

DeLand Amtrak Station Area

Volusia County, Florida

SUMMARY REPORT

Prepared for:
**Volusia County
VOTRAN**

Prepared by:
PB PlaceMaking



December 2008



(This Page Intentionally Left Blank)

ACKNOWLEDGEMENTS

City of DeLand

Volusia County

Economic Development

VOTRAN

FDOT

PB PlaceMaking

TABLE OF CONTENTS

DeLand Amtrak Commuter Rail Station TOD Planning - Summary Report

Table of Contents

1. Introduction	1
Connecting Communities	
Embracing the Future	
TOD Planning	
Community Driven Strategy	
2. TOD Principles	5
What is Transit-Oriented Development (TOD)?	
A Defined Center	
TOD Design Principles	
Applying the Principles	
Benefits of TOD	
3. Vision	11
Challenge	
Vision Elements	
4. TOD Place Types	15
Framing the Opportunities	
Applying the TOD Principles	
TOD Place Types	
5. TOD Strategies and Design Elements	21
Strategy	
Key Design Elements	
• TOD Land Use & Design Concept	
• TOD Circulation Concept	
• Street Classifications	
• TOD Pedestrian Environment & Open Space Concept	
6. TOD Success Strategy	31
Realizing TOD Opportunities	
Potential Comp Plan and Code Amendment Strategy	
Meeting the Challenge	
Policy Framework	
Responsibility Matrix	
Appendix	
Summary of Public Meetings and Public Design Workshops	
Description of Centers	
Memo-Land Use	
Memo-Transportation	
Inter-Office Memos	

INTRODUCTION

1. INTRODUCTION

Connecting Communities

Rapid population and employment growth in Central Florida is placing increased demand on the region’s transportation system. To meet this challenge, the Florida Department of Transportation (FDOT) and its partner local governments are moving forward with plans for commuter rail service. The first phase of the Central Florida Commuter Rail (CF Commuter Rail) line is under final design, with passenger service planned to begin in 2010.

Reflecting a transportation priority to bring commuter rail service to Volusia County, the CF Commuter Rail project Phase -1 includes construction of approximately 1.3 miles of new tracks north of the Volusia county line at St Johns River-and a station at Ft. Florida Road. Future plans would extend commuter rail service to the existing DeLand Amtrak station on Old New York Avenue.

An extension of commuter rail service along the rail spur from the Amtrak Station into DeLand was included as part of the CSX agreement. However, this section of track is currently used for local freight delivery - there is no station and the rail is not certified for passenger service. A timeline has not been set for evaluating future additions to commuter rail.

To support the CF Commuter Rail project, Volusia County (through VOTRAN), will provide feeder bus service throughout the county.

Embracing the Future

Effectively linking commercial nodes (Orlando, WinterPark, Altamonte Springs, Sanford, DeBary and DeLand) is an excellent economic opportunity and cannot be ignored.

The City of DeLand and Volusia County also aspire to better integrate transportation improvements with land development in a way that enhances economic development and the quality of life for residents, while maximizing the effectiveness of public investment in transportation.



Figure 1: Proposed CF Commuter Rail, Stations and Volusia County TOD Planning Areas

New development that takes advantage of its location near transit is often referred to as **“Transit-Oriented Development” (or TOD)**, and it is a critical part of the broader goal to manage growth in ways that reduce reliance on automobile use, promote transit use, walking and biking, and create lively and safe, mixed-use neighborhoods.

TOD Planning Process

Understanding that “build it and they will come” will not happen, Volusia County seeks strategic advice for linking transportation investments with land use to realize the value potential of public transit. The primary objectives of CF Commuter Rail TOD Planning project are to:

- Advance a long term vision - a new direction, for transportation and land use at and around the proposed DeLand Amtrak commuter rail station.
- Ascertain key TOD opportunities that would set the course for compact, pedestrian friendly, mixed use development - in support of this vision.
- Advise strategies fundamental to successful TOD – and tools that could be used to implement the vision.

Community Driven

The CF Commuter Rail project will provide the opportunity not only to move people more efficiently, but to also build new, walkable, transit-oriented communities around some of its stations and strengthen existing communities around others.

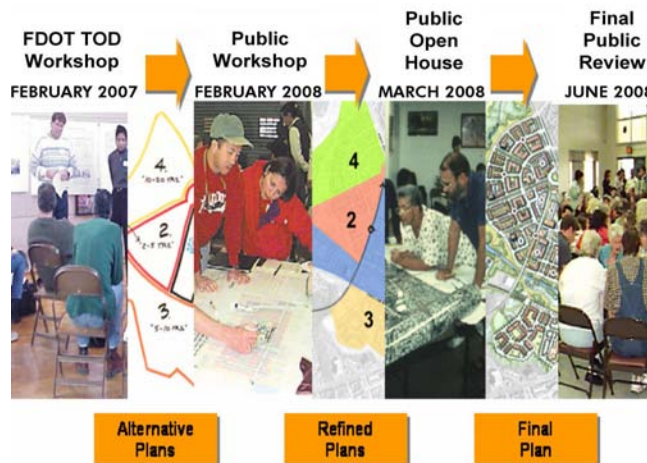


Figure 2: TOD Planning - Major Milestones

2007 - Charrettes

In February 2007, FDOT conducted a week long charrette process, individually meeting with the agencies and major stakeholders from each of the jurisdictions along the proposed 61-mile commuter rail corridor. These included: Volusia County, Seminole County, Orange County, Osceola County, and the cities of: DeLand, DeBary, Sanford, Lake Mary, Longwood, Altamonte Springs, Maitland, Winter Park, Orlando and Kissimmee.

Building upon the Transit Oriented Development (TOD) group workshop in December 2006, these half-day charrettes included a presentation covering the benefits and challenges of TOD, along with case studies illustrating various development scenarios that have been successfully built around transit. Following the presentation and facilitated discussion, all charrette participants got the chance to “roll up their sleeves” and help create a potential development vision for their respective station area. *Transit Oriented Development Workshop Sketchbook* is a summary of these TOD workshops available from FDOT.

2008 - Vision

During the period January to April 2008, a land use and TOD vision specifically for the DeLand Amtrak station was formed during several workshops involving the public, city and county staff, and stakeholders. These work sessions were used to:

- Review existing conditions, hopes for the future, and community plans including the Hontoon Island Local Area Plan.
- Introduce principles of TOD.
- Identify how TOD could respond to the range of development patterns at -and around the DeLand Amtrak station.
- Present and assess alternative transit oriented land use scenarios and design elements
- Pin-point strategies fundamental to TOD success.

A summary of the 2008 public workshops and ideas are included in the Appendix.



Draft Concept - DeLand Amtrak Station TOD - FDOT Charrette 2007



Draft Concept A - DeLand Amtrak Station TOD



Draft Concept B - DeLand Amtrak Station TOD

2. TOD PRINCIPLES

What is Transit-Oriented Development (TOD)?

TOD is a strategy available to help manage growth and improve the quality of life in Volusia County. TOD provides communities with an alternative to low-density suburban sprawl and automobile-dependent land use patterns.

TOD seeks to align transit investments with a community's vision for how it wants to grow, creating "livable" mixed-use, denser, walkable "transit villages." A successful TOD will reinforce both the community and the transit system.

In general, people living and working in TODs are more likely to walk, use transit, and own fewer cars. TOD households are twice as likely to not own a car and own roughly half as many cars as the "average" household. At an individual station, TOD can increase ridership by 20 to 40 percent and even cause significant change at a regional level. People who live in a TOD are five times more likely to commute by transit than other residents. Locations next to transit can enjoy increases in land values over 50 percent in comparison to locations away from transit stops.

A Defined Center

Transit is particularly successful in communities and neighborhoods that have defined centers, offering multiple attractions and reasons for pedestrians to frequent the area.

TOD Design Principles

Transit-oriented development may be summarized by using three design principles, which define the essential characteristics of all successful TODs:

1. Greater density than community average
2. A mix of uses
3. Quality pedestrian environment

These three principles directly influence the land use, circulation, and design concepts of the Volusia County station area planning as well as the Regulating Plan elements that support it.

A common thread running through the TOD principles is the importance of establishing a unique neighborhood identity that is memorable. Improvements in public spaces, ranging from civic buildings, plazas, and streets to street signs,

"Transit Oriented Development (TOD) is moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use."

California Department of Transportation TOD Study Technical Advisory Committee, January 2002.



Orenco Station TOD - Hillsboro, OR
-GoogleEarth



Orenco Station - Hillsboro, OR



Addison Circle - Dallas, TX



Biscayne Blvd - Miami, FL



Vancouver, BC

light fixtures and standards, specific street tree species, and pedestrian area paving materials can be used to create a unique sense of place for different city neighborhoods. The TOD is intended to develop its own character through the implementation of specific design palettes that are unique to this area. In this regard, the local plans that incorporate the DeBary / Fort Florida and DeLand Amtrak Station Area TOD will be very informative as to the desired character of the area.

1. Greater Density than the Community Average

A key ingredient for walkable communities and support for transit is having sufficient residential densities to reduce walking distances between residences and other destinations, including commercial services, schools, parks, and transit. The following elements contribute to appropriate density for transit supportive land uses:

- Densities that are higher than the community norm are located within $\frac{1}{4}$ to $\frac{1}{2}$ mile of transit.
- Structured parking is used rather than surface lots in higher density areas.
- Site design for major projects allows for the intensification of densities over time.

Although one may read about desired density numbers based on ridership levels needed to support certain types of transit service, there is not one- standard density level appropriate and suitable for TOD. What is critical is that the development and transit are linked and that it is convenient and safe for pedestrians to move throughout the TOD. A very dense yet poorly designed development is not a successful TOD.

2. A Mix of Uses

One of the most visually distinguishable features of a TOD is the active streetscape, which is oriented towards pedestrians. A mix of uses is required to create multiple destinations around the transit station, which helps to generate pedestrian traffic. An active, lively environment can change the perception of distances, making destinations seem shorter and more walkable. A transit-supportive commercial, service, employment, and public uses

making many trips between destinations shorter and more walkable. In addition: First floor uses are “active” and oriented to serve pedestrians.

- Multiple compatible uses are permitted within buildings near transit.
- A mix of uses generating pedestrian traffic is concentrated within walking distance (¼ to ½ mile) of transit.
- Auto-oriented uses, such as service stations and drive-through facilities, are limited or prohibited near transit.

3. Quality Pedestrian Environment

Vibrant communities, with or without transit, are always convenient and comfortable places for pedestrians. There are a number of components that contribute to a quality pedestrian environment:

- Buildings and primary entrances are sited and oriented to be easily accessible from the street.
- Buildings incorporate architectural features that convey a sense of place and relate to the street and the pedestrian environment.
- Amenities, such as storefront windows, awnings, architectural features, lighting, and landscaping, are provided to help create a comfortable pedestrian environment along and between buildings.
- The site layout and building design allow direct pedestrian movements between transit, mixed land uses, and surrounding areas.
- Most of the parking is located to the side or to the rear of the buildings.
- Sidewalks are present along site frontages, which connect to sidewalks and streets on adjacent and nearby properties.
- Street patterns are based on an interconnected grid system that simplifies access for all modes.
- Pedestrian routes are buffered from fast-moving traffic and expanses of parking.
- Trees sheltering streets and sidewalks are provided along with pedestrian-scale lighting.
- Buildings and parks are used to provide a focal point or anchor for key areas or intersections.
- Secure and convenient bicycle parking is available.



Santana Row Mixed-use, San Jose, CA



New York bike boulevard, NY



City Place plaza- West Palm Beach, FL



Ft Lauderdale streetscape, FL



Orenco Station streetscape, Hillsboro, OR

TOD PRINCIPLES



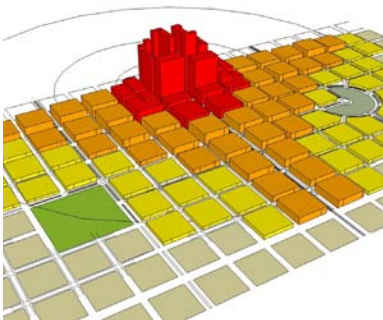
Birkdale Village - Charlotte, NC



Clarendon - Arlington, VA



Addison Circle - Dallas, TX



TOD Sample Massing

Applying the Principles

Having different zones with distinct characteristics also helps to create a sense of place. This sense of place may be created by including at least several of the following attributes:

- The density and buildings are highest in the core near the transit station, moderating somewhat in the center that is within $\frac{1}{4}$ mile of the transit station, and ultimately transitioning in the edge to match the character of surrounding development approximately $\frac{1}{2}$ mile from the station.
- Buildings are located closer to the street and are typically taller than the surrounding area.
- Buildings are primarily oriented to the street with windows and main entrances.
- Parking is less predominant, being located to the rear and in parking structures. Parking requirements are reduced in close proximity to transit, compared to the norm.
- Sidewalks are wider than in lower density areas, and offer pedestrian amenities, such as street trees, benches, kiosks, and plazas.

