

# DeBary/Fort Florida Station Area

Volusia County, Florida

## SUMMARY REPORT

Prepared for:  
**City of DeBary**  
**Volusia County**  
**VOTRAN**

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# **ACKNOWLEDGEMENTS**

**City of DeBary**

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**Economic Development**

**VOTRAN**

**FDOT**

**Stakeholders**

**PB PlaceMaking**



# DeBary/Ft Florida Commuter Rail Station TOD Planning - Summary Report

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

## Embracing the Future

The City of DeBary 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.

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.

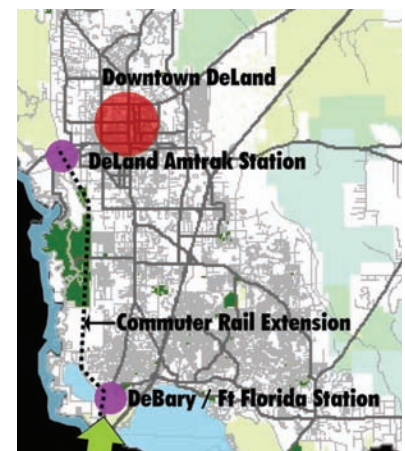
## TOD Planning Process

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.

Understanding that “build it and they will come” will not happen, the City of DeBary and Volusia County seek



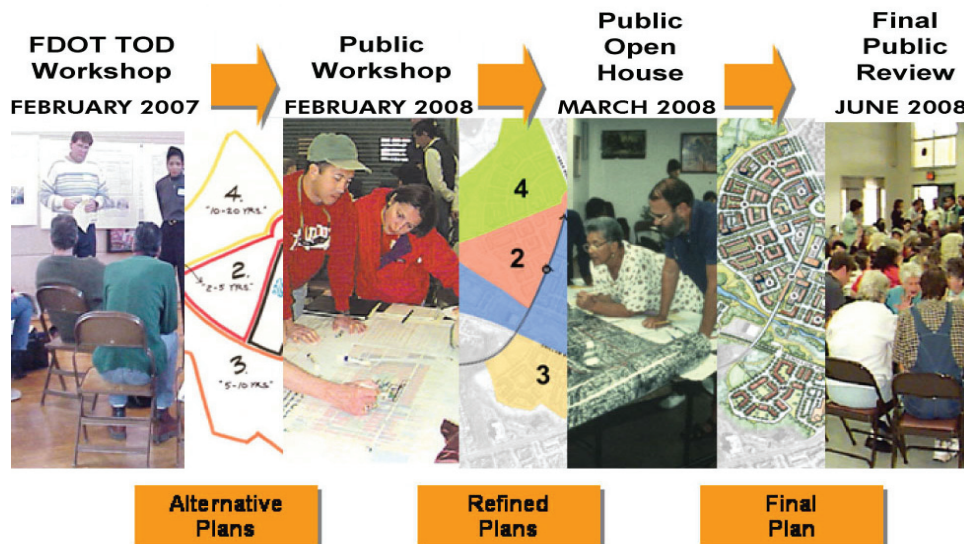
Proposed CF Commuter Rail Stations and Volusia County TOD Planning Areas



DeBary/ Ft. Florida Station Area Location

strategic advice for linking transportation investments with land use to realize the full value of public transit investment. 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 in and around the proposed DeBary/Ft. Florida 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 including tools that could be used to implement the vision.



TOD Planning - Major Milestones

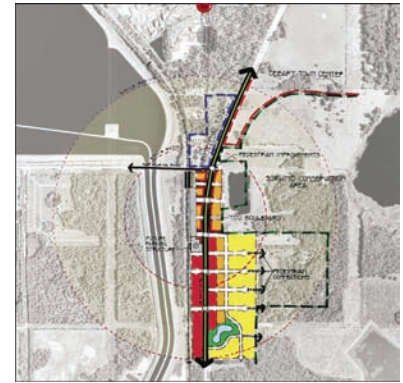
## **Community Driven Strategy**

### **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. The *Transit-Oriented Development Workshop Sketchbook* is a summary of these TOD workshops and is available from FDOT.



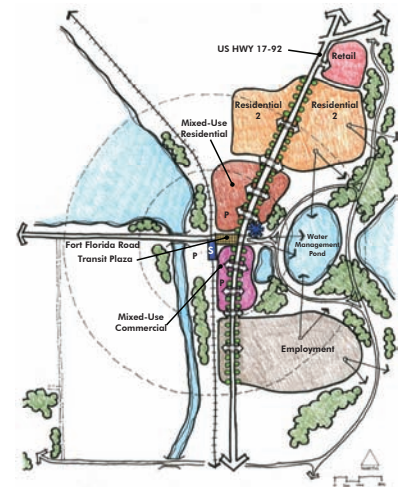
Draft Concept - DeBary/Fort Florida Station TOD - FDOT Charrette, 2007

**2008 - Vision**

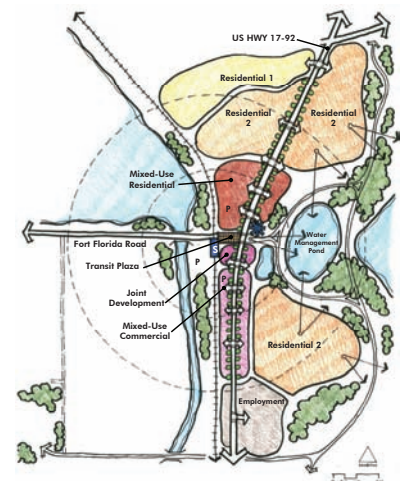
During the period January to April 2008, a land use and development vision specifically for the Ft. Florida / DeBary station was formed during several workshops involving the public, city and county staff, and stakeholders. These work sessions were used to:

- Review existing conditions, planned development along with concerns and hopes for the future
- Introduce principles of TOD.
- Identify how TOD could respond to the range of development patterns at and around the DeBary/Ft. Florida 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 A - DeBary/Fort Florida Station TOD



Draft Concept B - DeBary/Fort Florida 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 four 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
4. A defined center

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

*"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 - Hillsboro, OR  
-GoogleEarth

## TOD PRINCIPLES



Orenco Station - Hillsboro, OR



Biscayne Blvd - Miami, FL



Mizner Park, Boca Raton, FL



Vancouver, BC

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, 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. For rail transit however, a minimum density of 9 dwelling units per acre is preferred and ideally should exceed 15 dwelling units per acre.

### 2. A Mix of Uses

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 environment includes a mixture of residential, 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 (1/4 to 1/2 mile) of transit.
- Auto-oriented uses, such as service stations and drive-through facilities, are limited or prohibited near transit.

### **3. Quality Pedestrian Environment**

One of the most visually distinguishable features of a TOD is the active streetscape, which is oriented towards pedestrians. Vibrant communities, with or without transit, are always convenient and comfortable places for pedestrians. 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.

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 provided.



Santana Row - San Jose, CA



New York, NY



City Place - West Palm Beach, FL



Miami Lakes, FL



Orenco Station - Hillsboro, OR



Birkdale Village - Charlotte, NC



Clarendon - Arlington, VA



City Place - West Palm Beach, FL

#### **4. A Defined Center**

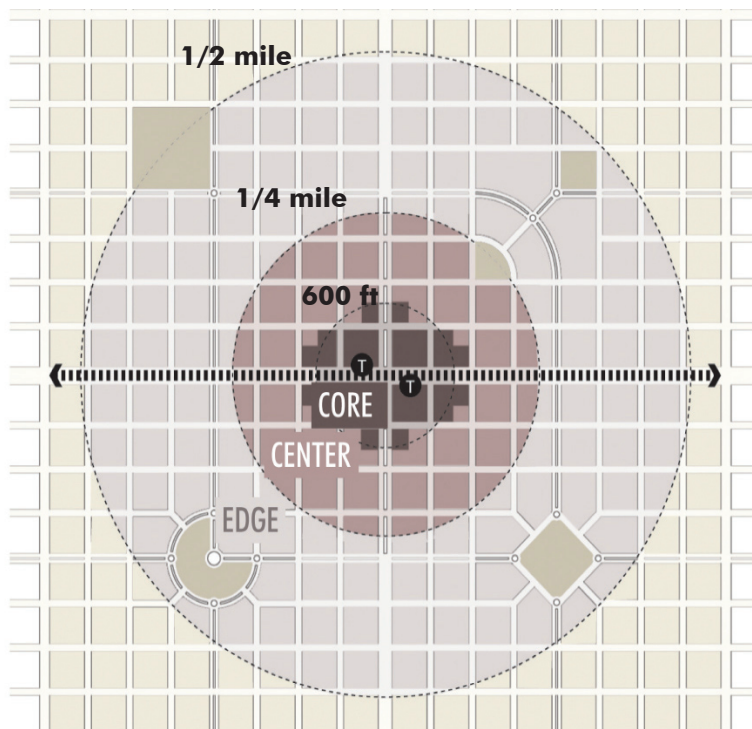
Transit is particularly successful in communities and neighborhoods that have defined centers, offering multiple attractions and reasons for pedestrians to frequent the area. Having different zones with distinct characteristics also helps to create a sense of place. This sense of place may be created 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.

