCD designated development should encourage development of a neighborhood grocery store to serve residents within NCD development. As a guide to determine the appropriate size of a target neighborhood grocery store, a standard of 10 square feet per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

GUIDELINE 3.

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

GUIDELINE 4.

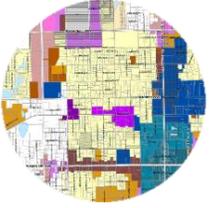
Institutional uses (i.e. churches, meeting halls, libraries, schools and other public buildings) shall be allowed in all sections of the community, and are not specifically restricted to the Village Center or areas devoted to workplace functions. The ultimate placement of these facilities will be site-specific in each instance and will be determined by a variety of constraints,



including access to major arterial and secondary roads, and appropriate design guidelines.

GUIDELINE 5.

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



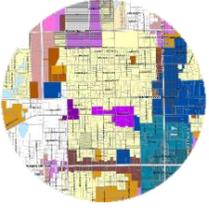
encouraged. Where continuous open space connections between community elements are not possible, then bicycle and pedestrian paths shall be used to connect major elements of the open space network. Golf courses may be included in the mix of community recreational offerings and may be either public, semi-private or private.

GUIDELINE 6.

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

GUIDELINE 7.

If specific urban design standards and land use designations are not adopted as part of a Planned Development (PD) district (See City of DeLand Land Development Regulations (LDR's) s33.01-33.151, hereinafter LDR's) to guide development of the lands designated NCD, then the City's existing site design and development standards as set forth in the City's LDR's shall control development within the areas designated as New Community Development. The PD zoning designation shall be adopted prior to commencement of development and shall include guidelines that reflect intended land uses and open space principles that are consistent with the Guideline set forth here. The PD zoning and the corresponding Development Plan Report shall set forth the capacity for development inside

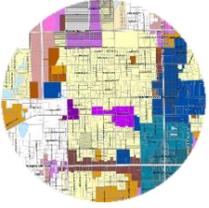


the areas designated as NCD on a site-specific basis and in conformity with the limitations described herein. In addition to the maximum base amount of any specific land use category described herein and in the Development Plan Report, development capacity may be altered but may not exceed that which is set forth herein.

GUIDELINE 8.

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

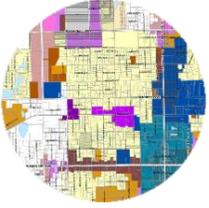
In appropriate circumstances, deviations from established LDR’s affecting these same areas will be allowed; it being the intention of the City to encourage creative planning and land use management techniques consistent with effective control and administration of the natural environment during and after the development process has concluded. However, in all events the SMMP shall conform to the Minimum Standard for Environmental Protection as set forth in F.S. 380. To the extent a Federal and/or State agency requires permits to impact any ecological resource within an NCD District (i.e. the St. Johns River Water Management District



pursuant to Chapter 403 F.S. and the implementing regulation and rules of the District found at 40C-4001 and s40C-42.011 et. Seq. Fla. Adm. Code and/or the U.S. Army Corps of Engineers pursuant to U.S.C. s1344 et.seq. and 16 U.S.C. ss1536 and 1539 et.seq), the City will defer to the requirements of the same, but the City will reserve the right to review such regulatory outcomes and determine whether or not such outcomes are substantially consistent with Guidelines enumerated here. The SMMP shall be approved by the City in conjunction with the PD zoning request.

GUIDELINE 9.

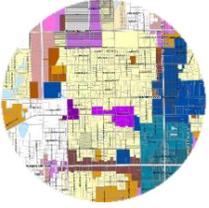
If, after applying the student demand/student availability criteria used by the Volusia County School Board (School Board), it is determined that there is a school availability shortfall which is caused by or attributable to the NCD development, then the NCD shall provide for a school site(s) within the boundaries of the NCD consistent with the school site and location criteria determined by the School Board. The location of each proposed school site shall be included in the master plan of the NCD upon submission for ADA review, unless other arrangements have been agreed upon in separate negotiations between the School Board and the developer. Additionally, each school site should attempt to co-locate with park facilities and other public open space, as well as civic facilities. Notwithstanding the foregoing, the NCD will not be required to have any specific number of school sites absent concurrence with the School Board. The application of these criteria is intended to create guidelines for consideration of the placement of a school site or sites within an NCD. Where existing or planned school facilities will satisfy the public need for school space and such facilities are outside the boundaries of NCD, then school sites may not be required within NCD.



GUIDELINE 10.

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

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EDUCATIONAL DESIGNATION

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

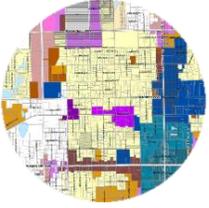
General Type

of Development:

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

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

Areas adjacent to or within 500' of existing schools may be administratively amended to the Educational land use designation upon receiving approval for E-1 zoning.



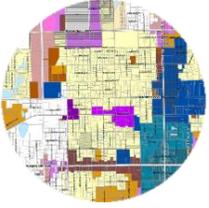
INSTITUTIONAL DESIGNATION (OVERLAY)

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

General Type

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

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



RECREATIONAL DESIGNATION (OVERLAY)

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

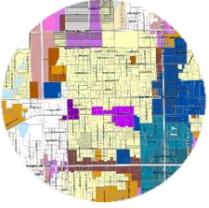
General Type

of Development:

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

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

New residential development shall support its proportional share of the demand for facilities and open space through dedication of land, fees-in-

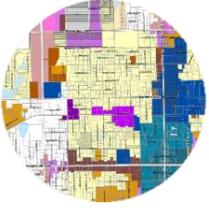


lieu-of, or area coverage standards. Public parks and open space shall be protected from conversion to incompatible uses. All policies in the Recreation and Open Space Element of the Comprehensive Plan shall be adhered to. The following is a description of proposed types of City Parks:

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

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

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HISTORICAL DESIGNATION (OVERLAY)

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

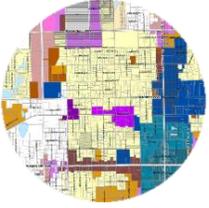
General Type

of Development:

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

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

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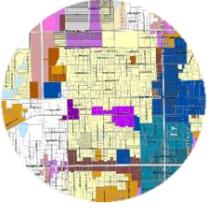
MULTIMODAL SUPPORTIVE AND MIXED-USE DESIGNATION (OVERLAY)

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

General Type

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

The overlay districts serve as opt-in, incentive-based districts that overlay, but do not supersede, existing zoning or future land use designations. Upon complying with either the Multimodal Supportive or Mixed-Use Overlay purpose and design principles, residential density may be increased up to 50% of the underlying land use designation.

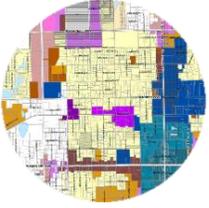


Policy Guidelines: The Multimodal Supportive and Mixed-Use Overlays have been designated to accomplish the following:

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

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

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

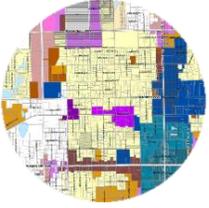


concept of mixed-use development to include design principles that complement and encourage the use of alternative modes of transportation.

This includes:

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

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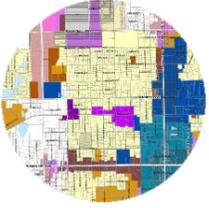
COMMUNITY HEALTH DESIGNATION (OVERLAY)

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

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

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

- a. Support the hospital and medical complex that has developed in this district.
- b. Promote a focused and more efficient and economic uses of land.



