

City of Deltona Evaluation and Appraisal Report



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1. Introduction and Community Overview

1.1 Purpose of the Evaluation and Appraisal Report

Florida Statutes require all local governments to prepare an Evaluation and Appraisal Report (EAR) assessing the progress in implementing the community's comprehensive plan. The EAR is intended to serve as a summary audit of the local government's comprehensive planning process and evaluate the success of a community in addressing community issues. The City of Deltona prepared their first Comprehensive Plan in 1999, this is the City's first EAR.

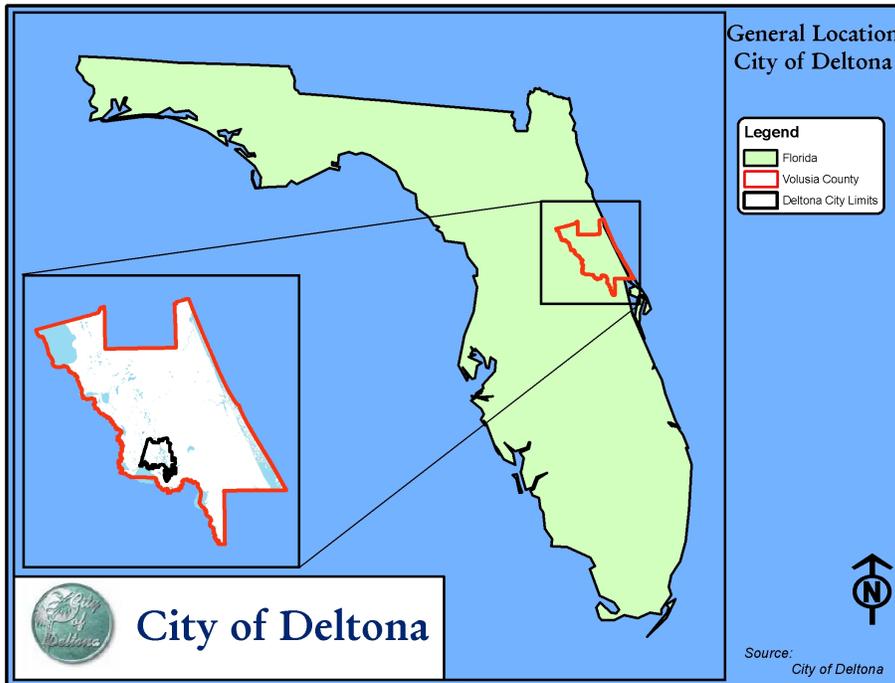
The report is based on the local government's analysis of major issues to further the community's goals consistent with the statutory minimum standards. The analysis results in a list of recommendations for amending the comprehensive plan to meet current practices, address major issues, and to adapt to changing state and regional regulations that affect comprehensive plans. In this document, the list of recommendations is summarized in Chapter 5.

1.2 City Profile

The City of Deltona is located in east-central Florida, in southwest Volusia County; about 25 miles north of the City of Orlando and west of Daytona Beach (see Map 1). According to the University of Florida's Bureau of Economic and Business Research (BEBR), the population of the City was estimated at 85,484 in 2006. Based on City GIS data, the City of Deltona is almost 41 square miles in size. Interstate 4 provides regional transportation access to Deltona from Daytona Beach to the north and Orlando to the south and several County roads form the backbone of the local transportation network. State Road 415 is the other regional facility located in the City of Deltona and beyond which is quickly emerging as an important regional roadway due to the anticipated growth to the east and north of the Deltona city limits.



Map 1 – General Location Map



The City of Deltona began in 1963 as the “Deltona Lakes” subdivision, which was developed by the Mackle Brothers as a retirement community. The 1970 census showed that the 4,000 residents of the Deltona Census Designated Place (CDP) had a median age of 62; however, subsequent to the development of Disney World and the growth of the regional population, the subdivision was marketed to broader interests. In 1974, the Deltona Lakes subdivision was approved as a planned unit development by the Volusia County Council. A housing boom occurred in the 1980’s and by 1990 the average age of the 51,000 Deltona CDP, which is a little larger than the Deltona city boundary, was 35. Before the City incorporated on December 31, 1995, Deltona was recognized as a geographic location by the U.S. Census Bureau.

With over 85,000 residents in a 41 square mile area, the City is now the largest municipality in Volusia County in population and area. Due to its strategic location along major transportation corridors between Daytona Beach and Orlando, it is anticipated that the City will continue to emerge as a regional population center.

Despite its assets, the City faces a number of challenges. These challenges include the provision of services and infrastructure to serve residents and businesses, development of a commercial and employment base that characterize full service communities, and maintaining and enhancing the natural and built environment in the face of continued growth and development pressure.



1.3 Other Planning Efforts

In the summer of 2007, the City of Deltona initiated an effort to bring residents, business owners, community leaders and other stakeholders together to create a shared vision for the future of the City and develop long range goals and policy recommendations to achieve those goals. To that end, the City organized "Destination Deltona", which resulted in the development of the Community Strategic Plan. The Community Strategic Plan addressed three issues identified as key to the City's present and future: Economic Development; Quality of Life, and: Sense of Community (Placemaking).

Section 163.3177 (13) and (14), Florida Statutes (F.S.) provides that local governments may prepare an optional Visioning Element as a component of the Comprehensive Plan. The Visioning Element must address at least five of the following topics: 1) future growth; 2) economic development; 3) preservation of open space, environmental areas, and agricultural lands; 4) areas and standards for mixed use development; 5) areas and standards for high density residential and commercial development; 6) areas and standards for economic development and employment centers; 7) provisions for adequate workforce housing; 8) a multi-modal transportation system, and; 9) opportunities to create land use patterns to achieve 1 - 8. The Destination Deltona Community Strategic Plan, and the public involvement process utilized to develop the plan, addressed topics 1, 2, 4, 5, 6, 7, and 9. The Community Strategic Plan is appended to this Evaluation and Appraisal Report as Appendix 3. It is therefore recommended that the goals and objectives of the Community Strategic Plan be adopted into the Comprehensive Plan as a new Visioning Element.

The City is currently in the process of conducting an Urban Design/Placemaking Study in order to develop and establish design guidelines and standards for development and redevelopment. Although this Study is in process as of the date of this report, it is anticipated that key components will be completed prior to or concurrently with the EAR-based amendments. The Urban Design Element, and other elements of the Comprehensive Plan, will be amended in order to be consistent with and assist in the implementation of key recommendations of the Urban Design/Placemaking Study.

The City is also in the process of conducting a Parks and Recreation Master Plan in order to identify and recommend improvements to its park system. As with the Urban Design/Placemaking Study, this Parks and Recreation Master Plan is still in process as of the date that this report, but projected for completion in mid-2008. The Park and Recreation Element, and other elements of the Comprehensive Plan, will be amended in accordance with the recommendations of the Park and Recreation Master Plan as part of the EAR-based amendments.

Additional projects that are being undertaken while this EAR is being written include, writing a Uniform Land Development Code which will reorganize Deltona's zoning and subdivision ordinances, and other development-related regulatory ordinances to a unified code that contains integrated land development regulations; an intersection and roadway segment analysis; and the City is developing a Concurrency Management System to track concurrency as new development occurs.



The East Central Florida Regional Planning Council, in conjunction with an array of regional partners, has spearheaded the “How Shall We Grow?” initiative in order to develop a shared 50 year vision for the seven County east-central Florida region, which includes Volusia County and the City of Deltona. The vision is based on six regional growth principles: preserve open space, farmland, water resources and regionally significant natural areas; provide a variety of transportation choices; foster distinct, attractive and safe places to live; encourage a diverse, globally competitive economy; create a range of affordable housing opportunities and choices, and; build communities with educational, health care and cultural amenities. It is estimated that the region will have 7.2 million residents in 2050, more than double its current population. If current suburban development patterns prevail, this growth will double the amount of developed land, negatively impact natural resource and environmentally sensitive areas, exacerbate transportation congestion, diminish water supply and the ability to provide key infrastructure and services, and blur the line between developed communities.

In order to prevent these problems, the “How Shall We Grow” initiative envisions channeling growth into existing developed areas, and fostering redevelopment of these areas as compact mixed-use centers with multi-modal transportation options and densities necessary to support mass transit. The “How Shall We Grow?” initiative categorizes urban centers by their planned 2050 population, and envisions the City of Deltona as a regional City. A guiding principle of the EAR recommendations is to identify compact mixed use development as the City’s preferred form of development and redevelopment, and move away from development patterns that result in the undue consumption of land and resources (urban sprawl). Although the “How Shall We Grow?” initiative is geared toward a longer term planning horizon, its principles are incorporated as guiding principles throughout the EAR recommendations.

1.4 Organization and Format of the EAR

This EAR is subdivided into seven chapters as follows:

- Chapter 1 – Introduction and Community Overview
- Chapter 2 – Major Issues
- Chapter 3 – Assessment of Comprehensive Plan Elements
- Chapter 4 – Communitywide Assessment
- Chapter 5 – Summary of Recommendations
- Chapter 6 – Consistency with Growth Management Requirements
- Chapter 7 – Public Participation

Chapter 1 provides the background information and the city profile. Chapter 2 presents an evaluation of the four major issues identified at the scoping meeting and by the DCA in the letter of understanding. Chapter 2 also contains recommendations and proposed revisions to the Comprehensive Plan to address the major issues. An assessment of the City’s Comprehensive Plan elements is presented in Chapter 3. This assessment includes an objective achievement matrix evaluating each of the nine elements and a summary of recommended

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revisions to the Comprehensive Plan. Chapter 4 provides a summary of the changes that have occurred in the City since the adoption of the Comprehensive Plan in November, 1999. It further provides an assessment of financial feasibility of the Comprehensive Plan, the level of service analysis and reviews consistency with Growth Management laws. A summary of the recommended changes to the Comprehensive Plan based on the analysis of the major issues, and assessment of the Comprehensive Plan elements and the changes to the state and the regional growth management documents are provided in Chapter 5. Chapter 6 is a snapshot of the updates to growth management legislation since the time this Comprehensive Plan was adopted and an evaluation of the changes that should be made to comply with the new legislation. Chapter 7 will present with a complete review of the public participation process that was utilized to review this Comprehensive Plan.



2. Major Issues

Chapter 2 presents an evaluation of the major issues. Section 63.3191(1)(c), F.S., requires local governments identify and analyze major issues to further the community's goals consistent with statewide minimum standards. A major issue is described as a narrow matter of concern to the existing and future growth and development of the local community. The evaluation and analysis of each major issue is presented in the following format:

- **Issue Description and Analysis:** In the first section of each major issues discussion, the issue is presented as it was stated in the Letter of Understanding (LOU). It also contains an analysis of the City's Comprehensive Plan to determine if and how the elements relate to each issue.
- **Comprehensive Plan Impacts and Recommendations:** The second section is an assessment of whether plan objectives within each element, as they relate to the major issues, have been achieved as require by Section 163.3191(2)(g), F.S. This section also identifies whether unforeseen or unanticipated changes in circumstances resulted in problems or opportunities with respect to major issues identified in each element. Recommendations for amendment to the City's Comprehensive Plan will be proposed based upon the evaluation and analysis.

The issues were identified by the local government through a public participation process involving the citizens, adjacent local governments, state and regional agencies and the City Commission and staff. The City of Deltona conducted a scoping meeting on August 21, 2007. Representatives from adjacent local governments, Volusia County, and the review agencies were invited. The major issues identified at this meeting were as follows:

- **Deltona Community Issue #1:** Need for a Neighborhood-Scale, Pedestrian-Friendly Multi-Modal Transportation System

Since the time of the plan adoption, the increase in traffic volumes on roadways located within primarily low-density residential neighborhoods has resulted in higher levels of congestion. The cross-section of many roads has increased in number of lanes, which has resulted in reduced safety for pedestrians and vehicles, especially at critical intersections. Most of these larger roadways do not incorporate streetscape elements to make them more attractive and compatible with the neighboring land uses and more desirable for pedestrian traffic.

- **Deltona Community Issue #2:** Need for a Diversity of Land Use Categories

The Future Land Use Map for Deltona does not include enough land for higher



density residential, mixed-residential/commercial, industrial and commercial land uses. Since the majority of the land in Deltona is categorized low- to medium-density residential land use, very little land is available for mixed-use developments that could incorporate higher density housing, public facilities (including social service uses), and commercial uses.

One additional issue was identified by the Department of Community Affairs in their Letter of Understanding to the City of Deltona dated October 19, 2007 (included in Appendix). This issue will be evaluated in this chapter as well. The issue identified by DCA is as follows:

- **Deltona Community Issue #3:** Assessment of Annexation and Existing Intergovernmental Coordination Strategies

The EAR provides the City with an opportunity to evaluate issues related to the effectiveness of its Intergovernmental Coordination efforts. For this issue, the EAR will focus on the City's adopted annexation policy and the effectiveness of creating a Joint Planning Agreement with Volusia County. Areas for potential annexation into the City Limits will be examined in order to determine the feasibility, costs and benefits of bringing them into the City Limits. Coordination with other local governments in the implementation of regional initiatives and planning strategies will be examined as well.

- **Deltona Community Issue #4:** Springs and Groundwater Protection

In the December 6, 2007 supplemental letter from the Department of Community Affairs (included in Appendix) it was recommended that the City also address springs and groundwater protection in this EAR. The EAR will make recommendations to ensure Deland Ridge Watershed and its springs, lakes, ponds, and wetlands continue to be well protected.

2.1 Need for a Neighborhood-Scale, Pedestrian-Friendly Multi-Modal Transportation System

Issue Description and Analysis

According to Rule 9J-5.019 of the Florida Administrative Code, the purpose of the Transportation Element is to plan for a multimodal transportation system that places emphasis on public transportation systems. Multimodal transportation system planning includes developing, programming, and providing for the infrastructure needs of users of all modes of transportation. In the City of Deltona, these modes include walking, bicycling, transit and personal automobiles. There are no airports or seaports within the City limits.

To deal with the increasing demand on the existing transportation system, most cities are moving toward implementing an interconnected multimodal transportation network where the trips on the



roadway network get distributed by walking or bicycling trips and transit has a much higher use. The following is a brief description of the existing conditions for each mode of travel within the City of Deltona.

Automobile

There is one principal arterial, eight minor arterials, and twelve collector roadways within the City of Deltona. The principal arterial carries long regional trips and serves major activity areas and includes Interstate 4 (SR400) and is to the west of the City.

The seven minor arterials interconnect and support the principal arterial and include:

1. SR 415
2. Deltona Boulevard
3. DeBary Avenue/Doyle Road/CR 4162
4. Enterprise Road/CR 4156
5. Howland Boulevard/CR 4145
6. Providence Boulevard
7. Saxon Boulevard (East/North of Providence Blvd)
8. State Road 472

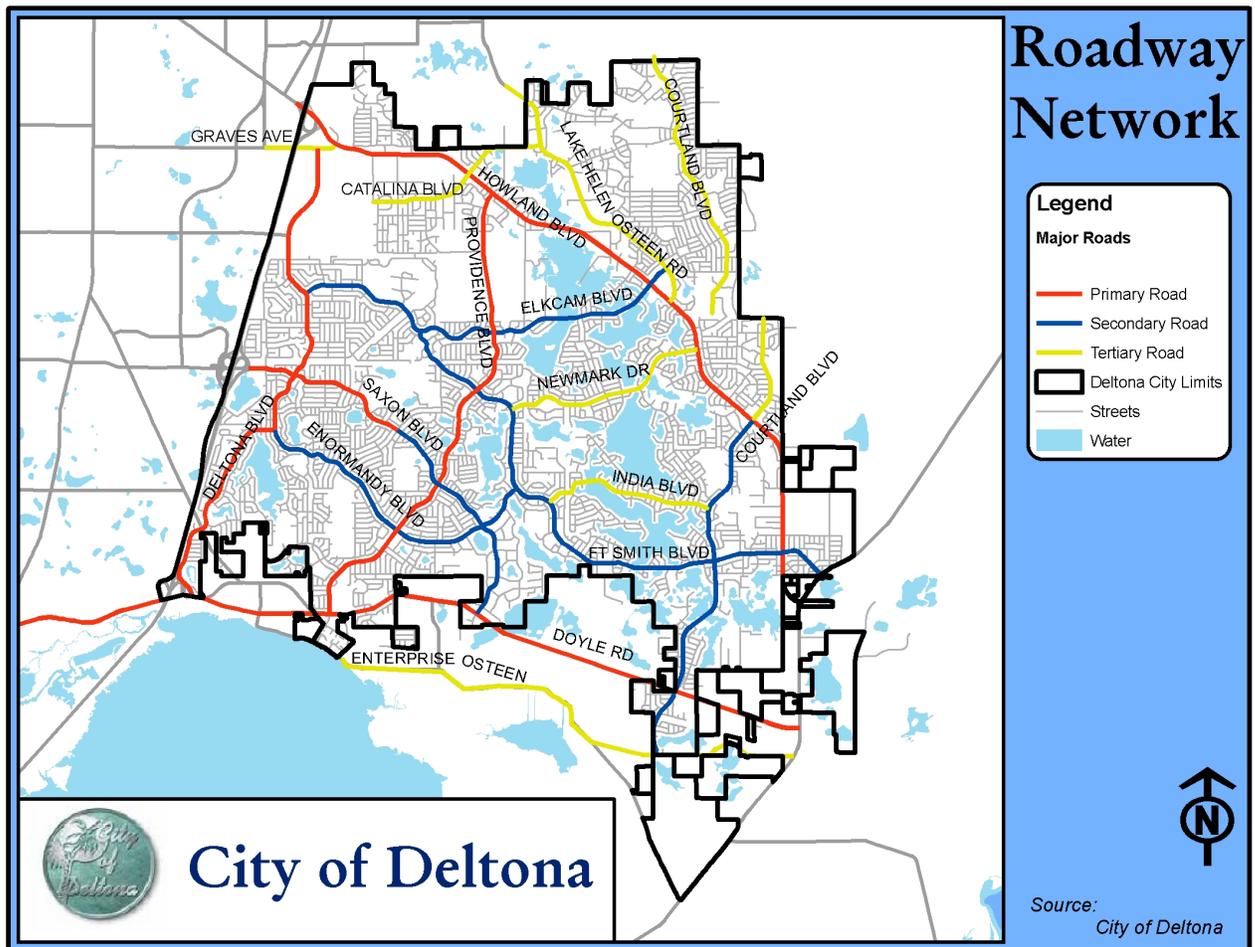
The collector roadways interconnect and support the local roads and the arterials and are as follows: Catalina Boulevard

1. Courtland Boulevard
2. Elkcam Boulevard
3. Fort Smith Boulevard
4. Lake Helen Osteen Road
5. Lake Shore Drive/Enterprise Osteen Road
6. Newmark Drive
7. Normandy Boulevard
8. Tivoli Drive
9. India Boulevard
10. Saxon Boulevard (West/South of Providence Boulevard)
11. Graves Avenue

The City of Deltona's local street system includes roads that provide access to residential land uses and serves short local trips. Figure 2.1 below shows the functional classification of all roadways within the City.



Figure 2.1
Roadway Network



The City is currently preparing a Transportation Master Plan which will provide an analysis of the current traffic levels on the roadways, and will include, for selected segments, a detailed LOS analysis using ARTPlan. The Transportation Master Plan will further analyze the existing roadway network to determine if the facilities are available to address the anticipated impacts associated with future development. If the existing facilities are not available for this planning period and any segments of City roadways are anticipated to fail the adopted LOS standard, the City will include the necessary capital improvements to address failing roadways in the next update to the Five-Year Capital Improvements Plan.



Transit

Transit service in the City of Deltona is provided by Volusia County’s public transportation authority, VOTRAN. VOTRAN also partners with LYNX on commuter bus service from Volusia County to downtown Orlando. There are currently 4 VOTRAN routes serving the City including Routes 20, 21, 22 and 200 (shown in Figure 2.2). Ridership data for the one-year period from January to December 2007 for all routes are presented in Table 2-1.

**Table 2-1
Ridership on VOTRAN routes in Deltona**

| Route | Boardings in 2007 |
|--------------|-------------------|
| 20 | 175,266 |
| 21 | 45,299 |
| 22 | 46,560 |
| 200 | 15,627 |
| Total | 282,272 |

Source: VOTRAN

Table 2-2 shows the headways for the VOTRAN routes that serve the City of Deltona. Peak hour headways are only provided for the I-4 Orlando Express (Route 200) service which ranges between 30 and 45 minutes, but doesn’t provide off-peak service. Most of the routes that serve the City have headways one hour or longer, and none of the routes serve the City past 7:40 pm. Therefore, trips other than 9 to 5 work-related trips are not served by VOTRAN service.

The preferred headway for transit is 10 to 15 minutes during the peak hours and 20 to 30 minutes during the off-peak hours. Headways or frequency of service is the primary determinant of the quality of transit from the perspective of the transit rider. The shorter the headways, the more convenient it is for the potential transit rider to choose transit over other modes.

VOTRAN currently offers commuter services which include Ride Share Matching, Van Pool assistance, Park and Ride lots served by peak hour express bus service and Guaranteed Ride Home programs.

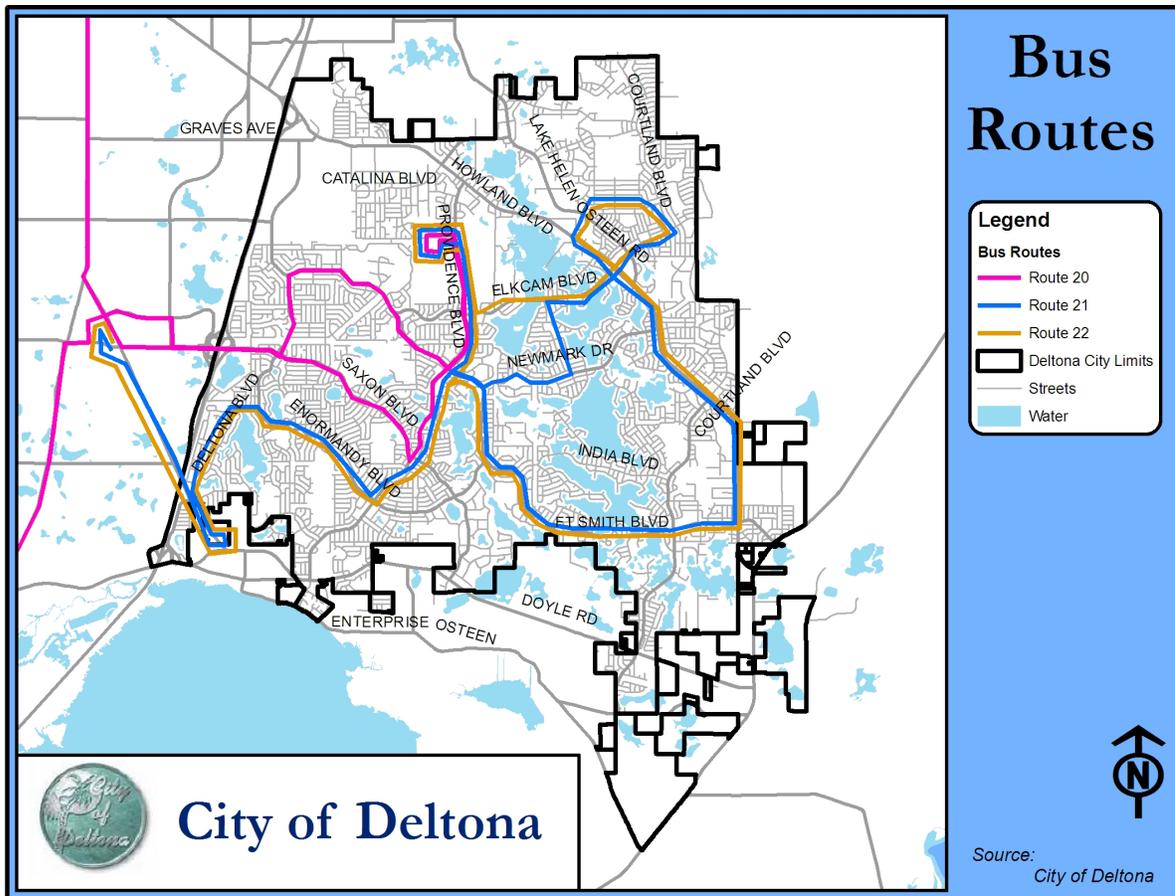
**Table 2-2
VOTRAN Route Headways**

| Route Name | AM Peak | PM Peak | Off Peak |
|------------|------------|------------|----------|
| 20 | N/A | N/A | 1 hour |
| 21 | N/A | N/A | 2 hours |
| 22 | N/A | N/A | 2 hours |
| 200 | 30 minutes | 45 minutes | N/A |

Source: VOTRAN



Figure 2.2
City of Deltona Bus Routes



Bicycle

Bicycling is one of the most efficient modes for shorter local trips. The availability of bicycle facilities plays an important role in encouraging the use of a bicycle as a travel option. In communities that have a good, safe bicycle network a considerable share of shorter vehicular trips are substituted by bicycle trips. Additionally, bicycling offers the potential for recreation and positively contributes to the health of the residents.

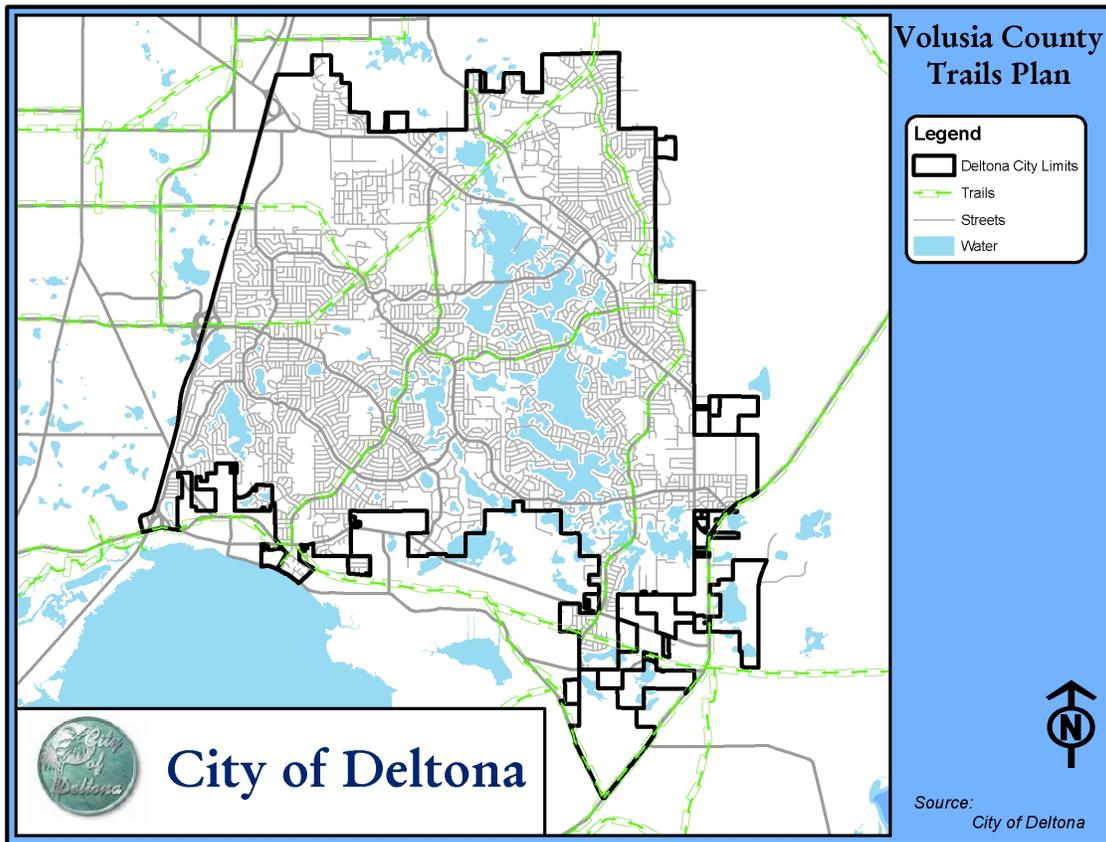


The lack of bicycling facilities is a concern to the residents of the City of Deltona. This issue was raised in the City's visioning process in 2006, in the July 2007 Citizens Survey and finally in the Visioning Forum held in August 2007.

The current Volusia County MPO Bicycle/Pedestrian Plan was adopted in January 2005. The Volusia County MPO LRTP includes a goal, objective and policies that address pedestrian and bicycle needs. A Volusia County Trails Plan was proposed (Figure 2-3) and is being implemented.

Segments of several roadways in Deltona were included in funded bicycle and pedestrian projects between FY 2003/04 and 2007/08: Enterprise Road, Howland Boulevard, and Lake Helen Osteen Road. The Lake Monroe Bike/Pedestrian facility is included in a list of projects to be funded in 2009. These additional bike paths will increase the transportation options in Deltona.

**Figure 2-3
Volusia County Trails
Plan**



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Table 2-3

City of Deltona Programmed Bicycle Projects

| Project | From | To | Description | Year Programmed |
|--|----------------------------------|-------------|---|------------------------|
| Bicycle/Pedestrian Set-aside Box | Volusia County MPO Planning Area | | Bike/Ped Projects | Phase 1 (2006 - 2010) |
| EAST CENTRAL FLORIDA REGIONAL MULTI-USE TRAIL | Countywide | | BIKE PATH | FY 2006/07 to 2010/11 |
| Enhancement Projects | Volusia County MPO Planning Area | | Bike/Ped Projects | Phase 2 (2011 - 2025) |
| LAKE MONROE BICYCLE/PEDESTRIAN FACILITY | PROVIDENCE BLVD | GARFIELD DR | BIKE PATH | FY 2006/07 to 2010/11 |
| VOLUSIA MPO BIKE/PEDESTRIAN XU SET ASIDE RESERVE | Countywide | | BIKE PATH Thirty percent (30%) of XU funds received by the Volusia MPO are set aside for bike and pedestrian improvements | FY 2006/07 to 2010/11 |

Source: Volusia County MPO

Pedestrian

Transit, auto and bicycle modes of travel begin and end with walking. Therefore, the existence of pedestrian facilities and amenities is integral to the success of all other travel modes. The success of transit is directly dependent on the availability of pedestrian infrastructure around the transit stops.

The City of Deltona has limited sidewalks that are not interconnected, therefore walking accounts for a very small percent of travel within the City. For example Providence and Saxon Boulevards both have good sidewalk coverage however, when you leave these main roads you may or may not have a sidewalk to walk on. Some areas of the City have residential sub-divisions with sidewalks on both sides of the road. Howland Boulevard has good sidewalk coverage on the west side of the City but not good coverage east of Providence. On Saxon Boulevard the sidewalk is on both sides of the road, however it leads to many neighborhoods with no sidewalks. This EAR will recommend a policy to inventory all sidewalk locations and to make improvements when every new roadways are constructed or existing roads improved.

Modal Split

According to commuting to work data collected in the 2000 Census, single occupant automobile trips account for 80 percent of all trips to and from work reported by residents in Deltona. Carpools account for 15 percent, public transit for 0.5 percent, walking for 0.3 percent, and other means (including bicycles) account for 4 percent.

As suggested by the analysis of the major issues, there is a need to promote walking, bicycling, and transit as viable modes of transportation alternatives to the automobile. As the City continues to develop, there are opportunities to design areas that are more appropriately scaled for pedestrians to encourage residents to use multimodal transportation options. The



development of transit, bicycle and pedestrian infrastructure will play a crucial role in maintaining the adopted roadway LOS. The City should revise the objectives and policies in the Comprehensive Plan as it relates to the planning of transit, bicycle and pedestrian modes to develop a multimodal transportation system that meets the diverse circulation needs of the residents and business owners.

The City should look for opportunities to develop a designated bicycle network that connects residential areas to local commercial and future and existing employment destinations within the City. The City could look at opportunities to create new off-street linkages to link the parks and open space areas. Bicycle facilities should also be provided along transit service routes to allow for bicyclist to take advantage of VOTRAN and the future commuter rail service. The closest future commuter rail station to Deltona is in DeBary. The City could explore providing additional options for residents to reach the commuter rail such as providing a City sponsored shuttle bus or local transit circulator, and requesting VOTRAN provide express bus service from key locations in Deltona to the rail station. In the short term, the City could conduct a study to examine methods of better connecting the commuter rail to the traffic generators, this study could also look at the feasibility of innovative options such as reversible lanes during peak hour on the heaviest congested roads.

The City should work with VOTRAN to identify opportunities to increase the route coverage and reduce headways on the lines that already exist and to create additional routes that cover more of the City. The bus service could serve residents and businesses in the evening hours to make it possible to use the bus system to run errands or for needs other than commuting to work during the day. The City should explore the option of creating its own local transit circulator to enable short local trips to be made via transit.

System Enhancements

Transportation System Management (TSM)

The City should explore opportunities for implementing Transportation System Management (TSM) which is the process of modifying or optimizing the existing transportation system through less capital intensive means to increase effectiveness of the signalized intersections and their ability to process vehicles. For example, optimizing signal phasing and timing as well synchronizing and coordinating traffic signals along a major roadway, will result in significant travel time savings by reducing the number of stops and allowing vehicles to maintain a desirable running speed along the roadway.

Improving signal phasing and timing on an individual intersection, although not as significant as signal coordination on an entire arterial roadway, does go a long way in improving operations and safety and the resulting increased efficiency and travel time savings.



Alternative Modes

Transportation Demand Management (TDM)

The City should explore opportunities for implementing Transportation Demand Management (TDM) programs. TDM is defined as the use of incentives, disincentives, and market management to affect travel behavior to shift to non-motorized and/or higher-occupancy modes, reduce or eliminate the need to travel, and/or shift travel onto less congested routes. TDM is also used to mean the provision or expansion of alternatives to Single Occupancy Vehicle (SOV) travel, such as transit, bicycling, and walking.

This section describes programs or initiatives that can be included in such TDM strategies.

Transportation Management Associations (TMA's), are organizations that operate within a city, district or are made up of employers in a district or city. They are formed to assist in the planning and coordinating and implementing of TDM measures, and to provide the private sector with an organized means of providing input into public sector planning, decision-making, and project development.

Carpools and Vanpools

Carpooling is done between at least two people who desire to share driving duties and/or costs, using their own private vehicles. These are either arranged independently or with the assistance of a ride matching service. Organizations throughout Florida provide matching service. Often carpools are more formalized, to the extent that the vehicles are provided by an employer, a Transportation Management Association, a private contractor, or a public agency.

Often the provider also assists in the creation of the carpools and the administration of the program, although in some cases the two tasks are handled by separate entities. This is more similar to vanpooling which is done with larger groups. These consist of 7-to-15 passenger vans which are used instead of automobiles. In general, vanpools are only used for longer commute trips due to time, cost, and convenience factors.

Ridesharing.

The concept behind ridesharing is fairly straightforward; reduce the number of vehicles on the road by shifting drivers of single-occupant vehicles into multi-occupant vehicles. In part because of this, ridesharing is the most widely utilized and most commonly recognized of all the TDM measures. The two oldest and most common forms of ridesharing are carpooling and vanpooling.

Ride matching

Although, not exactly alternative transportation mode, ride matching is integral to ridesharing. Ride matching is a service that assists individuals in the creation or expansion of carpools and vanpools, and also provides information on vanpool and transit routes, and the location of park-and-ride lots. Such a service can be limited to a specific employer or an individual site, or it can be organized through a regional ride matching provider. The actual service can be as simple as a bulletin board or as complex as a GIS-based computer system.



Walking and Bicycling

Two of the most basic transportation modes which TDM measures try to encourage are bicycling and walking. People begin and end each trip as a pedestrian. In some areas within Deltona, the urban environment precludes convenient walking and bicycle trips. These are frequently seen as hazardous. Many urban design and management techniques can be developed to make these trips more attractive. These include:

- use of FDOT Livable communities initiative
- colored and or textured crosswalks
- sidewalks around individual sites
- wide curb lanes for bicyclists
- facilities to allow pedestrians and bicyclists to bypass natural and man-made barriers
- off-road bicycle paths
- designated bike lanes (with appropriate striping and signing)
- sidewalks on both sides of arterial and collector streets
- traffic control devices allowing pedestrians to safely cross at intersections
- bicycle-sensitive loop detectors to enable bicyclists to trip traffic signals
- showers and locker rooms at work places
- adequate bicycle storage facilities throughout the City

Land Use Techniques

Land use and transportation cannot be separated. Transportation inadequacies are symptomatic of land use decisions. Again, while not an alternative mode, land use techniques are mentioned in this category because of their importance in encouraging the use of alternative modes. Land use techniques that enhance the viability of alternative modes center primarily around zoning requirements to encourage high density, mixed-use development that is easily accessible to transit, and provides quality bicycle, pedestrian, and transit links between homes, shops, and jobs.

Alternative Work Schedules

Alternative work schedules (AWS) is a TDM technique that seeks to relieve congestion by shifting the hours an employee reports to and leaves work. The types of AWS are:

1. Compressed Work Week

Employees work more hours per day, but work fewer days per week. The most common programs involve employees working four 10-hour days in a one week period, or working 80 hours in nine days during a two-week period.

2. Flextime

Employees are allowed to set their own workday start and finish times, provided that they work an agreed upon number of hours. Generally, employees are required to be at work during a "core" period each day (for example, between 9 a.m. and 3 p.m.).

3. Telecommuting

Employees are enabled to work at a location other than their conventional office, in order to reduce or eliminate their normal commute. The most common alternative site is the employee's home, although in some cases "satellite" work offices are also used. Additional



costs associated with telecommuting from an employee's home may be covered entirely by the employer, entirely by the employee, or jointly between the two. Costs may include computer hardware and software, additional phone lines, and utility costs. Telecommuting is most often applied on a part-time basis, with the majority of participants only telecommuting one or two days per week.

4. Staggered Work Hours

Employees' work times are staggered in such a way that their arrival and departure times are spread over a longer period of time to avoid the typical rush hour traffic.

5. Incentives and Disincentives

These are measures which motivate people to use a particular mode. Incentives generally focus on the cost and convenience of particular items.

Parking Management

The availability and cost of parking are key factors underlying travelers' choice of travel mode. In short, if parking is expensive and scarce, individuals will be more likely to select alternative modes of transportation such as transit and ridesharing. A range of methods to alter parking supply and costs involving both the public and private sector are available. Measures that can be used by municipalities include:

- Reserving the most desirable parking locations at public parking facilities for high occupancy vehicles.
- Imposing parking pricing through regulations.
- Placing controls on the amount of parking built and operated in an area.
- Altering parking codes to discourage oversupplying parking.

HOV Facilities

HOV facilities serve as an incentive for people to use buses, carpools, and vanpools by providing travel time savings benefits. Generally, an HOV lane is available to buses and vehicles with 2 or more occupants, although in some cases it is limited to buses only. Such facilities are generally oriented to serve the downtown core of a region along radial corridors, and are focused on downtown oriented work trips. In many cases the facilities are in operation only during the morning and afternoon peak periods.

Park-and-Ride Lots are often developed in conjunction with commuter rail, although they are also used in other areas. In general, park-and-ride lots are developed to serve as a collection point for individuals using commuter rail and HOV modes such as buses, vanpooling, and carpooling.

Trip Reduction Ordinances

Trip reduction ordinances (TRO's) are local, regional, or state regulations requiring developer and employer participation in the implementation of TDM. TRO's can be applied based on a variety of different criteria, including number of employees, size of development, type of development, and motor vehicle trip generation. In most cases, the key component of the TRO is the creation and implementation of a TDM plan. Generally, TDM plans must include a description of what measures will be used to meet the requirements of the TRO, and a



timetable for implementing the TDM program. Once an initial plan has been developed, it is then reviewed and updated on a regular basis by a regulatory agency. If the review shows the plan is not meeting the requirements of the TRO, further action is often required. The enforcement of TRO's can vary widely, from no penalties at all (in voluntary programs) to a scale of fines for failing to meet the requirements of the TRO. Generally, fines are not assessed if an entity fails to meet trip reduction requirements. In most cases, punitive action is taken only if an entity fails to make a good- faith effort to meet the requirements of a TRO.

Complementary Incentives

Although the measures described above are generally regarded as the most effective means of encouraging the use of transportation alternatives, several other TDM measures are also often identified as playing a complementary role, primarily by addressing the reasons individuals frequently give for using SOVS. These measures include:

- Providing fleet vehicles for at-work trips, in order to offset the need to drive a personal vehicle to work for work-related use during the day.
- Providing shuttle service between multiple sites of an individual employer, to offset the need for a personal vehicle to make at-work trips between sites.
- Providing on-site day care, to offset the need for a vehicle to pick up and drop off children before and after work.
- Providing mid-day shuttle service to nearby activity areas, to offset the need for a vehicle to run errands or go to lunch over the noon hour.
- Establishing a guaranteed ride home program, to offset the need for a vehicle should an employee need to leave work during the day in the case of an emergency or should they need to work overtime.

All of these complementary measures are in most cases primarily the responsibility of an individual employer or a Transportation Management Association.

Recommendations

Future Land Use Element

Recommendation 2.1.LU-1. Add a new Policy under Objective K stating that the City shall provide appropriate densities and intensities that support transit ridership.

Recommendation 2.1.LU-2. Amend Policy 1K under Objective K to delete "to the Activity Center". The City should promote mass transit service and pedestrian access to mass transit through-out the City, not just at the Special Area Plans (formerly Activity Center) .

Recommendation 2.1.LU-3. Amend Policy 3K under Objective K to state that the City shall study other method of promoting traffic reduction including Transportation Demand Management and Transportation System Management.



Transportation Element

Recommendation 2.1.TE-1. Add a new Policy under Objective A that requires that the City implement the recommendations of the 2008 Transportation Study to improve the existing conditions of the automobile, transit, pedestrian and bicycle infrastructure.

Recommendation 2.1.TE-2. Add a new Policy under Objective A stating that the City shall assess the existing sidewalks to locate specific problem areas related to interconnectivity, obstructions, damaged sidewalks, lack of crosswalks, inappropriate widths, and the need for handicap ramps and other improvements.

Recommendation 2.1.TE-3. Add a new Policy under Objective A stating that the City shall create a new program to address the problems identified in the sidewalk assessment study.

Recommendation 2.1.TE-4. Add a new Policy under Objective G stating that the City will with FDOT, Volusia County and VOTRAN to identify strategies in which it can achieve a more balanced modal split.

Recommendation 2.1.TE-5. Add a new Policy under Objective G stating that the City will encourage VOTRAN to analyze the existing local transit route system for connection opportunities to the larger, regional system that is convenient to Deltona's residents and will result in greater opportunities for use of public transit for regional trips.

a. Diversity of Land Use Categories

Issue Descriptions and Analysis

The City of Deltona began as a planned unit development in 1962. It has grown at a rapid rate since that time, and was incorporated as Volusia County's 16th municipality in 1995. With over 85,000 residents in a 41 square mile area, the City is now the largest municipality in Volusia County in population and area. Due to its strategic location along major transportation corridors between Daytona Beach and Orlando, it is anticipated that the City will continue to emerge as a regional population center.

Deltona is a young City that has been characterized by dramatic population growth and residential development. The City began as a planned unit development primarily oriented to residential uses, and grew during the housing boom of the 1980s and 1990s. Residential development continues at a brisk pace, as evidenced by the fact that 20 percent of its housing stock has been constructed since 2000. Residential is the most prevalent land use in the City, comprising 12,684.63 acres (48%) of the City's land area. The City's housing stock is

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comprised of 31,305 single family homes, 20 mobile homes, 648 condominiums, 147 multi-family developments of ten or less units, and 11 multi-family developments of ten or more units.¹

Unlike more established communities, Deltona lacks the base of non-residential commercial lands and a viable town center to serve this large residential population. This land use imbalance has created a situation where most residents of Deltona have to leave the City limits to access employment, shopping, entertainment, and other non-residential destinations. It is estimated that 52 % of the employed residents of the City commute to work outside of Volusia County. This increases the need for vehicular trips on the region's already strained roadways, and diminishes the quality of life of City residents who have to travel long distances for work, shopping and services. This imbalance is further evidenced by the fact that residential uses contribute 84 % of the City's tax revenues, while only 3.78% of its revenues are contributed by office, retail or commercial uses.² Community input received during the August 11, 2007 Strategic Planning Forum underscores the need to address the lack of shopping and job opportunities in the City as a major priority for residents.

The City of Deltona's Vision Statement calls for a community that "provides a high quality of life where people live, work and play in a safe and secure environment". In order to achieve this vision, the City must expand opportunities to work and play within its boundaries. One of the most pressing challenges that the City will face during the planning period is to foster its development as a full-service community that provides a full range of residential and non-residential land uses within its City boundaries. The Evaluation and Appraisal Report provides the City with an opportunity to revisit its prevailing development patterns, and chart the course for development and redevelopment over the next five, ten and 20 years.

Population Growth

Population projections are an important component of the Comprehensive Plan. They provide the statistical framework for the future development of the City, and for determining its ability to ensure the provision of key infrastructure and services at adopted levels. Population growth is projected to continue in Deltona, and as a result there will continue to be an increased demand for the urban services and facilities that are needed to maintain and improve quality of life.

It is important to note that the projections are not predictions of the future. Projections are simply an extrapolation of past trends coupled with knowledge of the residential capacity of the area. They assume that past trends provide some indication of the likely range of futures for the community. They assume that there will be no major disasters, such as hurricanes, floods, or prolonged droughts. They assume that government and other agencies will continue to maintain and expand urban infrastructure and services as needed. The planning process calls for ongoing monitoring of urban change and the projections may be amended as future conditions warrant.

¹ *City of Deltona Housing Stock Report and Future Needs Analysis*, Shimberg Center for Affordable Housing

² *City of Deltona 5-Year Strategic Economic Development Plan*, Strategic Planning Group Inc., 2007

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The City of Deltona’s history has been characterized by rapid population growth. From its founding as a planned unit development in 1962 and formal incorporation in 1995, the City has grown to a population of over 85,000 residents in 2007. This growth is anticipated to continue. According to the Shimberg Center for Affordable Housing, by 2010 the City’s population will increase to 93,398; by 2015, it will increase to 106,277, and; by 2025, it will increase to 132,605.³

Table 2.4 City of Deltona Population Projections

| | <u>2005</u> | <u>2010</u> | <u>2015</u> | <u>2025</u> |
|-------------------|-------------|-------------|-------------|-------------|
| Population | 80,849 | 93,398 | 106,277 | 132,605 |

Source: *City of Deltona Housing Stock Report and Future Needs Analysis*, Shimberg Center for Affordable Housing, November 9, 2007

Existing Land Uses

The City’s corporate limits cover a total area of approximately 41 square miles. Existing land uses in the City are shown on Figure 2.4 and detailed by acreage on Table 2.5 below.

**Table 2-5
City of Deltona Existing Land Use, 2007**

| <u>Land Use</u> | <u>Acreage</u> |
|---|----------------|
| Single Family Residential | 9,960 |
| Multi-family Residential | 238 |
| Vacant Residential | 2,101 |
| Mixed Use | 125 |
| Commercial (Office, Retail, Restaurant, Hotel Motel...) | 376 |
| Vacant Commercial | 373 |
| Industrial | 16 |
| Vacant Industrial Park | 7 |
| Public/Institutional/Utilities/Right-of-Ways | 10,202 |
| Vacant Institutional | 9 |
| Agriculture | 708 |
| Other Vacant (non agriculture) | 1,777 |
| DRI | 952 |
| Total | 26,735 |

Source: City of Deltona

³ *City of Deltona Housing Stock Report and Future Needs Analysis*, Shimberg Center for Affordable Housing, November 9, 2007

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Residential development is the primary land use, encompassing 10,198 acres (39%) of the total land area. The majority of the City's residential development is single family, encompassing 9,960 acres (38%). Multi-family housing, by contrast, encompasses only 238 acres (.9%). The City's housing stock is comprised of 31,305 single family homes, 20 mobile homes, 648 condominiums, 147 multi-family developments of ten or less units, and 11 multi-family developments of ten or more units.⁴ Approximately 2,101 acres are vacant but designated for residential use. If these lands were to be built out at six units per acres in accordance with the Comprehensive Plan designation, approximately 15,000 additional residential units could result.

Approximately 376 acres (1.4%) of the City's developed land area are in commercial uses, including office, retail, restaurant, hotel/motels, and other commercial establishments. Commercial developments are primarily located in areas fronting on major roadways such as Deltona Boulevard, Providence Boulevard, Howland Boulevard and Saxon Boulevard. These uses comprise just over one percent of the City's land area, and there are less than three acres of commercial lands per 1,000 residents. By contrast, the regional commercial average is six acres of commercial lands per 1,000 residents. In addition, there are 373 acres of vacant commercial lands in the City. If these lands were to be built out with commercial uses, the City would be providing over seven acres of commercial use per 1,000 residents, which actually exceeds the regional average.

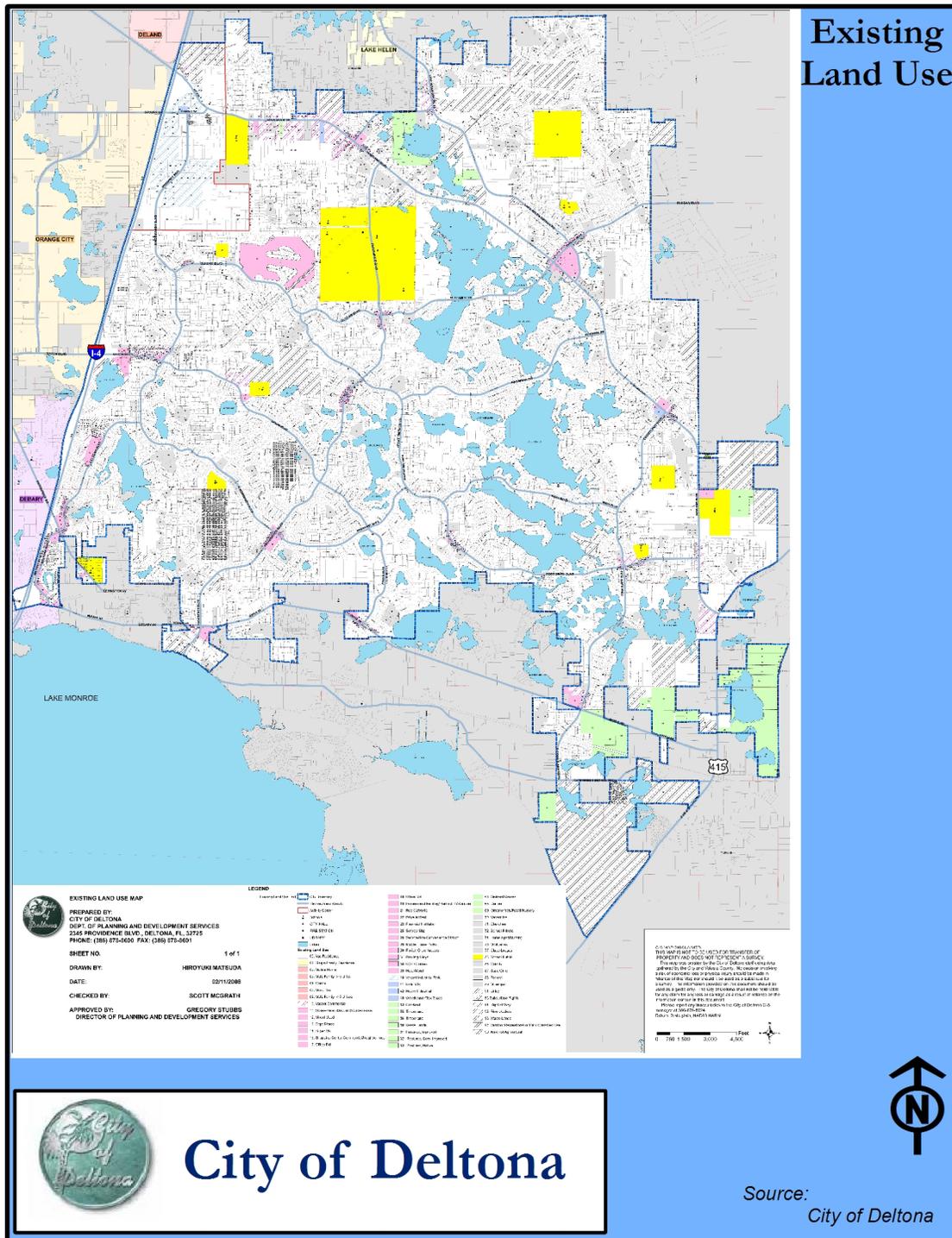
Industrial uses encompass 16 acres, less than 0.1% of the developed area. Industrially designated lands are an important indicator of economic diversity and key to the provision of employment opportunities to City residents. The regional average is four acres of industrial land per 1,000 residents. There are currently only 0.06 acres of industrial lands in the City per 1,000 residents, far less than the regional average. There are 7 acres of vacant industrial lands in the City. If these lands were to be built out with industrial uses, the City would be providing 0.03 acres of industrial lands per 1,000 residents, still below the regional average.

An examination of the City's existing land uses underscores the need to provide greater land use diversity during the five, ten and 20 year planning periods. In order to increase the diversity of its land uses, the City should seek opportunities to provide additional multi-family developments, as well as a mixture of residential and non-residential uses in compact areas and additional commercial and industrial uses in appropriate locations.

⁴ *City of Deltona Housing Stock Report and Future Needs Analysis*, Shimberg Center for Affordable Housing



Figure 2.4 City of Deltona Existing Land Use Map





Future Land Uses

The Future Land Use Map represents the City of Deltona’s vision for its development and redevelopment during the five, ten and 20 year planning periods. The Future Land Use Map and districts serve as the foundation for the more detailed Land Development Regulations and special area plans. These regulations and plans must be consistent with and further the implementation of the Future Land Use Element and its goals, objectives and policies. The City’s Future Land Use Map is shown on Figure 2.5, and detailed by permitted use, density and intensity, and acreage in Table 2.6 below.

Table 2.6 Future Land Uses in Deltona

| Land Use | Permitted Uses | Acreage |
|-------------------------------------|--|----------------|
| Residential Low Density | 0-6 units per acre | 14,635.90 |
| Residential Medium Density | 6-12 units per acre | 160.08 |
| Residential High Density | 12-20 units per acre | 116.87 |
| Commercial | Regional Shopping Centers, Community Shopping Centers, Neighborhood Commercial, Neighborhood Convenience, and Office Development | 738.14 |
| Industrial | Industrial | 12.36 |
| Recreation | Public and Private Recreation Facilities | 445.05 |
| Public/Semi-Public/Conservation | Conservation and Public Use | 1,362.47 |
| Deltona Activity Center (Mixed Use) | Office Space, Light Industrial, Warehousing, Retail Commercial, Commercial Recreation, Hotels/Motels, Ancillary and Support Uses, and Multi-Family Residential | 749.50 |
| County Future Land Use in City | Agricultural Resource, Environmental Systems Corridor, Forestry Resource, Low Impact Urban, Rural, Urban Low Intensity, Urban Medium Intensity | 1,521.82 |

Source: City of Deltona

According to the City’s population projections, the City will require an additional 23,405 housing units to meet its projected population of 132,605 by 2025. As noted in the previous section, if the City’s vacant residentially designated lands were to be built out in accordance with the Comprehensive Plan, approximately 15,248 new units could be built. The City’s Future Land Use Map currently has 14,365 acres designated for Residential Low Density development, 160.08 acres designated for Residential Medium Density development and 116.87 acres designated for Residential High Density development. If these units are built out to the maximum density as allowed on the Future Land Use Map, a total of 89,970 units could be provided. The City is therefore providing more than an adequate supply of residentially designated lands to meet the needs of the existing population and projected growth.

In order to address the housing needs of all City residents, including residents and households representing the full range of incomes and needs groups, a diversity of housing types should be

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provided. As evidenced above, high density residential development comprises a small percentage of residentially designated lands in the City. Opportunities to expand the range of housing types in the City by designating additional lands for medium or high density residential development should be considered. Further, the City may wish to consider provisions to allow more than 20 units an acre in mixed use activity centers.

Approximately 738.14 acres are designated Commercial on the City's Future Land Use Map. Based on the current population of 85,000, the Future Land Use Map is designating 8.7 acres of commercial land per 1,000 residents. The regional average is six acres of commercial lands per 1,000 residents. In contrast, only 12.36 acres are designated "Industrial" on the Future Land Use Map. Based on the current population of 85,000, the Future Land Use Map is designating .14 acres of industrial land per 1,000 residents. The regional average is four acres of industrial land per 1,000 residents. The City would need to designate 327.64 additional acres as "Industrial" on the Future Land Use Map in order to meet the regional average, or provide for additional industrial lands as a component of the Special Area Plan designation.

It is projected that the City will reach a population of 132,605 by 2025. In order to meet the current regional average of six acres of commercial lands per 1,000 residents, the City would need to provide 798 acres of commercial lands in 2025. Further, in order to meet the regional average of four acres of industrial lands per 1,000 residents, the City would require 532 acres of industrial lands by 2025. The City's Future Land Use Plan Map should therefore provide for at least 798 acres of commercially designated lands and 532 acres of industrially designated lands in order to address current and future demand. As part of the EAR-based amendment process, the City should actively seek to identify areas where the Future Land Use designation can be changed from residential to commercial, industrial or mixed use/special area plan, including areas with vacant, developable land or within existing or planned special area plans.

A growing number of communities are recognizing that the urban sprawl characteristic of modern suburban development consumes more land, is costlier in terms of the provision of infrastructure and services, increases traffic congestion, and results in greater social isolation than more compact and integrated forms of development. Resource protection, maximizing the efficiency of development and redevelopment, ensuring adequate infrastructure, and reducing traffic congestion are among the many benefits of promoting compact, mixed-use development. When strong urban design principles are applied this type of development can be more aesthetically pleasing than typical suburban developments, as evidenced by visual preference surveys and input received during the City's current Destination Deltona strategic planning process. The City should therefore refine the interpretive text for all of its Future Land Use Districts to more strongly incentivize mixed use developments. These mixed use provisions and incentives should be structured in such a way that the primary use reflects the prescribed use for the District, but that allow for a balance of other uses in a compact and design-unified environment. Planned Unit Developments that require a specific mix of uses and secondary use provisions are potential mechanisms that the City might evaluate.

The Deltona Activity Center (referred to here as the Deltona Special Area Plan) provides for a mixture of uses appropriate for the development of a regional activity center. This District

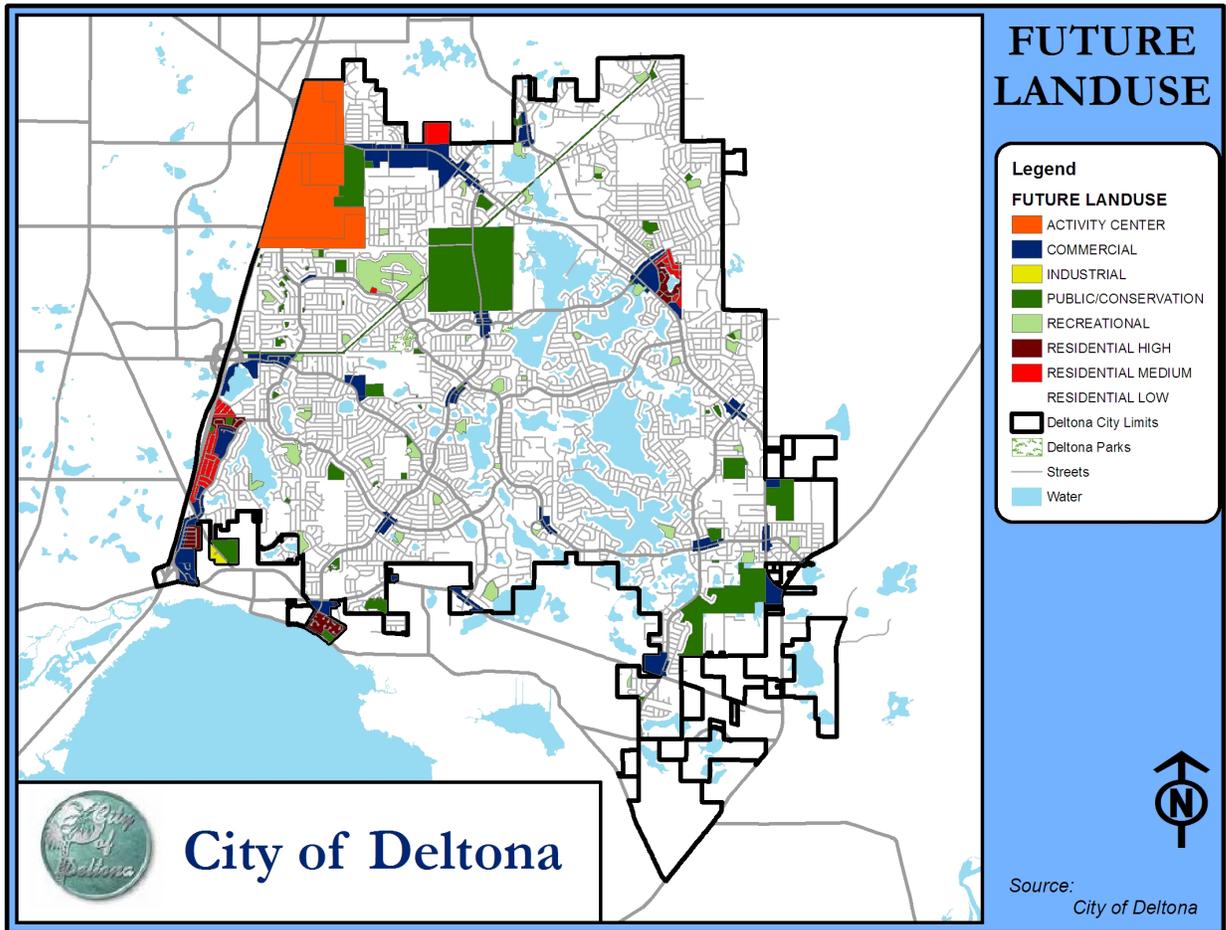
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encompasses 749.50 acres located within the SR 492 Activity Center, a 1,824 acre Development of Regional Impact that also includes portions of unincorporated Volusia County and the City of Deland. The Deltona Special Area Plan includes office, industrial, retail commercial, recreation, and multi-family residential components.



Figure 2.5 City of Deltona Future Land Use Map





Activity Centers and Strategic Economic Development Plan

Economic development is clearly one of the major challenges that the City faces. In order to be a full-service community the City needs to enhance the retail and commercial base to serve the large residential population. Current economic development goals include increasing the number of local restaurants, retail shops, professional offices and “clean” industries, and developing the framework and partnerships to establish at least three economic centers.

The City of Deltona recently adopted the 5-Year Strategic Economic Development Plan. This Plan is focused on three key activity centers: the SR 472 Activity Center; the Deltona/Saxon Boulevards Redevelopment Subarea, and; the Howland Boulevard/SR415 Corridor. The EAR will recommend that references to the “Activity Center” should be deleted throughout the Comprehensive Plan and replaced with “Special Area Plan”. The intent is to create generalized guidelines for all activity nodes within the City, with the intent of then creating special plans (overlays) for each unique area. These areas, and the related plans, are described as follows.

The SR 472 Special Area Plan is located at the junction of Interstate 4 and SR 472 in the northwest portion of the City. This special area plan is part of a 1,824 acre Development of Regional Impact that also includes portions of unincorporated Volusia County and the City of Deland. The portion of the special area plan that falls in the City of Deltona comprises approximately 900 acres. This special area plan is anticipated to contain 5.7 million square feet of warehouse/industrial space, 4.4 million square feet of office, 1.8 million square feet of retail, and 266 hotel rooms at build-out. Currently, there is no development here.

The Deltona/Saxon Boulevard special area plan is Deltona’s oldest and most established commercial center and southern gateway. Approximately 50 percent of the City’s existing businesses are located in this area, which functions as Deltona’s traditional “Downtown”, to the extent that it has one. Nonetheless, this area faces a number of challenges, including redevelopment needs, traffic congestion, a lack of vacant land, and parcelization. The 5-Year Economic Development Strategy calls for the development of a redevelopment plan for this area that will focus on business development and incentives, gateway enhancements, code enforcement, land assemblage, and the promotion of mixed use development.

The SR 415/Howland Boulevard Special Area Plan is located in the southeast portion of the City. This special area plan is currently predominantly rural and undeveloped but benefits from a prime location in an emerging growth corridor and excellent access to Orlando and the regional transportation system. Major challenges facing this area in terms of economic development include anti-growth sentiment and competing interests. The 5-Year Strategic Economic Development Plan recommends that the City evaluate the City/County Joint Planning Area report for this area, and consider drafting its own plan to better reflect its economic development interests.

In order to implement the economic development and redevelopment anticipated in the 5-Year Strategic Economic Development Plan, the Future Land Use Map should be amended to redesignate the above-referenced areas as “Special Area Plans”, and the Special Area Plan interpretive text should be expanded to reflect specific plans and customized development/redevelopment strategies for each of these areas.



Other Planning Efforts

In the summer of 2007, the City of Deltona initiated an effort to bring residents, business owners, community leaders and other stakeholders together to create a shared vision for the future of the City and develop long range goals and policy recommendations to achieve those goals. To that end, the City organized "Destination Deltona", which resulted in the development of the Community Strategic Plan. The Community Strategic Plan addressed three issues identified as key to the City's present and future: Economic Development; Quality of Life, and: Sense of Community (Placemaking).

Section 163.3177 (13) and (14), Florida Statutes (F.S.) provides that local governments may prepare an optional Visioning Element as a component of the Comprehensive Plan. The Visioning Element must address at least five of the following topics: 1) future growth; 2) economic development; 3) preservation of open space, environmental areas, and agricultural lands; 4) areas and standards for mixed use development; 5) areas and standards for high density residential and commercial development; 6) areas and standards for economic development and employment centers; 7) provisions for adequate workforce housing; 8) a multi-modal transportation system, and; 9) opportunities to create land use patterns to achieve 1 - 8. The Destination Deltona Community Strategic Plan, and the public involvement process utilized to develop the plan, addressed topics 1, 2, 4, 5, 6, 7, and 9. The Community Strategic Plan is appended to this Evaluation and Appraisal Report as Appendix A. It is therefore recommended that the goals and objectives of the Community Strategic Plan be adopted into the Comprehensive Plan as a new Visioning Element.

The City is currently in the process of conducting an Urban Design/Placemaking Study in order to develop and establish design guidelines and standards for development and redevelopment. Although this Study is in process as of the date of this report, it is anticipated that key components will be completed prior to or concurrently with the EAR-based amendments. The Urban Design Element, and other elements of the Comprehensive Plan, will be amended in order to be consistent with and assist in the implementation of key recommendations of the Urban Design/Placemaking Study.