## Applying the Principles

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Core-Center-Edge Diagram - A typical development pattern in a TOD with increased density towards the station.



## 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:

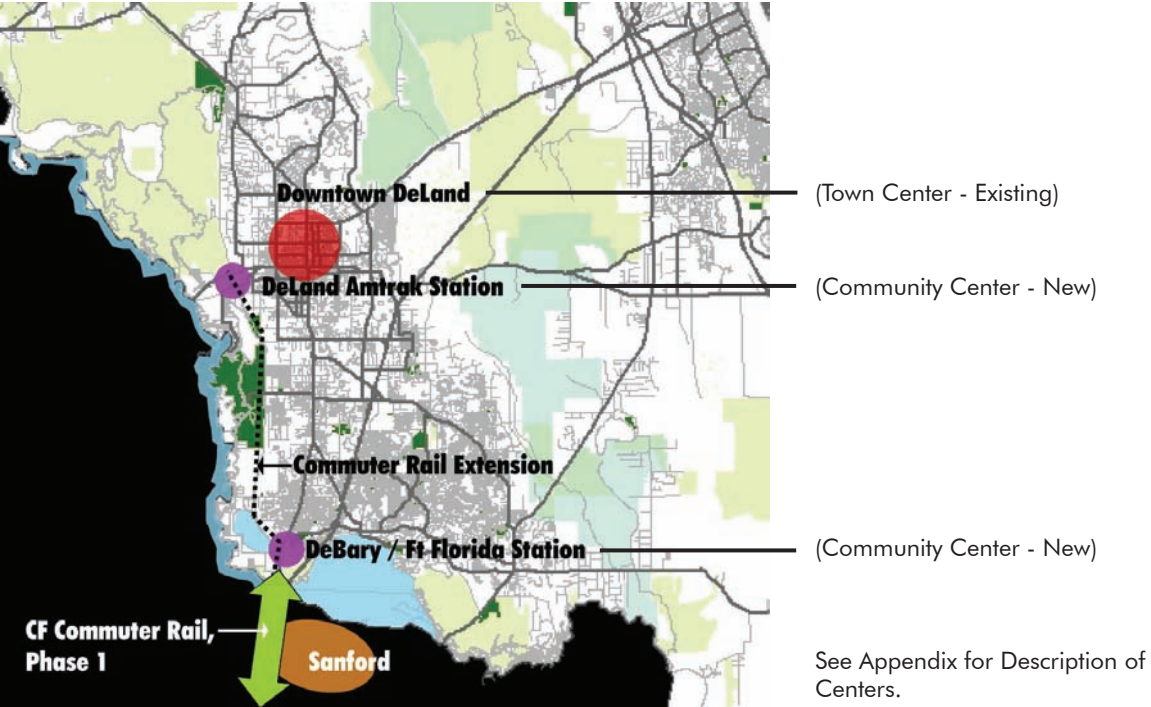
- 1. Providing mobility choices.** By creating “activity nodes” linked by transit, TOD provides much needed mobility, including options for young people, the elderly and people who do not own cars or prefer not to drive.
- 2. Increasing public safety.** By creating active places, which are busy through 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 have a combination of density, mixed uses, pedestrian orientation, and design elements to treat each as a unique community center with its own identity.



Proposed Community and Town Centers

The quality and character of land uses around the DeBary/ Ft. Florida station vary widely from major utilities, commercial and industrial uses, to low density residential, to conservation land, and 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 applied in a variety of ways that are sensitive to these differences.



A mixed use Main Street



A walkable, pedestrian priority environment.

**Vision Elements**

Based on the public charrette feedback, and the TOD principles introduced in Section 2, the primary land use and transportation vision elements are:

**A Viable Community Center Emphasizing Dense Development**

Higher density development in appropriate locations within 1/2-mile of the intersection of US 17 / 92 and Ft. Florida Road, located primarily east of the rail corridor. The density and buildings are highest in the core at the transit station, moderating somewhat in the center that is within 1/4-mile of the transit station, and ultimately transitioning in the edge approximately 1/2-mile from the station.

**Main Street**

Mixed use development and uses at and around the future transit plaza (up to 1/4-mile away) - featuring a blend of office, retail, service commercial, civic, and residential activities.

**Walkable**

A circulation system featuring pedestrian priority streets with wide sidewalks, amenities, and design treatments to calm traffic and create quality connections between key destinations, such as existing and future transit stops, parks, schools, bike and hike trails, and commercial areas.

### **Sense of Place**

Public spaces that respect the local environment, distinctive architecture, and an emphasis on the pedestrian, are the components that make a place. Other important attributes include:

- Buildings are located closer to the sidewalk 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.

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 within the City and to surrounding communities.
- Collaboration to make the necessary changes.



Distinctive architecture and public spaces work together to make a sense of place.



## 4. TOD PLACE TYPES

### 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.

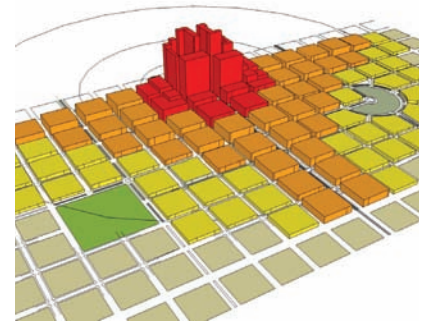
The following place types were the basis for the land use designations in the charrette and in developing the concept plan. These are similar to comprehensive plan designations, but with a focus on urban form and design.

Place types used within the TOD boundary are:

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

Place types used adjacent to the TOD boundary are:

- Campus Employment District
- Light Industrial District
- Parks and Open Space

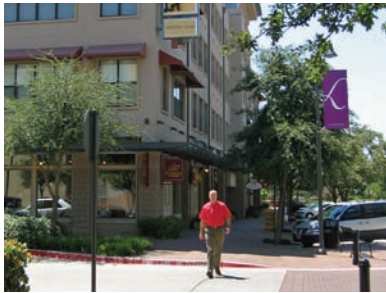


TOD Sample Massing



## TOD PLACE TYPES

### TOD MIXED-USE DISTRICT



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 District neighborhoods, Employment, Light Industrial, nearby subdivisions, 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, creates 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 and Open Space

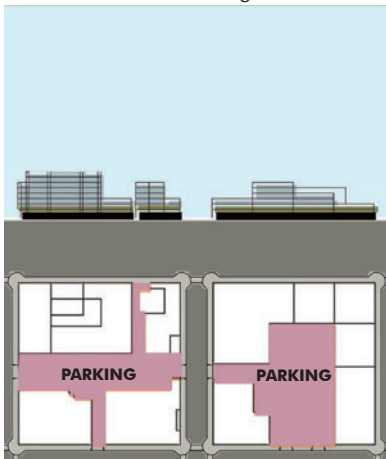
The typical, vertically mixed building is 3 stories, with parking integrated with building, street level retail, and 1-2 stories of residential or office. Taller buildings are positioned to not obstruct critical view corridors and solar access. All buildings in the TOD Mixed-Use District are generally 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.

General Building Scale



General Building Footprints



## 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 appropriate transitions such as a landscape buffer.

#### 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 and 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, or on the side of or behind buildings. 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 a bicycle or walk.

Employee transportation management and facility options include the following:

- Transit pass program, bus and train schedules.
- Bike lockers and racks, shower and changing rooms.
- Car pool parking and pick-up / drop-off lanes.
- Weather protected pedestrian routes, where possible.