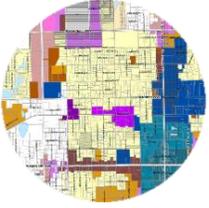
- c. Encourage compatible and harmonious development of contiguous lands.
- d. Encourage uses of land, which reduce transportation needs and which conserve energy and natural resources.
- e. Lower development and building costs by permitting smaller networks of utilities and streets and the use of more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

General Type

of Development:

1. Medical and health care uses:

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



- c. Medical support uses including short-term residential uses dependent upon or directly related to medical care, convalescent care facilities, skilled nursing facilities, group homes for the disabled and overnight accommodations, child and adult care services, including respite care, educational and meeting facilities and staff sleeping quarters.

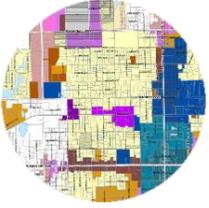
2. *Support uses.*

- a. General office
- b. Fitness centers
- c. Limited Retail
- d. Restaurants without drive-throughs
- e. Residential dwelling units; standard single; multi family or pocket neighborhoods
- f. Hotel with or without meeting facilities

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

If, however, the property owner wishes to utilize the increases in density or floor area ratio criteria of this Community Health Overlay, then any new development shall also be subject to the Community Health Overlay policies herein. Developing pursuant to this Overlay constitutes a waiver of the ability to develop under the current Future Land Use designation or the existing zoning classifications as of November 1, 2013.

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



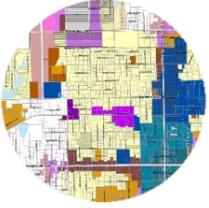
Buildings shall be located in a manner which promotes shared accessibility for both pedestrians and vehicles accessing more than one service within the overlay and parking and walkways shall connect in a manner promoting contiguous movement within the overlay. Green spaces and recreational areas not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

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

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

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

- Minimum lot size – The minimum size of a proposed development shall be six acres, of which five acres shall be primary medical, secondary medical that included support uses and/or medical support uses. No development of general support and/or conditional uses may occur until 30 percent of the development has been completed utilizing primary, secondary and medical support medical uses.



- Primary use(s) – up to 80%
- FAR - 0.3 (hotel FAR – 1.0)
- Impervious surface – 70% max.
- Residential density 12 du/ac

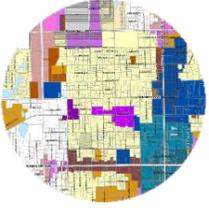
Development for residential should follow the description below:

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

1. *Internal compatibility.*

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

- a. Street and landscaping,
- b. Creational and common areas,
- c. Topography, physical environment, natural features focal points and vistas,
- d. Traffic and pedestrian circulation patterns including treatment of pedestrian ways,
- e. Variety in building setback lines, building separation, buffering, grouping, sizes and architectural style(s) and materials,

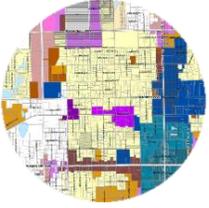


- f. Separation and buffering of parking areas and sections of parking areas,
- g. Variety and design of dwelling types, forms of ownership, and
- h. Privacy, safety, preservation, protection or welfare of proposed uses.

2. *External compatibility.*

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

- a. Consider all factors determined to demonstrate internal compatibility particularly in conjunction to abutting properties,
- b. Uses proposed at the development perimeter,
- c. Type, number and location of surrounding uses,
- d. The Comprehensive Plan's stated goals and objectives and zoning regulations for the surrounding properties, and
- e. Privacy, safety, preservation, protection or welfare of existing surrounding uses.

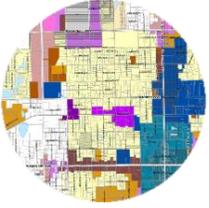


GOALS, OBJECTIVES AND POLICIES

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

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

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



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

Objective f1.1 Protect and maintain the quality of existing neighborhoods, for all income ranges, through effective land use methods.

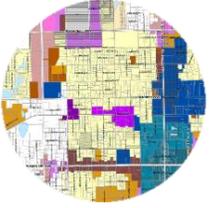
Policy f1.1.1 The City shall continue to support the residential use of land found in existing low-and medium-density residential areas while encouraging the mix of uses where specifically allowed, such as in the Urban Low Intensity, Medium Density Residential, High Density Residential, Rail Spur, Highway Commercial, Mixed Office/Residential, Mixed Commercial, New Community Development, and Activity Center designations.

Policy f1.1.2 Provide economic, social, and public work support services to existing neighborhoods. CDBG funds, CRA funds, and funding from other agencies and private entities may be used toward this purpose, in addition to City support. Resources may be used to revitalize neighborhoods; increase home ownership; and support social services such as self-improvement or rehabilitation programs, community centers, and outside agencies working for the betterment of the community.

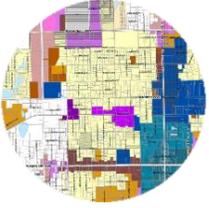
Policy f1.1.3 Protect existing neighborhoods from incompatible land uses and densities by making land use decisions consistent with the Comprehensive Plan and Future Land Use Map.

Policy f1.1.4 Discourage through-traffic on residential (local) streets by concentrating development to, in order of precedence, major and minor arterials, and major collectors.

Policy f1.1.5 The City shall maintain a Historic Overlay Zoning District in existing historic residential neighborhoods.



- Objective f1.2** Promote quality new residential development and housing for all income ranges through the development of Neighborhood or Subarea Plans.
- Policy f1.2.1 New residential development shall be concurrent with adopted levels of service for support services, such as utility supply and facilities; police; fire; schools; parks and open space; and transportation facilities.
- Policy f1.2.2 Use the neighborhood concept to structure new residential development and promote the use of transit, along with access to non-residential, neighborhood-level uses, for all income ranges.
- Policy f1.2.3 Encourage small apartment complexes of medium density near areas of commercial development and employment areas, such as adjacent to Downtown and other local commercial areas.
- Policy f1.2.4 Encourage the locating of high-density residential land uses in areas adjacent to employment and commercial centers, with adequate and existing city services (e.g. roads, water, sewer, transit).
- Policy f1.2.5 Allow the conversion of large single-family homes, adjacent to the Downtown area, into multiple-unit dwellings, where permitted by zoning and with respect to historical preservation of the home and/or neighborhood.
- Policy f1.2.6 The City shall promote and encourage redevelopment of substandard or deteriorating housing through its code enforcement program.
- Policy f1.2.7 Notwithstanding previous sections of this Element, College Arms Tower at 101 N. Amelia Ave., and Hugh Ash Manor at 740 N. Woodland Blvd., for purposes of density, shall be considered conforming uses. Any redevelopment of the existing facilities shall not result in an increase in the number of dwelling units. Any development on property adjacent to or contiguous with the existing structure shall comply with the densities of use established in the Future Land Use Designations section.

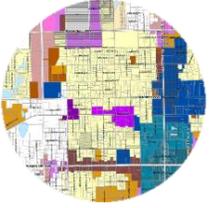


- Objective fl.3** The City of DeLand shall encourage activities which reduce the number of substandard housing units by aiding in the redevelopment and revitalization of declining and blighted neighborhoods.
- Policy fl.3.1 The City shall assure continued code compliance of the existing housing stock.
- Policy fl.3.2 The City shall continue to participate in Volusia County's Community Development Block Grant program for funds to rehabilitate and revitalize declining neighborhoods.
- Policy fl.3.3 The City shall conduct all condemnation and demolition proceedings in as efficient a time as possible.

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

Selected areas for this district will have the potential to create a mix of land uses, provide cultural amenities and promote pedestrian facilities which when functioning together can enhance a sense of community.

- Policy fl.4.1 The special district will be called a Neighborhood Redevelopment District, which is an area that contains a mixture of uses but is predominately residential in nature. This district is designed to promote infill development, the redevelopment or rehabilitation of existing residential and commercial buildings, and the development of undeveloped or underdeveloped property. New development in the district shall be compatible with the existing character of the neighborhood. In order to be considered



compatible, the new development should reflect similar traffic patterns, traffic generation, building scale, landscaping, open space, and buffers.