The City is also in the process of conducting a Parks and Recreation Master Plan in order to identify and recommend improvements to its park system. As with the Urban Design/Placemaking Study, this Parks and Recreation System Master Plan is still in process as of the date that this report, but projected for completion in mid-2008. The Park and Recreation Element, and other elements of the Comprehensive Plan, will be amended in accordance with the recommendations of the Park and Recreation Master Plan as part of the EAR-based amendments.

The City is also in the process of drafting a Unified Land Development Code that will implement design criteria city-wide, as well as assist in creating New Urbanist development form to be applied to the "Special Areas" as outlined above. The Unified Land Development Code will also help implement the strategies for encouraging mixed use development within the designated areas. The unified code is scheduled to be complete by the beginning of 2009.

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The City is also in the process of conducting a city-wide transportation study, analyzing 37 intersections and 27 roadway segments. The results of this study, scheduled for completion by June 2008, will be the foundation of amendments to the thoroughfare plan map and the Transportation Element.

The East Central Florida Regional Planning Council, in conjunction with an array of regional partners, has spearheaded the “How Shall We Grow?” initiative in order to develop a shared 50 year vision for the seven county east-central Florida region, which includes Volusia County and the City of Deltona. The vision is based on six regional growth principles: preserve open space, farmland, water resources and regionally significant natural areas; provide a variety of transportation choices; foster distinct, attractive and safe places to live; encourage a diverse, globally competitive economy; create a range of affordable housing opportunities and choices, and; build communities with educational, health care and cultural amenities. It is estimated that the region will have 7.2 million residents in 2050, more than double its current population. If current suburban development patterns prevail, this growth will double the amount of developed land, negatively impact natural resource and environmentally sensitive areas, exacerbate transportation congestion, diminish water supply and the ability to provide key infrastructure and services, and blur the line between developed communities.

In order to prevent these problems, the “How Shall We Grow” initiative envisions channeling growth into existing developed areas, and fostering redevelopment of these areas as compact mixed-use centers with multi-modal transportation options and densities necessary to support mass transit. The “How Shall We Grow?” initiative categorizes urban centers by their planned 2050 population, and envisions the City of Deltona as a regional City. A guiding principle of the EAR recommendations is to identify compact mixed use development as the City’s preferred form of development and redevelopment, and move away from development patterns that result in the undue consumption of land and resources (urban sprawl). Although the “How Shall We Grow?” initiative is geared toward a longer term planning horizon, its principles are incorporated as guiding principles throughout the EAR recommendations.



Recommendations

Future Land Use Element

Recommendation 2.2-LU-1. Amend Policy 2A of the Future Land Use Element to reflect that the Land Development Regulations have been adopted, and include "Provide a balance of residential and non-residential land uses in order to become a full-service community that offers opportunities to live, work and play within the City boundaries, and in compact mixed-use developments" under the list of items to be addressed through the Land Development Regulations.

Recommendation 2.2.LU-2. Add a new Policy under Objective B stating that the City shall encourage compact mixed-use developments in appropriate locations in order to discourage urban sprawl and provide the full-range of uses and services in walkable, vertically- and horizontally-integrated, design-unified environments.

Recommendation 2.2.LU-3. Add a new Policy under Objective B stating that the City shall expand commercial, industrial, and mixed-use developments in special area plans and other appropriate locations in order to discourage sprawl and expand the range of uses within the City boundaries in order to minimize the need for extra-jurisdictional trips.

Recommendation 2.2.LU-4. Add a new Policy under Objective B stating that the City shall seek opportunities to provide for multi-family or other higher density residential uses in appropriate locations in order to reduce the consumption of land to meet existing and projected housing needs.

Recommendation 2.2.LU-5 Amend Objective G to also state that compact mixed-use development, defined as a mixture of at least two different land uses in a design-unified, vertically and or horizontally integrated, pedestrian-friendly environment, is the City's preferred form of development and redevelopment

Recommendation 2.2.LU-6. Add a new Policy under Objective G stating that the City shall seek to ensure that its Future Land Use Map provides for a minimum of six acres of commercial lands per 1,000 residents, with a goal of providing ten or more acres per 1,000 residents by 2030.

Recommendation 2.2.LU-7. Add a new Policy under Objective G stating that the City shall seek to ensure that its Future Land Use Map provides for a minimum of four acres of industrial lands per 1,000 residents, with a goal of providing six or more acres per 1,000 residents by 2030.

Recommendation 2.2.LU-8. Add a new Policy under Objective G stating that commercial or office development shall also be integrated with residential, public, community facilities, and recreation open spaces in compact, walkable mixed-use neighborhoods throughout the City.

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Recommendation 2.2.LU-9. Add a new Policy under Objective G stating that the City shall implement strategies to ensure that new development and redevelopment contains a strong mixed-use component, defined as a mixture of at least two different land uses in a design-unified, vertically and or horizontally integrated, pedestrian-friendly environment, or otherwise demonstrably furthers the achievement of specific goals, objectives and/or policies of the Comprehensive Plan.

Recommendation 2.2.LU-10. Add a new Policy under Objective G stating that the City shall encourage the implementation of design guidelines in newly annexed areas.

Recommendation 2.2.LU-11. Amend Policy 7G. to state that appropriate buffers and transition areas shall be utilized to ensure compatibility between residential areas and commercial and industrial developments in a manner that balances neighborhood preservation and economic development goals.

Recommendation 2.2.LU-12. Amend Policy 8G. to include "reducing sprawl by providing for higher residential densities in appropriate locations in order to minimize the consumption of land to meet residential needs" in the list of criteria.

Recommendation 2.2.LU-13. Amend Policy 9G. to state that neighborhood retail and other neighborhood serving uses may be allowed by right as a secondary use at appropriate sites in residential neighborhoods.

Recommendation 2.2.LU-14. Amend Policy 14G. to state that new residential developments adjacent to commercial and/or industrial areas shall be required to provide for appropriate buffering on their development site, and shall not require that additional buffering be provided by the adjacent non-residential uses.

Recommendation 2.2.LU-15. Amend Policy 15G. to state that mixed use development shall be allowed in appropriate locations throughout the City through planned unit developments, secondary use provisions, and other appropriate regulatory mechanisms, in accordance with the adopted Future Land Use Map. Remove the requirement that mixed-use development must be achieved through a Planned Unit Development.

Recommendation 2.2.LU-16. Amend Policy 16G. to state that the City's Special Area Plans, as designated of the Future Land Use Map, shall be developed and redeveloped as high intensity, design-unified economic and employment centers in order to achieve the economic development objectives outlined in the Strategic Economic Development Plan and the Visioning Element of this Comprehensive Plan.

Recommendation 2.2.LU-17. Add a new Policy under Objective G stating that the City shall seek to expand commercial, industrial and mixed-use development at appropriate locations, including the three target areas identified in the Strategic Economic Development Plan, in accordance with economic development strategies and initiatives.

Recommendation 2.2.LU-18. Amend Policy 22G. to add "maintain and/or improve of the City's ratio of non-residential lands available for economic use to residential lands"; and

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“support efforts to increase the provision of a viable mixture of land uses in a compact, walkable area that is accessible to the full range of feasible non-motorized and motorized transportation modes” to the list of items to be considered when evaluating Future Land Use Map amendments.

Recommendation 2.2.LU-19. Amend Policy 24G. to remove reference to the date and platted lands study, and to call for use of the appropriate regulatory mechanisms to resolve conflicts between platted lands and the Comprehensive Plan.

Recommendation 2.2.LU-20. Amend Policy 25G. to reflect that the Land Development Regulations have been adopted.

Recommendation 2.2.LU-21. Add a new Policy under Objective H stating that the City shall seek opportunities to provide for multi-family or other higher density residential uses in appropriate locations in order to provide additional opportunities for rental, workforce and/or affordable housing, and housing appropriate for residents and households at all stages of life.

Recommendation 2.2.LU-22. Add a new Policy under Objective H calling for the provision of granny-flats, mother-in-law suites, and accessory apartments in residential areas, and for ensuring the availability of housing types appropriate to various age and needs groups, including families with children, multi-generational households, young and/or single adults, empty nesters, and senior citizens.

Recommendation 2.2.LU-23. Amend Policy 11. to: state that neighborhood convenience, neighborhood retail, and civic uses shall be allowed as secondary uses at appropriate locations in residentially-designated areas, under the condition that they are compatible with the surrounding neighborhood and have a service area limited to a ten minute (1/2 mile) walking radius, and; state that Planned Unit Developments that allow a mixture of at least two different land uses in a design-unified, vertically and or horizontally integrated, pedestrian-friendly environment, may be permitted as a secondary use at appropriate locations in residential neighborhoods, under the condition that non-residential uses shall not exceed 50 percent of the development.

Recommendation 2.2LU-24. Amend Policy 21. to: state that mixed use development shall be encouraged in transitioning urban areas; remove the statement under “Community Shopping Centers” that additional commercial land uses may only be considered where that pattern of development is established; state that neighborhood commercial may be located at appropriate sites in residentially designated neighborhoods as a secondary use; replace the statement that neighborhood commercial clusters should be spaced at least 1/2 mile apart with a statement that neighborhood commercial located in residential neighborhoods should have a service area limited to a ten minute (1/2 mile) walking radius; state that neighborhood commercial centers may be located in residential neighborhoods as a secondary use; exempt neighborhood commercial centers located in residential neighborhoods from the 1/2 acre minimum size requirement, and; state that neighborhood office uses may be located in residential neighborhoods as a secondary use.

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Recommendation 2.2LU-25. Amend the Land Use Guidelines for the Deltona Special Area Plans to allow a maximum residential density of up to 30 units per acre.

Recommendation 2.2LU-26. Develop a special area plan designation for application to the Deltona/Saxon Boulevard Special Area Plan in order to foster achievement of the Strategic Economic Development Plan.

Recommendation 2.2LU-27. Develop a special area plan designation for application to the SR 415/Howland Boulevard Special Area Plan in order to foster achievement of the Strategic Economic Development Plan.

Recommendation 2.2LU-28. Amend Policy 10j to state that residential density in the Deltona Special Area Plan shall not exceed 30 units per acre.

Housing Element

Recommendation 2.2H-1. Amend Policy 1d to remove the reference to “rental”.

Recommendation 2.2H-2. Amend Policy 3e to remove the date and state that the City shall foster the provision of a variety of housing types to meet the needs of residents of various income and needs groups in appropriate locations.

Recommendation 2.2H-3. Amend Policy 3f to remove the date.

Recommendation 2.2H-4. Add a new Policy under Objective 3 stating that the City shall seek opportunities to provide for multi-family or other higher density residential uses in appropriate locations in order to provide additional opportunities for rental, workforce and/or affordable housing, and housing appropriate for residents and households at all stages of life.

Recommendation 2.2H-5. Add a new Policy under Objective 3 calling for the provision of granny-flats, mother-in-law suites, and accessory apartments in residential areas, and for ensuring the availability of housing types appropriate to various age and needs groups, including families with children, multi-generational households, young and/or single adults, empty nesters, and senior citizens.

Recommendation 2.2H-6. Add a new Policy under Objective 6 that calls for reducing sprawl by providing for higher residential densities in appropriate locations in order to minimize the consumption of land to meet residential needs.

Parks and Recreation Element

The Park and Recreation Element, and other elements of the Comprehensive Plan, will be amended in accordance with the recommendations of the Park and Recreation Master Plan as part of the EAR-based amendments.

Urban Design Element



Recommendation 2.2.UD-1. Amend Objective 1 to reflect that the Land Development Regulations have been adopted.

Recommendation 2.2.UD-2. Add a new Policy under Objective 1 stating that compact, mixed-use development is the City's preferred form of development and redevelopment.

Recommendation 2.2.UD-3. Add a new Policy under Objective 1 stating that the City shall encourage the implementation of design guidelines in newly annexed areas.

Recommendation 2.2.UD-3. Develop design guidelines that reflect community values and that are appropriate for specific neighborhoods and building types. Ensure that the guidelines address the following elements: new and well-designed street lighting; colonnades that do not overwhelm building facades; porches and stoops for row houses and single family development; small streets for residential and commercial areas with abundant landscaping, street trees, and medians, and; fountains and benches in parks.

Recommendation 2.2.UD-4. Amend the Urban Design Element to reflect the recommendations of the Urban Design/Placemaking Study as appropriate.

Visioning Element

Recommendation 2.2.V-1. Adopt the Community Strategic Plan's final vision statement, goals and objectives into the Comprehensive Plan as a new Visioning Element, as appropriate. This Visioning Element will replace the June 1, 1998 report entitled *Deltona's Vision for 2017*, and appended to the Comprehensive Plan.⁵

b. Annexation Strategies and Urban Sprawl

In the October 19, 2007 Letter of Understanding, the Department of Community Affairs (DCA) recommended an assessment of the City's current annexation strategies to ensure that they do not contribute to urban sprawl. In order to direct its growth management and annexation strategies, the City adopted Policy CC05-001, "Growth Management Policy Statement", in April 2005. Policy CC05-001 is detailed as follows:

1. Sustainable development that balances current needs without compromising the future is the cornerstone of the City's planning program. Any new development should make the City a more sustainable community;
2. The preservation of affordable housing opportunities is key to growth management. The lack of growth can adversely affect land values and housing costs.
3. The City considers annexation as a tool to further sustainability and cost effective municipal service delivery, and understands the responsibilities that result from annexations;

⁵ *Deltona's Vision for 2017*, Ivey, Harris & Walls, Inc., June 1, 1998

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4. The City considers annexation as a tool in addressing the State's population projections;
5. The City will consider voluntary annexation requests that will result in a net benefit, as determined by a fiscal impact analysis;
6. The City will support and implement land development regulations to enhance the character and identity of areas that annex into the City;
7. The City will identify areas within its boundaries that are logical locations for redevelopment;
8. The State should discourage counties from assuming municipal functions and responsibilities, and should affirm the role of municipalities as municipal service providers;
9. The Legislature should encourage more large-scale, mixed-use development, and;
10. The City opposes Legislative efforts to require municipalities to reimburse counties for the fiscal impacts of legislation.

The City's annexation policies are therefore geared toward sustainable development. By definition, the prevention of sprawl is a component of sustainable development. In order to further address this issue, the above referenced "Growth Management Policy Statement" should be incorporated into the Comprehensive Plan's Intergovernmental Coordination Element. A new Policy stating that the City shall evaluate annexation proposals to ensure that they do not contribute to urban sprawl should be included as well.

Recommendations

Intergovernmental Coordination Element

Recommendation 2.3.IC-1. Add a new Policy under Objective 1 stating that the City considers annexation as a tool to further sustainability and cost effective municipal service delivery, and understands the responsibilities that result from annexations.

Recommendation 2.3.IC-2. Add a new Policy under Objective 1 stating that the City considers annexation as a tool in addressing the State's population projections.

Recommendation 2.3.IC-3. Add a new Policy under Objective 1 stating that the City will consider voluntary annexation requests that will result in a net benefit, as determined by a fiscal impact analysis.

Recommendation 2.3.IC-4. Add a new Policy under Objective 1 stating that the City will support and implement land development regulations to enhance the character and identity of areas that annex into the City.

Recommendation 2.3.IC-5. Add a new Policy under Objective 1 stating that the State should discourage counties from assuming municipal functions and responsibilities, and should affirm the role of municipalities as municipal service providers.



Recommendation 2.3.IC-6. Add a new Policy under Objective 1 stating that the City shall oppose legislative efforts to require municipalities to reimburse counties for the fiscal impacts of legislation.

Recommendation 2.3.IC-7. Add a new Policy under Objective 1 stating that the City shall evaluate annexation proposals to ensure that they do not contribute to urban sprawl.

Recommendation 2.3.IC-8. Add a new Policy under Objective 1 stating that the City shall encourage the implementation of design guidelines in newly annexed areas.

c. Deland Ridge Watershed/Springshed

The City of Deltona is located in the Deland Ridge Watershed / Springshed. The watershed / springshed extends to the western edge of Volusia County and encompasses a total area of approximately 61.5 square miles. In addition to Deltona, the watershed also includes the communities of DeLand, Orange City, DeBary, and unincorporated Volusia County. According to the American Water Resources Association, the geology is karstic and is characterized by springs, lakes, ponds, and wetlands. No major surface water drainage systems are located within the watershed. Nearly all of the watershed's 280 subcatchments drain stormwater by recharge to the surficial groundwater supply. Estimates of the recharge rate for this watershed range from 10 to 18 inches per year.

Recognizing the importance the Deland Ridge Watershed / Springshed and its springs, lakes, ponds, and wetlands, the City of Deltona 1999 Comprehensive Plan established Conservation policies and planning practices aimed at protecting this vital environmental resource. The goal of these efforts was to ensure the protection and improvement of the natural functions and quality of the City of Deltona's Water Resources. The goal was to be achieved by 1) protecting surface water resources from further degradation and restoring water quality; 2) enhancing the natural hydrologic functions and wildlife habitat attributes of the City's water resources; 3) utilizing the physical and ecological functions of natural drainage ways; 4) minimizing human impacts to ecological communities; 5) preventing the loss of wetlands that result from land development practices; 6) protecting endangered or threatened species that live in water habitats.

Through the update of the City's 1999 Comprehensive Plan, Deltona will update each of these planning practices according to current Best Management Practices in order to ensure that the City's Deland Ridge Watershed and its springs, lakes, ponds, and wetlands continue to be well protected. Revised wetland protection practices will be implemented through revisions to City land development ordinances, water management and conservation practices, and other regulatory tools. Additionally, the City will consider recommendations made by the Florida Department of Community Affairs (DCA) in its study, "Protecting Florida's Springs: Land Use Management Strategies and Best Management Practices". Specifically, the City will evaluate how to implement the following recommendations:

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1. Adopt targeted watershed / springshed protection goals, objectives, and policies;
2. Manage development impacts on watershed / springshed areas;
3. Collect data and map resources;
4. Establish watershed / springshed protection zones;
5. Create an watershed / springshed overlay protection district;
6. Identify other appropriate land use planning tools;
7. Use acquisition and easement strategies to protect the most sensitive areas; and
8. Establish voluntary stewardship programs;
9. Determine appropriate recreational and public uses for watershed / springshed resources.

By revising the City's planning practices to address Best Management Practices and DCA policy recommendations, the City will be able to better achieve the 1999 Comprehensive Plan's water resource conservation goal. In doing so the City will ensure that the natural functions and quality of the City's water resources are protected and maintained for current and future generations.

Recommendations

Conservation Element

Recommendation 2.4.C-1. Add a new Objective I stating the City shall adopt and/or utilize land development regulations, water management and conservation practices, and other regulatory tools in order to implement and enforce Best Management Practices in its watershed/springshed areas, in accordance with the recommendations made by the Florida Department of Community Affairs (DCA) in its study, "Protecting Florida's Springs: Land Use Management Strategies and Best Management Practices.

Recommendation 2.4.LU-2. Add a new Policy under new Objective I stating that the City shall evaluate the feasibility of establishing a watershed/springshed overlay protection district as a mechanism for facilitating the implementation and enforcement of best management and conservation practices in its watershed/springshed areas.

Recommendation 2.4.LU-3. Add a new Policy under new Objective I stating that the City shall evaluate the feasibility of utilizing acquisition and easement strategies to protect the most sensitive areas within its watershed/springshed.

Recommendation 2.4.LU-4. Add a new Policy under new Objective I stating that the City shall investigate the feasibility of developing and implementing voluntary stewardship programs to assist private landowners in its watershed/springshed areas in the implementation of Best Management Practices.

Recommendation 2.4.LU-5. Add a new Policy under new Objective I stating that the City shall determine and prioritize appropriate recreational and public uses for watershed / springshed resources.



2.5 Objectives Analysis Related to the Major Issues

The following is an identification of Comprehensive Plan Elements impacted by the Major Issues and an assessment of the effects on specific objectives. Section 163.3191, F.S., requires that the EAR: evaluate the plan objectives within each element as they relate to the major issues, and; assess the extent to which the Plan's objectives, as they relate to the major issues, have been achieved. Chapter Three, Objective Achievement Analysis, identifies the City's progress in implementing its Comprehensive Plan, including the objectives that relate to the major issues.

Issue 1. "Multi-Modal Transportation System", impacts the following goals, objectives and policies of the City of Deltona's Comprehensive Plan.

a. Future Land Use Element

i. Objective K

Objective K of the Future Land Use Element is as follows: "Promote development and programs to alleviate traffic congestion". This Objective, and it implementing policies, are impacted because they address the relationship between land use and transportation. An analysis of traffic conditions in the City of Deltona is provided in this Chapter. As noted, the City needs to enhance its transportation system by expanding multi-modal transportation alternatives and promote development that will compliment those changes made to expand multi-modal options. Some ways the City proposes to do this are to provide for a more compact development pattern, and providing a mix of uses in compact areas such as activity centers.

b. Transportation Element

All of the objectives in the Transportation Element are directly impacted by this issue. An analysis of progress in achieving the goals, objectives and policies of the Transportation Element is included in Chapter III. In accordance with the recommendations of this report, the Transportation Element will be amended to further encourage the development of a multi-modal transportation system and reduced dependence on the automobile.

Issue 2. "Diversity of Future Land Use Categories", impacts the following goals, objectives and policies of the City of Deltona's Comprehensive Plan.

a. Future Land Use Element

i. Objective A



Objective A is as follows: “Consistent with Section 163.3202(1) growth management criteria will be established to ensure that future land use patterns will be based on the General Development Suitability Map in order to maintain vital natural functions and in conjunction with the availability of public facilities and services to support that development at the appropriate level of service.” This Objective, and the policies thereunder, are impacted because they address the compatibility of land uses and development with the natural environment, and the availability of facilities and services to serve development and redevelopment. As indicated in Chapter III., the City has made progress in achieving this Objective through: the adoption, implementation and enforcement of land development regulations; concurrency management; the provision of infrastructure and services at adopted level of Service standards, and; other mechanisms.

ii. Objective B

Objective B is as follows: “The City of Deltona shall limit urban sprawl by directing urban growth to those areas where public facilities and services are available inside designated service areas”. This Objective, and the policies thereunder, are impacted because they address land use patterns, such as compact development, that reduce urban sprawl and reduce impacts on infrastructure and services. As indicated in Chapter III., the City has made progress in achieving this Objective through the establishment and enforcement of Level of Service standards and concurrency management, although additional mechanisms to encourage infill development are needed.

iii. Objective G

Objective G is as follows: “The City of Deltona shall provide for adequate and appropriate lands for the location of all land use types (residential, commercial, industrial, agricultural, recreational, and public facility) to support the anticipated population and maximize compatibility with existing uses.” This Objective, and the policies thereunder, are impacted because they address the diversity and mix of land use types, and compatibility between land uses. As indicated in Chapter III., the City has made progress in achieving this Objective by controlling development and redevelopment through land development regulations, building standards, development review, and other appropriate mechanisms.

iv. Objective H

Objective H is as follows: “The Future Land Use Element will be coordinated with the Housing Element to ensure that there will be a balance of needed housing types in a convenient manner to key employment areas.”



This Objective is impacted because it addresses the need for the provision of a diversity of housing types, including multi-family housing. As indicated in this Chapter, the City needs to increase the diversity of its housing stock and provide for additional non-residential land uses, including employment centers, at appropriate locations.

v. Objective I

Objective I is as follows: "Appropriate land uses shall be utilized the direct the placement of future land uses and to ensure compatibility between land uses. The Land Use Location Guidelines are declared to be a part of the adopted Future Land Use Policies." The City, through its planning and zoning programs, has regulated the use of land in accordance with the Comprehensive Plan and its Land Development Regulations. Recommendations to amend the Comprehensive Plan to better address the City's current needs are contained in this report.

vi. Objective J

Objective J is as follows: "Achieve an integrated and well-planned mixture of urban land uses within the Deltona Activity Center that encourages the creation of an employment center." As indicated in this report, the City of Deltona has completed a Strategic Economic Development Plan that calls for the development of three activity centers within its boundaries. This Objective, and its implementing policies, will be revised in association with the EAR-based amendments in order to reflect the recommendations of the Economic Development Plan and encourage the development of activity centers in order to achieve economic development goals.

b. Housing Element

i. Objective 1

Objective 6 of the Housing Element is as follows: "Deltona shall provide affordable housing opportunities for all current and future residents." This Objective, and its policies, are impacted because the provision of a greater diversity of housing types is key to ensuring adequate affordable housing opportunities. As noted above, the City needs to provide for a greater diversity of housing types in order to implement this objective.

ii. Objective 3

Objective 3 of the Housing Element is as follows: "Deltona shall provide adequate and appropriate land use categories based on the amount and variety of housing types available in the City to meet present and anticipated future housing needs, including very-low, low and moderate income households. This Objective will be measured



based on the amount of housing available at the time of the 2000 U.S. Census to the subsequent evaluation and appraisal reports of the comprehensive plan.” This Objective is impacted because it addresses the need for the provision of a variety of housing types, and land uses that are appropriate for multi-family development. As noted in this Chapter, the City needs to provide for a greater diversity of housing types. Recommendations to amend the Comprehensive Plan to recognize and address this need are contained at the end of this Chapter.

iii. Objective 6

Objective 6 of the Housing Element is as follows: “The Housing Element shall be internally consistent with the other elements of the comprehensive plan and discourage residential development that results in urban sprawl.” This Objective is impacted because providing for a more compact development pattern, and providing a mix of uses in compact areas such as activity centers, are key to reducing sprawl.

c. Urban Design Element

Objective 1 of the Urban Design Element is as follows: “Within one year of adoption of the plan, enact land development regulations that implement the concepts contained in the Urban Design Element. The City has adopted land development regulations in accordance with this Objective. As noted in this Chapter, the City is currently conducting an Urban Design/Placemaking Study in order to develop and establish design guidelines and standards for development and redevelopment. Although this Study is in process as of the date of this report, it is anticipated that key components will be completed prior to or concurrently with the EAR-based amendments. The Urban Design Element, and other elements of the Comprehensive Plan, will be amended in order to be consistent with and assist in the implementation of key recommendations of the Urban Design/Placemaking Study.

Issue 3. “Annexation Strategies and Urban Sprawl”, impacts the following goals, objectives and policies of the City of Deltona’s Comprehensive Plan.

a. Intergovernmental Coordination Element

Objective 1 of the Intergovernmental Coordination Element is as follows: “The City of Deltona shall coordinate with adjacent cities, counties, federal, state and regional agencies, and other governmental agencies, via effective formal and informal coordination mechanisms.” As noted in this Chapter, the City adopted Policy CC05-001, “Growth Management Policy Statement”, in order to detail its annexation strategies,. The City has implemented its annexations in accordance with Policy CC05-001, and its Joint Planning Area Agreement with Volusia County. A further analysis of



progress in achieving this and other Objectives of the Intergovernmental Coordination Element is included in Chapter III.

Issue 4. “Watershed/Springs Protection”, impacts the following goals, objectives and policies of the City of Deltona’s Comprehensive Plan.

a. Future Land Use Element

i. Objective I

Objective I is as follows: “Appropriate land uses shall be utilized the direct the placement of future land uses and to ensure compatibility between land uses.” This Objective, and its implementing policies, are impacted because ensuring the use of land is compatible with watershed/springshed goals is key to protecting these resources. The inclusion of policies under this Objective to address watershed/springshed protection are recommended in this Chapter.

b. Conservation Element

The Conservation Element is generally impacted by this issue because it addresses the protection of the City’s natural resources and environment. Recommendations to include a new Objective and policies to address watershed/springshed protection are included in this Chapter.



3. Objective Achievement Analysis

An important objective of the Evaluation and Appraisal Report (EAR) is the identification of successes and shortcomings in implementing Comprehensive Plan objectives since 1999 (the date the current Comprehensive Plan was adopted, with subsequent amendments (March 24 and 25, 2003). This Chapter measures the City's progress in implementing its adopted City Comprehensive Plan goals, objectives and policies.

3.1 Future Land Use Element

Goal 1

Ensure that future growth is timed and located to maximize efficient and cost effective use of public infrastructure.

Objective A

Objective A of the Future Land Use Element is as follows:

"Consistent with Section 163.3202(1) growth management criteria will be established to ensure that future land use patterns will be based on the Generalized Development Suitability Map in order to maintain vital natural functions and in conjunction with the availability of public facilities and services to support that development at the appropriate level of service."

This Objective is implemented through Florida Statutes, the City of Deltona Comprehensive Plan and Code of Ordinances.

In order to evaluate the City's success in achieving Objective A, an analysis of the extent to which its supporting policies (Policies 1A through 13A) have been implemented was conducted. A summary of this analysis is provided in Table 3-1 below.



**Table 3-1
Future Land Use Element Objective A Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
|---|--|---|
| <p><i>Policy 1A</i> Development consistent with the Future Land Use Map shall not occur until services and facilities have been determined to be available concurrent with the impacts of the proposed development.</p> | <p>Yes, through concurrency regulations – Chapter 86, Deltona Code of Ordinances</p> | <p>Yes</p> |
| <p><i>Policy 2A</i> The City of Deltona shall adopt land development regulations that contain specific and detailed provisions required to implement the Comprehensive Plan and which as a minimum:</p> <ul style="list-style-type: none"> a. Regulate the subdivision of land; b. Regulate the use of land and water bodies consistent with this Element and ensure the compatibility of adjacent land uses; c. Provide for open space; d. Protect the natural resource areas designated on the Future Land Use Map series; e. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management; f. Protect potable water well fields and aquifer recharge areas; g. Regulate signage; h. Ensure safe and convenient traffic flow on and off site and vehicle parking needs; i. Provide that development orders and permits issued shall not result in a reduction below the level of services standards adopted in this Comprehensive Plan; j. Provide for the transfer of | <p>Yes, through Subpart B, Land Development Code</p> | <p>Yes, but k. should be clarified to state that the City defers to the State regulations concerning historic preservation.</p> |

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| <p>development rights;</p> <p>k. Contain performance standards for protecting archaeological or historically significant properties or areas;</p> <p>l. Protect against adverse impacts to wildlife and their habitats.</p> | | |
| <p><i>Policy 3A</i> Extension of central sewer into non-urban areas must be consistent with Policies of the infrastructure element.</p> | <p>Yes, through Chapter 86, Deltona Code of Ordinances and Subpart B, Land Development Code</p> | <p>Yes</p> |
| <p><i>Policy 4A</i> Densities and intensified new development shall not exceed the capacity of the existing Transportation System or the capacity of improvements as programmed in the Transportation and Capital Improvements elements.</p> | <p>Yes, through the Comprehensive Plan and Chapter 86, Code of Ordinances</p> | <p>Yes</p> |
| <p><i>Policy 5A</i> All neighborhood, community and regional shopping centers shall include bicycle parking areas, and where appropriate, bus bays or shelters to encourage alternative transportation modes.</p> | <p>Yes, through the Comprehensive Plan and Subpart B, Land Development Code, Chapter 96</p> | <p>Yes</p> |
| <p><i>Policy 6A</i> Regional shopping centers should be served by mass transportation routes and designed to accommodate mass transit riders, vehicles and amenities.</p> | <p>Yes, through the Comprehensive Plan and Subpart B, Land Development Code</p> | <p>Yes</p> |
| <p><i>Policy 7A</i> Sites for industrial development shall be accessible to the following essential public facilities and services at the levels of service adopted in this Comprehensive Plan: fire services, transportation, potable water, an appropriate wastewater treatment facility, solid waste and storm water management.</p> | <p>Yes, through the Comprehensive Plan and Chapter 86, Code of Ordinances</p> | <p>Yes</p> |
| <p><i>Policy 8A</i> The City of Deltona will coordinate with existing utilities when considering joint agreements to create future</p> | <p>Yes, through the Comprehensive Plan and Chapter 68, Article III., Code</p> | <p>Yes</p> |

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| water and sewer service areas. | of Ordinances | |
|--|---|---|
| <p><i>Policy 9A</i> The City of Deltona Future Land Use Element shall be coordinated with the Transportation Element to ensure compatibility between land use and the Transportation System necessary to support proposed land use.</p> | Yes | Yes |
| <p><i>Policy 10A</i> The following public facilities and services shall be available for new development in all areas: roadways, solid waste collection, stormwater management, fire and police protection, emergency medical services, potable water, and sanitary sewer service.</p> | Yes, through the Comprehensive Plan and Chapter 86, Code of Ordinances | Yes |
| <p><i>Policy 11A</i> Residential low intensity areas are required to have central potable water and sanitary sewer system, except for the following: Lot sizes ranging from 1 acre up to 2.49 acres shall require central potable water, but may utilize an individual waste water disposal system. Lot sizes 2.5 acres or larger in size may utilize individual water and wastewater disposal systems</p> | Yes, but amend to reflect same standard as under Infrastructure Element Policy 5E which allows septic tanks on lots one acre or larger Chapter 106 | Yes, but revise to reflect correct minimum lot size as stated in Infrastructure Element Policy 5E |
| <p><i>Policy 12A</i> The provision of water and sewer to existing lots (as authorized by the City of Deltona Land Development Regulations) is provided for in the Infrastructure Elements.</p> | Yes, through the Infrastructure Sub-elements | Yes |
| <p><i>Policy 13A</i> The City of Deltona shall enter into Development Agreements with Owner/Developers to commemorate and clarify conditions of development approval. The Director of Development Services may approve development agreements unless containing issues of controversy, in which case they should be presented to the City Commission for approval.</p> | Yes, Chapter 110, Sections 718 and 813 | Yes, but change Department name to "Planning and Development Services" |



Objective B

Objective B of the Future Land Use Element is as follows:

“The City of Deltona shall limit urban sprawl by directing urban growth to those areas where public facilities and services are available inside designated service areas.”

This Objective is implemented through Florida Statutes, the City of Deltona Comprehensive Plan and Code of Ordinances.

In order to evaluate the City’s success in achieving Objective B, an analysis of the extent to which its supporting policies (Policies 1B through 3B) have been implemented was conducted. A summary of this analysis is provided in Table 3-2 below.

**Table 3-2
Future Land Use Element Objective B Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
|--|---|---|
| <p><i>Policy 1B</i> The City of Deltona shall establish and require a level of service standards as set in the Transportation, Infrastructure and Capital Improvements Elements.</p> | <p>Yes, and as further set forth in Chapter 86, Code of Ordinances. Also, amend policy to delete “a” and add “forth.”</p> | <p>Yes</p> |
| <p><i>Policy 2B</i> Development orders cannot be issued unless the services are provided at the adopted level of service consistent with the concurrency provisions.</p> | <p>Yes, through the Comprehensive Plan and Chapter 86, Code of Ordinances</p> | <p>Yes</p> |
| <p><i>Policy 3B</i> In order to protect the City of Deltona’s valuable natural resources, new development shall be encouraged to infill existing developed areas.</p> | <p>Yes, through the Comprehensive Plan</p> | <p>Yes, but policy should be strengthened to include bonuses and incentives</p> |

Objective C

Objective C of the Future Land Use Element is as follows:

“The City of Deltona shall provide for the existing and future needs for potable water and wastewater facilities and other public facilities and services, consistent with the Capital Improvements Element and the policies and criteria of this Comprehensive Plan.”

This Objective is implemented through Florida Statutes, the City of Deltona Comprehensive Plan and Code of Ordinances.

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In order to evaluate the City’s success in achieving Objective C, an analysis of the extent to which its supporting policies (Policies 1C through 16C) have been implemented was conducted. A summary of this analysis is provided in Table 3-3 below.

**Table 3-3
Future Land Use Element Objective C Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
|--|--|---|
| <i>Policy 1C</i> The City of Deltona shall require sufficient setbacks and buffers for residential development adjacent to future collector and arterial roadways to minimize the impacts resulting from future Transportation improvements. | Yes, through Chapters 106 and 110, Subpart B, Land Development Code | Yes |
| <i>Policy 2C</i> The City of Deltona shall acquire or require sufficient right-of-way (R.O.W.) in all new roadway construction or improvements to provide for utility lines to locate these lines within the R.O.W. | Yes, through Chapter 106 | Yes, but add “for all new residential subdivisions and commercial development” |
| <i>Policy 3C</i> Public and county schools should be an allowable use in areas designated residential land use, consistent with applicable LOS requirements, policies related to environmental protection and comply with compatibility requirements as other non-residential (commercial) uses found in the land development code. | Yes, through Chapter 110, Land Development Code, Public School Element and Public Schools Interlocal Agreement | Yes, but Policy series 3C to 13C shall have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate |
| <i>Policy 4C</i> The City of Deltona shall coordinate with the Volusia County School Board in locating future school sites and in the commitment of sites during the development approval process. | Yes, through the Comprehensive Plan, Subpart B Land Development Code and Public Schools Interlocal Agreement | Yes, see 3C above |
| <i>Policy 5C</i> The City should coordinate with the School Board to establish criteria for new school(s) sites in urban and urbanizing residential areas. | Yes, through the Public Schools Interlocal Agreement | Yes, see 3C above Combine with 6C and 9C |
| <i>Policy 6C</i> The City shall encourage the siting | Yes, through Florida Statute, | Yes, see 3C above |

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| and collocation of public schools with other public facilities as permitted land uses. | the Comprehensive Plan and Public Schools Interlocal Agreement | Combine with 5C and 9C |
| <i>Policy 7C</i> The City should coordinate with the School Board's 5-year facilities work program with the City's Capital Improvement Schedule. | Yes, through Florida Statute, the Comprehensive Plan and Public Schools Interlocal Agreement | Yes, see 3C above |
| <i>Policy 8C</i> The City shall work cooperatively and maintain an ongoing exchange of information with the School Board and other educational facility providers to ensure that new and expanded educational facilities are properly located, designed and constructed to be consistent with City's Comprehensive Plan. New and expanded educational facilities that provide educational services to Deltona residents shall be consistent with the City's Comprehensive Plan. The City shall also evaluate and review or deny proposed development plans for new public educational facilities based on City Code standards and consistency with the Comprehensive Plan, including the Urban Design element. | Yes, through Florida Statute, the Comprehensive Plan and Public Schools Interlocal Agreement | Yes, see 3C above |
| <i>Policy 9C</i> New public educational facilities in Deltona shall to the maximum extent possible be located, designed and constructed on or adjacent to public park or recreational facilities. The City shall coordinate its park construction plans and continue completion of interlocal agreements with the School board to encourage joint public use of park and school facilities. | Yes, through Florida Statute, the Comprehensive Plan and Public School Interlocal Agreement | Yes, see Policy 3C above and combine with 5C and 6C |
| <i>Policy 10C</i> Private educational facilities, such as but not limited to vocational schools, that provide educational services to persons 18 years or under, shall provide open space and passive or | Yes, through Sub-part B, Land Development Code | Yes, amend or delete date depending if Code was amended and see 3C above |

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| <p>active recreational facilities as an integral part of the overall educational facility. The open space and passive or active recreational facilities shall be located, designed, constructed and maintained to provide recreational benefits to the facility users and open space benefits to the public. The City shall amend its land development regulations in 2001 to assist with implementation of this policy. The City shall also evaluate and review or deny proposed development plans for new private educational facilities based on City Code standards and consistency with the Comprehensive Plan, including the Urban Design element.</p> | | |
| <p><i>Policy 11C</i> New educational facilities shall be constructed on sites that are adequately sized and located to meet the needs of the current and future facility users and the public. At a minimum, elementary, middle and high schools shall be located on school/public park facility sites that meet minimum City of Deltona and Volusia County School Board size and location standards.</p> | <p>Yes, but site sizes are set by the Florida Department of Education with waivers available to local school boards</p> | <p>Yes, see 3C above</p> |
| <p><i>Policy 12C</i> All new educational facilities shall be located, designed and constructed to minimize impacts to adjacent residential uses and the City's transportation system. To the extent permitted by law, developers or operators of educational facilities shall be responsible for construction of both on and off site improvements required to mitigate adverse impacts on the transportation system and residential properties.</p> | <p>Yes, through Florida Statute, the Comprehensive Plan and Public School Interlocal Agreement</p> | <p>Yes, see 3C above</p> |
| <p><i>Policy 13C</i> All new public schools shall meet the levels of service standards as for the provision of services, water, sewer,</p> | <p>Yes, through Chapter 86, Code of Ordinances</p> | <p>Yes, see 3C above</p> |



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| solid waste, drainage, and transportation. | | |
| <p><i>Policy 14C</i> Public facilities and utilities shall be located to:</p> <ul style="list-style-type: none"> a. maximize the efficiency of services provided; b. minimize their cost; c. minimize their impacts on the natural environment; and d. provide the designated level of service. | Yes, through Florida Statute, the Comprehensive Plan and Code of Ordinances | Yes |
| <p><i>Policy 15C</i> Developers shall assess their needs for essential services (electric, gas, etc.) and seek confirmation of future availability from appropriate utility suppliers. Confirmation should be provided by the utility during the planning stages of development, prior to the issuance of a development order.</p> | Yes, through utility provider approval | Yes |
| <p><i>Policy 16C</i> The City of Deltona shall acquire or dedicate adequate lands for parks and recreation to meet the City's existing and future recreational needs, as identified in the Recreation and Open Space Element of this Comprehensive Plan.</p> | Yes, through Florida Statute, the Comprehensive Plan and Chapter 86, Code of Ordinances | Yes |

Objective D

Objective D of the Future Land Use Element is as follows:

“Future Land Use designations will reflect the inherent capabilities and limitations of the existing natural features of the land.”

This Objective is implemented through the City of Deltona Comprehensive Plan.

In order to evaluate the City's success in achieving Objective D, an analysis of the extent to which its supporting policies (Policies 1D through 5D) have been implemented was conducted. A summary of this analysis is provided in Table 3-4 below.



**Table 3-4
Future Land Use Element Objective D Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
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| <p><i>Policy 1D</i> The location and development and significance of topography, vegetation, wildlife habitat, flood hazard, the 100 year flood plain, and soils for a particular site will be determined during the development review process.</p> | <p>Yes, through the Comprehensive Plan and Sub-part B, Land Development Code, Chapter 98</p> | <p>Yes</p> |
| <p><i>Policy 2D</i> Development occurring along the boundaries of environmentally sensitive areas shall be designed to protect and minimize the impact of development, consistent with the criteria included in the Conservation Element.</p> | <p>Yes, through the Comprehensive Plan and Sub-part B, Land Development Code</p> | <p>Yes</p> |
| <p><i>Policy 3D</i> New public educational facilities including stadiums and expansions of existing public school facilities that change the primary use of the existing facility, or result in greater than five percent increase in student capacity, but excluding the placement of public temporary or portable classroom facilities shall be located, designed and constructed, to avoid adverse impacts to environmentally sensitive areas including the 100 year flood plain, wetlands, water bodies, endangered, threatened, and species of special concern plants and animals and their habitats.</p> <p>Consistent with the requirements of Florida Statutes Chapters 235.193 and 235.34 (1), the City through interlocal agreement(s) and its development review process shall evaluate or cause evaluation of educational facilities plans to</p> | <p>Yes, through the Public School Interlocal Agreement and Public Schools Element</p> | <p>Yes, but this policy should be deleted with the new language and policies in the Public Schools Element</p> |

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| <p>determine their environmental impacts. The City Commission shall have the authority to approve, modify or deny any educational facility development plan or proposal that is inconsistent with the City's Comprehensive Plan, Concurrency Management requirements, City zoning and land development regulations and the City's environmental protection codes and standards.</p> <p>Proposed public educational facility development plans and proposals shall be evaluated and approved, modified or denied by the City consistent with this Comprehensive Plan and the requirements of Florida Statutes Chapters 235.193 and 235.34(1). The City shall not impose a public educational facility development approval condition or standard that is inconsistent with the requirements of the Florida Statutes Chapters 235.193 and 235.34(1) or the State Uniform Building Code, unless such condition(s) or standard(s) are mutually agreed upon by the City Commission and School Board.</p> <p>All private educational facilities including expansions of existing facilities shall be located, designed and constructed, to avoid adverse impacts to environmentally sensitive areas including 100 year floodplains, wetlands water bodies, endangered, threatened, and species of special concern (plants and animals) and their habitats.</p> <p>Before starting development, including site alteration, all proposed new private educational facilities and proposed expansions of private facilities shall be reviewed and</p> | | |
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| approved by the City through the City's zoning and land development review processes and procedures. | | |
| <i>Policy 4D</i> By June 30, 2002, those lands most suited for silviculture activities shall be identified and located in the Future Land Use Map series. | No, current map series does not identify silviculture lands | No, City has no silviculture within its municipal boundaries and the Future Land Use Map does not show any therefore the policy should be deleted |
| <i>Policy 5D</i> Industrial location and proposed uses shall be consistent with the Conservation Element of this Comprehensive Plan. | Yes, through the Comprehensive Plan, Environmental Regulations and Sub-part B, Land Development Code | Yes |

Objective E

Objective E of the Future Land Use Element is as follows:

“The City of Deltona shall protect natural, archaeological, and historic resources from the adverse impact of development. This will be accomplished through the implementation of the land development regulations and coordination with appropriate permitting agencies.”

This Objective is implemented through the City's Comprehensive Plan and the Land Development Regulations.

In order to evaluate the City's success in achieving Objective E, an analysis of the extent to which its supporting policies (Policies 1E through 19E) have been implemented was conducted. A summary of this analysis is provided in Table 3-5 below.

**Table 3-5
Future Land Use Element Objective E Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
|---|--|-----------------|
| <i>Policy 1E</i> Development within areas prone to 100 year flooding due to soil conditions or compensate for full amount of flood storage displacement within the 100 year floodplain and shall not increase expected flood levels for adjacent properties or | Yes, through Subpart B, Land Development Code, Chapter 90. Flood Control | Yes |

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| <p>reduce receiving surface water body quality below established levels.</p> | | |
| <p><i>Policy 2E</i> The City of Deltona shall protect the City's natural resources through the provisions contained in the Conservation and Infrastructure Elements of this Comprehensive Plan. All development proposals shall include adequate information concerning listed species and their habitat which may be on or adjacent to the proposed development site, such information including proposed mitigation actions shall be reviewed and approved prior to the issuance of the site development permit. Proposed commercial, industrial and multifamily development proposals shall include an environmental site survey performed by a qualified environmental biologist.</p> | <p>Yes, through Subpart B, Land Development Code, Chapters 98, Natural Resources Protection and 106, Subdivisions</p> | <p>Yes</p> |
| <p><i>Policy 3E</i> The City of Deltona's regulations for the protection of groundwater aquifer recharge areas shall be consistent with the criteria contained in the Natural Groundwater and Infrastructure and Conservation Elements.</p> | <p>Yes, through Subpart B, Land Development Code, Chapter 90. Flood Control</p> | <p>Yes</p> |
| <p><i>Policy 4E</i> Extraction of natural resources shall be permitted only where compatible with existing and proposed land uses, as determined in the Land Development Regulations.</p> | <p>No</p> | <p>No, there is no extraction of natural resources within the City, therefore delete policy</p> |
| <p><i>Policy 5E</i> Land reclamation measures and sound conservation practices shall be required on lands used for the excavation of natural resources. A reclamation plan to be reviewed and approved by the City and appropriate Regional, State and Federal agencies shall be submitted as part of the required application for an excavation permit.</p> | <p>No</p> | <p>No, there is no extraction of natural resources within the City, therefore delete policy</p> |

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| <p><i>Policy 6E</i> The environmental functions performed by wetland and Floridan aquifer recharge areas shall be protected in all phases of land development.</p> | <p>Subpart B, Land Development Code, Chapter 98, Natural Resources Protection</p> | <p>Yes</p> |
| <p><i>Policy 7E</i> Septic tanks and drain fields shall be sited or installed to protect environmentally sensitive areas from the discharge of improperly treated effluent, consistent with the Conservation Element.</p> | <p>Yes, through the State Department of Health</p> | <p>Yes</p> |
| <p><i>Policy 8E</i> Structures shall be discouraged within the 100-year flood plain; however, if located therein they shall be constructed to operate with no loss in existing 100 year floodplain storage, thereby reducing the potential for flood damage to the structure, supporting facilities, and adjacent property, consistent with the Land Development Code.</p> | <p>Yes</p> | <p>Yes, but combine with Policy 1E</p> |
| <p><i>Policy 9E</i> The City shall consider by June 30, 2002, a land preservation program to protect species of flora and fauna listed in the Conservation Element of the plan as endangered, threatened, or species of special concern through protection of their habitats.</p> | <p>Yes, through a revision to Subpart B, Land Development Code, Chapter 98, Natural Resources Protection in 2006 and with the establishment of the Environmental Improvement Trust Fund</p> | <p>Yes</p> |
| <p><i>Policy 10E</i> Potable water well fields and their zones of influence and groundwater aquifer recharge areas, as shown on the Future Land Use Map series, shall be protected from adverse impacts of land development consistent with the requirements of Florida Department of Environmental Protection, Volusia County, and the City of Deltona.</p> | <p>Yes, but not part of the map series therefore well fields and recharge areas should be mapped</p> | <p>Yes</p> |
| <p><i>Policy 11E</i> Agriculture and silviculture operations shall adhere to City of Deltona accepted Best Management Practices</p> | <p>Yes, through Subpart B, Land Development Code, Chapter 96, Improvements</p> | <p></p> |

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| (BMP's) for surface water management and erosion control. | | |
| <p><i>Policy 12E</i> Preserving and enhancing wildlife populations is recognized to be an important aspect of forestry management and should be a consideration, in managing forest resources.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 13E</i> Industrial and commercial operations shall minimize or, where possible eliminate, the following impacts on the environment:</p> <ul style="list-style-type: none"> a. Odor, fumes, vapors and gases; b. Erosion and stormwater runoff; c. Noise; d. Fire and explosion hazards; e. Radioactive elements; f. Electromagnetic interference; g. Smoke, dust and dirt; h. Vibrations; i. Glare; j. Hazardous wastes; k. Toxic waste; l. Petroleum contaminants. | <p>Yes</p> | <p>Yes, through zoning and National Pollutant Discharge Elimination System</p> |
| <p><i>Policy 14E</i> In implementing the Future Land Use Element, the City shall develop and adopt regulations to ensure to the maximum extent feasible, compatibility of use of areas and properties, including but not limited to such factors as traffic circulation, air quality and odor control, noise control, lighting and aesthetics.</p> | <p>Yes, thorough Subpart B, Land Development Code, Chapters 96, Improvements and 110, Zoning</p> | <p>Yes</p> |
| <p><i>Policy 15E</i> The City of Deltona shall inventory and evaluate the archaeological, architectural, paleontological and historical resources associated with its</p> | <p>The City utilizes the Department of State Historic Preservation database</p> | <p>Yes</p> |

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| past. | | |
| <i>Policy 16E</i> Prior to 2008, the City of Deltona shall adopt and implement measures to preserve and protect significant historic and archaeological resources under public and private ownership. | No | No |
| <i>Policy 17E</i> The City of Deltona shall promote public awareness and appreciation for local history and resources. | Through the Department of State Historic Preservation and via the City's website | Yes, as needed |
| <i>Policy 18E</i> In conjunction with the development of any site, Melaleuca and Brazilian pepper are to be removed from the site and prevented from re-establishing on the site. | No, delete policy | Yes |
| <i>Policy 19E</i> Reduce the spread of Melaleuca, Brazilian pepper and noxious aquatic vegetation by adoption of regulations prohibiting the planting of these species and by requiring their removal when land is developed. | Yes | Yes |

Objective F

Objective F of the Future Land Use Element is as follows:

“Consistent with section 163.3202(1) F.S. the City of Deltona shall periodically review its Land Development Regulations to determine if said regulations provide for innovative design and the conservation of open space and natural resources.”

This Objective is implemented through the Land Development Code.

In order to evaluate the City's success in achieving Objective F, an analysis of the extent to which its supporting policies (Policies 1F through 6F) have been implemented was conducted. A summary of this analysis is provided in Table 3-6 below.

**Table 3-6
Future Land Use Element Objective F Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
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| <i>Policy 1F</i> An environmental buffer of no less | Yes, through Subpart B, Land | Yes |

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| <p>than 25 feet shall be utilized to protect the functional abilities of lake shores, streams, and upland extent of wetlands. The extent of the buffer will be determined by the location of the stream or wetland shoreline as described in the Conservation Element.</p> | <p>Development Code, Chapter 98, Natural Resources Protection</p> | |
| <p><i>Policy 2F</i> Land area deemed to be environmentally sensitive within a proposed development shall be limited to the density outlined in the Conservation Element. Performance standards shall be developed by July 1, 2002, that will allow flexibility in considering environmentally sensitive land for density calculations.</p> | <p>Yes, through Subpart B, Land Development Code, Chapter 98, Natural Resources Protection</p> | <p>Yes</p> |
| <p><i>Policy 3F</i> The City of Deltona shall encourage developments to preserve environmentally sensitive and other open space areas.</p> | <p>Yes, through Subpart B, Land Development Code, Chapters 98, Natural Resources Protection and 110, Zoning</p> | <p>Yes</p> |
| <p><i>Policy 4F</i> The City of Deltona shall maintain a landscaped buffer requirement between all commercial areas and highway frontage in conjunction with sign controls to enhance community aesthetics, maintain neighborhood viability, reduce glare and shade parking areas.</p> | <p>Yes, through Subpart B, Land Development Code, Chapters 98, Natural Resources Protection, 102, Signs and 110, Zoning</p> | <p>Yes</p> |
| <p><i>Policy 5F</i> Recreational development and open space areas should be encouraged to coincide with the protection of aquifer recharge areas.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 6F</i> The City of Deltona shall encourage crime prevention through environmental design.</p> | <p>Yes, through Subpart B, Land Development Code, Chapter 110, Zoning but code section should be updated</p> | <p>Yes</p> |



Objective G

Objective G of the Future Land Use Element is as follows:

“The City of Deltona shall provide for adequate and appropriate lands for the location of all land use types (residential, commercial, industrial, agricultural, recreational, and public facility) to support the anticipated population and maximize compatibility with existing uses.”

This Objective is implemented through the Comprehensive Plan.

In order to evaluate the City’s success in achieving Objective G, an analysis of the extent to which its supporting policies (Policies 1G through 29G) have been implemented was conducted. A summary of this analysis is provided in Table 3-7 below.

**Table 3-7
Future Land Use Element Objective G Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
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| <i>Policy 1G</i> The Future Land Use Map is hereby adopted as a graphic guide for the future development of property within the City and requires development consistent with the land use classifications and appropriate sections of this Comprehensive Plan. | Yes | Yes |
| <i>Policy 2G</i> The City of Deltona shall maintain the viability of existing and proposed residential neighborhoods by establishing guidelines for: vehicular and pedestrian access, roadway buffers, landscaping, fences and walls, and the maintenance and use of common open space areas. | Yes, thorough Subpart B, Land Development Code, Chapters 96, Improvements, 98, Natural Resources Protection and 110, Zoning | Yes |
| <i>Policy 3G</i> As residential areas develop, sites for future public uses such as parks, schools, libraries, and open space areas should be obtained through dedication or purchase. | Yes, thorough Subpart B, Land Development Code, Chapters 86, Concurrency Management and 110, Zoning | Yes |
| <i>Policy 4G</i> Subdivisions shall be designed so all individual lots have access to the internal street system with peripheral | Yes, thorough Subpart B, Land Development Code, Chapters 106, Subdivisions | Yes |

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| lots buffered from major roads and incompatible land uses. | | |
| <p><i>Policy 5G</i> All new development shall provide the appropriate on-site parking for the proposed use in conjunction with providing safe and efficient traffic flow, consistent with City Land Development Regulations.</p> | Yes, thorough Subpart B, Land Development Code, Chapters 96, Improvements and 110, Zoning | Yes |
| <p><i>Policy 6G</i> Day care facilities (adult and child) may be included in employment areas (i.e., areas designated for commercial and industrial use on the Future Land Use Map).</p> | Day care facilities are not allowed in the Industrial Land use category | Yes, but delete reference to industrial |
| <p><i>Policy 7G</i> Protect residential neighborhoods from encroachment by incompatible land uses such as commercial and industrial development. The type of protection may range from landscape buffers to land use buffers to preventing the location of a particular land use near a residential area depending upon the intensity of the commercial or industrial use.</p> | Yes, thorough Subpart B, Land Development Code, Chapter 110, Zoning | Yes |
| <p><i>Policy 8G</i> The residential density guidelines for each Future Land Use category represent an acceptable range and the allowable density shall be based upon the following minimum criteria:</p> <ul style="list-style-type: none"> a. Environmental constraints as established in the Conservation Element; b. Land use compatibility; c. Availability of public facilities and services at acceptable levels of service; d. Character of an area; e. Hurricane evacuation capabilities; and f. Other policies of this Comprehensive Plan or land development code which establish more stringent density requirements. | Yes, but consider creating an "estate density" category | Yes |

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| <p><i>Policy 9G</i> Neighborhood shopping centers shall locate within commercial areas according to the location criteria established in this Comprehensive Plan.</p> | <p>Yes, through Policy 2I therefore, Policy should be deleted</p> | <p>Yes</p> |
| <p><i>Policy 10G</i> The size, location and function of shopping centers should be related and central to the population and market area they serve.</p> | <p>Yes, thorough the Comprehensive Plan and Subpart B, Land Development Code, Chapter 110, Zoning</p> | <p>Yes</p> |
| <p><i>Policy 11G</i> Commercial development shall use vegetative buffers and visual screens to minimize the negative impacts on surrounding residential uses.</p> | <p>Yes</p> | <p>Yes, but delete as this policy is similar to Policy 7G</p> |
| <p><i>Policy 12G</i> The City of Deltona shall encourage the development and improvement of appropriate existing industrial areas.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 13G</i> Review of industrial development proposals shall include consideration of compatibility between industrial and surrounding land uses.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 14G</i> Industrial uses when located adjacent to residential areas, shall have extensive buffering to protect existing residential areas from possible adverse impacts. New residential developments adjacent to industrial zoning shall be required to provide their appropriate share of buffering.</p> | <p>Yes, thorough Subpart B, Land Development Code, Chapter 110, Zoning</p> | <p>Yes</p> |
| <p><i>Policy 15G</i> All new development that desires mixed-uses shall be developed as a Planned Unit Development (PUD).</p> | <p>Yes, but there are restrictions</p> | <p>Yes, but delete policy</p> |
| <p><i>Policy 16G</i> Activity Center(s), for the areas identified on the Future Land Use Map, shall be developed and coordinated with the recommendation of a City approved the Economic Action Plan to ensure that they</p> | <p>Yes</p> | <p>Yes, rename "Activity Center" "Special Area Plan" to allow for generalized guidelines applicable to all areas</p> |

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| <p>function as they were intended, as high intensity designed unified areas oriented toward providing basic employment opportunities and to not adversely impact the capacity of the nearby roadways and interchanges. These plans shall be coordinated with any adjacent City(s) and county and major modification shall be adopted through an amendment to this Comprehensive Plan.</p> | | |
| <p><i>Policy 17G</i> Mobile/manufactured homes shall be located in areas not included in the existing Deltona Lakes PUD.</p> | <p>Yes, manufactured homes are allowed in every residential category.</p> | <p>Yes, but delete manufactured homes from policy</p> |
| <p><i>Policy 18G</i> The City of Deltona shall evaluate compatibility, transitional uses, and buffers for public and institutional uses locating adjacent to existing and future residential neighborhoods.</p> | <p>Yes, thorough Subpart B, Land Development Code, Chapter 110, Zoning</p> | <p>Yes</p> |
| <p><i>Policy 19G</i> Recreational and open space areas should be utilized to separate incompatible land uses.</p> | <p>Yes</p> | <p>Yes, but other land uses may also be utilized to separate incompatible land uses so delete policy</p> |
| <p><i>Policy 20G</i> Public utilities which provide essential service to existing and future land uses authorized by this plan shall be conditional uses in all of the future land use categories, except conservation, and shall conform to appropriate location and compatibility (buffering) criteria.</p> | <p>Yes, thorough Subpart B, Land Development Code, Chapter 110, Zoning. Recommend establishing thresholds so that public utilities are permitted which are under a certain threshold.</p> | <p>Yes</p> |
| <p><i>Policy 21G</i> The maintenance of internal consistency among all Elements of the Comprehensive Plan shall be a prime consideration in evaluating all requests for amendment to any Element of the Plan.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 22G</i> Applicants requesting amendments to the Future Land Use Map shall be</p> | <p>Yes</p> | <p>Yes</p> |

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| <p>evaluated with respect to consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:</p> <ul style="list-style-type: none"> a. Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the City; b. Enhance or impede provision of services at adopted LOS Standards; c. Be compatible with abutting and nearby land uses; and d. Enhance or degrade environmental resources. | | |
| <p><i>Policy 23G</i> Consistent with Section 163.3202(1) F.S. the City of Deltona shall adopt a schedule to eliminate existing land uses and regulations which are inconsistent with the purpose and intent of the Comprehensive Plan and to continue enforcement of the zoning ordinance and building code to bolster the efforts of the Community Development Block Grant Program as appropriate.</p> | Yes | Yes |
| <p><i>Policy 24G</i> Prior to 2002, the City of Deltona shall prepare and adopt a platted-lands study to address the problems of lands which are platted, but possess limitations to development based upon inadequate public facilities and services, substandard lot configurations, or environmental constraints. The recommendations of the study shall be used to initiate a program to resolve any conflicts between platted lands and the Comprehensive Plan.</p> | Yes | Yes, but delete reference to date and recommend changes to address differences between the FLUM and built environment |
| <p><i>Policy 25G</i> The City of Deltona shall adopt the Zoning Ordinance and Land Development Code to implement the</p> | Yes | The zoning ordinance and Land development Code |

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| <p>appropriate policies of this Comprehensive Plan within one year of adoption.</p> | | <p>have been implemented therefore policy should be deleted</p> |
| <p><i>Policy 26G</i> Consistency of existing zoning on specific parcels of land shall be implemented by the Future Land Use Map. If a lot is inconsistent with the Future Land Use designation the lot will be rezoned consistent with the Future Land Use Designation.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 27G</i> Any development or platted subdivision that has been determined to be vested shall not set a precedent for future development or zoning. All new requests for zoning or plan amendments shall be consistent with the Comprehensive Plan upon its effective date.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 28G</i> Permissible developments of commercial and industrial land uses in the City of Deltona are hereby regulated through the establishment of a system of area wide maximum cumulative building gross floor area (GFA) limits. Suitable development of commercial and industrial buildings within the City of Deltona's municipal boundaries may occur subject to the following area wide maximum cumulative development limits, based on individual traffic analysis zone areas (TAZ). The traffic analysis zones used in this policy are the same TAZ's as established by the local Metropolitan Planning Organization and as shown on the Deltona Future Land Use Map. The City's TAZ boundaries as shown on the City's Future Land Use Map shall control in cases of conflict with the MPO's TAZ boundaries. (The figures listed below were amended by Ordinance 13-2001</p> | <p>Yes, but policy should be revised to state that the County MPO TAZ's shall be utilized</p> | <p>Yes</p> |

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| <p>adopted at second reading by the Deltona City Commission, December 12, 2001)</p> <p>(SEE CHART)</p> | | |
| <p><i>Policy 29G</i> In cases where additional land(s) are annexed into the City of Deltona, the City of Deltona shall use and enforce appropriate Volusia County commercial or industrial land use intensity standards on the subject annexed properties until further action is taken by the City.</p> | <p>Yes, but delete reference to commercial and industrial as it would apply to all categories</p> | <p>Yes, but it will be recommended to the Commission recommended that all annexed areas be converted to the City's land use intensity standards within one year of annexation</p> |

Objective H

Objective H of the Future Land Use Element is as follows:

“The Future Land Use Element will be coordinated with the Housing Element to ensure that there will be a balance of needed housing types in a convenient manner to key employment areas.”

This Objective is implemented through the City of Deltona Comprehensive Plan.

In order to evaluate the City's success in achieving Objective H, an analysis of the extent to which its supporting policies (Policies 1H through 5H) have been implemented was conducted. A summary of this analysis is provided in Table 3-8 below.

**Table 3-8
Future Land Use Element Objective H Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
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| <p><i>Policy 1H</i> The Future Land Use Map shall contain adequate residential land to accommodate the projected population.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2H</i> The Future Land Use Element shall allow for various types, sizes and costs of dwelling units in any category that allows residential uses.</p> | <p>Yes</p> | <p>Yes</p> |

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| <p><i>Policy 3H</i> Affordable housing is considered an allowable use within all residential zoning classifications</p> | Yes | Yes |
| <p><i>Policy 4H</i> Group homes, community residential living facilities, nursing homes and boarding houses exceeding seven unrelated residents should be allowable in commercial land use designation and compatible with the character of the surrounding residential area.</p> | Yes | Yes |
| <p><i>Policy 5H</i> Housing for farm workers shall be permitted only in conjunction with bona fide agricultural pursuits and/or certification by the City and shall be buffered from adjoining properties. The density of these facilities shall not exceed the densities allowed under the Future Land Use designation.</p> | No | No, delete policy |

Objective I

Objective I of the Future Land Use Element is as follows:

“Appropriate land use guidelines shall be utilized to direct the placement of future land uses and to ensure compatibility between land uses. The Land Use Location Guidelines are declared to be a part of the adopted Future Land Use Policies.”

This Objective is implemented through the City of Deltona Comprehensive Plan.

In order to evaluate the City’s success in achieving Objective I, an analysis of the extent to which its supporting policies (Policies 11 through 61) have been implemented was conducted. A summary of this analysis is provided in Table 3-9 below.