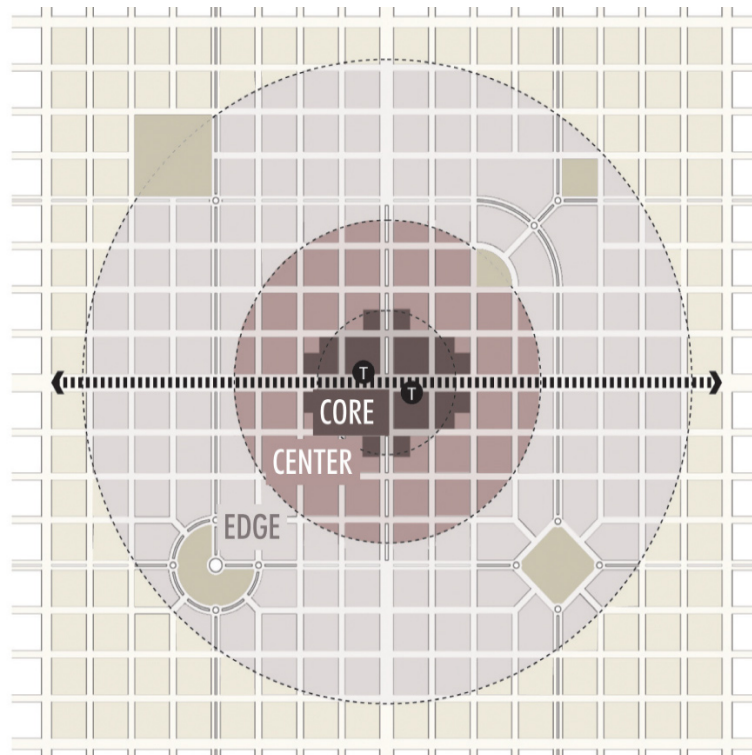


Figure 3:
Core-Center-Edge Diagram - Illustrates general TOD Planning Areas

BENEFITS OF TOD

By implementing TOD and coordinating investment in transportation and land use projects, communities can make significant progress toward improving their quality of life. The extent to which this progress is made depends largely on the type and quality of transit service available as well as the primary characteristics of the TOD. Ten major benefits from TOD are:

- 1. Providing mobility choices.** By creating “activity nodes” linked by transit, TOD provides much needed mobility, including options for young people, the elderly and people who do not own cars or prefer not to drive.
- 2. Increasing public safety.** By creating active places, which are busy through the day and evening and providing “eyes on the street”, TOD helps increase safety for pedestrians, transit users, and many others.
- 3. Increasing transit ridership.** TOD improves the efficiency and effectiveness of transit service investments by increasing the use of transit near stations by 20 to 40 percent, and up to five percent overall at the regional level.
- 4. Reducing rates of vehicle miles traveled (VMT).** Vehicle travel has been increasing faster than population growth. TOD can lower annual household rates of driving by 20 to 40 percent for those living, working, and/or shopping within transit station areas. Recent research shows that automobile ownership in TOD is approximately one-half the national average.
- 5. Increasing disposable household income.** Housing and transportation are the first and second largest household expenses, respectively. TOD can effectively increase disposable income by reducing the need for more than one car and reducing driving costs, saving households \$3,000-4,000 per year.
- 6. Reducing air pollution and energy consumption rates.** By providing safe and easy pedestrian access to transit, TOD can lower rates of air pollution and energy consumption. TOD can also reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year per household.
- 7. Helping protect existing single-family neighborhoods.** TOD directs higher density development to appropriate areas near transit, thereby reducing pressure to build higher density development adjacent to existing single-family neighborhoods.
- 8. Playing a role in economic development.** TOD is increasingly used as a tool to help revitalize aging downtowns and declining urban neighborhoods and to enhance tax revenues for local jurisdictions.
- 9. Contributing to more affordable housing.** TOD can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. It was recently estimated that housing costs for land and structures can be significantly reduced through more compact growth patterns.
- 10. Decreasing local infrastructure costs.** Depending on local circumstances, TOD can help reduce infrastructure costs (such as for water, sewage, and roads) to local governments and property owners by up to 25 percent through more compact and infill development.

3. VISION

Challenge

Growth and development and its impact on quality of life is a primary concern in cities and counties throughout the United States. Transit is particularly successful in communities and neighborhoods that have defined walkable centers, offering multiple attractions and reasons for pedestrians to frequent the area. These neighborhoods project a sense of place by a combination of density, mixed uses, pedestrian orientation, and design elements to treat each as a unique community center with its own identity. A general description of centers is included in the Appendix.

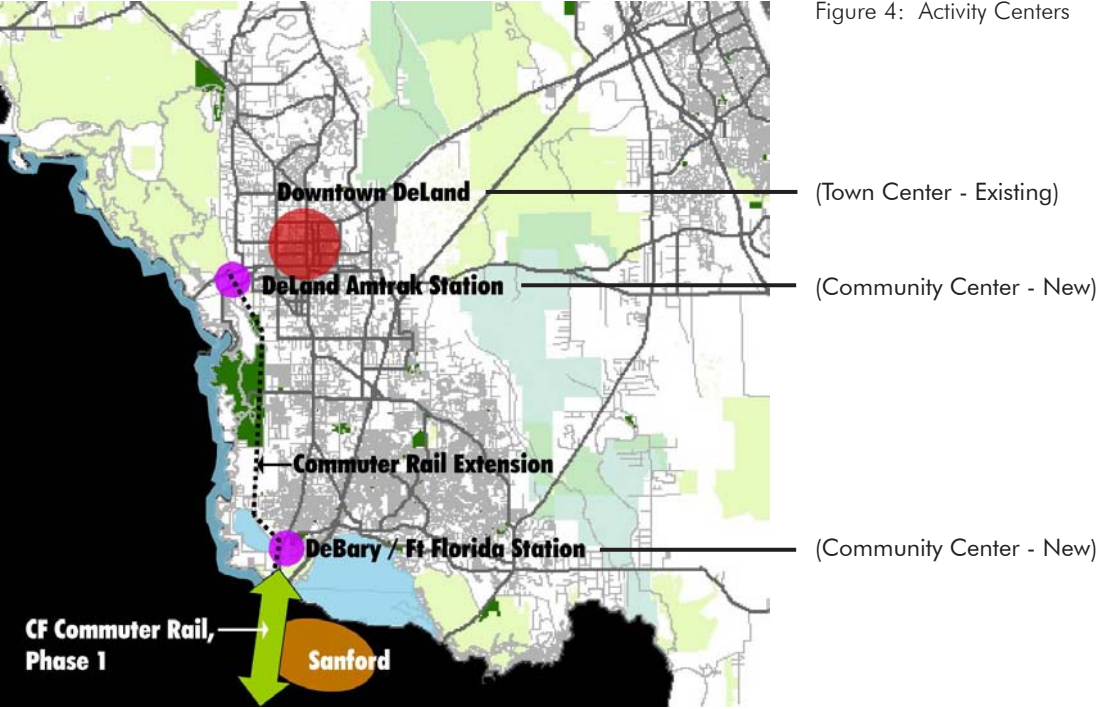


Figure 4: Activity Centers

The quality and character of land uses ½ mile around the DeLand Amtrak Commuter Rail station vary widely from agriculture to light industrial; from rural to urban residential; from public (police training) and PUD, to undeveloped land with multiple development options. Under these circumstances, there can be no “one size fits all” approach to TOD. Rather, the TOD principles must be sensitively applied in a variety of ways to best achieve the various benefits of TOD. The challenge is not only to create a sustainable, transit supportive community with a balance of jobs and housing, but at the same time address some important local issues, including:

- Access to the Hontoon Island Area
- Support, rather than compete with Downtown DeLand - the County seat and a historic town center, which is approximately 3 miles from the existing Amtrak Station.
- Open space and sensitive lands,
- Historic properties, and
- Public services and utilities.

Vision Elements

Based on public workshop feedback, and the TOD principles introduced in Section 2, the primary vision elements are:



A Viable Community Center - With Critical

Mass of Development: Higher density development in appropriate locations within ½ mile of the intersection of Old New York Road and the CSX Railroad. The density and buildings are highest in the core at the rail station, moderating somewhat in the center that is within ¼ mile of the transit station, and ultimately transitioning in the edge approximately ½ mile from the station.

Main Street: Mixed use development focused on Old New York Road and around a transit plaza - featuring a blend of office, retail, service commercial, civic, and residential activities.



Walkable: A circulation system featuring tree lined lanes and pedestrian priority streets with ample sidewalks, amenities, and design treatments to calm traffic. Quality bicycle and pedestrian routes between key destinations, such as transit stops, stores and services, parks, schools, and employment centers and to surrounding sub-divisions.

Sense of Place: A unique neighborhood identity may be created by including at least several of the following attributes:

- Buildings are located closer to the sidewalk and are typically taller than buildings surrounding the center.
- Buildings are primarily oriented to the street with windows and main entrances.
- Urban scale buildings around station core area becoming less urban further out.

- Parking is less predominant, being located to the rear, on side of buildings or integrated with the building structure. Parking requirements are reduced in close proximity to transit, compared to the norm.
- Sidewalks are wider than in lower density areas, and offer pedestrian amenities, such as street trees, benches, kiosks, and plazas.
- Public open space corridor and landscaping.

The underpinning elements of the future vision also include:

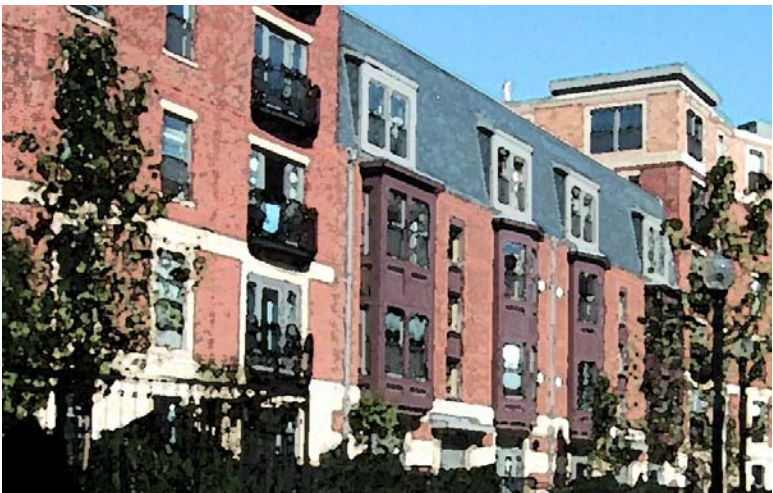
- Conservation of land and water
- Complete Communities- Affordable and Sustainable
- Choices in Jobs, Housing and Lifestyles
- Connectivity:
 - to downtown DeLand, potentially using the rail spur and/or trolley service,
 - to the Lake Woodruff Wildlife Area, and
 - to Hontoon Island State Park
- Collaboration to implement the vision



Parks and Plazas



Mixed-Use Development



Medium Density Residential

4. TOD PLACE TYPES

Framing the Opportunity

Introduction to Place Types

The need to tailor TOD principles described in Section 2, to fit the wide ranging character of the study area led to the creation of three distinct TOD Place Types - land use and development districts. Representing a range of densities, uses, and design characteristics, these TOD districts are used to frame the discussion in the following sections regarding the TOD opportunities and design elements: land use density and mix, circulation, and pedestrian environment and open space.

The TOD land uses range from medium and high densities and significant mix of uses, not typically seen in the city. A detailed description of each TOD land use place types is provided on the following pages. It is important to recognize that these generic descriptions do not account for the public open spaces and park land that should be incorporated into specific development plans within the TOD districts.

The following place types were the basis for the land use designations in the charrette and in developing the concept plan. These are similar to comprehensive plan designations, but with a focus on urban form and design.

Place types used within the TOD boundary are:

- TOD Mixed-Use District
- TOD Employment-Office-District
- TOD Residential District - Medium Density
- TOD Residential District - Low Density

Other land uses adjacent to and within the TOD boundary are:

- Light Industrial District
- Parks and Open Space
- Pelham Square PUD
- Historic homestead and houses



Colonial Town Park development



TOD PLACE TYPES

TOD MIXED-USE DISTRICT



Baldwin Park, FL



Legacy Town Center, Dallas, TX



Misner Park, Miami, FL

General Building Scale



General Building Footprints

The TOD Mixed-Use district is located on one or both sides of the commuter rail station-generally up to ¼ mile from the station, or along primary transit routes. TOD Mixed-Use serves the needs of adjacent TOD Residential neighborhoods, Employment, Light Industrial, nearby sub-divisions, eco-tourism, and visitors to the nearby parks and recreation facilities- while also providing community gathering places.