Policy fl.4.2

A neighborhood to be considered a Neighborhood Redevelopment District should contain, or have the ability to incorporate during redevelopment, the following factors: a compact mix of residential housing types; commercial, office, and civic land uses; community design that fosters pedestrian and bicycle activity; improved public safety; environmental protection; long-term investment; efficient use of infrastructure; and efficient provision of public services. However, areas should be predominately residential in nature. The district may be placed on areas that contain blighted conditions such as high crime rates, abandoned buildings, littered lots, or dilapidated housing.

Policy fl.4.3

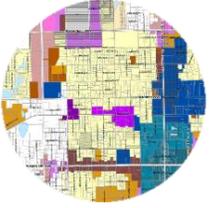
Alternative modes of transportation should be made available inside the special district. This may be accomplished by providing facilities for bicycles and pedestrians, and by encouraging the use of mass transit. Size of the district should be such that the majority of the uses are within easy walking distance of one another. (Approximately 2,000 feet can be walked within 10 minutes.)

Policy fl.4.4

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

Policy fl.4.5

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



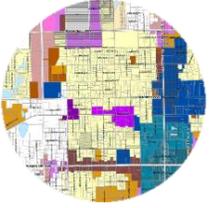
Policy fl.4.6 The City of DeLand shall use smart growth techniques in its revitalization efforts to accommodate growth in ways that are economically sound, environmentally responsible and supportive of community livability. The following smart growth components should be used when reviewing projects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

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

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

Policy fl.4.8 Inside a Neighborhood Redevelopment District, where a single ownership of land or unified project encompasses two or more future land use designations, the physical arrangement of land uses on the property may be modified, however, the intensity of use or density of the proposed project shall be consistent with those which are currently allocated to the property by the adopted Future Land Use Map. This district makes available the opportunity for the mixing and/or grouping of uses that are currently designated on the Future Land Use Map.

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



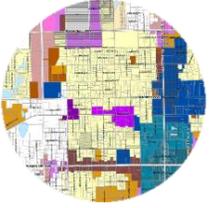
Objective fl.5 Maintain a consistency between the City’s Comprehensive Land Use Plan and the Land Development Regulations.

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

Objective fl.6 Adopt zoning classifications which are compatible with the adopted land use designations.

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

LAND USE DESIGNATION	ZONING CLASSIFICATIONS
Agricultural/Conservation*	R-R, R-R1, PD
Urban Low Intensity	PD
Transitional Residential Development	PD
Low Density Residential	R-R, R-R1, R-1A, R-1AA, R-1B, E1, PD
Medium Density Residential	R-1, R-2, R-M, R-8, R-12, E1, PD
High Density Residential	R-16, E1, PD
Mixed Office/Residential	P-1, PD
Mixed Commercial	P-1, C-1, C-2**, E1, PD
Business Retail	BR, PD
Highway Commercial	C-2, E1, PD
Downtown Commercial	C-2A, PD
Industrial/Warehouse	C-4, M-1, PD
Rail Spur Commercial	C-3, PD
Redevelopment	C-2AC, PD
Activity Center	PD
New Community Development	PD

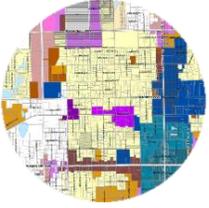


Educational	All zones, PD
Transitional Residential Designation	PD
Recreational (Overlay)	All zones
Institutional (Overlay)	All zones
Historical (Overlay)	All zones
Multimodal Supportive (Overlay)	All zones, PD
Mixed-Use (Overlay)	All zones, PD
Community Health (Overlay)	All zones, PD

* Density not to exceed 0.5 du/ac

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

Policy f1.6.2 The Planning Department shall be responsible for determining the consistency between zoning districts and the Comprehensive Plan.



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

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

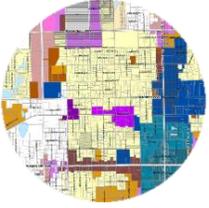
Policy f2.1.1 The City will review all site plans for efficient, planned, orderly growth with consideration given to the following criteria:

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

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

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

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



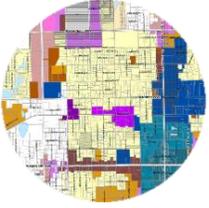
Policy f2.2.2 The City will work with the School Board to collocate public facilities, such as parks, libraries, and community centers, with existing or planned public schools, to the extent feasible.

Objective f2.3 The Multimodal Supportive and Mixed-Use land use overlays are intended to identify areas within the City that are targeted for multimodal supportive development, either within the Downtown (Traditional City Center) and along major corridors to/from the Downtown, or mixed-used activity centers, in the 2050 Vision Plan. Multimodal supportive development leans heavily on the principles of mixed-use development, allowing people to live, work, and recreate within the same general geographic area, which includes design principles that facilitate the use of alternative modes of transportation. These two overlay areas are designed to work in tandem and connect key areas within the city to each other and the downtown core through a multimodal network.

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

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

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



Policy f2.3.3

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

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

or

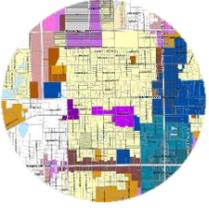
Is located within the Multimodal supportive or Mixed-Use Overlay

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

Policy f2.3.4

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

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



(Specialty Retail)					
1,000 sq. ft. Commercial (Shopping Center)	1.967	2.371	7.067	1.974	

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

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

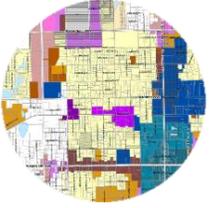
Policy f2.3.6 Explore possible flexible development standards for affordable housing if mixed-use developments are located on areas served by transit.

Policy f2.3.7 Implement a density bonus program of 50% to incentivize residential uses as part of commercial/office buildings on commercial corridors within the Multimodal Supportive Overlay. Residential density incentive should be provided for development that enhances connectivity, use of multiple modes, and safety along designated corridors.

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

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

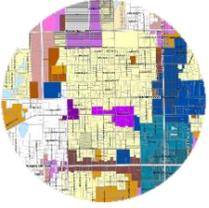
Policy f2.4.2 Mixed-use projects shall be the preferred style of development, thus allowing for a concentration of resources and City services. Said



developments are encouraged to include a combination of housing types; and commercial retail and services to serve the needs of residents both within and around the development.

Policy f2.4.3

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

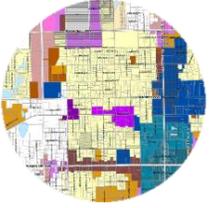


- Objective f2.5** The City shall encourage the development of infill sites, as defined by the U.S. Green Building Council.
- Policy f2.5.1 Encourage high-density, mixed-use, infill development and creative reuse of brownfield, under-utilized, and/or defunct properties within the Traditional City Center or Multimodal Supportive Overlay.
- Policy f2.5.2 Encourage the reuse of existing architecturally-noteworthy buildings on previously-developed sites.
-

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

- Objective f3.1** Continue to implement methods to safeguard residential neighborhoods from incompatible land uses and densities.
- Policy f3.1.1 Allow for mixed-use development within residential districts, with deference given to maintaining the overall residential-nature of the neighborhood through proper design.
- Policy f3.1.2 The City shall require adequate open space (conservation areas and/or parks) for all new residential development at a rate provided for in Policy ci1.2.6 of the Capital Improvements Element.
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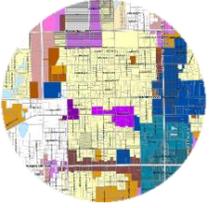
- Objective f3.2** The City shall maintain comprehensive land use regulations for lands surrounding the DeLand Municipal Airport, so as to prohibit incompatible land uses.
- Policy f3.2.1 The City shall continue to monitor development in and around the DeLand Municipal Airport to prevent incompatible land uses within the Airport Hazard Area.
- Policy f3.2.2 ‘Airport hazards’ and ‘airport hazard area’ shall each be defined in the Land Development Regulations and in accordance with §333.01 F.S.