**Table 3-9
Future Land Use Element Objective I Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
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| <p><i>Policy 11</i> RESIDENTIAL Residential Uses should: 1. be located on parcels greater than 6,000 square feet for low</p> | Yes | Yes, but consider creating an “estate density” category |

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| <p>density and one acre for medium and high density residential to provide sufficient lot size to support and to provide adequate light, air, and open space;</p> <ol style="list-style-type: none"> 2. be conveniently accessible to the transportation routes not to encourage sprawl; 3. be protected from arterial traffic and incompatible uses; 4. be conveniently located in relation to: <ul style="list-style-type: none"> - community activities and services such as parks, libraries, community centers, churches, and social clubs. - basic services of police, fire, rescue, and schools. 5. be encouraged as infill in areas with adequate existing infrastructure or as an expansion into areas capable of providing the adopted level of service for concurrency purposes; 6. limit impacts to environmentally sensitive lands or sites with natural qualities through buffering, preservation, and restoration; 7. allow medium and high density residential development that may be suitable to serve as a transitional use between development, such as commercial, and lower density development; and 8. have availability of public facilities and services at acceptable levels of service; 9. be compatible with the character of an area; 10. have the following densities: <ul style="list-style-type: none"> Low density residential - not to exceed a gross density of six (6) dwelling units per acre. Medium density residential - a minimum of six (6) dwelling units not to exceed twelve (12) | | |
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| <p>dwelling units per acre gross density.</p> <p>High density residential - a minimum of twelve (12) dwelling units per acre not to exceed a gross density of twenty (20) dwelling units per acre.</p> <p>11. have density area boundaries that are not intended to be rigid delineations of land areas and the application of the density area boundaries should be based upon the following criteria:</p> <ul style="list-style-type: none"> a. Boundaries may extend beyond the established delineation, as shown on the FLU Map(s), to a distance of 330 feet, providing such extensions are consistent with this Comprehensive Plan. b. Boundaries may extend to major physical barriers, such as water bodies and transportation corridors, providing such extensions do not exceed 660 feet and are consistent with this Comprehensive Plan. c. Density area boundaries are based upon the provision of public facilities, the character of the area, compatibility with existing land uses and natural hazards and environmental resource limitations. | | |
| <p><i>Policy 21</i> COMMERCIAL</p> <p>1. Urban areas should be served by commercial facilities which are designed and planned around discrete market and service areas. These areas are generally categorized under one of the following commercial types:</p> <ul style="list-style-type: none"> a. Regional Shopping Centers; | <p>Yes</p> | <p>Yes, but necessity of the "Tourist Commercial" category, revise to replace "Activity Center" with "Special Area Plan" and delete "Maximum Intensity" statement. There is a</p> |

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| <ul style="list-style-type: none"> - located at intersections of major and minor arterials or along an arterial at an appropriate distance from an interchange or major minor arterial intersections not to exceed 1/2 mile. - regional shopping centers and any planned expansion should be accommodated an internal transportation plan and not separated by public streets or highways - no more than two regional shopping facilities located at the same intersection. - types of land uses appropriate in regional commercial centers would include department stores, specialty shops, furniture and appliance stores, general merchandise stores, and restaurants, in addition to those appropriate for community commercial complexes. - Sites for regional commercial centers may incorporate a minimum of 50 acres up to 100 acres. - Shall meet all applicable land development regulations. <p>b. Community Shopping Centers;</p> <ul style="list-style-type: none"> - located at the intersection of two arterials or at the intersection of an arterial and collector, or along an arterial at an appropriate distance from such intersections not to exceed a 1/4 mile. - Additional commercial land uses may only be considered where that | | <p>gap in size between Regional and Community Shopping Centers, evaluate to make necessary changes. Review Entire category the LDC for revisions.</p> |
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| <p>pattern of development is established or appropriate.</p> <ul style="list-style-type: none"> - Impacts upon Transportation should be mitigated through the reservation of right-of-way for road widening and marginal access streets. Access points for commercial complexes shall be provided along the primary travel corridor. Access points to local roads should be discouraged and only allowed if an overriding public interest can be demonstrated. - Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of commercial development. - A sidewalk or bicycle facility shall be required where appropriate, as directed in the Transportation element, to provide convenient access to surrounding residents and to reduce traffic volumes on the roadways. - Infill development into the established commercial areas shall be preferred over the expansion of commercial areas. - The types of commercial uses appropriate for community commercial complexes would include retail, personal and professional uses such as grocery, drug or variety stores, restaurants, beauty salons, branch banks, or branch medical centers. | | |
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| <ul style="list-style-type: none"> - Sites for community commercial complexes should not exceed 20 acres. - The gross floor areas of community commercial complexes should not exceed 150,000 square feet. - Shall meet all applicable land development regulations. <p>c. Neighborhood Commercial</p> <ul style="list-style-type: none"> - located at intersections of collectors, or at the intersection of a collector with an arterial not to exceed 1/8 of a mile; - Sites for neighborhood commercial land uses should incorporate no more than four acres. - Access points for neighborhood commercial complexes shall be provided as directed in the Transportation element of this Comprehensive Plan. - A sidewalk or a bicycle facility shall be required where appropriate, as directed in the Transportation element, to provide convenient access to surrounding residents and to reduce traffic volumes on the roadways. - Neighborhood commercial clusters should be spaced at least 1/2 mile apart. - The gross floor areas of neighborhood commercial complexes should not exceed 35,000 square feet. - Shall meet all applicable land development regulations. <p>d. Neighborhood Convenience</p> | | |
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| <p>Center;</p> <ul style="list-style-type: none"> - located along major, and minor arterial and collector streets abutting other existing commercial properties. - new convenience centers shall not be located internally (non-collector) within existing single family developments unless part of a Planned Unit Development (PUD). - shall meet all applicable land development regulations. - located within 200 feet of intersection - should be ½ to 2 acres in size. The gross floor areas of neighborhood commercial complexes should not exceed 10,000 square feet. <p>e Transitioning Commercial Area;</p> <ul style="list-style-type: none"> - shall be located adjacent to major, and minor or arterial(s) or abutting other existing commercial properties. - transitioning commercial areas should be a minimum lot depth of 200 feet from a major or minor arterial(s). - shall meet all applicable land development regulations. - should be maintained or developed in a compatible manner with surrounding residential. - should be minimum of one acre. - The gross floor areas of should be minimum of | | |
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| <p>5,000 square feet not exceed 45,000 square feet.</p> <ul style="list-style-type: none"> - at the time of plan adoption or amendment, permitted residential uses shall remain consistent with transitioning commercial areas. - Transitioning office land uses shall be permitted in the residential future land use classifications an accordance with the floor area limitations in policy 28G, and the location constraints in this policy, where in the word "should" shall be read as "shall" when transitioning office uses are permitted within the residential future land use categories. <p>GENERAL COMMERCIAL</p> <p>General Commercial Uses should:</p> <ol style="list-style-type: none"> 1.be located in planned centers to avoid strip commercial development; 2.not be located along or have access to local streets, unless there can be demonstrated an overriding public interest; 3.be located in areas which are adequately served by the arterial and collector road system so as not to unduly burden the local road network serving adjacent neighborhoods; 4.have adequate area and road frontage for controlled access points and proper spacing between driveways to minimize the impact on the operating capacity and safety of the adjacent road network; 5.have sufficient area to provide adequate parking, landscaping, | | |
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| <p>stormwater management, building setbacks and buffering;</p> <p>6.be located in areas to best serve population concentrations; (where market studies are done for a proposed commercial development, they should be submitted for City consideration)</p> <p>7.if located adjacent to existing residential neighborhoods, be developed to provide adequate buffers, maintain adequate tree cover, and maximize visual compatibility with the surrounding neighborhoods;</p> <p>8.if developed as part of a Planned Unit Development (PUD), be located and designed to service primarily that development’s population;</p> <p>9. if located at the intersection of two major roads, there shall be a mix of commercial uses (i.e. office, retail, and service) to provide a wide range of goods and services.</p> <p>10.provide appropriate pedestrian linkages (i.e. sidewalks, bicycling, etc.) and mass transit improvements.</p> <p>11. have intensity dependent upon type of use as outlined in the land development code.</p> <p>12. be no less than a ½ acre in land area.</p> <p>13. Shall meet all applicable land development regulations.</p> <p>TOURIST COMMERCIAL</p> <p>1. There are distinct tourist commercial areas, which are highway service areas oriented towards the traveling public (i.e., service stations, motels, restaurants & truck stops).</p> <p>2.No new tourist commercial areas shall be created outside of such commercial areas shown on the</p> | | |
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| <p>Future Land Use Map.</p> <p>3. Infill of a tourist commercial area shall be allowed if adjacent to and in-between existing commercial uses,</p> <p>4. In accomplishing tourist commercial infill, assure that they provide for:</p> <ul style="list-style-type: none"> a) adequate subject parcel of land is of sufficient size to setbacks of buildings b) sufficient off-street parking c) loading and unloading spaces d) landscaping and buffering e) proper highway access f) service roads, where appropriate g) stormwater facilities <p>5. With the exception of collector roadways located within the Deltona Activity Center as shown on the Future Land Use Map, tourist commercial development shall not be located on roadways classified below a major/minor arterial, as identified in the Transportation Element.</p> <p>6. Intensity shall be dependent upon type of use as outlined in the land development code.</p> <p>7. Tourist commercial land uses shall provide convenience to the traveler with minimal adverse impacts upon the residential community.</p> <p>8. Tourist commercial land uses shall be limited to locations at interstate interchanges and should be located within a 1/2 mile radius of the center point of the interchange.</p> <p>9. The primary land uses in tourist commercial areas should be hotels and motels with densities not exceeding 50 units per acre. Supportive uses, such as restaurants, gas stations or drug stores, should be provided in</p> | | |
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| <p>these areas for convenience to the travelers and to minimize the impacts upon the residential community and the natural resources.</p> <p>10. Shall meet all applicable land development regulations.</p> <p>OFFICE DEVELOPMENT</p> <ol style="list-style-type: none"> 1. Office development, whether on individual lots, or as a planned office or business park, may be suitable to serve as a transitional use between higher density development, retail, commercial, or industrial and lower density development, such as single family residential. Office development may also be used to provide a transition between single family development and public facilities. 2. Office development should conform with the general guidelines established herein for commercial uses. 3. Office development should be encouraged to locate at the intersections of major roads developed with commercial uses, to provide for a mixture of uses. 4. Primary office development should be encouraged to locate at premium and high visibility sites within the Deltona Activity Center. 5. Intensity shall be dependent upon type of use as outlined in the land development code. 6. Office land uses should be utilized as a transitional use between residential and more intense land uses such as commercial or industrial land uses. 7. Office land uses should also be utilized to buffer residential land uses from the traffic impacts of | | |
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| <p>transportation corridors.</p> <p>8. Office land use sites should be no less than a half acre in land area.</p> <p>9. Neighborhood office land use sites should be no less than a quarter acre in land area.</p> <p>10. Shall meet all applicable land development regulations.</p> <p>MAXIMUM INTENSITY The maximum intensity of commercial structures in the City of Deltona shall be stated in Policies 28g and 29g. The maximum impervious surface ratio of all commercial developments is 65 percent.</p> | | |
| <p><i>Policy 31</i> INDUSTRIAL Industrial Uses should:</p> <ol style="list-style-type: none"> 1. be located with all structures outside of the 100-year flood plain; 2. have vehicular access to one or more major transportation systems not to exceed ½ mile; such as: major thoroughfare trucking routes, rail or airport; 3. be accessible only to arterial roadways, either by direct access or via an internal street system within a planned industrial area; 4. be located in a manner that will not cause through traffic in nearby residential neighborhoods; 5. be within commuting time of the labor force and accessible to the labor force via the major thoroughfare system; 6. be served by central utilities and services; 7. be located on parcels of land large enough to adequately support the type of industrial development proposed and minimize any adverse effects upon surrounding properties. Industrial parks should be a minimum of 10 | <p>Yes</p> | <p>Yes, change "Activity Center" to "Special Area Plan", minimum individual industrial land use sizes from ½ to one acre and delete 16.</p> |



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| <p>acres in area.</p> <p>8. Encourage research and development uses to locate at premium and high visibility sites within the Deltona Activity Center.</p> <p>9. Have intensity dependent upon type of Use as outlined in the land development code.</p> <p>10. Industrial operations shall minimize or, where possible eliminate, the following impacts on the environment:</p> <ul style="list-style-type: none"> a. Odor, fumes, vapors and gases. b. Erosion and stormwater runoff. c. Noise. d. Fire and explosion hazards. e. Radioactive elements. f. Electromagnetic interference. g. Smoke, dust and dirt. h. Vibrations. i. Glare. j. Hazardous wastes. k. Toxic waste l. Petroleum contaminants <p>11 Industrial land uses shall not be located within 660 feet of the major transportation corridors.</p> <p>12 Industrial parks should be ten acres or more in size.</p> <p>13. Sites for individual industrial land uses shall be at least ½ acre in size.</p> <p>14 Industrial land use shall be reviewed for compatibility with surrounding land uses.</p> <p>15. Shall meet all applicable land development regulations.</p> | | |
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| <p>16. The maximum intensity of industrial land use shall be as stated in Policies 28g and 29g. The maximum impervious surface ratios of all industrial developments are 65 percent.</p> | | |
| <p><i>Policy 4l</i> RECREATION: 1. Active recreation-oriented open space should be located to serve concentrations of residents, particularly the user-oriented recreation areas. 2. Individual park-site size and service area recommendations are provided in the Recreation & Open Space Element. 3. Resource-based recreation areas should be located on the highest quality land/water resources available within the City. Allocation of these areas should be done at the beginning of the land use design process. 4. The maximum intensity of recreation shall not exceed 43,560 square feet gross building area per acre with a maximum impervious surface ratio of 65 percent</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 5l</i> Public, Semi-Public: 1. All public, and semi-public uses shall not exceed a maximum impervious surface area of .65. 2. Permitted uses include but are not limited to libraries, public and private schools and colleges, parks, open space, retention and drainage facilities, water and sewer</p> | <p>Yes</p> | <p>Yes, but delete reference to maximum impervious surface area</p> |

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| <p>facilities, maintenance facilities, City Hall and City offices.</p> | | |
| <p><i>Policy 61</i> Conservation: 1. Conservation uses shall not exceed a maximum impervious surface area of .10. All development improvements should be limited to functions that are required for protection, maintenance and conservation of the land.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 71</i> To encourage mixed-use development, commercial and office developments located outside of the Deltona Activity Center, that have a future land use designation of commercial may also include a multi-family styled residential component on parcels of land 5 acres or more in size. The residential portion of the development shall not be the primary use. The following incentives may be allowed by the City in negotiating the development agreement for any mixed office/residential project: reduction in parking spaces, reduction in road impact fees and increased building heights. The residential density shall not be less than 8 dwelling units / acre or exceed 20 dwelling units / acre as part of the mixed-use land development. Maximum intensity of commercial and/or office development shall not exceed a floor area ratio (F.A.A.) of 0.5. Residential uses shall not exceed 50% of the site area. Properties proposed for mixed-use development shall be rezoned to a Planned Unit Development (PUD) zoning district.</p> | <p>Yes, but properties do not have to be rezoned to PUD</p> | <p>Yes, delete last sentence of policy</p> |



Goal 2

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

Specific Land Use Guidelines

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

1. Office Space Guideline:

Develop part of The Deltona Activity Center in a manner so that it will be considered a major competitor along the I-4 Corridor, north of the City of Orlando, with existing and other proposed office centers along this corridor such as: the Maitland Center, Heathrow Business Park, Seminole Town Center area, and other similar significant office centers.

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2. Light Industrial/"Flex Space" Guideline:

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

3. Warehousing/Distribution Guideline:

To use The Deltona Activity Center's proximity to both Interstate Four (I-4) and Interstate Ninety Five (I-95) as a major asset to become one of the principal centers for warehousing/distribution activities.

4. Retail Commercial Use Guidelines:

a. To facilitate the development of a major regional-scale facility(s) which can offer the residents a wide variety of "comparison" or "shoppers goods" which can reduce the need for West Volusia consumers to travel outside Volusia County to obtain such goods, and enjoy such shopping experiences.

b. To facilitate the development of neighborhood-scale retail facilities: These will supply the residential areas within the activity center, and generally residents/households within an approximate three mile radius from the activity center with convenient goods and services which are typically required to support households/families on a weekly or frequent basis.

5. Commercial Recreation Guideline:

To provide a far wider range of leisure time opportunities for leisure and recreation activities for the residents of Deltona and West Volusia, plus having the potential of attracting residents from adjacent and nearby counties who can bring new dollars into the community.

6. Hotels/Motels/Lodging Services Guideline:

To develop an adequate range of lodging facilities and services to support the business travel functions related to the office and industrial segments of The Deltona Activity Center, as well as to help develop tourism, especially the Eco-tourism potentials for SW and West Volusia markets.

7. Ancillary and Support Uses Guideline:

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

8. Multifamily Residential Density Guideline:

Multi-family is permissible along the periphery of The Deltona Activity Center. The density should be a minimum of eight dwelling units per acre to a maximum of 20 dwelling units, to ensure multi-family development and as compatible to the surrounding area. The total area to be used for multi-family shall not exceed 30% of the area designated for the Deltona Activity Center.



References to the “Activity Center” should be deleted throughout the Comprehensive Plan and replaced with “Special Area Plan” for the I-4 Corridor (or similar). The intent is to create generalized guidelines for all activity nodes within the City with the intent of then creating special plans (overlays) for each unique area. Also, it is recommended that the Commercial Recreation and Hotels/Motels/Lodging Services Guidelines be combined with the Retail Commercial Use Guidelines.

Objective J

Objective J of the Future Land Use Element is as follows:

“Achieve an integrated and well-planned mixture of urban land uses within The Deltona Activity Center that encourages the creation of an employment center.”

This Objective is implemented through the City of Deltona Comprehensive Plan.

In order to evaluate the City’s success in achieving Objective J, an analysis of the extent to which its supporting policies (Policies 1J through 37J) have been implemented was conducted. A summary of this analysis is provided in Table 3-10 below.

**Table 3-10
Future Land Use Element Objective J Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
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| <p><i>Policy 1J</i> Provide adequate and appropriate areas resulting in a mixture of land uses to reduce adverse impacts on adjacent jurisdictions.</p> | <p>Somewhat, but the City shall endeavor to increase the amount of commercial and industrial land uses in the City to provide a greater mix of uses.</p> | <p>Yes</p> |
| <p><i>Policy 2J</i> The Future Land Use Map for The Deltona Activity Center is incorporated as an overlay guide for the future development of property within The Activity Center. Build-out of the Activity Center properties may extend beyond 2010.</p> | <p>No, FLUM to still needs to be revised</p> | <p>No, delete policy</p> |
| <p><i>Policy 3J</i> The Deltona Activity Center is intended to serve the retail/service/office/park needs generated by residential development within the southwest Volusia Sub-region. As a guideline to ensure a diversity of uses within the City of</p> | <p>No, but change name to special Area Plan and amend policy to provide for a range for each use instead of a fixed percentage including adding residential uses</p> | <p>Yes</p> |

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| <p>Deltona’s Activity Center, the following mix and land use distribution should be used:</p> <p>(SEE CHART)</p> <p>In order to maintain flexibility, be responsive to market demands and maintain compatibility between uses, the target distributions shall be allowed to be decreased up to ten (10%) percent and the above-listed guidelines may be increased to the maximum listed.</p> | | |
| <p><i>Policy 4J</i></p> <p>Until information is provided by the City of Deltona, that provides sufficient performance standards to evaluate traffic impacts for significant development which could take place within the Deltona Activity Center, all new development in the Deltona Activity Center which will exceed the employees per square foot and conversion factor totals for industrial, commercial, and service uses respectfully, for traffic zones 707 and 722 (amounting to 615,701 square feet of floor area based on the Metropolitan Planning Organization’s (MPO’s) 2020 Long Range Plan Transportation Model/Traffic Analysis Zone/Population and Employment data or 20,000 average daily trips, whichever comes first, shall be processed as a planned development and shall be reviewed by the Volusia Growth Management Commission. Should the Volusia Growth Management Commission determine the proposed planned development is not consistent, then the City of Deltona shall submit an application for comprehensive plan consistency certification to the Volusia Growth Management Commission for the subject planned development.</p> | <p>Yes, adopted a transportation map via Ord. 48-2005</p> | <p>No, delete policy</p> |

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| <p><i>Policy 5J</i> As an alternative, the City of Deltona can (a) develop an Interstate 4 Master Corridor Plan jointly with other Interstate 4 corridor communities which evaluates the impact of future development along the Interstate 4 corridor; and/or (b) the City of Deltona can adopt adequate intensity and density performance standards and provide a detailed traffic analysis to justify the maximum intensity of development currently proposed for the Activity Center within the City of Deltona's Comprehensive Plan and for the Deltona Activity Center.</p> | <p>No, plan should be developed in coordination with Volusia County and adjacent municipalities</p> | <p>Yes, standards have been developed but should be reviewed and revised</p> |
| <p><i>Policy 6J</i> In conjunction with the City of Deltona's next large scale Comprehensive Plan amendment cycle, the City of Deltona shall coordinate with Volusia County, the Florida Department of Transportation and the surrounding communities of Orange City, Debary, and DeLand, to determine if a Transportation Concurrency Management Area (TCMA) would be appropriate for the State Road 472/Saxon Boulevard/Interstate 4 corridor.</p> | <p>No</p> | <p>Yes</p> |
| <p><i>Policy 7J</i> The maximum building coverage for non-residential development within The Deltona Activity Center shall not exceed thirty-five (35%) percent of an individual lot, unless such development includes a mixture of uses, co-locates complimentary uses, reduces external trips, or furthers the vision, goals, objectives, and policies of this Plan. Maximum intensity of commercial not previously specified shall not exceed 1,000,000 square feet with a maximum impervious surface area of .65.</p> | <p>No, no development has taken place but policy should be deleted and requirement placed in the Land Development Code</p> | <p>Yes, but percent pervious/impervious should be in the Land Development Code and should be reviewed globally to determine viability for a mixed-use area.</p> |
| <p><i>Policy 8J</i> A proposed roads map should be</p> | <p>Yes, through Ordinance 48-</p> | <p>Yes, but during the</p> |

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| <p>prepared consistent with a master land use plan, illustrating conceptual alignments of the proposed roads of The Activity Center Plan's support document should be maintained to the extent possible when reviewing development proposals for The Activity Center. However, minor modifications to these conceptual alignments shall not require an amendment to The Activity Center's future land use map.</p> | <p>2005</p> | <p>site planning process – delete policy</p> |
| <p><i>Policy 9J</i> Future development within The Activity Center shall require rezoning to a Planned Unit Development (PUD) or amendment to an existing PUD (if said development is not permitted by the previously approved PUD). Provided, however, that any development of an existing parcel that is one and one half (1 1/2) acres or less in size and which is permissible by the existing zoning classification assigned the parcel shall not require rezoning to PUD if the existing zoning classification is consistent with the Activity Center Plan future land use designation. Where a single ownership of land or unified project may encompass two or more future land use designations, the physical arrangement of land uses on the property may be modified during the Planned Unit Development (PUD) approval process.</p> | <p>Yes, through the DRI Development Order # 05-2003, delete "Provided ... designation" and add "in accordance with the DRI development Order #05-2003" after "approval process".</p> | <p>Yes</p> |
| <p><i>Policy 10J</i> To encourage mixed-use development, commercial and office development may also include a multi-family styled residential component. The residential portion of the development shall not be the primary use. The following incentives may be allowed in negotiating the development agreement for any mixed office/residential project:</p> | <p>No, but have to complete a substantial deviation to allow up to 2,500 dwelling units</p> | <p>Yes, but develop an allowable range for each land use category to permit flexibility in development and design and review permitted residential densities</p> |

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| <p>reduction in parking spaces; reduction in road impact fees; and increased building heights. The residential density shall not be less than 8 du/acre or exceed 20 du/acre as part of mixed use land development. Maximum intensity of commercial not previously specified shall not exceed 1,000,000 square feet with a maximum impervious surface area of .65. A minimum of 10% and a maximum of 33% of the Activity Center should be developed residential.</p> | | |
| <p><i>Policy 11J</i> Office park and research and development uses should be encouraged to locate at premium and high visibility sites within The Activity Center.</p> | <p>No, no development has taken place</p> | <p>Yes, but delete policy as statement should be within the "Special Area Plan" and not in the Comprehensive Plan</p> |
| <p><i>Policy 12J</i> The Deltona Activity Center is providing a key portion of the retail market for Deltona and West Volusia; therefore transit commercial may be located near the I-4 interstate interchange.</p> | <p>No, no development has taken place</p> | <p>Yes, but delete policy as statement should be within the "Special Area Plan" and not in the Comprehensive Plan</p> |
| <p><i>Policy 13J</i> Locate tourist accommodations in close proximity to the I-4 corridor and its interchange with SR 472/Howland Boulevard. Accommodations should also be in close proximity and have easy access to the office and industrial segments of The Deltona Activity Center.</p> | <p>No, no development has taken place</p> | <p>Yes, but delete policy as statement should be within the "Special Area Plan" and not in the Comprehensive Plan</p> |
| <p><i>Policy 14J</i> In order to facilitate both the regional commercial/retail and other retail activity, as well as the safe and efficient movement of auto traffic from one center/store to another, encourage the use of common access arrangements during the development review process for The Activity Center.</p> | <p>No, no development has taken place but Policy has been implemented through Ordinance # 14-2004, Design Standards</p> | <p>Yes, but delete policy as statement should be within the "Special Area Plan" and not in the Comprehensive Plan</p> |
| <p><i>Policy 15J</i></p> | | |

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| <p>Individual developments within The Activity Center shall be designed to provide visual compatibility and functional continuity with other adjacent developments within The Activity Center.</p> | <p>No, no development has taken place</p> | <p>Yes, but delete policy as statement should be within the "Special Area Plan" and not in the Comprehensive Plan</p> |
| <p><i>Policy 16J</i> New development (including redevelopment) should, at a minimum, be required to:</p> <ul style="list-style-type: none"> - provide for a unified appearance by utilizing such mechanisms as sign control (i.e. number, height, and display area), landscape screening/buffering requirements (i.e. width and composition), underground utilities, and building setbacks and height requirements; - use shared parking, access and loading facilities, as practical in an effort to reduce impervious surfaces; - promote pedestrian, vehicular (including mass transit) and non-vehicular movement throughout The Activity Center; - provide a network of unifying open spaces (said open spaces shall be in, or predominately in, a natural state) which promote linkage with other adjoining developments; - cluster in order to protect listed species and their habitat; - use common frontage/service roads; - use shared or joint facilities such as stormwater, bus stops, and utility easements. <p>It is not intended that each development within The Activity Center be aesthetically identical, but</p> | <p>No, no development has taken place but Policy has been implemented through Ordinance # 14-2004, Design Standards</p> | <p>Yes</p> |

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| compatible. | | |
| <p><i>Policy 17J</i> All uses within The Activity Center abutting residential areas shall be designed to minimize the disruptive effects of lighting, noise, and signage.</p> | No, no development has taken place but will be implemented through the Land Development Code and Ordinance # 10-2004, Illumination | Yes |
| <p><i>Policy 18J</i> Non-residential projects sharing a common boundary with an area planned for residential use shall be sensitive with the scale of a residential neighborhood. The design of non-residential uses should take into account adjacent residential styles (if existing), location of building masses, overall height, setbacks and areas in need of buffering.</p> | No, no development has taken place but will be implemented through the Land Development Code and Ordinance # 46-2004, Landscaping | Yes, but delete policy as statement should be within the "Special Area Plan" and not in the Comprehensive Plan |
| <p><i>Policy 19J</i> Encourage mixed use development such as during the development review process, whenever practical, to encourage complementary uses as part of office and "flex space" buildings as a business and worker amenity.</p> | No, no development has taken place but Land Development Code would have to be amended to allow the mixing of uses | Yes, but reword sentence |
| <p><i>Policy 20J</i> Encourage the creation of focal points so that the development can be centered around such features as plazas, parks, gardens, courtyards, recreation facilities, or other open space areas in the interior of large projects with commonly used development techniques.</p> | No, no development has taken place | Yes, but delete policy as statement should be within the "Special Area Plan" and not in the Comprehensive Plan |
| <p><i>Policy 21J</i> Promote development within The Activity Center which, protects and enhances the natural and built environment.</p> | Yes, should be citywide policy which is implemented through the Conservation Element and Ordinance #15-2004, Stormwater Facility Requirements | Yes, delete policy |
| <p><i>Policy 22J</i> The clustering of activities and structures shall be encouraged so as</p> | No, no development has taken place but Policy has | Yes, but delete policy as statement should |

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| <p>to promote open space areas.</p> | <p>been implemented through Ordinance # 14-2004, Design Guidelines</p> | <p>be within the "Special Area Plan" and not in the Comprehensive Plan</p> |
| <p><i>Policy 23J</i> Developments shall be designed to integrate wetlands and other environmentally sensitive lands into an open space network. This network should be linked to similar systems on the same property or adjacent properties, including parcels outside of The Activity Center.</p> | <p>Yes, it is a citywide policy implemented through Policy 7F of the Conservation Element</p> | <p>Yes, delete policy</p> |
| <p><i>Policy 24J</i> Where feasible, listed species and their habitat will remain undisturbed. If listed species and their habitat are impacted by development or plan, mitigation shall be required. Mitigation activities may include preservation, creation, restoration or management of like habitat, including creation or participation in a mitigation bank. A combination of the above-mentioned mitigation approaches shall also be considered. All mitigation plans on or off-site shall be in compliance as applicable with Federal, State, and local agencies. Mitigation plans shall be integrated into a linked-habitat management area to facilitate appropriate management and to afford long-term sustainability for listed species populations.</p> | <p>Yes, should be citywide policy which is implemented through the Conservation Element and Chapter 98, Natural Resources Protection</p> | <p>Yes, delete policy</p> |
| <p><i>Policy 25J</i> Open space and listed habitat areas will be identified prior to the issuance of a development order/permit for individual projects to promote the overall intent of The Activity Center concept. The open-space designation will also be utilized in identifying areas for habitat preservation or mitigation. The open-space areas may allow the following or similar uses: public places, retention, landscaping or tree</p> | <p>Yes, should be citywide policy which is implemented through the Conservation Element and Chapter 98, Natural Resources Protection</p> | <p>Yes, delete policy</p> |

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| <p>protection, passive recreation, or habitat protection. If the open-space is utilized for habitat purposes, site plans or development agreements will identify these areas for such purposes, and restrict future usage in these areas.</p> | | |
| <p><i>Policy 26J</i> All mitigation activities for listed species shall include a management plan intended to ensure the long term vitality of listed species populations.</p> | <p>Yes, should be citywide policy which is implemented through the Conservation Element and state requirements</p> | <p>Yes, delete policy</p> |
| <p><i>Policy 27J</i> All landscaping plans shall be required to utilize water-efficient landscaping techniques. Water-efficient landscaping techniques include the utilization of plants indigenous to the subject physiographic area of the City, strategic locations of plants, water-efficient irrigation systems, water reuse systems, and maintenance of native vegetation stands.</p> | <p>Yes, should be citywide policy which is implemented through Objective 2, Infrastructure Element, the Conservation Element and the County Water Wise Irrigation Ordinance</p> | <p>Yes, delete policy</p> |
| <p><i>Policy 28J</i> Promote cooperation and coordination between governmental jurisdictions and agencies when reviewing development proposals.</p> | <p>Yes, should be citywide policy which is implemented through the Intergovernmental Coordination Element</p> | <p>Yes, delete policy</p> |
| <p><i>Policy 29J</i> The City shall, in cooperation with the Florida Department of Transportation and Volusia County, evaluate the impacts of specific land development proposals upon future improvements to the Interstate interchange. Development approvals shall be designed to protect land critical for future interchange improvements.</p> | <p>Yes, should be citywide policy which is implemented through the Intergovernmental Coordination Element</p> | <p>Yes, delete policy</p> |
| <p><i>Policy 30J</i> The Future Land Use Map serves as a guide in locating land uses. Public facilities and support uses are not shown on the map, but they may be allowed under the various land use</p> | <p>Yes, should be citywide policy</p> | <p>Yes, move to a more appropriate location within the Future Land Use Element</p> |

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| <p>categories. A public use is not necessarily required to meet the minimum acreage required by the Future Land Use category provided that said use contains sufficient land area to serve the intended purpose.</p> | | |
| <p><i>Policy 31J</i> The Florida Game and Freshwater Fish Commission, the U.S. Fish and Wildlife Service, or other appropriate agencies shall be notified of any land development proposal within The Deltona Activity Center that may impact listed species or associated habitat. If deemed appropriate, the City shall coordinate with State and Federal agencies to ensure the proper management of listed species occurring in The Deltona Activity Center.</p> | <p>Yes, should be citywide policy which is implemented through the Intergovernmental Coordination and Conservation Elements and Chapter 98, Natural Resources Protection</p> | <p>Yes, delete policy</p> |
| <p><i>Policy 32J</i> Promote development which enhances the economic base of the City.</p> | <p>Yes</p> | <p>Yes, delete policy as it is a generally accepted practice</p> |
| <p><i>Policy 33J</i> The City shall attract and promote development within The Activity Center in a manner that is consistent with the City's vision statement.</p> | <p>Yes, should be citywide policy</p> | <p>Yes, delete or move policy to a more appropriate location within the Future Land Use Element</p> |
| <p><i>Policy 34J</i> The City shall explore (if City funds are utilized) various funding alternatives for the construction of required infrastructure. Examples of these financial mechanisms may include, but may not be limited to, Special Assessment Districts, Economic Development Administration Grants, and Tax Increment Financing Programs.</p> | <p>Yes, should be citywide policy</p> | <p>Yes, delete or move policy to a more appropriate location within the Capital Improvements Element</p> |
| <p><i>Policy 35J</i> The City shall consider conducting a study to determine the feasibility of applying a Special Assessment District, or other development and financing tools for the antiquated</p> | <p>In process</p> | <p>Yes, but reword policy</p> |

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| subdivisions inside The Activity Center for the purpose of installing the required infrastructure necessary to make the lots attractive for consolidation. | | |
| <i>Policy 36J</i> The City, in conjunction with the County and affected landowners, shall strive to construct, if warranted, thoroughfares/roadways traversing the Activity Center which parallel existing thoroughfares. | No, no development has taken place but a bond issue to widen Normandy and Ft. Smith | Yes, but during the site planning process – delete policy |
| <i>Policy 37J</i> Development of educational facilities within the Deltona Activity Center shall be limited to development sites less than of 20 acres in gross size. | No, no development has taken place | Yes, but policy would have to be implemented thorough the Volusia County School District |

11. Objective K

Objective K of the Future Land Use Element is as follows:

“Promote development and programs which are designed to alleviate traffic congestion.”

This Objective is implemented through the Land Development Code and other local or regional studies.

In order to evaluate the City’s success in achieving Objective K, an analysis of the extent to which its supporting policies (Policies 1K through 10K) have been implemented was conducted. A summary of this analysis is provided in Table 3-11 below.

**Table 3-11
Future Land Use Element Objective K Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
|--|--|---|
| <i>Policy 1K</i> The City shall, in cooperation with the appropriate agencies, seek to promote mass transit service and pedestrian access to The Activity Center. | Yes, should be citywide policy which is implemented through the Transportation Element | Yes, coordination with VoTran is ongoing. |

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| <p><i>Policy 2K</i> Mixed use buildings and projects shall be encouraged within a development in order to provide internal trip capture.</p> | <p>No, no mixed use development has taken place</p> | <p>Yes, policy should be maintained and strengthened</p> |
| <p><i>Policy 3K</i> The City shall study other methods of promoting traffic reduction, which may include, but may not be limited to, the feasibility of adopting a traffic reduction ordinance, requiring a transportation management agreement as a condition of project approval, the formation of traffic management areas, and the possible establishment of a transportation concurrency management area.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 4K</i> Site planning/design for proposed projects shall, as a condition of approval by the City, facilitate and encourage the internal movement of mass transit vehicles (only where the size/intensity of the proposed development warrants such considerations), and provide preferential off-street parking locations for carpool and vanpool usage.</p> | <p>Yes, should be citywide policy which is implemented through the Transportation Element and Chapter 96</p> | <p>Yes, delete policy in FLUE and have general policy in the Transportation Element</p> |
| <p><i>Policy 5K</i> Commercial development which demonstrates appropriate pedestrian linkages, internal trip captures, and reduced impact on thoroughfare roads shall be encouraged.</p> | <p>Yes</p> | <p>Yes, delete policy in FLUE and have general policy in the Transportation Element</p> |
| <p><i>Policy 6K</i> The City shall coordinate with FDOT and Voltran (Lynx as appropriate) to identify appropriate sites and establish an area inside the Activity Center for a multi-modal transportation facility such as a high occupancy vehicle facility that may be developed along I-4 and/or to serve other regional mass transit uses.</p> | <p>No, should be a citywide policy</p> | <p>Yes, delete policy in FLUE and have general policy in the Transportation Element</p> |
| <p><i>Policy 7K</i> Encourage beneficial development</p> | <p>Yes</p> | <p>Yes</p> |



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| patterns during the development review process whenever practical, so that complementary uses can be located in close proximity to facilitate pedestrian travel. | | |
| <i>Policy 8K</i> Locate tourist accommodations in close proximity to and with ease of access to restaurants, and encourage convenient pedestrian and local road access from lodging facilities to restaurants. | No | Yes, but delete policy as is too general and unnecessary |
| <i>Policy 9K</i> Develop incentives such as in the Land Development Code and other ordinances, for the co-location of lodging facilities with restaurants such as, but not limited to, off-street parking requirements and road impact fees. | No | Yes, but delete policy as is too general and unnecessary |
| <i>Policy 10K</i> The required number of parking spaces may be reduced by 10%, if a project is located on a bus route and provides bus stop accommodations. Additional reductions may be considered, if a non-residential project is part of a mixed-use development that includes residential uses. | No, but should be through Chapter 110, Zoning, Article VIII. Supplementary Regulations | Yes |

Objective L

Objective L of the Future Land Use Element is as follows:

“The placement of Public/Semi-public/Conservation and Recreation land uses will be compatible with surrounding land uses and promote future development.”

This Objective is implemented through the Comprehensive Plan and the Land Development Code.

In order to evaluate the City’s success in achieving Objective L, an analysis of the extent to which its supporting policies (Policies 1L through 4L) have been implemented was conducted. A summary of this analysis is provided in Table 3-12 below.



**Table 3-12
Future Land Use Element Objective L Achievement Status**

| Policy or Policy Summary | Implemented? | Relevant |
|---|---------------------------------|------------|
| <p><i>Policy 1L</i> Schools and other education uses (not including day care and private kindergartens), hospitals, public buildings and grounds, fire and police stations, libraries, community centers, stadiums, water treatment, sewer treatment, armories and reserve centers, public utility plants and transmission stations, and correctional facilities and uses are "Public/Semi-Public Land Uses", and shall be grouped and so designated on the Future Land Use Map.</p> <p>For the future development or expansion of sites for such public land uses are allowed in other compatible future land use designations the following location restrictions should be used:</p> <p>(SEE CHART)</p> <p>Development of such public/semi-public uses shall adhere to the density and intensity limitations established with the appropriate future land use designation, and concurrency management requirements and to other adopted policies guiding land development.</p> | <p>Yes, through Chapter 110</p> | <p>Yes</p> |
| <p><i>Policy 2L</i> Public parks, public and private golf courses, tennis and racquetball centers and facilities, playgrounds, softball, baseball, football and soccer fields and associated concessions, parking and facilities, walking, jogging, and bike paths with exclusive right of way, and other similar facilities and uses are "Recreation</p> | <p>Yes, through Chapter 110</p> | <p>Yes</p> |

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| <p>Land Uses”, and shall be so designated on the Future Land Use Map.</p> | | |
| <p><i>Policy 3L</i> Lakes and lake shores lying below established high water elevations, flood plains, jurisdictional wetland, public well fields and primary wellhead protection zones, habitat management areas for endangered or threatened vegetation or wildlife, conservation easements and similar environmental protection uses and zones are “Conservation Land Uses”, and will be grouped and so designated on the Future Land Use Map.</p> | <p>Yes, through Chapter 110</p> | <p>Yes</p> |
| <p><i>Policy 4L</i> Encourage the collection of public facilities such as parks, libraries, and recreation or community centers with schools when planning and reviewing a proposed site for new or expanded school facilities.</p> | <p>Yes, through the Intergovernmental Coordination and Public Schools Elements</p> | <p>Yes</p> |



3.2 Transportation Element

Goal 1

The City of Deltona shall develop programs to ensure that current and future land uses are served by an adequate thoroughfare system.

Objective A

Objective A of the Transportation Element is as follows:

“From the time of plan adoption the City of Deltona shall continue to coordinate with the Florida Department of Transportation, Volusia County, VOTRAN and implement programs as appropriate to provide a safe, convenient, and efficient motorized and non-motorized transportation system.”

This Objective is implemented through the Land Development Code and the Intergovernmental Coordination Element of this Comprehensive Plan.

In order to evaluate the City’s success in achieving Objective A, an analysis of the extent to which its supporting policies (Policies 1A through 13A) have been implemented was conducted. A summary of this analysis is provided in Table 3-13 below.

**Table 3-13
Transportation Element Objective A Achievement Status**

| Policy | Implemented? | Relevant |
|--|---|----------|
| Policy 1A The City of Deltona shall develop and will maintain | Yes, through Chapter 96, Deltona Code of Ordinances | Yes. |

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| land use regulations designed to protect existing and future rights-of-way necessary for thoroughfare system improvement. | | |
| <i>Policy 2A</i> The City of Deltona shall coordinate and cooperate with the FDOT to limit access to the State thoroughfare system in order to facilitate efficient traffic flow and enhance State thoroughfare system capacity. | Yes, through Chapter 96, Deltona Code of Ordinances | Yes. |
| <i>Policy 3A</i> The City of Deltona shall designate a City-wide network of thoroughfare system corridors. | Yes, see Thoroughfare Map 2-7 in the Transportation Element | Yes. |
| <i>Policy 4A</i> The City of Deltona shall maintain land use regulations for safe and efficient transportation. | Yes, however this policy is vague and ambiguous and should be revised to be measurable and meaningful. | Yes, if revised. |
| <i>Policy 5A</i> The City of Deltona shall require applicants for new development proposals to dedicate the right-of-way necessary for future thoroughfare system improvements at the time of development approval as determined in the City's land development regulations. | Yes, through Chapter 96, Deltona Code of Ordinances | Yes. |
| <i>Policy 6A</i> The City of Deltona shall coordinate major thoroughfare system improvements with the Volusia County Metropolitan Planning Organization (MPO) and with the appropriate local municipalities. | Yes, the City has worked with the MPO regarding funding and planning for the improvements currently under construction on Normandy Blvd. | Yes. |
| <i>Policy 7A</i> The City of Deltona shall | Not implemented. This policy should be revised to | Yes, with revisions. |

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| consider providing incentives which encourages compact urban development. | state that the City will provide incentives which encourages compact urban development in the appropriate places. | |
| <i>Policy 8A</i> The City of Deltona shall work cooperatively with the MPO in their efforts at developing efficient and cost effective mass transit and other ride sharing programs. | Not implemented. No changes recommended. | Yes. |
| <i>Policy 9A</i> The City of Deltona shall implement programs directed toward monitoring surface road condition and maintaining such condition in an acceptable, safe driving condition. | Yes, the City implements these programs through the Public Works department. | Yes. |
| <i>Policy 10A</i> The City of Deltona shall coordinate with the MPO to develop a City-wide bicycle and pedestrian paths and a master trails plan. | No, but will coordinate through MPO | Yes. |
| <i>Policy 11A</i> The City of Deltona shall maintain land use regulations for the safe and efficient movement of pedestrians with all new development proposals. | Yes, through Chapters 96 and 106 of the Deltona Code of Ordinances. | Yes. |
| <i>Policy 12A</i> The City of Deltona shall obtain accident data for major arterial thoroughfares. Analysis of accident data shall be provided with future updates of the Transportation Element. | Yes. | Yes. |

Objective B

Objective B of the Transportation Element is as follows:

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“The City of Deltona shall provide for the separation of local traffic from through traffic to facilitate efficient and safe vehicular movement.”

This Objective is implemented through Chapter 96 of the Code of Ordinances.

In order to evaluate the City’s success in achieving Objective A, an analysis of the extent to which its supporting policies (Policies 1A through 13A) have been implemented was conducted. A summary of this analysis is provided in Table 3-14 below.

**Table 3-14
Transportation Element Objective B Achievement Status**

| Policy | Implemented? | Relevant |
|---|---|------------------|
| <i>Policy 1B</i> Traffic circulation shall be coordinated with the Future Land Use Element to ensure compatibility between land use and the thoroughfare system necessary to support it. | Yes, through Chapter 96, Deltona Code of Ordinances | Yes. |
| <i>Policy 2B</i> Residential neighborhoods shall be buffered from the impacts of high volume thoroughfare systems. | No. This policy is not realistic and should be revised to state that the residential neighborhoods shall be protected to the greatest extent possible from the impacts of improvements to high volume thoroughfare systems. | Yes, if revised. |
| <i>Policy 3B</i> Frontage or rear access roads shall be considered with development proposals, as determined by the City’s land development regulations. | No. Chapter 96, Deltona Code of Ordinances requires cross access easements to limit the number of curb cuts, but the Code does not mandate frontage roads. | Yes |
| <i>Policy 4B</i> The City of Deltona shall coordinate major thoroughfare system improvements with the MPO and with the appropriate local municipalities. | Yes. This policy is a duplicate of Policy 10A and should be deleted. | No. |
| <i>Policy 5B</i> | No. The City is currently | Yes. |

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| <p>The City of Deltona should adopt a Five Year Road Program, to be reflected in the Capital Improvements Element that will provide the capacity necessary to relieve backlogged City roads. In the event that revenues collected from transportation impact fees fall short of projections, and the need arises to delay any of the identified capacity projects, the City of Deltona shall amend the Transportation Element through coordination with the Florida Department of Transportation and Volusia County, and performing speed delay studies to more accurately evaluate the level of service on the backlogged roads. If such studies do not indicate an improved level of service on the effected backlogged road, the City of Deltona shall temporarily defer the issuance of development orders having direct impact on the facility which cannot be corrected through implementation of a Traffic Action Mitigation Plan as identified in the Capital Improvements Element until such time that the level of service has been improved to the acceptable level.</p> | <p>preparing a Transportation Study which is anticipated to be complete by June 2008. It is recommended that the City will add a new policy to implement the recommendations of the Transportation Study.</p> | |
| <p><i>Policy 6B</i> The City of Deltona shall require applicants for development proposals as determined by the City's land development regulations, to dedicate the appropriate right-of-way necessary for future thoroughfare system improvements at the time of development approval.</p> | <p>Yes, through Chapter 96, Deltona Code of Ordinances</p> | <p>Yes.</p> |



Objective C

Objective C of the Transportation Element is as follows:

“By 2003, the City of Deltona shall coordinate with other local governments through the transportation impact fee committees, and the MPO, and through site plan review to provide a coordinated system of arterials, collectors, and local streets.”

This Objective is implemented through Chapter 96 of the Code of Ordinances.

In order to evaluate the City’s success in achieving Objective A, an analysis of the extent to which its supporting policies (Policies 1A through 13A) have been implemented was conducted. A summary of this analysis is provided in Table 3-15 below.

**Table 3-15
Transportation Element Objective C Achievement Status**

| Policy | Implemented? | Relevant |
|---|---|----------|
| <i>Policy 1C</i> The City of Deltona shall coordinate major thoroughfare system improvements with the MPO and the appropriate local governments. | Yes. This policy is a duplicate of Policy 10A and 4B and should be deleted. | No. |
| <i>Policy 2C</i> The City of Deltona shall require new development proposals to dedicate the appropriate right-of-way necessary for future thoroughfare system improvements at the time of development approval, as determined by the City’s land development regulations. | Yes. This policy is a duplicate of Policy 6B and should be deleted. | No. |
| <i>Policy 3C</i> The City of Deltona Transportation Element shall be coordinated with the Future Land Use Element to ensure compatibility between land use and the thoroughfare system necessary to support it. | Yes. | Yes. |
| <i>Policy 4C</i> The City of Deltona shall maintain land use regulations | Yes, through Chapter 96, Deltona Code of Ordinances | Yes. |

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| <p>which provide for the continuation of the thoroughfare system.</p> | | |
| <p><i>Policy 5C</i> The City of Deltona shall maintain land use regulations which provide for the safe and efficient movement of local traffic and which discourage through traffic on residential streets.</p> | <p>Yes, through Chapter 96, Deltona Code of Ordinances</p> | <p>Yes.</p> |
| <p><i>Policy 6C</i> The City of Deltona shall develop and maintain a thoroughfare system which accommodates demand at an acceptable level of service.</p> | <p>Yes, through concurrency regulations – Chapter 86, Deltona Code of Ordinances</p> | <p>Yes.</p> |
| <p><i>Policy 7C</i> By 2003, the City of Deltona, in cooperation with Volusia County and the MPO, shall create a master roadway plan to support development of the Activity Center. The Master Plan shall provide for a systematic, efficient and ecologically sound looped roadway system adequate to support development of the Activity Center at its full development potential. The City shall also maintain it's ongoing efforts with Volusia County and FDOT to improve transportation access to the Activity Center, I-4 and the planned improvements to the SR472 interchange. The City shall also require developments within the Activity Center to make maximum use of viable existing and planned Activity Center roadway and transportation system facility improvements, that are consistent with transportation system improvement plans of the City, Volusia County, FDOT, and the MPO.</p> | <p>Yes. it is recommended that only the first sentence of the Policy be kept and the remainder deleted. Also delete date.</p> | <p>No.</p> |



Objective D

Objective D of the Transportation Element is as follows:

“The City of Deltona shall establish, achieve and maintain peak hour level of service standards on the thoroughfare system.”

This Objective is implemented through Chapter 86 of the Code of Ordinances and the Land Development Code.

In order to evaluate the City’s success in achieving Objective A, an analysis of the extent to which its supporting policies (Policies 1D through 13D) have been implemented was conducted. A summary of this analysis is provided in Table 3-16 below.

**Table 3-16
Transportation Element Objective D Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 1D</i> The City of Deltona shall utilize the most recent highway capacity tables offered by the Florida Department of Transportation as a guide in the determination of local Thoroughfare System Capacity with all future updates of the Transportation Element. The City may prepare a more detailed traffic capacity analysis if determined necessary.</p> | <p>Yes, through Chapter 86, Deltona Code of Ordinances</p> | <p>Yes</p> |
| <p><i>Policy 2D</i> For those roadway facilities which indicate a lower level of service than the adopted standard, based on the Level of Service Roadway Segment Table, used by the City of Deltona, and are not scheduled in either the FDOT or Volusia County Five Year Road Program, the City of Deltona shall perform an evaluation at the request and expense of the developer to provide evidence that the roadway is operating at an acceptable peak hour level of service and that the proposed use would not lower the</p> | <p>Yes, through Chapter 86, Deltona Code of Ordinances</p> | <p>Yes</p> |

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| level of service below the acceptable standard. | | |
| <p><i>Policy 3D</i> The City shall adopted and maintain peak hour level of service standards for identified roadway segments within the City as presented on the LOS Roadway Segment Table.</p> | Yes, through Chapter 86, Deltona Code of Ordinances | Yes. |
| <p><i>Policy 4D</i> Unless a thoroughfare is designated separately within the LOS Roadway Segment Table of this document for a level of service standard, the City of Deltona shall establish the following <i>PM</i> peak hour level of service standards for streets which are within the designated urban area boundaries as shown on the Future Transportation Map and are considered neither constrained or backlogged. (SEE CHART)</p> | No. The City of Deltona doesn't have any arterials or collector roads that aren't on the Thoroughfare Map. It is recommended that this Policy be revised and the LOS Table be revised to a lower LOS for local roadways. | Yes. |
| <p><i>Policy 5D</i> A local road level of service standard is 400 trips per day or 40 peak hour trips, per 1,000 feet of residential block in areas of up to 5 dwellings units per acre. Areas of higher density 6-10 dwelling units per acre is 700 trips per day, per 1,000 feet.</p> | No. This Policy should be revised to reflect an LOS standard A through F which is the method the State uses for measuring LOS on roadways. | Yes. |
| <p><i>Policy 6D</i> Based on a demonstrated public need, the City Commission may grant the School Board an exemption to the transportation maximum level of service requirements for local roads as otherwise required by policies 4D and 5D of the Transportation Element to permit the School Board to appropriately develop a new or improve an existing public elementary or public middle school</p> | Yes. It is recommended that this Policy be revised to include language that will ensure it is implemented through the City of Deltona Land Development Code. | Yes. |

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| <p>in Deltona. The School Board shall submit to the City an acceptable traffic impact analysis study (TIA), including a analysis of on and off site transportation facilities improvements needed to minimize transportation system impacts. The City shall consider the findings of the TIA, during the consideration of a local road level of service exemption request.</p> | | |
| <p><i>Policy 7D</i> All new educational facilities in Deltona should be accessible from at least two public streets, to reduce facility traffic impacts and to improve public safety. New private educational facilities shall be located on a collector or arterial roadway. New public educational facilities shall, to the maximum extent possible, be located on or directly accessible from a collector or arterial roadway.</p> | <p>Yes.</p> | <p>Yes.</p> |
| <p><i>Policy 8D</i> The City of Deltona shall encourage, through their representation on the MPO, funding for congested areas within Deltona to improve traffic operations.</p> | <p>Yes. This Policy should be revised to include "and the support of regional transportation studies and planning efforts" after "their representation on the MPO".</p> | <p>Yes.</p> |
| <p><i>Policy 9D</i> The City of Deltona shall develop criteria by which to functionally classify all City maintained thoroughfares. Until such time that the criteria is developed and accepted, Functional Classification of the City maintained thoroughfare system shall be as shown on the Future Transportation Map.</p> | <p>Yes. This Policy has been completed and is no longer needed. It is recommended to delete this Policy.</p> | <p>No.</p> |
| <p><i>Policy 10D</i> The City of Deltona's Future Transportation Map may be eligible for improvements as</p> | <p>Yes.</p> | <p>Yes.</p> |

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| <p>provided for in the Transportation Impact Fee Ordinance. For those thoroughfares on the Future Transportation Map which are City maintained, eligibility for the use of City transportation impact fees shall be considered by the City Commission.</p> | | |
| <p><i>Policy 11D</i> In the evaluation of proposed changes in land use, the existing design of the thoroughfare system shall be considered in addition to its functional classification to evaluate the impacts of the land use change on the operation of the thoroughfare system.</p> | <p>Yes, through Chapter 86, Deltona Code of Ordinances</p> | <p>Yes.</p> |
| <p><i>Policy 12D</i> The City of Deltona shall coordinate with the FDOT, the MPO, and the ECFRPC to designate streets as constrained. The City of Deltona may allow development to occur along the constrained streets that are located within the urban area boundaries of the Transportation Map which will not increase peak hour traffic volumes by more than 10 percent above the most recent traffic count prior to adoption of the Comprehensive Plan.</p> | <p>Not implemented. Map should be updated to identify constrained facilities through the transportation study.</p> | <p>Yes.</p> |
| <p><i>Policy 13D</i> The City of Deltona shall, through their representation on the MPO, pursue the construction of SR 472 from Interstate 4 to Howland Boulevard. Construction of this segment of SR 472 will provide relief to that section of Howland Boulevard.</p> | <p>Yes. This Policy has been completed and is no longer needed. It is recommended that this Policy be deleted.</p> | <p>No.</p> |
| <p><i>Policy 14D</i> The City of Deltona shall coordinate any changes in its adopted level of service standards with the FDOT, the MPO, Volusia County, local municipalities and</p> | <p>Yes.</p> | <p>Yes.</p> |



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| the ECFRPC. | | |
| <p><i>Policy 15D</i> The City shall develop, in conjunction with other local governments adjacent to the City of Deltona, a permit tracking system. This system shall provide each jurisdiction, on a timely basis, information on development/building activity. The information will be used to determine whether area wide levels of service are being maintained.</p> | <p>No. The City is currently creating a Concurrency Management System which will be ready by June 2008. The CMS is for the City of Deltona only. This Policy should be revised to delete the words "in conjunction with other local governments adjacent to the City of Deltona".</p> | <p>Yes.</p> |
| <p><i>Policy 16D</i> The City of Deltona shall include all capacity related thoroughfare system improvements which are funded for construction in the first three years of the Florida Department of Transportation Five Year Road Program, the Volusia County Capital Improvement program and those funded for construction in the first three years of the City of Deltona Capital Improvements Program, in the inventory of existing facilities and shall consider the planned capacity as existing for the purpose of determining concurrency.</p> | <p>Yes, through Chapter 86, Deltona Code of Ordinances</p> | <p>Yes.</p> |

Objective E

Objective E of the Transportation Element is as follows:

"The City of Deltona shall consider the need for future traffic operation measures in the design of all major thoroughfare system improvements."

This Objective is implemented through this Comprehensive Plan.

In order to evaluate the City's success in achieving Objective A, an analysis of the extent to which its supporting policies (Policies 1E through 6E) have been implemented was conducted. A summary of this analysis is provided in Table 3-17 below.

Table 3-17



Transportation Element Objective E Achievement Status

| Policy | Implemented? | Relevant |
|---|---|-----------------|
| <p><i>Policy 1E</i> The City shall develop appropriate methodology for and implement the Florida Standard Urban Transportation Model Structure (FSUTMS) to evaluate the transportation system.</p> | <p>Yes. This Policy has been completed and is no longer needed. It is recommended that this Policy be deleted.</p> | <p>No.</p> |
| <p><i>Policy 2E</i> The City of Deltona shall encourage, through their representation on the MPO the provision of adequate_funding for congested areas of the City.</p> | <p>Yes. This Policy is redundant and should be combined with Policy 8D.</p> | <p>Yes.</p> |
| <p><i>Policy 3E</i> The City of Deltona shall maintain an inventory of all signalized intersections for which it has responsibility.</p> | <p>Yes. This Policy should be deleted.</p> | <p>No.</p> |
| <p><i>Policy 4E</i> The City of Deltona shall establish an inventory of all signalized intersection dimensions for which it has responsibility and study the effectiveness of improved signal timing in the design of all major thoroughfare system improvements_</p> | <p>No. The City of Deltona is currently preparing intersection analysis which will be complete by June 2008.</p> | <p>Yes.</p> |
| <p><i>Policy 5E</i> The City of Deltona shall study undertaking feasible intersection improvements as an interim solution to existing thoroughfare system deficiencies.</p> | <p>Yes.</p> | <p>Yes.</p> |
| <p><i>Policy 6E</i> The City of Deltona shall coordinate with the MPO to ensure that the provision of mass transit is considered in lieu of or as part of major highway construction projects.</p> | <p>Yes. This Policy should be revised to add that "The City shall coordinate will the MPO, <u>VOTRAN</u> and <u>FDOT</u>"</p> | <p>Yes.</p> |



Objective F

Objective F of the Transportation Element is as follows:

“The City of Deltona shall coordinate traffic circulation with both the Conservation and Future Land Use Elements and thereby direct development of the thoroughfare system in areas consistent with the Conservation and Future Land Use Elements of the Comprehensive Plan and the City’s minimal environmental standards.”

This Objective is implemented through the elements of this Comprehensive Plan.

In order to evaluate the City’s success in achieving Objective A, an analysis of the extent to which its supporting policies (Policies 1F and 2F) have been implemented was conducted. A summary of this analysis is provided in Table 3-18 below.

**Table 3-18
Transportation Element Objective F Achievement Status**

| Policy | Implemented? | Relevant |
|---|--------------|----------|
| <i>Policy 1F</i> The City of Deltona shall mitigate the potential environmental impacts of major thoroughfare system improvements. | Yes. | Yes. |
| <i>Policy 2F</i> The City of Deltona shall coordinate its thoroughfare system with the Conservation and Natural Resources Element of the City of Deltona to ensure that there is compatibility and that environmentally sensitive areas are protected from the impacts of the thoroughfare system. | Yes | Yes. |

Objective G

Objective G of the Transportation Element is as follows:

“The City of Deltona shall coordinate with the transportation and related plans and programs of the MPO, the FDOT, the ECFRPC, the St. Johns River Water Management District (SJRWMD), the U.S. Army Corps of Engineers, the Federal Aviation Administration, VOTRAN, Volusia County, local municipalities and all other affected agencies.”

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This Objective is implemented through the Intergovernmental Coordination Element of this Comprehensive Plan.

In order to evaluate the City's success in achieving Objective A, an analysis of the extent to which its supporting policies (Policies 1G through 4G) have been implemented was conducted. A summary of this analysis is provided in Table 3-19 below.

**Table 3-19
Transportation Element Objective G Achievement Status**

| Policy | Implemented? | Relevant |
|--|---|-----------------|
| <p><i>Policy 1G</i> The City of Deltona shall coordinate transportation plans and studies with the MPO, local municipalities, Volusia County and the FDOT in the development of its Five Year Road Programs.</p> | Yes. | Yes. |
| <p><i>Policy 2G</i> The City of Deltona shall continue to involve the citizens and those affected agencies in the development and implementation of its Five Year Road Programs.</p> | Yes | Yes. |
| <p><i>Policy 3G</i> The City of Deltona shall coordinate with the MPO, the FDOT, the ECFRPC, the SJRWMD, the U.S. Army Corps of Engineers, the Federal Aviation Administration, VOTRAN, local municipalities and affected agencies in the City for comments on all major thoroughfare system improvements.</p> | Yes | Yes. |
| <p><i>Policy 4G</i> Deltona shall strive towards the coordination of a public transit system to help meet the City's transportation needs and at an acceptable level of service.</p> | No, the Land Development Code does not currently contain transit review requirements. | Yes |



Objective H

Objective H of the Transportation Element is as follows:

“The City of Deltona shall coordinate with and assist the Volusia County Metropolitan Planning Organization (MPO), the Volusia County Council, the Florida Department of Transportation, and other transit related agencies in their efforts to provide efficient and cost effective mass transit, semi-public, para-transit, and passenger amenities services within the City.”

This Objective is implemented through the Intergovernmental Coordination Element of this Comprehensive Plan.

In order to evaluate the City’s success in achieving Objective A, an analysis of the extent to which its supporting policies (Policies 1H through 4H) have been implemented was conducted. A summary of this analysis is provided in Table 3-20 below.

**Table 3-20
Transportation Element Objective H Achievement Status**

| Policy | Implemented? | Relevant |
|--|---|-----------------|
| <i>Policy 1H</i> By 2003, Deltona shall coordinate with the Volusia County MPO, Volusia Transit Authority (VOTRAN), and the Florida Department of Transportation to ensure efficient mass transit availability to residents of Deltona. | No, the transit that is currently available to the residents of Deltona is not efficient. This policy should be updated to include meaningful ways the City can encourage efficient transit for the residents and to change the date to 2009. | Yes. |
| <i>Policy 2H</i> Deltona shall coordinate with the Volusia County MPO and VOTRAN to ensure the transportation disadvantaged population is adequately served by transit. | No, the transit that is currently available to the residents of Deltona is not efficient. This policy should be updated to include meaningful ways the City can encourage efficient transit for the residents. | Yes. |
| <i>Policy 3H</i> Where appropriate City transportation projects, new or expanded, shall include: bicycle facilities, sidewalks (except in controlled access facilities), | Yes, through Chapter 96 Improvements and Chapter 110-810 Parking/Loading with the exception of “passenger shelters for both public and private bus | Yes. |

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| parking bays for buses, and passenger shelters for both public and private bus or ride sharing programs. | or ride sharing programs.” | |
| <i>Policy 4H</i> The City as a non-mass transit service provider shall adopt a mass transit level of service consistent with VOTRAN and Volusia County MPO based upon their ability to provide mass transit. | No. Although the City is not a service provider the City will adopt a mass transit level of service with the EAR-Based Comprehensive Plan Amendments. | Yes. |

Objective I

Objective I of the Transportation Element is as follows:

“The City shall evaluate all other concurrency alternatives in the event that peak hour LOS standards for transportation facilities, counter land use planning and public policy goals that conflict with the requirement for adequate public facilities and services or discourages infill development and redevelopment. The concurrency alternatives shall be consistent with Rule 9J-5.0055, F.A.C.”

This Objective is implemented through the City’s Concurrency Management System.

In order to evaluate the City’s success in achieving Objective A, an analysis of the extent to which its supporting policies (Policies 11 through 71) have been implemented was conducted. A summary of this analysis is provided in Table 3-21 below.

**Table 3-21
Transportation Element Objective I Achievement Status**

| Policy | Implemented? | Relevant |
|--|--|-----------------|
| <i>Policy 11</i> Pursuant to Rule 9J-5.0055(7), F.A.C., the City may consider, as applicable, an exception from the concurrency requirement as found on Table 2-2 for transportation facilities if the proposed development is otherwise consistent with the adopted local government comprehensive plan and is a project that promotes | No, these areas should be identified on the Future Land Use Map. | Yes. |

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| <p>public transportation or is located within an area designated in the comprehensive plan for:</p> <ol style="list-style-type: none"> 1. Urban Infill Development, 2. Urban redevelopment, or 3. Downtown revitalization. | | |
| <p><i>Policy 2l</i> Pursuant to Rule 9J-5.0055(3)(c)(6)(a&b) F.A.C., and Chapter 163.3180(6), F.S., de minimis impact that, alone or in combination with other similar or lesser impacts, will not cause significant degradation of the existing level of service on a transportation facility is consistent with this part. The City of Deltona may consider adopting methodologies to encourage de minimis impacts on transportation facilities within an existing urban service area. When those impacts will not in combination exceed a significant degradation threshold of one (1) percent of the maximum volume at the adopted level-of-service standard of the affected transportation facility based on the adopted level-of-service standard.</p> | <p>No, this Policy is confusing and not meaningful. This Policy should be revised to clarify the intent.</p> | <p>Yes.</p> |
| <p><i>Policy 3l</i> In order to promote infill development and redevelopment, one or more transportation concurrency management areas may be designated by the City. A transportation concurrency management area must be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. The City shall</p> | <p>No, the City will be evaluating the need to designate a Transportation Concurrency Management Area in the transportation study that is currently being written.</p> | <p>Yes.</p> |

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| <p>establish an area-wide level-of-service standard for such a transportation concurrency management area base upon an analysis that provides for a justification for the area-wide level of service, how urban infill development or redevelopment will be promoted, and how mobility will be accomplished within the transportation concurrency management area. The City should evaluate the need for a designated transportation concurrency management area(s) with the next five years.</p> | | |
| <p><i>Policy 4l</i> When assessing the transportation impacts of proposed urban redevelopment within an established existing urban service area, 110 percent of the actual transportation impact caused by the previously existing development must be reserved for the redevelopment, even if the previously existing development has a lesser or non-existing impact pursuant to the calculations of the local government. Redevelopment requiring less than 110 percent of the previously existing capacity shall not be prohibited due to the reduction of transportation levels of service below the adopted standards. This does not preclude the appropriate assessment of fees or accounting for the impacts within the concurrency management system and capital improvements program of the affected local government. This paragraph does not affect local government requirements for appropriate development permits.</p> | <p>No, the City has not established urban service areas. This Policy should be deleted due to the fact that it is poorly written and confusing.</p> | <p>No.</p> |
| <p><i>Policy 5l</i> The City may adopt a long-term</p> | <p>No, the City of Deltona is currently developing a</p> | <p>Yes.</p> |

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| <p>transportation concurrency management system with a planning period of up to 10 years for specially designated districts where significant backlogs exist. The plan may include interim level-of-service standards on certain facilities and may rely on the local governments' schedule of capital improvements for up to 10 years as a basis for issuing development permits in these districts. It must be designed to correct existing deficiencies and set priorities for addressing backlogged facilities. It must be financially feasible and consistent with other portions of the adopted local plan, including the future land map.</p> | <p>concurrency management system.</p> | |
| <p><i>Policy 61</i> If the City has a transportation backlog for existing development which cannot be adequately addressed in a 10-year plan, the state land planning agency may allow it to develop a plan of up to 15 years for good and sufficient cause, based on a general comparison between that local government and all other similarly situated local jurisdictions, using the following factors:</p> <ol style="list-style-type: none"> 1. The extent of the backlog. 2. Whether the backlog is on local or state roads. 3. The cost of eliminating the backlog. 4. The local government's tax and other revenue-raising efforts. | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 71</i> The City may allow a landowner to proceed with development of a specific parcel of land</p> | <p>Yes, through Chapter 86, Deltona Code of Ordinances</p> | <p>Yes.</p> |



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| <p>notwithstanding a failure of the development to satisfy transportation concurrency, when all the following factors are shown to exist:</p> <ul style="list-style-type: none"> (a) The City has adopted a local comprehensive plan that is in compliance. (b) The proposed development would be consistent with the future land use designation for the specific property and with pertinent portions of the adopted plan, as determined by the City. (c) The local plan includes a financially feasible capital improvements element that provides for transportation facilities adequate to serve the proposed development, and the local government has not implemented that element. (d) The City has provided a means by which the landowner will be assessed a fair share of the cost of providing the transportation facilities necessary to serve the proposed development. (e) The landowner has made a binding commitment to the City to pay the fair share of the cost of providing the transportation facilities to serve the proposed development. | | |
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3.3 Housing Element

Goal 1

Deltona, in cooperation with the private sector, shall provide for quality homes, in safe residential neighborhoods for the present and projected residents.