Density and Land Use Mix

Parcels in the TOD Mixed-Use district are developed at a minimum 24 dwelling units per acre, and up to 50 dwelling units per acre or Floor Area Ratio (FAR) averaging 1.5 for non-residential. The mixing of jobs, housing, retail, entertainment and services within a walkable environment, makes a vibrant and active place during the evenings and weekends.

Within TOD Mixed-Use district, residential and non-residential uses may be mixed vertically -meaning that residential space could be developed above commercial space, or horizontally-meaning that residential and commercial uses could occupy ground floor space in separate buildings.

Pedestrian Environment & Open Space

The typical, vertically mixed building is 3 stories, with parking integrated with building, street level retail, and 1-2 stories of residential or office. Taller buildings are positioned to not obstruct critical view corridors and solar access. All buildings in the TOD Mixed-Use district are generally at or close to the wide sidewalk, creating a well-defined public realm and pedestrian district.

Ample open space, pedestrian orientation, and multiple amenities characterize the TOD Mixed-Use district. Other design features include small parks and plazas, tree-lined streets, landscaping, a range of retail and services, school, library or community center.

Circulation

All streets and sidewalks within the TOD Mixed-Use district interconnect. Parking is on street, structured in buildings, on side of, or behind buildings. The streets are specially designed to entice area residents and visitors with attractive entries, storefronts and awnings, seating, trees, flowers, lighting and signs. Shared parking lots are common. Many blocks have alleys to provide additional site access.

TOD PLACE TYPES

TOD EMPLOYMENT - OFFICE DISTRICT

The TOD Employment - Office district provides transition between a TOD District and Heavy Industrial. When adjacent to TOD Residential, the TOD Employment - Office site is separated from Residential sites by a public street, alley or public open space.

Density and Land Use Mix

Property in the TOD Employment district is developed at an average FAR 0.2 to 0.75, with higher FAR's closest to the station. A range of facilities for office, high tech and selected commercial businesses are located in the TOD Employment - Office district.

Pedestrian Environment & Open Space

Pedestrian design elements include buildings close to or at the sidewalk, attractive entries, small-scale plazas and gardens, and convenient connections to nearby storefront businesses for food and commercial services.

Circulation

At least one arterial or collector street provides access to and through the TOD Employment - Office district. The local street network includes routes for bicyclists, pedestrians and transit. All streets and sidewalks within the TOD Employment - Office district interconnect. Parking is on street, structured in buildings, on side of, or behind buildings. The streets are specially designed to entice employees and visitors. Shared parking lots are common. Some blocks have alleys to provide additional site access.

Businesses within the TOD Employment - Office district partner to maintain the common areas, and to coordinate employee transportation needs and shared parking. A combination of facilities, public amenities and programs in the TOD Employment - Office district make it convenient for employees to take transit, car-pool, ride the bicycle or walk.

Employee transportation management and facility options include the following:

- transit pass program, bus & train schedules,
- bike lockers and racks, shower and changing rooms,
- car pool parking and pick-up / drop-off lanes, and
- weather protected pedestrian routes, where possible



Campus Employment



Dallas, TX



TOD PLACE TYPES

TOD RESIDENTIAL DISTRICT - MEDIUM DENSITY



Baldwin Park, FL



Miami, FL



Portland, OR

A compact neighborhood with ample open space, the TOD Residential Medium Density neighborhood is most efficient when located adjacent to or within a convenient 10-min walk to a regional transit center / commuter rail station, or TOD Mixed-Use or Employment -Office district.

Density and Land Use Mix

The TOD Residential Medium Density neighborhood consists of a mix of single and multiple-family housing developed at an average of 24 dwelling units per acre net. The housing mix includes:

- Townhouses
- Zero lot line
- Multi-family residential

At certain designated locations, commercial uses would be limited to convenience retail and neighborhood services.

Pedestrian Environment

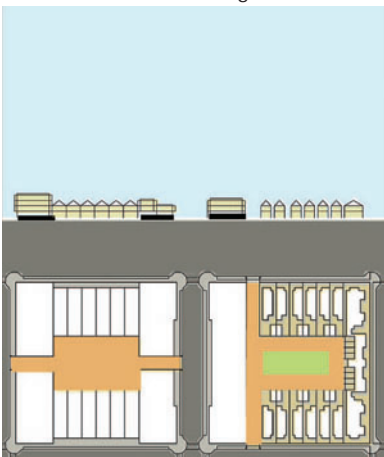
The neighborhood design borrows many features from traditional neighborhoods in Florida, including tree lined lanes, streets and sidewalks, rear parking. Parks, shops and school are within a 5-7 minute walk from most residences.

A centerpiece of this TOD Residential neighborhood is a prominent green-space flanked by 2-3 story buildings, and several small gathering places for resident use and enjoyment.

Circulation

Sidewalks and streets are interconnected. In most blocks, alleys tuck the private autos out of sight from front yards, creating more green space between residences and streets.

General Building Scale



General Building Footprints



TOD PLACE TYPES

TOD RESIDENTIAL DISTRICT - LOW DENSITY

A compact neighborhood with ample open space, the TOD Residential- Low Density is typically located ¼ mile from the rail station and generally up to ½ mile away, and is best adjacent to TOD Residential- Medium Density Medium, TOD Mixed-Use or TOD Employment

Density & Land Use Mix

The TOD Residential Low Density neighborhood consists of a mix of single and multiple-family housing developed at an average of 12 dwelling units per acre (net). The housing mix includes:

- Single Family (detached and zero lot line)
- Townhouses
- Garden Apartments

Pedestrian Environment

The TOD Residential - Low Density neighborhood design borrows many features from traditional neighborhoods in Florida: Houses sited close to tree-lined streets and sidewalks, rear parking, convenience shopping and a school, and park are within a 5-10 minute walk from most residences.

Circulation

All sidewalks and streets are interconnected. In most blocks, alleys tuck the private



Baldwin Park, FL

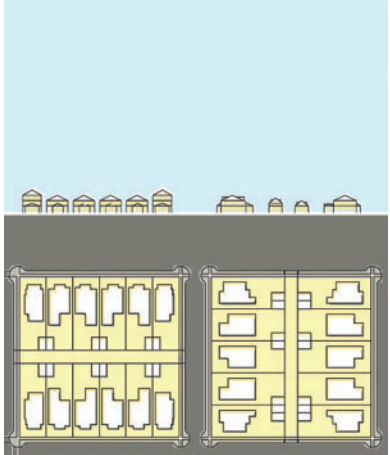


Orenco Station - Hillsboro, OR



Orenco Station - Hillsboro, OR

General Building Scale



General Building Footprints

OTHER LAND USES

PARKS & OPEN SPACE



Misner Park, Miami, FL

The conservation lands, public parks, greenways and trails, and open space all contribute significantly to the quality of life. Routine recreational and social activities are extensions of domestic and work life and occur within a short walk from residences and workplaces.

The greenways and trails are not only critical amenities for TOD residents employees and visitors, but also a beacon for students from around the region as well as for tourists and nature enthusiasts.

LIGHT INDUSTRIAL (EXISTING)



San Francisco, CA

A lower density employment center than the TOD Employment - Office, the Light Industrial includes a range of flex, showroom and assembly activities.

When adjacent to TOD Residential, the Light-Industrial includes building and site design features to:

- Reduce light, noise, and glare
- Provide a convenient pedestrian connection, and
- Transition the neighborhood scale.



Light Industrial buildings are typically one story, and the height and footprint of buildings vary greatly. Most open space between buildings is used for surface parking. The scale of large parking lots is reduced by trees and landscaping.

A majority of buildings in the Industrial district have a primary entrance oriented to a street. Buildings fronting on collector or arterial streets are setback a maximum of 60 feet, and are directly connected to the sidewalk by a paved and landscaped path.

At least one transit route operates through or adjacent to the Light Industrial district.

PELHAM SQUARE/HISTORIC HOMESTEAD & HOUSES



Minneapolis, MN

The Pelham Square PUD is a proposed development, which along with the historic homestead and houses is located on the map on page 23.

5. TOD STRATEGIES AND DESIGN ELEMENTS

The vision outlined in Section 3 provides a framework to optimize and realize TOD opportunities. The ‘Placetypes’ described in Section 4 create a menu of land use typologies to be applied in the design concept. More work will be necessary to translate these broad concepts into more specific and tangible master plan designs for the station area. The following strategy and conceptual design elements begin this translation process from the broad concepts to more specific TOD opportunities and urban design schemes.

Strategy

The Mixed-Use Zone identified under the County Urban Use Policy 12, the site context, and the feedback during the workshops, suggest that the stage is set for tapping several synergistic opportunities to spur the creation of a transit supportive walkable center around the DeLand Amtrak Station. The particular strengths of this area include nearby older and new neighborhoods, employment and businesses, as well as a strategic geographic location, the coming of commuter rail service, and accessibility to a renowned natural environment. Broader community conversations would be needed to:

- a. effectively expand jobs
- b. protect sub-divisions, and
- c. support planning and development for a “best of class”, sustainable neighborhood.

Key Design Elements

Reflecting the concept of a core, center, and edge around the rail station/ transit center, the TOD principles and placetypes are applied to the DeLand study site.

The DeLand Amtrak Station TOD opportunities include three primary elements:

- Land Use and Design Concept, which describes the general land uses and development characteristics in the TOD.
- Circulation Concept, which identifies the functional and design elements for vehicular and pedestrian connectivity, and parking.
- Pedestrian Environment and Open Concept, which describes the important public realm components of TOD.



CSX Line



Transit Plaza - San Antonio, TX



Bus Station Water Garden - Springfield, OR



Stormwater Quality Swale in Parking Area, Portland, OR

TOD OPPORTUNITIES

TOD LAND USE & DESIGN CONCEPT

TOD land use development within 1/4 mile of transit center

Commuter Rail Station

Transit / Pedestrian Plaza / Green Space:

- Bike and pedestrian routes radiate from the transit plaza.
- VOTRAN transit routes turn around or stop at the transit plaza.
- Future local circulator (e.g. bus, trolley) would turn around or stop at a plaza.

1. TOD Mixed-Use District:

- Potential Development & Land use mix: Residential: 700 units @ average 40 units/acre, commercial: 150,000 sf storefront retail and neighborhood services, Hotel: 200 rm.
- Joint Development opportunity, Civic / cultural facility opportunity

2. TOD Employment – Office District:

- Density: 0.50 to 0.75 Floor Area Ratio (FAR)
- Potential Development: 800,000-850,000 sf office space
- Additional development may be permitted when shared parking, active ground floor uses and transportation management options are provided.

3. TOD Residential District - Medium Density

- Potential Development: 2,600 dwelling units (DU)
- Residential Density: Average 30 du / gross acre
- Some additional density may be permitted when active ground floor uses (including storefront retail and neighborhood services), and pocket parks and plazas are provided in designated locations.
- Housing types: Townhouse; multi-family; loft style
- Buildings are urban in their character, located at or close to the sidewalk, with entrances oriented to streets.
- Parking: On and off-street; some off-street parking integrated with bldg. structure.

(P) Shared Parking Opportunity

- Includes CFCRT Park & Ride and Kiss & Ride stalls, Structured parking opportunity

TOD land use development within 1/4 to 1/2 mile of transit center

4. TOD Residential District - Low Density

- Potential Development: 2,300 dwelling units (DU)
- Residential Density: Average 12 du / gross acre
- Housing types: Single Family (detached and zero lot line); Townhouse
- Buildings are located close to sidewalk, with entrances oriented to streets.
- Parking: On and off-street; Most off-street parking would be accessed from alleys.

5. TOD Employment – Office District:

- Density: 0.25 to 0.45 Floor Area Ratio (FAR)
- Potential Development: 150,000-200,000 sf office space
- Additional development may be permitted when shared parking, active ground floor uses and transportation management options are provided.

Landscaped Buffer, Green space / Park / Landscaped Water Quality Mgmt.