## TOD PLACE TYPES

### TOD RESIDENTIAL DISTRICT - MEDIUM DENSITY



A compact neighborhood with ample open space, the TOD Residential District Medium Density neighborhood is most efficient when located adjacent to or within a convenient 10-minute 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 District Medium Density neighborhood consists of a mix of single and multiple-family housing developed at an average of 24 dwelling units per net acre. The housing mix includes:

- Townhouses.
- Zero lot line single-family residential.
- Multi-family residential.

At certain designated locations, commercial uses would be allowed for convenience retail and neighborhood services.

#### Pedestrian Environment and Open Space

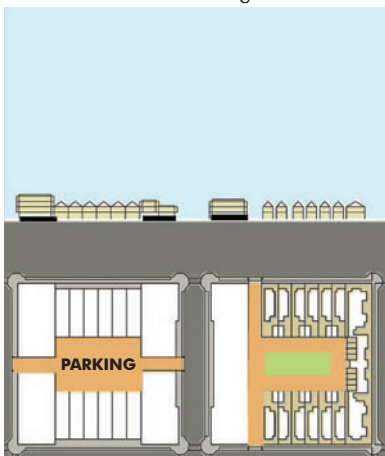
The neighborhood design borrows many features from traditional neighborhoods in Florida, including tree lined lanes, streets and sidewalks, rear parking. Parks, shops and school are within a 5-7 minute walk from most residences.

A centerpiece of this TOD Residential District 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



## OTHER PLACE TYPES

### CAMPUS EMPLOYMENT DISTRICT

Property within the Campus Employment District can be under a single entity, public or private, or there are multiple property owners bound by a common master plan and maintenance agreement - similar to the Colonial Town Park development in Lake Mary, Florida.

#### Density and Land Use Mix

A predominantly self-contained work environment, the Campus Employment District includes medium and high-density development focused on employment or education. The campus accommodates an average of 50 employees per acre.

#### Pedestrian Environment and Open Space

Distinctive gateways and architecture, unified signs, and ample open space characterize the campus form of development. Landscaped grounds surround multi-storied buildings, streets are traffic calmed, and an extensive network of attractive pedestrian sidewalks, paths and trails encourage walking, biking, and taking transit.

Local examples of this prototype include the Colonial Town Park development.

#### Circulation

Transit buses are routed through the campus. Parking is shared and typically structured.



Colonial Town Park

## OTHER PLACE TYPES

### LIGHT INDUSTRIAL DISTRICT



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

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

- Reduce negative effects of the industrial conditions on adjacent land uses such as light pollution and noise.
- Provide a convenient pedestrian connection.
- Transition the neighborhood scale.



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

A majority of buildings in the Light 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.



### PARKS AND OPEN SPACE

The St. Johns River, Conservation lands, Gemini Springs, nearby 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.

## 5. TOD STRATEGY AND DESIGN ELEMENTS

The vision outlined in Section 3 provides a framework to optimize and realize TOD opportunities. The place types 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

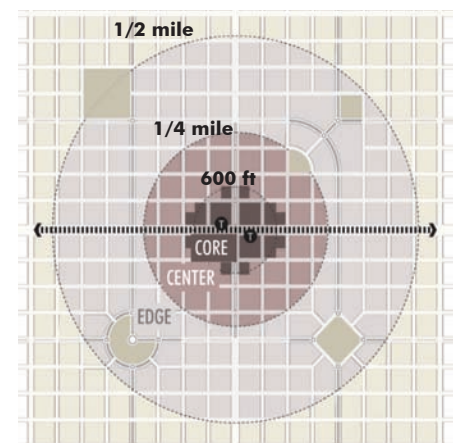
The designated Mixed-Use District in the city of DeBary Future Land Use Map and the site context suggests urban redevelopment and infill opportunities – primarily east of the rail corridor. This area provides the city with unequalled opportunities to expand employment, protect existing sub-divisions, and create a “best of class”, sustainable neighborhood – particularly with the upcoming transit investment, and the magnetism of the surrounding natural environment: water, conservation lands, wildlife, parks, greenways and trails.

### Key Design Elements

Reflecting the concept of a core, center, and edge around the rail station / transit center, the TOD principles are applied to guide and define the TOD opportunities into an integrated concept for land use and density, circulation, and pedestrian environment and open space design for the study area.

The DeBary/Ft. Florida 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 Space Concept, which describes the important public realm components of TOD.



Core-Center-Edge Diagram - A typical development pattern in a TOD with increased density towards the station.

## TOD OPPORTUNITIES

### TOD Land Use & Design Concept Elements

#### Land Use Within TOD Boundary

##### 1. Commuter Rail Station Transit Plaza

- Increased transit visibility from US 17/92 and Mixed-Use District
- Orientation point for bike and pedestrian routes.
- VOTRAN bus stops.
- Air-conditioned transit station.
- Sheltered bus stops
- Bike parking
- Public amenities such as: benches, community information, wayfinding signs, and pedestrian scale lighting.

##### 2. TOD Mixed-Use District

- Commercial Office/Storefront  
Commercial: 100,000 sq.ft.
- Hotel: 200 rooms
- Residential: 500 units @ 40 du/ac average

##### 3. TOD Employment – Office District

- 250-400,000 sq.ft. office space
- 0.4 to 0.75 Floor Area Ratio (FAR)
- Additional development may be permitted with shared parking, storefront commercial uses and transportation management options

##### 4. TOD Residential District - Medium Density

- 2,000 units @ 30 du/ac average
- Additional density may be permitted when storefront commercial uses are provided in designated locations.
- Housing types: Townhouse; multi-family low-rise building
- Buildings located at or close to sidewalk, with entrances oriented to streets
- Parking: On-street and off-street parking behind or within buildings

#### Land Use Outside TOD Boundary

##### 5. Campus Employment

- 250-300,000 sq.ft. office space
- 0.2 to 0.3 Floor Area Ratio (FAR)

##### 6. Light Industrial

- 500,000 sq.ft. light industrial & flex space

##### 7. Commercial

- Planned commercial center
- Potential Development: 150,00 sq.ft. retail and commercial services

#### Other Design Concept Elements

##### Civic Focal Point

- Cultural building, amphitheater, or visitor center
- Gateway to open space system
- Oriented to US 17/92 and open space

##### Storefront Commercial

- Active storefronts oriented to street
- Required on Mixed-Use District streets
- Permitted along US 17/92 in Office and Residential Districts