Objective 1

Objective 1 of the Housing Element is as follows:

“Deltona shall provide affordable housing opportunities for all current and future residents.”

This Objective is implemented through the Land Development Code and private sector which provides a variety of housing types.

In order to evaluate the City’s success in achieving Objective 1, an analysis of the extent to which its supporting policies (Policies 1A through 1D) have been implemented was conducted. A summary of this analysis is provided in Table 3-22 below.

**Table 3-22
Housing Element Objective 1 Achievement Status**

| Policy | Implemented? | Relevant |
|---|--|---|
| <p><i>Policy 1A</i> The City shall provide a variety of housing types; consistent with the character of the area, to meet affordable housing needs of current and future residents.</p> | <p>Yes, the Future Land Use Map show areas designated for a variety of housing types</p> | <p>Yes, but change policy to reflect that the City will look at ways to increase the number of affordable housing units and ways to encourage affordable housing in more land use designations.</p> |

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| <p><i>Policy 1B</i> All housing related activities occurring in the City shall be administered in accordance with Title VIII of the Civil Rights Act of 1968, as amended, and the Florida Fair Housing Act, Chapter 760.020, Florida Statutes.</p> | <p>Yes, as amended</p> | <p>Yes</p> |
| <p><i>Policy 1C</i> The City shall coordinate with those involved in the housing delivery process to ensure non-discriminatory housing practices.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 1D</i> The City shall consider methods to reduce negative impacts of rental housing units; including yard maintenance, vehicle parking, the number of vehicles per unit, noise and physical maintenance of the structure.</p> | <p>Yes, through code enforcement and the Rental Ordinance which established an owner tracking system for contact purposes</p> | <p>Yes</p> |

Objective 2

Objective 2 of the Housing Element is as follows:

The City shall identify and engage in activities which reduce the number of substandard housing units as identified in the year 2000 U.S. Census.

This Objective is implemented through the Florida Building Code and Chapter 2, Article II. Code Enforcement.

In order to evaluate the City's success in achieving Objective 2, an analysis of the extent to which its supporting policies (Policies 2A through 2F) have been implemented was conducted. A summary of this analysis is provided in Table 3-23 below.

**Table 3-23
Housing Element Objective 2 Achievement Status**

| Policy | Implemented? | Relevant |
|---|--------------|------------|
| <p><i>Policy 2A</i> The City shall coordinate with federal, state and local program funds to rehabilitate and revitalize housing units.</p> | <p>Yes</p> | <p>Yes</p> |

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| <p><i>Policy 2B</i> The City shall assure continued code compliance of the existing housing stock.</p> | <p>Yes, through Chapter 2, Article II. Code Enforcement.</p> | <p>Yes</p> |
| <p><i>Policy 2C</i> The City shall identify and prioritize those areas with a concentration of substandard and declining housing units for code enforcement.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2D</i> The City shall enhance the built environment through effective code enforcement activities.</p> | <p>Yes, and to be strengthened through the recommendations of the Community Strategic Plan</p> | <p>Yes</p> |
| <p><i>Policy 2E</i> The City shall periodically review and improve building codes.</p> | <p>Yes, but the policy is implemented at state level through the Florida Building Code</p> | <p>Yes</p> |
| <p><i>Policy 2F</i> The City shall develop and utilize incentives programs to renovate, refurbish or revitalize homes and neighborhood(s).</p> | <p>Yes, through the City's Housing and Community Development Program and S.H.I.P.</p> | <p>Yes</p> |

Objective 3

Objective 3 of the Housing Element is as follows:

Deltona shall provide adequate and appropriate land use categories based on the amount and variety of housing types available in the City to meet present and anticipated future residents housing needs, including very-low, low and moderate income households. This objective will be measured based on the amount of housing available at the time of the 2000 U.S. Census to the subsequent evaluation and appraisal reports of the comprehensive plan.

This Objective is implemented through the Housing Stock Analysis provided by the Shimberg Center.

In order to evaluate the City's success in achieving Objective 3, an analysis of the extent to which its supporting policies (Policies 3A through 3F) have been implemented was conducted. A summary of this analysis is provided in Table 3-24 below.

**Table 3-24
Housing Element Objective 3 Achievement Status**

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| Policy | Implemented? | Relevant |
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| <p><i>Policy 3A</i> The City of Deltona shall designate lands for residential development consistent with the Future Land Use Map and the Comprehensive Plan.</p> | <p>Yes, through Chapter 110</p> | <p>Yes</p> |
| <p><i>Policy 3B</i> The City of Deltona shall provide a diversity of lot sizes, floor areas, setbacks and other design features which allow for flexibility and choice in housing types and may provide incentives to private developers to meet the City's housing goals.</p> | <p>Yes, through Chapter 110 except incentives have not been provided to private developers</p> | <p>Yes, this policy should be amended to clarify that the incentives to private developers may include density bonuses.</p> |
| <p><i>Policy 3C</i> The City shall designate lands for residential development consistent with the availability of public facilities at the Level of Service as outlined in this Comprehensive Plan for all households, including low and moderate income families, mobile homes, group homes and foster facilities and households with special needs.</p> | <p>Yes, through Chapter 110</p> | <p>Yes</p> |
| <p><i>Policy 3D</i> The City shall continue to utilize the Southern Standard Building Code as the primary guide in establishing standards for the quality of housing.</p> | <p>Yes, but change name to Florida Building Code</p> | <p>Yes</p> |
| <p><i>Policy 3E</i> The City by June 2002, shall inventory the existing housing stock and determine appropriate locations for very-low, low and moderate income housing areas.</p> | <p>Yes, the latest Housing Stock Report and Future Needs Analysis was completed on November 9, 2007 therefore delete date and call for an update</p> | <p>Yes, this policy should be amended to clarify that the City will identify locations for very-low, low and moderate income housing areas for the purpose of applying for grants.</p> |

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| <p><i>Policy 3F</i> The City by June 2002, shall evaluate the land development regulations to determine appropriate measures to create and maintain residential neighborhoods and community character for all housing types within sub-areas of the city.</p> | <p>Yes, delete date but call for updates</p> | <p>Yes</p> |
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Objective 4

Objective 4 of the Housing Element is as follows:

The City shall continue to encourage the integration of group living facilities by allowing said uses in compatible residential zoning classifications. This objective will be measured based on the amount of group housing available at the time of Plan adoption as compared to the completion of the evaluation and appraisal report of the Comprehensive Plan.

This Objective is implemented through the Land Development Code and State Regulations concerning group living facilities.

In order to evaluate the City’s success in achieving Objective 4, an analysis of the extent to which its supporting policies (Policies 4A through 4B) have been implemented was conducted. A summary of this analysis is provided in Table 3-25 below.

**Table 3-25
Housing Element Objective 4 Achievement Status**

| Policy | Implemented? | Relevant |
|--|--|------------|
| <p><i>Policy 4A</i> Group living facilities location criteria shall be included in the Zoning Ordinance as amended.</p> | <p>Yes, through Chapter 111, but also recognize State regulation</p> | <p>Yes</p> |
| <p><i>Policy 4B</i> The City shall establish within the development regulations appropriate lot size, set backs and buffering for group living facilities.</p> | <p>Yes, Chapter 110</p> | <p>Yes</p> |



Objective 5

Objective 5 of the Housing Element is as follows:

The City shall by 2010 identify, recognize, preserve and protect historically significant housing.

This Objective is implemented through the Land Development Code and the State Bureau of Historic Preservation.

In order to evaluate the City's success in achieving Objective 5, an analysis of the extent to which its supporting policies (Policies 5A through 5C) have been implemented was conducted. A summary of this analysis is provided in Table 3-26 below.

**Table 3-26
Housing Element Objective 5 Achievement Status**

| Policy | Implemented? | Relevant |
|---|---|----------|
| <p><i>Policy 5A</i> By 2010, the City shall develop a program to identify, preserve and protect historically significant housing.</p> | No, possibly recognize the homes build by Mackle Brothers | Yes |
| <p><i>Policy 5B</i> The City shall conduct a survey by 2010 to identify historically significant housing consistent with Florida Department of State Historic Resources Department's master site file criteria.</p> | No, not yet | Yes |
| <p><i>Policy 5C</i> The City shall encourage and promote historic housing for nomination and listing on The National Register of Historic Places.</p> | Yes, as necessary | Yes |

Objective 6

Objective 6 of the Housing Element is as follows:

The Housing Element shall be internally consistent with the other elements of the comprehensive plan and discourage residential development that results in urban sprawl.



This Objective is implemented through the Comprehensive Plan in its entirety.

In order to evaluate the City’s success in achieving Objective 6, an analysis of the extent to which its supporting policies (Policies 6A through 6C) have been implemented was conducted. A summary of this analysis is provided in Table 3-27 below.

**Table 3-27
Housing Element Objective 6 Achievement Status**

| Policy | Implemented? | Relevant |
|---|---|------------------------|
| Policy 6A The City shall discourage urban sprawl by encouraging compactness of development. | Yes, through Chapter 110 | Yes |
| Policy 6B The City shall provide that housing development orders and permits issued shall not result in a reduction of level of service classification adopted in this Comprehensive Plan. | Yes | Yes |
| Policy 6C The City shall provide that new residential developments ensure safe, convenient, efficient and cost effective traffic flow. | Yes, through the Transportation Element | Yes, but delete policy |

Objective 7

Objective 7 of the Housing Element is as follows:

City projects that dislocate existing residents shall not be approved without relocation measures included as part of the approval process.

This Objective is implemented through Chapter 2, Article III. Affordable Housing.

In order to evaluate the City’s success in achieving Objective 7, an analysis of the extent to which its supporting policies (Policies 7A through 7B) have been implemented was conducted. A summary of this analysis is provided in Table 3-28 below.

**Table 3-28
Housing Element Objective 7 Achievement Status**

| Policy | Implemented? | Relevant |
|-----------|--------------|----------|
| Policy 7A | | |

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| During the approval of any City projects that will require the relocation of current residents, the City shall include detailed relocation measures to protect health, safety and welfare of affected residents. | No | No |
| <i>Policy 7B</i> All residents displaced as a result of government activity, other than enforcement activities, shall be provided with relocation housing or equitable compensation. | No | No |

Objective 8

Objective 8 of the Housing Element is as follows:

By 2001, the City shall formulate appropriate housing implementation programs that utilize subsidies of federal, state or local governmental agencies.

This Objective is implemented through Chapter 2, Article III. Affordable Housing.

In order to evaluate the City's success in achieving Objective 8, an analysis of the extent to which its supporting policies (Policies 8A through 8C) have been implemented was conducted. A summary of this analysis is provided in Table 3-29 below.

**Table 3-29
Housing Element Objective 8 Achievement Status**

| Policy | Implemented? | Relevant |
|--|---|-----------------|
| <i>Policy 8A</i> By June 2000, the City shall identify, maintain and update governmental subsidy programs that are applicable to Deltona. | Yes, but delete date and state that the City shall continue to identify, maintain and update programs | Yes |
| <i>Policy 8B</i> The City shall coordinate housing programs with housing providers and agencies that operate within Deltona. | Yes | Yes |
| <i>Policy 8C</i> | | |



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| The City shall evaluate the feasibility of job creation, job training and economic solutions to address affordable housing concerns. | Yes, through Federal CDBG funds which have been used for training. | Yes |
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3.4 Infrastructure Element

Potable Water

Goal 1

Provide safe efficient, cost effective and adequate public supply, treatment, and distribution of potable water for the City of Deltona.

Objective 1

Objective 1 of the Infrastructure Element is as follows:

The City of Deltona shall require that the following policies which establish minimum level of service standards are met when planning capital improvements and reviewing applications for development approval.

This Objective is implemented through the Capital Improvements Element of the Comprehensive Plan, the City's Concurrency Management System and the Land Development Code.

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In order to evaluate the City’s success in achieving Objective 1, an analysis of the extent to which its supporting policies (Policies 1A through 1H) have been implemented was conducted. A summary of this analysis is provided in Table 3-30 below.

**Table 3-30
Infrastructure-Element Objective 1 Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 1A</i> The City of Deltona adopts a level of service standard providing for an annual average daily volume of 300 gallons of potable water per equivalent residential unit. Projected flow for commercial, industrial, and institutional land uses will be calculated by using those rates specified by Land Development Code, as amended.</p> | Yes | Yes, amend this policy to be consistent with the 10-Year Water Master Plan which revises the City’s LOS to 140 gallons per capita per day. |
| <p><i>Policy 1B</i> The City of Deltona shall require the installation of both a central potable water system and potable water treatment plant in accordance with City land development regulations.</p> | Yes | Yes |
| <p><i>Policy 1C</i> The City of Deltona shall require the construction of facilities for providing a minimum fire flow as a condition of development approval. Applicable fire flow rates for individual land uses shall be required as provided for by the City Codes.</p> | Yes, through Chapters 74, Administration and 106, Subdivisions | Yes |
| <p><i>Policy 1D</i> The City of Deltona shall require the developer to provide and dedicate to the City or service_provider the potable water distribution system and treatment facilities within any new development</p> | Yes | Yes |

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| <p>as provided for in the City's land development regulations. The design criteria and construction standards for any addition to the water system shall be in conformance with City design and construction standards.</p> | | |
| <p><i>Policy 1E</i> Individual potable water wells are not encouraged but allowed under any one of the following applicable circumstances provided that the well has been approved by the City of Deltona or other agencies, as appropriate;</p> <ul style="list-style-type: none"> a. The lot is two and a half (2-1/2) acres in size or larger and is designated as residential on the Future Land Use Map and the lot is within a single family subdivision, and connection to a central potable water system is not available within 500 feet of the residential boundary. b. The potable water well is installed in conjunction with the construction of a single family residence on an existing single family lot which is designated for residential land uses by the Future Land Use Map and which are less than two and a half (2-1/2) acre in size provided that; <ul style="list-style-type: none"> i) That central service is currently not available to the lot. Connection to central water service | <p>Yes, change to be consistent with Infrastructure Element 5E where the minimum lot size for a potable water well is one acre.</p> | <p>Yes</p> |

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| <p>is required when said service becomes available, and</p> <p>ii) The lot is not located within a Special Assessment District which has been established for the purpose of installing a potable water system.</p> <p>or</p> <p>c. The potable water well is installed in conjunction with non-residential construction on an existing lot for landscape or agricultural irrigation purposes only and said well complies with applicable provisions as specified in Chapter 10 D-4, Florida Administrative Code. When a central system becomes available, connection to said system is required.</p> | | |
| <p><i>Policy 1F</i> The City of Deltona shall require treatment of its water supply be at a minimum, in accordance with State and Federal standards of purity.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 1G</i> The City of Deltona shall require that all new development which is located within an area encompassed by an adopted municipal water service area agreement shall comply with the adopted level of service standards.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 1H</i> An existing potable water well may be upgraded, provided</p> | <p>Yes</p> | <p>Yes</p> |



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| <p>that a central potable water system is not available. However, connection to a central potable water system is required where said system is available in lieu of upgrading an existing potable water well.</p> | | |
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Objective 2

Objective 2 of the Infrastructure Element is as follows:

The City of Deltona shall provide for an adequate level of service standard for potable water service to meet the needs of current and future residents of the City of Deltona.

This Objective is implemented through the Capital Improvements Element of the Comprehensive Plan, the City’s Concurrency Management System and the Land Development Code.

In order to evaluate the City’s success in achieving Objective 2, an analysis of the extent to which its supporting policies (Policies 2A through 2N) have been implemented was conducted. A summary of this analysis is provided in Table 3-31 below.

**Table 3-31
Infrastructure-Element Objective 2 Achievement Status**

| Policy | Implemented? | Relevant |
|---|--|------------|
| <p><i>Policy 2A</i> The City of Deltona, shall coordinate with the St. Johns River Water Management District and Volusia Water Alliance, shall to protect the safety and quality of drinking water sources by regulating the development of existing and future supplies.</p> | <p>Yes, delete second “shall”</p> | <p>Yes</p> |
| <p><i>Policy 2B</i> Prior to 2020, the City of Deltona shall develop facilities having the capability to access groundwater supplies of sufficient yield to provide the required potable water supply in the City water service areas.</p> | <p>Yes, add “and treat” after access</p> | <p>Yes</p> |

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| <p><i>Policy 2C</i> The City of Deltona shall evaluate in conjunction with potable water providers, additional potential water supply sources and recovery technologies (e.g., reverse osmosis, membrane softening, desalinization) for the City water service areas when considering new or expanded facilities.</p> | <p>Yes, through the Water Supply Plan</p> | <p>Yes</p> |
| <p><i>Policy 2D</i> The City of Deltona should review the adopted a water conservation ordinance periodically.</p> | <p>Yes, delete</p> | <p>Yes</p> |
| <p><i>Policy 2E</i> The City of Deltona shall develop water treatment capacity to process sufficient quantities of potable water to meet the projected long-range (2020) needs described in this Element.</p> | <p>Yes, combine with 2B</p> | <p>Yes</p> |
| <p><i>Policy 2F</i> The City of Deltona shall collect and use impact fees as appropriate to offset the cost of the capacity necessitated by the impact of new users.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2G</i> The City of Deltona shall develop with the coordination of service providers, by 2003, a potable water treatment and distribution facilities Master Plan for the City water service areas in the City of Deltona that is based on year 2020 demand projections and the level of service standards contained in this Element.</p> | <p>Yes, delete since it was completed through the Water Supply Plan</p> | <p>Yes</p> |
| <p><i>Policy 2H</i> The City of Deltona shall permit the installation of individual shallow wells on</p> | <p>Yes</p> | <p>Yes</p> |

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| <p>residential and commercial lots for landscape irrigation, subject to specific City regulations in effect. This policy shall not apply to those areas where wastewater reuse facilities are available or can become readily available by identifying the customer demand.</p> | | |
| <p><i>Policy 2I</i> The City of Deltona shall require the use of potable water-conserving plumbing fixtures in all new development, subject to the City regulations in effect.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2J</i> The City of Deltona shall require the use of reuse water by private landowners for landscape irrigation, where the City or other utility owners supply it.</p> | <p>Yes, but add "or agricultural purposes" after "irrigation"</p> | <p>Yes</p> |
| <p><i>Policy 2K</i> The City of Deltona shall provide facilities to allow the use of reuse water for agricultural purposes, where the City or other utility owners supply it.</p> | <p>Delete and combine with 2J</p> | <p>Yes</p> |
| <p><i>Policy 2L</i> The City of Deltona shall develop a City-wide program, which will lead to the development of minimum environmental standards regarding reuse and recovery.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2M</i> By 2005, the City of Deltona shall utilize feasibility studies when developing a water management program.</p> | <p>Yes, delete date</p> | <p>Yes</p> |
| <p><i>Policy 2N</i> Within the Planning period, the City of Deltona should consider owning and</p> | <p>Yes, completed, delete policy</p> | <p>Yes</p> |



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| <p>operating a City water and utility to provide these services to its residents, the need for which is demonstrated in the Potable Water Sub-Element. The City should require developers placing water and/or services utilities in the public right-of-way to dedicate the lines to the City at such future time as the City may request such a dedication.</p> | | |
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Objective 3

Objective 3 of the Infrastructure Element is as follows:

By 2005, throughout the planning period the City of Deltona shall encourage a master plan maximization and use of existing and future facilities in the water service areas, so as to discourage urban sprawl.

This Objective is implemented through the Comprehensive Plan Infrastructure Element of the City's Comprehensive Plan.

In order to evaluate the City's success in achieving Objective 3, an analysis of the extent to which its supporting policies (Policies 3A through 3H) have been implemented was conducted. A summary of this analysis is provided in Table 3-32 below.

**Table3-32
Infrastructure-Element Objective 3 Achievement Status**

| Policy | Implemented? | Relevant |
|---|---------------------------|------------|
| <p><i>Policy 3A</i> The City should investigate the financial feasibility of acquiring and operating the potable water service within the City. This feasibility study should be completed prior to 2002.</p> | <p>Yes, delete policy</p> | <p>Yes</p> |
| <p><i>Policy 3B</i> Encourage upgrading available public water systems and consolidation by interconnecting service area</p> | <p>Yes</p> | <p>Yes</p> |

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| <p>water systems (where feasible) to eliminate water service voids in water service areas.</p> | | |
| <p><i>Policy 3C</i> The extension of water lines or establishment of central systems of potable water outside of the water service areas (County, municipal, or other potable water supply company established by an adopted service area agreement) shall be prohibited unless said extension or facility construction will mitigate existing or potential problems of public health, safety, or welfare and water service areas amended.</p> | <p>Yes, the County has a reciprocal policy</p> | <p>Yes</p> |
| <p><i>Policy 3D</i> The City of Deltona shall negotiate agreements with developers for the City to provide potable water facilities in accordance with the proposed water Master Plan for the affected service area and the City 's design and construction standards.</p> | <p>Yes, through Chapters 74 and 106</p> | <p>Yes</p> |
| <p><i>Policy 3E</i> The City of Deltona shall coordinate with water suppliers to develop strategies, as needed, to balance fluctuation in water demand, safeguard continuance of supply in case of plant or water main breakdown, and to provide required fire flow.</p> | <p>Yes, through the Water Supply Plan</p> | <p>Yes</p> |
| <p><i>Policy 3F</i> The "infilling" of developed areas shall be directed to locations where an existing central system of potable water is available and where capacity is adequate to service</p> | <p>Yes, to avoid continued sprawl and in keeping with County policy</p> | <p>Yes</p> |



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| the intended development or to those areas where funds have been committed for the provision of adequate capacity. | | |
| <i>Policy 3G</i> The City may create Special Assessment districts encompassing existing lots or subdivisions in the manner prescribed by City rules and regulations for the purposes of installing or improving central potable water systems. | No, there is no allowance for potable water systems under Chapter 54, Special Assessments. Chapter should be amended to allow such | Yes |
| <i>Policy 3H</i> When an existing privately owned package treatment facility is phased out and connected to a central public potable water system, the owner of said private plant shall be required to assume the cost of the connection. | Yes, pursuant to Chapter 68, Water, Wastewater and Utilities and Chapters 74 and 106 | Yes |

Objective 4

Objective 4 of the Infrastructure Element is as follows:

Throughout the planning period, the City of Deltona shall coordinate the provision of potable water service to ensure the efficient and cost effective delivery of this service.

This Objective is implemented through the Comprehensive Plan and Chapter 68, Water, Wastewater and Utilities.

In order to evaluate the City's success in achieving Objective 4, an analysis of the extent to which its supporting policies (Policies 4A through 4F) have been implemented was conducted. A summary of this analysis is provided in Table 3-33 below.

**Table 3-33
Infrastructure-Element Objective 4 Achievement Status**

| Policy | Implemented? | Relevant |
|--|--------------|----------|
| <i>Policy 4A</i> City of Deltona shall require service providers to begin constructing expanding or | No | Yes |

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| <p>replacement of treatment facilities when annual average water flow reach 80% of the permitted capacity.</p> | | |
| <p><i>Policy 4B</i> The City should negotiate necessary interlocal agreements with service providers for the purpose of establishing interconnections with the municipalities' water demand conditions.</p> <ul style="list-style-type: none"> a. Improvement of system reliability in the event of diminished water supplies, line breaks, or excessively high localized, water demand conditions. b. Consider the option of purchasing water services dependent on appropriate funding in a proposed acquisition study. c. Coordinate recommendations of the St. Johns River Water Management District, the Volusia Water Alliance and other local, regional and state agencies involved in determining water demand conditions. | <p align="center">Yes</p> | <p align="center">Yes</p> |
| <p><i>Policy 4C</i> The City of Deltona shall negotiate water service area agreements to better coordinate the orderly, efficient, and economical distribution of water throughout the City.</p> | <p align="center">Yes, in process</p> | <p align="center">Yes</p> |
| <p><i>Policy 4D</i> The City of Deltona shall coordinate the utility and transportation planning efforts</p> | <p align="center">Yes</p> | <p align="center">Yes</p> |

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| <p>to take advantage of the most economical construction and maintenance costs possible when installing utility lines and roads.</p> | | |
| <p><i>Policy 4E</i> The City shall not approve interim potable water treatment facilities within the boundaries of an adopted service area agreement unless the facilities are approved by both the City and the appropriate entity responsible for providing the service. As a result of the policy, the Interlocal Agreements shall also require that the City and a potable water provider shall develop a set of criteria to address the following items for interim treatment facilities: system design operation, construction standards, future dedication/acquisition and payment of capital charges.</p> | <p>No, none have been approved to date</p> | <p>Yes</p> |
| <p><i>Policy 4F</i> The duties and responsibilities which flow from an interlocal agreement previously entered into between the City and service providers shall prevail over subsequent amendments to the Comprehensive Plan until and unless such interlocal agreement is re-negotiated as deemed appropriate by the City and a service providers.</p> | <p>Yes</p> | <p>Yes</p> |



Sanitary Sewer

Goal 1

Provide safe adequate cost effective and environmentally acceptable sanitary sewer systems for the City of Deltona.

Objective 5

Objective 5 of the Infrastructure Element is as follows:

The City of Deltona shall require that the following policies which establish minimum level of service standards, are met when planning capital improvements and for reviewing applications for development approval.

This Objective is implemented through the Comprehensive Plan Infrastructure and Capital Improvements Elements, Chapter 86, Concurrency Management and the Land Development Code.

In order to evaluate the City's success in achieving Objective 5, an analysis of the extent to which its supporting policies (Policies 5A through 5J) have been implemented was conducted. A summary of this analysis is provided in Table 3-34 below.

**Table 3-34
Infrastructure-Element Objective 5 Achievement Status**

| Policy | Implemented? | Relevant |
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| Yes, through the Wastewater Management Plan. | Yes | |
| Yes Policy 5C | Yes | |

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| <p>The City of Deltona shall require the installation of a central sewer collection and transmission system, and may require the installation of a wastewater treatment plant, in accordance with City land development regulations where connection to an existing central sanitary sewer system is not available.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 5D</i> The City of Deltona shall require the utilization of a central sewer system where connection to a central system is available. The use of existing septic tanks serving land uses within the sewer service areas may continue in the manner consistent with the requirements specified by the Florida Administrative Code. Existing package treatment plants shall be connected to a central sewer system when connection to said system is available.</p> | <p>Yes, through Chapter 68, Water, Wastewater and utilities</p> | <p>Yes</p> |
| <p><i>Policy 5E</i> Septic tanks are only allowed under any one of the following applicable circumstances provided that the septic tank has been approved by the Florida Department of Health and Rehabilitative Services;</p> <ul style="list-style-type: none"> a. The lot is one acre or larger in size and is designated as residential on the Future Land Use Map, or b. The septic tank is installed in conjunction with the construction of a single family residence upon an existing single family lot which is | <p>Yes</p> | <p>Yes</p> |



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| <p>designated for residential on the Future Land Use Map and which is less than one (1) acre in size provided that:</p> <ul style="list-style-type: none"> i) That central service is currently not available to the lot. Connection to central sewer service is required when said service becomes available, and ii) The lot is not located within a Special Assessment District which has been established for the purpose of installing a wastewater system. <p>or</p> <p>c. The septic tank is installed in conjunction with non-residential construction on an existing lot and that central wastewater service is not currently available and that the estimated wastewater flow from said non-residential use is less than five thousand (5,000) gallons per day. Connection to a central system of sanitary sewer service is required when said system is available.</p> | | |
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| <p><i>Policy 5F</i> The City of Deltona shall require all sewage treatment and disposal systems including septic tanks to be located and constructed in a manner consistent with all applicable local, State, and Federal regulations, including the applicable Goals, Objectives, Policies, and level of service standards contained in this Comprehensive Plan.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 5G</i> The City of Deltona shall regularly inspect all City-owned and private wastewater treatment facilities to ensure proper operation and maintenance.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 5H</i> The location and siting of new package treatment plants shall be prohibited by the City in areas where the disposal of improperly treated effluent may degrade the quality of groundwater or adjacent surface waters.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 5I</i> The City of Deltona shall require that all development which is located within an area encompassed by an adopted sewer service agreement, shall comply with the adopted level of service standards.</p> | <p>Yes</p> | <p>Yes</p> |



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| <p><i>Policy 5J</i> An existing septic tank system may be upgraded, provided that a central sanitary sewer system is not available. However, connection to a central sanitary sewer system is required where said system is available in lieu of upgrading an existing septic tank system.</p> | <p align="center">Yes</p> | <p align="center">Yes</p> |
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Objective 6

Objective 6 of the Infrastructure Element is as follows:

Throughout the planning period, the City of Deltona shall maximize the use of existing facilities within sewer service areas, so as to discourage urban sprawl.

This Objective is implemented through the Comprehensive Plan in its entirety and the Land Development Code.

In order to evaluate the City's success in achieving Objective 6, an analysis of the extent to which its supporting policies (Policies 6A through 6E) have been implemented was conducted. A summary of this analysis is provided in Table 3-35 below.

**Table 3-35
Infrastructure-Element Objective 6 Achievement Status**

| Policy | Implemented? | Relevant |
|---|---|---------------------------|
| <p><i>Policy 6A</i> The City of Deltona may coordinate and negotiate agreements with developers and service providers in accordance with the affected City sewer service area and the City's design and construction standards.</p> | <p>Yes, through Chapter 68, Water, Wastewater and Utilities</p> | <p align="center">Yes</p> |
| <p><i>Policy 6B</i> The "infilling" of urban areas shall be directed to locations where an existing wastewater collection network is available and where treatment capacity</p> | <p>Yes, but policy should be strengthened</p> | <p align="center">Yes</p> |

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| <p>is adequate to service the intended development or to those areas where funds have been committed for the provision of adequate capacity, unless otherwise vested under the City's Concurrency Management Ordinance or Land Development Regulations as may be determined by the City Commission.</p> | | |
| <p><i>Policy 6C</i> The City may create Special Assessment districts encompassing existing lots or subdivisions, in the manner prescribed by State and City rules and regulations, for the purposes of installing or improving central wastewater systems.</p> | <p>Yes, but Chapter 54, Special Assessments should be expanded to include wastewater</p> | <p>Yes</p> |
| <p><i>Policy 6D</i> The City of Deltona may, depending on the findings of a proposed study, acquire and upgrade available public wastewater systems to eliminate service voids in sanitary sewer service areas.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 6E</i> When an existing privately owned package treatment facility is phased out and connected to a central public wastewater system, the owner of said private plant may be required to assume the cost of the connection.</p> | <p>Yes</p> | <p>Yes</p> |

Objective 7

Objective 7 of the Infrastructure Element is as follows:

The City of Deltona shall encourage the development of an effluent recharge, reuse and disposal program to recharge wetlands and groundwater supplies and provide irrigation water.

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This Objective is implemented through the Infrastructure Element of the Comprehensive Plan, Chapter 68, Water, Wastewater and Utilities and Chapter 98 Natural Resources Protection.

In order to evaluate the City's success in achieving Objective 7, an analysis of the extent to which its supporting policies (Policies 7A through 7E) have been implemented was conducted. A summary of this analysis is provided in Table 3-36 below.

**Table 3-36
Infrastructure-Element Objective 7 Achievement Status**

| Policy | Implemented? | Relevant |
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| <i>Policy 7A</i> The City of Deltona shall require use of recovered wastewater for irrigation and non-potable use for all new development and other appropriate uses, where such use can be feasibly implemented and permitted by the Florida Department of Environmental Protection as determined by the City. | Yes, through Chapter 96 | Yes |
| <i>Policy 7B</i> The City of Deltona shall monitor enforcement of State regulations for water quality, especially with respect to wastewater plant operations and effluent disposal and, if necessary, develop an appropriate alternative management strategy, which may include reduction in wastewater effluent loadings and discharge rates. | Yes | Yes |
| <i>Policy 7C</i> The City of Deltona shall participate in long-term agreements with land owners to accept reclaimed water for irrigation of horticultural or agricultural uses. | No | Yes |
| <i>Policy 7D</i> Where possible, the City of | Yes | Yes |



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| <p>Deltona shall develop a dual water system utilizing reclaimed wastewater for parks, golf courses, cemeteries, large agricultural, commercial, or governmental complexes and other water customers.</p> | | |
| <p><i>Policy 7E</i> The City of Deltona shall, where practical and economically feasible, develop and implement an environmentally sound program for the use of natural systems, such as wetlands, for wastewater disposal provided that the implementation of such a program does not present a hazard to public health.</p> | <p>No</p> | <p>Yes</p> |

Objective 8

Objective 8 of the Infrastructure Element is as follows:

The City of Deltona shall coordinate with service providers to develop plans to extend wastewater facilities and to expand wastewater treatment capacity necessary to accommodate projected 2020 wastewater service needs.

This Objective is implemented through the Comprehensive Plan in its entirety and Chapter 68, Water, Wastewater and Utilities.

In order to evaluate the City's success in achieving Objective 8, an analysis of the extent to which its supporting policies (Policies 8A through 8H) have been implemented was conducted. A summary of this analysis is provided in Table 3-37 below.

**Table 3-37
Infrastructure-Element Objective 8 Achievement Status**

| Policy | Implemented? | Relevant |
|---|---|------------|
| <p><i>Policy 8A</i> The City of Deltona shall annually designate as appropriate and financially feasible a portion of its capital</p> | <p>Yes, through the Capital Improvements Schedule</p> | <p>Yes</p> |

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| <p>improvements budget for the correction of existing deficiencies in its wastewater disposal system as determined by the application of the standards contained in this Element.</p> | | |
| <p><i>Policy 8B</i> The City of Deltona shall collect and use impact fees to offset the cost of capacity necessitated by the impact of new users.</p> | <p>Yes, through Chapter 94, Impact Fees</p> | <p>Yes</p> |
| <p><i>Policy 8C</i> The City of Deltona shall require service providers to begin constructing expanded or replacement wastewater treatment facilities when annual average wastewater flows reaches 80% of the permitted capacity.</p> | <p>Yes, similar to policy under Objective 3</p> | <p>Yes</p> |
| <p><i>Policy 8D</i> The City of Deltona shall develop a wastewater collection and treatment facilities master plan for the sewer service areas in the City that is based on year 2020 effluent projection and the level of service standards contained in this Element.</p> | <p>Yes, similar to policy under Objective 3</p> | <p>Yes</p> |
| <p><i>Policy 8E</i> The City of Deltona shall negotiate sewer service area agreements with service providers to better coordinate the orderly, efficient, and cost effective provision of wastewater service.</p> | <p>Yes, similar to policy under Objective 3</p> | <p>Yes</p> |
| <p><i>Policy 8F</i> Prior to fiscal year 2002-2003, all affected utility providers, having established interlocal agreements, in cooperation with the City of Deltona, will develop</p> | <p>Yes, similar to policy under Objective 3</p> | <p>Yes</p> |

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| <p>conceptual wastewater facility plans for areas at the urban periphery of utility provider’s jurisdiction. As long as such services can be provided by extension of existing central systems, The City of Deltona shall not propose to construct any interim facilities without completing an analysis documenting that such construction is more cost-effective than extension of existing central system.</p> | | |
| <p><i>Policy 8G</i> The duties and responsibilities which flow from an interlocal agreement previously entered into between the City and a municipality shall prevail over subsequent amendments to the Comprehensive Plan until and unless such interlocal agreement is re-negotiated as deemed appropriate by the City and service providers.</p> | <p>Yes, similar to a previous policy</p> | <p>Yes</p> |
| <p><i>Policy 8H</i> As with Potable Water, with the planning period, the City of Deltona should consider owning and operating a City water and /or sewer utility system to service the needs of its residents, the need for which is demonstrated in the Sanitary Sewer Sub-Element. The City should require the developers constructing water and /or service utilities in the public right-of-way to dedicate the facilities to the City at such time in the future as the City may request same.</p> | <p>Yes, similar to a previous policy</p> | <p>Yes</p> |



Solid Waste

Goal 1

The City of Deltona shall cooperate, coordinate and in a cost effective manner, strive for the reduction of landfill waste needs.

Objective 9

Objective 9 of the Infrastructure Element is as follows:

The City of Deltona shall strive to assist the County's goal of reducing the waste stream for disposal in area landfills.

This Objective is implemented through the Comprehensive Plan Conservation Element.

In order to evaluate the City's success in achieving Objective 9, an analysis of the extent to which its supporting policies (Policies 9A through 9E) have been implemented was conducted. A summary of this analysis is provided in Table 3-38 below.

**Table 3-38
Infrastructure-Element Objective 9 Achievement Status**

| Policy | Implemented? | Relevant |
|---|-------------------------------------|----------|
| <p><i>Policy 9A</i> The City of Deltona shall participate in the education of the public to avoid products which: are not recyclable, cannot be converted, or cannot be used as a resource or derived fuel.</p> | Yes, through website and newsletter | Yes |
| <p><i>Policy 9B</i> All solid waste facilities (landfills, transfer stations,</p> | No, through County | Yes |



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| <p>hazardous waste collection centers) shall be conveniently and cost effectively located and built and maintained in such a manner as to minimize the adverse impacts on the environment, residential neighborhoods and road networks.</p> | | |
| <p><i>Policy 9C</i> The City of Deltona shall implement programs designed to eliminate littering and illegal dumping by the year 2000.</p> | <p>Yes, delete Policy</p> | <p>Yes</p> |
| <p><i>Policy 9D</i> Educate the public regarding the problems, health hazards and additional costs that result from littering and illegal dumping. The City laws regarding solid waste should also be widely publicized. Citizen groups will be encouraged to report violations to the City.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 9E</i> Coordinate with the appropriate enforcement agencies for the effective enforcement of anti-littering and illegal dumping laws.</p> | <p>Yes</p> | <p>Yes</p> |

Objective 10

Objective 10 of the Infrastructure Element is as follows:

Locate and maintain solid waste facilities in a manner, which does not adversely affect residential neighborhoods or local streets.

This Objective is implemented through State and County regulations and programs.

In order to evaluate the City's success in achieving Objective 10, an analysis of the extent to which its supporting policies (Policies 10A through 10C) have been implemented was conducted. A summary of this analysis is provided in Table 3-39 below.



**Table 3-39
Infrastructure-Element Objective 10 Achievement Status**

| Policy | Implemented? | Relevant |
|--|---------------------|-----------------|
| <i>Policy 10A</i> Landfills and resource recovery facilities shall not be located in residential neighborhoods. | Yes | Yes |
| <i>Policy 10B</i> Avoid transfer truck traffic and reduce local haul (any refuse transported within the City of Deltona) on residential neighborhood streets. | Yes | Yes |

Objective 11

Objective 11 of the Infrastructure Element is as follows:

Ensure that the availability and quality of solid waste disposal facilities and hazardous waste collection facilities: meet public needs, conform to state and federal standards, are managed properly, and are provided for in an efficient and coordinated manner.

This Objective is implemented through federal, state and county environmental regulations.

In order to evaluate the City's success in achieving Objective 11, an analysis of the extent to which its supporting policies (Policies 11A through 11D) have been implemented was conducted. A summary of this analysis is provided in Table 3-40 below.

**Table 3-40
Infrastructure-Element Objective 11 Achievement Status**

| Policy | Implemented? | Relevant |
|--|----------------------------------|-----------------|
| <i>Policy 11A</i> Maintain an 8.6 pounds per capita per day disposal capacity at all solid waste facilities combined. The level of service for solid waste capacity shall be a minimum of | Yes, through Chapters 74 and 106 | Yes |

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| <p>5 years of construction life for solid waste landfills. Any development that results in the landfill falling below this capacity will not be issued a certificate of capacity for concurrency unless the impacts of the developments are mitigated.</p> | | |
| <p><i>Policy 11B</i> The City shall develop, in conjunction with other local governments, a permit tracking system. This system shall provide, on a timely basis, information on development and building activity. This information will be used to determine whether an area wide level of service is being maintained for the purposes of Solid Waste Concurrency Management.</p> | <p>No, has not been completed but should remain as a policy</p> | <p>Yes</p> |
| <p><i>Policy 11C</i> In order to reduce the volume of improperly disposed hazardous waste disposal, the Building_Division shall provide each industrial park and industrial subdivision the following information: Federal, State and local regulations for the storage and disposal of hazardous waste and waste exchange, and management/disposal options.</p> | <p>No, no industrial parks in City</p> | <p>Yes</p> |
| <p><i>Policy 11D</i> Guidelines shall be established through the Land Development Regulation process to regulate the location of private hazardous waste transport facilities.</p> | <p>Yes</p> | <p>Yes</p> |



Stormwater

The 1999 Comprehensive Plan is missing a Stormwater Goal. It is recommended that the City adopt the following Stormwater Goal:

GOAL 1

To protect the health and safety of the public by ensuring stormwater management facilities and services are properly maintained, environmentally sound, cost effective, and meet the community's present and future demands.

Objective 12

Objective 12 of the Infrastructure Element is as follows:

By 2000, the City of Deltona shall complete comprehensive watershed study for all areas currently developed, or developing with essentially urban land uses. The City shall continue to assess other watersheds for flooding and pollution problems and for changes in land use in the event that further detailed Watershed Master Plans may be warranted in the future.

This Objective is implemented through the Comprehensive Plan and the City's Stormwater Master Plan.

In order to evaluate the City's success in achieving Objective 12, an analysis of the extent to which its supporting policies (Policies 12A through 12E) have been implemented was conducted. A summary of this analysis is provided in Table 3-41 below.



**Table 3-41
Infrastructure-Element Objective 12 Achievement Status**

| Policy | Implemented? | Relevant |
|---|--|------------|
| <p><i>Policy 12A</i> The City of Deltona shall develop a comprehensive surface and groundwater watershed management plan within six months after completion and adoption of the comprehensive drainage watershed studies.</p> | <p>Yes, through the Stormwater Master Plan</p> | <p>Yes</p> |
| <p><i>Policy 12A1</i> (added by Ordinance 36-2000 adopted at second reading by Deltona City Commission November 11, 2000) Additionally, the City shall in implementation of the plan: (a) Consult with and obtain permits as may be necessary from proper regulatory authorities before initiating alteration for wetlands; and (b) Recognize landowners' statutory and common-law vested private property rights, including riparian rights.</p> | <p>Yes, through Chapter 90, Flood Control but delete parenthesis</p> | <p>Yes</p> |
| <p><i>Policy 12B</i> All land use and development approval decisions which impact water resources in Deltona shall conform to the comprehensive surface and groundwater watershed management plan, when approved by the City Commission. Level of Service for Storm Water Quantity and Quality: a. The City of Deltona</p> | <p>Yes, through Chapter 90, Stormwater Management</p> | <p>Yes</p> |



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| <p>shall require developments less than one acre but less than 5000 square feet of impervious area, or the impervious area is less than 25 percent of the total lot area must meet the 25 -year storm event performance and design standards.</p> <p>b. The City of Deltona shall require development of any lot area that consists of 5000 or more square feet of impervious area or, the impervious area is 25 percent or more of the total lot area: or, the lot area of the proposed development is one acre or larger regardless of the impervious area shall exceed 25-year storm event performance standards.</p> <p>c. For informational purposes, the following exemptions exist in the performance and design standards of Article VIII Stormwater Management of the City of Deltona Land Development Code (as amended).</p> <p>(1) Single family and duplex residences and accessory structures;</p> <p>(2) Bonafide agricultural pursuits including forestry, except where an artificial</p> | | |
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| <p>drainage improvement will be used to increase the flow of surface water from the applicant's land;</p> <p>(3) Maintenance work performed on existing mosquito control drainage canals for the purpose of public health and welfare;</p> <p>(4) Maintenance work on utility or transportation systems, provided such maintenance work does not alter the purpose and intent of the drainage system as constituted;</p> <p>(5) Any maintenance, alteration, renewal, use or improvements to an existing structure not changing or affecting rate or volume of stormwater runoff and the onetime construction of any structure or addition not otherwise exempt, not exceeding 1000 square feet of impervious area on a parallel to the ground;</p> <p>(6) Publicly owned landfills permitted under state regulations;</p> | | |
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| <p>(7)</p> <p>Notwithstanding any other provision of Article VIII of the City of Deltona Land Development Code, there shall be no harmful erosion by water of any soil or fill onto any adjacent public or private property.</p> <p>d. New developments and/or redevelopment projects shall include a stormwater management system which assures the Peak Discharge Rate, Volume, and the pollution Load of stormwater leaving a site after development is are no greater than before development.</p> <p>e. Developments shall attenuate post development runoff, peak flows and volumes to that of the pre-development condition for a 25-year/24 hour design storm event.</p> <p>f. Provide off-line retention of the first inch of runoff or 2.5 times the percentage of impervious surface proposed for the site for water quality treatment purposes in areas with suitable soil and groundwater conditions.</p> <p>g. In areas with a high groundwater table</p> | | |
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| <p>provide wet detention water quality treatment for equal to or greater than the first inch of runoff or 2.5 inches times the percent impervious.</p> | | |
| <p><i>Policy 12C</i> The City shall develop, in conjunction with other local governments within and adjacent to The City of Deltona, a permit tracking system. Creation of this system shall require that each jurisdiction provide on a timely basis, information will be used to determine whether an area-wide level of service is being maintained for the City Drainage System.</p> | <p>No, but should be through Intergovernmental Coordination</p> | <p>Yes</p> |
| <p><i>Policy 12D</i> The City of Deltona shall use the watershed studies to determine level of service, capacity analysis, demand level and geographic service area for stormwater management areas and shall include mosquito control facilities which function as stormwater facilities.</p> | <p>No</p> | <p>Yes</p> |
| <p><i>Policy 12E</i> All new development and redevelopment projects shall meet or exceed these minimum State water quality standards; Chapter 62-40 Florida Administrative Code (FAC), Chapter 62-302 FAC, Chapter 40C-42 FAC. All new development or redevelopment projects shall also meet or exceed minimum environmental protection standards of Volusia County and this Comprehensive Plan.</p> | <p>Yes</p> | <p>Yes</p> |



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| Stormwater discharges from all new development and redevelopment projects shall also meet or exceed State water quality standards for Class III Waters as stated in Chapter 62-302 FAC. | | |
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Objective 13

Objective 13 of the Infrastructure Element is as follows:

The City of Deltona shall at a minimum maintain current standards regulating the design, construction, and management of drainage systems used for stormwater management.

This Objective is implemented through stormwater system design standards.

In order to evaluate the City's success in achieving Objective 13, an analysis of the extent to which its supporting policies (Policies 13A through 13D) have been implemented was conducted. A summary of this analysis is provided in Table 3-42 below.

**Table 3-42
Infrastructure-Element Objective 13 Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 13A</i> The City of Deltona shall identify and prioritize drainage systems in need of retrofitting and upgrade of these systems, as funding becomes available. Watershed studies will be used to identify and prioritize systems in need of retrofitting. The City of Deltona may apply for any grants and loans available from the DEP Revolving Loan Fund.</p> | Yes, through the Stormwater Master Plan | Yes |
| <p><i>Policy 13B</i> Prior to 2001, The City of Deltona shall develop an inspection and enforcement program to ensure proper maintenance of stormwater management systems.</p> | Yes, delete date, through Chapter 90 and NPDES | Yes |



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| <p><i>Policy 13C</i> Best Management Practices (BMPs) for control of erosion and sedimentation shall be employed for all construction and agricultural activities in order to protect natural waterbodies, watercourses and wetland from off-site pollutants.</p> | <p>Yes, through Chapter 90 and NPDES</p> | <p>Yes</p> |
| <p><i>Policy 13D</i> Prior to 2001, The City of Deltona shall complete a study to examine innovative stormwater BMP's (such as turf block, porous concrete "Rigby" cleaning machine, as a way to improve its stormwater management program.</p> | <p>No, but delete date and state that the City complies with all NPDES regulations</p> | <p>Yes</p> |

Natural Groundwater and Aquifer Recharge

Goal 1

Protect the quality and quantity of the surficial and Floridan aquifers, including the Volusia-Floridan sole source aquifer, and protect and enhance the capabilities of the groundwater recharge areas for the present and future water supply of the City.



Objective 14

Objective 14 of the Infrastructure Element is as follows:

By 2007, Potable water resources shall be identified, protected and conserved such that natural recharge to the aquifers shall not be reduced and more water shall be added to the aquifer recharge system.

This Objective is implemented through the Comprehensive Plan Conservation Element and Water Supply Plan.

In order to evaluate the City's success in achieving Objective 14, an analysis of the extent to which its supporting policies (Policies 14A through 14H) have been implemented was conducted. A summary of this analysis is provided in Table 3-43 below.

**Table 3-43
Infrastructure-Element Objective 14 Achievement Status**

| Policy | Implemented? | Relevant |
|---|-----------------------------|----------|
| <i>Policy 14A</i> The City of Deltona shall coordinate with the St. Johns River Water Management District and continue to monitor groundwater supply conditions. | Yes | Yes |
| <i>Policy 14B</i> By 2005, The City of Deltona shall determine water supply levels of service in conjunction with the St. Johns River Water Management District. Future land development permits in the City will be subject to those limitations. | Yes, delete date | Yes |
| <i>Policy 14C</i> The City of Deltona shall promote the efficient use of groundwater supplies as outlined in the Potable Water Element of this Comprehensive Plan. | Yes | Yes |
| <i>Policy 14D</i> The City of Deltona shall require the use of water | Yes, delete policy (see 2I) | Yes |

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| <p>conserving plumbing fixtures in all new development, subject to City regulations in effect.</p> | | |
| <p><i>Policy 14E</i> Prior to 2003, The City of Deltona shall develop and adopt City-wide minimum environmental standards regarding: additional prime recharge area protection, water table manipulation, and well field draw down standards.</p> | <p>Yes, through Chapter 98, Natural Resources Protection</p> | <p>Yes</p> |
| <p><i>Policy 14F</i> Prime (or high) aquifer recharge areas appropriate for development shall be developed so as to continue to maintain pre-development net retention, exempting agricultural activities utilizing those Best Management Practices adopted by US Natural Resources Conservation Service and Florida Department of Environmental Protection which in fact protect ground and surface water quality.</p> | <p>Yes, through Chapter 90</p> | <p>Yes</p> |
| <p><i>Policy 14G</i> The City of Deltona shall consider purchase or secure environmental easements on recharge lands where feasible for the purpose of water detention and recharge.</p> | <p>No</p> | <p>Yes</p> |



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| <p><i>Policy 14H</i> Prior to 2001, The City of Deltona shall institute a comprehensive program responsible for educating businesses and residents of: the City's current water conservation policies, the fragility of the aquifer, methods to reuse and conserve water, well abandonment problems and rules, and benefits of drought resistant plants (xeriscape).</p> | <p>No, but change date to 2010</p> | <p>Yes</p> |
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Objective 15

Objective 15 of the Infrastructure Element is as follows:

The City of Deltona shall not allow the degradation of the Floridan and surficial aquifers' water quality.

This Objective is implemented through the Conservation Element and policies of the St. John's Water Management District.

In order to evaluate the City's success in achieving Objective 15, an analysis of the extent to which its supporting policies (Policies 15A through 15D) have been implemented was conducted. A summary of this analysis is provided in Table 3-44 below.

**Table 3-44
Infrastructure-Element Objective 15 Achievement Status**

| Policy | Implemented? | Relevant |
|---|--------------|------------|
| <p><i>Policy 15A</i> The City of Deltona shall adopt additional policies, within its jurisdiction, using information collected in the FDEP groundwater quality studies, to protect the aquifer. These shall include policies that address:</p> <ol style="list-style-type: none"> 1. public well field siting 2. siting of industrial land uses which use hazardous materials or generate hazardous | <p>Yes</p> | <p>Yes</p> |

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| <p>waste</p> <ol style="list-style-type: none"> 3. siting of additional hazardous waste collection facilities for households and conditionally exempt small quantity generators of hazardous waste 4. if necessary, expansion of the Hazardous Material Emergency Response Team 5. if necessary, additional protection of the aquifer from saltwater intrusion 6. if necessary, restrictions to agricultural activities regarding the use of pesticides or fertilizers. | | |
| <p><i>Policy 15B</i> The City of Deltona shall continue to enforce the local and State regulations pertaining to the protection of the surficial and Floridan aquifers from such contaminants as hazardous and biological wastes, and petroleum products including, but not limited to: fuel oils, transportation fuels, machinery fluids and their wastes.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 15C</i> The City of Deltona shall maintain a wellhead/well field protection ordinance for which shall, at minimum, do the following:</p> <ol style="list-style-type: none"> 1. determine the zone of influence and/or area | <p>Yes</p> | <p>Yes</p> |

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| <p>for protection for each public well field,</p> <ol style="list-style-type: none"> 2. determine restrictions for the handling and storage of hazardous substances in order to protect potable water supplies, 3. permit regional well fields to serve a multi-purpose function, such as conservation and passive public recreational facilities. | | |
| <p><i>Policy 15D</i> The City should utilize water quality standards included in the "Stormwater and Watershed Management Master Plan," prepared in 1998 as a benchmark for water quality, to determine if degradation, maintenance or improvement has occurred.</p> | <p>Yes, but reference updated Plan</p> | <p>Yes</p> |



3.5 Conservation Element

Water Resources

Goal 1

Ensure the protection and improvement of the natural functions and quality of the City of Deltona's Water Resources.

Objective A

Objective A of the Conservation Element is as follows:

To prevent the further degradation of the ambient water quality of the City's surface water resources, to maintain and restore to acceptable levels those surface waters which exceed Federal, State and local pollutant standards.

This Objective is implemented through the Conservation Element and NPDES regulations.

In order to evaluate the City's success in achieving Objective A, an analysis of the extent to which its supporting policies (Policies 1A through 9A) have been implemented was conducted. A summary of this analysis is provided in Table 3-46 below.

**Table 3-45
Conservation Element Objective A Achievement Status**

| Policy | Implemented? | Relevant |
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| Policy 1A On-site sewage disposal systems and associated drain fields shall be discouraged | Yes | Yes |

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| <p>within the flood plain of surface water bodies as provided for in land development regulations, to the extent that such systems are designed and located so as to not contribute to the degradation of ambient water quality as consistent with Rule 10D-6.</p> | | |
| <p><i>Policy 2A</i> Best management practices which control erosion and limit the amount of sediment reaching surface waters shall be required for construction, agriculture, silviculture, excavation, dredge and fill, and stormwater management activities.</p> | <p>Yes, through Stormwater and Natural Resources Protection regulations</p> | <p>Yes</p> |
| <p><i>Policy 3A</i> The City shall develop standards for stormwater which discharge into surface water bodies in order not to degrade the ambient water quality of the receiving water body.</p> | <p>Yes, through Chapter 98, Article IV.</p> | <p>Yes</p> |
| <p><i>Policy 4A</i> (added by Ordinance 10-2001 adopted at second reading by the Deltona City Commission December 12, 2001) Surface and Stormwater Treatment. The City will continue to implement and update, from time to time, adopted surface and stormwater management regulations that assure that systems are designed to meet or exceed current standards, and can be practically and easily maintained. Enforcement of these requirements is intended to increase retention of stormwater, minimize</p> | <p>Yes, through Chapter 98, Article IV.</p> | <p>Yes</p> |



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| <p>degradation of surface waters and protect wetlands through treatment of stormwater runoff. At a minimum, surface and stormwater treatments may include, but are not limited to:</p> <ol style="list-style-type: none"> 1. Appropriate on-site retention or detention in accordance with adopted local and state regulations including filtration, exfiltration, establishment of littoral zones in lake management systems and wetland areas and use of grassy areas for filtration. 2. Protection of wetlands and environmentally sensitive areas; and 3. Management and protection of the quantity, timing and quality of water releases and discharges. | | |
| <p><i>Policy 5A</i> Retrofit of Substandard Drainage Systems. Retrofitting of substandard public drainage systems shall occur during repair, expansion, or redevelopment activities. This policy is intended to address water quality problems resulting from inadequate systems, or those systems constructed previous to a complete understanding of the effects of stormwater runoff on water quality.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 6A</i> Improve Water Quality in all Waters of the State, including Creeks, Rivers, Canals and Shorelines Connected to</p> | <p>Yes</p> | <p>Yes</p> |

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| <p>Waters of the State. The City shall participate with surrounding local governments to improve water quality in drainage basins within the County; and provide assistance to improve water quality in other mutually shared drainage basins.</p> | | |
| <p><i>Policy 7A</i> Drainage Basin Plans Must Meet Adopted Water Quality Standards. All drainage basin plans shall be designed to meet water quality standards of surface water bodies by assuring that the rate, timing and quality of runoff meet adopted local and state water quality standards.</p> | <p>Yes, through Chapter 98</p> | <p>Yes</p> |
| <p><i>Policy 8A</i> Design of Drainage Outfalls. All drainage outfall and irrigation connections, including those associated with agricultural uses, shall be designed to maintain, and where possible, improve water quality.</p> | <p>Yes, through County Water Wise Ordinance</p> | <p>Yes</p> |
| <p><i>Policy 9A</i> The City shall coordinate with existing resource protection plans of other government agencies, including; Volusia County Department of Environmental Resource Management; St. Johns River Water Management District; Florida Game and Freshwater Fish Commission; Florida Department of Environmental Protection; Army Corp of Engineers; and U.S. Fish & Wildlife Service (and others). Specifically the City will coordinate with resource protection efforts of the St.</p> | <p>Yes</p> | <p>Yes</p> |



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| <p>Johns River Water Management SWIM Plan by furthering:</p> <ul style="list-style-type: none"> a. Maintain and/or enhance the environmental resources of local lakes to benefit the lake and regional ecosystem. b. Identify other restoration projects that will provide environmental benefits to areas within the SWIM Planning Area. | | |
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Objective B

Objective B of the Conservation Element is as follows:

Protect and enhance the natural hydrologic functions and wildlife habitat attributes of surface water resources, wetlands, and the floodplains associated with these waters.

This Objective is implemented through the Comprehensive Plan and the Land Development Code, and in particular, Chapter 98, Natural Resources Protection.

In order to evaluate the City's success in achieving Objective B, an analysis of the extent to which its supporting policies (Policies 1B through 6B) have been implemented was conducted. A summary of this analysis is provided in Table 3-47 below.

**Table 3-46
Conservation Element Objective B Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 1B</i> Prior to 2004, natural shoreline buffers or setbacks shall be reviewed for surface water bodies, the extent of which will depend on, at minimum: existing soils; cover and type of vegetation; topography; wildlife habitat; ambient water quality; and the protective status of the water</p> | <p>Yes, delete date as implemented in 2003</p> | <p>Yes</p> |

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| body. | | |
| <p><i>Policy 2B</i> Periodic, removal or control of nuisance submerged, emergent, or floating vegetation shall be limited to that necessary to provide reasonable access, and aquatic weed control as defined by the appropriate agencies. Any use of chemical herbicides for such purposes shall ensure that water quality and ecological integrity are not degraded.</p> | Yes | Yes |
| <p><i>Policy 3B</i> The City shall ensure that withdrawals from or discharges to surface water bodies which alter hydroperiods or water stage levels do not adversely impact water dependent ecosystems.</p> | Yes, through Chapter 98 | Yes |
| <p><i>Policy 4B</i> Undisturbed segments of flood plains shall be protected through public acquisition, land use controls, conservation easements, or other methods as appropriate.</p> | Yes, through Chapters 90 and 110 | Yes |
| <p><i>Policy 5B</i> Proposed structures located within the flood plain of surface water bodies and within flood prone areas, shall be required to utilize building methods as provided in land development regulations, to the extent that fill material required for construction or other impervious surfaces will not reduce the ability of the floodplains to store and convey floodwaters, or degrade the natural physical and biological functions of protected habitat without</p> | Yes, through the Land Development, Florida Building Code and Chapter 90 | Yes |



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| approved mitigation. Impacts of fill in the floodplains and flood prone areas shall be considered both site specifically and cumulatively. | | |
| <p><i>Policy 6B</i> Dwelling unit densities shall be limited within the flood plains of surface water bodies and in other flood prone areas as provided for in land development regulations, in that allowable densities do not create potential flood hazards, or degrade the natural functions of the flood plain. Dwelling unit density determinations in the floodplain shall consider both site specific and cumulative impacts.</p> | Yes, through Chapter 90 but tighten policy | Yes |

Objective C

Objective C of the Conservation Element is as follows:

Protect and appropriately utilize the physical and ecological functions of natural drainage ways and patterns.

This Objective is implemented through the Conservation Element of the Comprehensive Plan and the Land Development Code, and in particular, Chapter 98, Natural Resources Protection.

In order to evaluate the City's success in achieving Objective C, an analysis of the extent to which its supporting policies (Policies 1C through 5C) have been implemented was conducted. A summary of this analysis is provided in Table 3-48 below.

**Table 3-47
 Conservation Element Objective C Achievement Status**

| Policy | Implemented? | Relevant |
|---|--|----------|
| <p><i>Policy 1C</i> Land planning and development proposals shall identify areas where soils, vegetation, hydro-geology, topography, and other factors</p> | Yes, through Chapters 74, 98 and 116 but should also discuss off-site (or areawide) management | Yes |

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| <p>indicate where water flows or ponds. These areas shall be utilized to the maximum extent feasible, without significant structural and natural habitat alteration, for on-site stormwater management, after appropriate on-site water quality treatment and should be integrated into an area-wide stormwater management design. Where wet detention systems are employed, they should mimic natural systems as appropriate.</p> | | |
| <p><i>Policy 2C</i> Isolated wetlands may be considered for integration into a stormwater management system. In such cases, natural hydroperiods and stage elevations shall be designed to maintain or improve the existing wetland community. No direct discharge will occur in the wetland community without appropriate water quality treatment.</p> | <p>Yes, through Chapter 98</p> | <p>Yes</p> |
| <p><i>Policy 3C</i> The City shall establish criteria and standards for the mitigation of environmentally sensitive lands and critical habitats which are destroyed or altered. The standards shall provide for, at minimum, collection of a mitigation fee to be used specifically for the acquisition and management of environmentally sensitive lands, and/or preservation or replacement of like kind habitat.</p> | <p>Yes, through the Environmental Improvements Trust Fund</p> | <p>Yes</p> |
| <p><i>Policy 4C</i> Land use activities adjacent to environmentally sensitive lands, including conservation</p> | <p>Yes</p> | <p>Yes</p> |



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| <p>areas designated in the Future Land Use and Recreation/Open Space Elements, shall be limited to non-intensive uses such as low density residential. Otherwise, proposed land use activities must ensure that such activities will not degrade the natural physical, biological, aesthetic, or recreational functions of such lands.</p> | | |
| <p><i>Policy 5C</i> Prior to 2003, removal or control of submerged, emergent, or floating vegetation shall be limited to that necessary to provide reasonable access, and aquatic weed control as defined by the appropriate agencies. Any use of chemical herbicides for such purposes shall ensure that water quality and ecological integrity are not degraded.</p> | <p>Yes, delete policy similar to 2B</p> | <p>Yes</p> |

Objective D

Objective D of the Conservation Element is as follows:

To minimize, and eliminate where reasonably achievable, impacts to ecological communities which degrade their natural physical and biological function as a result of land development activities.

This Objective is implemented through

In order to evaluate the City's success in achieving Objective D, an analysis of the extent to which its supporting policies (Policies 1D through 7D) have been implemented was conducted. A summary of this analysis is provided in Table 3-49 below.

**Table 3-48
Conservation Element Objective D Achievement Status**

| Policy | Implemented? | Relevant |
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| <i>Policy 1D</i> | | |

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| <p>By 2004, the City shall inventory, monitor, and periodically update a mapping inventory of ecological communities by type (as indicated by vegetative composition), including at minimum:</p> <ol style="list-style-type: none"> 1. Wetland Communities Upland Communities, 2. Freshwater marsh Pine flatwood, 3. Wet prairie Mixed hardwood hammock, 4. Bottomland hardwood swamp Oak hammock, 5. Cypress swamp Cabbage palm hammock, 6. Bay head swamp Pine/xeric oak thicket, 7. Mixed hardwood swamp Scrub oak thicket, 8. Sand pine forest Grassland and shrub | <p>Yes, delete date, but through Volusia County and City has GIS layer</p> | <p>No</p> |
| <p><i>Policy 2D</i> In conjunction with the Florida Natural Areas Inventory, East Central Florida Regional Planning Council (ECFRPC), and the Florida Game and Fresh Water Fish Commission (GC), and based on the information generated from the data inventory as stated in Policy 1D, the City shall determine those ecological communities which are rare, endangered, or of special concern either by type and/or geographic location. Such communities shall be considered environmentally sensitive, and receive appropriate protections as outlined elsewhere in this Element.</p> | <p>No, but through Volusia County and change name of Florida Game Commission to FFWCC</p> | <p>No</p> |
| <p><i>Policy 3D</i> Based on the City's ecological data inventory, the City shall consider potential site specific,</p> | <p>Yes, through Chapters 74, 98 and 116</p> | <p>Yes</p> |

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| <p>off-site, and cumulative impacts to ecological communities for land development proposals.</p> | | |
| <p><i>Policy 4D</i> The City shall require clustering of dwelling units and/or open space for land development projects which contain environmentally sensitive lands and critical habitats within its project boundaries, in order to preserve these resources.</p> | <p>Yes., through Chapters 98 and 110</p> | <p>Yes</p> |
| <p><i>Policy 5D</i> The City shall consider the status of endangered ecosystems and other environmentally sensitive lands when reviewing land use proposals and acquisitions.</p> | <p>Yes, through Chapters 74, 98 and 116</p> | <p>Yes</p> |
| <p><i>Policy 6D</i> The City shall coordinate with appropriate governmental entities to protect environmentally sensitive lands which extend into adjacent counties and municipalities.</p> | <p>Yes, through Chapters 74, 98 and 116</p> | <p>Yes</p> |
| <p><i>Policy 7D</i> (added by Ordinance 10-2001 adopted at second reading by the Deltona City Commission December 12, 2001) At a minimum, Environmentally Sensitive Areas shall contain one or more of the following natural resources: a) Rare, Threatened or endangered wildlife and/or vegetation, e.g., wildlife (scrub jay, osprey); vegetation (golden polypody, butterfly orchid, four-petal paw paw). A complete list is defined by the U.S. Fish and Wildlife Service,</p> | <p>Yes, delete parenthesis and through Chapter 98</p> | <p>Yes</p> |



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| <p>Florida Game and Fresh Water Fish Commission and the East Central Florida Regional Planning Council;</p> <p>b) Rare and unique upland habitat that support endangered or threatened species;</p> <p>c) Wetlands;</p> <p>Special geologic formations;</p> <p>e) Artifacts of archaeological or historic significance;</p> <p>f) Within public water supply system wellfield cone(s) of influence;</p> <p>g) Within floodways and areas subject to flooding.</p> | | |
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Objective E

Objective E of the Conservation Element is as follows:

To eliminate any net loss of wetlands and prevent the functional values of such wetlands to be degraded as a result of land development decisions.