Other land use & development opportunities

6. Commercial

- Potential Development: 150,000 sf retail and commercial services
- Pedestrian access from green blvd. leading to TOD Mixed-Use district and station

7. Light Industrial (Existing)

8. Elementary School & Neighborhood Park

- 500 student elementary school with adjacent publicly accessible recreation space

TOD Land Use & Design Concept Diagram*

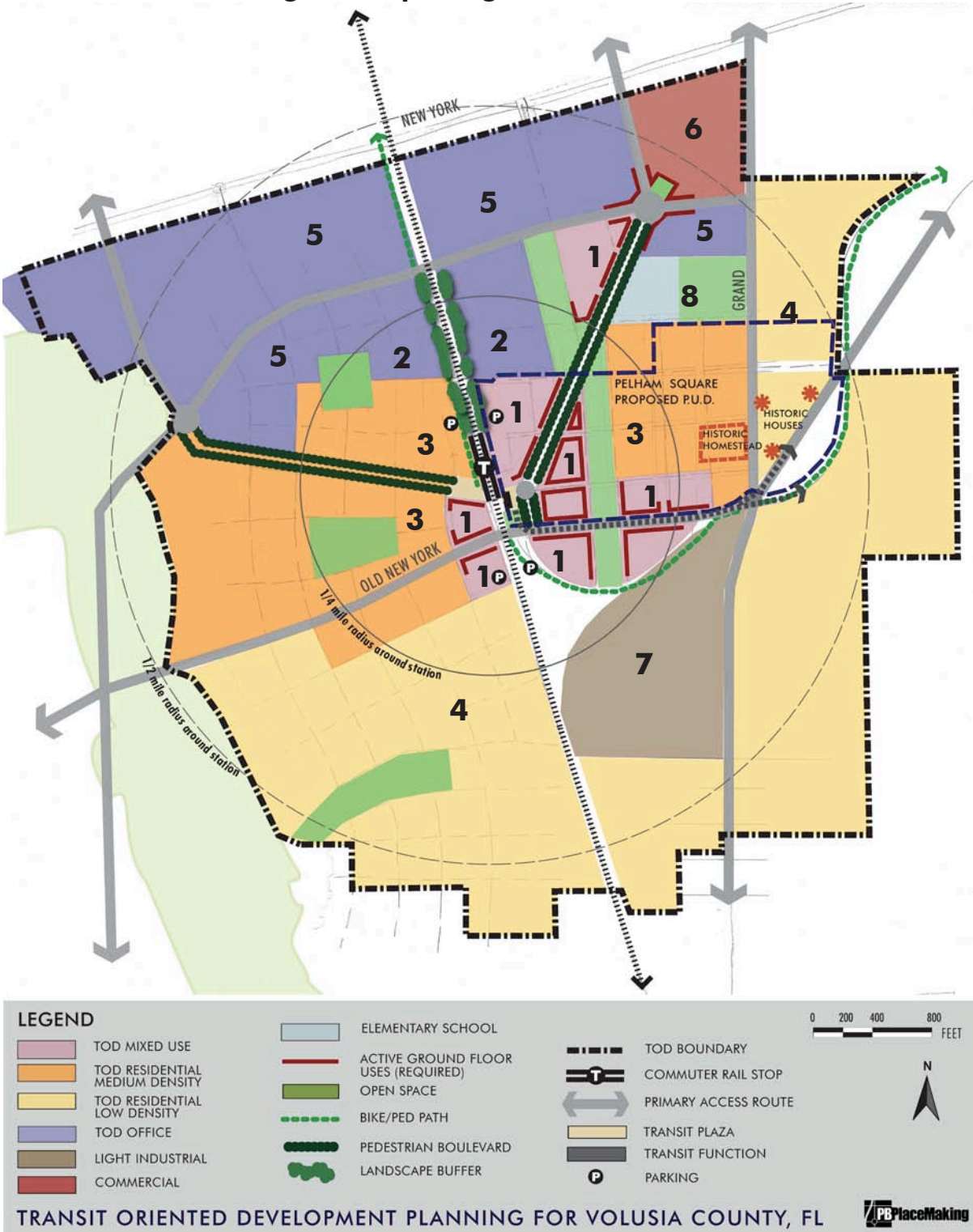


Figure 10

* This conceptual diagram illustrates a TOD scenario - assuming future commuter rail service to the current DeLand Amtrak station.

TOD CIRCULATION CONCEPT

The Circulation Concept for the DeLand Amtrak Station includes the following primary elements:

1. An integrated bicycle, pedestrian and street network to provide safe and convenient travel for all modes.
2. Wider sidewalks and enhanced pedestrian facilities to support existing and planned transit service and redevelopment activity within the TOD core.
3. TOD Pedestrian Priority Streets, which are also required to have enhanced pedestrian facilities because they will serve as the primary pedestrian routes in the station area. This pedestrian street network is intended to improve pedestrian circulation in and around the station area.
4. Signalized pedestrian crossings across New York/44, Grand and Old New York to improve safety and facilitate access to transit.
5. New TOD Local Streets to provide convenient circulation for all modes in within the station area.
6. Bike and Hike Trails pathways provide key pedestrian and bicycle connections through the station area.

Off-Street Bike and Pedestrian Circulation

Off-street, paved hike and bike trail provides additional connectivity within the TOD and between the rail station and destinations further away from the TOD area. A potential bike and hike trail along the railroad spur and CSX line is indicated on the graphic on the following page. The alignment would connect Downtown DeLand and the conservation lands north of US 44 / New York, via the Deland Amtrak Station. The graphic also illustrates a potential trail connection to the Hontoon Island area.

TOD Circulation Concept Diagram

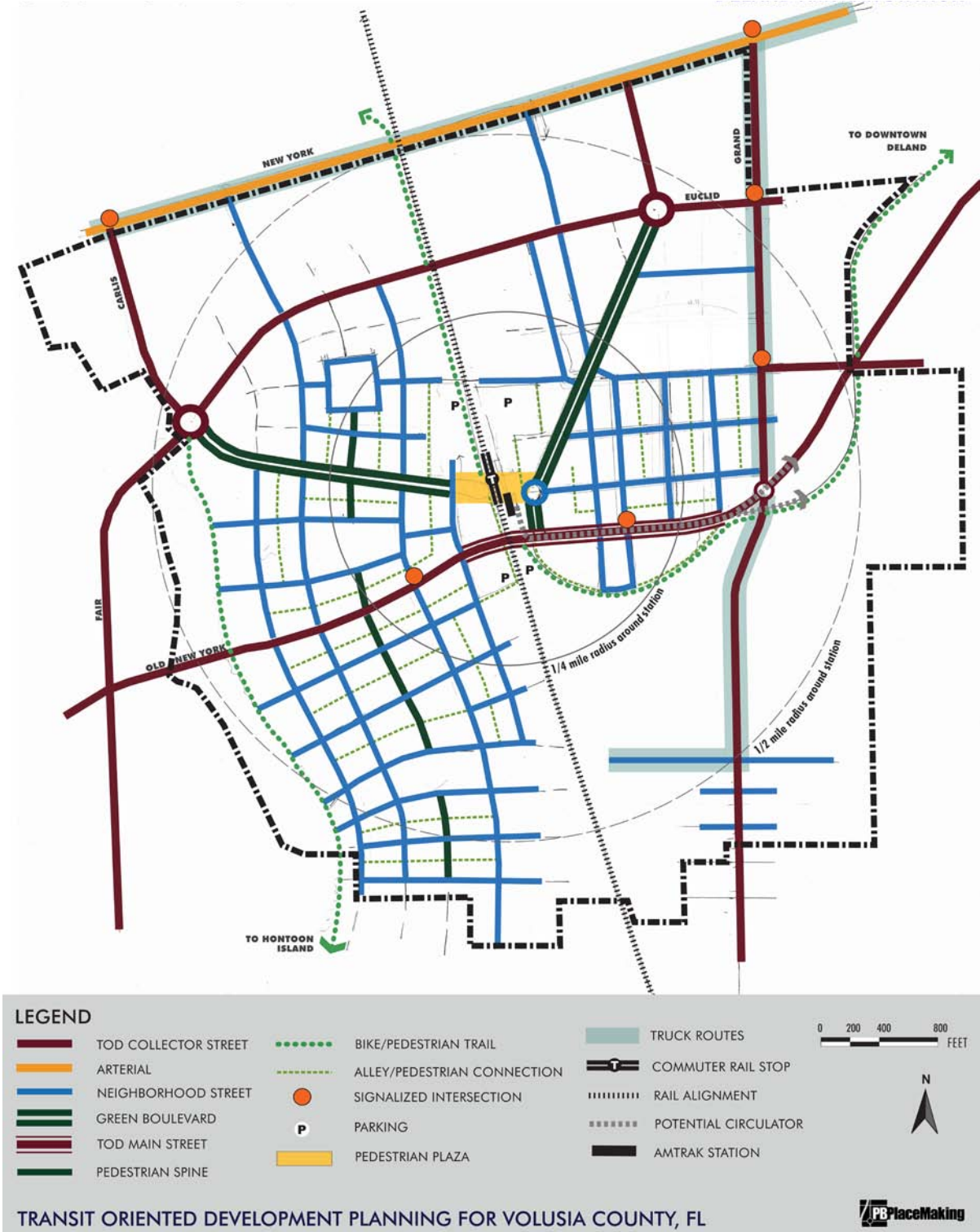


Figure 11

Street Classifications

The street classifications below describe the character and elements for each street type in the DeLand Amtrak Station TOD area. Corresponding sections for each street classification are adjacent to the photo example. The TOD streets need to be pleasant, safe places for pedestrians and bikes while accommodating cars as well.

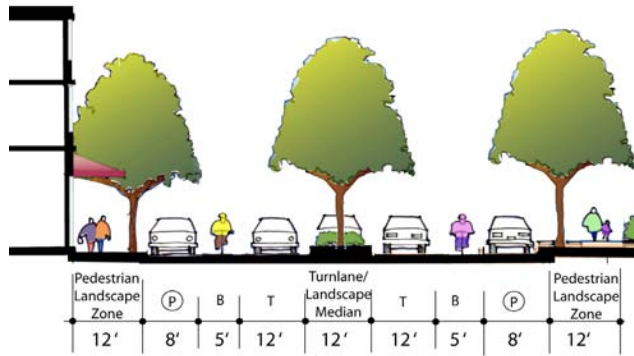


Figure 12

TOD Collector Street – Collector streets include one travel lane in each direction, bike lanes, a landscape median/turn lane, on-street parking, and landscaped sidewalks.

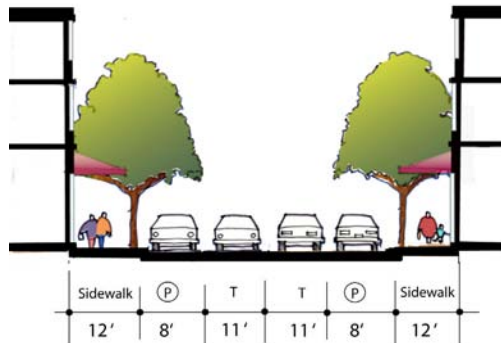


Figure 13

TOD Main Street – Central to the TOD, with continuous retail storefronts, the Main Street encourages pedestrian activity with distinctive sidewalks and street furniture, on-street parking, and calmed traffic lanes – one in each direction.

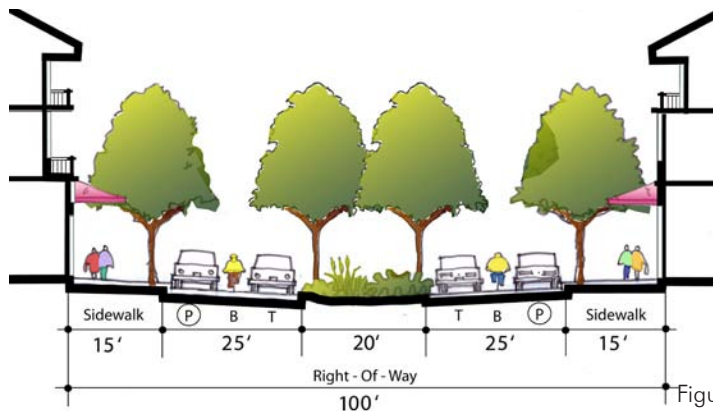


Figure 14

Green Boulevard – A landscaped boulevard with a pedestrian and bicycle emphasis. The boulevard is a neighborhood focal point and serves as the primary connection between the TOD residential neighborhoods on the east and west sides of US Hwy 17/92. The center median doubles as a landscaped, linear water quality swale.