- Policy f3.2.3 The Airport Hazard Area shall be delineated by the FAA Part 77 Height Contours (Imaginary Surfaces) map, which encompasses the combined extents of the established Horizontal and Conical Zones.
- Policy f3.2.4 Review adopted airport protection and land use compatibility zoning regulations to ensure, at a minimum, compliance with the criteria set forth in §§333.03(1)(c) and 333.03(2) F.S.
- Policy f3.2.5 The City shall establish a local permitting and appeal process, respectively, and in accordance with §§333.03(1)(c) and 333.07 F.S., for the construction or alteration of obstructions (as defined in §333.01 F.S.) within the Airport Hazard Area.
- Policy f3.2.6 The City may remove, at the owner's expense, non-conforming obstructions that have been abandoned or have deteriorated (as described in §333.07(1)(b) F.S.) or deny a permit to rehabilitate the structure beyond what is currently permitted under the airport protection zoning regulations.
- Policy f3.2.7 The City will explore options to reduce landscape and tree protection standards in and around the DeLand Municipal Airport to minimize wildlife hazards.

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

- Objective f4.1** Encourage residential, commercial, and office infill development within the Downtown.
- Policy f4.1.1 Provide adequate city service and amenities in the Downtown (such as parking, streetscaping, and parks) to encourage private investment.
- Policy f4.1.2 Implement development review incentives for development in the Multimodal Supportive and Mixed-Use Overlays, including the Downtown, in order to achieve the desired mix of uses and type of development.



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

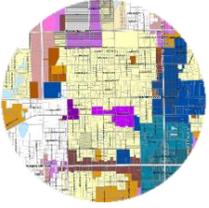
Policy f4.1.4 Residential density within the DeLand Downtown boundary, now designated as Downtown Commercial, shall be calculated based on gross acreage for the entire district and not on an individual property basis. Total number of dwelling units within said district shall not exceed a total of 2,777 units, which is the amount permitted under the 2024 City of DeLand Comprehensive Plan land use designations.

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

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

Policy f4.2.1 The City shall encourage the renovation and/or conversion of historic buildings to promote mixed use commercial, office and residential facilities within and around the Downtown area by working with owners in the approval process and assisting them in obtaining possible funding from State and Federal sources.

Policy f4.2.2 The City shall continue to encourage the redevelopment of existing, underutilized commercial parcels and infill development of commercial areas through a historic preservation ordinance, which permits discretion on



the part of the City regarding enforcement of building standards for historic structures.

Policy f4.2.3 Implement measures and strive to achieve the goals and objectives that are recommended in the Update for the Downtown DeLand Redevelopment Plan (2005) and the Public Space and Parking Needs Analysis (2008).

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

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

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

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

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

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

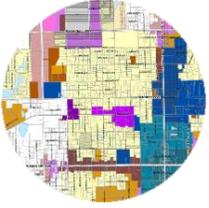
Policy f5.2.1 The City will establish on the Future Land Use Map the following commercial land use designations:

Mixed Office Residential

Mixed Commercial

Business Retail

Highway Commercial



Industrial/Warehouse
Activity Center
Redevelopment
Downtown Commercial

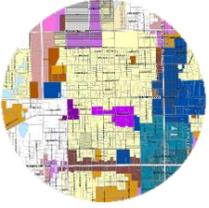
Policy f5.2.2 Major shopping centers shall be considered a land use in the Highway Commercial Land Use designation. These uses are typically located in the proximity of the intersection of major arterials.

Policy f5.2.3 The City will encourage coordinated/shared parking facilities and frontage roads whenever feasible for large scale commercial developments. Individual commercial projects shall provide interconnection through adjacent parking lots.

Policy f5.2.4 The City shall protect the function and visual image of its major thoroughfares by prohibiting excessive strip development through the use of zoning, subdivision, land development codes, and minimum driveway spacing and devise methods to improve the aesthetics of these thoroughfares. Improving aesthetics along the City's major thoroughfares is an important economic development tool that promotes revitalization as well as creating an overall positive image of the City that will help attract and maintain business.

Policy f5.2.5 The intent of the Redevelopment land use designation is to promote the rehabilitation of declining commercial developments and areas by allowing a mixture of commercial, light industrial, and residential land uses. Within the City's Redevelopment land use designation, the mix of land uses shall not exceed the following percentages:

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



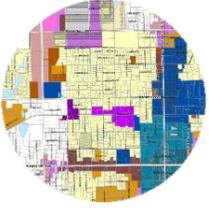
Policy f5.2.6

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

Policy f5.2.7

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

- o Mixed Commercial:
 - Commercial uses: .75 FAR;
 - Secondary use: Residential: up to 60%, 10 DU/A
- o Highway Commercial:
 - Commercial uses: 1 FAR;
 - Secondary use: Residential uses: up to 20%, 16 DU/A
- o Downtown Commercial:
 - Commercial uses: 5 FAR; maximum intensity shall be calculated based on limits set in Policy f4.1.6;
 - Secondary use: Residential uses: shall not exceed limits set in Policy f4.1.5.
- o Mixed Office Residential:
 - Commercial uses: Maximum 10,000 square feet/acre;
 - Secondary use: Residential uses: up to 30%, 5.8 DU/A
- o Industrial:
 - Industrial uses: 1 FAR;
 - Secondary use: Commercial uses: up to 30%, .75 FAR



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

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

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

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

Policy f6.1.3 Access to industrial areas should be prohibited whenever possible from local or collector streets of any residential neighborhood.

Policy f6.1.4 The industrial areas shall be developed along minor or major arterials whenever possible.

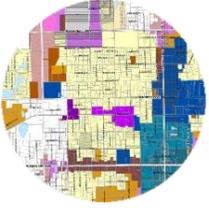
Policy f6.1.5 When located adjacent to residential areas, industrial uses shall utilize proper landscaping and site design to buffer between inconsistent land uses.

Policy f6.1.6 The City shall monitor industrial growth for traffic and sewer and water consumption and control the development of industry to the extent that city's roads, sewers, and water systems are not overburdened.

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

Policy f6.2.1 The City will support the development outlined in the 2014 City of DeLand Airport Master Plan.

Policy f6.2.2 The City shall identify and utilize appropriate federal, state, and county programs designed to assist local governments in industrial recruitment and development.



GOAL f-7: Require new growth to bear a proportionate fair-share of public facilities and services as necessitated by the development, in order to achieve and maintain adopted Level of Service standards and other measurable objective standards.

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

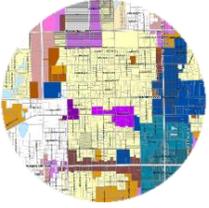
Policy f7.1.1 The City will work to modify its development review process in a manner that incentivizes targeted development within the Mixed-Use, Multimodal Supportive and Community Health Overlay.

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

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

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

- a) Direct retail, commercial, and office uses to existing populated areas;
- b) Encourage pedestrian-only connections and/or plazas within developments, and destinations that may be



reached conveniently by public transportation, walking, or bicycling;

- c) Encourage the placement of neighborhood parks and recreational centers within walking distance (less than ¼ mile) of concentrations of residential areas, including pedestrian walkways and bicycle paths that encourage non-motorized travel;
- d) New development should be designed as such to make alternative modes of transportation a viable choice for residents;
- e) An incentive-based development review process to encourage the timing, mix, and location of infill and redevelopment.

Policy f8.1.2

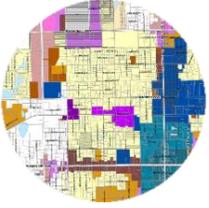
The City shall increase community walkability through progressive site design:

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

Policy f8.1.3

The City shall look into ways to increase pedestrian mobility by:

- a) Establishing a minimum pedestrian and bicycle connectivity standard;



- b) Linking neighborhoods to bus stops by continuous sidewalks or pedestrian paths;
- c) For existing areas that do not meet established connectivity standards, prioritize the physical development of pedestrian connectors and encourage interconnectivity between developments.