This Objective is implemented through the Comprehensive Plan and the Land Development Code

In order to evaluate the City's success in achieving Objective E, an analysis of the extent to which its supporting policies (Policies 1E through 6E) have been implemented was conducted. A summary of this analysis is provided in Table 3-50 below.

**Table 3-49
Conservation Element Objective E Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 1E</i> Wetlands shall be preserved wherever possible. In cases where adverse impacts to such</p> | <p>Yes, through the County and Water Management District and Chapter 98, Article III</p> | <p>Yes</p> |

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| <p>wetlands are found by the City to be necessary to the overriding public interest, appropriate mitigation shall be required by appropriate permitting agency prior to land use or development approvals.</p> | | |
| <p><i>Policy 2E</i> Isolated wetlands which are shown to be significantly degraded, or cover small areas (less 1/3 an acre), may be modified while allowing no net loss of wetlands. The City shall establish acceptable criteria and designs for wetland modification, and shall address, at minimum, provisions for: This provision for wetland modification shall not be allowed in wetlands which are known or are found to provide habitat to wildlife species which are state of federally listed as rare, threatened, endangered, or of special concern, or locally designated as such.</p> | <p>Yes, reword policy, through Chapter 98</p> | <p>Yes</p> |
| <p><i>Policy 3E</i> Natural Buffer Zones or setbacks shall be required landward of all protected wetlands. a. Natural Buffer Zones for funding wetlands shall be determined on an individual basis with standards and formulas derived for the following criteria, at minimum: existing soil erodibility; cover and type of vegetation; slope; water table depths; water quality; wildlife; and the protective status of the</p> | <p>Yes, through Chapter 98</p> | <p>Yes</p> |

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| <p>receiving waters. Natural buffer zones shall consist of intact natural communities comprised predominantly of appropriate native vegetative species in the overstory, shrub, and understory layers. Activities within the Natural Buffer Zone shall be limited to those which are shown to be consistent with the intended use of this zone while providing for reasonable access to water bodies.</p> <p>b. Proposed activities adjacent to isolated wetlands shall have setbacks and natural buffers measured from the upland/wetland interface, as determined by vegetative dominance as appropriate with Rule 62.302 F.A.C. Wetlands which are hydrologically connected to a surface water body, shall require a natural buffer zone consistent with the standards provided in Subsection (a).</p> <p>c. In cases where the alteration of the Natural Buffer Zone is determined to be unavoidable, appropriate mitigation shall be required.</p> | | |
| <p><i>Policy 4E</i> If, by restriction of attainment</p> | <p>Yes, reword policy, through</p> | <p>Yes</p> |

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| <p>of reasonable use through the City's land development regulations, it is determined by the City that wetland alteration is unavoidable, mitigation proposals shall be considered, which should include restoration of existing degraded or converted wetlands, or creation of new wetland habitat. Such mitigation activities shall replace like land habitat and function, and shall not result in a net loss of wetlands. Preservation of upland habitat may be considered in certain instances if deemed appropriate but shall not result in a net loss of wetlands. In no case shall mitigation activities degrade critical upland habitat.</p> | <p>Chapter 98, Natural Resources Protection</p> | |
| <p><i>Policy 5E</i> By year 2002, the City shall consider collecting a mitigation fee in lieu of mitigation requirements which will fund an off-site wetlands mitigation bank program. Towards that end, the City shall identify areas which are suitable for such purposes, primarily where important wetland habitats have been converted, and shall direct off-site mitigation efforts to these designated areas, which should be located within the same watershed as where the impacts will occur. To increase the program's effectiveness, the City shall coordinate with and seek the support of local municipalities, Volusia County, regional, state, and federal regulatory agencies.</p> | <p>Yes partially, delete date, through Chapter 98 but City has to identify areas and start to implement through the City's Environmental Improvements Trust Fund.</p> | <p>Yes</p> |

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| <p><i>Policy 6E</i> By 2002, the City of Deltona shall adopt and amend as appropriate to local conditions the Best Management Practices (BMP's) based on the most current available standards.</p> | <p>Yes, delete date, through NPDES</p> | <p>Yes</p> |
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Objective F

Objective F of the Conservation Element is as follows:

To protect habitats of wildlife species occurring in the City, particularly those which are threatened, endangered, or of special concern, to maintain, and enhance where necessary, existing species population numbers and distributions, and consistent with State and Federal law.

This Objective is implemented through Comprehensive Plan, Chapter 98, Natural Resources Protection and County and State Environmental Protection agencies.

In order to evaluate the City's success in achieving Objective F, an analysis of the extent to which its supporting policies (Policies 1F through 7F) have been implemented was conducted. A summary of this analysis is provided in Table 3-51 below.

**Table 3-50
Conservation Element Objective F Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 1F</i> Prior to 2004, the City shall initiate a comprehensive study to identify and inventory wildlife species, including state and federally listed species, which utilize habitat within the City. This information shall be used in concert with the ecological community data base efforts to help determine type and occurrence of critical wildlife habitat and their boundaries.</p> | <p>No, delete date and add wording so that study may be updated from time to time also, GIS layer is available but comprehensive study has not been completed</p> | <p>Yes</p> |
| <p><i>Policy 2F</i> Land development proposals shall be required to protect ecologically viable habitats</p> | <p>Yes, through Chapter 98</p> | <p>Yes</p> |

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| <p>and prepare a suitable alternative management plan when state or federally listed vegetative and wildlife species occur within project boundaries.</p> | | |
| <p><i>Policy 3F</i> Prior to 2004, the City shall establish development review standards for projects which impact critical habitats. Until review standards are formulated, the City shall continue to review projects which may impact critical habitats. The type and occurrence of critical habitats which are determined by the City and the appropriate federal (USFWS) and state (FGFWFC, FDEP, ECFRPC) agencies. These review standards and development reviews shall address at minimum:</p> <ul style="list-style-type: none"> a. proper siting of development structures and infrastructure, including clustering of dwelling units away from critical habitats; b. management plans which protect endangered wildlife which utilize critical habitats; c. mitigation plans for critical habitat which is unavoidably altered; d. restrictions of the use of critical habitats to those which are found to be compatible with the requirements of wildlife species which are threatened, endangered, or of | <p>Yes, delete and reword policy to state "The City shall review projects which may impact critical habitats and will comply with state and Federal regulations for the protection of endangered species."</p> | <p>Yes</p> |

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| special concern. | | |
| <p><i>Policy 4F</i> Where financially feasible, the City shall protect critical habitat through acquisition, establishment of public or private conservation easements, purchase of development rights, or through other available means as deemed appropriate.</p> | Yes | Yes |
| <p><i>Policy 5F</i> Prior to the establishment of the baseline data and management plans listed, the City shall utilize federal and state management guidelines for the particular endangered species in reviewing land development proposals.</p> | Yes, through Chapter 98 and delete "Prior...," | Yes |
| <p><i>Policy 6F</i> Concurrent with the revision of the City's Land Development Regulations, the City will adopt an ordinance restricting development, to require on-site protection and managed relocation areas for all species, which are listed and identified as Endangered, Threatened, or Species of Special Concern, and all habitats which are critical within the City. Protection and relocation measures will be based on guidelines from appropriate State and Federal agencies and on local conditions.</p> | No | Yes |
| <p><i>Policy 7F</i> Natural Area Green Ways and Wildlife Corridors. In conjunction with the land preservation program to be completed in 2002, the City shall coordinate with pertinent state wildlife agencies and</p> | No, delete date, but will be policy in the Park and Recreation master Plan | |



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| <p>regional planning agencies to identify natural area greenways and wildlife corridors to link existing public parks, preserve areas and similar areas for conservation and habitat preservation purposes. Efforts to coordinate the resources of other public and private natural resource preservation agencies will be undertaken by the City to enhance efforts to fiscally support and encourage a program of public land acquisition in conjunction with current land use planning and development regulations.</p> | | |
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Air Quality

Goal 2

Ensure the highest quality of life, protect and improve air quality for the protection of the natural environment and the health, safety, and welfare of the citizens of the City of Deltona.



Objective G

Objective G of the Conservation Element is as follows:

To maintain or exceed current levels of air quality exceeding minimum acceptable air quality standards as established by EPA and FDEP.

This Objective is implemented through the Comprehensive Plan and federal air quality standards.

In order to evaluate the City's success in achieving Objective G, an analysis of the extent to which its supporting policies (Policies 1G through 5G) have been implemented was conducted. A summary of this analysis is provided in Table 3-52 below.

**Table 3-51
Conservation Element Objective G Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 1G</i> The City of Deltona should work with the Department of Environmental Protection in developing an air quality database, monitoring, and assessment system with information regarding primary air pollutants as well as volatile organic compounds to determine ambient air quality.</p> | No, but should coordinate with the County when industrial land uses occur within the City. | Yes |
| <p><i>Policy 2G</i> Businesses which request development orders shall be required to install all appropriate pollution control devices and practices, and demonstrate that all necessary air quality permits have been approved prior to occupancy.</p> | Yes, through Chapter 98 | Yes |
| <p><i>Policy 3G</i> As specified in the Transportation, and Capital Improvements Elements, the City of Deltona shall encourage alternative modes of transportation by, at minimum: encourage mass</p> | Partially, carpooling is not implemented but bicycle facilities and sidewalks are regulated through Chapter 96 while bus shelters are discussed in the Urban Design/Placemaking Study | Yes |



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| <p>transit system, establish a City-wide car pooling information network, promoting the use of bicycles by requiring bike facilities, requiring improved pedestrian sidewalks on and off site, building and/or constructing vehicle parking bays and passenger shelters to accommodate buses and ride-shares.</p> | | |
| <p><i>Policy 4G</i> Industrial or other facilities which emit air pollutants shall be sited to avoid detrimental impacts to schools (grades K-12), nursing homes, residential neighborhoods and highly urbanized centers to reduce adverse impacts of air pollution on adjacent residents.</p> | <p>Yes</p> | <p>No, there are no facilities of this type within the City</p> |
| <p><i>Policy 5G</i> Newly developed industrial parks, industrial subdivisions, public and private utilities, and arterial roads shall have a vegetation buffer between them and other land use types. This buffer shall include a mix of both taller overstory trees and shrubs (scrub, bushes, etc.).</p> | <p>Yes, through the Land Development Code and Chapter 110</p> | <p>Yes</p> |

Objective H

Objective H of the Conservation Element is as follows:

To minimize the impacts of mineral extraction activities on natural systems, while allowing appropriate utilization of the mineral resources.

This Objective is implemented through Comprehensive Plan

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Note: This Objective and policies may be deleted since there are no mineral extraction activities within the City.

In order to evaluate the City’s success in achieving Objective H, an analysis of the extent to which its supporting policies (Policies 1H through 7H) have been implemented was conducted. A summary of this analysis is provided in Table 3-53 below.

**Table 3-52
Conservation Element Objective H Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 1H</i> Prior to 2004, the City shall determine and inventory those areas with the highest suitability for mineral extraction, based on the quality of mineral deposits, and the patterns of land use and natural systems, and shall prevent incompatible land uses into these areas.</p> | No | No |
| <p><i>Policy 2H</i> Proposed mineral extraction activities shall minimize impacts to environmentally sensitive lands and critical habitats. In cases where adverse alteration of such lands is unavoidable, appropriate mitigation shall be required.</p> | No | No |
| <p><i>Policy 3H</i> The City shall establish standards for reclamation of excavation sites so as to resemble a natural system to the greatest extent feasible, including, at minimum:</p> <ul style="list-style-type: none"> a. creation of sinuous shorelines; b. bank gradients properly sloped to establish planted littoral shelves with | No | Yes |

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| <p>appropriate submerged and emergent vegetation;</p> <p>c. fish stocking, if warranted;</p> <p>d. ambient water quality testing;</p> <p>e. completion of the reclamation plans;</p> <p>f. compliance with standards established for artificial lakes by the SJRWMD and other appropriate agencies.</p> | | |
| <p><i>Policy 4H</i> To incorporate the inherent limitation of existing soils in land planning and development, and minimize impacts which result in soil erosion.</p> | <p>Yes, through Chapter 98 but reword sentence</p> | <p>Yes</p> |
| <p><i>Policy 5H</i> Prior to any land disturbance, development activities shall indicate on a site plan areas of highly erodible soils, as defined by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) or the Florida Department of Agriculture, and take adequate measures to ensure that soil erosion is avoided, including utilization of all appropriate Best Management Practices.</p> | <p>Yes, through Chapters 96 and 98 and NPDES</p> | <p>Yes</p> |
| <p><i>Policy 6H</i> Building construction in soils which are determined to be hydric in character, as defined by the NRCS and the Florida Department of Agriculture, shall be regulated to the extent</p> | <p>Yes, through Chapter 96</p> | <p>Yes</p> |

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| <p>that proposed construction activities will not adversely impact the natural physical and biological functions of protected resources without appropriate mitigation.</p> | | |
| <p><i>Policy 7H</i> Silvicultural and agricultural activities shall utilize the most current Best Management Practices to prevent soil erosion and subsequent siltation of surface water bodies.</p> | <p>No, no silviculture or agriculture takes place within the City</p> | <p>No</p> |



3.6 Parks and Recreation Element

Goal 1

The development of a park and recreation system which provides for a myriad of recreational opportunities that is cost effective and efficient to develop, preserve and maintain the natural environment and makes the best use of the land; incorporates aesthetics as an essential component of park and facility design; and produces a sense of pride for its users and nearby neighborhoods.

Amend the Parks and Recreation Goal to replace "aesthetics" with "sustainability" and to add the words "and community" after "pride".

Objective 1

Objective 1 of the Parks and Recreation Element is as follows:

To establish a set of City level of service standards for suitable park, recreation and open space land acreage, developed park and recreation land acreage, and major park and recreation facilities that provide minimum requirements for park and recreational services when used in conjunction with the natural and man-made features associated with individual park sites for the Deltona community through the year 2020.

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This Objective is implemented through the Future Land Use Element of the Comprehensive Plan and Chapter 86, Concurrency Management..

In order to evaluate the City’s success in achieving Objective 1, an analysis of the extent to which its supporting policies (Policies 1A through 1M) have been implemented was conducted. A summary of this analysis is provided in Table 3-55 below.

**Table 3-53
Parks and Recreation Element Objective 1 Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 1A</i> Total Available Park and Recreation Lands Through the year 2020, the City of Deltona shall maintain a minimum of 4 acres of suitable developed and undeveloped park, recreation and open space land per 1000 residents. This minimum level of service standard may be exceeded by decision of the City Commission, through approval of an amendment to the Comprehensive Plan, in order to protect or enhance public health and welfare, to provide additional lands for the provision of needed park, recreation or open space facilities and to provide for specialized natural resource based park, recreation or open space facilities and lands. The City Commission shall be the final authority to determine which park lands and sites are suitable for public recreational purposes.</p> | <p>Yes, through the Future Land Use Element and Chapter 86, Concurrency Management</p> | <p>Yes, amend this policy to add the words “or cultural” after “provide for specialized natural” in the second to last sentence.</p> |
| <p><i>Policy 1B</i> Total Developed Park and Recreation Lands The City of Deltona establishes the following minimum, incremental level of service</p> | <p>Yes, through the Future Land Use Element and Chapter 86, Concurrency Management</p> | <p>Yes</p> |



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| <p>standard for developed park and recreation lands within the City: (SEE CHART)</p> <p>Within the Planning Period, the City Commission shall maintain this minimum level of service standard for developed park and recreation lands in the City based upon the availability of City resources to achieve compliance with the standard. However, the overall objective is to increase the amount and quality of developed City park and recreational lands, to provide adequate recreational services to Deltona residents.</p> <p>The term-“developed park and recreation land” shall mean that typically 50% of total project site is useable for passive, or active recreational purposes. For individual park or open space sites the amount of developed land will vary due to the purpose of the park site, or environmental, site and social conditions.</p> <p>Developed park and recreation acres shall be the critical long-term measurement in terms of service level standards for land or acreage by the year 2020. This new land service level standard shall be 3.5 acres of developed land per 1,000 residents, by the year 2020.</p> | | |
| <p><i>Policy 1C</i> Park and Recreation Facility Classifications The following types of facilities should be provided for the residents of Deltona:</p> <ol style="list-style-type: none"> 1. Passive recreational facilities including, but not limited to, biking trails, boardwalks, docks, fishing | <p>Yes, through the Future Land use Element and Chapter 86, Concurrency Management</p> | <p>Yes, amend 5. to replace “both active and passive” with “accessible to every resident”; add “7. Historical, cultural and arts facilities and 8. Special events venues, both indoors and outdoors.</p> |

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| <p>piers, etc.</p> <p>2. Active recreational facilities including, but not limited to, sports fields and courts, playgrounds, community swimming pool(s), etc.</p> <p>3. Indoor recreational facilities such as clubhouses, games, dancing, youth activities, etc.</p> <p>4. Park, recreation, and open space facilities that are utilized and equally accessible by elderly or handicapped persons.</p> <p>5. Community parks and neighborhood parks, both active and passive.</p> <p>6. Open space and natural resource based lands and areas, used for relaxation, educational, conservation or passive recreational purposes.</p> | | |
| <p><i>Policy 1D</i> Establishment of Level of Service (LOS) Standards for Recreational Facilities By or before October 2000, the City shall establish specific, revised recreational facilities guidelines, including specific level of service standards for use within the Comprehensive Plan, for different types of recreational facilities (i.e. diamond sports fields, soccer, football fields, boat and fishing docks, and swimming facilities) to be provided in the City's park system. These facility standards shall be consistent with the Comprehensive Plan, including</p> | <p>Yes, through the Future Land Use Element and Chapter 86, Concurrency Management</p> | <p>Yes</p> |

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| <p>Policies 1F, 1G, and 1H of this element.</p> | | |
| <p><i>Policy 1E</i> . LOS credits for City-Owned and other Park and Recreational Facilities The following facilities shall be counted and included in the City's park and recreation facility inventory and in meeting the City's service level guidelines for both land and recreation facilities (including land and facilities owned, operated, leased or utilized through valid joint public use agreements by the City of Deltona):</p> <ul style="list-style-type: none"> * land and facilities from the Deltona parks system. * Specific recreation facilities of the Volusia County School District located within the City boundaries and covered in a valid current "Joint Use Agreement" approved or authorized by both the School District Board and the City Commission. With the exception of swimming pool(s) and gyms, useable school - recreational facilities shall not exceed 25% of the total number or acres of required City recreational facilities used to calculate level of service. * Specific recreation facilities located within the City boundaries where the City of Deltona is a party to a written multi-year use agreement with either a private non-profit or private for profit entity for the provision of public | <p>Yes, through the Future Land Use Element and Chapter 86, Concurrency Management</p> | <p>Yes</p> |

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| <p>recreation facilities and/or services.</p> <p>★ Specific recreation facilities located outside the City boundaries but within three miles from the City boundaries where the facilities are determined or estimated by the City to provide recreational services to City residents. For such facilities to count against level of service requirements, the City of Deltona shall be a party to a written, current and valid multi-year agreement with another government agency, public school agency, private non-profit or private for profit entity that provides recreation facilities and/or services to the citizens of Southwest Volusia, including the City of Deltona. This provision is not applicable to local or neighborhood parks located within a three mile radius, outside of the City of Deltona boundaries.</p> | | |
| <p><i>Policy 1F</i> Neighborhood Parks The neighborhood park is the base of the City's parks system. The major purpose of the neighborhood park is to provide an enjoyable space for informal recreation activities within walking distance. Neighborhood parks where appropriate may provide organized activities to serve recreation activities of Deltona residents.</p> <p>A. Basic facility guidelines for the neighborhood park may consist of the following:</p> | <p>Yes, through the Future Land Use Element and Chapter 86, Concurrency Management</p> | <p>Yes, amend policy to revise the distance from residences to neighborhood parks to be within a ½ mile walk on the existing roadway and sidewalk network.</p> |



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| <ul style="list-style-type: none"> ★ playground apparatus ★ an open play area ★ a paved hard court facility ★ small family picnic area (1-5 bench table combination) ★ security lighting ★ landscaping ★ limited parking area or pervious parking area ★ water fountains ★ bike rack ★ restrooms ★ entrance facilities (gate and sign) ★ storm water management facilities as required ★ typical development guidelines - 50% of total project site, or lower if constrained by environmental, site and social conditions <p>B. The following are some typical service level/facility enhancements for the neighborhood park that may be considered over and above the basic facility requirements:</p> <ul style="list-style-type: none"> ★ an additional open play area with a backstop for additional pick-up games for baseball or softball or for football or soccer goals as space permits, plus for limited practice for leagues. ★ trail facilities for walking, jogging/exercising. ★ facility lighting, if | | |
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| <p>determined to be essential.</p> <ul style="list-style-type: none"> ★ any other facility that the community may request, compatible with the basic park purpose and the adjacent/nearby residential neighborhood. <p>C. Recommended size and service radius area ranges for the neighborhood park (Neighborhood Park) category shall include the following:</p> <ul style="list-style-type: none"> ★ Recommended size range: 3-10 acres. ★ Typical service area radius range: 1/2-1 mile. | | |
| <p><i>Policy 1G</i> Community Parks The Community Park is at the second level in the Deltona park system. The higher intensity Community Park should serve all community residents. Its major market focus should consist of all demographic groups including a broad range of age groups with various recreation facilities, activities and needs. These activities include a mix of formal, organized and supervised activities and programs and activities as well as informal enterprises. A major purpose of this park is to provide a variety of recreation activities. In addition, the Community Park may provide regulation or game fields for teams or leagues which have traditionally used such parks in the past.</p> | <p>Yes, through the Future Land Use Element and Chapter 86, Concurrency Management</p> | <p>Yes, revise the size of community parks to be a maximum of 50 acres.</p> |



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| <p>A. Basic facility guidelines for the Community Park could consist of the following:</p> <ul style="list-style-type: none"> * multi-purpose ball fields - fields suitable for team practice, and for league games. * tennis courts, if compatible with surrounding residences and land uses, and subject to site constraints. * lighted other hard court facilities (either basketball, shuffleboard, handball or racquetball), if compatible with surrounding residences and land uses. * playground apparatus area. * covered picnic area (pavilion or shelter) with grills for small group outings. * scattered picnic tables/benches for individuals, families and very small groups. * lighting for fields and courts as necessary. * comfort station (restrooms for males and females) located near field facilities * water fountains, located near field facilities. * trails for either walking, jogging or exercising. * parking area. * bike racks. * security lighting. * landscaping. * gates, fencing, entrance sign. * storm water management as required. | | |
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| <ul style="list-style-type: none"> ★ typical development-50% of total project site, or lower if constrained by environmental, site and social conditions. B. The following are some typical service level/facility enhancements for the Community Park that may be considered over and above the basic facility requirements: <ul style="list-style-type: none"> ★ additional multi-purpose fields, subject to site constraints. ★ specialized fields for a specific sport or league, if compatible with surrounding residences and land uses, subject to site constraints. ★ additional game fields, if compatible with surrounding residences and land uses, subject to site constraints. ★ additional lighted fields, if compatible with surrounding residences and land uses. ★ additional tennis courts, subject to site constraints. ★ additional hard court facilities, subject to site constraints. ★ additional lighted court facilities, if compatible with surrounding residences and land uses. ★ additional play apparatus areas. ★ an additional comfort station. ★ gymnasium/recreation center/activity building. | | |
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| <ul style="list-style-type: none"> ★ additional water fountains. ★ additional picnic pavilions/shelters. ★ specialized recreation facilities (compatible with this park's purpose and the surrounding residences and land uses). ★ any other facility that the community may request, compatible with the basic park purpose and the adjacent/nearby residential neighborhood and land uses <p>C. Recommended size and service radius area ranges for the community park category shall include the following:</p> <ul style="list-style-type: none"> ★ recommended size range: 12.70 acres. ★ Typical service area radius range: 1-3 miles. | | |
| <p><i>Policy 1H</i> Open Space (Based on Vision Plan) Open space, trails, green ways, natural resource based lands, conservation areas and specialized (i.e. nature walk area) recreational facilities are the third level of the Deltona parks system. This category includes a wide variety of special lands, open space areas, scenic view sheds, and specialized recreational facilities, which meet special open space, environmental conservation, and passive recreational needs or appropriately utilize environmentally sensitive lands,</p> | <p>Yes, through the Future Land Use Element and Chapter 86, Concurrency Management</p> | <p>Yes</p> |

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| <p>consistent with the Conservation element of the Comprehensive Plan. These lands and facilities provide relief from pressures of urban life by taking advantage of their environmental assets or location. Development of these lands shall be done in recognition of each site's intended purpose, site constraints and the requirement to balance both conservation and recreational uses of each individual site. These open space/conservation/ specialized lands if developed, shall be developed, consistent with the Conservation element of the Comprehensive Plan, with due respect to individual site and environmental features and assets. Open space, conservation and specialized lands are not required to be counted in the City's inventory or level of service calculations for developed parks.</p> <p>A. Recommended size and service radius area ranges for the open space/ resource based category shall include the following:</p> <ul style="list-style-type: none"> * Recommended size range: minimum of 1/10 of an acre. * Typical service area radius range: Open space, ¼ to one-half mile; Other lands and facilities, variable depending on resource availability. | | |
| <p><i>Policy 11</i> Neighborhood Parks Service Area Standard By 2020, the City of Deltona</p> | <p>Yes, through the Future Land Use Element and Chapter 86, Concurrency</p> | <p>Yes, revise policy to reflect a service area radius of ½ mile.</p> |

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| <p>shall provide all neighborhoods with leisure time opportunities at neighborhood parks within a service area radius of between one half and three miles.</p> | <p>Management</p> | |
| <p><i>Policy 1J</i> Service Area Development Priority Existing neighborhoods within the City boundaries which are not served by a neighborhood park or community park (service area voids) using the stated service area radius ranges shall have priority for new park development as revenues and logistics permit. New park development, especially community park development that fills service area or park facility voids shall be considered a priority.</p> | <p>Yes, through the Future Land Use Element and Chapter 86, Concurrency Management</p> | <p>Yes</p> |
| <p><i>Policy 1K</i> Master Park Site Inventory for Existing and Future Facilities By or before August 2000, the City shall inventory existing and potential park sites, including natural resource areas, to create a City wide future master park site inventory, including recommendations for possible disposal or reuse of existing unsuitable City owned park lands and recommended new community, and neighborhood parks and possible open space/natural resource based areas. The master inventory shall be created to be consistent with the Comprehensive Plan and the directives of the City Commission.</p> | <p>Yes, delete policy.</p> | <p>No, this policy has been completed.</p> |
| <p><i>Policy 1L</i> Recreation Facility Development Standards Field and court facilities</p> | <p>Yes</p> | <p>Yes</p> |

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| <p>designated for league play and other recreation facilities should be planned and developed to meet the recommended space, size and dimension standards as advocated by the National Recreation and Park Association (NRPA), and/or similar standards from the Statewide Comprehensive Outdoor Recreation Plan, or local leagues whenever practical and as funds permit.</p> | | |
| <p><i>Policy 1M</i> Periodic Review of Level of Service Guidelines and Standards (replaced by amendment adopted at second reading by the Deltona City Commission December 12, 2001) Suitable open spaces shall be minimally developed and supplied with furnishings (i.e., benches, picnic tables, shaded areas, etc.) to allow public use and enjoyment where appropriate.</p> | <p>Yes, delete parenthesis</p> | <p>Yes</p> |

Objective 2

Objective 2 of the Parks and Recreation Element is as follows:

The City shall improve and maintain the level of service and quality of City parks as financially feasible to enable Deltona residents to achieve a level of service for parks and recreation which fits local needs and is comparable with any urban community.

This Objective is implemented through the Comprehensive Plan, Capital Improvements and Park and Recreation Master Plan.

In order to evaluate the City's success in achieving Objective 2, an analysis of the extent to which its supporting policies (Policies 2A through 2Z) have been implemented was conducted. A summary of this analysis is provided in Table 3-56 below.



**Table 3-54
Parks and Recreation Element Objective 2 Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 2A</i> Phased Park Development The City shall primarily develop and maintain basic park and recreation facilities in multiple phases over several years. Park development and maintenance improvements shall be implemented based on overall City park system needs, with due consideration of the desires of local residents and the characteristics of the park site and surrounding area.</p> | Yes | Yes |
| <p><i>Policy 2B</i> Basis for Park Classifications The parks in the City system shall be classified and differentiated based on size, location, site characteristics, facilities, activities, need for facility lighting, and use by January 2000.</p> | Yes, but delete date | Yes |
| <p><i>Policy 2C</i> Park Lighting for Night Utilization Lighting, field and court facilities at neighborhood and community parks shall be considered advantageous when used selectively and with considerable sensitivity to surrounding land uses. Additional buffering shall be considered. The Deltona City Commission shall make the determination to proceed further with the lighting project. This policy shall not affect security lighting projects at existing neighborhood and community parks.</p> | Yes, delete policy as should be placed in Parks and Recreation Master Plan | Yes |
| <p><i>Policy 2D</i> City Commission Control of Park</p> | Yes, delete policy as should | Yes |

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| <p>Lighting and Park Operations The City Commission shall regulate lighting of parks, public open spaces, field, and court facilities, including hours of use and other operating conditions.</p> | <p>be placed in Land Development Code or Parks and Recreation Master Plan</p> | |
| <p>Policy 2E Special Events at City Parks City parks may be used for special events such as, but not limited to, cultural events, arts and crafts, art festivals, and possibly music festivals.</p> | <p>Yes, delete policy as should be placed in Land Development Code</p> | <p>Yes</p> |
| <p>Policy 2F Park Design Guidelines City park facilities shall be designed and maintained to locate common or related facilities together and to separate non-compatible use areas such as resource sensitive and passive areas from active recreation areas. City park facilities shall also be planned to take into account both ease of maintenance and adult supervision of organized activities for children.</p> | <p>Yes, revise the policy to include a sentence regarding new facilities and improvements shall be designed sustainably to conserve natural resources.</p> | <p>Yes</p> |
| <p>Policy 2G Design Standards for Internal Vehicular Circulation, Pedestrian, Bicycling and Parking Areas City park facilities shall provide for required internal circulation for automobiles and required off street parking areas, to fit the use of each park site. Automobile circulation and parking areas shall be separated (if logistically possible) from pedestrian and bicycle use areas. City parks shall also provide adequate pedestrian drop off and loading areas that are separated from automobile use and parking areas. All new City park facilities and</p> | <p>Yes, strengthen policy to add that all City park facilities shall be safely accessible by foot, bicycle and transit.</p> | <p>Yes</p> |

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| <p>expansions of existing City parks, shall be designed, constructed and maintained to minimize all avoidable environmental and site impacts due to parking and storm water treatment facilities construction and expansions.</p> | | |
| <p><i>Policy 2H</i> Directional and Informational Signs in Parks Directional signs within parks which assist park users find facilities and exits (for larger neighborhood parks) may be considered an important park enhancement/amenity and shall be placed in appropriate area(s) when needed.</p> | <p>Yes, delete policy as should be placed in Parks and Recreation Master Plan or Placemaking</p> | <p>Yes</p> |
| <p><i>Policy 2I</i> Irrigation of Game Fields City game fields may be irrigated with reclaimed water, where cost effective.</p> | <p>Yes, delete policy as general policy and requirement for City</p> | <p>Yes</p> |
| <p><i>Policy 2J</i> Multipurpose Design of Buildings Recreation center activity buildings and gymnasiums shall be designed and operated for multiple functions and activities, if feasible.</p> | <p>Yes, delete policy as is general</p> | <p>Yes</p> |
| <p><i>Policy 2K</i> Bikeway Master Plan (Based on Vision Plan) By July 1, 2001, (date amended by Ordinance 11-2001 adopted at second reading by the Deltona City Commission December 12, 2001) the City shall create a Bikeway Master Plan. Such Master Plan should consider phases of segments of development that enhance accessibility to the facilities which then lead to school, parks and employment centers.</p> | <p>Yes, delete date.</p> | <p>Yes</p> |
| <p><i>Policy 2L</i> Bike paths to Serve City Parks</p> | <p>Yes, delete policy as should</p> | <p>Yes</p> |

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| <p>and Schools (Based on Vision Plan) The City shall plan, construct and maintain bike paths leading to neighborhood and community parks and schools especially at neighborhood parks and elementary schools as funding permits. The City shall coordinate with other government agencies to help implement this policy. By 2020, the City should design and develop a minimum of 3 bike paths of no less than five miles each.</p> | <p>be placed in Parks and Recreation Master Plan</p> | |
| <p><i>Policy 2M</i> Parks and Schools Buffered from Adjacent Lands Natural and/or man made buffers shall be required for future parks and school facilities. Existing vegetation should be preserved whenever practical as a buffer. Maximum buffers shall be provided.</p> | <p>Delete policy as not appropriate for all uses</p> | <p>Yes</p> |
| <p><i>Policy 2N</i> Americans with Disabilities Act Compliance By or before 2005, the City shall make City park facilities, and services equally accessible to physically impaired persons, in compliance with the Americans with Disabilities Act. The City shall utilize funds such as Community Development Block Grant funds; to help off set required park services improvements.</p> | <p>Yes, revise date to 2010.</p> | <p>Yes</p> |
| <p><i>Policy 2O</i> Desired effort to Provide Additional Game fields The City should provide by the year 2005, for three (3) additional game fields for baseball and softball and two (2)</p> | <p>Yes, delete date</p> | <p>Yes</p> |

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| <p>additional fields for soccer and football play.</p> | | |
| <p><i>Policy 2P</i> Intergovernmental Coordination The City shall continue to strengthen the working relationship between the City of Deltona, Volusia County, Volusia County School Board and other recreational type organizations, to improve planning, and delivery of recreational services in the Deltona area.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2Q</i> Public Participation Efforts The City shall actively and continuously solicit specific ideas from the public to improve recreation services, programs and activities.</p> | <p>Yes, through surveys and through the Park and Recreation Master Plan</p> | <p>Yes</p> |
| <p><i>Policy 2R</i> Review of New Park Facility Plans by City Commission Advisory Boards The City will form and maintain a Parks Committee or Board to make recommendations to the City Commission regarding the development of neighborhood and community parks. The Parks Committee or Board recommendations for new facilities shall be reviewed by the Local Planning Agency for consistency with the Comprehensive Plan, including incorporation into the City's five year Capital Improvements Plan.</p> | <p>Delete, as is an administrative function of Commission and has been implemented through the Park and Recreation Advisory Board.</p> | <p>Yes</p> |
| <p><i>Policy 2S</i> City Park Maintenance and Repair Responsibilities By May 2000, the City shall review its park maintenance budget and park facility inventory. The City shall take all appropriate measures, within the City's fiscal ability to ensure that</p> | <p>Yes, delete date, as is ongoing through Capital Improvements</p> | <p>Yes</p> |

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| <p>City park facilities are regularly repaired and maintained, to protect public health safety and welfare, and to extend the useful life of the City's existing park facilities.</p> | | |
| <p><i>Policy 2T</i> Park Sanitary Facility Improvements and Maintenance The City shall provide and maintain adequate restroom or sanitary facilities at appropriate City parks, especially those parks that are heavily used by children and for organized league play.</p> | <p>Delete, as is an administrative and capital improvements function</p> | <p>Yes</p> |
| <p><i>Policy 2U</i> Encouragement of Multiple Uses and Activities at City Parks New City parks shall primarily be designed and developed to provide for multiple uses and recreational activities, suitable for the park site and its intended users. The City shall also improve existing suitable parks to expand the types of recreational facilities or opportunities available at each suitable park site.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2V</i> Deltona Area Master Trails and Pedestrian Facilities Plan (Based on Vision Plan) By 2002, the City in cooperation with Volusia County, adjacent cities, the MPO and other interested organizations shall complete design of a master trails and pedestrian facilities plan. The City shall coordinate creation of the master trails plan to take advantage and provide linkages to other existing and proposed trails and pedestrian facilities in the Deltona area. The Plan shall be coordinated with the Master Bikeway Plan described in Policy 2M.</p> | <p>Yes, delete date</p> | <p>Yes</p> |

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| <p><i>Policy 2W</i> Recreational Planning for Improved Views and Use of Suitable Lakes in City (Based on Vision Plan) The City by 2001, shall identify suitable park sites and proposed improvements to existing City parks to enable improved public views, access and use of suitable lakes in the City. Construction of such potential facilities as fishing and swimming docks, freshwater beaches, boardwalks, catwalks, nature trails, sidewalks, pedestrian trails and boat docks shall be considered in the City's park and recreational planning efforts.</p> | <p>Yes, delete date, through capital improvements</p> | <p>Yes</p> |
| <p><i>Policy 2X</i> Creation of Inventory of new Resource based Park Sites By 2001, the City in cooperation with Volusia County shall identify new suitable resource based park sites in the Deltona area. These park sites shall emphasize passive recreational activities that are based on and conserve the natural resources of the park site, and/or the adjacent environmentally sensitive lands.</p> | <p>Yes, delete date, through capital improvements</p> | <p>Yes</p> |
| <p><i>Policy 2Y</i> Intergovernmental Cooperation Efforts to Create a Greenways/Open Space Preservation Plan Consistent with Objective F of the Conservation element, the City prior to 2005, shall create a greenways/open space preservation plan in cooperation with Volusia County, federal, state and local conservation and recreational agencies and organizations. The purpose of the plan is to conserve</p> | <p>Yes, delete date, through Intergovernmental Coordination</p> | <p>Yes</p> |

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| <p>environmentally sensitive lands and endangered, threatened or rare animals, plants and habitat areas and to allow suitable recreational uses of such lands. The goal of the plan shall be to increase the supply and quality of such lands and facilities available to Deltona area residents, consistent with this Comprehensive Plan, available City financial resources and the directives of the City Commission. The greenways plan may include resource based recreation activities and trails; and shall be coordinated with the master bikeway plan, master trails plan, resource based park sites and open space areas identified in Policies 1H, 2M, 2X and 2AB, respectively.</p> | | |
| <p><i>Policy 2Z</i> (added by Ordinance 10-2001 adopted at second reading by the Deltona City Commission December 12, 2001)</p> <p>(1) All parks shall have adequate and safe vehicular and bicycle access, and safe pedestrian access when located in a built-up area.</p> <p>(2) Additional public access points and boat/canoe launching facilities should be provided along those lakes that abut publicly owned parks and recreational areas, when compatible with surrounding land uses and existing lake usage</p> <p>(3) .The City shall provide</p> | <p>Yes, delete parenthesis</p> | <p>Yes</p> |



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| barrier-free access to all user oriented public recreation facilities. | | |
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Objective 3

Objective 3 of the Parks and Recreation Element is as follows:

The City should identify and obtain the necessary financial resources to achieve the established Comprehensive Plan’s parks and recreation service level standards. Compliance with these standards assists the City of Deltona to have a full service parks and recreation system by the year 2020. The City shall strive to secure the necessary resources including contractual and volunteer assets to meet the challenges of expanding and maintaining a City parks and recreation system.

This Objective is implemented through the Comprehensive Plan and administrative and fiscal practices of the City.

In order to evaluate the City’s success in achieving Objective 3, an analysis of the extent to which its supporting policies (Policies 3A through 3T) have been implemented was conducted. A summary of this analysis is provided in Table 3-57 below.

**Table 3-55
Parks and Recreation Element Objective 3 Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 3A</i> Limitation on Increasing City tax rates to Fund Park Improvements through Year 2004-2005 The City shall strive to achieve the service level guidelines specified without raising property tax rates for the purpose of providing park enhancements through the Fiscal Year 2004-2005.</p> | Delete, fiscal policy | No |
| <p><i>Policy 3B</i> Capital Improvements Priorities for Parks City parks and recreation system capital improvements and capital outlay priorities shall include the following: ★ The City should continue</p> | Yes | Yes |



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| <p>to provide more and increase the variety of playground apparatus in existing developed and developing parks.</p> <ul style="list-style-type: none"> ★ The City should continue to replace older and worn-out playground apparatus in existing developed parks with modern and a greater variety of play pieces. ★ The City should continue to add more picnic facilities in existing parks. Emphasis shall be placed on providing and repairing covered picnic facilities such as pavilions and shelters instead of scattered and unprotected benches and tables. Major repair or replacement of existing park facilities showing deterioration shall also be a high priority. ★ The City should continue installation of needed security lighting at most parks and fencing at selected parks. Exterior lighting shall be installed in a manner to prevent the creation of lighting glare on adjacent properties and to reduce crime opportunities. ★ The City should maximize the potential of Deltona's most developed parks with smaller "enhancement" type capital improvements or outlays. ★ The City should complete major capital projects | | |
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| <p>currently in their initial phase.</p> <p>★ The City shall develop new parks and recreation facilities, especially new community parks to meet increasing demand for these facilities and to provide relief for those existing parks, which are inadequate or have been over utilized for some time. New community park development and feasible facility expansions of existing large neighborhood parks shall be a high priority.</p> | | |
| <p><i>Policy 3C</i> Creation of Park Site Inventory The City shall by January 2003 identify the existing undeveloped and less desirable park sites as candidates for alternate uses or possible sale (pending legal research). The City Commission shall determine which properties are unsuitable to be used for current or future recreational, open space or conservation purposes. The City shall also by January 2003 identify and rank the remaining sites for active and passive recreation purposes. The City shall by 2004, also inventory existing City park and open space properties to determine each properties potential conservation and open space benefits. The City before the development or sale of park or open space properties shall give special consideration of unique environmental/natural resource habitats, wildlife and plant species, and features,</p> | <p>Delete, similar to 1K</p> | <p>Yes</p> |

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| <p>including the need to maintain the site in pastoral open space.</p> | | |
| <p><i>Policy 3D</i> Obtaining Non-City Resources to Construct and Operate City Parks The City should try to raise from non-government sources at least 30 percent of the total costs for securing and maintaining parks, through special volunteer, and donated labor and supplies.</p> | <p>Delete, as is more related to administrative or financial management practices</p> | <p>Yes</p> |
| <p><i>Policy 3E</i> Continued Use of Park Impact Fees The City shall continue to use Local Park Impact Fee (for growth related capital improvements) revenues to finance capital improvements, capital outlay items, and growth related park enhancements. Impact fee revenues will remain a major City funding source for implementation of growth related park and recreation improvements.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 3F</i> Required Use of Year 2020 Level of Service Standards for Collection of Parks Impact Fees The City shall review and if necessary revise the Park and recreation impact fee ordinance, to assist with implementation of the Comprehensive Plan. For the purpose of capital facilities planning and impact fee collection, the City shall use and enforce 2020 year level of service standards.</p> | <p>Yes, maintain a review schedule</p> | <p>Yes</p> |
| <p><i>Policy 3G</i> Review of City Park Facility User Fees By 2001, the City shall evaluate</p> | <p>Yes, delete date and maintain review schedule</p> | <p>Yes</p> |

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| <p>the user fee structure utilized by the County to determine if park user fees should continue or be modified. User fee rates should be reevaluated in light of the community's anticipated growing demand for additional recreation programs. Operating expenses may be an evaluation factor in this review of existing fees.</p> | | |
| <p><i>Policy 3H</i> Private Special Event Costs Funding to offset the costs for special events shall be the primary responsibility of the events' sponsors and not the responsibility of the Deltona community.</p> | <p>Yes, but delete policy as should be part of a user fee schedule</p> | <p>Yes</p> |
| <p><i>Policy 3I</i> Discounted Park Fees for Elderly and Disadvantaged Persons Special discount fees may be considered for seniors, the disabled or financially disadvantaged persons who participate in City recreation and leisure activity programs.</p> | <p>Yes, but delete policy as should be part of a user fee schedule</p> | <p>Yes</p> |
| <p><i>Policy 3J</i> Park Pass Fee Review The creation and use of season park passes may be considered as part of the continual development of the park and recreation user fee program.</p> | <p>Yes, but delete policy as should be part of a user fee schedule</p> | <p>Yes</p> |
| <p><i>Policy 3K</i> Peak Hour User Fees Authorized The use of peak period charges may be considered by the City in the long-term development of user fees for the Deltona parks and recreation system. Peak period charges, sometimes referred to as "congestion pricing" can assist in the smoother utilization of various facilities.</p> | <p>Yes, but delete policy as should be part of a user fee schedule</p> | <p>Yes</p> |

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| <p><i>Policy 3L</i> Appropriate Leasing of Park Facilities The City should consider the option of temporarily leasing portions of City parks to persons undertaking revenue generating recreation and related activities, if feasible.</p> | <p>Yes, but delete as this policy may create legal issues</p> | <p>Yes</p> |
| <p><i>Policy 3M</i> Public Swimming Pool Construction Feasibility Study and Joint Venture The City should explore the feasibility of using a joint venture with other public or private non-profit organizations to construct one school/community pool at a high school within Deltona for student and public use by the year 2005 in order to meet the service level standards specified. A joint use function and operation is envisioned in this policy statement for such a community pool.</p> | <p>No, but the feasibility is being studied through the Parks Master Plan</p> | <p>Yes</p> |
| <p><i>Policy 3N</i> Use of Non City Contractual and Volunteer Services for Park Maintenance The City should investigate the possible use of other contractual services as necessary, including private-for-profit, private non-profit and volunteer services to supplement only the function of the City's Park and Recreation maintenance staff. The possible use of such services assumes the required staff cannot be added to satisfactorily maintain the City's park and recreation facilities.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 3O</i> Joint Ventures Encouraged for Specialized Facilities</p> | <p>Yes</p> | <p>Yes</p> |

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| <p>Joint venture public/private partnerships with either private non-profit entities and/or private for profit recreation contractors should be strongly considered in developing unusual or highly specialized recreation facilities and programs.</p> | | |
| <p><i>Policy 3P</i> Adopt A Park Efforts The City shall encourage parks to be "adopted" by various sports, neighborhood, civic or business organizations to provide active assistance in their adopted park's maintenance.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 3Q</i> Grant Applications for Desirable Park Improvements The City shall secure available foundation and corporate grants as well as the more traditional regional, state and federal grants as potential supplementary revenue sources for desirable parks, recreation facility developments, programs and conservation of open space purposes.</p> | <p>Yes, continue to explore more grantswriting opportunities for supplemental revenue sources</p> | <p>Yes</p> |
| <p><i>Policy 3R</i> Funding Capacity Building The City should increase the City's capacity for private fund raising for parks, recreation, and conservation of environmentally sensitive lands activities through workshops, seminars and other means.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 3S</i> City Commission may Adjust Scheduled Park Improvements to meet Available Resources The City Commission may make, adjustments to the scheduling of capital improvements projects (i.e., by postponing them to later years)</p> | <p>Yes</p> | <p>Yes</p> |

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| <p>if available revenues can not finance such improvements. Service level standards may also have to be revised if necessary to reflect future possible financial difficulties.</p> | | |
| <p><i>Policy 3T</i> (added by Ordinance 10-2001 adopted at second reading by the Deltona City Commission December 12, 2001) The City will pursue acquisition of appropriate parcels of land through the Florida Communities Trust Program or other appropriate City/State partnerships for the protection of environmentally sensitive lands, which protect unique, rare and or endangered habitat, assure survival of listed wildlife species, protect scenic water corridors and their shoreline ecosystems and provide public access and open space.</p> | <p>Yes, delete parenthesis</p> | <p>Yes</p> |



3.7 Intergovernmental Coordination Element

Goal 1

The City of Deltona shall initiate and/or participate in the intergovernmental coordination mechanisms necessary to ensure the city identifies consistency and compatibility issues among governmental agencies, plans and policies and to resolve any conflicts that may arise.

Objective 1

Objective 1 of the Intergovernmental Element is as follows:

The City of Deltona shall coordinate with adjacent cities, counties, federal, state and regional agencies, and other governmental agencies, via effective formal and informal coordination mechanisms. This will ensure consistency in planning related matters and coordinating the impacts of development. The formal and informal mechanisms shall include membership in appropriate area-wide organizations and inter-agency staff communication.

This Objective is implemented through the Comprehensive Plan, Interlocal and Joint Planning Agreements with other governmental agencies.

In order to evaluate the City's success in achieving Objective 1, an analysis of the extent to which its supporting policies (Policies 1A through 1K) have been implemented was conducted. A summary of this analysis is provided in Table 3-58 below.



**Table 3-56
Intergovernmental Element Objective 1 Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 1A</i> The City of Deltona shall review the comprehensive plans and plan amendments of adjacent local governments, state and regional agencies for consistency with the goals, objectives, policies and implementation strategies of this Comprehensive Plan.</p> | <p>Yes, through the Intergovernmental Coordination Element, participation in the Volusia County Growth Management Commission and a variety of Interlocal Agreements</p> | Yes |
| <p><i>Policy 1B</i> All adjacent local government agencies shall be forwarded proposed amendments to the Comprehensive Plan, prior to the City Commission public hearings, for review and comments.</p> | <p>Yes, delete Policy</p> | Yes |
| <p><i>Policy 1C</i> The City of Deltona shall continue to support and cooperate with the Volusia Council of Governments or other like agencies.</p> | Yes | Yes |
| <p><i>Policy 1D</i> The City of Deltona shall coordinate with adjacent local governments to ensure consistency in land planning for those lands adjacent to an unincorporated area or an adjacent City to reduce potential negative impacts of development.</p> | <p>Yes, through Intergovernmental coordination and the JPA so delete Policy</p> | Yes |
| <p><i>Policy 1E</i> The City shall continue to coordinate and cooperate with the East Central Florida Regional Planning Council and the St. Johns River Water Management District,</p> | Yes | Yes |

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| <p>Department of Environmental Protection, Florida Department of Transportation and other appropriate agencies to establish a review process for development proposals that may have significant local and regional impact.</p> | | |
| <p><i>Policy 1F</i> The City of Deltona shall continue to coordinate to the maximum extent feasible with the Metropolitan Planning Organization to achieve consistent and compatible area-wide transportation planning.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 1G</i> The City of Deltona shall maintain close contact with public utilities that provide essential services and develop guidelines to assure continuity and availability of service.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 1H</i> The City should coordinate with the School Board to establish criteria for new school(s) sites in urban and urbanizing residential areas.</p> | <p>Yes, through the Interlocal Agreement for Public School Facilities Planning so delete Policy</p> | <p>Yes</p> |
| <p><i>Policy 1I</i> The City shall encourage the siting and collocation of public schools with other public facilities as permitted land uses.</p> | <p>Yes, through the Comprehensive Plan, Educational Facilities Element and the Land Development Code so delete Policy</p> | <p>Yes</p> |
| <p><i>Policy 1J</i> The City should coordinate with the School Board, the School Board's 5-year facilities work program with the City's Capital Improvement Schedule.</p> | <p>Yes, through the Interlocal Agreement and the Capital Improvements Element, so delete Policy</p> | <p>Yes</p> |
| <p><i>Policy 1K</i> (added by Ordinance 32-</p> | <p>Yes, delete parenthesis and</p> | <p>Yes</p> |

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| <p>2000 adopted at second reading by the Deltona City Commission March 19, 2001)</p> <p>The City shall enter into with the County and with each of the municipalities within Volusia County, the Volusia County School District and any unit of local government service provider in the County an interlocal or other formal agreement that will establish joint processes for collaborative planning and decision making on population projections and public school siting, the location and extension of public facilities subject to concurrency, and siting facilities with countywide significance, including locally unwanted land uses whose nature and identity are established in the agreement.</p> | <p>amend policy to reflect the new Interlocal Agreement and Educational Facilities Element, so delete Policy</p> | |
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Objective 2

Objective 2 of the Intergovernmental Element is as follows:

The City of Deltona shall negotiate, as appropriate, interlocal agreements coordinating land and planning development activities to allow for orderly growth and facilitate the efficient provision of government's services and facilities. The City shall coordinate with those State, regional or local entities having operation and maintenance responsibility for public facilities when establishing level of service standards. The interlocal agreements may include, but not be limited to, the following topics:

- * Land Use
- * Transportation
- * Recreation
- * Utility Services
- * Conservation
- * Housing
- * Libraries
- * Schools

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This Objective is implemented through Interlocal Agreements with entities having jurisdictional authority over particular services.

In order to evaluate the City's success in achieving Objective 1, an analysis of the extent to which its supporting policies (Policies 2A through 2C) have been implemented was conducted. A summary of this analysis is provided in Table 3-59 below.

**Table 3-57
Intergovernmental Element Objective 2 Achievement Status**

| Policy | Implemented? | Relevant |
|--|--------------------------|----------|
| <p><i>Policy 2A</i> The City of Deltona shall aggressively negotiate interlocal agreements addressing extra-jurisdictional service delivery when increased efficiency and effectiveness will be achieved.</p> | Yes | Yes |
| <p><i>Policy 2B</i> The City of Deltona shall maintain and coordinate a utility service area agreement with privately held utilities serving the Deltona Planned Unit Development for the provision of service to out-parcels within the development and adjacent unincorporated areas.</p> | Yes, through Chapter 110 | Yes |
| <p><i>Policy 2C</i> The City should consider the development of a "Community Services (optional) Element" with the cooperation and coordination of various service providers as deemed appropriate. The type of community services that could be included are, police, fire, ambulance, schools, utilities (water, sewer, electric, telephone, gas and cable), libraries, parks, youth and senior citizen programs</p> | No | No |

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| and other community services deemed appropriate. | | |
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Objective 3

Objective 3 of the Intergovernmental Element is as follows:

The City of Deltona shall resolve inconsistencies which may arise between the City and local governments by utilizing the informal and formal negotiating techniques described below.

This Objective is implemented through conflict resolution or other appropriate mechanisms.

In order to evaluate the City's success in achieving Objective 1, an analysis of the extent to which its supporting policies (Policies 3A through 3D) have been implemented was conducted. A summary of this analysis is provided in Table 3-60 below.

**Table3-57
Intergovernmental Element Objective 3 Achievement Status**

| Policy | Implemented? | Relevant |
|---|---|----------|
| <i>Policy 3A</i> The City of Deltona shall utilize the informal mediation process of the East Central Florida Regional Planning Council to resolve planning-related conflicts between the City and adjacent local governments when appropriate. | Yes, as necessary and add "when necessary the City shall utilize the Conflict Resolution Program" | Yes |
| <i>Policy 3B</i> The City of Deltona shall utilize the Conflict Resolution Program when appropriate. | Yes, delete Policy and combine with 3A | Yes |
| <i>Policy 3C</i> The City of Deltona shall continue to participate and support the intergovernmental coordination efforts of the Volusia Growth Management Commission. The City of Deltona shall also comply with requirements of Section 202.3 of the Volusia County Charter which state the Volusia Growth Management Commission has | Yes | Yes |



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| authority to determine the consistency of the City's Comprehensive Plan or Plan amendment(s) with Volusia County and each municipality within the Volusia County Comprehensive Plans. | | |
| <i>Policy 3D</i> The City of Deltona shall consider incorporating Village Planning and Design Guidelines in the City of Deltona's Comprehensive Plan to establish principles and guidelines in addressing the urban form for newly annexed properties and for properties transitioning from rural to urban land uses. | Yes, but delete and put in the Urban Design and Future Land Use Elements | Yes |

Objective 4

Objective 4 of the Intergovernmental Element is as follows:

The City shall participate in and initiate intergovernmental coordination as necessary to ensure that adopted level of service standards are maintained in Deltona as and in this vicinity of Volusia County. (REWORD)

This Objective is implemented through the Intergovernmental Coordination Element, Joint Planning Agreements and through the SW Volusia County municipal coordination efforts.

In order to evaluate the City's success in achieving Objective 1, an analysis of the extent to which its supporting policies (Policies 4A through 4D) have been implemented was conducted. A summary of this analysis is provided in Table 3-61 below.

**Table 3-58
Intergovernmental Element Objective 4 Achievement Status**

| Policy | Implemented? | Relevant |
|---|------------------------|----------|
| <i>Policy 4A</i> Public participation shall be encouraged to best address a dynamic interest in level of service standards and desires of the community. | Yes, ongoing as needed | Yes |

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| <p><i>Policy 4B</i> For amendments to City provided level of service standards, the City shall disseminate information that is meaningful to the public, that provides intent, cost and benefit information (as available) and encourage input from the residents.</p> | <p>Yes, through City TV, its website and newsletter</p> | <p>Yes</p> |
| <p><i>Policy 4C</i> For amendments to non-City provided level of service standards, the City shall disseminate information that is meaningful to the public, by requesting the service provider's intent, cost benefit information (as available) and encourage input from the residents. The City should strive for cost effectiveness and efficiency with non-City providers to reduce or limit financial impacts on existing and future residents.</p> | <p>Yes, through City TV, its website and newsletter</p> | <p>Yes</p> |
| <p><i>Policy 4D</i> The City should evaluate the use of impact fees as one method to address the cost of growth and address level of service needs in a timely manner.</p> | <p>Yes, through Chapter 94, Impact Fees</p> | <p>Yes</p> |



3.8 Capital Improvements Element

Goal 1

Public facilities shall be provided efficiently, safely, and cost effectively to promote timely, compact development, which is compatible with existing and designated land uses, and with the natural environment.

Objective 1

Objective 1 of the Capital Improvements Element is as follows:

Deltona shall concentrate public facilities and services to areas that are delineated on the Future Land Use Map to provide, compact, efficient and cost-effective provision of services as a means necessary to meet existing deficiencies, accommodate future growth and replace obsolete or worn out facilities.

This Objective is implemented through the Comprehensive Plan in its entirety and the City's Capital Improvements Schedule.

In order to evaluate the City's success in achieving Objective 1, an analysis of the extent to which its supporting policies (Policies 1A through 1I) have been implemented was conducted. A summary of this analysis is provided in Table 3-62 below.

**Table 3-59
Capital Improvements Element Objective 1 Achievement Status**

| Policy | Implemented? | Relevant |
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| Policy 1A Deltona shall provide and maintain the necessary capital | Yes | Yes |

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| <p>improvements to eliminate existing deficiencies and repair, renovate or replace its worn out capital stock by establishing a rational system for evaluating and reviewing Capital Improvement projects.</p> | | |
| <p><i>Policy 1B</i> The City shall prioritize the availability of required level of service capacity for concurrency facilities. No development order or permit shall be issued to a development that would degrade service levels for the concurrency facilities below levels established in this Plan, unless specifically provided for in the Capital Improvements Element which may enumerate special circumstances for a limited duration.</p> | <p>Yes, through the City's concurrency management system</p> | <p>Yes</p> |
| <p><i>Policy 1C</i> The City shall maximize the use of existing public facilities and target funding to services that are deficit or distressed in the development of its five year capital program.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 1D</i> The determination of concurrency for backlogged facilities, included in the Thoroughfare System segments shall be consistent with the revised Land Development Regulations and established in the following manner: 9J-5.016(3)(c)(1,3,4&6) a. Establish Benchmark Traffic Counts The most recent twenty-four hour traffic counts taken prior to the adoption of this Comprehensive Plan shall be used as the</p> | <p>No, the City is currently creating a Concurrency Management System. The MPO has created a unified methodology for preparing traffic impact analyses and the City is in the process of adopting it.</p> | <p>Yes</p> |



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| <p>benchmark counts for each backlogged road identified in the Transportation Element.</p> <p>b. Set Percent Thresholds of Benchmark Traffic Counts Each of these backlogged thoroughfare roads shall not be allowed to degrade its operational service standards on a peak hour basis (using the most recent sanction FDOT Highway Capacity Tables) by allowing no more than twenty (20) percent of the peak hour bench mark counts for such facilities in The City. Some backlogged thoroughfare roads will only be allowed to be degraded ten (10) or fifteen (15) percent from the adopted Level of Service.</p> <p>c. Track Development - Trip Generation/Distribution The City shall track all proposed new developments and based on generally accepted traffic modeling procedures identify the likely number of trips generated by such developments and their distribution specifically for this objective to the previously identified backlogged thoroughfare roads. Tracking shall start upon the Comprehensive Plan's effective date of the revised Land Development</p> | | |
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| <p>Regulations.</p> <p>d. Tracking On A Cumulative Basis This tracking of the additional trips to the twenty percent threshold of the benchmark counts and trips originating within the boundaries of the Future Transportation Map, shall be done on a cumulative basis following the adoption of this plan.</p> <p>e. Cumulative Thresholds Twenty, Fifteen and Ten Percent The City shall not approve any additional final development orders, (excluding vested properties) including building permits, once the percent threshold for projects that would generate trips in excess of ten/fifteen/twenty percent on a peak hour basis, unless a final development order is subject to the adoption and implementation of an Area-wide Traffic Action Mitigation Plan. An Area-wide Traffic Action Mitigation Plan shall include, but not be limited to, the following activities:</p> <ul style="list-style-type: none"> * additional or modified turn lanes * additional or modified signalization * incentives for mass transit use where available | | |
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| <ul style="list-style-type: none"> * incentives for van/car pooling programs * promote staggered work hours *operating lanes <p>f. It shall be the goal of each Area-wide Traffic Action Mitigation Plan to achieve 100 percent mitigation of the impacts of a proposed development. Such plans shall include, when applicable, participants in addition to the property owner or applicant in question such as but not limited to adjacent property owners and business establishments.</p> | | |
| <p><i>Policy 1E</i> The City shall develop and implement concurrency management policies and strategies in the area of roads as they relate to backlogged and constrained facilities identified in this Capital Improvements and the Traffic Circulation Element.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 1F</i> The City shall, with the exception of State and County Roads, eliminate all capacity deficiencies within service levels identified in this plan within the City thoroughfare system by, December 31, 2004 to the extent revenue is available. This objective shall be coordinated with the Transportation Element.</p> | <p>In process as roadways improvements are ongoing</p> | <p>Yes</p> |
| <p><i>Policy 1G</i> The City shall program City road projects that either eliminate existing capacity deficiencies</p> | <p>Yes</p> | <p>Yes</p> |



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| <p>directly or indirectly through parallel facilities within the first three years of the five year capital program to the maximum extent practical. Funding limitations or logistical reasons shall be the principal deviations from this general policy.</p> | | |
| <p><i>Policy 1H</i> Projects that at the traffic operations level eliminate existing or potential (future) capacity deficiencies such as turn lanes and signalization projects shall be given the highest priority after road projects that at the planning level eliminate existing or potential (future) capacity deficiencies such as adding new lane miles (new construction).</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 1I</i> The City shall consider developing a financial spreadsheet that separates costs of maintenance, repairs and operation versus costs for expansion and new development.</p> | <p>Yes, implemented through the City's Capital Budget so delete Policy</p> | <p>Yes</p> |

Objective 2

Objective 2 of the Capital Improvements Element is as follows:

The City will coordinate land use decisions and fiscal resources with a schedule of capital improvements, which maintains adopted level of service standards and meets the existing and future facility needs.

This Objective is implemented through the Comprehensive Plan in its entirety and more specifically, the Capital Improvements Element.

In order to evaluate the City's success in achieving Objective 2, an analysis of the extent to which its supporting policies (Policies 2A through 2O) have been implemented was conducted. A summary of this analysis is provided in Table 3-63 below.