##### Neighborhood Park

- Central green spaces for Residential and Mixed-Use Districts

##### TOD Boulevard

- Traffic calming for pedestrian safety
- See Street Classifications - p.26

##### Green Boulevard

- See Street Classifications - p.26

##### Landscape Buffer

- Separates Residential District and light industrial

##### View Corridors

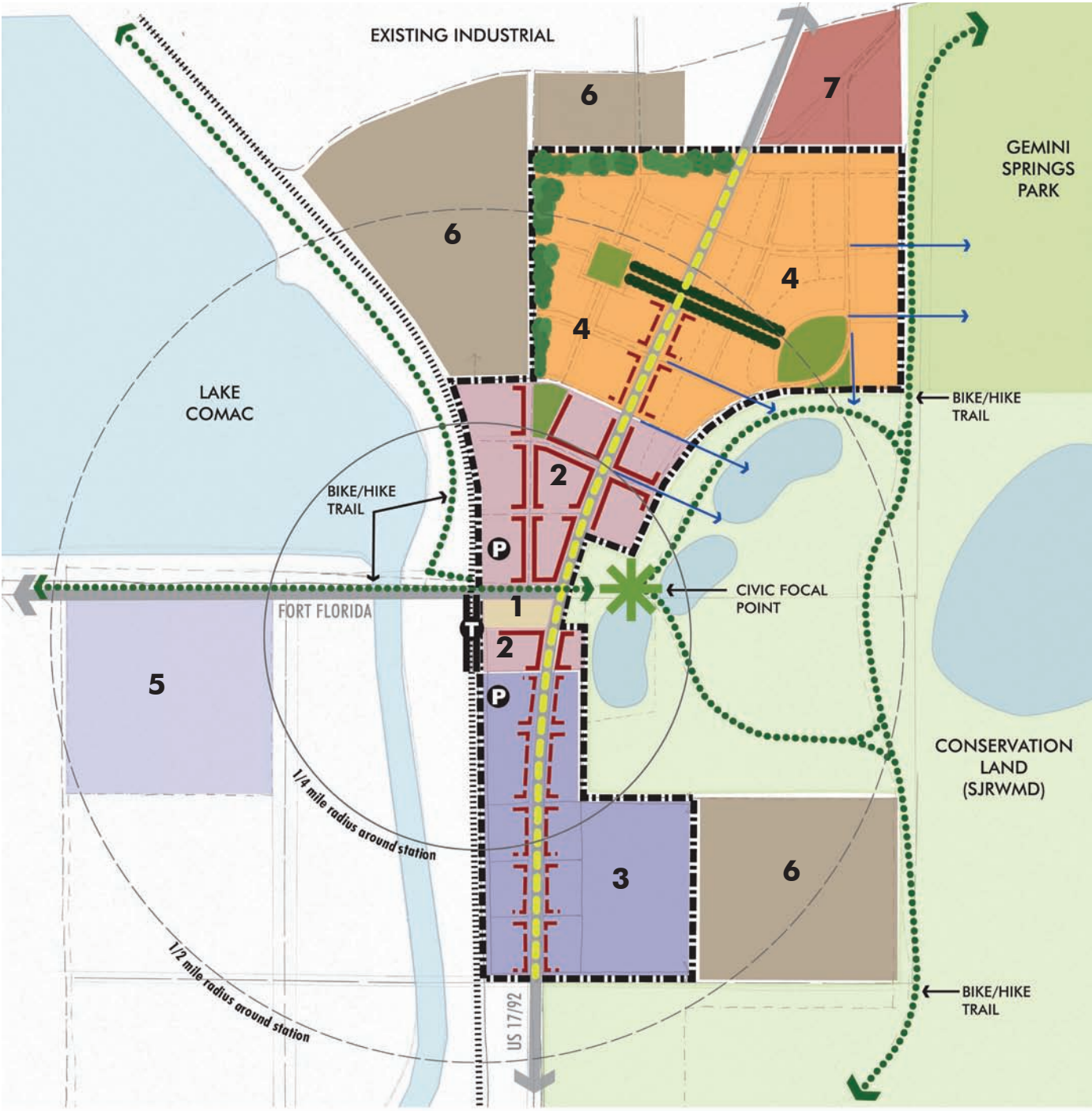
- Views along public rights-of-way to adjoining open space

##### Shared/Transit Parking

- Shared parking potential for TOD
- Includes park & ride/kiss & ride
- Future structured parking option



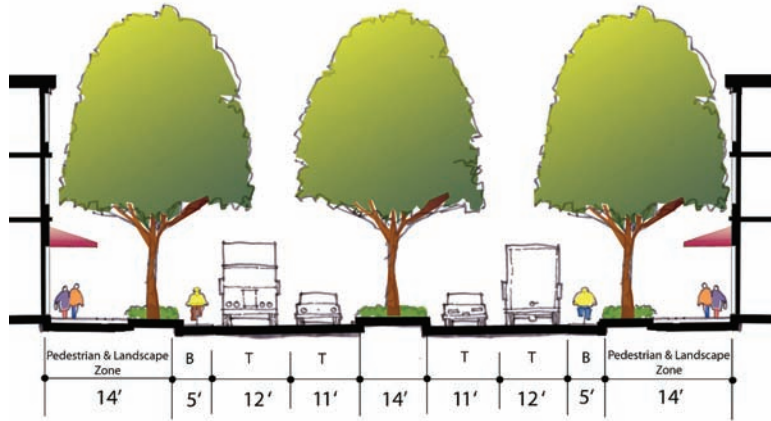
TOD Land Use & Design Concept Diagram



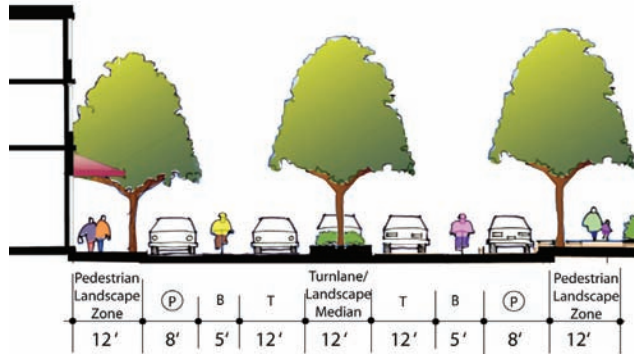
<b>LEGEND</b>					
<b>PLACETYPES</b>					
	TOD MIXED USE		STOREFRONT COMMERCIAL (REQUIRED)		VIEW CORRIDORS
	TOD RESIDENTIAL		STOREFRONT COMMERCIAL (PERMITTED)		TOD BOUNDARY
	TOD OFFICE		NEIGHBORHOOD PARK		COMMUTER RAIL STOP
	CAMPUS/EMPLOYMENT		TOD ARTERIAL BOULEVARD		PRIMARY ACCESS ROUTE
	LIGHT INDUSTRIAL		GREEN BOULEVARD		SHARED/TRANSIT PARKING
	COMMERCIAL		LANDSCAPE BUFFER		

# Street Classifications

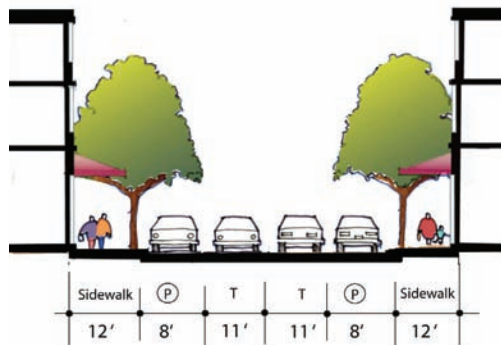
The street classifications, describe the character and elements for each street type in the Ft. Florida/DeBary TOD area. These streets need to be pleasant, safe places for pedestrians and bikes while accomodating cars as well.



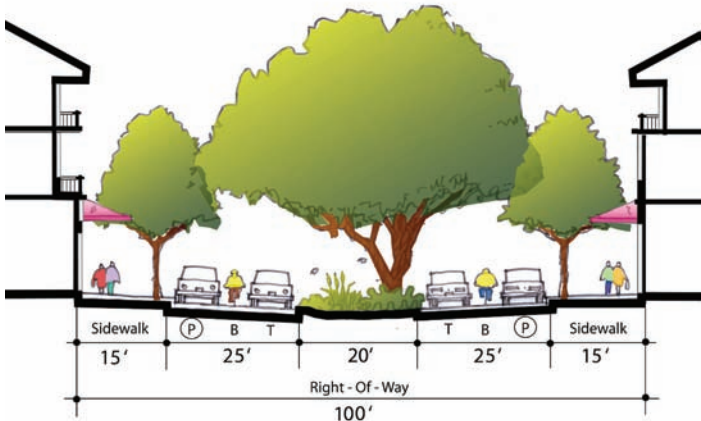
**TOD Boulevard** – US Hwy 17/92 includes two travel lanes in each direction, bike lanes, a landscaped median/turn lane, sidewalk buffer strips between the sidewalks and moving traffic, and pedestrian crosswalks at signalized intersections.



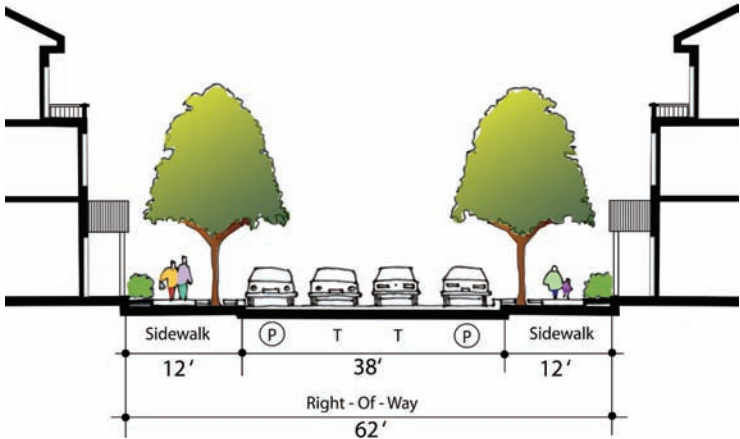
**TOD Collector Street** – Collector streets include one travel lane in each direction, bike lanes, a landscape median/turn lane, on-street parking, and landscaped sidewalks.