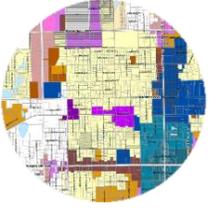
Policy f8.1.4 The City shall endeavor to use the Volusia-Flagler TPO Transit Development Design Guidelines as a model for transit-supportive development.

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

Policy f8.2.1 The City shall seek to reduce GHG’s through less vehicle miles traveled by encouraging residential designs that foster road network connectivity between developments and between subdivisions; and by discouraging configurations that do not, such as cul-de-sacs.

Policy f8.2.2 Mixed-use projects will be encouraged as a way to reduce vehicle miles traveled through the siting of both residential and supportive services within close proximity; for shorter travel distances and for pedestrian and bicycle accessibility by residents of the project and the surrounding neighborhood.

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



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

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

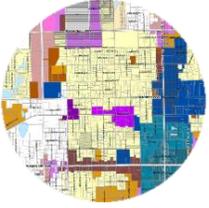
Objective f8.3 As the U.S. Green Building Council's LEED for Neighborhood Development (ND) Rating System encompasses the principles of smart growth, new urbanism, and green building, the City shall promote LEED-ND certification for new and redeveloped neighborhoods.

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

- a) "Smart" location
- b) Connectivity
- c) Infill development and Redevelopment
- d) Neighborhood pattern
- e) Open space conservation
- f) Green Infrastructure
- g) Mixed-use

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

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



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

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

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

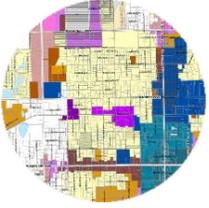
Policy f9.1.2 As of date of adoption of this Comprehensive Plan, as amended, property annexed into the City limits classified, at the time of annexation, by the following Volusia County land use classifications; except as provided for below; shall retain its County land use classification and shall not be reclassified with a City designation:

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

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

Policy f9.1.3 The City shall explore the feasibility of conservation subdivisions as a means to permit the clustering development while encouraging the preservation of environmentally-sensitive lands and open space.

Policy f9.1.4 The City shall explore means by which limited agricultural activities may be permitted in residential areas without an agricultural designation; such



as community gardens and personal agricultural operations; through revisions to the Land Development Regulations and other such Codes.

Policy f9.1.5 Municipal and County wells shall be permitted in any land use category. Wellhead Protection Areas, as shown on the Future Land Use Map Series, shall be protected from adverse development by prohibiting all operations that use, handle, produce or store hazardous substances within 200' of all wellheads.

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

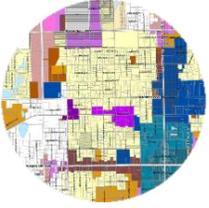
Policy f9.2.1 City will encourage creative planning techniques and site design to provide greater flexibility in protecting environmentally-sensitive lands.

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

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

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

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



Objective f9.3 Require developers to assess environmental conditions of the project area prior to development of site plans through environmental studies.

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

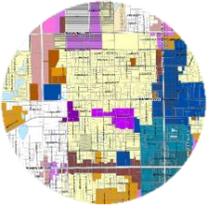
GOAL f-10: Maintain DeLand's historical identity by identifying, evaluation and protecting the historical resources associated with the city's heritage.

Objective f10.1 The City of DeLand will continue to maintain an inventory of the cultural and historical resources within the city limits.

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

Policy f10.1.2 When a known historic resource, as identified by Volusia County's historic resource inventory, National Register by the Florida Department of State, Division of Historical Resources or the Florida Master Site Files, of the unincorporated areas of the county is annexed into the City of DeLand, the City will be responsible for including the site and or structure as a part of the city's historical resource inventory.

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



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

Policy f10.2.1 Any owner of historic resources identified as being eligible for listing on the National Register of Historic Places will be encouraged to apply for nomination.

Policy f10.2.2 The Historic Preservation Board shall be responsible for recommending designation as historic any local districts, buildings, structures, or sites, based on an adopted set of criteria for administering the regulations outlined in the Historic Preservation Ordinance; implementing Community Design Standards applicable to historic resources; and for promoting historic preservation in DeLand.

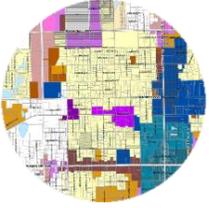
Policy f10.2.3 The City of DeLand will make available to the public information on local history and historic preservation incentives and opportunities that are available from local, statewide and federal sources.

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

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

Policy f10.3.1 Evaluate and update criteria for designating local historic districts and local landmarks.

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



- Policy f10.3.3 Continue code enforcement efforts to minimize demolition by neglect.
- Policy f10.3.4 Continue to uphold the United States Secretary of the Interior Standards for Historic Preservation.
- Policy f10.3.5 The City will continue to maintain its Certified Local Government (CLG) designation.
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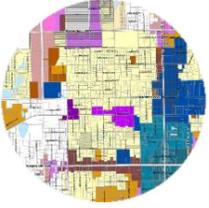
Objective f10.4 The City of DeLand shall review regulations, codes, plans, ordinances and the development approval process and make modifications as necessary to promote the preservation of designated historic resources as long as the health, safety and welfare of the public and the property's occupant(s) is not adversely affected. Programs and incentives will be implemented to promote the protection of designated historic resources.

Policy f10.4.1 The City will create, as part of the zoning code, historical overlay zones with regulations that will preserve the integrity and appearance of DeLand's historic areas and neighborhoods.

Policy f10.4.2 The City of DeLand shall provide exemption status for designated buildings from the Building Code, pursuant to Chapter 11 of the Florida Building Code: Existing Building.

Policy f10.4.3 The City of DeLand shall designate Woodland Boulevard from Plymouth Avenue to Beresford Avenue; and New York Avenue from SR 15A to Blue Lake Avenue; as a historical corridor overlay zone. Regulations will be created that require architectural standards, building height, setback(s) and site layout to be compatible with the historic buildings that exist along these corridors.

Policy f10.4.4 The historic portion of the City's downtown is recognized as one of the features that make the City unique. To clearly identify the historic section of downtown it has been designated with the Historical overlay on the



Future Land Use map. This designation provides the historic section protection from incompatible development.

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

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

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

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

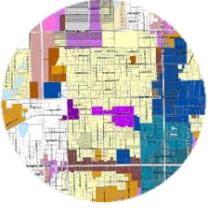
GOAL f-11: Implement a public participation program that conforms to F.S. 163.3181; Public participation in the comprehensive planning process; intent; alternative dispute resolution.

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

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

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

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



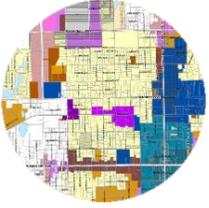
LOCAL PLANS

1. SOUTHWEST ACTIVITY CENTER PLAN

THE VISION FOR THE SOUTHWEST ACTIVITY CENTER

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

The vision is that the Activity Center will become one of the major centers or places of synergy in the urban network of Central Florida. The Southwest Activity Center will become one of the principle employment centers in Volusia County, especially generating well-paying jobs in the office and industrial oriented sectors of the economy for residents of Volusia County, in particular, West Volusia. The Southwest Activity Center will provide the residents and consumers of West Volusia with a greater array of comparison and shopping goods choices by having these additional retail opportunities in the County. The Activity Center's development will be controlled by the policies contained in this Local Plan to avoid the negative impacts of unplanned piecemeal development. The time has come for southwest Volusia County to implement its plan for its share of the north Orlando suburban market and to develop the I-4/SR 472 intersection as a focal point for the urbanization of southwest Volusia.