**Table 3-60
Capital Improvements Element Objective 2 Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 2A</i> Each proposed development shall be reviewed at the stage in the development review process where precise densities and/or intensities of uses are first established for their impact on facility capacity(s) and compliance with level of service standards established in the plan.</p> | <p>Yes, through the Concurrency Management System</p> | <p>Yes</p> |
| <p><i>Policy 2B</i> Development orders subsequent to the City's adopted Concurrency Management Provisions and revised Land Development Regulations and any other pertinent implementing ordinances shall include provisions in these development orders that would specify and relate specific densities and intensities to be developed with the specific capacities and capital projects needed to serve that development.</p> | <p>Yes, through the LDC, Chapter 96 and the Concurrency Management System</p> | <p>Yes</p> |
| <p><i>Policy 2C</i> Deltona shall adopt and maintain levels of service as appropriate to protect the health, safety and welfare of its citizens and enhance the quality of life in the City.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2D</i> A capital improvement shall be defined for the purposes of this element, including the five year program of scheduled improvements as a permanent</p> | <p>Yes, but strike "(in 1999 dollars)"</p> | <p>Yes</p> |

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| <p>addition to the City's assets if the addition is equal or greater than \$25,000 (in 1999 dollars) and has a physical life equal or exceeding five years.</p> | | |
| <p><i>Policy 2E</i> Individual Capital Improvement projects shall be evaluated and ranked in priority based on the following order of criteria with (a) being the highest priority:</p> <ul style="list-style-type: none"> a. whether an individual project is needed to protect the community from an immediate threat to its public health, safety and welfare; such projects shall be of an emergency nature. b. direct elimination or reduction of existing facility capacity deficiencies. c. future facility capacity deficiencies, including those needed to support development order(s) originating from a Development of Regional Impact and to support those uses defined as urban in the City's Future Land Use Element and urban uses within municipalities (growth related projects). d. capital improvements to support the attraction, expansion, and retention of business and industry. e. provide mitigation or relief to an existing facility that has an existing capacity deficiency that cannot be expanded in the short | <p align="center">Yes</p> | <p align="center">Yes</p> |



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| <p>term by increasing its own capacity; such relief can be provided by expanding existing capacity to a similar facility located in the same service area and to support those uses defined as urban on the City's Future Land Use Map and urban uses within municipalities.</p> <p>f. repair, renovate, replace existing worn out or deteriorated facilities.</p> <p>g. operating impacts.</p> <p>h. to fulfill the requirements of an interlocal agreement(s) with municipalities, public school district, Volusia County or adjacent counties.</p> <p>i. to support the objectives and plans of regional, state and federal agencies.</p> <p>j. to foster cooperation with the private sector through joint ventures such as development agreements.</p> <p>k. to support vested property actively developed during the preceding five year period.</p> <p>l. to support redevelopment and infill development in blighted areas.</p> <p>m. to support new development orders in designated urban service areas not previously addressed in</p> | | |
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| <p>Items a-f.</p> <p>n. non-emergency safety projects to protect the general health, safety and welfare of the public.</p> <p>o. service and support facilities that improve operational efficiency and that may indirectly increase facility capacity.</p> <p>p. to accommodate all other unexpected new growth not covered in Items A-I and not specifically identified in the Future Land Use Element and Map (such as thoroughfare amendments to the Future Land Use Map).</p> <p>q. Service enhancements - that provides a level of service that exceeds the service levels adopted in the plan and provides for capacity requirements beyond the next five years in the capital improvement programming cycle. However, if the operating departments can justify such service enhancements by providing economies of scale or by having such service enhancements that will actually reduce capital and/or operating costs over a twenty year period, then projects classified as service enhancements shall</p> | | |
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| <p>have the same priority level as priority (c) (growth related projects).</p> | | |
| <p><i>Policy 2F</i> The annual update of the Capital Improvements Five Year Program Document must include projects and their scheduling that have been part of a development agreement. Also, this annual document must include material covering service levels of either each facility or facility category, and expenditures.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2G</i> Proposed changes to the Future Land Use Element shall be evaluated in part based on their potential impact on existing and future facility capacity requirements and to the Five Year Schedule of Programmed Capital Improvements.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2H</i> The City shall identify projects that help maximize the use of existing public facilities by identifying such projects as part of the five year program of capital improvements.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2I</i> The City shall establish by September 2001 debt management policies that:</p> <ul style="list-style-type: none"> a. Limit the use of revenue bonds as a percentage of total debt. b. Establish a maximum ratio of total debt service to total revenue. c. Establish a maximum ratio of outstanding capital indebtedness to property tax base. | <p>Yes, but amend to state: "The City shall adhere to debt management policies that:"</p> | <p>Yes</p> |

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| <p><i>Policy 2J</i> Deviations to the maximum ratio of indebtedness shall only occur when the provision of services are determined to be an "emergency" to maintain the health, safety and welfare of the community, as determined by the City Commission.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2K</i> Revenue estimates and forecasts as they affect the Five Year Schedule of Programmed Capital Improvements shall be reviewed and updated annually.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 2L</i> Pursuant to Florida Statutes 163.3187, the Five Year Schedule of Programmed Capital Improvements and Comprehensive Plan may be amended two times during any calendar year, and as allowed for emergencies necessary for the protection of the public's health, safety, and public welfare, development of regional impact, and certain small scale development activities.</p> | <p>Yes, required through State Statute, delete Policy</p> | <p>Yes</p> |
| <p><i>Policy 2M</i> Pursuant to Florida Statute 163.3187, the City, may undertake any comprehensive plan amendment that changes the schedule of programmed improvements in the Capital Improvements Element, and any statements directly coincides with the adoption of the City's annual budget. A Plan amendment(s) shall be required to eliminate, defer, or delay construction of any</p> | <p>Yes, the Capital Improvements Schedule must be amended annually. Revise Policy to clarify.</p> | <p>Yes</p> |

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| <p>facility that is needed to maintain the established level of service standards for all classes of public facilities, including concurrency facilities, and which are listed in the previously adopted Five Year Schedule of (Programmed) Improvements. No plan amendment shall be required for repair, renovation, replacement or service and support projects or any other project that has no direct impact on the maintenance of service level standards. These changes shall be done by ordinance.</p> | | |
| <p><i>Policy 2N</i> The Five Year program of scheduled capital improvements shall be reviewed and updated annually by the City Manager. This annual review and update shall be integrated into the City's annual budget process, complete with time tables and deadlines for specific tasks in the City's operating budget process recognizing direct expenditures for capital improvements of element of the comprehensive plan. The Capital Improvements document shall be completed subsequent to the completion of the annual budget document.</p> | <p>Yes, but must also be approved by the City Commission</p> | <p>Yes</p> |
| <p><i>Policy 2O</i> The City shall adopt an impact fee ordinance for all new development that appropriately assesses the costs necessary to finance public facility improvements necessary to adequately maintain adopted</p> | <p>Yes, but amend or delete policy to reflect that this is implemented through Chapter 94, Impact Fees</p> | <p>Yes</p> |



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| level of service standards. | | |
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Objective 3

Objective 3 of the Capital Improvements Element is as follows:

The City shall require future development to pay a proportionate cost of facility improvements in order to adequately maintain adopted levels of service standards. The City shall modify, revise or add service level standards based on changing circumstances and needs.

This Objective is implemented through the Capital Improvements Element and the applicable Proportionate Fair Share Ordinances.

In order to evaluate the City's success in achieving Objective 3, an analysis of the extent to which its supporting policies (Policies 3A through 3S) have been implemented was conducted. A summary of this analysis is provided in Table 3-64 below.

**Table 3-64
Capital Improvements Element Objective 3 Achievement Status**

| Policy | Implemented? | Relevant |
|---|--------------|----------|
| <i>Policy 3A</i> Capital facilities constructed, improved or renovated by the private sector shall be included and identified in the Five Year Schedule of Improvements provided that relevant information is available to the City and such capital improvements are directly related to the maintenance or improvement of the City's adopted level of service standards. | Yes | Yes |
| <i>Policy 3B</i> The cost of new facilities, including land costs, shall be revised and updated annually based on the most appropriate cost indices and methods. | Yes | Yes |
| <i>Policy 3C</i> Operating cost impacts arising from the needed Capital Improvements shall be | Yes | Yes |

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| <p>reviewed and updated annually based on changes in personnel, salary, fringe benefits, materials, and other operating criteria.</p> | | |
| <p><i>Policy 3D</i> The City shall develop and implement programs that will reduce the demand for new capital facilities and thus delay the need to construct and operate such facilities.</p> | <p>Yes, delete</p> | <p>Yes</p> |
| <p><i>Policy 3E</i> Specific applications for rezoning(s) and if an applicant for such a development order(s) requests to apply for a certificate of capacity may be subject to capacity/concurrency review where such rezoning may conflict with policies of this element or other adopted elements of this plan or if the applicant requests such a review.</p> | <p>Yes, through Chapter 86</p> | <p>Yes</p> |
| <p><i>Policy 3F</i> The City may create level of service standards for unique geographic areas or based on a phased level of service, changing periodically from time period to time period.</p> | <p>No</p> | <p>No</p> |
| <p><i>Policy 3G</i> The Capital Improvements Element's five year schedule of capital improvements will provide the capacity necessary to relieve backlogged roads. In the event that revenues collected from transportation (road) impact fees falls short of projections and the need arises to delay any of the identified capacity projects, Deltona shall amend this element and the Transportation Element</p> | <p>Yes</p> | <p>Yes</p> |

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| <p>through coordination with the Florida Department of Transportation and performing speed delay studies to more accurately evaluate the level of service on the effected backlogged road. The City shall temporarily defer the issuance of development orders having direct impact on the facility which cannot be corrected through the implementation of a Traffic Action Mitigation Plan or as identified in this element, until such time that the level of service has been improved to the acceptable level. Any change in service level standards as a result of speed delay studies shall be done through a plan amendment.</p> | | |
| <p><i>Policy 3H</i> The City shall create a technical advisory committee consisting of but not limited to the City Traffic Engineer, representatives from the appropriate City agencies (Planning, Public Works-Traffic Engineering), a representative from the Metropolitan Planning Organization (MPO)/Volusia Council of Governments (VCOG) and representatives of private traffic engineering/planning firms to advise City planning staff on the use and maintenance of the City's traffic impact model.</p> | <p>Yes, but coordination is through the Volusia County MPO. Revise Policy to reflect such.</p> | <p>Yes</p> |
| <p><i>Policy 3I</i> The City's traffic impact model may determine the geographic limits or extent of the impact to the City's thoroughfares network likely to result from proposed development. The</p> | <p>Yes, but revise Policy to reference the County MPO methodology</p> | <p>Yes</p> |

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| <p>limits or extent of such impact may be a function of the proposed land uses involved, their densities and/or intensities, the proposed project and its relationships to the existing road network. The exact limits or the extent of the impacts are determined in the revised Land Development Regulations.</p> | | |
| <p><i>Policy 3J</i> The City shall maintain an inventory of thoroughfares in order to track development and the impact of the development on the thoroughfare system. All developments shall be evaluated with the Florida Standard Urban Transportation Model Structure (FSUTMS) transportation model. All vehicle trips attributable to a development shall be subtracted from the available capacity inventory to enable the City to maintain adopted level of service standards.</p> | <p>Yes, but revise Policy to reference the County MPO methodology</p> | <p>Yes</p> |
| <p><i>Policy 3K</i> Thoroughfares which are adversely impacted by the implementation of Policy 3J shall be evaluated with consideration given to existing traffic counts in addition to the City's transportation modeling procedure utilized in concurrency management.</p> | <p>Yes, but revise Policy to reference the County MPO methodology</p> | <p>Yes</p> |
| <p><i>Policy 3L</i> By October 1, 2002, all utility providers having established interlocal agreements will develop conceptual wastewater facility plans for areas at the periphery of their utility jurisdictions. As long as such</p> | <p>Yes, but delete date</p> | <p>Yes</p> |

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| <p>services can be provided by extension of existing central systems, Deltona shall not <u>propose to</u> permit construction of any interim facilities without completing an analysis documenting funding services that such construction is more cost-effective than extension of the existing central system.</p> | | |
| <p><i>Policy 3M</i> By 20043, all affected utility providers having established interlocal agreements will develop conceptual potable water facility plans for areas at the urban periphery of utility provider jurisdictions, consistent with the City's Future Land Use Element</p> | <p>Yes, but delete policy and combine with 3L</p> | <p>Yes</p> |
| <p><i>Policy 3N</i> The City Commission shall be the ultimate and final authority for the establishment and maintenance of all transportation trust funds for all transportation related revenues and expenditures.</p> | <p>Yes, clarify that Commission controls only City trust fund monies</p> | <p>Yes</p> |
| <p><i>Policy 3O</i> Connection to central water is required for all uses with a potable water service areas. Lines should only be extended if the absence of such facilities would result in a threat to the public health or safety, and funded by those properties receiving service benefits along with an agreement that describes the method and timing of when these services would be provided.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 3P</i> Connection to central sewer is required for all uses with a 1/4 mile of sewer main that are non-single family residential or</p> | <p>Yes, currently the comp plan requires non-residential development to connect to sewer only if sewer is</p> | <p>Yes</p> |

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| <p>as required by the Florida Administrative Code, Chapter 10 D-6. Lines should only be extended if the absence of such facilities would result in a threat to the overall environmental and water quality, and public health or safety and be funded by those property owners receiving benefits along with an agreement that describes the method and timing of when these services would be provided.</p> | <p>available and available is defined as quarter mile away. As part of the EAR based amendments, staff is recommending that all non-residential development connect to sewer regardless of location.</p> | |
| <p><i>Policy 3Q</i> Regarding the provision of centralized water and sewerage facilities/services: the duties and responsibilities which flow from an interlocal agreement previously entered into between the service providers and Deltona shall prevail over subsequent amendments to the Comprehensive Plan until and unless such interlocal agreement is re-negotiated as deemed appropriate by the City and service provider(s).</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 3R</i> Public facilities shall be planned and constructed in a manner that encourages compact urban growth based on proximity to existing central water and sewer systems, accessibility to the major road network (arterials and collectors) at the designated service levels, existing land use patterns and the carrying capacity of the natural environment.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 3S</i> Public facilities and services needed to support</p> | <p>Yes</p> | <p>Yes</p> |



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| development shall be available concurrent with the impacts of development. | | |
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Objective 4

Objective 4 of the Capital Improvements Element is as follows:

The City shall establish standards for levels of service for public facilities and shall apply the standards based on the policies specified within the Comprehensive Plan. The following order of facility categories shall be considered as the order of importance and priority among the various facility categories. This is a general priority list. It is mandatory to spend restricted revenues for the facilities which they are restricted to, therefore expenditures may be made on lower priority categories if higher priority categories have not been completed. 9J-5.016(3)(b)(5)

Facilities (Concurrency):

1. ROADS
2. POTABLE WATER*
3. WASTEWATER TREATMENT/SANITARY SEWER SYSTEMS *
4. SOLID WASTE SYSTEM *
5. STORMWATER/WATER QUALITY
6. PARKS-LAND
7. PARKS-RECREATION FACILITIES

** Are facilities provided entirely by public and private entities other than the City of Deltona.*

PUBLIC SCHOOL FACILITIES MUST BE ADDED TO LIST

This Objective is implemented through the Comprehensive Plan in its entirety, and more specifically the Capital Improvements Element and Chapter 86, Concurrency Management.

In order to evaluate the City's success in achieving Objective 4, an analysis of the extent to which its supporting policies (Policies 4A through 4AB) have been implemented was conducted. A summary of this analysis is provided in Table 3-65 below.

**Table 3-62
Capital Improvements Element Objective 4 Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 4A</i> The standards for levels of service of each type of public facility shall apply to development orders issued by the City on or after November</p> | <p>Yes, delete policy as date has passed and is incorporated in Chapter 86.</p> | <p>Yes</p> |

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| <p>1, 1999. Such levels of service shall apply to the capital and annual budget and Land Development Regulation.</p> | | |
| <p><i>Policy 4B</i> The City shall adopt the following service standards for Potable Water.</p> <ul style="list-style-type: none"> a. The City shall adopt a minimum service level standard for supply and treatment of potable water of an annual average daily volume of 300 gallons of potable water per equivalent residential connection. b. Projected flow for commercial industrial and institutional land uses will be calculated by using those rates specified by County Resolution Number 86-116, as amended. Within those municipal service areas, the level of service standards shall be listed/referenced in the adopted interlocal agreement. c. The City shall require the developer to provide and dedicate to the City the potable water distribution system and treatment facilities within any new development. d. The City shall adopt a level of service standard for water supply needed for public fire protection as 60 psi at 20 pounds | <p align="center">Yes</p> | <p align="center">Yes</p> |

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| <p>residual pressure.</p> <p>e. The City shall adopt minimum distribution requirements for its planned water urban service areas:</p> | | |
| <p>Distribution Requirements for the installation of public water system:</p> <ol style="list-style-type: none"> 1. net residential - density of more than 1 unit per 2.5 acres. 2. The use of existing potable water wells servicing land uses within water service areas may continue until a central potable water system becomes available. 3. Individual water wells may be permitted on residential lots greater than two and half (2.5) acres in size. All said potable water wells shall comply with all applicable regulations. | <p>Yes, change to reflect 1 acre lot size as in Infrastructure Element Policy 5E</p> | <p>Yes</p> |
| <p><i>Policy 4C</i></p> <p>The City shall adopt the following minimum service standards for Wastewater Treatment/Sanitary Sewage Collection:</p> <ol style="list-style-type: none"> a. The City shall adopt the following minimum service level standards for wastewater treatment: <ul style="list-style-type: none"> - annual average daily volume of 284 gallons of domestic wastewater per equivalent residential connection, and 1,500 gallons per | <p>Yes, but c. 4 all non-residential uses must be connected to the central wastewater system.</p> | <p>Yes</p> |



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| <p>day per acre for commercial, industrial and institutional land uses for planned City service areas.</p> <p>b. The City shall require that all new development which is located within an area encompassed by an adopted sewer service agreement, shall comply, at a minimum, with the level of service standards adopted by Deltona as a condition of granting development approval.</p> <p>c. Development of existing exempt or approved single family lots which are less than one (1) acre in size, may use individual septic tanks consistent with:</p> <ul style="list-style-type: none"> (1) that central service is currently not available to the lot. Connection to central sewer service is required when said service becomes available, and (2) the septic tank has been permitted by the Department of Health and Rehabilitative Services, and (3) the lot is not located within a Special Assessment | | |
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| <p>District which has been established for the purpose of installing a wastewater system.</p> <p>(4) Non-residential development on existing lots may be allowed to use individual wastewater disposal systems as an interim method, provided that central wastewater service is not currently available. Connection to a central system of sanitary sewer service is required when said system is available.</p> <p>(5) The City shall require that all new development which is located within an area encompassed by an adopted municipal sewer service agreement, shall comply, at a minimum, with the level of service standards adopted by said municipality as a condition of granting development</p> | | |
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| <p>approval.</p> <p>(6) An existing septic tank system may be upgraded, provided that a central sanitary sewer system is not available. However, connection to a central sanitary sewer system is required where said system is available in lieu of upgrading an existing septic tank system.</p> <p>(7) The installation of septic tanks shall be as per the requirements of the Florida Administrative Code, Chapter 10D-6.</p> <p>The above items shall constitute the minimum acceptable service level provisions for sanitary sewage collection under the circumstances described above.</p> <p>f. The following are service levels and provisions regarding the use of private septic tanks.</p> <p>(1) the lot is one acre or larger in size and the lot is within a single family subdivision (new or previously approved under Volusia County or City, or</p> | | |
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| <p>(2) the septic tank is installed in conjunction with the construction of a single family residence upon an existing single family lot and which is less than one (1) acre in size provided that:</p> <ul style="list-style-type: none"> i) that central service is currently not available to the lot. Connection to central sewer service is required when said service becomes available, and ii) the septic tank has been permitted by the Florida Department of Health and Rehabilitative Services, and iii) the lot is not located within a Special assessment District which has been established for the purpose of installing a | | |
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| <p>wastewater system.</p> <p>or</p> <p>(3) the septic tank is installed in conjunction with non-residential construction on an existing lot provided that central wastewater service is not currently available. Connection to a central system of sanitary sewer service is required when said system is available.</p> <p>Notwithstanding the above criteria [(1)-(3)], the requirements of Florida Administrative Code, Chapter 10D-6, shall regulate the connection to central sewer systems.</p> | | |
| <p><i>Policy 4D</i></p> <p>The City shall adopt the following minimum service standards for the City's Solid Waste System:</p> <ul style="list-style-type: none"> a. 1.57 tons per capita per year of solid waste generated and processed by The Solid Waste System or 8.6 pounds per capita per day solid waste generated. b. The effective level of service for solid waste capacity shall be measured in effective construction life, | <p>Yes</p> | <p>Yes</p> |

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| <p>measured in years remaining of all City owned landfills. The minimum requirement shall be five years of construction life remaining.</p> | | |
| <p><i>Policy 4E</i> The City shall adopt the following minimum service level standards for storm drainage.</p> <ul style="list-style-type: none"> a. The City shall require developments to meet the performance and design standards for a 25 year storm event (pre and post development). b. Water quality standards within the infrastructure element. c. Finished floor elevations shall be above the 100 year flood plain. | <p>Yes, Chapter 98, Article IV, Stormwater. Also, a new Stormwater Master Plan is in process.</p> | |
| <p><i>Policy 4F</i> The City of Deltona establishes the following minimum, incremental, level of service standard for developed park and recreation lands within the City: (SEE CHART) Within the Planning Period, the City Commission shall maintain this minimum level of service standard for developed park and recreation lands in the City based upon the availability of City resources to achieve compliance with the standard. However, the overall objective is to increase the amount and quality of developed City park and recreational lands, to provide</p> | <p>Yes</p> | <p>Yes</p> |

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| <p>adequate recreational services to Deltona residents.</p> <p>The term-“developed park and recreation land” shall mean that typically 50% of total project site is useable for passive, or active recreational purposes. For individual park or open space sites the amount of developed land will vary due to the purpose of the park site, or environmental, site and social conditions.</p> <p>Developed park and recreation acres shall be the critical long-term measurement in terms of service level standards for land or acreage by the year 2020. This new land service level standard shall be 3.5 acres of developed land per 1,000 residents, by the year 2020.</p> | | |
| <p><i>Policy 4G</i></p> <p>Upon adoption of the Comprehensive Plan, the City shall establish peak hour transportation level of service standards. The City shall achieve and maintain standards for peak hour levels of service on the thoroughfare system.</p> | <p>Yes, delete first sentence</p> | <p>Yes</p> |
| <p><i>Policy 4H</i></p> <p>Public facilities and services shall meet or exceed level of service standards and must be available concurrent with development.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 4I</i></p> <p>Designated Planned Communities on the Future Land Use Map that have not received an approved Developments of Regional Impacts (DRI) as of October 1, 1998 and other Future Developments of Regional</p> | <p>Yes, delete policy as there are no “designated Planned Communities” and the date has passed</p> | <p>Yes</p> |

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| <p>Impact that are not designated as planned Communities on the Future Land Use Map on the effective date of this plan, shall meet the concurrency and level of service requirements of this Element.</p> | | |
| <p><i>Policy 4J</i> Public facilities and services intended to serve proposed development that are inconsistent with the adopted Future Land Use Element shall not be permitted (unless the Future Land Use Element has been amended in accordance with Florida Statutes and the Florida Administrative Code).</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 4K</i> Detailed capacity/concurrency review and determination shall be made during the City's development review including but not limited to the following development orders:</p> <ul style="list-style-type: none"> a. Preliminary plats, Final plats b. Overall Development Plans as defined by the Land Development Regulations c. Final Site plans d. Developments of Regional Impact e. All other development orders prescribed in the Land Development Regulations | <p>Yes, through Chapter 86</p> | <p>Yes</p> |
| <p><i>Policy 4L</i> If concurrency and facility capacity is not available or cannot be made available for applications of the above development permits or any</p> | <p>Yes</p> | <p>Yes</p> |

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| <p>other development permits subject to review by City' staff, these findings shall be reasons for denial of such development orders.</p> | | |
| <p><i>Policy 4M</i> The City of Deltona shall allocate the necessary resources to manage the policies related to concurrency and achieve this Capital Improvements Element.</p> | <p>Yes, through Chapter 86, Concurrency Management</p> | <p>Yes</p> |
| <p><i>Policy 4N</i> The City shall develop, in conjunction with other local governments within and adjacent to the City, a permit tracking system. This system shall require that each jurisdiction provide, on a timely basis, information on development/building activity. The information will be used to determine whether area wide levels of service are being maintained for the thoroughfare system, drainage system, and solid waste.</p> | <p>No, the City has a tracking system but is not interconnected. The City will work with neighboring cities to identify a common methodology for the concurrency management system.</p> | <p>Yes</p> |
| <p><i>Policy 4O</i> The City shall maintain provisions how and when capacity/concurrency determination will take place in the development review process.</p> | <p>Yes, delete as is similar to 4K and 4L</p> | <p>Yes</p> |
| <p><i>Policy 4P</i> The capacity of public facility(s) shall be determined for applications for new development orders according to either subsection (a) as follows: (1) The determination that such capacity is available shall apply only to specific uses, densities and intensities based on</p> | <p>Yes</p> | <p>Yes</p> |



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| <p>information provided by the applicant and included in the development order, and</p> <p>(2) The determination that such capacity is available shall be valid for development that is completed within a period</p> <p>[1]not to exceed two years, or</p> <p>[2] Any period of time acceptable to the City and the applicant, provided that the period of time is explicitly set forth in a binding development agreement as authorized by Florida Statutes or time periods specified in the Land Development Regulations and the applicant provides one or more of the following assurances, acceptable to the City in form and amount, to guarantee the applicant's pro rata share of the City's financial obligation for public facilities which are constructed by the City for the benefit of the subject property:</p> <p>[a] cash escrow,</p> <p>[b] irrevocable letter of credit,</p> <p>[c] prepayment of impact fees,</p> | | |
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| <p>(prepayment of capacity or reservation fees),</p> <p>or</p> <p>[d] formation of a Community Development District pursuant to Chapter 190, Florida Statutes.</p> <p>(3) Whenever an applicant's pro rata share of a public facility is less than the full cost of the facility, the City shall do one of the following:</p> <p>[1]contract with the applicant for the full cost of the facility, including terms regarding reimbursement of the applicant for costs in excess of the applicant's pro rata share, or</p> <p>[2]obtain assurances similar to those in subsection (2) [2] from other sources,</p> <p>or</p> <p>[3]amend this Comprehensive Plan to modify the adopted standard for the level of service so as to reduce the required facility to equal the applicant's needs.</p> <p>[4]denial of a development order where conditions [1],[2] or [3] cannot be met.</p> | | |
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| <p>(4) Pursuant to subsection (1) and (2), no further determination of capacity for the subject property as required by this Element shall be required prior to the expiration of the determination of capacity for a preliminary development order, except that any change in the density, intensity or land use that requires additional public facilities or capacity is subject to review and approval or denial by the City, and the subject property shall be vested to the extent provided for the concurrency review.</p> | | |
| <p><i>Policy 4Q</i> The City shall maintain a record of the impact(s) on facility capacity by property owners who have paid a capacity reservation fee(s).</p> | <p>Yes, through development/concurrency tracking system</p> | <p>Yes</p> |
| <p><i>Policy 4R</i> The City shall evaluate its organizational structure in order to determine the most appropriate organizational arrangement to monitor and manage facility capacity, service levels and concurrency.</p> | <p>Yes, delete Policy as it has been done</p> | <p>No</p> |
| <p><i>Policy 4S</i> The City shall adopt, maintain and update when necessary a concurrency management ordinance by October 1, 2001. This ordinance may include but is not limited to: 1. how level of service standards is established in this element and how facilities will be</p> | <p>Yes, through Chapter 86, Concurrency Management, delete as this is codified</p> | <p>Yes</p> |

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| <p>measured for development review.</p> <ol style="list-style-type: none"> 2. definition of a final local development order. 3. private providers of a concurrency facility(s)/services. 4. applicants for development order subject to concurrency. 5. properties to be vested under the definition of a final local development order. 6. specific provisions related to reserving facility capacity. 7. which City agencies performs the concurrency evaluation. 8. process of appeals. | | |
| <p>Policy 4T The City shall as part of its annual monitoring and evaluation requirements undertake the following activities:</p> <ol style="list-style-type: none"> a. take traffic counts at least twice a year at established count stations b. take traffic counts more than twice a year if a roadway segment was operating at 95 percent or more of the adopted level of service standard at the time of the last count c. add new count stations as warranted by the City Engineer d. prepare set of procedures for an "Area-Wide Traffic | <p>Yes, except amend a. to take yearly counts as twice a year is excessive. Review d. and e. as this is an MPO function.</p> | <p>Yes</p> |



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| <p>Action Mitigation Plan" or Individual Mitigation Plan</p> <ul style="list-style-type: none"> e. identify "Special Traffic Management Zones" around any roadway segment within a two mile radius which is at or below the adopted level of service and therefore is subject to an "Area-wide Traffic Action Mitigation Plan" f. update socio-economic zonal data for the traffic impact model g. input water/wastewater treatment plants and service areas, existing urban system service coverage area into the geographic information system h. develop a procedures guide for the use of the traffic impact model i. establish fees for inquiries and reservation of capacity fees | | |
| <p><i>Policy 4U</i> The following facilities shall be available concurrent with development and impacts of development, these facilities are subject to the concurrency determination:</p> <ul style="list-style-type: none"> * parks and recreation (land and recreation facilities) * roads (in thoroughfare and local system) * storm drainage * potable water * wastewater treatment/sanitary sewer | <p>Yes</p> | <p>Yes</p> |

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| * solid waste | | |
| <p><i>Policy 4V</i> The City Commission may at its discretion, subject to public hearings and plan amendments during the planning period add the following facility types subject to the concurrency determination.</p> <ul style="list-style-type: none"> * fire stations and fire/rescue capital equipment * sheriff/police sub stations | No, delete policy | No |
| <p><i>Policy 4W</i> The required public services and facilities will be available at the time of certificate of occupancy or as consistent with Rule 9J-5.0055(3)(a-c). The following summarizes when services and facilities will be available: water, sewer, solid waste, mass transit and drainage shall be available at the time of certificate of occupancy; parks shall be available within one year of certificate of occupancy; roads shall be programmed for completion within three years of the certificate of occupancy.</p> | Yes | Yes |
| <p><i>Policy 4X</i> For projects involving multiple phases and where either residential dwelling units, nonresidential uses shall be in a position of being constructed and/or occupied over a multi-year period: developer-City agreements shall be the prescribed method of ensuring facilities are concurrent with the impacts of such development. In these cases, programmed improvements</p> | Yes | Yes |

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| <p>from the Five Year Schedule of Improvements shall be included as part of the concurrency determination as long as their availability coincides with the impact of such a multi-year, multi-phased development.</p> | | |
| <p><i>Policy 4Y</i> A schedule of public facilities and their availability shall be established for each proposed development.</p> | <p>Yes, through the concurrency management system</p> | <p>Yes</p> |
| <p><i>Policy 4Z</i> For the purpose of determining concurrency, the City shall include all capacity related thoroughfare system improvements which are funded for construction in the first three years of the Florida Department of Transportation Five Year Road Program and those funded for construction in the Volusia County Capital Improvements Program and City's Capital Improvements Program in the inventory of existing facilities and shall consider the planned capacity as existing.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 4AA</i> The City may use the most recent sanctioned highway capacity tables from the Florida Department of Transportation, to make its capacity analysis for concurrency management purposes.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 4AB</i> The City's traffic impact model shall be the basis for capacity analysis and concurrency management. Included in this process as part of the City's ongoing Concurrency management process would be</p> | <p>Yes, through Chapter 86, delete Policy</p> | <p>Yes</p> |



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| <p>a geographic determination of what recommended improvements were needed to be constructed by a development applicant, in order to maintain service levels, the geographic extent or limits would have to be instituted (if required) and the geographic limits where an Area Wide or Individual Traffic Action Mitigation Plan would be applied.</p> <p>a. If the results of the traffic impact model will result in the denial of a development permit because concurrency is not shown to exist or will exist for a period analyzed in the future then the following issues may be considered as valid reasons for reversing a concurrency determination that resulted in a denial of a development permit based on the City's transportation analysis either through use of the model or criteria set forth in the Land Development Regulation.</p> <p>(1) The applicant presents evidence that demonstrates that the proposed developments impacts will differ from the impacts estimated by the City as a result of special circumstances of that</p> | | |
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| <p>development.</p> <p>(2) Based on the City's own information (traffic counts and outstanding capacity commitments) the model being used has significant error(s) in its base data that results in no deficiency.</p> <p>(3) The applicant presents evidence through travel speed, distance and time studies that the impact of roadway links actually operate at higher levels than indicated by the City. Methodology for such travel speed/distance/time studies shall be developed by the City's Engineer prior to the commencement of such a study. In the event, the City's Engineer and the applicant mutually decide travel time/distance/speed studies are warranted, the City or its agent shall conduct such study after receiving a fee from the applicant to cover the costs of conducting and analyzing the study. The applicant shall have the opportunity to review the methodology prior to</p> | | |
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| <p>the commencement of the study.</p> <p>b. Any other additional appeals or due process procedure(s) the City may establish related to this issue in either the Land Development Regulations and any other implementing ordinance.</p> | | |
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3.9 Urban Design Element

Goal 1

To further establish and enhance Deltona as a sustainable community with an identifiable aesthetic character .

Objective 1

Objective 1 of the Urban Design Element is as follows:

Within one year of adoption of the Plan, enact Land Development Regulations that implement the concepts contained in the Urban Design Element.

This Objective is implemented through the Comprehensive Plan, the Land Development Code and the Urban Design/Placemaking Master Plan.

In order to evaluate the City's success in achieving Objective 1, an analysis of the extent to which its supporting policies (Policies 1.1 through 1.18) have been implemented was conducted. A summary of this analysis is provided in Table 3-66 below.

**Table 3-63
Urban Design Element Objective 1 Achievement Status**

| Policy | Implemented? | Relevant |
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| <p><i>Policy 1.1</i> A combination of non-residential, multi-family and mixed use development that is compatible with adjacent single-family residential neighborhoods will be encouraged within areas targeted for redevelopment.</p> | Yes, in process | Yes |
| <p><i>Policy 1.2</i> As part of the Land</p> | No | Yes |

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| <p>Development Code, the City shall consider reducing obstacles to redevelopment and infill development. Infill development shall be consistent with and in similar character to the existing surrounding development.</p> | | |
| <p><i>Policy 1.2a</i> Parcels greater than 5 acres, adjacent to non-residential and where appropriate should consider a mix of residential and non-residential uses.</p> | <p>Yes, but no development has occurred</p> | <p>Yes</p> |
| <p><i>Policy 1.2b</i> Through the Land Development Code, Subdivision Code and through code compliance, the City should encourage better quality housing and provide incentives to upgrade and improve new and existing housing and commercial structures.</p> | <p>Yes, through the City's Housing and Community Development Program and S.H.I.P.</p> | <p>Yes</p> |
| <p><i>Policy 1.2c</i> The City desires to preserve and promote existing property value through encouragement of property maintenance and incentives to improve the built environment.</p> | <p>Yes, through Chapter 2, Code Enforcement</p> | <p>Yes</p> |
| <p><i>Policy 1.2d</i> The City should develop special design standards for land uses adjacent to the community of Enterprise in recognition of their unique and historic heritage.</p> | <p>Yes, implemented through Chapter 110 – Enterprise Overlay District</p> | <p>Yes</p> |
| <p><i>Policy 1.2e</i> The City should develop a procedure to generate community input by conducting workshops for all land use changes. This procedure may include notification to surrounding property owners, have size limitations, be for land use changes that result in an</p> | <p>Yes, workshops and hearings are conducted</p> | <p>Yes</p> |

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| increase to density or intensity. | | |
| <p><i>Policy 1.3</i> The Deltona Activity Center (I-4 / Howland Boulevard interchange) shall be encouraged to be a coordinated mixed use development organized in cooperation with private property owners, developers and the City of Deltona. Specific development issues to be addressed in project review should include, but not be limited to:</p> <ul style="list-style-type: none"> • Buffering between adjacent uses • Strong pedestrian and public transportation orientations • Protection of natural resources • Comprehensive design approach to: <ul style="list-style-type: none"> • building architecture (no metal or corrugated metal) • building massing • provide semi-public open space • create a campus or residential appearance • roadway design • signage • traffic control • pedestrian and bicycle circulation • streetscape/edge treatments • lighting • thematic landscape treatments • landscaped parking areas | <p>Yes, but not developed and also change name to Special Area Plan (globally throughout the plan)</p> | |
| <p><i>Policy 1.3a</i> The northwest Deltona activity</p> | <p>No, but in process</p> | <p>Yes</p> |

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| <p>center should be master planned through private, public or a public-private partnership. This could be accomplished through the creation of a Planned Unit Development(s), Community Redevelopment Agency or Community Development District.</p> | | |
| <p><i>Policy 1.3b</i> The actual type of land uses permitted within the activity center shall be limited to promote a office park/light manufacturing campus appearance and or residential community village concept. All land uses in the activity center should strive to meet the campus/residential community appearance.</p> | <p>No longer relevant as DRI was adopted</p> | <p>No</p> |
| <p><i>Policy 1.4</i> During plat and site plan review, transit-oriented design concepts will be considered and encouraged for new construction, redevelopment, and infill development.</p> | <p>Yes</p> | <p>Yes</p> |
| <p><i>Policy 1.5</i> Commercial cluster areas shall be designed to include tropical landscaping and safe and convenient access by all modes of transportation, including bus service, bicycles and pedestrians. New commercial clusters shall be well buffered, including walls and/or berms from residential neighborhoods.</p> | <p>Yes, through Chapter 110, but delete reference to "tropical"</p> | <p>Yes</p> |
| <p><i>Policy 1.6</i> Small parks (less than 5 acres) are encouraged throughout the City to provide auto free zones for residents and needed visual breaks of green within Deltona's suburban framework. Parks should be located, when</p> | <p>Yes</p> | <p>Yes</p> |

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| possible, near or adjacent to public schools. | | |
| <p><i>Policy 1.7</i> All roadway improvements shall consider the impacts upon adjacent residential areas. Landscaping treatments, including but not limited to street trees, shall be used to provide an aesthetic enhancement and improved pedestrian scale. Parallel and rear access roads will be considered when deemed appropriate by the City, to protect existing residential areas, as well as improve access to redeveloped areas.</p> | Yes | Yes |
| <p><i>Policy 1.8</i> The location of parking, curb cuts, walkways, bike lanes, signage, lighting, and landscape treatments shall be coordinated to provide maximum user safety, while improving the comprehensive aesthetic appearance of Deltona.</p> | Yes, through Chapter 96, Design Guidelines | Yes |
| <p><i>Policy 1.9</i> The City of Deltona shall encourage the proper placement of public and private utilities underground within the right of way or easements.</p> | Yes, through Chapter 96 | Yes |
| <p><i>Policy 1.10</i> All new traffic signalization devices shall be designed and constructed utilizing mast-arm equipment.</p> | In some cases, County and City moving towards that goal | Yes |
| <p><i>Policy 1.11</i> The design of structured parking, within mixed use development, is encouraged to include opportunities for retail or office uses at the street level.</p> | No, none have been constructed | Yes |
| <p><i>Policy 1.12</i> The design and placement of</p> | | |

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| | | |
|---|--|------------|
| <p>public buildings should follow the urban design concepts of pulling the building close to the front property line and placing parking at the rear of the site with ample shade and landscape treatments.</p> | <p>In process through Land Development Code rewrite. Delete Policy</p> | <p>Yes</p> |
| <p><i>Policy 1.13</i> To assist private developers, the City shall prepare roadway edge treatment guidelines that describe and illustrate proper planning and design for right of way and private property frontage.</p> | <p>Delete as standards should be in the Land Development Code</p> | <p>Yes</p> |
| <p><i>Policy 1.14</i> The City shall embark on a process of mapping and classification of environmental resources that exist within the City, to ascertain the need for conservation or preservation. The City of Deltona is encouraged to inventory and categorize all freshwater lakes and ponds as to their suitability for public use and access.</p> | <p>Yes, GIS layer</p> | <p>Yes</p> |
| <p><i>Policy 1.15</i> The City should develop a master bike and pedestrian plan to link areas together, including residential, commercial, schools, parks and other community features or gathering places.</p> | <p>Yes, in process through the Park and Recreation Master Plan</p> | <p>Yes</p> |
| <p><i>Policy 1.15a</i> The City should investigate the possibility of sharing utility easements as vital links to the plan and as a cost effective method in the development of the master bike and pedestrian plan.</p> | <p>Yes, in association with Volusia County's efforts.</p> | <p>Yes</p> |
| <p><i>Policy 1.16</i> The City should consider developing a "way finding" plan that will help residents and</p> | <p>Yes, in process</p> | <p>Yes</p> |

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| | | |
|--|---|------------|
| <p>visitors to the community find their way through. This may include unique signage, tree or landscape plantings, or some other "marker" system.</p> | | |
| <p><i>Policy 1.17</i> The City should consider developing entryway feature(s) at key roadways leading into Deltona.</p> | <p>Yes, Placemaking/Urban Design in Process</p> | <p>Yes</p> |
| <p><i>Policy 1.18</i> The City should consider the formulation of a architectural review board to provide recommendations and review design standards to achieve the City's goals and desires.</p> | <p>No (not implemented)</p> | <p>Yes</p> |



4. Communitywide Assessment

4.1 Population Changes and Changes in Land Area

A. Changes in Population

The City of Deltona's population grew from 55,461 in 1995 to 85,484 in 2006. According to the US Census, the City of Deltona's population grew from 50,857 in 1990 (at that time it was known as the Deltona Census Designated Place) to 69,543 in 2000; a growth rate of 36.7% or an average of 3.67% per year.

According to the US Census 2000, the City of Deltona population accounted for about 16% of Volusia County's population at the time, and ranked 1st in population size, among the seventeen cities in Volusia County. The proportion of the City population compared to Volusia County's increased from about 14% in 1990 to about 16% in 2000 (Note: In 1990, Deltona was counted as a Census Designated Place; the City was not incorporated until 1995).

Based on the City's comprehensive plan adopted in 1999, the projected population for 2000 was 67,395 and 78,997 for 2005. As shown in Table 4-1, those population projections were slightly higher than the actual census count for 2000 and the BEBR estimates for 2005 and 2010. Deltona's growth has resulted from a combination of new construction and a higher person per household (PPH) average - 2.79 versus the County's PPH average of 2.32. Deltona has a higher person per household average due to transitioning from a retiree community to a family community. While the population is expected to continue to increase, the estimates for 2010 are reflecting an expected slowdown in the overall residential housing market. It is also anticipated that the City will continue to grow and the rate of population growth will increase slightly after 2010.

**Table 4-1
Comprehensive Plan Population Projections vs. Census and BEBR Estimates**

| Year | Comp Plan Projections | Census/Current BEBR projections | Difference | % Difference |
|------|-----------------------|---------------------------------|------------|--------------|
| 2000 | 67,395 | 69,543 | 2,148 | +3% |
| 2005 | 78,997 | 82,973 | 3,976 | +5% |
| 2010 | 90,589 | 93,398 | 2,809 | +3% |
| 2020 | 114,700 | 119,441 | 4,741 | +4% |

Source: City of Deltona, Census and BEBR

The City of Deltona's population is expected to continue growing, as shown in Table 4-2. This table shows the Volusia County's population projections and the City of Deltona population



projections as a 20% share of Volusia County. Deltona will continue to be the largest city based on population in Volusia County.

**Table 4-2
Volusia County/City of Deltona Population Projections 2005 – 2020**

| Year | Volusia County | Deltona | Deltona Population % of Volusia County |
|------|----------------|---------|--|
| 2000 | 443,343 | 69,543 | 15% |
| 2005 | 494,649 | 82,973 | 17% |
| 2010 | Not available | 93,398 | --- |
| 2025 | 657,216 | 132,605 | 20% |

Source: Volusia County and Shimberg 2007

B. Changes in Land Area

The total land area within the corporate limit of the City of Deltona in 1999, when the current comprehensive plan was adopted, was approximately 38 square miles. Since 1999, the City has annexed 32 sites encompassing 1,870 acres, or approximately 2.9 square miles. Due to annexations the total land area in the corporate limit of the City increased to approximately 40.9 square miles or 26,178 acres (including rights of way and waterbodies).

The current City boundaries and the areas annexed from 1999 to 2007 are shown on Map 2. Table 4-3 shows the acreage annexed by the City from 1999 to April 2007.

**Table 4-3
Annexations From 1999-2007**

| Year | Annexation Area |
|---------------------|-----------------|
| 1999 | 45.6 |
| 2000 | 5.2 |
| 2001 | 44.7 |
| 2002 | 0 |
| 2003 | 0 |
| 2004 | 1,050.8 |
| 2005 | 679.2 |
| 2006 | 34.7 |
| 2007 | 9.9 |
| Total Acres: | 1,870 |

The City of Deltona is surrounded by unincorporated Volusia County to the north, east and south and abuts the cities of Lake Helen, Orange City and Debarry to the west and northwest, with some Volusia County enclaves interspersed. Therefore, most annexations have occurred along the southeast and eastern borders of Deltona. The adopted Comprehensive Plan does not address annexation of any specific areas, nor extension of public utilities to support annexation. The City



has established an annexation policy that addresses provision of public utilities.

The City has not annexed all the enclaves so there is potential for future annexations of those located within the “extended” boundary line of Deltona. The geographic areas most likely to be annexed are within unincorporated Volusia County to the north, east and south of the City boundaries. To ensure proper growth the City plan has been reviewed for urban sprawl by addressing all 13 points required by 9J-5 F.A.C. in the Future Land Use Element.

4.2 Extent of Vacant and Undevelopable Land

The Vacant Land Map (Figure 4.1) shows where vacant land is located. Table 4-4 details the percentage of land area for each land use, with vacant land comprising 19.4% of the total land area in Deltona.

**Table 4-4
City of Deltona Existing Land Use, 2007**

| Land Use | Acreage |
|---|----------------|
| Single Family Residential | 9,960 |
| Multi-family Residential | 238 |
| Vacant Residential | 2,101 |
| Mixed Use | 125 |
| Commercial (Office, Retail, Restaurant, Hotel Motel...) | 376 |
| Vacant Commercial | 373 |
| Industrial | 16 |
| Vacant Industrial Park | 7 |
| Public/Institutional/Utilities/Right-of-Ways | 10,202 |
| Vacant Institutional | 9 |
| Agriculture | 708 |
| Other Vacant (non agriculture) | 1,777 |
| DRI | 952 |
| Total | 26,735 |

Source: City of Deltona



Figure 4-1
Vacant Land Map

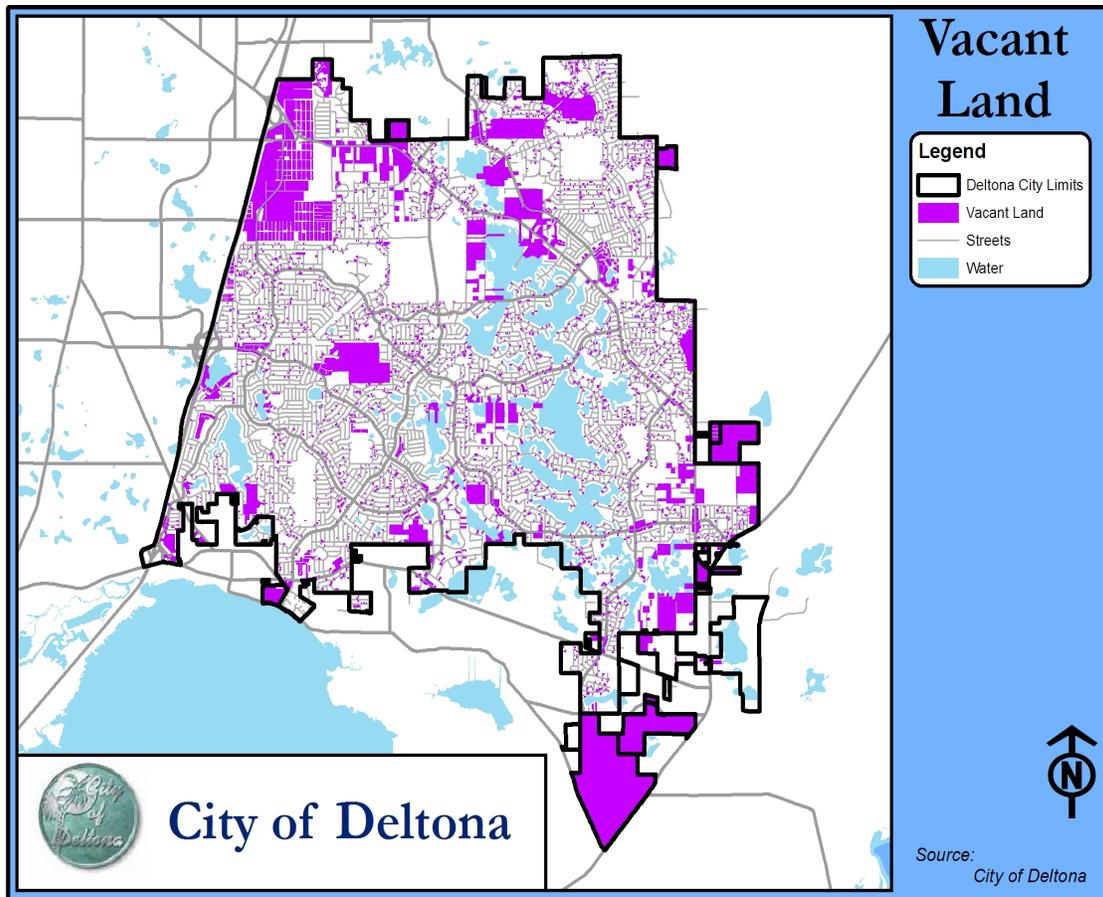




Table 4-5 describes the characteristics of the vacant land in the City. The largest percentage of vacant land is located within the residential future land use category (7.8 %). Vacant parcels range in size from 0.25 acres to 5.0 acres and are distributed throughout the City. Most of the large vacant parcels are concentrated near I-4 in the northwest corner of the City which is known as the Deltona Activity Center, which consist of 952 acres that are suitable for development. Vacant land can play an important role in the dynamics of community development. Vacant land, including land that is abandoned or under-used, can be a valuable, revenue-generating asset for community development and redevelopment, if these parcels are properly inventoried and a strategy developed for overcoming the legal and administrative barriers to acquisition, assembly and marketing. This is the intent of the Activity Center DRI, located at I-4 and SR472 interchange, albeit no development approvals have been granted since the DRI was adopted in 2003.

**Table 4-5
City of Deltona Vacant Land Characteristics, 2007**

| FLUM Category | Acres of Vacant Land | Percentage of Total Acres |
|-----------------|----------------------|---------------------------|
| Commercial | 373 | 1.4% |
| Industrial Park | 7 | Less than 1% |
| Residential | 2,101 | 7.8% |
| Institutional | 9 | Less than 1% |
| DRI | 952 | 3.6% |
| Other (non-ag) | 1,777 | 6.6% |
| Total | 5,219 | 19.4% |

Of the already developed areas in the City, residential is the primary land use, encompassing 10,160 acres (39%) of the total land area. This pattern holds true for the vacant land area as well. The majority of the City’s residential development is single family, encompassing 9,955.94 acres (38%) and the majority of the City’s vacant residential land consists of single family parcels.

An examination of the City’s existing land uses and vacant land underscores the need to provide greater land use diversity during the five, ten and twenty year planning periods. In order to increase the diversity of its land uses, the City should seek opportunities to provide additional multi-family developments, as well as a mixture of residential and non-residential uses in compact areas and additional commercial and industrial uses in appropriate locations.

4.3 Location of Development in Relation to Anticipated Development

Between 1999 and August 2007, seven Comprehensive Plan amendments were approved, due to changes in the Future Land Use text and City annexation of unincorporated areas. None of

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these amendments substantially changed the character of Deltona from what was projected in the adopted Future Land Use Map.

Since the time of plan adoption, 7,270 single-family residential certificates of occupancy have been granted throughout the Deltona city limits. (Source: City of Deltona). The majority of the development after incorporation occurred between 2002 and 2005, but the largest amount - 1,234 building permits – were granted in 2003. Construction of single-family residences dropped fairly dramatically in 2006 and as of August 2007 only 175 certificates of occupancy were granted. These residential units were developed on existing platted lots for the most part, with the exception of some new subdivisions that were developed – Twin Lakes, Saxon Ridge, and Arbor Ridge.

Thirty-five (35) non-residential certificates of occupancy were granted since the time of plan adoption including offices, medical facilities, churches, retail businesses and public projects. These projects encompassed approximately 220 acres and added almost 500,000 square feet of non-residential development to the City. Approximately 388,000 square feet of this development was in office, retail and commercial business use; almost 44,000 square feet was for religious institutions; almost 32,000 square feet of medical offices was constructed; and about 22,000 square feet of public facilities, including the Deltona City Offices/Public Works Depot. With the exception of park and religious facilities construction, the other new development is located along thoroughfares in the City and were built within future land use categories that allowed office or commercial use. The location of development generally followed the 1999 Comprehensive Plan, therefore this is not an issue for this community.

4.4 Level of Service Analysis and Financial Feasibility

During this evaluation of the Comprehensive Plan, the City is required to analyze the successes and shortcomings in providing various public infrastructure in the past and whether the City is able to maintain the adopted levels of service in the future. A brief summary of the existing conditions and an analysis of each service is provided.

A. Potable Water

When the Comprehensive Plan was adopted in 1999, water was provided to the City by Volusia County and Florida Water Services Corporation. Deltona Water Utility was established in November 2003 after the City successfully purchased its local water and sewer system from Florida Water Services. The Deltona Water Utility's geographic service area includes everything within the Deltona city limits with the exception of the northwest portion which is served by Volusia County Utilities. The City also serves some unincorporated adjacent areas of Volusia County.

The City is currently preparing the 10-year Water Master Plan to address the need for a greater demand for water due to the increase in population. The City will consider alternative water sources and conceptual probable locations for well fields and treatment facilities for the

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following sources: brackish aquifer, surface water, and purchased water from the Water Authority of Volusia. Additionally, the City will consider conservation measures to reduce the projected demand to the greatest extent possible. The EAR will include a recommendation to amend the Infrastructure Element to incorporate the recommendations from the 10-year Water Master Plan.

The water system is comprised of seventeen (17) water treatment plants (WTPs), transmission and distribution facilities, and a remote storage and repump facility. The WTPs are made up of twenty nine (29) wells and seven (7) ground storage tanks with twelve (12) high service pumps. The City's raw water source is the Floridan aquifer. The aquifer provides high quality water to the City and the region. The City's water transmission and distribution system includes approximately 460 miles of piping ranging from 2-inches to 16- inches in diameter. The City is currently constructing major transmission lines that will dramatically improve interconnectivity throughout the system which will result in improved system pressures.

Another City initiative includes an annual pipe replacement program to systematically replace asbestos cement pipe. Approximately 40 percent of the City's system consists of asbestos cement pipe.

The City holds Consumptive Use Permits (CUPs) issued by the St. Johns River Water Management District (SJRWMD) for ~~two WTPs~~— Deltona North WTP ~~and Deltona Lakes WTP~~. Deltona serves primarily residential and commercial land uses, while a small number of industrial and agricultural uses are also served. The total designed and permitted capacity of the ~~two~~ WTPs is 26.9 million gallons per day (MGD). The Deltona Water Utility has sufficient water production and storage capacity to meet the current daily and typical peak day demands generated by customers in its water service area. Based on various analysis, it appears that the demand trends for the City's system are typical for its size.

According to the Comprehensive Plan, the capacity of the water system in 1999 was 24.7 million gallons per day, which exceeded average daily demand of 9.59 million gallons per day and provided adequate capacity to meet and exceed the City's Level of Service standard. The City, through its permitting processes and land development code, and coordination with the County, ensures that adequate potable water capacity exists to meet the adopted Level of Service Standard. Moreover, the City analyzes impacts of certain development proposals (rezonings, changes in Future Land Use designations, etc.) through the performance of concurrency management analyses as per the Concurrency Management System. The City has met its Level of Service Standard for potable water since 1999, and has not had to delay or prohibit development or redevelopment due to potable water capacity issues. The City's programmed capital improvements and the continued implementation of the land development code, permitting processes, and the concurrency management system should ensure that the adopted Potable Water Level of Service Standard is met through the planning periods. The City does not anticipate any problems in meeting its Potable Water Level of Service standard by 2016 or 2025.

The City of Deltona issued a bond to purchase the Water and Sewer utilities in 2003. The bond was issued for \$17 million over the amount needed to purchase the utility for the purpose of making the necessary upgrades to the system in the future. The City continues to fund needed

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improvements from the Utility Construction Fund contains the money from the bond. The City operates the utility with the funds collected from selling water and sewer services. These funds are managed through the Utility Operating Fund. These funding strategies used by the City have been, and will continue to be sufficient to maintain a financially feasible plan.

The City has adopted a level of service standard of 300 gallons of potable water per day per equivalent residential unit (ERU). This EAR will recommend that the LOS be revised with the EAR-Based amendments to be consistent with the 10-Year Water Master Plan which revises the City's LOS to 140 gallons per capita per day (GPCD).

The average daily flow in 2006 was 13.5 MGD. The system is currently operating at 98% capacity with improvements planned to provide additional capacity.

In order to project future water demands it is necessary to estimate the population that will be served and subsequently apply an appropriate LOS value. Currently, the City provides service to a population of approximately 82,000, therefore, the City provides central water service to nearly 100 percent of its current residents. It is anticipated that substantial increases in the service population will occur as a result of the following:

1. Development of vacant land within the City limits in conjunction with redevelopment of certain areas at higher intensities.
2. Development of areas outside the City limits that are within the F.S. 180.02 Reserve Area.

Population projections for the area within the corporate limits of Deltona have been prepared by the University of Florida Bureau of Economics and Business Research (BEBR) for 2005, 2010 and 2020. These projections are presented in Table 4-1.

It is expected that there will be significant development and population growth in the Deltona area. Table 4-6 below presents a summary of the estimated increases in population and overall population projections.

**Table 4-6
City of Deltona Summary of Population Projections**

| | |
|---|---------|
| Current 2006 Service Population | 82,000 |
| 10-Year Population Increase within the City Limits, Less Deltona North | 18,000 |
| 10-Year Population Increase in Areas Outside City within F.S. 180.02 Reserve Area | 21,000 |
| Total Estimated Service Population | 121,500 |

Source: City of Deltona Water Master Plan, December 2007 prepared by TetraTech

Typically the projected demand for level of service (LOS) is multiplied by the projected service population to yield estimates of future demands. The LOS value established for this planning effort is 165 GPCD. Using this value and the methodology described above yields a projected AADF for the entire system of 20.06 million gallons per day (MGD). It is anticipated that the

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City's water system can meet the needs of the future projected population for this planning period.

B. Sanitary Sewer

Deltona Water Utility and Volusia County operate the sewer system in the City serving most of the developed area within the City with the exception of some areas in the north central and north western portions. In 1999, the City was served by Volusia County and a privately owned system; however, the City now owns and operates central sewer facilities in Deltona that were formerly provided by Florida Water Services Corporation. The City provides central sewer service to a population of 14,900 based on current lot counts and billing data.

There are two Waste Water Treatment Plants (WWTP) within the City limits. The County owned plant is called Deltona North. It accommodates the North Eastern section of Deltona. In the past year, their volume was at .328 MGD. The capacity for the plant is .600. By 2010, their projected use is to be at .600.

The City owned WWTP, Deltona Lake is located at 401 Fisher Dr, is used by the residents of Deltona. From September 2006 – September 2007, their MGD was at .861. The capacity for the plant is 1.4 MGD.

The City's wastewater facilities process wastewater into high quality reclaim water for irrigation use in accordance with EPA and Florida Department of Environmental Protection regulations. This process reduces the impact on current ground water supplies utilized for potable drinking water. This division also monitors groundwater quality through a network of monitoring wells as well as wetlands monitoring in conjunction with the St. Johns Water Management District. Additionally the City provides for the operation and maintenance of the wastewater lift stations. These stations transport the raw wastewater to the treatment for processing. The Division added seven (7) lift stations in 2007 to the previous inventory for a total of forty two (42) stations throughout the City.

Effluent disposal from the wastewater treatment plants is a blend of percolation/drain fields and irrigation through the reclaimed water system. As the wastewater system continues to develop the reclaimed water system will become the primary means of effluent disposal. The EAR will recommend that the revised comprehensive plan include a LOS for reclaimed water at 1"/wk for large open areas and 200-400 gpd/residential lot.

The City has adopted a sanitary sewer level of service standard providing for an annual average daily volume of 284 gallons of domestic wastewater per equivalent residential unit and 1,500 gallons per day pre acre for commercial, industrial, and institutional land uses applicable within sewer service areas.

Since only a portion of the City's residents receive sewer service and homes are routinely constructed in Deltona with septic tanks, the methodology used to project water demands is not appropriate for projecting wastewater flows. For areas inside the City, which are not within the Deltona North Service Area, it is reasonable to assume that areas that are currently served by septic tanks will continue to be served by such systems, with only a few exceptions. Currently,

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there are five areas near lakes that have elevated potential for septic tank failure. These areas include 433 lots and it is anticipated that the City will extend sewer service to these areas, which would result in an increase in service population of 1,100.

In addition to serving the lots with “elevated risk”, vacant parcels of land that are adjacent to gravity sewers will be served by the City when homes are constructed which will include another 1,000 dwelling units. Serving these units will increase the service population by 2,600.

The areas outside the City that lie within the F.S. 180.02 Reserve Area will probably be provided with central sewer service due to the soil and groundwater conditions and anticipated development densities. This area will result in another 8,200 units or 21,000 people.

**Table 4-7
City of Deltona Summary of Population Projections**

| | |
|--|--------|
| Current 2006 Service Population | 14,900 |
| Population Increase Due to Extension to High Risk Septic Tank Areas | 1,100 |
| 10-Year Population Increase within the City Limits, Less Deltona North and Septic Tank Areas | 2,600 |
| 10-Year Population Increase in Areas Outside City within F.S. 180.02 Reserve Area | 21,000 |
| Total Estimated Service Population | 39,600 |

Source: City of Deltona Water Master Plan, December 2007 prepared by TetraTech

The City’s sanitary sewer system is designed to provide sufficient wastewater collection, treatment and disposal services for meeting the projected demands through the 2015.

According to the Comprehensive Plan, in 1999 the systemwide combined capacity of the Florida Water Services Corporation (purchased by the City of Deltona in 2003) and Volusia County’s waste water treatment system was 1.9 MGD, which exceeded the average daily demand of 1.142 MGD. Moreover, the County and the City have maintained adequate system capacity to meet demand between 1999 and 2007.

The City, through its permitting processes and land development codes, ensures that adequate waste water transmission capacity exists to serve new development and redevelopment. Moreover, the City analyzes impacts of certain development proposals (rezonings, changes in Future Land Use designations, etc.) through the performance of concurrency management analyses as per the Concurrency Management System. The City has met its Level of Service Standard for sanitary sewer since 1999, and has not had to delay or prohibit development or redevelopment due to sanitary sewer capacity issues. The City’s continued implementation of land development codes, permitting processes, and the concurrency management system should ensure that the adopted Sanitary Sewer Level of Service Standard is met through the planning periods. The City does not anticipate any problems in meeting its sanitary sewer Level of Service standard by 2016 or 2025.

The City of Deltona issued a bond to purchase the Water and Sewer utilities in 2003. The bond was issued for \$17 million over the amount needed to purchase the utility for the purpose of



making the necessary upgrades to the system in the future. The City continues to fund needed improvements from the Utility Construction Fund contains the money from the bond. The City operates the utility with the money in the Utility Operating Fund which consists of the money collected from selling water and sewer services. These funding strategies used by the City have been, and will continue to be sufficient to maintain a financially feasible plan.

C. Stormwater/Drainage

The Deltona Watershed is approximately 45.65 square miles in size, larger than the municipal boundaries of the City. The watershed consists of interconnected, cascading or isolated lake systems, with a general direction of flow from north to south. Three separate lake systems, or basins, have been identified: the Lake McGarity System, the Lake Theresa System and the Lake Gleason System. The lakes within each system are intermittently connected during large storms and in wet years, and generally flow southward. The Lake McGarity and Gleason systems flow into Lake Monroe, which is part of the St. Johns River. The Lake Theresa system is landlocked with no direct outlet.

The City has adopted the following level of service standards for Storm Water Quantity and Quality:

- Developments with less than one acre, but less than 5,000 square feet of impervious area, or with an impervious area less than 25 percent of the total lot area must meet the 25-year storm event performance and design standards.
- Development of any lot area that consists of 5,000 or more square feet of impervious area, or the impervious area is 25 percent or more of the total lot area, or the lot area of the proposed development is one acre or larger, regardless of the impervious area, shall exceed 25-year storm event performance standards.

There was a Watershed Management Plan for the Deltona Watershed completed by DRMP for the City, that recommended four regional alternatives to maintain the adopted level of service. Two addressed localized operation and maintenance improvements and structural retrofits. The third recommended a regional approach to water quantity and quality improvements and the fourth recommended that the region determine a cost estimate to provide complete water quality retrofit of the entire watershed and flood reduction.

The storm water network within the City is currently meeting the established Level of Service Standards. The City's Stormwater Division provides ongoing stormwater system construction and storm emergency services. This encompasses continuing with in-house construction projects and in the City's contractual relationship with Volusia County for performing stormwater system construction and storm emergency services, such as pumping and debris removal as needed, throughout the year. The Stormwater Division also houses the City's NPDES Inspector who monitors Deltona's stormwater system (as required by EPA) for pollutants entering the City's system.



The City's level of service is maintained through its permitting processes and land development codes, ensures that new development maintain the same level of runoff after construction that existed prior to construction. Therefore there is no net increase to the amount of water the drainage system has to handle due to new development. Over the years, the City has added to and improved the system for the purpose of capturing runoff from the City's own projects including new roads and other facilities which increase runoff. The City also improves the system by continuing to restore both the functionality and aesthetics to Deltona's open ditches by cleaning and removing obstructive vegetation from open ditches; enhancing the flow characteristics of Deltona's roadside surface drainage network in an effort to eliminate nuisance flooding; and identifying previously undeveloped retention ponds and construct those ponds in flood prone areas. The City does not anticipate problems meeting the storm water level of service standards during this planning period.

D. Solid Waste

The City of Deltona contracts with Waste Services, Inc. for solid waste collection and disposal. All Class I solid waste (municipal solid waste) is transferred from the City for disposal at the Tomoka Farms Landfill which is not expected to reach capacity before the year 2040. Class II solid waste (construction and demolition debris) generated in Deltona is disposed of in Tomoka Farms Landfill. If the Class II debris can be recycled it can be taken to GEL Corporation in Orange City. Recycling is a part of county solid waste plan. Currently, the curbside recycling collection is done by the franchised hauler. Disposal of used motor oil, paint, batteries, pesticides, etc., is the responsibility of residents and businesses and can be disposed of at the Tomoka Farms Landfill or the Volusia County Transfer Station in DeLand.

The City has adopted a solid waste disposal level of service standard of 8.6 pounds per capita per day and a level of service for solid waste capacity of a minimum 5 years of construction life for solid waste landfills.

According to the 1999 Comprehensive Plan, the County's existing solid waste disposal system has the capacity to meet solid waste disposal demand through 2040. The Tamoka Farms landfill complex consists of approximately 3,500 acres and is restricted to a maximum of 125 feet above sea level. The landfill phase or "cell" capacity in 1999 had about 10 more feet of height left before that cell would be closed. However, the County was ready to open a new 38 acre cell that went online well before the closing of the existing cell.

The City has met its Level of Service Standard for solid waste since 1999, and has not had to delay or prohibit development or redevelopment due to solid waste collection capacity issues. The City therefore does not anticipate any problems in meeting its solid waste Level of Service standard by 2016 or 2025.

The City, through its permitting processes, land development codes, and concurrency management system, ensures that adequate solid waste collection capacity exists to meet the

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adopted Level of Service Standard. Moreover, the City analyzes impacts of certain development proposals (rezonings, changes in Future Land Use designations, etc.) through the performance of concurrency management analyses as per the Concurrency Management System.

The City did not have capital improvement projects related to solid waste disposal facilities during this planning period, as it received this service through the County. Therefore, the City did not have strategies to fund capital improvements to the solid waste system between 1999 and 2007.