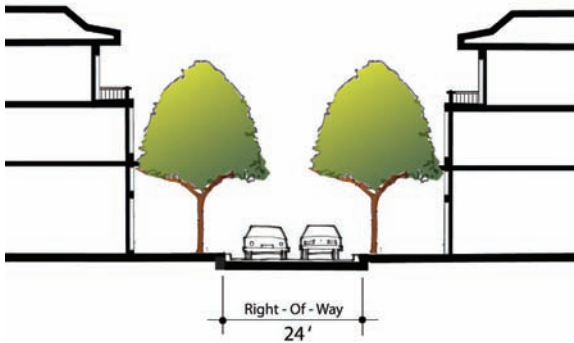
**TOD Main Street** – Central to the TOD, with continuous retail storefronts, the Main Street encourages pedestrian activity with distinctive sidewalks and street furniture, on-street parking, and calmed traffic lanes – one in each direction.



**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.



**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.



**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 CIRCULATION CONCEPT**

The Circulation Concept for the DeBary/Ft. Florida Station includes the following primary elements:

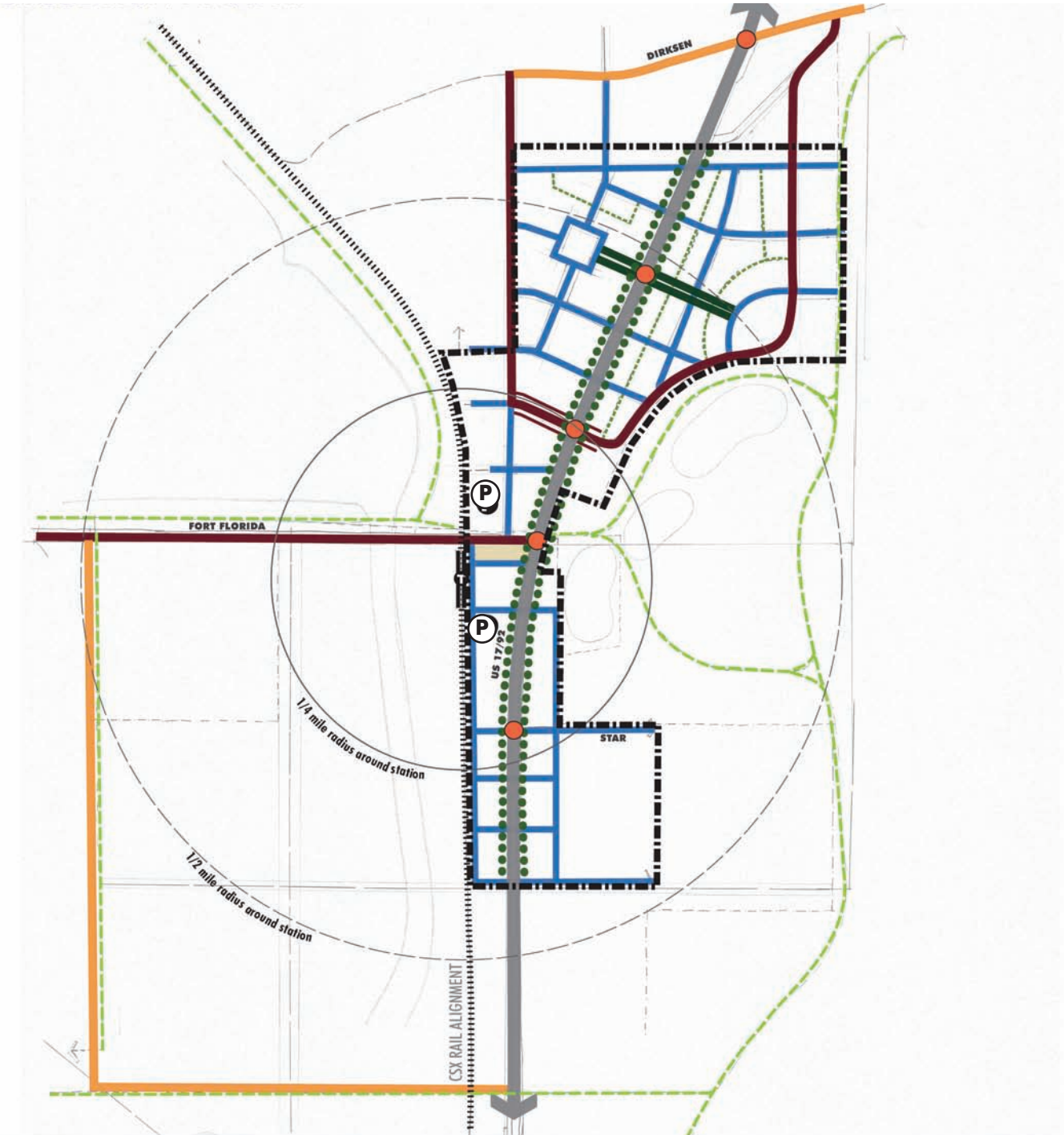
- An integrated bicycle, pedestrian and street network to provide safe and convenient travel for all modes.
- Wider sidewalks and enhanced pedestrian facilities to support existing and planned transit service and redevelopment activity within the TOD core.
- Signalized pedestrian crossings across US Hwy 17/92 at Star, Fort Florida, and two locations between Fort Florida and Dirksen to improve safety and facilitate access to transit.

### **Off-Street Bike and Pedestrian Circulation**

An existing and planned network of bike and pedestrian trails links the various open space amenities in and around DeBary/Ft. Florida Station. Multiple access points emphasize the connectivity to and open space which is an important organizing feature of this TOD. The transit plaza on the south west corner of US Hwy 17/92 and Ft. Florida Road, and existing trail head of the SJRWMD Conservation Land across 17/92, are landscaped open space where all bike and pedestrian trails link together to create a civic hub/focus.



TOD Circulation Concept Diagram



LEGEND

- |  |                      |  |                         |  |                         |
|--|----------------------|--|-------------------------|--|-------------------------|
|  | TOD COLLECTOR STREET |  | TOD MAIN STREET         |  | COMMUTER RAIL STOP      |
|  | COLLECTOR            |  | GREEN BOULEVARD         |  | TOD BOUNDARY            |
|  | TOD ARTERIAL BLVD    |  | TOD NEIGHBORHOOD STREET |  | SIGNALIZED INTERSECTION |
|  | ARTERIAL             |  | BIKE AND HIKE TRAIL     |  | PARKING                 |
|  |                      |  | ALLEY / LANE            |  | TRANSIT PLAZA           |



# **TOD Pedestrian Environment and Open Space Concept**

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

## **1. Transit Plaza**

Fronting the commuter rail station, a transit plaza links the station and US Hwy 17/92 along the south side of Ft. Florida Road. The plaza serves not only as a hub for transit, but as a trail head for the existing and planned network of off-street bike and pedestrian trails. The transit plaza includes:

- Bus stops and transfer facilities.
- Appropriately scaled station building / air-conditioned 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 on the west side of the TOD forms a public square at the end of the Main Street in the Mixed-use District. Another on the east side provides panoramic views of the adjacent conservation lands.

## **3. TOD Neighborhood Park**

Two neighborhood parks at each terminus of the green boulevard serve as central gathering spaces for the neighborhoods. The parks provide green space for active and passive activities and may include amenities such as small playgrounds, benches and picnic tables.