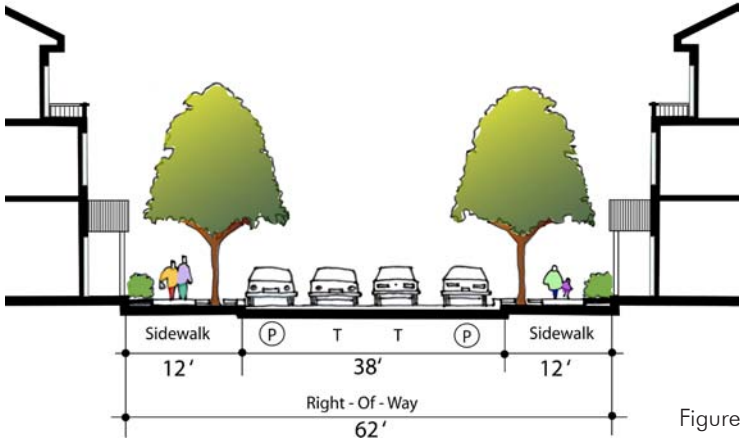


Figure 15



TOD Neighborhood Street – The neighborhood streets emphasize calmed traffic for neighborhood safety with one travel lane in each direction, on-street parking, and landscaped sidewalks.

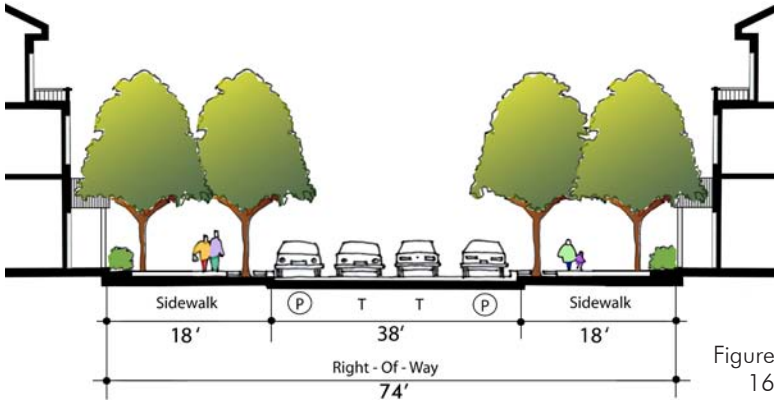


Figure 16



Pedestrian Spine – Designed to link neighborhoods and green spaces, the pedestrian spine features wide sidewalks, generous landscaping and pedestrian amenities such as benches and pedestrian scaled lighting. Similar to the TOD neighborhood street, the pedestrian spine’s attributes include calmed traffic and on-street parking.

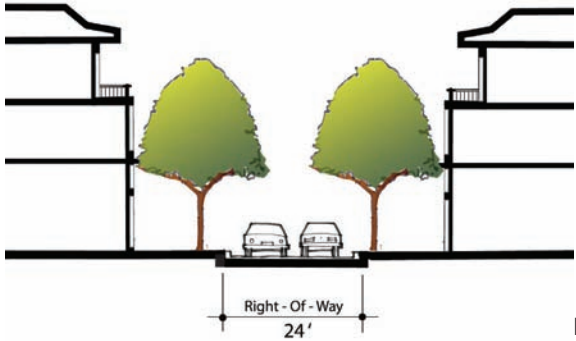


Figure 17



Alley / Lane – Narrow, landscaped streets behind buildings that provide rear vehicular access to residential buildings. This limits the amount of curb cuts on neighborhood and collector streets.

TOD Pedestrian Environment & Open Space Concept

The Pedestrian environment and Open Space design concept includes the following primary elements:

1. Transit Plaza

Transit plazas link the station and the Green Boulevard. The plaza serves not only as a hub for transit, but also as trail head for the off-street bike and hike trail. The transit plaza includes:

- Bus stops and transfer facilities
- Waiting space.
- Bike racks and lockers
- Public amenities such as benches, information kiosks, and lighting
- Landscaping and street trees

2. Pocket Park / Pedestrian Plaza

These are smaller open spaces that provide focal points at key locations and pedestrian access across larger blocks. One is located at the northern terminus of the green boulevard that links the Deland Amtrak Station with the commercial development at the corner of US 44/New York Ave. and Grand Ave. This allows pedestrian access to the commercial development from the TOD.

3. TOD Neighborhood Park

On the west side of the TOD several parks are located as central features of the medium and low density TOD neighborhoods. These parks are linked by a pedestrian spine and are large enough to accommodate water quality features integral to the design.

On the east side of the TOD a linear series of park blocks links the mixed use district, medium density neighborhoods, hotel, and office/employment areas with a continuous open space experience that also functions as a water quality feature.

4. Primary Pedestrian Routes

In addition to sidewalks on all TOD streets, primary pedestrian routes are direct routes to and from the transit station characterized by landscaped wider sidewalks.

5. Bicycle Routes

In addition to on-street bike routes on most streets, an off-street bike and pedestrian trail links conservation lands north of US 44/New York Ave. with the station and TOD. Potential rails-to-trails conversion of the rail spur could result in a bike and pedestrian link to downtown DeLand.

6. Conservation Land / Open Space

The conservation land north of US 44 / New York is the major open spaces adjacent to the TOD. Creating a linear park along the wetlands west of the TOD provides another natural open space amenity with the potential to connect with the conservation land.

TOD Pedestrian Environment & Open Space Concept Diagram

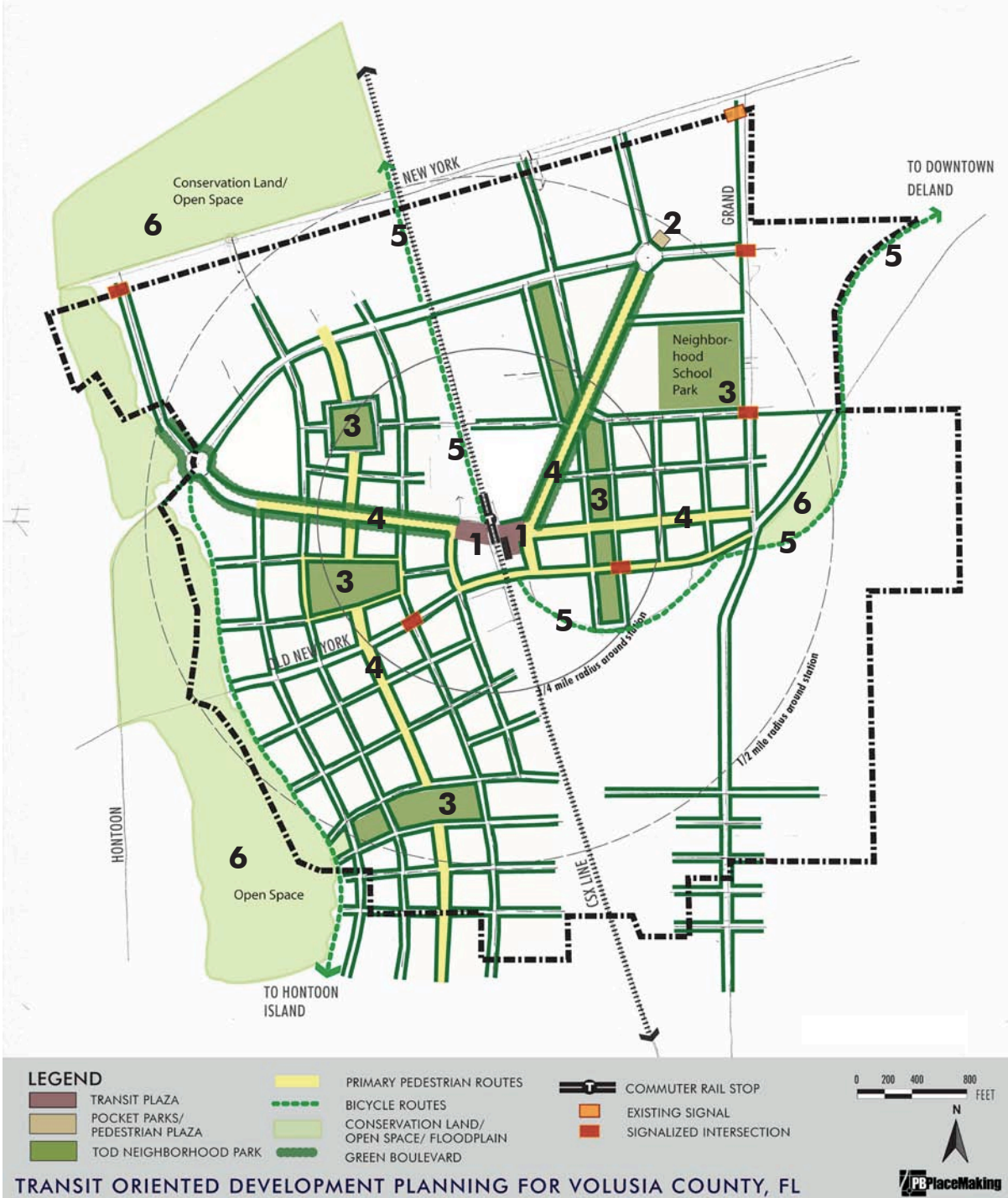


Figure 18

6. TOD SUCCESS STRATEGY

INTRODUCTION

Creating the vision and development concept for the DeLand Amtrak station community represents a starting point for a series of actions to bring them to fruition. This section outlines a recommended set of seven basic steps that will help Volusia County, its agency partners, property owners, developers, and the public attain TOD surrounding the station.

Because the availability of commuter rail was not contemplated in the Volusia County Comprehensive Plan or supporting land use regulations at this location, significant amendments will be necessary. The vision described in Chapter 3 of this report will clearly not be self-actuating. Whether the steps recommended here are followed or a different process is used, it is essential for the community to take a concerted step-by-step approach to accomplish the vision.

Early in the process, a multi-jurisdictional TOD strategy needs to be formed around community initiatives that are currently underway, including a vibrant Downtown DeLand - the County seat and a historic town center. Downtown issues raised during TOD planning, include harmful competition, transit service, and hike / bike trail connection to the DeLand Amtrak station, which is 3 miles beyond the DeLand city limits. To align the DeLand Amtrak Station TOD with Downtown DeLand, it is not unreasonable to assume that an amendment would be needed to the City of DeLand Comprehensive Plan.

IMPLEMENTATION STEPS

The consulting team recommends several key implementation steps to advance the vision and TOD concepts from the narrative and maps in this report into a successful TOD. The steps include:

1. Form a Working Group
2. Refine the Vision and Development Concept
3. Understand the Market
4. Amend the Comprehensive Plan and Code
5. Create Appropriate TOD Street Standards
6. Create a Station Design that Is Oriented to Surrounding Development
7. Phasing and Catalyst Projects

1. Form a Working Group

The critical element is the formation of a working group including various city departments, FDOT, Volusia County, City of DeLand, Economic Development, other agency partners, citizen representatives, and key member of the private sector. The working group's primary focus should be to span jurisdictional and agency boundaries to facilitate collaboration and guide the implementation of the DeLand station area vision. Ideally, members of this committee should have the authority to speak on behalf of their respective organizations and make decisions.

This group should meet regularly with support, as needed, from technical agency staff. Other interests or subcommittees to deal with individual elements of the vision could be formed depending upon the desires of the participants. What is of the utmost importance is to have a focused and organized framework for implementing the vision and development concept.

2. Refine the Vision and TOD Concept

The TOD place types used to create the vision and development concept are general and need further refinement and detail regarding specific characteristics of new development. As shown in the development concept, the workshop participants began to provide information about the types and intensities of uses for different portions of the station area. This conversation needs to continue to create a refined vision and development concept, which has the support of all parties. An important element of this discussion should be the relationship between the station area and downtown DeLand. The city has expressed concerns about a dense, mixed-use center at the station competing with the downtown. The market assessment (Step 3) should be performed in conjunction with the visioning effort to clarify potentially appropriate use mixes and densities. It could also be used to provide information about how to address the issue of creating harmful competition for Downtown DeLand. The results of this evaluation can then be used to develop the necessary comprehensive plan and code amendments for the county and city to adopt.

Another key component to this step will be to have a focused conversation between the providers of water, sewer, transportation, and other urban facilities and services. Coordination with the city of DeLand will be critical. In addition, the absence of centralized utilities in the area may be a significant challenge to transit-oriented development in the near term.

It is certainly possible that the vision and development concept could change as this process unfolds. This should be expected as more information (e.g., the market assessment and community input) becomes available. However, the vision and development concept should continue to be consistent with the four TOD principles:

- *Defined Center.* The center of the TOD should be the station and its immediate surroundings.
- *Density.* The highest density uses should be found in the center with a gradual transition to match existing or planned development beyond one-half mile from the station.
- *Mix of uses.* The greatest mix of uses should be located within one-quarter mile of the station. Combined with the need to have the highest densities in the center, this typically will translate into vertical mixed-use development.
- *Pedestrian environment.* For a TOD to function well, creating a good pedestrian environment is key. It should consist of safe and convenient connections, short distances between destinations (e.g., home, shopping and/or work), and pleasant and interesting streetscapes. Consistent with the other principles, the primary emphasis on the pedestrian should be near the station.