E. Parks & Recreation

Of the approximately 208 acres of parkland in the City the Parks and Recreation department oversees 196 acres, which includes seventeen (17) developed parks, several facilities and leased school facilities (see Figure 4.2). City staff is responsible for the coordination of City sponsored athletic leagues, recreation programs, special events, building and ball field maintenance, turf and landscape maintenance, custodial upkeep, and establishing partnerships with over 22 local associations.

Since 1999, the City has made improvements to three parks - building a concession stand at Vann Park in 2005 and constructing the Harris M. Saxon Community Center and building a pavilion at Keysville Dog Park in 2006.

~~Currently, the City of Deltona's adopted level of service is 4.0 acres per 1,000 persons. As can be seen in Table 4-8 below, the City is not currently meeting the adopted LOS standard. The City will continue to add park land as it grows to ensure the LOS standard will be met.~~

The City is currently meeting its adopted Level of Service standard for parks and recreation (see Table 4-8). The 1999 Comprehensive Plan states that "Through the year 2020, the City of Deltona shall maintain a minimum of 4 acres of suitable developed and undeveloped park, recreation and open space land per 1,000 residents." In 1999, the City had a total inventory of 800 acres that qualified under the established level of service standards. In the 1999 plan, the City's LOS for developed parks and schools was 1.7 acres per 1,000 residents leaving 2.3 acres per 1,000 residents for undeveloped parks, recreation and open space. With a population of 56,400 residents in 1999, the City exceeded the adopted LOS by providing 7.5 acres of developed parks and school recreation areas per 1,000 residents (367 acres) and 7.7 acres of undeveloped parks and scrub jay management habitat (433 acres).

The 1999 Plan states that the City had recently completed a Community Goals Process that set forth several recommendations for recreation facilities. The City also stated that their vision was to "develop many new parks and recreation facilities." To fulfill this goal and to continue to conform to concurrency standards, the City created a graduating scale for developed parks and undeveloped parks. The total LOS standard would always remain 4, however it would be divided so that the developed parks ratio would increase while the undeveloped ratio would decrease every five years. The City also identified 28 undeveloped city owned park sites and

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12 developed parks. The City has continued to exceed the established LOS standard for recreation through the planning period covered by this EAR and has not had to delay or prohibit development or redevelopment due to park and recreation capacity issues. Since 1999, the number of undeveloped park sites has decreased to 26 and the number of developed park sites has increased to 17.

Deltona will need to develop 35 more acres to meet the goal of 2.6 developed acres of park land per 1,000 people in 2010. In order to continue to meet the increasing LOS (3.5 for developed parks in 2020), the City will need to develop an additional 211 acres by 2020.

Strategies used to fund park development between 1999 and 2007 include the City of Deltona General Fund, FRDAP Grants, ECHO Program Grants, Florida Office of Greenway and Trails and Partnership and Joint Projects. These funding strategies will continue to be utilized to finance the additional parks into the future. The City has identified an estimated \$18-20 million in funds for parks and recreation through these sources over the next 10 years, based on historic levels of spending.

**Table 4-8
City of Deltona Parkland LOS**

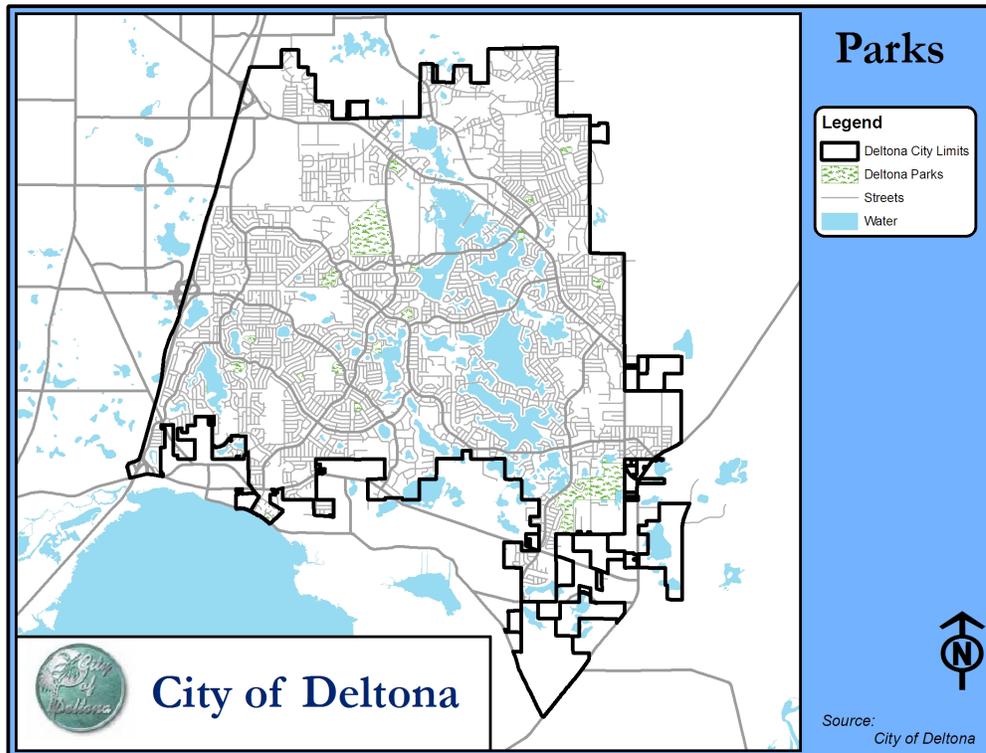
| Year | Population Projections | <u>LOS Developed</u> | <u>LOS Undeveloped</u> | <u>Park and Recreation Land required to meet LOS</u> |
|-------------|-------------------------------|-----------------------------|-------------------------------|---|
| 2007 | 86,540 | <u>2.6</u> | <u>1.4</u> | 346 acres |
| 2010 | 93,398 | <u>2.6</u> | <u>1.4</u> | 374 acres |
| 2015 | 106,277 | <u>3.5</u> | <u>0.5</u> | 425 acres |

The City is in the process of conducting a Parks and Recreation Master Plan in order to identify and recommend improvements to its park system which will include new parks. As with the Urban Design/Placemaking Study, this Parks and Recreation System Master Plan is still in process as of the date that this report, but projected for completion in mid-2008. The Park and Recreation Element, and other elements of the Comprehensive Plan, will be amended in accordance with the recommendations of the Park and Recreation Master Plan as part of the EAR-based amendments.

On May 5, 2008, the City Commission authorized approval of the Park and Recreation Masterplan deliverable that identifies priority Park and Recreation projects for the City over the next five years. Specific funding strategies are still being determined, but should be completed within the next six months.



Figure 4.2
City of Deltona Parks



F. Transportation

To deal with the increasing demand on the existing transportation system, most cities are moving toward implementing an interconnected multimodal transportation network where the trips on the roadway network get distributed by walking or bicycling trips and transit has much higher use. The following is a brief description of the existing conditions for each mode of travel within the City of Deltona.

Automobile

There is one principal arterial, seven minor arterials, and twelve collector roadways within the City of Deltona. The principal arterial carries long regional trips and serves major activity centers and includes Interstate 4 (SR400) to the west of the City.

The City's adopted level of service for roadways is established in Policies 4D and 5D of the Transportation Element. These are as follows:

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POLICY 4D (Amended by Ordinance 32-2000 adopted at second reading by the Deltona City Commission, March 19, 2001)

Unless a thoroughfare is designated separately within the LOS Roadway Segment Table of this document for a level of service standard, the City of Deltona shall establish the following PM peak hour level of service standards for streets which are within the designated urban area boundaries as shown on the Future Transportation Map and are considered neither constrained or backlogged.

| <u>Functional Classification</u> | <u>Acceptable Standard</u> |
|----------------------------------|----------------------------|
| I-4 | C |
| Arterial | D |
| Collector | C |
| Local | B |

POLICY 5D

A local road level of service standard is 400 trips per day or 40 peak hour trips, per 1,000 feet of residential block in areas of up to 5 dwellings units per acre. Areas of higher density 6-10 dwelling units per acre is 700 trips per day, per 1,000 feet.

The City doesn't have any arterials or collector roads that are not on the Thoroughfare Map (referred to in the Policy as the Future Transportation Map), therefore it is recommended that Policy 4D be revised to set LOS standards for roads that are on the Thoroughfare Map and to lower the LOS for local roadways. LOS B is not a realistic or efficient standard for the City to maintain. Policy 5D should be updated to reflect an LOS standard A through F to remain consistent with Policy 4D and the regional and state methods for measuring LOS on roadways.

The City is currently preparing a Transportation Master Plan which will provide an analysis of the current traffic levels on the roadways, and will include, for selected segments, a detailed LOS analysis using ARTPlan. The Transportation Master Plan will further analyze the existing roadway network to determine if the facilities are available to address the anticipated impacts associated with future development. If the existing facilities are not available for this planning period and any segments of City roadways are anticipated to fail the adopted LOS standard, the City will include the necessary capital improvements to address failing roadways in the next update to the Five-Year Capital Improvements Plan.

The seven minor arterials interconnect and support the principal arterial and include:

9. SR 415
10. Deltona Boulevard
11. DeBary Avenue/Doyle Road/CR 4162
12. Enterprise Road/CR 4156
13. Howland Boulevard/CR 4145
14. Providence Boulevard
15. Saxon Boulevard (East/North of Providence Blvd)
16. State Road 472

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The collector roadways interconnect and support the local roads and the arterials and are as follows:

12. Catalina Boulevard
13. Courtland Boulevard
14. Elkcarn Boulevard
15. Fort Smith Boulevard
16. Lake Helen Osteen Road
17. Lake Shore Drive/Enterprise Osteen Road
18. Newmark Drive
19. Normandy Boulevard
20. Tivoli Drive
21. India Boulevard
22. Saxon Boulevard (West/South of Providence Boulevard)
23. Graves Avenue

The City of Deltona local street system includes roads that provides access to residential land uses and serves short local trips. Figure 2.1 in Chapter 2 of this EAR shows the functional classification of all roadways within the City.

Transit

Transit service in the City of Deltona is provided by Volusia County’s public transportation authority, VOTRAN. VOTRAN also partners with LYNX on commuter bus service from Volusia County to downtown Orlando. There are currently 4 VOTRAN routes serving the City including Routes 20, 21, 22 and 200. Ridership data for the one-year period from January to December 2007 for all routes are presented in Table 4-9.

**Table 4-9
Ridership on VOTRAN routes in Deltona**

| Route | Boardings in 2007 |
|-------|-------------------|
| 20 | 175,266 |
| 21 | 45,299 |
| 22 | 46,560 |
| 200 | 15,627 |
| Total | 282,272 |

Source: VOTRAN

Table 4-10 shows the headways for the VOTRAN routes that serve the City of Deltona peak hour headways are only provided for the I-4 Orlando Express (Route 200) service which ranges between 30 and 45 minutes but doesn’t provide off-peak service. Most of the routes that serve the City have headways one hour or longer and none of the routes serve the City past 7:40 pm. Therefore, trips other than 9 to 5 work-related trips are not served by VOTRAN service.



**Table 4-10
VOTRAN Route Headways**

| Route Name | AM Peak | PM Peak | Off Peak |
|------------|------------|------------|----------|
| 20 | N/A | N/A | 1 hour |
| 21 | N/A | N/A | 2 hours |
| 22 | N/A | N/A | 2 hours |
| 200 | 30 minutes | 45 minutes | N/A |

Source: VOTRAN

The preferred headway for transit is 10 to 15 minutes during the peak hours and 20 to 30 minutes during the off-peak hours. Headways or frequency of service is the primary determinant of the quality of transit from the perspective of the transit rider. The shorter the headways, the more convenient it is for the potential transit rider to choose transit over other modes. Currently the City is not served by a route that provides convenient transit service. The three routes within the City do not cover large areas, especially on the east side of town.

VOTRAN currently offers commuter services which include Ride Share Matching, Van Pool assistance, Park and Ride lots served by peak hour express bus service and Guaranteed Ride Home programs.

The City would benefit from VOTRAN increasing the frequency and areas covered by buses and additional park and ride facilities to make the Orland Express and the future commuter rail services more accessible to Deltona residents to use for regional commutes.

Bicycle

Bicycling is one of the most efficient modes for shorter local trips. The availability of bicycle facilities plays an important role in encouraging the use of bicycle as a travel option. In communities that have a good bicycle network, a considerable share of shorter vehicular trips are substituted by bicycle trips. Additionally, bicycling offers the potential for recreation and positively contributes to the health of the residents.

The lack of bicycling facilities is a concern to the residents of the City of Deltona. This issue was raised in the City's visioning process in 2006, in the July 2007 Citizens Survey and finally in the Visioning Forum held in August 2007.

The current Volusia County MPO Bicycle/Pedestrian Plan was adopted in January 2005. The Volusia County MPO LRTP includes a goal, objective and policies that address pedestrian and bicycle needs. A Volusia County Trails Plan was proposed (Figure 2-1 in Chapter 2) and is being implemented.

Segments of several roadways in Deltona were included in funded bicycle and pedestrian projects between FY 2003/04 and 2007/08: Enterprise Road, Howland Boulevard, Lake Helen Osteen Road. The Lake Monroe Bike/Pedestrian facility is included in a list of projects to be funded in 2009. These additional bike paths will increase the transportation options for Deltona



residents.

Pedestrian

Transit, auto and bicycle modes of travel begin and end with walking. Therefore, the existence of pedestrian facilities and amenities is integral to the success of all other travel modes. The success of transit is directly dependent on the availability of pedestrian infrastructure around the transit stops.

The City of Deltona has limited sidewalks that are not interconnected, therefore walking accounts for a very small percent of travel within the City. For example Providence and Saxon Boulevards both have good sidewalk coverage however, when you leave these main roads you may or may not have a sidewalk to walk on. Some areas of the City have residential sub-divisions with sidewalks on both sides of the road. Howland Boulevard has good sidewalk coverage on the west side of the City but not good coverage east of Providence. On Saxon Boulevard the sidewalk is on both sides of the road, however it leads to many neighborhoods with no sidewalks to be found. This EAR will recommend a policy to inventory all sidewalk locations and to make improvements when every new roadways are constructed or existing roads improved.

Roadway Level of Service Analysis

In making a determination of how well the City has coordinated development and the road network over the evaluation period, it is found that the City has followed the policies of the Comprehensive Plan and the land use and roadway patterns as laid out by the Future Land Use Map. Additionally, the City utilizes development orders, subdivision standards and annexation policies as regulatory tools to ensure the necessary facilities are in place for new development to occur. While these regulatory tools have been used, the City is experiencing congestion on the roadways which is an indicator that the City should make changes to the coordination of development and mobility options within the City and the region.

The City will start to make changes by addressing ways the development pattern can change to reduce the necessity to use the auto for everyday needs. This EAR is recommending that the Future Land Use Element add a new policy stating that the City shall encourage compact mixed-use developments in appropriate locations in order to discourage sprawl and provide the full-range of services in walkable, vertically and horizontally-integrated, design unified environments.

The City is currently developing a computerized roadway Concurrency Management System to accurately track road concurrency. The system will be linked to the Capital Improvement Element and will keep a running total of projects funded through proportionate fair share funds. This system will be functioning by Summer, 2008.

Additionally, the City is making the effort to address regional transportation planning by spearheading the Southwest Volusia Regional Transportation Study. The general purpose of this study is to conduct a region-wide transportation study for the Cities of DeLand, Orange

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City, Debarry, Lake Helen, Deltona and Volusia County; generally referred to as Southwest Volusia County. This study will identify specific transportation strategies and improvements to address traffic congestion in the southwest area of Volusia County. The study will include developing updated socio-economic datasets and reviewing traffic counts and intersection turning movement counts, and revising the regional transportation model. The study will identify roadway characteristics, segmentation, level-of-service (LOS) volumes and other relevant transportation issues. The study will identify roadways that are near or over capacity as well as develop horizon year analysis and needs assessment.

Concurrency System Methodology

Changes are needed in the City of Deltona, as well as the Southwest Volusia region, in order to develop a common methodology for measuring transportation impacts. For this reason, the City has taken the lead to address regional transportation planning efforts by spearheading the Southwest Volusia Regional Transportation Study. The general purpose of this study is to conduct a region-wide transportation study for the Cities of DeLand, Orange City, Debarry, Lake Helen, Deltona and Volusia County; generally referred to as Southwest Volusia County. This study will identify specific transportation strategies and improvements to address traffic congestion in the southwest area of Volusia County. The study will include developing updated socio-economic datasets and reviewing traffic counts and intersection turning movement counts, and revising the regional transportation model. The study will identify roadway characteristics, segmentation, level-of-service (LOS) volumes and other relevant transportation issues. The study will identify roadways that are near or over capacity as well as develop horizon year analysis and needs assessment.

The Regional Transportation Study will result in a database of roadway level-of-service volumes that will provide the cities with a database to perform simultaneous level-of-service calculations. The spreadsheet will allow the study area partners to perform level-of-service analysis quickly on proposed land use changes.

The EAR supports this regional study with Recommendation TE-15, page 315 which states that Transportation Element Policy 8D will be revised to include language that reinforces the City's desires to support regional transportation planning.

Additionally, the City of Deltona will be adopting the Volusia Metropolitan Planning Organizations's approved Transportation Impact Analysis Guidelines into the Land Development Code. These guidelines will be used by developers within the City and the region as the official approach to the preparation of traffic studies for new development.

Financial Feasibility

Development of the Capital Improvement Plan (CIP) requires analysis of needed capital projects with projected revenues to determine if sufficient funds will be available to pay for needed improvements in the year(s) that projects are scheduled. Only those projects that are funded, or projected to be funded in a future year, are included in the CIP. The 2007-2008 adopted Capital



Improvements Plan is included as an attachment to this EAR. With the currently available information it is determined that the Capital Improvements Plan is financially feasible.

Pursuant to 9J-5.016, the City of Deltona shall annually amend its Capital Improvements Element to update the five year Capital Improvements Schedule through a comprehensive plan amendment process in order to adjust the five year planning horizon, reflect project status and ensure the Plan's financial feasibility and the City's ability to meet its adopted Levels of Service standards. The schedule shall include all publicly and privately funded projects schedules to meet or improve the adopted Level of Service standards, including projects funded and implemented by other public agencies that serve City residents.

4.5 Coordination of Land Use and Public School Planning

The City of Deltona adopted its new interlocal agreement for Public Schools facility planning and school concurrency (as required by Sections 163.3177 and 1013.33 F.S) on July 1, 2007. The interlocal agreement is between Volusia County, the School Board of Volusia County, and the Commissions of the cities in the county, excluding one. Based on this interlocal agreement, the City of Deltona will amend the Comprehensive Plan to impose school concurrency as provided in section 163.3180(13), Florida Statutes.

The City of Deltona transmitted its Public School Facility Element mandated by the 2005 Growth Management Laws on September 17, 2007.

On February 4, 2008 the City of Deltona adopted a series of Comprehensive Plan Amendments (Ordinance 18-2007) and transmitted them to the Department of Community Affairs. These Amendments included: the City's proposed Public Schools Facilities Element, developed in accordance with Florida Statutes and addressing the coordination of land use and public school planning; amendments to the Intergovernmental Coordination Element to provide reference to the Public Schools Facilities Element, and; amendments to the Capital Improvement Element to include the Level of Service Standard for public schools.

The Department of Community Affairs issued a Notice of Non-Compliance on March 27, 2008. The Notice requested specific remedies to find the Amendments in compliance with Florida Statutes. As part of the collaborative planning process with the Volusia County School Board and other municipalities within Volusia County the Department of Community Affairs issues were resolved and the previously adopted elements were revised.

On April 21, 2008 the City Commission recommended approval of the remedial Ordinance No. 14-2008 by unanimous vote and adopted the revised Amendments on May 5, 2008.

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The City's adopted Level of Service Standard for public schools is based on enrollment compared to school capacity. School capacity is based on the Florida Inventory of School Houses (FISH).

Table 4-11 Level of Service Standard for Public Schools

| | |
|---|--|
| <u>Elementary, Middle and K-8 Schools</u> | <u>115% of permanent FISH Capacity for CSA</u> |
| <u>High Schools</u> | <u>120% of permanent FISH Capacity for CSA</u> |
| <u>Special Purpose Schools</u> | <u>100% of permanent FISH Capacity for CSA</u> |

The City of Deltona is served by nine elementary schools, three middle schools, and two high schools. Public school concurrency will be measured via Concurrency Service Areas (CSAs). There are nine elementary school CSAs, three middle school CSAs, and one high school CSA in the City. The CSA for Special Purpose Schools is district wide. No K-8 schools have been established at this time.

Development applications will be reviewed to determine if school capacity at the adopted Level of Service Standard will be available concurrent with the development. The concurrency determination will be based on the capacity in the designated Concurrency Service Area (CSA) that the development is located in. If the development will cause the cumulative public school capacity in the CSA to exceed the adopted Level of Service, the developer may enter into negotiations with Volusia County Public Schools. Mitigation measures may be agreed to during that period. Based on projected population growth, the five year capital improvements schedule for Volusia County Public Schools, and other factors, the data and analysis for the proposed Public Schools Facilities Element indicates that the City's Level of Service Standard for public schools will be achieved in a financially feasible manner through the five year planning period.

The adopted Public Schools Facilities Element also: addresses the use of schools to serve as community focal points; includes policies establishing measures to ensure compatibility of school sites and surrounding land uses; addresses coordination of school site selection, permitting, and collocation of school sites with other public facilities such as parks, libraries and community centers; addresses the provision of supporting infrastructure such as water and sewer, roads, drainage, sidewalks and bus stops for existing and projected public school facilities; includes measures to ensure compatibility and close integration between public school facilities and surrounding land uses, and; addresses coordination with adjacent local governments and the school district on emergency preparedness issues.

4.6 Coordination of Land Use and the Water Supply Plan

The City is in the process of developing a 10-Year Water and Wastewater Master Plan including a planning analysis and presenting the recommended 10-year Capital Improvement Program for water and wastewater improvements. This plan will provide a working hydraulic computer model of the City's water and wastewater transmission system. The plan will identify a ten year Capital Improvement Program for the provision of water and wastewater service to meet the needs of growth both inside and outside the City limits, and improve the current level of service to City

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residents. The plan will also evaluate the water system improvements based on alternative water supplies.

It is anticipated that this plan will be adopted by the City in April 2008 and will be the foundation for the EAR-based amendments to the Infrastructure, Conservation and Intergovernmental Coordination Elements to ensure that the City's Comprehensive Plan is consistent with the regional water supply plan.



5. Summary of Recommendations

The following revisions to the Comprehensive Plan are recommended to address the Major Issues from Chapter 2, the Objective Achievement Analysis from Chapter 3 and the Consistency with Growth Management Regulations from Chapter 6. Please note that this document does not constitute the EAR-based amendments that will be filed after the EAR is approved by DCA, and that the actual EAR-based amendments may differ:

5.1 Future Land Use Element

Policy 2A

The City of Deltona shall adopt land development regulations that contain specific and detailed provisions required to implement the Comprehensive Plan and which as a minimum:

- a. Regulate the subdivision of land;
- b. Regulate the use of land and water bodies consistent with this Element and ensure the compatibility of adjacent land uses;
- c. Provide for open space;
- d. Protect the natural resource areas designated on the Future Land Use Map series;
- e. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
- f. Protect potable water well fields and aquifer recharge areas;
- g. Regulate signage;
- h. Ensure safe and convenient traffic flow on and off site and vehicle parking needs;
- i. Provide that development orders and permits issued shall not result in a reduction below the level of services standards adopted in this Comprehensive Plan;
- j. Provide for the transfer of development rights;
- k. Contain performance standards for protecting archaeological or historically significant properties or areas;
- l. Protect against adverse impacts to wildlife and their habitats.

Recommendation LU-1. Amend Policy 2A of the Future Land Use Element to reflect that the Land Development Regulations have been adopted, and include "Provide a balance of residential and non-residential land uses in order to become a full-service community that offers opportunities to live, work and play within the City boundaries, and in compact mixed-use developments" under the list of items to be addressed through the Land Development Regulations. And amend Policy 2A k. to state that the City defers to the State regulations concerning historic preservation.

Policy 11A

Residential low intensity areas are required to have central potable water and sanitary sewer system, except for the following: Lot sizes ranging from 1 acre up to 2.49 acres shall require

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central potable water, but may utilize an individual waste water disposal system. Lot sizes 2.5 acres or larger in size may utilize individual water and wastewater disposal systems

Recommendation LU-2. Amend Policy 11A or Policy 5e under the Infrastructure Element to reflect correct minimum lot size. Policy 5e under the Infrastructure Element allows septic tanks on lots one acre or larger.

Policy 13A

The City of Deltona shall enter into Development Agreements with Owner/Developers to commemorate and clarify conditions of development approval. The Director of Development Services may approve development agreements unless containing issues of controversy, in which case they should be presented to the City Commission for approval.

Recommendation LU-3. Amend Policy 13A to change Department name to "Planning and Development Services"

Objective B

The City of Deltona shall limit urban sprawl by directing urban growth to those areas where public facilities and services are available inside designated service areas."

Recommendation LU-4. Add a new Policy under Objective B stating that the City shall encourage compact mixed-use developments in appropriate locations in order to discourage urban sprawl and provide the full-range of uses and services in walkable, vertically- and horizontally-integrated, design-unified environments.

Recommendation LU-5. Add a new Policy under Objective B stating that the City shall expand commercial, industrial, and mixed-use developments in activity centers and other appropriate locations in order to discourage sprawl and expand the range of uses within the City boundaries in order to minimize the need for extra-jurisdictional trips.

Recommendation LU-6. Add a new Policy under Objective B stating that the City shall seek opportunities to provide for multi-family or other higher density residential uses in appropriate locations in order to reduce the consumption of land to meet existing and projected housing needs.

Policy 3B

In order to protect the City of Deltona's valuable natural resources, new development shall be encouraged to infill existing developed areas.

Recommendation LU-7. Amend Policy 3B to strengthen language and to include bonuses and incentives.

Policy 2C

The City of Deltona shall acquire or require sufficient right-of-way (R.O.W.) in all new roadway construction or improvements to provide for utility lines to locate these lines within the R.O.W.

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Recommendation LU-8. Amend Policy 2C to add “for all new residential subdivisions and commercial development”.

Policy 3C

Public and county schools should be an allowable use in areas designated residential land use, consistent with applicable LOS requirements, policies related to environmental protection and comply with compatibility requirements as other non-residential (commercial) uses found in the land development code.

Recommendation LU-9. Amend Policy 3C to have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate.

Policy 4C

The City of Deltona shall coordinate with the Volusia County School Board in locating future school sites and in the commitment of sites during the development approval process.

Recommendation LU-10. Amend Policy 4C to have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate.

Policy 5C

The City should coordinate with the School Board to establish criteria for new school(s) sites in urban and urbanizing residential areas.

Recommendation LU-11. Amend Policy 5C to have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate. Combine Policy 5C with 6C and 9C.

Policy 6C

The City shall encourage the siting and collocation of public schools with other public facilities as permitted land uses.

Recommendation LU-12. Amend Policy 6C to have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate. Combine Policy 6C with 5C and 9C.

Policy 7C

The City should coordinate with the School Board’s 5-year facilities work program with the City’s Capital Improvement Schedule.

Recommendation LU-13. Amend Policy 7C to have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate.

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Policy 8C

The City shall work cooperatively and maintain an ongoing exchange of information with the School Board and other educational facility providers to ensure that new and expanded educational facilities are properly located, designed and constructed to be consistent with City's Comprehensive Plan. New and expanded educational facilities that provide educational services to Deltona residents shall be consistent with the City's Comprehensive Plan. The City shall also evaluate and review or deny proposed development plans for new public educational facilities based on City Code standards and consistency with the Comprehensive Plan, including the Urban Design element.

Recommendation LU-14. Amend Policy 8C to have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate.

Policy 9C

New public educational facilities in Deltona shall to the maximum extent possible be located, designed and constructed on or adjacent to public park or recreational facilities. The City shall coordinate its park construction plans and continue completion of interlocal agreements with the School board to encourage joint public use of park and school facilities.

Recommendation LU-15. Amend Policy 9C to have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate. Combine Policy 9C with 5C and 6C.

Policy 10C

Private educational facilities, such as but not limited to vocational schools, that provide educational services to persons 18 years or under, shall provide open space and passive or active recreational facilities as an integral part of the overall educational facility. The open space and passive or active recreational facilities shall be located, designed, constructed and maintained to provide recreational benefits to the facility users and open space benefits to the public. The City shall amend its land development regulations in 2001 to assist with implementation of this policy. The City shall also evaluate and review or deny proposed development plans for new private educational facilities based on City Code standards and consistency with the Comprehensive Plan, including the Urban Design element.

Recommendation LU-16. Amend Policy 10C to delete date and amend policy to have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate.

Policy 11C

New educational facilities shall be constructed on sites that are adequately sized and located to meet the needs of the current and future facility users and the public. At a minimum, elementary, middle and high schools shall be located on school/public park facility sites that meet minimum City of Deltona and Volusia County School Board size and location standards.

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Recommendation LU-17. Amend Policy 11C to have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate.

Policy 12C

All new educational facilities shall be located, designed and constructed to minimize impacts to adjacent residential uses and the City's transportation system. To the extent permitted by law, developers or operators of educational facilities shall be responsible for construction of both on and off site improvements required to mitigate adverse impacts on the transportation system and residential properties.

Recommendation LU-18. Amend Policy 12C to have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate.

Policy 13C

All new public schools shall meet the levels of service standards as for the provision of services, water, sewer, solid waste, drainage, and transportation.

Recommendation LU-19. Amend Policy 13C to have individual policies moved to either the Public Schools, Intergovernmental or Capital Improvements Elements, whichever is most appropriate.

Policy 3D

New public educational facilities including stadiums and expansions of existing public school facilities that change the primary use of the existing facility, or result in greater than five percent increase in student capacity, but excluding the placement of public temporary or portable classroom facilities shall be located, designed and constructed, to avoid adverse impacts to environmentally sensitive areas including the 100 year flood plain, wetlands, water bodies, endangered, threatened, and species of special concern plants and animals and their habitats.

Consistent with the requirements of Florida Statutes Chapters 235.193 and 235.34 (1), the City through interlocal agreement(s) and its development review process shall evaluate or cause evaluation of educational facilities plans to determine their environmental impacts. The City Commission shall have the authority to approve, modify or deny any educational facility development plan or proposal that is inconsistent with the City's Comprehensive Plan, Concurrency Management requirements, City zoning and land development regulations and the City's environmental protection codes and standards.

Proposed public educational facility development plans and proposals shall be evaluated and approved, modified or denied by the City consistent with this Comprehensive Plan and the requirements of Florida Statutes Chapters 235.193 and 235.34(1). The City shall not impose a public educational facility development approval condition or standard that is inconsistent with the requirements of the Florida Statutes Chapters 235.193 and 235.34(1) or the State Uniform Building Code, unless such condition(s) or standard(s) are mutually agreed upon by the City Commission and School Board.

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All private educational facilities including expansions of existing facilities shall be located, designed and constructed, to avoid adverse impacts to environmentally sensitive areas including 100 year floodplains, wetlands water bodies, endangered, threatened, and species of special concern (plants and animals) and their habitats.

Before starting development, including site alteration, all proposed new private educational facilities and proposed expansions of private facilities shall be reviewed and approved by the City through the City's zoning and land development review processes and procedures.

Recommendation LU-20. Delete Policy 3D due to the new language and policies in the Public Schools Element.

Policy 4D

By June 30, 2002, those lands most suited for silviculture activities shall be identified and located in the Future Land Use Map series.

Recommendation LU-21. Delete Policy 4D, the City has no silviculture within its municipal boundaries and the Future Land Use Map does not show any.

Policy 4E

Extraction of natural resources shall be permitted only where compatible with existing and proposed land uses, as determined in the Land Development Regulations.

Recommendation LU-22. Delete Policy 4E, due to the fact that there is no extraction of natural resources within the City of Deltona.

Policy 5E

Land reclamation measures and sound conservation practices shall be required on lands used for the excavation of natural resources. A reclamation plan to be reviewed and approved by the City and appropriate Regional, State and Federal agencies shall be submitted as part of the required application for an excavation permit.

Recommendation LU-23. Delete Policy 5E, due to the fact that there is no extraction of natural resources within the City of Deltona.

Policy 8E

Structures shall be discouraged within the 100-year flood plain; however, if located therein they shall be constructed to operate with no loss in existing 100 year floodplain storage, thereby reducing the potential for flood damage to the structure, supporting facilities, and adjacent property, consistent with the Land Development Code.

Recommendation LU-24. Combine Policy 8E with Policy 1E of the Future Land Use Element.

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Policy 18E

In conjunction with the development of any site, Melaleuca and Brazilian pepper are to be removed from the site and prevented from re-establishing on the site.

Recommendation LU-25. Policy 18E is not relevant and should be deleted.

Objective G

The City of Deltona shall provide for adequate and appropriate lands for the location of all land use types (residential, commercial, industrial, agricultural, recreational, and public facility) to support the anticipated population and maximize compatibility with existing uses.

Recommendation LU-26. Amend Objective G to also state that compact mixed-use development, defined as a mixture of at least two different land uses in a design-unified, vertically and or horizontally integrated, pedestrian-friendly environment, is the City's preferred form of development and redevelopment

Recommendation LU-27. Add a Policy under Objective G to address criteria for ensuring compatibility of new development or redevelopment with military installations, as required by s. 163.3177, F.S. The Policy should note that while there are no military installations within or proximate to the City at present, the City will adhere to State statutory requirements to ensure compatibility of new development and redevelopment with military operations if a military installation is located within or within one-half mile of its boundaries in the future.

Recommendation LU-28. Add a new Policy under Objective G stating that electrical distribution substations shall be a permitted use in all Future Land Use categories except Conservation, and designated historic districts.

Policy 6G

Day care facilities (adult and child) may be included in employment areas (i.e., areas designated for commercial and industrial use on the Future Land.

Recommendation LU-29. Amend Policy 6G to delete the reference to industrial.

Policy 7G

Protect residential neighborhoods from encroachment by incompatible land uses such as commercial and industrial development. The type of protection may range from landscape buffers to land use buffers to preventing the location of a particular land use near a residential area depending upon the intensity of the commercial or industrial use.

Recommendation LU-30. Amend Policy 7G. to state that appropriate buffers and transition areas shall be utilized to ensure compatibility between residential areas and commercial and industrial developments in a manner that balances neighborhood preservation and economic development goals.



Policy 8G

The residential density guidelines for each Future Land Use category represent an acceptable range and the allowable density shall be based upon the following minimum criteria:

- a. Environmental constraints as established in the Conservation Element;
- b. Land use compatibility;
- c. Availability of public facilities and services at acceptable levels of service;
- d. Character of an area;
- e. Hurricane evacuation capabilities; and
- f. Other policies of this Comprehensive Plan or land development code which establish more stringent density requirements.

Recommendation LU-31. Amend Policy 8G. to include “reducing sprawl by providing for higher residential densities in appropriate locations in order to minimize the consumption of land to meet residential needs” in the list of criteria. Consider an amendment to create an “estate density” category, if it is determined to be appropriate.

Policy 9G

Neighborhood shopping centers shall locate within commercial areas according to the location criteria established in this Comprehensive Plan.

Recommendation LU-32. Amend Policy 9G. to state that neighborhood retail and other neighborhood serving uses may be allowed by right as a secondary use at appropriate sites in residential neighborhoods.

Policy 11G

Commercial development shall use vegetative buffers and visual screens to minimize the negative impacts on surrounding residential uses.

Recommendation LU-33. Delete Policy 11G, it is too similar to Policy 7G in the Future Land Use Element.

Policy 14G

Industrial uses when located adjacent to residential areas, shall have extensive buffering to protect existing residential areas from possible adverse impacts. New residential developments adjacent to industrial zoning shall be required to provide their appropriate share of buffering.

Recommendation LU-34. Amend Policy 14G. to state that new residential developments adjacent to commercial and/or industrial areas shall be required to provide for appropriate buffering on their development site, and shall not require that additional buffering be provided by the adjacent non-residential uses.

Policy 15G

All new development that desires mixed-uses shall be developed as a Planned Unit Development (PUD).

Recommendation LU-35. Amend Policy 15G. to state that mixed use development shall be allowed in appropriate locations throughout the City through planned unit developments, secondary use provisions, and other appropriate regulatory mechanisms, in

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accordance with the adopted Future Land Use Map. Remove the requirement that mixed-use development must be achieved through a Planned Unit Development.

Policy 16G

Activity Center(s), for the areas identified on the Future Land Use Map, shall be developed and coordinated with the recommendation of a City approved the Economic Action Plan to ensure that they function as they were intended, as high intensity designed unified areas oriented toward providing basic employment opportunities and to not adversely impact the capacity of the nearby roadways and interchanges. These plans shall be coordinated with any adjacent City(s) and county and major modification shall be adopted through an amendment to this Comprehensive Plan.

Recommendation LU-36. Amend Policy 16G. to state that the City's Activity Centers, as designated of the Future Land Use Map, shall be developed and redeveloped as high intensity, design-unified economic and employment centers in order to achieve the economic development objectives outlined in the Strategic Economic Development Plan and the Visioning Element of this Comprehensive Plan. And amend Policy 16G to rename "Activity Center" "Special Area Plan" to allow for generalized guidelines applicable to all areas.

Policy 17G

Mobile/manufactured homes shall be located in areas not included in the existing Deltona Lakes PUD.

Recommendation LU-37. Amend Policy 17G to state "manufactured homes are allowed in all residential districts".

Policy 19G

Recreational and open space areas should be utilized to separate incompatible land uses.

Recommendation LU-38. Delete Policy 19G because other land uses may also be utilized to separate incompatible land uses.

Policy 22G

Applicants requesting amendments to the Future Land Use Map shall be evaluated with respect to consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

- a. Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the City;
- b. Enhance or impede provision of services at adopted LOS Standards;
- c. Be compatible with abutting and nearby land uses; and
- d. Enhance or degrade environmental resources.

Recommendation LU-39. Amend Policy 22G. to add "maintain and/or improve the City's ratio of non-residential lands available for economic use to residential lands"; and "support efforts to increase the provision of a viable mixture of land uses in a compact,

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walkable area that is accessible to the full range of feasible non-motorized and motorized transportation modes” to the list of items to be considered when evaluating Future Land Use Map amendments.

Policy 24G

Prior to 2002, the City of Deltona shall prepare and adopt a platted-lands study to address the problems of lands which are platted, but possess limitations to development based upon inadequate public facilities and services, substandard lot configurations, or environmental constraints. The recommendations of the study shall be used to initiate a program to resolve any conflicts between platted lands and the Comprehensive Plan.

Recommendation LU-40. Amend Policy 24G. to remove reference to the date and platted lands study, and to call for use of the appropriate regulatory mechanisms to resolve conflicts between platted lands and the Comprehensive Plan.

Policy 25G

The City of Deltona shall adopt the Zoning Ordinance and Land Development Code to implement the appropriate policies of this Comprehensive Plan within one year of adoption.

Recommendation LU-41. Delete Policy 25G, because the zoning ordinance and Land development Code have been adopted.

Policy 28G

Permissible developments of commercial and industrial land uses in the City of Deltona are hereby regulated through the establishment of a system of area wide maximum cumulative building gross floor area (GFA) limits. Suitable development of commercial and industrial buildings within the City of Deltona’s municipal boundaries may occur subject to the following area wide maximum cumulative development limits, based on individual traffic analysis zone areas (TAZ). The traffic analysis zones used in this policy are the same TAZ’s as established by the local Metropolitan Planning Organization and as shown on the Deltona Future Land Use Map. The City’s TAZ boundaries as shown on the City’s Future Land Use Map shall control in cases of conflict with the MPO’s TAZ boundaries. (The figures listed below were amended by Ordinance 13-2001 adopted at second reading by the Deltona City Commission, December 12, 2001)

Recommendation LU-42. Amend Policy 28G to state that the County MPO TAZ’s shall be utilized.

Policy 29G

In cases where additional land(s) are annexed into the City of Deltona, the City of Deltona shall use and enforce appropriate Volusia County commercial or industrial land use intensity standards on the subject annexed properties until further action is taken by the City.

Recommendation LU-43. Amend Policy 29G to delete reference to commercial and industrial as it would apply to all categories.

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Recommendation LU-44. Add a new Policy under Objective G stating that the City shall seek to ensure that its Future Land Use Plan Map provides for a minimum of six acres of commercial lands per 1,000 residents, with a goal of providing ten or more acres per 1,000 residents by 2030.

Recommendation LU-45. Add a new Policy under Objective G stating that the City shall seek to ensure that its Future Land Use Plan Map provides for a minimum of four acres of industrial lands per 1,000 residents, with a goal of providing six or more acres per 1,000 residents by 2030.

Recommendation LU-46. Add a new Policy under Objective G stating that commercial or office development shall also be integrated with residential, public, community facilities, and recreation open spaces in compact, walkable mixed-use neighborhoods throughout the City.

Recommendation LU-47. Add a new Policy under Objective G stating that the City shall implement strategies to ensure that new development and redevelopment contains a strong mixed-use component, defined as a mixture of at least two different land uses in a design-unified, vertically and or horizontally integrated, pedestrian-friendly environment, or otherwise demonstrably furthers the achievement of specific goals, objectives and/or policies of the Comprehensive Plan.

Recommendation LU-48. Add a new Policy under Objective G stating that the City shall encourage the implementation of design guidelines in newly annexed areas.

Recommendation LU-49. Add a new Policy under Objective G stating that the City shall seek to expand commercial, industrial and mixed-use development at appropriate locations, including the three target areas identified in the Strategic Economic Development Plan, in accordance with economic development strategies and initiatives.

Objective H

The Future Land Use Element will be coordinated with the Housing Element to ensure that there will be a balance of needed housing types in a convenient manner to key employment areas.

Recommendation LU-50. Add a new Policy under Objective H stating that the City shall evaluate the feasibility of allowing a density bonus for lands provided for affordable housing when the provision of such a bonus is compatible with surrounding uses and consistent with the goals, objectives and policies of this Comprehensive Plan.

Policy 5H

Housing for farm workers shall be permitted only in conjunction with bona fide agricultural pursuits and/or certification by the City and shall be buffered from adjoining properties. The density of these facilities shall not exceed the densities allowed under the Future Land Use designation.

Recommendation LU-51. Delete Policy 5H, it is no longer relevant.



Recommendation LU-52. Add a new Policy under Objective H calling for the provision of granny-flats, mother-in-law suites, and accessory apartments in residential areas, and for ensuring the availability of housing types appropriate to various age and needs groups, including families with children, multi-generational households, young and/or single adults, empty nesters, and senior citizens.

Policy 11

RESIDENTIAL

Residential Uses should:

1. be located on parcels greater than 6,000 square feet for low density and one acre for medium and high density residential to provide sufficient lot size to support and to provide adequate light, air, and open space;
2. be conveniently accessible to the transportation routes not to encourage sprawl;
3. be protected from arterial traffic and incompatible uses;
4. be conveniently located in relation to:
 - community activities and services such as parks, libraries, community centers, churches, and social clubs.
 - basic services of police, fire, rescue, and schools.
5. be encouraged as infill in areas with adequate existing infrastructure or as an expansion into areas capable of providing the adopted level of service for concurrency purposes;
7. limit impacts to environmentally sensitive lands or sites with natural qualities through buffering, preservation, and restoration;
7. allow medium and high density residential development that may be suitable to serve as a transitional use between development, such as commercial, and lower density development; and
8. have availability of public facilities and services at acceptable levels of service;
11. be compatible with the character of an area;
12. have the following densities:
 - Low density residential - not to exceed a gross density of six (6) dwelling units per acre.
 - Medium density residential - a minimum of six (6) dwelling units not to exceed twelve (12) dwelling units per acre gross density.
 - High density residential - a minimum of twelve (12) dwelling units per acre not to exceed a gross density of twenty (20) dwelling units per acre.
11. have density area boundaries that are not intended to be rigid delineations of land areas and the application of the density area boundaries should be based upon the following criteria:
 - a. Boundaries may extend beyond the established delineation, as shown on the FLU Map(s), to a distance of 330 feet, providing such extensions are consistent with this Comprehensive Plan.
 - b. Boundaries may extend to major physical barriers, such as water bodies and transportation corridors, providing such extensions do not exceed 660 feet and are consistent with this Comprehensive Plan.
 - c. Density area boundaries are based upon the provision of public facilities, the character of the area, compatibility with existing land uses and natural hazards and environmental resource limitations.



Recommendation LU-53. Amend Policy 11. to: state that neighborhood convenience, neighborhood retail, and civic uses shall be allowed as secondary uses at appropriate locations in residentially-designated areas, under the condition that they are compatible with the surrounding neighborhood and have a service area limited to a ten minute (1/2 mile) walking radius, and; state that Planned Unit Developments that allow a mixture of at least two different land uses in a design-unified, vertically and or horizontally integrated, pedestrian-friendly environment, may be permitted as a secondary use at appropriate locations in residential neighborhoods, under the condition that non-residential uses shall not exceed 50 percent of the development. Consider amending Policy 71 to create an “estate density” category.

Policy 21

COMMERCIAL

1. Urban areas should be served by commercial facilities which are designed and planned around discrete market and service areas. These areas are generally categorized under one of the following commercial types:
 - a. Regional Shopping Centers;
 - located at intersections of major and minor arterials or along an arterial at an appropriate distance from an interchange or major minor arterial intersections not to exceed 1/2 mile.
 - regional shopping centers and any planned expansion should be accommodated an internal transportation plan and not separated by public streets or highways
 - no more than two regional shopping facilities located at the same intersection.
 - types of land uses appropriate in regional commercial centers would include department stores, specialty shops, furniture and appliance stores, general merchandise stores, and restaurants, in addition to those appropriate for community commercial complexes.
 - Sites for regional commercial centers may incorporate a minimum of 50 acres up to 100 acres.
 - Shall meet all applicable land development regulations.
 - b. Community Shopping Centers;
 - located at the intersection of two arterials or at the intersection of an arterial and collector, or along an arterial at an appropriate distance from such intersections not to exceed a 1/4 mile.
 - Additional commercial land uses may only be considered where that pattern of development is established or appropriate.
 - Impacts upon Transportation should be mitigated through the reservation of right-of-way for road widening and marginal access streets. Access points for commercial complexes shall be provided along the primary travel corridor. Access points to local roads should be discouraged and only allowed if an overriding public interest can be demonstrated.
 - Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of commercial development.
 - A sidewalk or bicycle facility shall be required where appropriate, as directed in the Transportation element, to provide convenient access to surrounding residents and to reduce traffic volumes on the roadways.

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- Infill development into the established commercial areas shall be preferred over the expansion of commercial areas.
- The types of commercial uses appropriate for community commercial complexes would include retail, personal and professional uses such as grocery, drug or variety stores, restaurants, beauty salons, branch banks, or branch medical centers.
- Sites for community commercial complexes should not exceed 20 acres.
- The gross floor areas of community commercial complexes should not exceed 150,000 square feet.
- Shall meet all applicable land development regulations.
- c. Neighborhood Commercial
 - located at intersections of collectors, or at the intersection of a collector with an arterial not to exceed 1/8 of a mile;
 - Sites for neighborhood commercial land uses should incorporate no more than four acres.
 - Access points for neighborhood commercial complexes shall be provided as directed in the Transportation element of this Comprehensive Plan.
 - A sidewalk or a bicycle facility shall be required where appropriate, as directed in the Transportation element, to provide convenient access to surrounding residents and to reduce traffic volumes on the roadways.
 - Neighborhood commercial clusters should be spaced at least 1/2 mile apart.
 - The gross floor areas of neighborhood commercial complexes should not exceed 35,000 square feet.
 - Shall meet all applicable land development regulations.
- d. Neighborhood Convenience Center;
 - located along major, and minor arterial and collector streets abutting other existing commercial properties.
 - new convenience centers shall not be located internally (non-collector) within existing single family developments unless part of a Planned Unit Development (PUD).
 - shall meet all applicable land development regulations.
 - located within 200 feet of intersection
 - should be 1/2 to 2 acres in size. The gross floor areas of neighborhood commercial complexes should not exceed 10,000 square feet.
- e. Transitioning Commercial Area;
 - shall be located adjacent to major, and minor or arterial(s) or abutting other existing commercial properties.
 - transitioning commercial areas should be a minimum lot depth of 200 feet from a major or minor arterial(s).
 - shall meet all applicable land development regulations.
 - should be maintained or developed in a compatible manner with surrounding residential.
 - should be minimum of one acre.
 - The gross floor areas of should be minimum of 5,000 square feet not exceed 45,000 square feet.
 - At the time of plan adoption or amendment, permitted residential uses shall remain consistent with transitioning commercial areas.

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- Transitioning office land uses shall be permitted in the residential future land use classifications in accordance with the floor area limitations in policy 28G, and the location constraints in this policy, where in the word “should” shall be read as “shall” when transitioning office uses are permitted within the residential future land use categories.

Recommendation LU-54. Amend Policy 21. to: state that mixed use development shall be encouraged in transitioning urban areas; remove the statement under “Community Shopping Centers” that additional commercial land uses may only be considered where that pattern of development is established; state that neighborhood commercial may be located at appropriate sites in residentially designated neighborhoods as a secondary use; replace the statement that neighborhood commercial clusters should be spaced at least ½ mile apart with a statement that neighborhood commercial located in residential neighborhoods should have a service area limited to a ten minute (1/2 mile) walking radius; state that neighborhood commercial centers may be located in residential neighborhoods as a secondary use; exempt neighborhood commercial centers located in residential neighborhoods from the ½ acre minimum size requirement, and; state that neighborhood office uses may be located in residential neighborhoods as a secondary use. Add a statement that the Unified Land Development Code will be updated to reflect these changes. And amend Policy 21 to replace “Activity Center” with “Special Area Plan” and delete “Maximum Intensity” statement. Consider deleting “Tourist Commercial”.

Policy 31

INDUSTRIAL

Industrial Uses should:

1. be located with all structures outside of the 100-year flood plain;
2. have vehicular access to one or more major transportation systems not to exceed ½ mile; such as: major thoroughfare trucking routes, rail or airport;
3. be accessible only to arterial roadways, either by direct access or via an internal street system within a planned industrial area;
4. be located in a manner that will not cause through traffic in nearby residential neighborhoods;
5. be within commuting time of the labor force and accessible to the labor force via the major thoroughfare system;
6. be served by central utilities and services;
7. be located on parcels of land large enough to adequately support the type of industrial development proposed and minimize any adverse effects upon surrounding properties. Industrial parks should be a minimum of 10 acres in area.
8. Encourage research and development uses to locate at premium and high visibility sites within the Deltona Activity Center.
9. Have intensity dependent upon type of use as outlined in the land development code.
10. Industrial operations shall minimize or, where possible eliminate, the following impacts on the environment:
 - a. Odor, fumes, vapors and gases.
 - b. Erosion and stormwater runoff.
 - c. Noise.

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- d. Fire and explosion hazards.
 - e. Radioactive elements.
 - f. Electromagnetic interference.
 - g. Smoke, dust and dirt.
 - h. Vibrations.
 - ii. Glare.
 - j. Hazardous wastes.
 - k. Toxic waste
 - l. Petroleum contaminants
- 13 Industrial land uses shall not be located within 660 feet of the major transportation corridors.
- 14 Industrial parks should be ten acres or more in size.
13. Sites for individual industrial land uses shall be at least ½ acre in size.
14. Industrial land use shall be reviewed for compatibility with surrounding land uses.
15. Shall meet all applicable land development regulations.
16. The maximum intensity of industrial land use shall be as stated in Policies 28g and 29g. The maximum impervious surface ratios of all industrial developments are 65 percent.

Recommendation LU-55. Amend Policy 3l to replace “Activity Center” with “Special Area Plan”, and amend the minimum individual industrial land use sizes from ½ to one acre and delete 16.

Policy 5l

Public, Semi-Public:

- 2. All public, and semi-public uses shall not exceed a maximum impervious surface area of .65.
- 2. Permitted uses include but are not limited to libraries, public and private schools and colleges, parks, open space, retention and drainage facilities, water and sewer facilities, maintenance facilities, City Hall and City offices.

Recommendation LU-56. Amend Policy 5l to delete the reference to maximum impervious surface area.

Policy 7l

To encourage mixed-use development, commercial and office developments located outside of the Deltona Activity Center, that have a future land use designation of commercial may also include a multi-family styled residential component on parcels of land 5 acres or more in size. The residential portion of the development shall not be the primary use. The following incentives may be allowed by the City in negotiating the development agreement for any mixed office/residential project: reduction in parking spaces, reduction in road impact fees and increased building heights. The residential density shall not be less than 8 dwelling units / acre or exceed 20 dwelling units / acre as part of the mixed-use land development. Maximum intensity of commercial and/or office development shall not exceed a floor area ratio (F.A.A.)

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of 0.5. Residential uses shall not exceed 50% of the site area. Properties proposed for mixed-use development shall be rezoned to a Planned Unit Development (PUD) zoning district.

Recommendation LU-57. Amend Policy 71 to delete the last sentence.

Objective J: Deltona Activity Center

Achieve an integrated and well-planned mixture of urban land uses within The Deltona Activity Center that encourages the creation of an employment center.”

Recommendation LU-58. Amend the Land Use Guidelines for the Deltona Activity Center to allow a maximum residential density of up to 30 units per acre.

Recommendation LU-59. Develop an activity center designation for application to the Deltona/Saxon Boulevard Activity Center in order to foster achievement of the Strategic Economic Development Plan.

Recommendation LU-60. Develop an activity center designation for application to the SR 415/Howland Blvd. Activity Center in order to foster achievement of the Strategic Economic Development Plan.

Policy 10J

To encourage mixed-use development, commercial and office development may also include a multi-family styled residential component. The residential portion of the development shall not be the primary use. The following incentives may be allowed in negotiating the development agreement for any mixed office/residential project: reduction in parking spaces; reduction in road impact fees; and increased building heights. The residential density shall not be less than 8 du/acre or exceed 20 du/acre as part of mixed use land development. Maximum intensity of commercial not previously specified shall not exceed 1,000,000 square feet with a maximum impervious surface area of .65. A minimum of 10% and a maximum of 33% of the Activity Center should be developed residential.

Recommendation LU-61. Amend Policy 10j to state that residential density in the Deltona Activity Center shall not exceed 30 units per acre.

Objective K

Promote development and programs which are designed to alleviate traffic congestion.”

Recommendation LU-62. Add a new Policy under Objective K stating that the City shall provide appropriate densities and intensities that support transit ridership.

Policy 1K

The City shall, in cooperation with the appropriate agencies, seek to promote mass transit service and pedestrian access to The Activity Center.

Recommendation LU-63. Amend Policy 1K under Objective K to delete “to the Activity Center”. The City should promote mass transit service and pedestrian access to mass transit through-out the City, not just at the Activity Center.

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Policy 2K

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

Recommendation LU-64. Policy 2K should be amended to strengthen the language to offer incentives as a way to encourage mixed use.

Policy 3K

The City shall study other methods of promoting traffic reduction, which may include, but may not be limited to, the feasibility of adopting a traffic reduction ordinance, requiring a transportation management agreement as a condition of project approval, the formation of traffic management areas, and the possible establishment of a transportation

Recommendation LU-65. Amend Policy 3K under Objective K to state that the City shall study other method of promoting traffic reduction including Transportation Demand Management and Transportation System Management.

Policy 4K

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

Recommendation LU-66. Delete Policy 4K in FLUE and have general policy in the Transportation Element.

Policy 5K

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

Recommendation LU-67. Delete Policy 5K in FLUE and have general policy in the Transportation Element.

Policy 6K

The City shall coordinate with FDOT and Voltran (Lynx as appropriate) to identify appropriate sites and establish an area inside the Activity Center for a multi-modal transportation facility such as a high occupancy vehicle facility that may be developed along I-4 and/or to serve other regional mass transit uses.

Recommendation LU-68. Delete Policy 6K in FLUE and have general policy in the Transportation Element.

Policy 8K

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Locate tourist accommodations in close proximity to and with ease of access to restaurants, and encourage convenient pedestrian and local road access from lodging facilities to restaurants.

Recommendation LU-69. Delete Policy 8K, it is too general and unnecessary.

Policy 9K

Develop incentives such as in the Land Development Code and other ordinances, for the co-location of lodging facilities with restaurants such as, but not limited to, off-street parking requirements and road impact fees.

Recommendation LU-70. Delete Policy 9K, it is too general and unnecessary.

5.2 Transportation Element

The Transportation Element, and other elements of the Comprehensive Plan, will be amended in accordance with the recommendations of the Transportation Study as part of the EAR-based amendments.

Objective A

From the time of plan adoption the City of Deltona shall continue to coordinate with the Florida Department of Transportation, Volusia County, VOTRAN and implement programs as appropriate to provide a safe, convenient, and efficient motorized and non-motorized transportation system."

Recommendation TE-1. Add a new Policy under Objective A that requires that the City implement the recommendations of the Transportation Study to improve the existing conditions of the automobile, transit, pedestrian and bicycle infrastructure.

Recommendation TE-2. Add a new Policy under Objective A stating that the City shall assess the existing sidewalks to locate specific problem areas related to interconnectivity, obstructions, damaged sidewalks, lack of crosswalks, inappropriate widths, and the need for handicap ramps and other improvements.

Recommendation TE-3. Add a new Policy under Objective A stating that the City shall create a new program to address the problems identified in the sidewalk assessment study.

Policy 4A

The City of Deltona shall maintain land use regulations for safe and efficient transportation.

Recommendation TE-4. Amend Policy 4A to be measurable and meaningful.

Policy 7A

The City of Deltona shall consider providing incentives which encourages compact urban development.

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Recommendation TE-5. Amend Policy 7A to state that the City will provide incentives which encourages compact urban development in the appropriate places.

Policy 2B

Residential neighborhoods shall be buffered from the impacts of high volume thoroughfare systems.

Recommendation TE-6. Amend Policy 2B to state that the residential neighborhoods shall be protected to the greatest extent possible from the impacts of improvements to high volume thoroughfare systems.

Policy 4B

The City of Deltona shall coordinate major thoroughfare system improvements with the MPO and with the appropriate local municipalities.

Recommendation TE-7. Delete Policy 4B, it is a duplicate of Policy 10A of the Transportation Element.

Policy 1C

The City of Deltona shall coordinate major thoroughfare system improvements with the MPO and the appropriate local governments.

Recommendation TE-8. Delete Policy 1C, it is a duplicate of Policy 10A and 4B of the Transportation Element.

Policy 2C

The City of Deltona shall require new development proposals to dedicate the appropriate right-of-way necessary for future thoroughfare system improvements at the time of development approval, as determined by the City's land development regulations.

Recommendation TE-9. Delete Policy 2C, it is a duplicate of Policy 6B of the Transportation Element.

Policy 7C

By 2003, the City of Deltona, in cooperation with Volusia County and the MPO, shall create a master roadway plan to support development of the Activity Center. The Master Plan shall provide for a systematic, efficient and ecologically sound looped roadway system adequate to support development of the Activity Center at its full development potential. The City shall also maintain its ongoing efforts with Volusia County and FDOT to improve transportation access to the Activity Center, I-4 and the planned improvements to the SR472 interchange. The City shall also require developments within the Activity Center to make maximum use of viable existing and planned Activity Center roadway and transportation system facility improvements, that are consistent with transportation system improvement plans of the City, Volusia County, FDOT, and the MPO.

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Recommendation TE-10. Delete Policy 7C except the first sentence without the reference to the date.

Objective D

The City of Deltona shall establish, achieve and maintain peak hour level of service standards on the thoroughfare system."

Recommendation TE-11. Add a new Policy under Objective D specifying that transportation facilities must be in place within three years after approval of a building permit.

Policy 4D

Unless a thoroughfare is designated separately within the LOS Roadway Segment Table of this document for a level of service standard, the City of Deltona shall establish the following PM peak hour level of service standards for streets which are within the designated urban area boundaries as shown on the Future Transportation Map and are considered neither constrained or backlogged.

Recommendation TE-12. Amend Policy 4D, there are no roads that this policy would apply to and the LOS Tables should be revised to a lower LOS for local roadways.

Policy 5D

A local road level of service standard is 400 trips per day or 40 peak hour trips, per 1,000 feet of residential block in areas of up to 5 dwellings units per acre. Areas of higher density 6-10 dwelling units per acre is 700 trips per day, per 1,000 feet.

Recommendation TE-13. Amend Policy 5D to reflect an LOS standard A through F.

Policy 6D

Based on a demonstrated public need, the City Commission may grant the School Board an exemption to the transportation maximum level of service requirements for local roads as otherwise required by policies 4D and 5D of the Transportation Element to permit the School Board to appropriately develop a new or improve an existing public elementary or public middle school in Deltona. The School Board shall submit to the City an acceptable traffic impact analysis study (TIA), including a analysis of on and off site transportation facilities improvements needed to minimize transportation system impacts. The City shall consider the findings of the TIA, during the consideration of a local road level of service exemption request.

Recommendation TE-14. Amend Policy 6D to include language that will ensure it is implemented through the City of Deltona Land Development Code.

Policy 8D

The City of Deltona shall encourage, through their representation on the MPO, funding for congested areas within Deltona to improve traffic operations.

Recommendation TE-15. Amend Policy 8D to include "and the support of regional transportation studies and planning efforts" after "their representation on the MPO".

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Policy 9D

The City of Deltona shall develop criteria by which to functionally classify all City maintained thoroughfares. Until such time that the criteria is developed and accepted, Functional Classification of the City maintained thoroughfare system shall be as shown on the Future Transportation Map.

Recommendation TE-16. Delete Policy 9D, it has been completed and is no longer relevant to the City of Deltona.

Policy 12D

The City of Deltona shall coordinate with the FDOT, the MPO, and the ECFRPC to designate streets as constrained. The City of Deltona may allow development to occur along the constrained streets that are located within the urban area boundaries of the Transportation Map which will not increase peak hour traffic volumes by more than 10 percent above the most recent traffic count prior to adoption of the Comprehensive Plan.

Recommendation TE-17. Amend the Transportation Map to identify current constrained facilities through the Transportation Study.

Policy 13D

The City of Deltona shall, through their representation on the MPO, pursue the construction of SR 472 from Interstate 4 to Howland Boulevard. Construction of this segment of SR 472 will provide relief to that section of Howland Boulevard.

Recommendation TE-18. Delete Policy 13D, it has been completed and is no longer relevant to the City of Deltona.

Policy 15D

The City shall develop, in conjunction with other local governments adjacent to the City of Deltona, a permit tracking system. This system shall provide each jurisdiction, on a timely basis, information on development/building activity. The information will be used to determine whether area wide levels of service are being maintained.

Recommendation TE-19. Amend Policy 15D to delete the words “in conjunction with other local governments adjacent to the City of Deltona”.

Policy 1E

The City shall develop appropriate methodology for and implement the Florida Standard Urban Transportation Model Structure (FSUTMS) to evaluate the transportation system.

Recommendation TE-20. Delete Policy 1E, this policy has been completed and is no long needed.

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Policy 2E

The City of Deltona shall encourage, through their representation on the MPO the provision of adequate funding for congested areas of the City.

Recommendation TE-21. Delete Policy 2E, it is redundant and should be combined with Policy 8D.

Policy 3E

The City of Deltona shall maintain an inventory of all signalized intersections for which it has responsibility.

Recommendation TE-22. Delete Policy 3E, it is not necessary to have this stated in a policy.

Policy 6E

The City of Deltona shall coordinate with the MPO to ensure that the provision of mass transit is considered in lieu of or as part of major highway construction projects.

Recommendation TE-23. Amend Policy 6E to add that "The City shall coordinate with the MPO, VOTRAN and FDOT".

Objective G

The City of Deltona shall coordinate with the transportation and related plans and programs of the MPO, the FDOT, the ECFRPC, the St. Johns River Water Management District (SJRWMD), the U.S. Army Corps of Engineers, the Federal Aviation Administration, VOTRAN, Volusia County, local municipalities and all other affected agencies.

Recommendation TE-24. Add a new Policy under Objective G stating that the City will work with FDOT, Volusia County and VOTRAN to identify strategies in which it can achieve a more balanced modal split.

Recommendation TE-25. Add a new Policy under Objective G stating that the City will encourage VOTRAN to analyze the existing local transit route system for connection opportunities to the larger, regional system that is convenient to Deltona's residents and will result in greater opportunities for use of public transit for regional trips.

Policy 1H

By 2003, Deltona shall coordinate with the Volusia County MPO, Volusia Transit Authority (VOTRAN), and the Florida Department of Transportation to ensure efficient mass transit availability to residents of Deltona.

Recommendation TE-26. Amend Policy 1H to include meaningful ways the City can encourage efficient transit for the residents and to change the date to 2009.

Policy 2H

Deltona shall coordinate with the Volusia County MPO and VOTRAN to ensure the transportation disadvantaged population is adequately served by transit.



Recommendation TE-27. Amend Policy 2H to include meaningful ways the City can encourage efficient transit for the residents and to change the date to 2009.

Policy 4H

The City as a non-mass transit service provider shall adopt a mass transit level of service consistent with VOTRAN and Volusia County MPO based upon their ability to provide mass transit.

Recommendation TE-28. Amend Policy 4H to state that the City is not a service provider of transit services.

Policy 2I

Pursuant to Rule 9J-5.0055(3)(c)(6)(a&b) F.A.C., and Chapter 163.3180(6), F.S., de minimis impact that, alone or in combination with other similar or lesser impacts, will not cause significant degradation of the existing level of service on a transportation facility is consistent with this part. The City of Deltona may consider adopting methodologies to encourage de minimis impacts on transportation facilities within an existing urban service area. When those impacts will not in combination exceed a significant degradation threshold of one (1) percent of the maximum volume at the adopted level-of-service standard of the affected transportation facility based on the adopted level-of-service standard.

Recommendation TE-29. Amend Policy 2I to clarify the intent. The way it is currently written is confusing and not meaningful.

Policy 4I

When assessing the transportation impacts of proposed urban redevelopment within an established existing urban service area, 110 percent of the actual transportation impact caused by the previously existing development must be reserved for the redevelopment, even if the previously existing development has a lesser or non-existing impact pursuant to the calculations of the local government. Redevelopment requiring less than 110 percent of the previously existing capacity shall not be prohibited due to the reduction of transportation levels of service below the adopted standards. This does not preclude the appropriate assessment of fees or accounting for the impacts within the concurrency management system and capital improvements program of the affected local government. This paragraph does not affect local government requirements for appropriate development permits.

Recommendation TE-30. Delete Policy 4I, it is not relevant due to the fact that the City has not established urban service areas, and the policy is poorly written and confusing.