## **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 wider sidewalks.

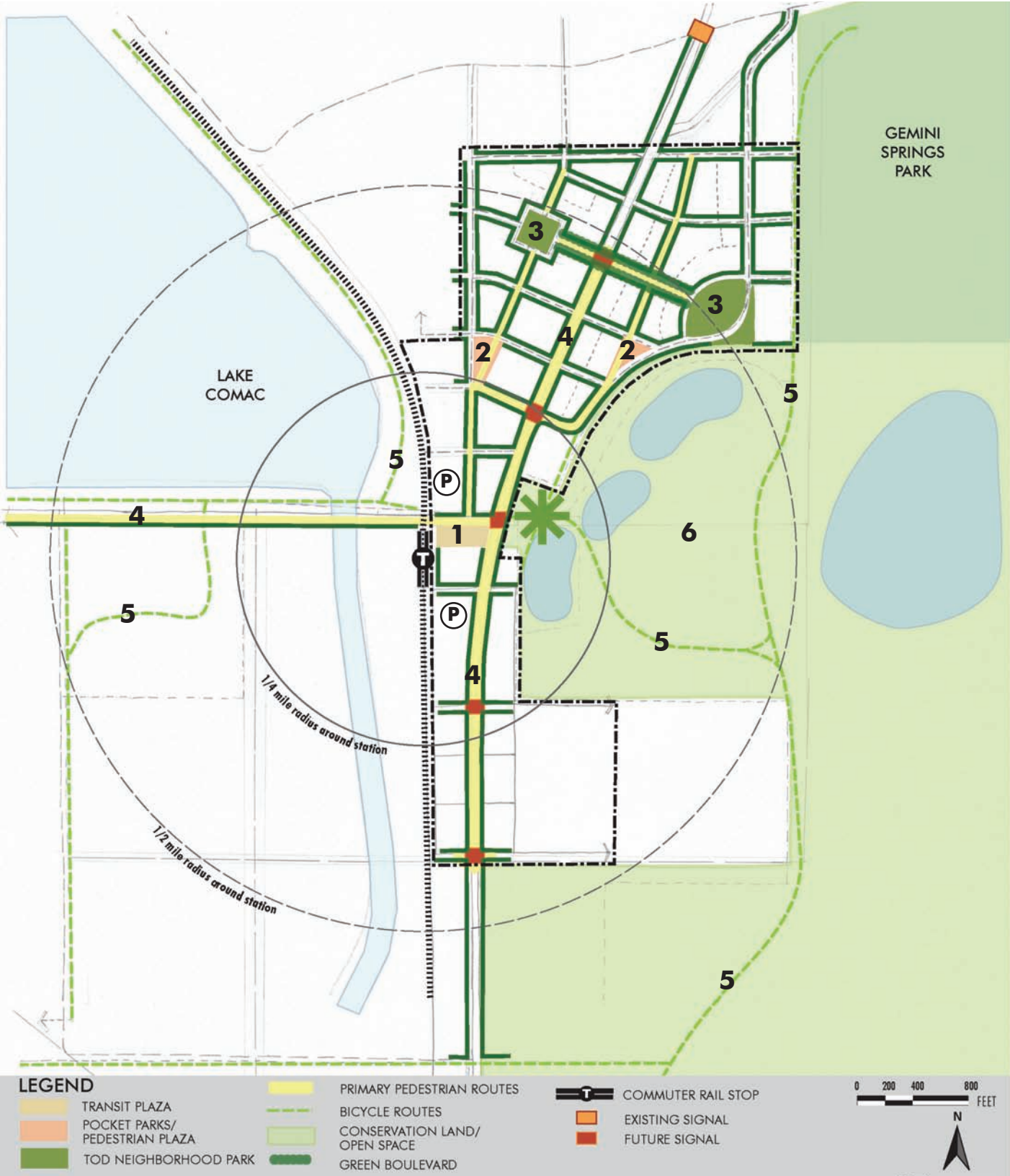
## **5. Bicycle Routes**

In addition to on-street bike routes on most streets, the TOD has multiple access points to the existing and proposed network of bike and pedestrian trails. The transit plaza and SJRWMD (St. John's River Water Management District) trail head are the hubs from where all trails can be accessed.

## **6. Conservation Land / Open Space**

SJRWMD Conservation Land and Gemini Springs Park are the major open spaces that the TOD overlooks. This recreation resource will be a natural draw for residents, workers and visitors to the TOD.

TOD Pedestrian Environment & Open Space Concept Diagram





## 6. TOD SUCCESS STRATEGY

### INTRODUCTION

Creating the vision and development concept for the DeBary/Ft. Florida station area 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 the city, 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 DeBary Comprehensive Plan or supporting land use regulations at this location, significant amendments will be necessary. The vision 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.

### IMPLEMENTATION STEPS

The consulting team recommends several key implementation steps to advance the vision and development concept 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. Identify and Develop Catalyst Projects

#### 1. Form a Working Group

The critical element is the formation of a working group including various city departments, FDOT, Volusia County, 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 DeBary/Ft. Florida 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 Development 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 general support of all parties. The market assessment (Step 3) should be performed in conjunction with this effort because they will inform each other. This can then be used to develop the necessary comprehensive plan and code amendments for the city to adopt.

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.



## 4. Amend the Comprehensive Plan and Code

The DeBary 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 city plan is to separate different uses. The future land use element is not visionary regarding how future development should be shaped to create distinct, higher-density, mixed-use activity centers in the county. Center-defining characteristics, such as higher densities, allowed mix of uses, and building frontages located adjacent to the street are generally prohibited.

#### **Density**

The comprehensive plan for DeBary does not currently acknowledge the possibility of the commuter rail service. The plan promotes relatively low-density uses. Maximum residential densities allowed are in the 14-20 units/acre (net) range, and most residential zoning districts allow 8 units/acre (net) or less. To perform 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 city 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 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.

#### **Pedestrian Environment**

The plan and code make several references to pedestrians and bicyclists, but they do not offer any specifics about how walking or bicycling will be encouraged through mixed-use development or design. For example, zoning standards promote typical suburban setbacks (e.g., 25-foot and 35-foot front yards for residential and commercial uses, respectively) with parking allowed in the front. There is no meaningful discussion about circulation, direct connections, creating inviting pedestrian spaces, streetscape design, etc. to encourage walking, bicycling, or transit use.

**Potential Next Steps**

The “Southeast Mixed Use Area” identified in the comprehensive plan should be amended to reflect the potential of the rail station. The plan does not articulate how the existing “mix of heavy commercial, heavy and service industrial, commercial, with limited residential uses sparsely arranged throughout” will be transformed into a mixed-use district of “office, commercial, light industrial, and medium density residential” uses. The medium density contemplated is a maximum of 8 units/acre (net). Given the existing zoning districts and standards, this area will probably become a strip commercial area and/or suburban office park with little pedestrian or transit orientation.

The city should use the TOD Principles and TOD place types 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 above, successful station area 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 too low for a transit station TOD. 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 depend upon the 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 Place Type – Residential).

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



**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 Place Type – Mixed-Use).

**Create a Quality Pedestrian Environment**

The creation of quality pedestrian environments will require changes to the city's street standards in addition to the comprehensive plan and zoning ordinance. 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 encourage placement of parking along the sidewalk and the buildings in the rear. Public open spaces, consistent with those shown in the development concept, should continue to be an element of any plans that go forward.

**B. Plan and Code Amendment Strategy Options****Amend the Southeast Mixed Use Area (SE)**

Because this station area planning project is focused on one potential station area in the city, creation of a separate planning district is recommended. The Southeast Mixed Use Area, identified under Policy 5.406, could be amended to include the station area TOD concept. The planned development process currently required for this area could continue to be the vehicle for implementation. The concept would provide the planning vision and development approval criteria to guide the review and approval of development 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 Comprehensive Plan amendments should include an open space and trails element. There are significant open space areas to the east, and 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 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 city 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 DeBary/ Ft. Florida 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 the community; 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. Develop Catalyst Projects**

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 DeBary/Ft. Florida station area. This list of projects should include a combination of public infrastructure improvements (e.g., streetscape projects, water/sewer), private development projects and joint development through public-private partnerships.

Indicative Strategy for TOD Success at DeBary / Ft. Florida Station

IMPLEMENTATION STEPS	FUTURE INVOLVEMENT										
	Public Agencies						Stakeholders				
	City of DeBary	Volusia County	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							
4. Amend the Comprehensive Plan and Code	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

## **APPENDIX**

**Summary of Public Meetings and Public Design Workshops**

**Description of Centers**

**Memo-Land Use**

**Memo-Transportation**





# PUBLIC MEETING 1

Agenda - February 5, 2008

2:00pm	<p>WELCOME</p> <p>Why We Are Here</p> <p>Introduction of Charrette Team</p>
2:15pm	<p>PRESENTATION</p> <p>Transit Oriented Development (TOD)</p> <p>Case Studies - North America</p> <p>How TOD Benefits Neighborhoods</p>
2:30pm	<p>PUBLIC DESIGN WORKSHOP</p> <p>Help Visualize The Future of The Station Area</p>
3:45pm	<p>WRAP-UP</p> <p>Next Steps</p>
4:00pm	<p>ADJOURN COMMUNITY MEETING</p>

## 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**

Example of "get-on" Station

Amenities:

- Drycleaners, Coffee, Phone/Computer Store, Storefront Bank, Information Kiosk, Convenience Store, Local Businesses, Events, Activities, Small Park or Mews/Dog Park, UPS or Kinkos/FedEX, Daycare

Improvements:

- Extend bike path to station, bike lockers & racks, higher density housing south of station with workforce housing element

Future:

- K-12 School when density permits, station location ineffective – most development has to occur outside of TOD area. Limited opportunities—not a gateway or community center, station North of here would be more effective. This is a conservation corridor.