3. Understand the Market

Conducting a market assessment is an important step because it helps frame the planning discussion by focusing on possible development scenarios, which are plausible for the station area. This assessment should naturally be realistic, but should not just evaluate the status quo. It should evaluate the conditions by which the market could support TOD in this location. This information will help the community understand how to best concentrate its energies in a direction that has a good chance of being realized.

For the DeLand station, this analysis should include the relationship between the station and downtown and how station area development can be complementary to the downtown. Because this station site is virtually undeveloped today and full urban services are not available, this assessment should include recommended phasing of development, which considers market and public infrastructure realities.

4. Amend the Comprehensive Plan and Code

The Volusia County Comprehensive Plan and code currently do not support the TOD vision and development concept. Several revisions are recommended below.

Evaluate the Plan and Code Using TOD Principles

Defined Centers

The focus of the existing county plan is to separate different uses. The future land use element does not envision the creation of a distinct, higher-density, mixed-use activity center surrounding the DeLand Amtrak station. Center-defining characteristics, such as higher densities, a mix of uses, and building frontages located adjacent to the street are generally prohibited. Currently, the plan does not allow higher density development, with limited areas of 15 units per acre only being allowed along the beach. As noted below, the allowed densities in the station area must be increased to maximize the benefits from the proposed transit service.

Density

The Volusia County Comprehensive Plan does not currently acknowledge the possibility of the commuter rail service. The plan promotes low-density uses. The plan and current zoning promote low-density uses. Maximum residential densities allowed in the proposed station area are in the 1 to 4 units/acre range. To appropriately support transit service, surrounding residential densities should be a minimum of 9 units/acre (gross) for bus transit and ideally should exceed 15 units/acre for rail service.

Mixed-Use

The county plan and zoning generally discourage a mix of uses. The focus is on separating different uses and providing appropriate transitions and buffering between them. For example, the commercial zones do not allow residential uses (with the exception in some zones for an owner's residence). Planned unit developments allow for a limited degree of mixed commercial and residential uses. The "Activity Center" concept covered in the comprehensive plan could be adapted to encourage TOD near the commuter rail station. It could be a way for the county to begin introducing TOD design principles in station areas without revising extensive portions of the plan or zoning ordinance.

Pedestrian Environment

The plan and zoning ordinance do not include any specifics about how walking or bicycling will be encouraged through mixed-use development or design. There is no discussion about circulation, direct walking or bicycling connections, creating inviting pedestrian spaces, streetscape design, etc. to encourage walking, bicycling, or transit use. Provision of policies and code provisions to provide pedestrian-friendly facilities, circulation, and amenities could also be part of a station area “Activity Center” as noted above. A good pedestrian environment is critical to a successful TOD.

Potential Next Steps

The county comprehensive plan and zoning clearly do not contemplate the density, mix of uses, and pedestrian environment that are critical to realize TOD opportunities at the proposed station. The county should use the concept TOD design elements and TOD prototypes as a beginning point for creating a comprehensive plan and ordinance amendment package that focuses on the following:

A. Align Plan and Zoning with TOD Principles

Create a Defined Center

As noted in the TOD design principles, TODs feature a center immediately surrounding the station. The scale and character of this center may range from a central city downtown to a small neighborhood. The important element is creating a central area with a focus and sense of place.

Allow Higher Density

The allowed densities are far too low for good rail transit service. Comprehensive plan policy and zoning ordinance provisions must not only allow, but require higher residential densities within ½-mile of the station. The “right” density will clearly

TOD Principles	TOD Design Elements	TOD Policy Elements
Greater Density than Community Average	Greater building height, bulk & site coverage	Allows higher density..... in designated locations
A Mix of Uses	Vertically mixed in building Horizontally mixed on site	Allows or requires a mix of uses
Quality Pedestrian Environment	Public realm & circulation	Assures pedestrian connectivity and safety Encourages or requires public amenities
A Defined Center	Building placement	Building location & setbacks
	Building main entrance orientation and frontage	Requires entry at sidewalk Street presence & design
	Parking	Location & quantity

Figure 19: TOD Policy Framework

depend upon the market and overall community context, but it must be distinctly higher than the community average and a minimum of 15 units/acre (gross). Less density will not be sufficient to support the proposed rail transit investment (see TOD Prototypes – Residential).

Encourage Mixed-Use

The comprehensive plan and zoning ordinance need to encourage mixed-use development that is truly integrated. Vertical mixed-use should be allowed in the TOD center (see TOD Prototype – Mixed-Use).

Create a Quality Pedestrian Environment

The creation of quality pedestrian environments will require the county to establish TOD street standards. The plan policies should stress the importance of pedestrian convenience, comfort, and safety. The zoning ordinance needs to focus on requiring good on-site pedestrian access and circulation that provides connections with key destinations both on the off the site (such as transit stops). A key element to a good pedestrian environment is to bring building frontages up to the street and having surface parking to the rear or side. The current mandatory front yard building setbacks of 35 feet in commercial zones encourage placement of parking along the sidewalk and the buildings in the rear.

B. Plan and Code Amendment Strategy Options

Amend the Southeast Mixed Use Zone (MXZ)

Because this station area planning project is focused on one potential station area in the county, creation of a separate planning district is recommended. The Mixed-Use Zone, identified under Urban Use Policy 12, could be amended to allow or require the station area TOD concept. A major change would be to allow the transit-supportive densities as described in the TOD prototypes and densities proposed in the station area concept. The planned unit development (PUD) process currently required for this area could continue to be the vehicle for implementation. The TOD principles, TOD prototypes, and the TOD opportunities described in the summary report would provide the planning vision and development approval criteria to guide development review and approval in this area.

Create a New Plan and Zoning District

An alternative approach would be to amend the comprehensive plan and zoning requirements to designate a new future land use district on the Future Land Use map along with corresponding plan policy and ordinance provisions to support. In this case a planned development may continue to be used or specific zoning standards could be used to provide the necessary development review guidance.

Create an Open Space and Trail System Plan

Building upon the natural resources in the area, the plan amendments should include an open space and trails element. There are open space areas in the vicinity and Deland is only a short distance to the east. These should be complemented with the creation of small-scale usable open spaces within the station area.

Sustainability

As the station area vision was being created, sustainable development practices were discussed. The comprehensive plan amendments should explore this topic more fully by incorporating best practices in land development, utility design, and building practices into the plan and code.

5. Create Appropriate TOD Street Standards

The success of TOD relies upon coordination of land developments and the streets and other public spaces, which serve them. Street improvements, including pedestrian/bike facilities and amenities, can have a dramatic positive impact upon a place's identity, help calm traffic and can create the framework for creating a truly transit-oriented development that is less auto-dependent. The streets in the TOD must be designed to work well not only for motor vehicles, but for pedestrians, transit, and bicyclists. The county and FDOT should institute TOD street designs that offer the features shown in the recommended street types.

6. Create a Station Design that Is Oriented to Surrounding Development

Just as it is important for new development to accommodate the pedestrian and be oriented to transit, transit facilities, such as the proposed DeLand station should be oriented to the development that surrounds it. This is known as Development-Oriented Transit (DOT). At the simplest level, DOT involves approaching transit facility design to help maximize its effectiveness as an investment in people moving and community building. The key design principles are:

- *Create a pedestrian environment.* Provide lively, safe and convenient sidewalks and pedestrian paths connecting the station to homes, jobs, schools, parks, and shopping, with buildings facing toward those connections.
- *Create partnerships.* Secure public-private partnerships that will maintain the success of the surrounding community to capture and enhance the public investment made in transit improvements.
- *Complement community objectives.* Help realize the vision and economic vitality for the station area with quality development providing a mix of uses close to transit.
- *Stations at the heart of the community.* Design the transit station to serve as the hub of a community and provide a local identity. This station will create a new front door to DeLand and serve as a local landmark or a place to linger in an active and appropriately scaled public plaza.
- *Balance parking.* Parking must not separate transit from the community. Move, share, wrap and deck parking to balance economic viability, pedestrian amenities and necessary parking.
- *Tame traffic.* Major streets separate and divide communities and can separate transit stations as well. The station design should feature traffic calming and designing parking lots and associated street improvements so that traffic operates at speeds compatible with a healthy, safe community.
- *Connect neighborhoods with transit.* Link neighborhoods and transit stations together through a well-connected street, bus, bicycle, and pedestrian network.

7. Phasing and Catalyst Projects

As the county staff has observed, the station area TOD will not be created overnight. It will take time. The station area vision should be supported by a phasing plan that reflects community priorities, ability to provide necessary infrastructure, and market opportunities. For example, greenfield sites such as this often start with lower density housing between the ¼ and ½ mile area around the station. This may be followed by higher density development near the middle and finally commercial development, once the TOD housing has reached the critical mass to support neighborhood serving commercial and retail.

For any of these phases, catalyst projects are essential to “get the ball rolling”. Without them, little progress can be expected. The when refining the vision and development concept, conducting the market assessment, and developing the comprehensive plan amendments (Steps 2 – 4), the working group should identify potential catalyst projects for the DeLand station area. This list of projects is likely to include a combination of public infrastructure improvements (e.g., streetscape projects, water/sewer), private development projects, and joint development through public-private partnerships.

TOD IMPLEMENTATION STEPS	FUTURE INVOLVEMENT										
	Public Agencies								Stakeholders		
	Volusia County	City of DeLand	Volusia MPO	Economic Dev.	VOTRAN	FDOT	School District	Parks Dept.	Property Owners	Developers	Community Groups
1. Form a Working Group	X	X	X	X	X	X	X	X	X	X	X
2. Refine the Vision and Development Concept	X	X	X	X	X	X	X	X	X	X	X
3. Understand the Market	X	X		X							
4. Amend the Comprehensive Plan and Code	X	x									
5. Create Appropriate TOD Street Standards	X					X					
6. Create a Station Design that Is Oriented to Surrounding Development	X				X	X					
7. Identify and Develop Catalyst Projects	X	X	X	X	X	X		X		X	X

Figure 20: Overview of TOD Next Steps in Volusia County, FL

APPENDIX

Summary of Public Meetings and Public Design Workshops

Description of Centers

Memo-Land Use

Memo-Transportation

PUBLIC MEETING 1

Agenda - February 5, 2008

5:00pm	CALL TO ORDER INTRODUCTIONS & OPENING COMMENTS PRESENTATION Central Florida Commuter Rail Project Update
5:20pm	PRESENTATION Principles of Transit Oriented Development
5:45pm	FACILITATED DIALOGUE "Create your future station neighborhood" Each table selects a spokesperson
6:30pm	EACH TABLE PREPARES A GROUP REPORT
6:30pm	GROUP REPORT BACK
6:30pm	CLOSING REMARKS
4:00pm	ADJOURN PUBLIC MEETING

PUBLIC DESIGN WORKSHOP

February 5, 2008

What We Will Do Today...

Help shape the future of development around your commuter rail station:

- As groups, discuss and answer the questions on the sheets at your table.
- Elect one person from your table to report back to the room.

Group Discussion:

1. What amenities would you like to see at this station?
2. Brainstorm ideas for what could happen at this station. (What type of businesses, housing, and shopping would you like to see?)
3. What other improvements are needed here? (for: roads, pedestrians, bikes, parks, etc.)
4. What else is important about the future of this area?