LAND USE GUIDELINES

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

1. Office Space Guideline

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

2. Light Industrial/"Flex Space" Guideline

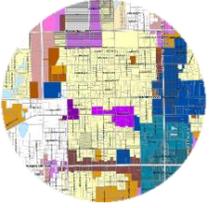
Develop the Southwest Activity Center in a manner that contributes to the creation of quality light industrial space for Southwest Volusia which can compete with the Lake Mary/Heathrow area and other areas in north Orange County and Seminole County for this land use product.

3. Warehousing/Distribution Guideline

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

4. Retail Commercial Use Guidelines

- (a) To facilitate the development of a major regional-scale facility(s) which can offer the residents a wide variety of "comparison" or "shopper goods" which can reduce the need for West Volusia consumers to travel outside Volusia County to obtain such goods, and to enjoy such shopping experiences.
- (b) To facilitate the development of neighborhood-scale retail facilities which will supply the residential areas within the activity center, and residents/households within an approximate three-mile radius from the activity center, with



convenience goods and services which are typically required to support households/families on a weekly or frequent basis.

5. Hotels/Motels/Lodging Services Guideline

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

6. Ancillary and Support Uses Guideline

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

DESCRIPTIONS OF SWAC FUTURE LAND USE DESIGNATIONS

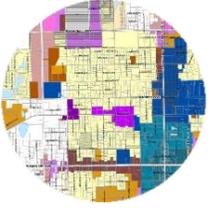
The Southwest Activity Center is comprised of three development program districts (Commerce, Community, and West Center) which are shown on the SWAC Plan map. The three distinct districts are defined as a mix of the land uses that are allowed in each of the districts.

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

Each of the districts shown on the Southwest Activity Center Plan map (Figure 1-7) and their relationship to the Comprehensive Plan's Future Land Use Element are presented below. All of the following land uses require the provision of urban facilities and services as set forth in the Comprehensive Plan.

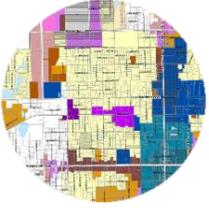
A. Non-Residential

- (i) **Light Industrial/Business Park** - The purpose and intent of this specialized use is to provide areas for multi-uses dependent upon industrial development. These parks may contain a variety of uses including, but not limited to, warehouse/distribution, light-manufacturing and assembly, research and development, flex space, industrial and business headquarter offices, general/professional office, back offices, supporting



ancillary uses, wholesale/retail showrooms, and incubator spaces for emerging companies.

- (ii) **Office/Office Park** - The intent of this use is to provide areas for corporate headquarters, general/professional use, and supporting ancillary uses. Mixed office/retail uses are encouraged for areas where either use is permitted.
- (iii) **Commercial: Power Center** - It is intended that this use accommodate the super community shopping center. The power center is generally larger than the traditional community shopping center with a typical range of 200,000 to 700,000 square feet. The center generally has from 2 to 5 primary anchor stores, usually discount and specialty super stores, however a project may contain a single store. Retail space is dominated by the large anchors less amount set aside for small and local stores.
- (iv) **Commercial: Neighborhood Retail** - The intent of this use is to provide areas for neighborhood and convenience shopping including, but not limited to, supermarkets, drugstores, clothing, convenience stores and other retail. The modern neighborhood shopping centers typically range in size from 50,000 to 200,000 square feet. This category also includes the convenience center, either a stand alone or in combination with a small strip center up to 10,000 sq. ft.
- (v) **Commercial: Activity Center Support/Ancillary Uses** - The intent of this use is to provide ancillary commercial retail uses including restaurant and related support center uses including financial/banking, print/ship stores, recreational facilities, health clubs, day care centers, and hotel/hotel conference centers, provided in out-parcels or commercial park style groups.
- (vi) **Public/Semi-public** - Purpose and intent, including permissible uses, are identical to that described by the Future Land Use Element. Specific locations have not been identified on the Future Land Use Map. Small scale uses such as fire stations, parks, transit stops and lift stations will be permitted in each category.



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

B. Residential

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

C. Districts

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

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

Office/Office Park

Commercial: Power Center/ Neighborhood Retail

Commercial: Activity Center Support/Ancillary Uses

Public/Semi-public

Non-residential/Residential Mix

Target Building Program Entitlement Yield (Cumulative Per Acre):

Commercial/Retail 5,440 sq. ft.

Office 3,925 sq. ft.

Hotel 1 unit

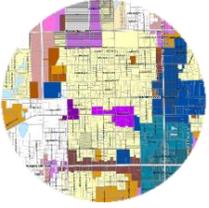
Multi-family 10 dwelling units

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

Industrial/Business Park

Office/Office Park

Commercial: Activity Center Support/Ancillary Uses



Public/Semi-public

Target Building Program Entitlement Yield (Cumulative Per Acre):

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

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

Residential: Single-family and Multi-family

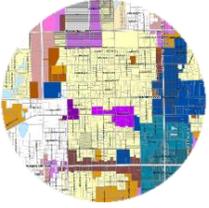
Commercial: Neighborhood Retail

Public/Semi-public

Target Building Program Entitlement Yield (Cumulative Per Acre):

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

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



GOAL, OBJECTIVES, AND POLICIES FOR SOUTHWEST ACTIVITY CENTER

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

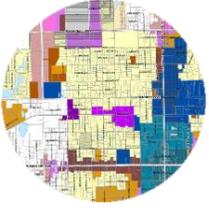
GOAL f-13 sw: Achieve an integrated and well-planned mixture of urban land uses within the Southwest Activity Center that encourages the creation of an employment center.

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

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

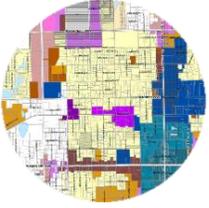
Policy f13.1.2 sw All development within the Southwest Activity Center shall be consistent with, future land use designations depicted by the corresponding Future Land Use Map, the description of the land use designation(s), and all other appropriate sections of the Comprehensive Plan and land development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

Policy f13.1.3 sw The conceptual alignments of the proposed internal roads for the SWAC have not been depicted within the Future Land Use Map exhibit other than the major connector on SR 472. All new roadways for development shall be coordinated to the extent possible when reviewing development



proposals for the Activity Center to ensure interconnectivity between properties.

- Policy f13.1.4 sw Future development of lands within the Activity Center shall require rezoning to a Planned Development (PD). The proposed land use pattern, development densities and intensities, project design, and specific uses shall comply with the appropriate locational criteria and policies specified by the Local Plan.
- Policy f13.1.5 sw Mixed-use office and retail development shall be encouraged for appropriate locations in the SWAC through development of incentives in the specific land development regulations and other appropriate mechanisms.
- Policy f13.1.6 sw Existing uses within the boundary of the SWAC may continue, but any new development or expansion of existing uses shall be consistent with the Future Land Uses for the SWAC.
- Policy f13.1.7 sw Office park and research and development uses should be encouraged to locate at premium and high visibility sites within the Activity Center.
- Policy f13.1.8 sw The Southwest Activity Center is providing a key portion of the retail market for West Volusia; therefore, retail type commercial shall be located at appropriate locations consistent with commercial locational guidelines provided in the Comprehensive Plan.
- Policy f13.1.9 sw Hotel accommodations should be in close proximity and have easy access to the office and industrial segments of the Southwest Activity Center.
- Policy f13.1.10 sw Encourage innovation in the design of power centers by including support uses such as food courts, amusement arcades, limited exhibit vendor areas and related uses.
- Policy f13.1.11 sw In order to facilitate both the regional commercial/retail and other retail activity, as well as the safe and efficient movement of auto traffic from one



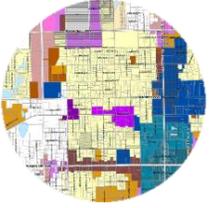
center/store to another, require the use of common access arrangements during the development review process for the activity center.