FDOT:

- Opportunity for filler stations (future). Ft. Florida is primarily a P&R facility.
- Up to community to pick future fill-in stations with better TOD opportunity. Priority is to get rail to Volusia County

### **Group 2**

More sidewalks – concern about more traffic, traffic signal minimum at Ft. Florida Road, Parking entry south of Ft. Florida Road, Ft. Florida Road – keep for residents, NEED for supermarket at this end of DeBary, public transportation to Ft. Florida Road to Sanford (Hospital), Dirkson Road needs widening to accommodate people from Deltona coming to station, employment uses – large facility

### **Group 3**

Change station name to "DeBary", townhomes or expensive condos—NOT apartments, Art Center at Saxon is city entry to North—this station will be city entry to South, medical clinics, community center, "DeBary Hamlet" – place for people to meet

- Daycare, wireless, Lake Monroe, Gemini Springs, & Memorial Parks - connect to these, boutique stores, lunch spots for industrial workers South of here

### **Group 4**

Wants

- Restaurants and Cafes, places for people to meet and gather, ped/bike connectivity to existing trail system, more rooftops ( to attract a grocery store), density that looks good – 8-R DU/AC AV – would support neighborhood shopping center, set land aside for employment ctr uses—nice office—long term 2015, at least 200 AC to redevelop—large development opportunities

Other:

- This needs to be a destination station – bike, kayak rental, Sanford Airport close by, school concurrency plan necessary for development, more schools if more housing, 1-50 story building!

# PUBLIC MEETING 2

Agenda - 19 March 2008

BRIEF OPEN HOUSE

CALL TO ORDER

INTRODUCTIONS AND PROJECT UPDATES

PRESENTATION:

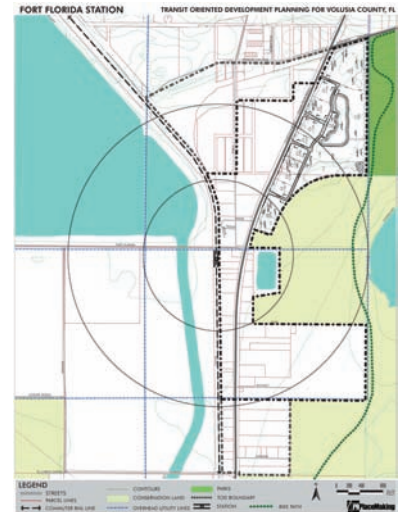
- Preliminary Transit Oriented Development Strategies

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.

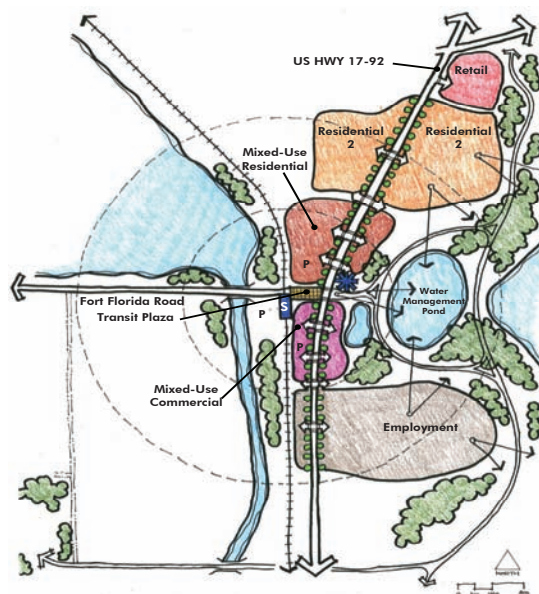
GROUP REPORTS / CLOSING REMARKS

ADJOURNMENT

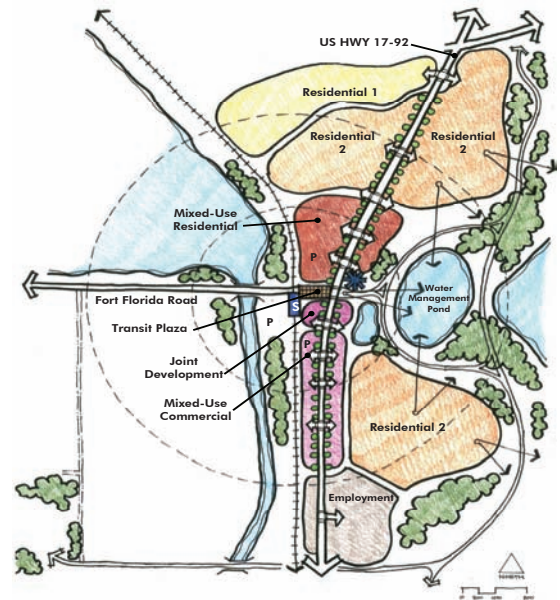


DeBary/Ft Florida TOD Area

## Preliminary TOD Strategies



DeBary/Ft Florida TOD Sketch A



DeBary/Ft Florida TOD Sketch B

## GROUP REPORTS

March 19, 2008

Heavy Industrial in New Wedge

- Conrad Block Plant
- Asphalt Plant
- Precast Plant
- Use Light Industrial to buffer this from TOD
- FP&L property restrictive

Other

- Water issues
- Need more schools
- 1st step – Air conditioned, enclosed station w/P&R

11X17 diagram presented

- Overpass over 17/92
- Coffee Shop @ station
- Employment within ¼ mile
- Rename Ft. FL Station to “DeBary Station” in the works
- Traffic light @ Ft FL (planned)
- Community, Conservation, Alliance
- Recreational cross roads
- “Sensible (natural) Disneyland”
- Green for anything happening here
- Focus on Parks & Recreation
- 5-county St. John’s River to the Sea Bike Trail
- “Destination” DeBary

Other

- Remove residential @ North, Expand employment North & South of TOD
- MU/Employment @ station – extend South
- Hold land to East—not as residential
- NE of 117/92 Senior Condos
- Younger workforce in South of TOD
- Underground utilities
- 2-3 stories-or 4- views into park
- Dirkson Road key entry
  - Improvement w/infrastructure
- Push power company to underground utilities



## SUMMARY OF WORKSHOPS

	<b>Meeting 1 February 5, 2008</b>	<b>Meeting 2 March 19 to 27, 2008</b>
Central Florida Commuter Rail Transit (CFCRT) Project	<ul style="list-style-type: none"> <li>• CFCRT project Phase -1 plans include construction of new tracks, 1.3 mi, approx. north of the Volusia county line at St Johns River, and a station south of Ft. Florida Road</li> <li>• Reflects a transportation priority to bring commuter rail service to Volusia County.</li> <li>• To support the CFCRT project, Volusia County (through VOTRAN), would provide feeder bus service for the initial seven (7) years of operation (2010 through 2016).</li> <li>• Change station name to "DeBary" Station</li> </ul>	<ul style="list-style-type: none"> <li>• Rename proposed Ft. Florida Station to "DeBary Station"</li> <li>• Comment that this is "in the works"</li> </ul>
Station & Features	<ul style="list-style-type: none"> <li>• Included in FDOT's commuter rail plans:                             <ul style="list-style-type: none"> <li>• New rail tracks</li> <li>• 300' long side platforms, approx., 80 south of Ft Florida Road</li> <li>• Sidewalks to Ft Florida Road</li> <li>• Around 300 park &amp; ride spaces</li> <li>• 3 bus bays</li> <li>• Drop-off / pick up</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Provide an enclosed, air conditioned, station waiting room, from day-1 of commuter rail service at the proposed De Bary Station. (This would encourage transit use, mitigate for extreme weather, and in general increase passenger comfort.)</li> <li>• Comment that the station plans should also include passenger amenities and services, such as a coffee shop.</li> </ul>
Future Rail Extension through Volusia County	<p>FDOT expects local communities along the planned rail alignment to pick future stations sites that maximize TOD opportunity. (Between Ft. Florida and DeLand Amtrak Station)</p>	
Study Area	<ul style="list-style-type: none"> <li>• Primarily a "get-on" station: Lacks potential as gateway or community center.</li> <li>• Art Center (at Saxon) is city entry from North —this station will be city entry from South.</li> </ul>	<ul style="list-style-type: none"> <li>• Recreational cross roads</li> <li>• "Sensible (natural) Disneyland"</li> <li>• Green for anything happening here</li> <li>• "Destination" DeBary</li> </ul>