GROUP REPORTS

February 5, 2008

Group 1

- Restaurants/deli, shops/salons/movie theater, wider sidewalks, bike paths, higher density condos

Group 2

- Favor Neighborhood Center type density; eventually grow denser in an orderly fashion
- Good connections between TOD & DeLand
- Denser development along corridors connecting station and downtown DeLand
- Denser development directed to connecting corridor
- Allow ROW for bicycle traffic—DeLand not walking distance but bicycling distance
- Good bike facilities at station
- Multi-family dense Condos—3 story maximum
- Retirement/Assisted Living; Retail, Banks, etc.
- Explore rail spur – trolley to DeLand

Group 3

- Key elements to make this a gateway to DeLand
- Public open space corridor
- Quality, timeless architecture with urban scale around station less urban further out
- Downtown, mixed-use, civic – Library; wide sidewalks – wider closer to station
- Attached housing
- Jobs not dominant feature (bedroom community; transition to more jobs in the future)
- Plan for impact on schools
- Connection to DeLand – Rails to Trails 1st (incremental steps – then trolley)
- Regulatory and safety requirements to allow this to happen – make it legal
- Grand Avenue biking corridor Mecca
- Goes to Lake Woodruff Wildlife Area to the North
- Improve bike trail access to station
- Station typical retail; Outdoor outfitter
- Car rental to drive from here to DeLand/Daytona
- Mixed-use with employment options if market dictates
- 4-story height
- Lot coverage important – up to 90%
- Access to Hontoon Peninsula via New York Avenue
- Hontoon extension North straight to Carlis
- Hanson Pipe ok to remain
- Trolley on spur
- Freight access to remain to keep businesses open

Other:

- Disconnect between neighborhood center and high density (all neighborhood residents/community need to weigh in); Route all requests for information through Lois; Use train to come to downtown festivals; Development to complement downtown and outdoor opportunities

PUBLIC MEETING 2

Agenda - 19 March 2008

- BRIEF OPEN HOUSE
- CALL TO ORDER
- INTRODUCTIONS AND PROJECT UPDATES
- PRESENTATION:
 - Preliminary Transit Oriented Development Strategies
- FACILITATED REVIEW OF PRELIMINARY TOD STRATEGIES
 - Representatives from PB PlaceMaking, a consulting firm specializing in transit oriented development, will facilitate review of preliminary transit supportive land use and development strategies surrounding the commuter rail stations selected in Volusia County as part of the Central Florida Commuter Rail project.
- GROUP REPORTS / CLOSING REMARKS
- ADJOURNMENT



DeLand Amtrak Station TOD Area

Preliminary TOD Strategies



DeLand Amtrak Station TOD Sketch A



DeLand Amtrak Station TOD Sketch B

GROUP REPORTS

March 19, 2008

Station Location

- New New York Avenue SR 44 was constructed for higher capacities
- Is station @ old NY the best location?
- Traffic from SR 44/NY Avenue to Station needs to be considered

1. Hontoon Civic Association

- * Access to station w/o using old New York*
- Ingress & egress issues; Stormwater issues
- Few options to get in/out of Hontoon Community
- Road & school capacity concerns
- Hontoon Island area study
- Move epicenter North towards SR 44/New York Avenue (including station (800') to take pressure off existing roads)
-
- Quality of life – wildlife & distance from urban environment
- County property as opportunity for higher and better use and primary ingress and egress

2. Station Area Land Owners

- Don't move station
- Wetland issues
- Station location not conceptual
- Support Concept "B"
- "A" does not provide enough services
- Mixed-use boundary up to 1/8 mile from station – 25-40 DU/AC?
- 1/2 mile land along road front access? For mixed-use or employment
- Main Street idea w/ trolley good
- Development along SR 44 – provide enough services for Hontoon community.
- 1/8 – 1/4 mile: Residential 2 @ 12-15 DU/AC?; Residential 1 beyond 1/4 mile
- 6 DU/AC beyond 1/2 mile – transition area

3. Alt. B – more comprehensive

- Alt A – parcels excluded prematurely – bring in county land
- Grand and SR 44 Intersection as gateway; Larger, traditional commercial
- Grocery and retail with access to SR 44; Hontoon access across creek to SR 44
- Prefer Concept B intensity; Prefer existing station location
- Remove some of commercial from adjacent to station up to Grand and SR 44. Provide connection between this and commercial at station
- Compactness with enough density to make the TOD work

4. Miscellaneous

- Amtrak operations problematic – trains cross tracks during boarding
- Separate platforms for commuter rail and Amtrak due to different platform heights
- County waiting for feedback from this study to determine what to do next
- Would like to see county staff more proactive

SUMMARY OF WORKSHOPS

	Meeting 1 February 5, 2008	Meeting 2 March 19-27, 2008
<p>Central Florida Commuter Rail Transit (CFCRT) Project</p> <p>Station & Features</p>		<ul style="list-style-type: none"> • Current Amtrak operations are problematic – trains stop across Old NY during boarding. • Is station @ Old NY the best location? • Traffic from SR 44/NY Avenue to Station needs to be considered • Access to station w/o using old New York • Don't move station - location is not conceptual • Prefer existing station location • Address wetland issues • Plans include separate platforms for commuter rail and Amtrak due to different platform heights
<p>Future Rail Extension through Volusia County</p>		<p>Preference that the rail spur be used for transit - streetcar or some rail system -to get people to and from Deland to the station. Question whether VOTRAN would be interested in running such a system? (See Attached sheet)</p>
<p>Study Area & Vicinity</p>	<ul style="list-style-type: none"> • Use train to come to Downtown Deland festivals • Favor Neighborhood Center type density • Eventually grow denser in an orderly fashion • This is a bedroom community: jobs not dominant feature -Transition to more jobs in the future • Hanson Pipe to remain • Disconnect between neighborhood center and high density—all neighborhood residents/community 	<ul style="list-style-type: none"> • New New York Avenue SR 44 is underutilized-was constructed for higher capacities • Ingress & egress issues for Hontoon community; few options to get in/out of neighborhood; road & school capacity concerns; storm water issues • Quality of life – wildlife & access to urban environment

	February 5, 2008	March 19-27, 2008
Study Area & Vicinity (Cont)	<p>need to weigh in</p> <ul style="list-style-type: none"> • Development to complement downtown and outdoor opportunities • Key elements to make this a gateway to DeLand <ul style="list-style-type: none"> • Public open space corridor • Quality, timeless architecture with urban scale around station becoming less urban further out 	
Land Use	<ul style="list-style-type: none"> • Restaurants/Deli • Shops/Salons/Movie Theater • Higher density Condos • Denser development directed to connecting corridor • Multi-family dense Condos—3 story maximum • Attached housing • Retirement/Assisted Living • Retail, Banks, etc. • Station typical retail • Car rental to drive from here to DeLand/Daytona • Outdoor outfitter • Mixed-use with employment options if market dictates (up to 4-story height) • Lot coverage – up to 90% 	<ul style="list-style-type: none"> • Move (TOD) epicenter north towards SR 44-- including station (800'), to take pressure off existing roads (Old NY, Carlis, Fair). • County property as opportunity for higher and better use and primary ingress and egress • Support Concept "B" (A does not provide enough services): <ul style="list-style-type: none"> • Mixed-use up to 1/8 mile from station @ 25-40 DU/AC • Consider mixed-use or employment along SR 44 • 1/8 – 1/4 mile: Residential 2 @ 12-15 DU/AC • Residential 1 beyond 1/4 mile • Residential @ 6 DU/AC beyond 1/2 mile – transition area. • Main Street idea w/ trolley good • Alt. B – more comprehensive (Alt A parcels are excluded prematurely –does not address county land) <ul style="list-style-type: none"> • Grand and SR 44 Intersection as gateway w/ traditional commercial-grocery and retail with access to SR 44 • Hontoon access across

	February 5, 2008	March 19-27, 2008
Land Use (Cont)		<p>creek to SR 44</p> <ul style="list-style-type: none"> • Prefer Concept B intensity • Relocate some commercial adjacent to station to Grand and SR 44. Provide connection between this and commercial at station • Compact with enough density to make TOD work
Circulation	<ul style="list-style-type: none"> • Good connections between TOD & DeLand • Explore rail spur – trolley to DeLand (Trolley on spur) • Connection to DeLand – Rails to Trails 1st–incremental steps – then trolley • Allow ROW for bicycle traffic— DeLand not walking distance but bicycling distance • Grand Avenue is biking corridor Mecca (Goes to Lake Woodruff Wildlife Area to the North) • Improve bike trail access to station • Good bike facilities at station • Wide sidewalks – wider closer to station • Wider sidewalks, bike paths • Access to Hontoon Peninsula via New York Avenue (Hontoon extension North straight to Carlis) • Freight access to remain to keep (existing) businesses open 	<p>Improve access to Hontoon w/ new street connection across creek to Carlis / SR 44</p>
Other - Community Planning	<ul style="list-style-type: none"> • Denser development along corridors connecting station and downtown DeLand • Regulatory and safety requirements to allow this (TOD) to happen – make it legal • Plan for impact on schools 	<ul style="list-style-type: none"> • Would like to see county staff more proactive: County waiting for feedback from this study to determine what to do next

E-mail: >>> "Peter Gottfried" <PGottfried@canin.com>
3/26/2008 10:31:29 AM >>>

Lois:

Thanks for the concepts. We would like to see the rail spur used for transit - streetcar or some rail system that would get people to and from Deland to the station. You think VOTRAN would be interested in running such a system? Any thoughts?

Peter

peter k. gottfried, cep, gisp
practice principal

canin associates
500 delaney avenue
orlando florida 32801
407.422.4040ph 407.425.7427fx
www.canin.com

Thank you for the comments Peter. The notion of eventually providing a connection into downtown DeLand has been mentioned previously. In fact, I believe that an extension of service along the rail spur from the Amtrak Station into DeLand was included as part of the CSX agreement. Ofcourse this section of track is currently used for local freight delivery - there is no station and the rail is not certified for passenger service.

As far who would operate the service, that discussion would have to occur well into the future.

Thanks again for the comments and please don't hesitate to send along any other comments that might be useful as we develop the summary reports for this effort.

Lois Bollenback, General Manager
VOTRAN
950 Big Tree Road
South Daytona, FL 32119-8815
Phone: (386) 756-7496, ext. 4126
FAX: (386) 756-7487
Fax: (386) 322-5164

Dear Jack:

Thanks for the information concerning Commuter Rail. This is really this first time I'd heard anything about these meetings. I read your communication with great interest. I believe that paragraph three makes the most sense. I feel that the proposal to utilize the DeLand Amtrak station is a waste of funds in the development of a service that will end up being out of the way of proposed users and will lose money forcing the discontinuance of service.

I propose that the rail extension from the DeLand Amtrak station which crosses Spring Garden to an almost defunct industrial complex be utilized. A station with ample parking in an area that is already heavily traveled could be erected at the Spring Garden crossing. The space that is now the DeLand High School FFA agriculture site could be used for parking and a bus terminal. Bus service could be extended

from a route that already runs downtown which would make connections with the arrivals of the train. An agreement with the local ranch next to the high school on Jacobs Road for the required space would be far more convenient for the FFA group than the distance it must travel away from campus.

As Spring Garden is rapidly developing commercially and new subdivisions are erected in close proximity to this area, I feel that this is the most logical choice for this project.

Chet Niemann, Director
The DeLand Little Symphony
cniemann427@aol.com

APPENDIX

>>> "Jack Becker" <Jackmainstreet@bellsouth.net> 5/27/2008 10:15 PM >>>

Good morning,

The proposed commuter rail program will have an impact on DeLand, especially if retail is added to the area. Please take a few minutes to review the concerns from Dale Arrington. Also, please note the flier that highlights meeting dates on this very important issue. I hope many of you can attend.

Thanks, Jack

-----Original Message-----

From: Dale Arrington [mailto:ArringtonD@DELAND.ORG]

Sent: Tuesday, May 27, 2008 2:02 PM

To: Jack Becker; Cc: Michael Abels

Subject: FW: Commuter Rail Public Meetings (Final Report)

Dear Jack:

Attached is meeting notice about the final report to be given on the DeLand commuter rail station. Thanks for meeting with me last week regarding this issue and offering to encourage downtown merchants to express their view point or at least ask for additional information.

I think it is important for downtown merchants to be made aware of this meeting and be given an opportunity to comment. It may be helpful to submit comments ahead of time to NPrasse@co.volusia.fl.us and LBollenback@co.volusia.fl.us .

Lois Bollenback, who is Volusia County's Votran Director and the person who is heading up this consultant project, advised that she hadn't heard anything from DeLand residents and merchants. When I attended other meetings, only property owners in the immediate vicinity of the train Station were present and they did want to develop high density (up to 50 dwelling units per acre was stated, but then let go as being too high) and high intensity uses since this would be beneficial to them. I am concerned that many new "Lifestyle Center" projects are being talked about near the DeLand area and construction of all of these. One of the adjoining property owners did suggest a grocery store (and this may be needed west of town); but a typical shopping center is not proposed in the drawings published to date.

We have searched Volusia county's website and couldn't find anything posted for review - - but I do have a copy of the "sketchbook" showing DeLand's two pages of proposed development if anyone wants to look at. Some ideas I've had -- and which others are free to piggy back on (if they so choose) include:

1. The proposed transit oriented development is proposed within close proximity to the existing City of DeLand. Many DeLand area residents may be taking the train to commute. The design in the "Transit Oriented Development Workshop Sketchbook" does not show a parking area for area residents to leave their vehicles. Wouldn't a park and ride site be appropriate for this station?