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

Policy f13.2.1 sw New development (includes redevelopment) may, at a minimum, be required to:

- provide for a compatible and consistent appearance by utilizing such mechanisms as sign control (i.e., number, height, and copy area), landscape screening/buffering requirements (i.e., width and composition), underground utilities, and building setbacks and height requirements;
- required shared access and use shared parking, and loading facilities, as practical in an effort to reduce impervious surfaces and multiple access points on the thoroughfare and internal road system within the SWAC;
- require interconnected vehicular, transit, and non-vehicular movement throughout the Activity Center;
- provide a network of unifying open spaces which promote linkage with other adjoining developments;
- cluster structures in order to protect listed species and their habitat;
- use common frontage/service roads, and
- use shared or joint facilities such as stormwater, bus stops, and utility easements.

It is not intended that each development within the Activity Center be aesthetically identical. However, the City may adopt land development



regulations for the SWAC that include the items listed above which will be applicable to development within Activity Centers.

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

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

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

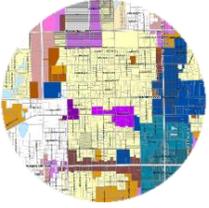
Policy f13.2.5 sw Encourage the creation of high value or prestige sites in the interior of large projects with commonly used development techniques to create focal points that the development can be centered around such features as plazas, parks, gardens, courtyards, recreation facilities or other open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

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

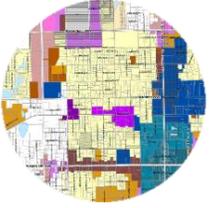
Policy f13.3.1 sw The clustering of activities and structures shall be encouraged so as to promote open space areas.

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

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



- Policy f13.3.4 sw Where feasible, listed species and their habitat will remain undisturbed. If listed species and their habitat are unavoidably impacted by development mitigation shall be required. Mitigation activities may include preservation, creation, or management of like habitat. A combination of the above-mentioned mitigation approaches shall also be considered. All mitigation proposals shall comply with applicable Federal, State, and local agencies. Mitigation plans shall be integrated into a linked habitat management area to facilitate appropriate management and to afford long term sustainability for listed species populations.
- Policy f13.3.5 sw Open space areas will be identified prior to the issuance of a development order/permit for individual projects to promote the overall intent of the activity center concept. Open space may also be utilized in protecting areas for habitat preservation or mitigation. The open space areas may allow the following or similar uses: public places, retention, landscaping or tree protection, passive recreation, or habitat protection. If the open space is utilized for habitat purposes, site plans or development agreements will identify these areas for such purposes and restrict future usage in these areas.
- Policy f13.3.6 sw All mitigation activities for listed species shall include a management plan intended to ensure the long-term vitality of listed species populations.
- Policy f13.3.7 sw All landscaping plans shall be required to utilize water-efficient landscaping techniques. Water-efficient landscaping techniques include the utilization of plants indigenous to the subject physiographic area of Volusia County, strategic locations of plants, water-efficient irrigation systems, water reuse systems, and maintenance of native vegetation stands.
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Objective f13.4 sw Promote cooperation and coordination between governmental jurisdictions and agencies when reviewing development proposals, and creating development design standards.

Policy f13.4.1 sw The City of DeLand shall, in cooperation with Volusia County and the Florida Department of Transportation, evaluate the impacts of specific land development proposals upon the existing and future plans for the roadway network and access management within the State Road 472 corridor. Development shall be designed to protect land critical for future interchange, roadway, and intersection improvements.

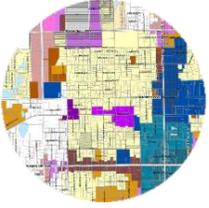
Policy f13.4.2 sw The Future Land Use Map serves as a guide in locating land uses. Public facilities and support uses are not shown on the map, but they may be allowed under the various land use categories. A public use is not necessarily required to meet the minimum acreage required by the Future Land Use category provided that said use contains sufficient land area to serve the intended purpose.

Policy f13.4.3 sw The Florida Fish and Wildlife Commission, the U.S. Fish and Wildlife Service, or other appropriate agencies shall be notified of any land development proposal within the SWAC that may impact listed species or associated habitat.

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

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

Policy f13.5.2 sw DeLand shall explore various funding alternatives for the construction of required infrastructure. Examples of these financial mechanisms may include, but may not be limited to, Special Assessment Districts, Economic



Development Administration Grants, and Tax Increment Financing Programs.

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

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

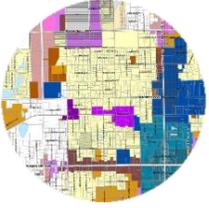
Policy f13.6.1 sw In conjunction with affected landowners, local governments and Florida Department of Transportation; the City of DeLand shall assure that necessary transportation improvements for the area's thoroughfares and roadways are completed or appropriately mitigated.

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

Policy f13.6.3 sw Development shall be monitored and transportation impacts assessed as required by the transportation impact analysis guidelines of the Volusia-Flagler Transportation Planning Organization.

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

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



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

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

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

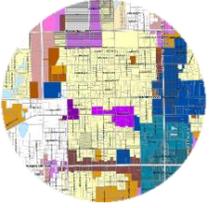
Policy f13.7.3 sw The City of DeLand shall study other methods of promoting traffic reduction, which may include, but may not be limited to, the feasibility of adopting a traffic reduction ordinance, requiring a transportation management agreement as a condition of project approval, the formation of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

Policy f13.7.4 sw Site planning/design for proposed projects shall, as a condition of approval by the City, facilitate and encourage the internal movement of mass transit vehicles (only where the size/intensity of the proposed development warrants such considerations), and provide preferential off-street parking locations for carpool and vanpool usage.

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

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

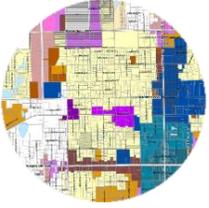
Policy f13.7.7 sw Encourage beneficial development patterns during the development review process whenever practical, so that complementary uses can be located in



close proximity to facilitate walking, bicycling or the use of local but not thoroughfare roads for auto trips from home to work to dining.

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

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2. LAKE WINNEMISSETT GATEWAY CORRIDOR PLAN

THE VISION FOR THE LAKE WINNEMISSETT GATEWAY CORRIDOR

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

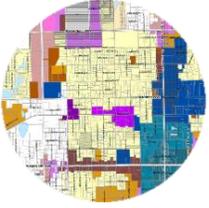
DESCRIPTIONS OF LWGC FUTURE LAND USE DESIGNATIONS

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

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

A. Non-Residential

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



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

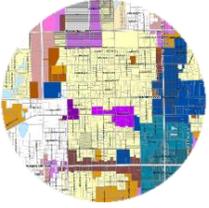
B. Residential

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

C. District

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

- Office/Office Park
- Commercial: Neighborhood and Interchange Retail
- Commercial: Support/Ancillary Uses
- Business Park
- Public/Semi-public
- Residential /Non-residential Mix
- Low Density Residential
- Medium Density Residential
- High Density Residential (Max 16 du/ac)



GOAL, OBJECTIVES, AND POLICIES FOR LAKE WINNEMISSETT GATEWAY CORRIDOR

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

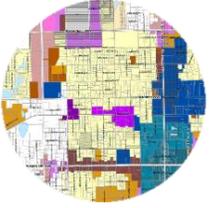
GOAL f-14 w: Achieve an integrated and well-planned mixture of urban land uses within the Lake Winnemissett Gateway Corridor that encourages the creation of a gateway into the City.

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

Policy f14.1.1 w The Future Land Use Map for the Lake Winnemissett Gateway Corridor is incorporated as part of the City of DeLand Comprehensive Plan. Said map serves as a graphic guide for the future development of property. Not all lands within the LWGC study area are being assigned an LWGC land use designation with the initiation of this Local Plan. Land without an LWGC future land use designation may develop in accordance with the land use designation assigned to it in compliance with the City's Comprehensive Plan and Land Development Regulations.