	<b>February 5, 2008</b>	<b>March 19 to 27, 2008</b>
Study Area (Cont)	<ul style="list-style-type: none"> <li>• Opportunity for a “DeBary Hamlet” – place for people to meet, with daycare, wireless service, and connections to Lake Monroe, Gemini Springs, &amp; Memorial Parks.</li> <li>• West of the rail corridor, most development opportunity is outside the ½ mile radius from station</li> <li>• East of the rail corridor : Some TOD opportunities are within the ½ mile radius from station. (Adjacent to parcels designated St. Johns River Water Management District SJRWMD).</li> <li>• 200acres approx., could be redeveloped (“large development opportunities”)</li> <li>• This needs to be a “destination station” w/ opportunity for bike, kayak rental ( supporting vicinity recreation )</li> <li>• Sanford Airport close by</li> <li>• **1-50 story building!</li> </ul>	
Land Use	<ul style="list-style-type: none"> <li>• Set land aside for long term (2015) employment center uses (“nice office”)</li> <li>• Employment uses – large facility</li> <li>• Higher density housing south of station with workforce housing element.</li> <li>• Amenities, retail and services near the station, including: Drycleaners, Coffee, Phone/Computer Store, Storefront Bank, Information Kiosk, Convenience Store, Local Businesses, Events, Activities, UPS or Kinkos / FedEx, Daycare, Restaurants and Cafes</li> <li>• Boutique stores</li> <li>• Places for people to meet and gather</li> <li>• Lunch spots for industrial workers south of station</li> </ul>	<ul style="list-style-type: none"> <li>• Provide transition uses, such as light industrial, to buffer TOD from the existing heavy industrial uses northwest of study area               <ul style="list-style-type: none"> <li>• Conrad Block Plant</li> <li>• Asphalt Plant</li> <li>• Precast Concrete Plant</li> <li>• Existing FP&amp;L uses are restrictive</li> </ul> </li> <li>• Employment uses within ¼ mile of the proposed station</li> <li>• Expand employment uses north &amp; south of TOD               <ul style="list-style-type: none"> <li>• MU/Employment @ station – extend south</li> <li>• Hold land to east- for employment, not residential</li> <li>• NE of I17/92 Senior Condos</li> <li>• Younger workforce in South</li> </ul> </li> </ul>

	<b>February 5, 2008</b>	<b>March 19 to 27, 2008</b>
Land Use (Cont)	<ul style="list-style-type: none"> <li>• Town homes or expensive condos—NOT apartments</li> <li>• Medical clinics</li> <li>• Community Center</li> <li>• Small Park or Mews/Dog Park</li> </ul>	<p>of TOD</p> <ul style="list-style-type: none"> <li>• 2-3 stories-or 4- views into park</li> <li>• Focus on Parks &amp; Recreation uses</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>• Extend bike path (in SJRWMD) to station</li> <li>• Ped/Bike connectivity to existing trail system</li> <li>• Bike lockers &amp; racks at station</li> <li>• More sidewalks – concern about more traffic.</li> <li>• Traffic signal minimum at Ft. Florida Road</li> <li>• No park &amp; ride access from Ft. Florida Road (“keep for residents”).</li> <li>• Locate park &amp; ride access from US Hwy 17 / 92.</li> <li>• Public transportation to Sanford (Hospital)</li> <li>• How would people from Deltona get to the station? (“Dirkson Road needs widening”)</li> </ul>	<ul style="list-style-type: none"> <li>• Dirkson Road is a key entry to the study area. Comment that Dirkson and other infrastructure in and around the future TOD may need improvement.</li> <li>• Signalization of the intersection of Ft Florida and US 17/92 is planned.</li> <li>• Comment that an (bike / pedestrian) overpass may be needed over US 17/92.</li> </ul>
Other-Community Planning	<ul style="list-style-type: none"> <li>• NEED for supermarket at this end of De Bary.</li> <li>• More rooftops needed (to attract a grocery store).</li> <li>• 8-R du/acre, average density would support neighborhood shopping center.</li> <li>• Density that looks good.</li> <li>• Plan for future K-12 school</li> <li>• School concurrency plan necessary for development</li> <li>• More schools if more housing</li> <li>• Reclaimed? Water to this area to offset sanitation concerns</li> </ul>	<ul style="list-style-type: none"> <li>• Water issues</li> <li>• Need more schools</li> <li>• 5-county St. John’s River to the Sea Bike Trail</li> <li>• Underground the utilities. (Reference to the overhead power lines). Comment that the power company should be approached to start discussions to underground utilities”.</li> </ul>
Stakeholders		<ul style="list-style-type: none"> <li>• Inform Community Conservation Alliance regarding future rail &amp; TOD planning meetings.</li> </ul>

<p>Preliminary TOD Concept Plans</p>	<p><b>February 5, 2008</b></p>	<p><b>March 19 to 27, 2008</b></p> <p>March 27, 2008:</p> <p>E-mail request and concept plan from Charles Wayne Properties, to consider their 40 acres on the south side of Ft. Florida east of Barwick road -which is within the 1/2 mile ring, for potential transit supportive employment uses.</p> <p><i>The 40 parcel within ½ mile of the stations will be included in the study.</i></p> <p>What is Joint Development on Concept B?</p> <p><i>Development as a result of private and public partnership.</i></p> <p>On concept A what does the Blue Star represent?</p> <p><i>A Cultural Facility</i></p> <p>Both Concept Plans have a large water management pond across 17/92. Are consultants suggesting that the city work with St. Johns Water Management (The Property Owner) to provide offsite storm water retention for TOD projects?</p> <p><i>The study report will include general implementation strategies-and may suggest collaboration between various groups and agencies.</i></p>
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## ADDITIONAL FEEDBACK

>>> "Steven Costa" <scosta@charleswayne.com>  
3/27/2008 3:33:34 PM >>>

Thanks for getting these to me.

I was disappointed that our property on Ft. Florida was not considered in the planning efforts despite its location within the 1/2 mile ring.

We own 40 acres on the south side of Ft. Florida east of Barwick road.

I am attaching a recent concept plan that shows employment uses on that portion of the property. I would hope that it would be included in the planning effort since it is within the 1/2 mile ring (See next page).

Couple of questions.

What do they mean by Joint Development on Concept B?

On concept A what does the Blue Star represent?

Both Plans have a large water management pond across 17/92? Are consultants suggesting that the city work with St. Johns Water Management (The Property

Owner) to provide offsite storm water retention for TOD projects?

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**Planning Principles for Good Community Design**

1. Neighborhoods are the **basic building blocks** of a community.
2. Neighborhoods are **scaled and centered on a public space** such as a park or a square.
3. **Neighborhoods are limited in size.** Ideally, the edge of the neighborhood is no more than a 5 minute walk from its center – approximately 1/2 mile. Block lengths should remain less than 400 LF.
4. **Neighborhoods are connected on the neighborhood network** which provides multiple routes of transit from one area to another. These streets are defined by a hierarchy which includes boulevards, residential streets, and lanes, etc....
5. Enduring and timeless communities have a **mix of housing** and a variety of home types. They mix income levels, varied housing price points and overall visual variety.
6. **Buildings shall relate to the streets and public open space** networks to encourage pedestrian activity and define a sense of place.
7. **Open Space Corridors and Connectivity** define the boundaries between neighborhoods and provide a sense of place and identity. Space connectors or multi-modal areas.
8. **Parks and spaces are distributed** throughout the community. There is both a variety in and a discernible hierarchy among these spaces.
9. **Equal consideration is given to all modes of transportation** – streets are designed with appropriately sized R.O.W.s that accommodate car while encouraging bicycle and pedestrian activity.



This Plan is the Alexander Commons Study.  
 As such it is subject to modifications.  
 The City of DeBary is not responsible for the  
 consequences, its purpose is to convey the  
 information and to provide a framework for  
 open space, streets and structures.

Prepared for:  
 Costa Development Company  
 DeLand, Florida

05-15-07

*Alexander Commons*  
**Project Context Map**

DeBary, Florida

Prepared by:  
 J. W. Rapson Real Property Advisors  
 Master Planning - Development Advisory  
 Maitland, Florida

## 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