2. In the context of point #1 above, is this a “destination” station or a “park and ride Station”? If it is the first, much more information about the type of “destination” to be created is needed. How many dwelling units are planned; how many square feet of office and retail? If it is the second, much more information about area vehicle parking and transportation options available to area commuters is needed.

3. The “Transit Oriented Development Workshop Sketchbook” depicts a four block area adjoining SR44 for “mixed use” that contains six block faces of commercial/retail approximately 1/3 mile north of the existing train station. Wouldn’t it be a good idea to locate some commuter service facilities in closer proximity to the station for train commuters?

4. Construction of an entirely new transit oriented development or new community next to the train station needs to be carefully thought-out to avoid market saturation. Constructing a new multi-block mixed retail and office area should focus on unmet needs of the area or new needs generated by increased usage of the train station, not divert traffic from pre-existing mixed commercial area, such as downtown DeLand. Creating a “new downtown” for the proposed TOD, particularly one that is oriented to draw automobile traffic from the adjoining arterial highway of SR44, could result in loss of business to DeLand’s existing downtown, and not enough business in the proposed TOD.

Dale Arrington, Community Development Director
386-626-7024

The Inconvenient Truth Planning for development and land use changes to support a commuter rail in Deland

First of all, let me say that I support the concept of a commuter rail in Deland, Florida. I also support developing the land around the commuter rail to support use of the rail. However it must be planned in the context of what exists. Increasing land use density on the Hontoon Peninsula is problematic due to environmental constraints. According to the 1987 Hontoon Area Study (the Local Area Plan), the area "contains significant environmental constraints on development and an overall rural development character is most appropriate" (pg 29).

My first concern is related to finding the best place to locate the commuter rail station. Locating the commuter rail next to the historic Amtrak station may not be the best location since it will create problems with traffic and accessing the train, and could compromise the integrity of the historic Amtrak station. Since another ramp must be built anyhow, it would be much better to move the commuter station closer to Hwy 44 so it can be accessed by 44. Old NY Ave is already over capacity in regards to Level of Service. The rural roads in the area can not safely handle increase in traffic. If the commuter train station is along Old NY Ave., who will pay to improve Old NY Ave all the way to Hwy 44 and develop a secondary road off the peninsula? Can it even be done given how close to the road some existing residential, commercial and industrial businesses are? For residents presently living on the west side of the railroad tracks, where will the thorough fare road be, so they can drive off the peninsula? The suggestion that a road can be built through the resource corridor is problematic. Also, how will industrial traffic from businesses, such as the concrete pipe plant, exit the peninsula?

My second concern is related to flooding. On Old NY Ave by the Amtrak Station there is a caution sign that reads "Water Over Road After Heavy Rains". This flooding problem developed when the land elevation was raised to build one commercial business. The undeveloped land had acted as a natural drainage area before the building was approved. Now the rain water has no place to go but on the street. The soil in the area is hard pan and does not perk and the water table is close to the surface since most of the land is low lying. Maintaining natural drainage areas is critical to minimizing flooding. Putting in retention

ponds will not solve the problem because the water ends up overflowing. Just look at the approved "Dry pond" by the pre-stress concrete plant on Old NY Ave. The dry pond was built above ground but it quickly turned into a wet pond and overflows into the resource corridor when it rains. Perhaps an expensive storm water drainage system can be built with pumps to move the water off the peninsula? But, who can afford to pay for it and is it even feasible?

My third concern is environmental pollution and loss of wild life habitat. Storm water in the area drains into the St John's River. There is a Resource Corridor on the peninsula that drains from the Lake Woodruff Wildlife Management Area to Lake Beresford and the St John's River. This resource corridor must be maintained and not be overloaded with pollution. Hontoon Road is designated as a "Florida State Birding Trail" and is habitat for wildlife including endangered species, such as eagles. Increasing land use density in the area will compromise an already fragile environment including the St John's River.

My last concern is related to the loss of the rural way of life on the peninsula. Pelham Square, next to the railroad station, has been designated as a historic area. Does the County plan to honor that historic designation? If so, increasing the density beyond the 200 homes recently approved would be problematic. The peninsula, especially along Hontoon Road, has a significant amount of land designated as Agricultural. Will this agricultural land be maintained at its present land use of 1 house per acre?

These are only a few of the concerns that must be addressed. A much more in-depth study is needed to determine what is feasible, desirable and affordable in regards to developing this environmentally sensitive area. Perhaps the 1987 Hontoon Area Study could be updated? The inconvenient truth is that the unique ecosystem of the Hontoon Peninsula and its limited accessibility (given it is a peninsula) limits development.

Respectfully, Mary Ann Maguire, Resident of the Hontoon Peninsula (6/02/08)



DESCRIPTION OF CENTERS

Town Center (EXISTING) Downtown DeLand

- Cluster of destination businesses & anchors
- Typically 2-3 story retail & mixed-use buildings with occasional 4-5 story buildings
- Highest Density in the County

Community Center (NEW)

- Businesses might include major business anchors + smaller supporting commercial
- Mixed-use development in 2-3 story buildings
- Medium Density

Neighborhood Center (NEW)

- Limited amount of neighborhood serving commercial
- Mix of businesses and housing
- Lowest Density

Transit Supportive Centers

- Destination for goods and services in a relatively small, compact area
- Growth that would have normally taken place on the urban fringe redirected inward
- Mix of retail, service, housing and office uses (also certain light industrial uses)
- Pedestrian-friendly; encourages walking
- Public amenities such as parks, plazas, schools, community centers or libraries
- Highest intensity development in the center core
- Buildings become smaller and more residential in nature closer to established neighborhoods
- Buildings located close to the street
- Buildings generally have retail and services on the ground floor with offices or apartments in the upper stories
- Wider sidewalks and on-street parking

INTER-OFFICE MEMORANDUM



TO: Lois Bollenbeck **DATE:** November 25, 2008
FROM: Carol McFarlane, Planner II
SUBJECT: Final Draft DeLand Amtrak Station Area Report

This memo lists comments on the final draft of the DeLand Amtrak Station Area Report. Per your email dated 11-19-08, staff has limited its comments so that they are less from a technical approach, and more detailed with respect to our efforts at creating a final report. There appears to be a new section in the report, pages 31-38, which discuss a success strategy. Staff applauds the efforts of VOTRAN and PB Placemaking for including this section, as a firm understanding of “next steps” will be key to the success of commuter rail. Since the rest of the report has been viewed by staff before, the following comments and suggestions only relate to the new section.

Page 31, Introduction, second paragraph: this paragraph mentions the absence of commuter rail in the DeLand Comprehensive Plan. While it will be necessary for the City of DeLand to address the challenges and opportunities that commuter rail will bring to the area, this report should acknowledge that the location of the DeLand Amtrak Station is 3 miles outside of DeLand city limits and is under the jurisdiction of the County’s Comprehensive Plan. Ideally, BOTH Comprehensive Plans will need to be amended.

Page 32, second paragraph, last sentence: states “In addition, the county staff notes that water availability may be a significant challenge in the near term.” While this statement is true, it underestimates the importance of staff’s assessment. The point of staff’s comment was to address the broader issue of utility availability. High density development requires centralized utilities to protect the general health and safety of the citizens it serves. It would be more appropriate for the sentence to read, “In addition, the absence of centralized utilities in the area may be a significant challenge to development in the near term.”

Page 33, first line: DeLand should be spelled with a capital D and a capital L, there are a few instances in the rest of the document where this common error is made.

Page 33, “Density” paragraph, last sentence: “To ~~perform~~ appropriately support transit service...”

Page 34, “Allow Higher Density” paragraph, second to last sentence: should read “higher than” not “higher that”.

Page 35, first paragraph, third sentence: I’m not sure what “on the off the site” is supposed to mean.

Page 37, first paragraph: the two fractions appear to be different fonts, and the last sentence of the paragraph is missing a period.

INTER-OFFICE MEMORANDUM



TO: Lois Bollenbeck **DATE:** June 23, 2008
FROM: Carol McFarlane, Planner II **FILE NO.** TOD Comments
THROUGH: Terry James, AICP
 Comprehensive Planning Manager
SUBJECT: Comments on TOD studies for DeBary and DeLand stations, by PB
 Placemaking.

The below comments are compiled from the Comprehensive Planning staff:

The DeBary rail station is completely within the city limits of DeBary, and the urban land uses presented in the report can be justified. The Comprehensive Planning staff feels this report is adequate from the County’s perspective. However, land use analysis should be reviewed by DeBary staff to ensure that land uses and transportation as well as water and sewer level of service can be accommodated.

The DeLand rail station has several complicated land use opportunities and challenges. This matrix broadly identifies these and ends with overall recommendations from our staff.

Opportunities:	
Rising Gas Prices	The coming of commuter rail offers a great opportunity for Volusia County. Although the travel time to Downtown Orlando may not decrease, the rising price of gas will make commuting by rail a financially viable alternative. County staff is excited to plan for this effort.
Linking Activity Nodes	Effectively linking commercial nodes (Orlando, Winter Park, Altamonte Springs, Sanford, DeBary and DeLand) is an excellent economic opportunity and cannot be ignored. Linking Volusia County’s markets to Seminole and Orange Counties will elevate Volusia’s regional economic importance. The County would do well to remember that the rail travels both ways. While Volusia residents can enjoy a cheaper transportation alternative into Orlando, Orlando residents can also come enjoy our many recreational and cultural opportunities.

Challenges:	
Increasing Density around the DeLand station	Any land use applications that increase density need to be justified through population projections to the Florida Department of Community Affairs. At this time, the populations needed according to the analysis in this report would occur at some point in the fairly distant future.
	The densities proposed in the TOD study may be appropriate in urban settings, but would be a challenge to accommodate given the current densities in our Comprehensive Plan. At this time, only limited areas along the beach match 15 units per acre.
	The area presently has rural land uses. Developing a TOD around the station would require urban land uses. Volusia County has not characterized itself as an urban county, and would need to make significant policy changes to accommodate this.
Supporting Smart Growth	Should the County decide to allow a new urban center to develop along an expanding transportation network, open space should be preserved elsewhere to counter balance the impacts of increased density. The DeLand TOD report should outline mitigation strategies for preservation of open space and environmentally sensitive land.
Level of Service (LOS) Concerns – Water and Sewer	Urban land uses must be serviced by centralized utilities. The TOD study area is half-in and half-out of the DeLand Utility Service Area. Coordination with the City of DeLand will be necessary. In addition, potable water availability will be a great challenge, as the most optimistic estimates where alternative water supplies could become available would be 2017.
	Fractured ownership creates a potential problem when it comes to extending water and sewer lines. Unless all the owners want to develop at the same time, proportionate fair share mitigation would not be a realistic way to pay for the water and sewer line extensions. Either the first developer would have to pay for the entire utility line extension or the Utility company would pay the cost.
Level of Service (LOS) Concerns - Traffic	The Comprehensive Plan has identified the Hontoon Island Area as allowing traffic to operate at its most congested, a LOS “C”. Great care and deliberation in planning will have to be made to meet this LOS, or a text amendment to change this provision would need to be adopted. This would likely be opposed by some neighboring residents.
	In order to prevent unacceptable impacts on traffic, many traffic trips will need to be captured internally.
	Staff would like to see an analysis on the relationship between ridership frequency and density. To adequately plan for developing density, it would be beneficial to analyze the positive impacts of rail on a developing city.
Commercial Competition	The City of Deland has expressed enormous concern that a TOD with a walkable, commercial center would be in direct competition with Downtown DeLand.
	The rail station can avoid direct competition with Downtown DeLand,

	by taking a more supporting role of Downtown. Transportation links can support, rather than compete with, Downtown DeLand.
Pelham Square	This is a local historic district, development standards will need to be coordinated with the Historic Preservation Officer.
Suggested Next Steps:	
1. There are still substantial land use issues that need to be vetted before making any decisions on the type of development that will occur at the DeLand station. It is staff's recommendation that the DeLand station needs more analysis.	
2. Implement some "phasing" into the TOD study. It is clear that a TOD will not 'happen over night', what will the rail station look like when it opens? What will it look like 5 years later, 10 years, 15 years, etc.? Perhaps the TOD would be realistic 30 years from now, but what steps would we have to take to get there?	
3. The TODs that were used as comparative analysis were not compatible with DeLand in size, land use, density, or relationship to regional metropolitan areas. The smallest TOD was Orenco station, which had a population of 75,000 and was in the middle of a major metro area. Staff would like to see comparative studies that more closely align with our existing community: a bedroom community with rural characteristics, that is located at the outskirts of a major metropolitan area where the rail station will be located outside of the city limits and the commercial core.	