Policy f14.1.2 w All development within the Lake Winnemissett Gateway Corridor shall be consistent with the description of the land use designation assigned to it and with all other appropriate sections of the Comprehensive Plan and land development regulations.

Policy f14.1.3 w Development of lands with the Gateway land use designation shall require rezoning to Planned Development (PD). The proposed land use pattern,



development densities and intensities, project design, and specific uses shall comply with the appropriate location criteria and policies specified by the Comprehensive Plan and any specific LWGC land development regulations.

Policy f14.1.4 w Existing zoning designations and land use designations within the boundary of the LWGC may continue, but any new rezoning or future land use amendment application shall be consistent with the Future Land Uses for the LWGC.

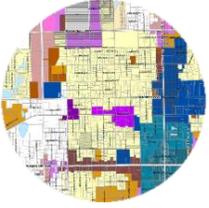
Policy f14.1.5 w Office park and research and development uses should be encouraged to locate at premium and high visibility sites within the gateway corridor.

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

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

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

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



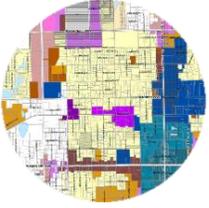
Objective f14.2 w Individual developments within the gateway shall be designed to provide visual compatibility and functional continuity within the gateway.

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

- Provide for a compatible and consistent appearance by utilizing such mechanisms as sign control (i.e., number, height, and copy area), landscape screening/buffering requirements (i.e., width and composition), underground utilities, and building setbacks and height requirements;
- Required shared access and shared parking, and loading facilities, as practical in an effort to reduce impervious surfaces and multiple access points on the thoroughfare system;
- Require interconnected vehicular, transit, and non-vehicular movement as-appropriate;
- Provide a network of unifying open spaces which promote linkage with other adjoining developments;
- Cluster structures in order to protect listed species and their habitat;
- Use common frontage/service roads, and
- Use shared or joint facilities such as stormwater, bus stops, and utility easements.

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

Policy f14.2.2 w All uses within the gateway corridor abutting residential areas shall be designed to minimize the disruptive effects of lighting, noise, and signage.



Policy f14.2.3 w Non-residential projects sharing a common boundary with an area planned for residential use shall be sensitive with the scale of a residential neighborhood. The design of non-residential uses should consider adjacent residential styles (if existing), location of building masses, overall height, setbacks and areas in need of buffering.

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

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

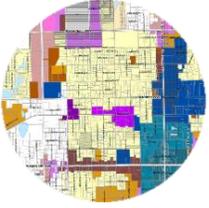
Objective f14.3 w Promote development within the gateway which protects and enhances the natural and built environment.

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

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

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

Policy f14.3.4 w If listed species and their habitat are unavoidably impacted by development, mitigation shall be required. Mitigation activities may include preservation, creation, or management of like habitat. A combination of the above-mentioned mitigation approaches shall also be considered. All mitigation proposals shall comply with all applicable Federal, State, and local agencies. Mitigation plans shall be integrated into a linked habitat



management area to facilitate appropriate management and to afford long term sustainability for listed species populations.

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

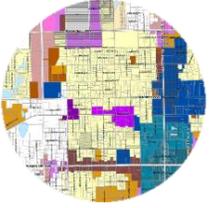
Policy f14.3.6 w All mitigation activities for listed species shall include a management plan intended to ensure the long-term vitality of listed species populations.

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

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

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

Policy f14.4.1 w The City of DeLand shall, in cooperation with Volusia County and the Florida Department of Transportation, evaluate the impacts of specific land development proposals upon the existing and future plans for the roadway



network and access management within the State Road 44 corridor. Development shall be designed to protect land critical for future roadway and intersection improvements.

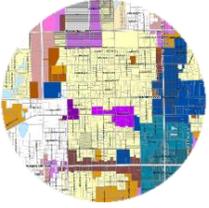
Policy f14.4.2 w The Future Land Use Map serves as a guide in locating land uses. Public facilities and support uses are not shown on the map, but they may be allowed under the various land use categories.

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

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

Policy f14.4.5 w In order to ensure fiscal neutrality and to issue a finding that adequate school capacity will exist the School Board reserves the right to condition a finding of adequate school capacity on the Developer's ability to ensure that adequate school capacity can be timely planned and constructed to serve the anticipated students. The School District will require terms and conditions for such an agreement. The Developer's commitment to fund adequate school capacity will be set forth in a development agreement between the developer and the School District.

Policy f14.4.6 w In order to delay the school capacity determination until a residential development is proposed in the new Local Plan, Lake Winnemissett Gateway Corridor; the plan is limited to only 480 multi-family dwelling units, unless the Local Plan is amended and a school capacity agreement is approved between the School Board and the developer.



Objective f14.5 w Provide for the correction/mitigation of projected roadway level of service deficiencies.

Policy f14.5.1 w In conjunction with affected landowners, local governments and Florida Department of Transportation; the City of DeLand shall assure that necessary transportation improvements for the thoroughfares/roadways identified in the original Traffic Impact Analysis for the combined PD's of Twelve Oaks and Royal Oaks (as amended) are re-evaluated to determine appropriate mitigation. The specific segments that need to be re-evaluated are:

Kepler/MLK from US 92 to SR-472

Beresford from Blue Lake to SR-44 (extension)

US 92 from Woodland to Kepler

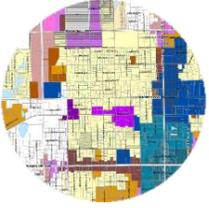
SR-44 from Voorhis to I-4

Summit from SR-44 to I-4

Blue Lake from Plymouth to SR-44

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

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



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

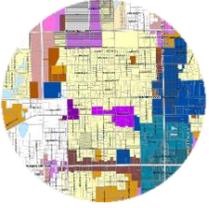
Total Trips - 51,075

Policy f14.6.5 w Beresford Avenue is to be extended from Blue Lake Avenue to SR 44 to reduce the amount of traffic on SR 44. The final alignment is to be determined through a cooperative agreement between the Volusia-Flagler Transportation Planning Organization, City of DeLand, Volusia County and FDOT.

Policy f14.3.6.6 w The Construction of Beresford Avenue is critical to the proper maintenance of traffic in the LWGC area. Until construction of the Beresford Avenue extension has commenced, traffic impacts from the LWGC shall not exceed 25,537 gross external daily trips. This requirement shall be revisited and potentially updated with the submission of the required Traffic Impact Analysis for the entire LWGC as specified in Policy f14.6.2 w.

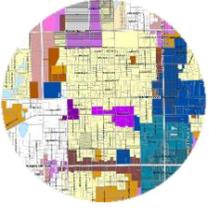
Objective f14.7 w Promote development and programs which are designed to alleviate traffic congestion.

Policy f14.7.1 w The LWGC shall be developed consistent with the Mixed-use Overlay of the Multi-modal Transportation Plan contained in the Transportation Element.



- Policy f14.7.2 w Mixed use buildings and projects shall be encouraged within a development in order to promote internal trip capture.
- Policy f14.7.3 w Site planning/design for proposed projects shall, as a condition of approval by the City, facilitate and encourage the internal movement of mass transit vehicles, if the size/intensity of the proposed development warrants such considerations, or provide pedestrian connections to the local road network.
- Policy f14.7.4 w Commercial development which demonstrates appropriate pedestrian linkages, internal trip captures, and reduced impact on thoroughfare roads shall be encouraged.
- Policy f14.7.5 w Encourage beneficial development patterns during the development review process whenever practical, so that complementary uses can be located in close proximity to facilitate walking, bicycling or the use of local but not thoroughfare roads for auto trips from home to work to dining.
- Policy f14.7.6 w Encourage convenient pedestrian and local road access from lodging facilities to restaurants.
- Policy f14.7.7 w Residential development adjacent to a school site will ensure public access, including vehicular, bicycle and pedestrian traffic, will be integrated between the school and the residential community.

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FUTURE LAND USE MAP

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

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

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

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

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