5.3 Housing Element

Policy 1A

The City shall provide a variety of housing types; consistent with the character of the area, to meet affordable housing needs of current and future residents.

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Recommendation H-1. Amend Policy 1A to reflect that the City will look at ways to increase the number of affordable housing units and ways to encourage affordable housing in more land use designations.

Policy 1D

The City shall consider methods to reduce negative impacts of rental housing units; including yard maintenance, vehicle parking, the number of vehicles per unit, noise and physical maintenance of the structure.

Recommendation H-2. Amend Policy 1d to remove the reference to “rental”.

Objective 3

Deltona shall provide adequate and appropriate land use categories based on the amount and variety of housing types available in the City to meet present and anticipated future residents housing needs, including very-low, low and moderate income households. This objective will be measured based on the amount of housing available at the time of the 2000 U.S. Census to the subsequent evaluation and appraisal reports of the comprehensive plan.

Policy 3B

The City of Deltona shall provide a diversity of lot sizes, floor areas, setbacks and other design features which allow for flexibility and choice in housing types and may provide incentives to private developers to meet the City’s housing goals.

Recommendation H-3. Amend Policy 3B to add that the incentives to private developers may include density bonuses.

Recommendation H-4. Add a new Policy under Objective 3 stating that the City shall seek opportunities to provide for multi-family or other higher density residential uses in appropriate locations in order to provide additional opportunities for rental, workforce and/or affordable housing, and housing appropriate for residents and households at all stages of life.

Recommendation H-5. Add a new Policy under Objective 3 calling for the provision of granny-flats, mother-in-law suites, and accessory apartments in residential areas, and for ensuring the availability of housing types appropriate to various age and needs groups, including families with children, multi-generational households, young and/or single adults, empty nesters, and senior citizens.

Recommendation H-6. Add a new Policy under Objective 3 stating that the City will consider adding a provision to the Land Development Code to mandate inclusionary zoning and to require new residential developments to provide a minimum percentage of affordable housing units.

Policy 3D

The City shall continue to utilize the Southern Standard Building Code as the primary guide in establishing standards for the quality of housing.

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Recommendation H-7. Amend Policy 3D to change the name of the building code to "Florida Building Code".

Policy 3E

The City by June 2002, shall inventory the existing housing stock and determine appropriate locations for very-low, low and moderate income housing areas.

Recommendation H-8. Amend Policy 3E to remove the date and state that the City shall foster the provision of a variety of housing types to meet the needs of residents of various income and needs groups in appropriate locations and state that there will be an update by the end of this planning period. The policy should also be modified to clarify that the City will identify these areas for the purpose of applying for grants.

Policy 3F

The City by June 2002, shall evaluate the land development regulations to determine appropriate measures to create and maintain residential neighborhoods and community character for all housing types within sub-areas of the city.

Recommendation H-9. Amend Policy 3F to delete the date and state that there will be an update by the end of this planning period.

Objective 6

The Housing Element shall be internally consistent with the other elements of the comprehensive plan and discourage residential development that results in urban sprawl.

Recommendation H-10. Add a new Policy under Objective 6 that calls for reducing sprawl by providing for higher residential densities in appropriate locations in order to minimize the consumption of land to meet residential needs.

Policy 6C

The City shall provide that new residential developments ensure safe, convenient, efficient and cost effective traffic flow.

Recommendation H-11. Delete Policy 6C, it is implemented through the Transportation Element and is repetitive here.

Policy 8A

By June 2000, the City shall identify, maintain and update governmental subsidy programs that are applicable to Deltona.

Recommendation H-12. Amend Policy 8A to delete the date and state that the City shall continue to identify, maintain and update programs.



5.4 Infrastructure Element

The Infrastructure Element, and other elements of the Comprehensive Plan, will be amended in accordance with the recommendations of the 10-Year Water Master Plan as part of the EAR-based amendments.

Policy 1A

The City of Deltona adopts a level of service standard providing for an annual average daily volume of 300 gallons of potable water per equivalent residential unit. Projected flow for commercial, industrial, and institutional land uses will be calculated by using those rates specified by Land Development Code, as amended.

Recommendation I-1. Amend policy 1A to be consistent with the 10-Year Water Master Plan which revises the City's LOS to 140 gallons per capita per day.

Policy 1E

Individual potable water wells are not encouraged but allowed under any one of the following applicable circumstances provided that the well has been approved by the City of Deltona or other agencies, as appropriate;

- a. The lot is two and a half (2-1/2) acres in size or larger and is designated as residential on the Future Land Use Map and the lot is within a single family subdivision, and connection to a central potable water system is not available within 500 feet of the residential boundary.
- b. The potable water well is installed in conjunction with the construction of a single family residence on an existing single family lot which is designated for residential land uses by the Future Land Use Map and which are less than two and a half (2-1/2) acre in size provided that;
 - i) That central service is currently not available to the lot. Connection to central water service is required when said service becomes available, and
 - ii) The lot is not located within a Special Assessment District which has been established for the purpose of installing a potable water system.

or

The potable water well is installed in conjunction with non-residential construction on an existing lot for landscape or agricultural irrigation purposes only and said well complies with applicable provisions as specified in Chapter 10 D-4, Florida Administrative Code. When a central system becomes available, connection to said system is required.

Recommendation I-2. Amend Policy 1E to one acre minimum lot sizes.

Policy 2A

The City of Deltona, shall coordinate with the St. Johns River Water Management District and Volusia Water Alliance, shall to protect the safety and quality of drinking water sources by regulating the development of existing and future supplies.

Recommendation I-3. Amend Policy 2A to delete the second "shall".

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Policy 2B

Prior to 2020, the City of Deltona shall develop facilities having the capability to access groundwater supplies of sufficient yield to provide the required potable water supply in the City water service areas.

Recommendation I-4. Amend Policy 2B to add "and treat" after access.

Policy 2D

The City of Deltona should review the adopted a water conservation ordinance periodically.

Recommendation I-5. Delete Policy 2D, this has been completed.

Policy 2E

The City of Deltona shall develop water treatment capacity to process sufficient quantities of potable water to meet the projected long-range (2020) needs described in this Element.

Recommendation I-6. Delete Policy 2E and combine with Policy 2B of the Infrastructure Element.

Policy 12C

The City shall develop, in conjunction with other local governments within and adjacent to The City of Deltona, a permit tracking system. Creation of this system shall require that each jurisdiction provide on a timely basis, information will be used to determine whether an area-wide level of service is being maintained for the City Drainage System.

Recommendation I-7. Delete Policy 12C it is a repeat of Policy 11B of the Infrastructure Element.

Policy 13D

Prior to 2001, The City of Deltona shall complete a study to examine innovative stormwater BMP's (such as turf block, porous concrete "Rigby" cleaning machine) as a way to improve its stormwater management program.

Recommendation I-8. Amend Policy 13D to delete the date.

Policy 2G

The City of Deltona shall develop with the coordination of service providers, by 2003, a potable water treatment and distribution facilities Master Plan for the City water service areas in the City of Deltona that is based on year 2020 demand projections and the level of service standards contained in this Element.

Recommendation I-9. Delete Policy 2G, this was completed through the Water Study.

Policy 2J

The City of Deltona shall require the use of reuse water by private landowners for landscape irrigation, where the City or other utility owners supply it.

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Recommendation I-10. Amend Policy 2J to add “or agricultural purposes” after “irrigation”.

Policy 2K

The City of Deltona shall provide facilities to allow the use of reuse water for agricultural purposes, where the City or other utility owners supply it.

Recommendation I-11. Delete Policy 2K and combine with Policy 2J of the Infrastructure Element.

Policy 2M

By 2005, the City of Deltona shall utilize feasibility studies when developing a water management program.

Recommendation I-12. Amend Policy 2M to delete the date.

Policy 2N

Within the Planning period, the City of Deltona should consider owning and operating a City water and utility to provide these services to its residents, the need for which is demonstrated in the Potable Water Sub-Element. The City should require developers placing water and/or services utilities in the public right-of-way to dedicate the lines to the City at such future time as the City may request such a dedication.

Recommendation I-13. Delete Policy 2N, this has been completed and this policy is no longer needed.

Policy 3A

The City should investigate the financial feasibility of acquiring and operating the potable water service within the City. This feasibility study should be completed prior to 2002.

Recommendation I-14. Delete Policy 3A, this has been completed and this policy is no longer needed.

Objective 4

Throughout the planning period, the City of Deltona shall coordinate the provision of potable water service to ensure the efficient and cost effective delivery of this service.

Recommendation I-15. Add a new Policy under Objective 4 of the Potable Water Subelement stating that the City shall review the St. John’s River Water Management District’s water supply plan, and the water supply facility workplans of its potable water providers, as they are adopted and periodically updated in order to identify alternative projects that will increase its water supply, and shall coordinate as appropriate with these agencies in the implementation of these projects. In addition, the City shall adopt and maintain a Ten-Year Water Supply Workplan.

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Policy 5E

Septic tanks are only allowed under any one of the following applicable circumstances provided that the septic tank has been approved by the Florida Department of Health and Rehabilitative Services;

- a. The lot is one acre or larger in size and is designated as residential on the Future Land Use Map, or
- b. The septic tank is installed in conjunction with the construction of a single family residence upon an existing single family lot which is designated for residential on the Future Land Use Map and which is less than one (1) acre in size provided that:
 - i) That central service is currently not available to the lot. Connection to central sewer service is required when said service becomes available, and
 - ii) The lot is not located within a Special Assessment District which has been established for the purpose of installing a wastewater system.

or

- c. The septic tank is installed in conjunction with non-residential construction on an existing lot and that central wastewater service is not currently available and that the estimated wastewater flow from said non-residential use is less than five thousand (5,000) gallons per day. Connection to a central system of sanitary sewer service is required when said system is available.

Recommendation I-16. Amend Policy 5E one acre minimum lot size.

Policy 6B

The "infilling" of urban areas shall be directed to locations where an existing wastewater collection network is available and where treatment capacity is adequate to service the intended development or to those areas where funds have been committed for the provision of adequate capacity, unless otherwise vested under the City's Concurrency Management Ordinance or Land Development Regulations as may be determined by the City Commission.

Recommendation I-17. Amend Policy 6B to strengthen the language.

Policy 9C

The City of Deltona shall implement programs designed to eliminate littering and illegal dumping by the year 2000.

Stormwater Goal: The 1999 Comprehensive Plan is missing a Stormwater Goal.

Recommendation I-18. Add the following Stormwater Goal:

To protect the health and safety of the public by ensuring stormwater management facilities and services are properly maintained, environmentally sound, cost effective, and meet the community's present and future demands.

Recommendation I-19. Delete Policy 9C, this has been completed and this policy is no longer needed.

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Policy 12A1

(added by Ordinance 36-2000 adopted at second reading by Deltona City Commission November 11, 2000)

Additionally, the City shall in implementation of the plan:

- (c) Consult with and obtain permits as may be necessary from proper regulatory authorities before initiating alteration for wetlands; and

Recognize landowners' statutory and common-law vested private property rights, including riparian rights.

Recommendation I-20. Amend Policy 12A1 to delete the parenthesis.

Policy 12C

The City shall develop, in conjunction with other local governments within and adjacent to The City of Deltona, a permit tracking system. Creation of this system shall require that each jurisdiction provide on a timely basis, information will be used to determine whether an area-wide level of service is being maintained for the City Drainage System.

Recommendation I-21. Amend Policy 12C to delete "in conjunction with over local governments within and adjacent to the City of Deltona". The City is developing their own concurrency management system, it is not a regional system.

Policy 13B

Prior to 2001, The City of Deltona shall develop an inspection and enforcement program to ensure proper maintenance of stormwater management systems.

Recommendation I-22. Amend Policy 13B to delete the date.

Policy 13D

Prior to 2001, The City of Deltona shall complete a study to examine innovative stormwater BMP's (such as turf block, porous concrete "Rigby" cleaning machine, as a way to improve its stormwater management program.

Recommendation I-23. Amend Policy 13D to delete the date.

Policy 14B

By 2005, The City of Deltona shall determine water supply levels of service in conjunction with the St. Johns River Water Management District. Future land development permits in the City will be subject to those limitations.

Recommendation I-24. Amend Policy 14B to delete the date.

Policy 14D

The City of Deltona shall require the use of water conserving plumbing fixtures in all new development, subject to City regulations in effect.



Recommendation I-25. Delete Policy 14D and combine with Policy 2I of the Infrastructure Element.

Policy 14H

Prior to 2001, The City of Deltona shall institute a comprehensive program responsible for educating businesses and residents of: the City's current water conservation policies, the fragility of the aquifer, methods to reuse and conserve water, well abandonment problems and rules, and benefits of drought resistant plants (xeriscape).

Recommendation I-26. Amend Policy 14H to change the date to 2010.

Policy 15D

The City should utilize water quality standards included in the "Stormwater and Watershed Management Master Plan," prepared in 1998 as a benchmark for water quality, to determine if degradation, maintenance or improvement has occurred.

Recommendation I-27. Amend Policy 15D to reference the updated plan.

5.5 Conservation Element

Objective B

Protect and enhance the natural hydrologic functions and wildlife habitat attributes of surface water resources, wetlands, and the floodplains associated with these waters.

Recommendation C-1. Add a new Policy under Objective B stating that the City shall review the St. John's River Water Management District's water supply plan, and the water supply facility workplans of its potable water providers, as they are adopted and periodically updated in order to identify alternative projects that will increase its water supply, and shall coordinate as appropriate with these agencies in the implementation of these projects. In addition, the City shall adopt and maintain a Ten-Year Water Supply Workplan.

Policy 1B

Prior to 2004, natural shoreline buffers or setbacks shall be reviewed for surface water bodies, the extent of which will depend on, at minimum: existing soils; cover and type of vegetation; topography; wildlife habitat; ambient water quality; and the protective status of the water body.

Recommendation C-2. Amend Policy 1B to delete the date, this was implemented in 2003, however the policy remains relevant.

Policy 6B

Dwelling unit densities shall be limited within the flood plains of surface water bodies and in other flood prone areas as provided for in land development regulations, in that allowable densities do not create potential flood hazards, or degrade the natural functions of the flood plain. Dwelling unit density determinations in the floodplain shall consider both site specific and cumulative impacts.

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Recommendation C-3. Amend Policy 6B to strengthen the language.

Policy 1C

Land planning and development proposals shall identify areas where soils, vegetation, hydrogeology, topography, and other factors indicate where water flows or ponds. These areas shall be utilized to the maximum extent feasible, without significant structural and natural habitat alteration, for on-site stormwater management, after appropriate on-site water quality treatment and should be integrated into an area-wide stormwater management design. Where wet detention systems are employed, they should mimic natural systems as appropriate.

Recommendation C-4. Amend Policy 1C to include "off-site (or area-wide) management".

Policy 5C

Prior to 2003, removal or control of submerged, emergent, or floating vegetation shall be limited to that necessary to provide reasonable access, and aquatic weed control as defined by the appropriate agencies. Any use of chemical herbicides for such purposes shall ensure that water quality and ecological integrity are not degraded.

Recommendation C-5. Delete Policy 5C, it is similar to Policy 2B of the Conservation Element and is repetitive.

Policy 1D

By 2004, the City shall inventory, monitor, and periodically update a mapping inventory of ecological communities by type (as indicated by vegetative composition), including at minimum:

1. Wetland Communities Upland Communities, 2. Freshwater marsh Pine flatwood, 3. Wet prairie Mixed hardwood hammock, 4. Bottomland hardwood swamp Oak hammock, 5. Cypress swamp Cabbage palm hammock, 6. Bay head swamp Pine/xeric oak thicket, 7. Mixed hardwood swamp Scrub oak thicket, 8. Sand pine forest Grassland and shrub.

Recommendation C-6. Amend Policy 1D to delete the date.

Policy 2D

In conjunction with the Florida Natural Areas Inventory, East Central Florida Regional Planning Council (ECFRPC), and the Florida Game and Fresh Water Fish Commission (GC), and based on the information generated from the data inventory as stated in Policy 1D, the City shall determine those ecological communities which are rare, endangered, or of special concern either by type and/or geographic location. Such communities shall be considered environmentally sensitive, and receive appropriate protections as outlined elsewhere in this Element.

Recommendation C-7. Amend Policy 2D to change the name of Florida Game Commission to FFWCC.

Policy 7D

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(added by Ordinance 10-2001 adopted at second reading by the Deltona City Commission December 12, 2001)

At a minimum, Environmentally Sensitive Areas shall contain one or more of the following natural resources:

- h) Rare, Threatened or endangered wildlife and/or vegetation, e.g., wildlife (scrub jay, osprey); vegetation (golden polypody, butterfly orchid, four-petal paw paw). A complete list is defined by the U.S. Fish and Wildlife Service, Florida Game and Fresh Water Fish Commission and the East Central Florida Regional Planning Council;
- i) Rare and unique upland habitat that support endangered or threatened species;
- j) Wetlands;
- k) Special geologic formations;
- l) Artifacts of archaeological or historic significance;
- m) Within public water supply system wellfield cone(s) of influence;
- n) Within floodways and areas subject to flooding.

Recommendation C-8. Amend Policy 7D to delete the parenthesis.

Policy 2E

Isolated wetlands which are shown to be significantly degraded, or cover small areas (less 1/3 an acre), may be modified while allowing no net loss of wetlands. The City shall establish acceptable criteria and designs for wetland modification, and shall address, at minimum, provisions for:

This provision for wetland modification shall not be allowed in wetlands which are known or are found to provide habitat to wildlife species which are state of federally listed as rare, threatened, endangered, or of special concern, or locally designated as such.

Recommendation C-9. Amend Policy 2E to state that this policy will be implemented through Chapter 98.

Policy 4E

If, by restriction of attainment of reasonable use through the City's land development regulations, it is determined by the City that wetland alteration is unavoidable, mitigation proposals shall be considered, which should include restoration of existing degraded or converted wetlands, or creation of new wetland habitat. Such mitigation activities shall replace like land habitat and function, and shall not result in a net loss of wetlands. Preservation of upland habitat may be considered in certain instances if deemed appropriate but shall not result in a net loss of wetlands. In no case shall mitigation activities degrade critical upland habitat.

Recommendation C-10. Amend Policy 4E to state that this policy will be implemented through Chapter 98.

Policy 5E

By year 2002, the City shall consider collecting a mitigation fee in lieu of mitigation requirements which will fund an off-site wetlands mitigation bank program. Towards that end, the City shall identify areas which are suitable for such purposes, primarily where important wetland habitats have been converted, and shall direct off-site mitigation efforts to these

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designated areas, which should be located within the same watershed as where the impacts will occur. To increase the program's effectiveness, the City shall coordinate with and seek the support of local municipalities, Volusia County, regional, state, and federal regulatory agencies.

Recommendation C-11. Amend Policy 5E to delete the date and add that it will be implemented through Chapter 98 and the City's Environmental Improvements Trust Fund.

Policy 6E

By 2002, the City of Deltona shall adopt and amend as appropriate to local conditions the Best Management Practices (BMP's) based on the most current available standards.

Recommendation C-12. Amend Policy 6E to delete the date.

Policy 1F

Prior to 2004, the City shall initiate a comprehensive study to identify and inventory wildlife species, including state and federally listed species, which utilize habitat within the City. This information shall be used in concert with the ecological community data base efforts to help determine type and occurrence of critical wildlife habitat and their boundaries.

Recommendation C-13. Amend Policy 1F to delete date and add wording so that study may be updated from time to time. The GIS layer is available but comprehensive study has not been completed.

Policy 3F

Prior to 2004, the City shall establish development review standards for projects which impact critical habitats. Until review standards are formulated, the City shall continue to review projects which may impact critical habitats. The type and occurrence of critical habitats which are determined by the City and the appropriate federal (USFWS) and state (FGFWFC, FDEP, ECFRPC) agencies. These review standards and development reviews shall address at minimum:

- a. proper siting of development structures and infrastructure, including clustering of dwelling units away from critical habitats;
- b. management plans which protect endangered wildlife which utilize critical habitats;
- c. mitigation plans for critical habitat which is unavoidably altered;
- d. restrictions of the use of critical habitats to those which are found to be compatible with the requirements of wildlife species which are threatened, endangered, or of special concern.

Recommendation C-14. Amend Policy 3F to delete and reword policy to state "The City shall review projects which may impact critical habitats and will comply with state and Federal regulations for the protection of endangered species."

Policy 5F

Prior to the establishment of the baseline data and management plans listed, the City shall utilize federal and state management guidelines for the particular endangered species in reviewing land development proposals.

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Recommendation C-15. Amend Policy 5F to delete “Prior to the establishment of the baseline data and management plans listed,”.

Policy 7F

Natural Area Green Ways and Wildlife Corridors. In conjunction with the land preservation program to be completed in 2002, the City shall coordinate with pertinent state wildlife agencies and regional planning agencies to identify natural area greenways and wildlife corridors to link existing public parks, preserve areas and similar areas for conservation and habitat preservation purposes. Efforts to coordinate the resources of other public and private natural resource preservation agencies will be undertaken by the City to enhance efforts to fiscally support and encourage a program of public land acquisition in conjunction with current land use planning and development regulations.

Recommendation C-16. Amend Policy 7F to delete the date and move this policy to the Parks and Recreation Element.

Policy 1G

The City of Deltona should work with the Department of Environmental Protection in developing an air quality database, monitoring, and assessment system with information regarding primary air pollutants as well as volatile organic compounds to determine ambient air quality.

Recommendation C-17. Amend Policy 1G to state that this policy will be implemented when industrial uses occur in the City.

Objective H of the Conservation Element is as follows:

To minimize the impacts of mineral extraction activities on natural systems, while allowing appropriate utilization of the mineral resources.

Recommendation C-18. Delete Objective H due to the fact that there are no mineral extraction activities within the City.

Policy 1H

Prior to 2004, the City shall determine and inventory those areas with the highest suitability for mineral extraction, based on the quality of mineral deposits, and the patterns of land use and natural systems, and shall prevent incompatible land uses into these areas.

Recommendation C-19. Delete Policy 1H due to the fact that there are no mineral extraction activities within the City.

Policy 2H

Proposed mineral extraction activities shall minimize impacts to environmentally sensitive lands and critical habitats. In cases where adverse alteration of such lands is unavoidable, appropriate mitigation shall be required.

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Recommendation C-20. Delete Policy 2H due to the fact that there are no mineral extraction activities within the City.

Policy 7H

Silvicultural and agricultural activities shall utilize the most current Best Management Practices to prevent soil erosion and subsequent siltation of surface water bodies.

Recommendation C-21. Delete Policy 7H due to the fact that there are no silviculture activities taking place within the City.

Recommendation C-22. Add a new Objective I stating the City shall adopt and/or utilize land development regulations, water management and conservation practices, and other regulatory tools in order to implement and enforce Best Management Practices in its watershed/springshed areas, in accordance with the recommendations made by the Florida Department of Community Affairs (DCA) in its study, "Protecting Florida's Springs: Land Use Management Strategies and Best Management Practices.

Recommendation C-23. Add a new Policy under new Objective I stating that the City shall evaluate the feasibility of establishing a watershed/springshed overlay protection district as a mechanism for facilitating the implementation and enforcement of best management and conservation practices in its watershed/springshed areas.

Recommendation C-24. Add a new Policy under new Objective I stating that the City shall evaluate the feasibility of utilizing acquisition and easement strategies to protect the most sensitive areas within its watershed/springshed.

Recommendation C-25. Add a new Policy under new Objective I stating that the City shall investigate the feasibility of developing and implementing a voluntary stewardship programs to assist private landowners in its watershed/springshed areas in the implementation of Best Management Practices.

Recommendation C-26. Add a new Policy under new Objective I stating that the City shall determine and prioritize appropriate recreational and public uses for watershed / springshed resources.

5.6 Parks and Recreation Element

The Parks and Recreation Element, and other elements of the Comprehensive Plan, will be amended in accordance with the recommendations of the Park and Recreation Master Plan as part of the EAR-based amendments.

Goal

The development of a park and recreation system which provides for a myriad of recreational opportunities that is cost effective and efficient to develop, preserve and maintain the natural

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environment and makes the best use of the land; incorporates aesthetics as an essential component of park and facility design; and produces a sense of pride for its users and nearby neighborhoods.

Recommendation PR-1. Amend the Parks and Recreation Goal to replace “aesthetics” with “sustainability” and to add the words “and community” after “pride”.

Policy 1A

Total Available Park and Recreation Lands

Through the year 2020, the City of Deltona shall maintain a minimum of 4 acres of suitable developed and undeveloped park, recreation and open space land per 1000 residents. This minimum level of service standard may be exceeded by decision of the City Commission, through approval of an amendment to the Comprehensive Plan, in order to protect or enhance public health and welfare, to provide additional lands for the provision of needed park, recreation or open space facilities and to provide for specialized natural resource based park, recreation or open space facilities and lands. The City Commission shall be the final authority to determine which park lands and sites are suitable for public recreational purposes.

Recommendation PR-2. Amend this Policy 1A to add the words “or cultural” after “provide for specialized natural” in the second to last sentence.

Policy 1C

Park and Recreation Facility Classifications

The following types of facilities should be provided for the residents of Deltona:

1. Passive recreational facilities including, but not limited to, biking trails, boardwalks, docks, fishing piers, etc.
2. Active recreational facilities including, but not limited to, sports fields and courts, playgrounds, community swimming pool(s), etc.
3. Indoor recreational facilities such as clubhouses, games, dancing, youth activities, etc.
4. Park, recreation, and open space facilities that are utilized and equally accessible by elderly or handicapped persons.
6. Community parks and neighborhood parks, both active and passive.
6. Open space and natural resource based lands and areas, used for relaxation, educational, conservation or passive recreational purposes.

Recommendation PR-3. Amend Policy 1C to revise 5. to replace “both active and passive” with “accessible to every resident”; add “7. Historical, cultural and arts facilities and 8. Special events venues, both indoors and outdoors.

Policy 1F

Neighborhood Parks

The neighborhood park is the base of the City’s parks system. The major purpose of the neighborhood park is to provide an enjoyable space for informal recreation activities within walking distance. Neighborhood parks where appropriate may provide organized activities to serve recreation activities of Deltona residents.

- A. Basic facility guidelines for the neighborhood park may consist of the following:



- ★ playground apparatus
 - ★ an open play area
 - ★ a paved hard court facility
 - ★ small family picnic area (1-5 bench table combination)
 - ★ security lighting
 - ★ landscaping
 - ★ limited parking area or pervious parking area
 - ★ water fountains
 - ★ bike rack
 - ★ restrooms
 - ★ entrance facilities (gate and sign)
 - ★ storm water management facilities as required
 - ★ typical development guidelines - 50% of total project site, or lower if constrained by environmental, site and social conditions
- C. The following are some typical service level/facility enhancements for the neighborhood park that may be considered over and above the basic facility requirements:
- ★ an additional open play area with a backstop for additional pick-up games for baseball or softball or for football or soccer goals as space permits, plus for limited practice for leagues.
 - ★ trail facilities for walking, jogging/exercising.
 - ★ facility lighting, if determined to be essential.
 - ★ any other facility that the community may request, compatible with the basic park purpose and the adjacent/nearby residential neighborhood.
- C. Recommended size and service radius area ranges for the neighborhood park (Neighborhood Park) category shall include the following:
- ★ Recommended size range: 3-10 acres.
 - ★ Typical service area radius range: ½-1_ mile.

Recommendation PR-4. Amend Policy 1F to revise the distance from residences to neighborhood parks to be within a ½ mile walk on the existing roadway and sidewalk network.

Policy 1G

Community Parks

The Community Park is at the second level in the Deltona park system. The higher intensity Community Park should serve all community residents. Its major market focus should consist of all demographic groups including a broad range of age groups with various recreation facilities, activities and needs. These activities include a mix of formal, organized and supervised activities and programs and activities as well as informal enterprises.

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A major purpose of this park is to provide a variety of recreation activities. In addition, the Community Park may provide regulation or game fields for teams or leagues which have traditionally used such parks in the past.

A. Basic facility guidelines for the Community Park could consist of the following:

- ★ multi-purpose ball fields - fields suitable for team practice, and for league games.
- ★ tennis courts, if compatible with surrounding residences and land uses, and subject to site constraints.
- ★ lighted other hard court facilities (either basketball, shuffleboard, handball or racquetball), if compatible with surrounding residences and land uses.
- ★ playground apparatus area.
- ★ covered picnic area (pavilion or shelter) with grills for small group outings.
- ★ scattered picnic tables/benches for individuals, families and very small groups.
- ★ lighting for fields and courts as necessary.
- ★ comfort station (restrooms for males and females) located near field facilities
- ★ water fountains, located near field facilities.
- ★ trails for either walking, jogging or exercising.
- ★ parking area.
- ★ bike racks.
- ★ security lighting.
- ★ landscaping.
- ★ gates, fencing, entrance sign.
- ★ storm water management as required.
- ★ typical development-50% of total project site, or lower if constrained by environmental, site and social conditions.

B. The following are some typical service level/facility enhancements for the Community Park that may be considered over and above the basic facility requirements:

- ★ additional multi-purpose fields, subject to site constraints.
- ★ specialized fields for a specific sport or league, if compatible with surrounding residences and land uses, subject to site constraints.
- ★ additional game fields, if compatible with surrounding residences and land uses, subject to site constraints.
- ★ additional lighted fields, if compatible with surrounding residences and land uses.
- ★ additional tennis courts, subject to site constraints.
- ★ additional hard court facilities, subject to site constraints.
- ★ additional lighted court facilities, if compatible with surrounding residences and land uses.
- ★ additional play apparatus areas.
- ★ an additional comfort station.
- ★ gymnasium/recreation center/activity building.
- ★ additional water fountains.
- ★ additional picnic pavilions/shelters.
- ★ specialized recreation facilities (compatible with this park's purpose and the surrounding residences and land uses).
- ★ any other facility that the community may request, compatible with the basic park purpose and the adjacent/nearby residential neighborhood and land uses

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C. Recommended size and service radius area ranges for the community park category shall include the following:

- ★ recommended size range: 12-70 acres.
- ★ Typical service area radius range: 1-3 miles.

Recommendation PR-5. Amend Policy 1G to revise the size of community parks to be a maximum of 50 acres.

Policy 1I

Neighborhood Parks Service Area Standard

By 2020, the City of Deltona shall provide all neighborhoods with leisure time opportunities at neighborhood parks within a service area radius of between one half and three miles.

Recommendation PR-6. Amend Policy 1I to reflect a service area radius of ½ mile.

Policy 1K

Master Park Site Inventory for Existing and Future Facilities

By or before August 2000, the City shall inventory existing and potential park sites, including natural resource areas, to create a City wide future master park site inventory, including recommendations for possible disposal or reuse of existing unsuitable City owned park lands and recommended new community, and neighborhood parks and possible open space/natural resource based areas. The master inventory shall be created to be consistent with the Comprehensive Plan and the directives of the City Commission.

Recommendation PR-7. Delete Policy 1K.

Policy 1M

Periodic Review of Level of Service Guidelines and Standards (replaced by amendment adopted at second reading by the Deltona City Commission December 12, 2001)

Suitable open spaces shall be minimally developed and supplied with furnishings (i.e., benches, picnic tables, shaded areas, etc.) to allow public use and enjoyment where appropriate.

Recommendation PR-8. Amend Policy 1M to delete the parenthesis.

Policy 2B

Basis for Park Classifications

The parks in the City system shall be classified and differentiated based on size, location, site characteristics, facilities, activities, need for facility lighting, and use by January 2000.

Recommendation PR-9. Amend Policy 2B to delete the date.

Policy 2C

Park Lighting for Night Utilization

Lighting, field and court facilities at neighborhood and community parks shall be considered advantageous when used selectively and with considerable sensitivity to surrounding land uses.

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Additional buffering shall be considered. The Deltona City Commission shall make the determination to proceed further with the lighting project. This policy shall not affect security lighting projects at existing neighborhood and community parks.

Recommendation PR-10. Delete Policy 2C, this policy is appropriate for the Parks and Recreation Master Plan, not the Comprehensive Plan.

Policy 2D

City Commission Control of Park Lighting and Park Operations

The City Commission shall regulate lighting of parks, public open spaces, field, and court facilities, including hours of use and other operating conditions.

Recommendation PR-11. Delete Policy 2D, this policy is appropriate for the Land Development Code or the Parks and Recreation Master Plan, not the Comprehensive Plan.

Policy 2E

Special Events at City Parks

City parks may be used for special events such as, but not limited to, cultural events, arts and crafts, art festivals, and possibly music festivals.

Recommendation PR-12. Delete Policy 2E, this policy is appropriate for the Land Development Code, not the Comprehensive Plan.

Policy 2F

Park Design Guidelines

City park facilities shall be designed and maintained to locate common or related facilities together and to separate non-compatible use areas such as resource sensitive and passive areas from active recreation areas. City park facilities shall also be planned to take into account both ease of maintenance and adult supervision of organized activities for children.

Recommendation PR-13. Amend Policy 2F, to include a sentence regarding new facilities and improvements shall be designed sustainably to conserve natural resources.

Policy 2G

Design Standards for Internal Vehicular Circulation, Pedestrian, Bicycling and Parking Areas

City park facilities shall provide for required internal circulation for automobiles and required off street parking areas, to fit the use of each park site. Automobile circulation and parking areas shall be separated (if logistically possible) from pedestrian and bicycle use areas. City parks shall also provide adequate pedestrian drop off and loading areas that are separated from automobile use and parking areas.

All new City park facilities and expansions of existing City parks, shall be designed, constructed and maintained to minimize all avoidable environmental and site impacts due to parking and storm water treatment facilities construction and expansions.

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Recommendation PR-14. Amend Policy 2G, to add that all City park facilities shall be safely accessible by foot, bicycle and transit.

Policy 2H

Directional and Informational Signs in Parks

Directional signs within parks which assist park users find facilities and exits (for larger neighborhood parks) may be considered an important park enhancement/amenity and shall be placed in appropriate area(s) when needed.

Recommendation PR-15. Delete Policy 2H, this policy is appropriate for the Parks and Recreation Master Plan or the Placemaking Plan, not the Comprehensive Plan.

Policy 2I

Irrigation of Game Fields

City game fields may be irrigated with reclaimed water, where cost effective.

Recommendation PR-16. Delete Policy 2I, it is a general statement of a City requirement, not a policy.

Policy 2J

Multipurpose Design of Buildings

Recreation center activity buildings and gymnasiums shall be designed and operated for multiple functions and activities, if feasible.

Recommendation PR-17. Delete Policy 2J, it is a general statement of a City requirement, not a policy.

Policy 2K

Bikeway Master Plan (Based on Vision Plan)

By July 1, 2001, (date amended by Ordinance 11-2001 adopted at second reading by the Deltona City Commission December 12, 2001) the City shall create a Bikeway Master Plan. Such Master Plan should consider phases of segments of development that enhance accessibility to the facilities which then lead to school, parks and employment centers.

Recommendation PR-18. Amend Policy 2K to delete date.

Policy 2L

Bike paths to Serve City Parks and Schools (Based on Vision Plan)

The City shall plan, construct and maintain bike paths leading to neighborhood and community parks and schools especially at neighborhood parks and elementary schools as funding permits. The City shall coordinate with other government agencies to help implement this policy. By 2020, the City should design and develop a minimum of 3 bike paths of no less than five miles each.

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Recommendation PR-12. Delete Policy 2L, this policy is appropriate for the Parks and Recreation Master Plan, not the Comprehensive Plan.

Policy 2M

Parks and Schools Buffered from Adjacent Lands

Natural and/or man made buffers shall be required for future parks and school facilities. Existing vegetation should be preserved whenever practical as a buffer. Maximum buffers shall be provided.

Recommendation PR-13. Delete Policy 2M, it is not appropriate for all uses.

Policy 2N

Americans with Disabilities Act Compliance

By or before 2005, the City shall make City park facilities, and services equally accessible to physically impaired persons, in compliance with the Americans with Disabilities Act. The City shall utilize funds such as Community Development Block Grant funds; to help off set required park services improvements.

Recommendation PR-14. Amend Policy 2N to revise the date to 2010.

Policy 2O

Desired effort to Provide Additional Game fields

The City should provide by the year 2005, for three (3) additional game fields for baseball and softball and two (2) additional fields for soccer and football play.

Recommendation PR-15. Amend Policy 2O to delete the date.

Policy 2R

Review of New Park Facility Plans by City Commission Advisory Boards

The City will form and maintain a Parks Committee or Board to make recommendations to the City Commission regarding the development of neighborhood and community parks. The Parks Committee or Board recommendations for new facilities shall be reviewed by the Local Planning Agency for consistency with the Comprehensive Plan, including incorporation into the City's five year Capital Improvements Plan.

Recommendation PR-16. Delete Policy 2R, this is an administrative function of the Commission and has been implemented through the Parks and Recreation Board.

Policy 2S

City Park Maintenance and Repair Responsibilities

By May 2000, the City shall review its park maintenance budget and park facility inventory. The City shall take all appropriate measures, within the City's fiscal ability to ensure that City park facilities are regularly repaired and maintained, to protect public health safety and welfare, and to extend the useful life of the City's existing park facilities.

Recommendation PR-17. Delete Policy 2S, it is ongoing and controlled through policies in the Capital Improvements Element.

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Policy 2T

Park Sanitary Facility Improvements and Maintenance

The City shall provide and maintain adequate restroom or sanitary facilities at appropriate City parks, especially those parks that are heavily used by children and for organized league play.

Recommendation PR-18. Delete Policy 2T, it is controlled through policies in the Capital Improvements Element.

Policy 2V

Deltona Area Master Trails and Pedestrian Facilities Plan (Based on Vision Plan)

By 2002, the City in cooperation with Volusia County, adjacent cities, the MPO and other interested organizations shall complete design of a master trails and pedestrian facilities plan. The City shall coordinate creation of the master trails plan to take advantage and provide linkages to other existing and proposed trails and pedestrian facilities in the Deltona area. The Plan shall be coordinated with the Master Bikeway Plan described in Policy 2M.

Recommendation PR-19. Amend Policy 2V to delete the date.

Policy 2W

Recreational Planning for Improved Views and Use of Suitable Lakes in City (Based on Vision Plan)

The City by 2001, shall identify suitable park sites and proposed improvements to existing City parks to enable improved public views, access and use of suitable lakes in the City. Construction of such potential facilities as fishing and swimming docks, freshwater beaches, boardwalks, catwalks, nature trails, sidewalks, pedestrian trails and boat docks shall be considered in the City's park and recreational planning efforts.

Recommendation PR-20. Amend Policy 2W to delete the date.

Policy 2X

Creation of Inventory of new Resource based Park Sites

By 2001, the City in cooperation with Volusia County shall identify new suitable resource based park sites in the Deltona area. These park sites shall emphasize passive recreational activities that are based on and conserve the natural resources of the park site, and/or the adjacent environmentally sensitive lands.

Recommendation PR-21. Amend Policy 2X to delete the date.

Policy 2Y

Intergovernmental Cooperation Efforts to Create a Greenways/Open Space Preservation Plan Consistent with Objective F of the Conservation element, the City prior to 2005, shall create a greenways/open space preservation plan in cooperation with Volusia County, federal, state and local conservation and recreational agencies and organizations. The purpose of the plan is to conserve environmentally sensitive lands and endangered, threatened or rare animals, plants and habitat areas and to allow suitable recreational uses of such lands. The goal of the plan shall be to increase the supply and quality of such lands and facilities available to Deltona

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area residents, consistent with this Comprehensive Plan, available City financial resources and the directives of the City Commission. The greenways plan may include resource based recreation activities and trails; and shall be coordinated with the master bikeway plan, master trails plan, resource based park sites and open space areas identified in Policies 1H, 2M, 2X and 2AB, respectively.

Recommendation PR-22. Amend Policy 2Y to delete the date.

Policy 3A

Limitation on Increasing City tax rates to Fund Park Improvements through Year 2004-2005
The City shall strive to achieve the service level guidelines specified without raising property tax rates for the purpose of providing park enhancements through the Fiscal Year 2004-2005.

Recommendation PR-23. Delete Policy 3A, this is a fiscal management practice of the City, not a policy of the Comprehensive Plan.

Policy 3C

Creation of Park Site Inventory

The City shall by January 2003 identify the existing undeveloped and less desirable park sites as candidates for alternate uses or possible sale (pending legal research). The City Commission shall determine which properties are unsuitable to be used for current or future recreational, open space or conservation purposes.

The City shall also by January 2003 identify and rank the remaining sites for active and passive recreation purposes. The City shall by 2004, also inventory existing City park and open space properties to determine each properties potential conservation and open space benefits. The City before the development or sale of park or open space properties shall give special consideration of unique environmental/natural resource habitats, wildlife and plant species, and features, including the need to maintain the site in pastoral open space.

Recommendation PR-24. Delete Policy 3C, it is similar to Policy K of the Parks and Recreation Element and is repetitive.

Policy 3D

Obtaining Non-City Resources to Construct and Operate City Parks

The City should try to raise from non-governmental sources at least 30 percent of the total costs for securing and maintaining parks, through special volunteer, and donated labor and supplies.

Recommendation PR-25. Delete Policy 3D, this policy is more related to administrative or financial management practices.

Policy 3G

Review of City Park Facility User Fees

By 2001, the City shall evaluate the user fee structure utilized by the County to determine if park user fees should continue or be modified. User fee rates should be reevaluated in light of the community's anticipated growing demand for additional recreation programs. Operating expenses may be an evaluation factor in this review of existing fees.

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Recommendation PR-26. Amend Policy 3G to delete the date.

Policy 3H

Private Special Event Costs

Funding to offset the costs for special events shall be the primary responsibility of the events' sponsors and not the responsibility of the Deltona community.

Recommendation PR-27. Delete Policy 3H, this policy should be part of a user fee schedule, not the Comprehensive Plan.

Policy 3I

Discounted Park Fees for Elderly and Disadvantaged Persons

Special discount fees may be considered for seniors, the disabled or financially disadvantaged persons who participate in City recreation and leisure activity programs.

Recommendation PR-28. Delete Policy 3I, this policy should be part of a user fee schedule, not the Comprehensive Plan.

Policy 3J

Park Pass Fee Review

The creation and use of season park passes may be considered as part of the continual development of the park and recreation user fee program.

Recommendation PR-29. Delete Policy 3I, this policy should be part of a user fee schedule, not the Comprehensive Plan.

Policy 3K

Peak Hour User Fees Authorized

The use of peak period charges may be considered by the City in the long-term development of user fees for the Deltona parks and recreation system. Peak period charges, sometimes referred to as "congestion pricing" can assist in the smoother utilization of various facilities.

Recommendation PR-30. Delete Policy 3K, this policy should be part of a user fee schedule, not the Comprehensive Plan.

Policy 3L

Appropriate Leasing of Park Facilities

The City should consider the option of temporarily leasing portions of City parks to persons undertaking revenue generating recreation and related activities, if feasible.

Recommendation PR-31. Delete Policy 3L, this policy may create a legal issue for the City.

Policy 3T

(added by Ordinance 10-2001 adopted at second reading by the Deltona City Commission December 12, 2001)



The City will pursue acquisition of appropriate parcels of land through the Florida Communities Trust Program or other appropriate City/State partnerships for the protection of environmentally sensitive lands, which protect unique, rare and or endangered habitat, assure survival of listed wildlife species, protect scenic water corridors and their shoreline ecosystems and provide public access and open space.

Recommendation PR-32. Amend Policy 3T to delete the parenthesis.

5.7 Intergovernmental Coordination Element

Objective 1

The City of Deltona shall coordinate with adjacent cities, counties, federal, state and regional agencies, and other governmental agencies, via effective formal and informal coordination mechanisms. This will ensure consistency in planning related matters and coordinating the impacts of development. The formal and informal mechanisms shall include membership in appropriate area-wide organizations and inter-agency staff communication.

Recommendation IC-1. Add a new Policy under Objective 1 stating that the City considers annexation as a tool to further sustainability and cost effective municipal service delivery, and understands the responsibilities that result from annexations.

Recommendation IC-2. Add a new Policy under Objective 1 stating that the City considers annexation as a tool in addressing the State's population projections.

Recommendation IC-3. Add a new Policy under Objective 1 stating that the City will consider voluntary annexation requests that will result in a net benefit, as determined by a fiscal impact analysis.

Recommendation IC-4. Add a new Policy under Objective 1 stating that the City will support and implement land development regulations to enhance the character and identity of areas that annex into the City.

Recommendation IC-5. Add a new Policy under Objective 1 stating that the State should discourage counties from assuming municipal functions and responsibilities, and should affirm the role of municipalities as municipal service providers.

Recommendation IC-6. Add a new Policy under Objective 1 stating that the City shall oppose legislative efforts to require municipalities to reimburse counties for the fiscal impacts of legislation.

Recommendation IC-7. Add a new Policy under Objective 1 stating that the City shall evaluate annexation proposals to ensure that they do not contribute to urban sprawl.

Recommendation IC-8. Add a new Policy under Objective 1 stating that the City shall encourage the implementation of design guidelines in newly annexed areas.

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Policy 1B

All adjacent local government agencies shall be forwarded proposed amendments to the Comprehensive Plan, prior to the City Commission public hearings, for review and comments.

Recommendation IC-9. Delete Policy 1B, this is a standard City practice, not a policy appropriate for the Comprehensive Plan.

Policy 1D

The City of Deltona shall coordinate with adjacent local governments to ensure consistency in land planning for those lands adjacent to an unincorporated area or an adjacent City to reduce potential negative impacts of development.

Recommendation IC-10. Delete Policy 1D, this is accomplished through the JPA.

Policy 1H

The City should coordinate with the School Board to establish criteria for new school(s) sites in urban and urbanizing residential areas.

Recommendation IC-11. Delete Policy 1H, this is accomplished through the Interlocal Agreement for Public School Facilities Planning.

Policy 1I

The City shall encourage the siting and collocation of public schools with other public facilities as permitted land uses.

Recommendation IC-12. Delete Policy 1I, this is accomplished through the Educational Facilities Element and the Land Development Code.

Policy 1J

The City should coordinate with the School Board, the School Board's 5-year facilities work program with the City's Capital Improvement Schedule.

Recommendation IC-13. Delete Policy 1J, this is accomplished through the Interlocal Agreement with the School Board and the Capital Improvements Element.

Objective 2

The City shall enter into with the County and with each of the municipalities within Volusia County, the Volusia County School District and any unit of local government service provider in the County an interlocal or other formal agreement that will establish joint processes for collaborative planning and decision making on population projections and public school siting, the location and extension of public facilities subject to concurrency, and siting facilities with countywide significance, including locally unwanted land uses whose nature and identity are established in the agreement.

The City of Deltona shall negotiate, as appropriate, interlocal agreements coordinating land and planning development activities to allow for orderly growth and facilitate the efficient provision of government's services and facilities. The City shall coordinate with those State, regional or local entities having operation and maintenance responsibility for public facilities

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when establishing level of service standards. The interlocal agreements may include, but not be limited to, the following topics:

- * Land Use
- * Transportation
- * Recreation
- * Utility Services
- * Conservation
- * Housing
- * Libraries
- * Schools

Recommendation IC-14. Add a new Policy under Objective 2 stating that the City shall review the St. John's River Water Management District's water supply plan, and the water supply facility workplans of its potable water providers, as they are adopted and periodically updated in order to identify alternative projects that will increase its water supply, and shall coordinate as appropriate with these agencies in the implementation of these projects. In addition, the City shall adopt and maintain a Ten-Year Water Supply Workplan.

Policy 1K

(added by Ordinance 32-2000 adopted at second reading by the Deltona City Commission March 19, 2001)

Recommendation IC-15. Delete Policy 1K, this policy is outdated due to the recently adopted Educational Facilities Element.

Policy 3A

The City of Deltona shall utilize the informal mediation process of the East Central Florida Regional Planning Council to resolve planning-related conflicts between the City and adjacent local governments when appropriate.

Recommendation IC-16. Amend Policy 3A to add "when necessary, the City shall utilize the Conflict Resolution Program".

Policy 3B

The City of Deltona shall utilize the Conflict Resolution Program when appropriate.

Recommendation IC-17. Delete Policy 3B and combine with Policy 3A of the Intergovernmental Coordination Element.

Policy 3D

The City of Deltona shall consider incorporating Village Planning and Design Guidelines in the City of Deltona's Comprehensive Plan to establish principles and guidelines in addressing the urban form for newly annexed properties and for properties transitioning from rural to urban land uses.

Recommendation IC-18. Delete Policy 3D and add this policy to the Urban Design Element and the Future Land Use Element.



5.8 Capital Improvements Element

Policy 11

The City shall consider developing a financial spreadsheet that separates costs of maintenance, repairs and operation versus costs for expansion and new development.

Recommendation CI-1. Delete Policy 11, this policy is implemented through the City's Capital Budget.

Objective 2

The City will coordinate land use decisions and fiscal resources with a schedule of capital improvements, which maintains adopted level of service standards and meets the existing and future facility needs.

Recommendation CI-2. Add a new Policy under Objective 2 stating that the City shall annually update the five year Capital Improvements Schedule included in this Element through the Comprehensive Plan amendment process in order to adjust the five year planning horizon, reflect project status, and ensure the Plan's financial feasibility and the City's ability to meet its adopted Level of Service standards. Note that the Schedule shall include all publicly and privately funded projects scheduled to meet or improve the adopted Level of Service standards, including projects funded and implemented by other public agencies that serve City residents.

Policy 2D

A capital improvement shall be defined for the purposes of this element, including the five year program of scheduled improvements as a permanent addition to the City's assets if the addition is equal or greater than \$25,000 (in 1999 dollars) and has a physical life equal or exceeding five years.

Recommendation CI-3. Amend Policy 2D to delete the words "(in 1999 dollars)".

Policy 2I

The City shall establish by September 2001 debt management policies that:

- a. Limit the use of revenue bonds as a percentage of total debt.
- b. Establish a maximum ratio of total debt service to total revenue.
- c. Establish a maximum ratio of outstanding capital indebtedness to property tax base.

Recommendation CI-4. Amend Policy 2I to state "The City shall adhere to debt management policies that:"

Policy 2L

Pursuant to Florida Statutes 163.3187, the Five Year Schedule of Programmed Capital Improvements and Comprehensive Plan may be amended two times during any calendar year, and as allowed for emergencies necessary for the protection of the public's health, safety, and public welfare, development of regional impact, and certain small scale development activities.

Recommendation CI-5. Delete Policy 2L, this is covered under State Statute and this policy is repetitive.

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Policy 2M

Pursuant to Florida Statute 163.3187, the City, may undertake any comprehensive plan amendment that changes the schedule of programmed improvements in the Capital Improvements Element, and any statements directly coincides with the adoption of the City's annual budget. A Plan amendment(s) shall be required to eliminate, defer, or delay construction of any facility that is needed to maintain the established level of service standards for all classes of public facilities, including concurrency facilities, and which are listed in the previously adopted Five Year Schedule of (Programmed) Improvements. No plan amendment shall be required for repair, renovation, replacement or service and support projects or any other project that has no direct impact on the maintenance of service level standards. These changes shall be done by ordinance.

Recommendation CI-6. Amend Policy 2M to clarify that the Capital Improvement Schedule must be updated on an annual basis.

Policy 2O

The City shall adopt an impact fee ordinance for all new development that appropriately assesses the costs necessary to finance public facility improvements necessary to adequately maintain adopted level of service standards.

Recommendation CI-7. Amend Policy 2O to reflect that this is implemented through Chapter 94, Impact Fees.

Policy 3D

The City shall develop and implement programs that will reduce the demand for new capital facilities and thus delay the need to construct and operate such facilities.

Recommendation CI-8. Delete Policy 3D, this policy no longer reflects the current management policies of the City.

Policy 3H

The City shall create a technical advisory committee consisting of but not limited to the City Traffic Engineer, representatives from the appropriate City agencies (Planning, Public Works-Traffic Engineering), a representative from the Metropolitan Planning Organization (MPO)/Volusia Council of Governments (VCOG) and representatives of private traffic engineering/planning firms to advise City planning staff on the use and maintenance of the City's traffic impact model.

Recommendation CI-9. Amend Policy 3H to state that coordination is through the Volusia County MPO.

Policy 3I

The City's traffic impact model may determine the geographic limits or extent of the impact to the City's thoroughfares network likely to result from proposed development. The limits or extent of such impact may be a function of the proposed land uses involved, their densities

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and/or intensities, the proposed project and its relationships to the existing road network. The exact limits or the extent of the impacts are determined in the revised Land Development Regulations.

Recommendation CI-10. Amend Policy 3I to reference the County MPO methodology.

Policy 3J

The City shall maintain an inventory of thoroughfares in order to track development and the impact of the development on the thoroughfare system. All developments shall be evaluated with the Florida Standard Urban Transportation Model Structure (FSUTMS) transportation model. All vehicle trips attributable to a development shall be subtracted from the available capacity inventory to enable the City to maintain adopted level of service standards.

Recommendation CI-11. Amend Policy 3J to reference the County MPO methodology.

Policy 3K

Thoroughfares which are adversely impacted by the implementation of Policy 3J shall be evaluated with consideration given to existing traffic counts in addition to the City's transportation modeling procedure utilized in concurrency management.

Recommendation CI-12. Amend Policy 3K to reference the County MPO methodology.

Policy 3L

By October 1, 2002, all utility providers having established interlocal agreements will develop conceptual wastewater facility plans for areas at the periphery of their utility jurisdictions. As long as such services can be provided by extension of existing central systems, Deltona shall not propose to permit construction of any interim facilities without completing an analysis documenting funding services that such construction is more cost-effective than extension of the existing central system.

Recommendation CI-13. Amend Policy 3L to delete the date.

Policy 3M

By 20043, all affected utility providers having established interlocal agreements will develop conceptual potable water facility plans for areas at the urban periphery of utility provider jurisdictions, consistent with the City's Future Land Use Element.

Recommendation CI-14. Delete Policy 3M and combine with Policy 3L of the Capital Improvements Element.

Policy 3N

The City Commission shall be the ultimate and final authority for the establishment and maintenance of all transportation trust funds for all transportation related revenues and expenditures.

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Recommendation CI-15. Amend Policy 3N to clarify that the City Commission controls only City trust fund monies.

Policy 3P

Connection to central sewer is required for all uses with a 1/4 mile of sewer main that are non-single family residential or as required by the Florida Administrative Code, Chapter 10 D-6. Lines should only be extended if the absence of such facilities would result in a threat to the overall environmental and water quality, and public health or safety and be funded by those property owners receiving benefits along with an agreement that describes the method and timing of when these services would be provided.

Recommendation CI-16. Amend Policy 3P to reflect that all non-single-family development is required to connect to the sanitary sewer system.

Objective 4

The City shall establish standards for levels of service for public facilities and shall apply the standards based on the policies specified within the Comprehensive Plan. The following order of facility categories shall be considered as the order of importance and priority among the various facility categories. This is a general priority list. It is mandatory to spend restricted revenues for the facilities which they are restricted to, therefore expenditures may be made on lower priority categories if higher priority categories have not been completed. 9J-5.016(3)(b)(5)

Facilities (Concurrency):

8. ROADS
9. POTABLE WATER*
10. WASTEWATER TREATMENT/SANITARY SEWER SYSTEMS *
11. SOLID WASTE SYSTEM *
12. STORMWATER/WATER QUALITY
13. PARKS-LAND
14. PARKS-RECREATION FACILITIES

* Are facilities provided entirely by public and private entities other than the City of Deltona.

Recommendation CI-17. Amend Objective 4 to Add "Public School Facilities" to the Facilities Concurrency list.

Recommendation CI-18. Add a new Policy under Objective 4 addressing and specifying guidelines for providing concurrency exceptions, if any.

Recommendation CI-19. Include a Capital Improvements Schedule that identifies all publicly and privately funded projects scheduled to meet or improve the adopted Level of Service Standards during the five year planning periods, including projects funded and implemented by other public agencies that serve City residents. The Schedule should demonstrate the City's ability to meet its adopted Level of Service standards for the five year planning period. In accordance with Florida statutory requirements, the Schedule must be updated annually as part of the Comprehensive Plan amendment process in order to adjust the

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five year planning horizon, reflect project status, and ensure the Plan's continued financial feasibility.

Recommendation CI-20. Include alternate water supply projects included in applicable water facilities plans and the Regional Water Supply Plan that will address the water supply needs of the City in the Capital Improvements Schedule.

Recommendation CI-21. Include capital projects to be implemented by Volusia County Public Schools that will impact the City's Level of Service Standard for public school facilities in the Capital Improvements Schedule.

Policy 4A

The standards for levels of service of each type of public facility shall apply to development orders issued by the City on or after November 1, 1999. Such levels of service shall apply to the capital and annual budget and Land Development Regulation.

Recommendation CI-22. Delete Policy 4A, the date has passed and this policy has been incorporated in Chapter 86.

Policy 4B Distribution

Requirements for the installation of public water system:

4. net residential - density of more than 1 unit per 2.5 acres.
5. The use of existing potable water wells servicing land uses within water service areas may continue until a central potable water system becomes available.
6. Individual water wells may be permitted on residential lots greater than two and half (2.5) acres in size. All said potable water wells shall comply with all applicable regulations.

Recommendation CI-23. Amend Policy 4B to reflect one acre lot minimum size as in Policy 1E in the Infrastructure Element.

Policy 4G

Upon adoption of the Comprehensive Plan, the City shall establish peak hour transportation level of service standards. The City shall achieve and maintain standards for peak hour levels of service on the thoroughfare system.

Recommendation CI-24. Amend Policy 4G to delete the first sentence.

Policy 4I

Designated Planned Communities on the Future Land Use Map that have not received an approved Developments of Regional Impacts (DRI) as of October 1, 1998 and other Future Developments of Regional Impact that are not designated as planned Communities on the Future Land Use Map on the effective date of this plan, shall meet the concurrency and level of service requirements of this Element.

Recommendation CI-25. Delete Policy 4I as there are no "designated Planned Communities" and the date has passed.

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Policy 4N

The City shall develop, in conjunction with other local governments within and adjacent to the City, a permit tracking system. This system shall require that each jurisdiction provide, on a timely basis, information on development/building activity. The information will be used to determine whether area wide levels of service are being maintained for the thoroughfare system, drainage system, and solid waste.

Recommendation CI-26. Amend Policy 4N to delete "in conjunction with other local governments within and adjacent to the City". The City is establishing an concurrency management system with the city limits only.

Policy 4O

The City shall maintain provisions how and when capacity/concurrency determination will take place in the development review process.

Recommendation CI-27. Delete Policy 4O, it is similar to Policies 4K and 4L and is repetitive.

Policy 4R

The City shall evaluate its organizational structure in order to determine the most appropriate organizational arrangement to monitor and manage facility capacity, service levels and concurrency.

Recommendation CI-28. Delete Policy 4R, this has been accomplished and is no longer relevant as a policy in the Comprehensive Plan.

Policy 4S

The City shall adopt, maintain and update when necessary a concurrency management ordinance by October 1, 2001. This ordinance may include but is not limited to:

1. how level of service standards is established in this element and how facilities will be measured for development review.
2. definition of a final local development order.
3. private providers of a concurrency facility(s)/services.
4. applicants for development order subject to concurrency.
5. properties to be vested under the definition of a final local development order.
6. specific provisions related to reserving facility capacity.
7. which City agencies performs the concurrency evaluation.
8. process of appeals.

Recommendation CI-29. Delete Policy 4S, this policy is codified.

Policy 4T

The City shall as part of its annual monitoring and evaluation requirements undertake the following activities:

- a. take traffic counts at least twice a year at established count stations

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- b. take traffic counts more than twice a year if a roadway segment was operating at 95 percent or more of the adopted level of service standard at the time of the last count
- c. add new count stations as warranted by the City Engineer
- d. prepare set of procedures for an "Area-Wide Traffic Action Mitigation Plan" or Individual Mitigation Plan
- e. identify "Special Traffic Management Zones" around any roadway segment within a two mile radius which is at or below the adopted level of service and therefore is subject to an "Area-wide Traffic Action Mitigation Plan"
- f. update socio-economic zonal data for the traffic impact model
- g. input water/wastewater treatment plants and service areas, existing urban system service coverage area into the geographic information system
- h. develop a procedures guide for the use of the traffic impact model
- i. establish fees for inquiries and reservation of capacity fees

Recommendation CI-30. Amend Policy 4T as follows: amend a., to take yearly counts as twice a year is excessive. Review and amend d. and e. as this is an MPO function.

Policy 4U

The following facilities shall be available concurrent with development and impacts of development, these facilities are subject to the concurrency determination:

- * parks and recreation (land and recreation facilities)
- * roads (in thoroughfare and local system)
- * storm drainage
- * potable water
- * wastewater treatment/sanitary sewer
- * solid waste

Recommendation CI-31. Amend Policy 4U. to specify that transportation facilities must be in place within three years after approval of a building permit.

Policy 4V

The City Commission may at its discretion, subject to public hearings and plan amendments during the planning period add the following facility types subject to the concurrency determination.

- * fire stations and fire/rescue capital equipment
- * sheriff/police sub stations

Recommendation CI-32. Delete Policy 4V, this policy is no longer relevant.

Policy 4AB

The City's traffic impact model shall be the basis for capacity analysis and concurrency management. Included in this process as part of the City's ongoing Concurrency management process would be a geographic determination of what recommended improvements were needed to be constructed by a development applicant, in order to maintain service levels, the geographic extent or limits would have to be instituted (if required) and the geographic limits where an Area Wide or Individual Traffic Action Mitigation Plan would be applied.



- a. If the results of the traffic impact model will result in the denial of a development permit because concurrency is not shown to exist or will exist for a period analyzed in the future then the following issues may be considered as valid reasons for reversing a concurrency determination that resulted in a denial of a development permit based on the City's transportation analysis either through use of the model or criteria set forth in the Land Development Regulation.
- (1) The applicant presents evidence that demonstrates that the proposed developments impacts will differ from the impacts estimated by the City as a result of special circumstances of that development.
 - (2) Based on the City's own information (traffic counts and outstanding capacity commitments) the model being used has significant error(s) in its base data that results in no deficiency.
 - (3) The applicant presents evidence through travel speed, distance and time studies that the impact of roadway links actually operate at higher levels than indicated by the City. Methodology for such travel speed/ distance/time studies shall be developed by the City's Engineer prior to the commencement of such a study. In the event, the City's Engineer and the applicant mutually decide travel time/distance/speed studies are warranted, the City or its agent shall conduct such study after receiving a fee from the applicant to cover the costs of conducting and analyzing the study. The applicant shall have the opportunity to review the methodology prior to the commencement of the study.
- b. Any other additional appeals or due process procedure(s) the City may establish related to this issue in either the Land Development Regulations and any other implementing ordinance.

Recommendation CI-33. Delete Policy 4AB, this policy is implemented through Chapter 86.

5.9 Urban Design Element

Objective 1

Within one year of adoption of the Plan, enact Land Development Regulations that implement the concepts contained in the Urban Design Element.

Recommendation UD-1. Amend Objective 1 to reflect that the Land Development Regulations have been adopted.

Recommendation UD-2. Add a new Policy under Objective 1 stating that compact, mixed-use development is the City's preferred form of development and redevelopment.

Recommendation UD-3. Add a new Policy under Objective 1 stating that the City shall encourage the implementation of design guidelines in newly annexed areas.

Recommendation UD-4. Add a new Policy under Objective 1 to develop design guidelines that reflect community values and that are appropriate for specific neighborhoods



and building types. Ensure that the guidelines address the following elements: new and well-designed street lighting; colonnades that do not overwhelm building facades; porches and stoops for row houses and single family development; small streets for residential and commercial areas with abundant landscaping, street trees, and medians, and; fountains and benches in parks.

Recommendation UD-5. Amend the Urban Design Element to reflect the recommendations of the Urban Design/Placemaking Study as appropriate.

Policy 1.3

The Deltona Activity Center (I-4 / Howland Boulevard interchange) shall be encouraged to be a coordinated mixed use development organized in cooperation with private property owners, developers and the City of Deltona. Specific development issues to be addressed in project review should include, but not be limited to:

- Buffering between adjacent uses
- Strong pedestrian and public transportation orientations
- Protection of natural resources
- Comprehensive design approach to:
 - building architecture (no metal or corrugated metal)
 - building massing
 - provide semi-public open space
 - create a campus or residential appearance
 - roadway design
 - signage
 - traffic control
 - pedestrian and bicycle circulation
 - streetscape/edge treatments
 - lighting
 - thematic landscape treatments
 - landscaped parking areas

Recommendation UD-5. Amend Policy 1.3 to change “Deltona Activity Center” to “Deltona Special Area Plan”.

Policy 1.3b

The actual type of land uses permitted within the activity center shall be limited to promote a office park/light manufacturing campus appearance and or residential community village concept. All land uses in the activity center should strive to meet the campus/residential community appearance.

Recommendation UD-6. Delete Policy 1.3b, it is no longer relevant as DRI was adopted.

Policy 1.5

Commercial cluster areas shall be designed to include tropical landscaping and safe and convenient access by all modes of transportation, including bus service, bicycles and



pedestrians. New commercial clusters shall be well buffered, including walls and/or berms from residential neighborhoods.

Recommendation UD-7. Amend Policy 1.5 to delete reference to “tropical”.

Policy 1.12

The design and placement of public buildings should follow the urban design concepts of pulling the building close to the front property line and placing parking at the rear of the site with ample shade and landscape treatments.

Recommendation UD-8. Delete Policy 1.12, this is in process through the rewrite of the Land Development Code.

Policy 1.13

To assist private developers, the City shall prepare roadway edge treatment guidelines that describe and illustrate proper planning and design for right of way and private property frontage.

Recommendation UD-9. Delete Policy 1.13, as standards should be in the Land Development Code.

Visioning Element

Recommendation 2.2.V-1. Adopt the Community Strategic Plan’s final vision statement, goals and objectives into the Comprehensive Plan as a new Visioning Element, as appropriate. This Visioning Element will replace the June 1, 1998 report entitled Deltona’s Vision for 2017, and appended to the Comprehensive Plan.⁶

⁶ *Deltona’s Vision for 2017*, Ivey, Harris & Walls, Inc., June 1, 1998



6. Consistency with Growth Management Requirements

Section 163.3191 (2)(f), F.S., requires that the Evaluation and Appraisal Report evaluate relevant changes in growth management laws since the date of the previous EAR, or adoption of the Comprehensive Plan, for consistency with the Comprehensive Plan. The following summarizes the results of a review of the Comprehensive Plan's current compliance with growth management laws enacted since the date of adoption.

6.1 State Comprehensive Plan

As noted above, Section 163.3191 requires that the Evaluation and Appraisal Report evaluate relevant changes in growth management laws, including the State of Florida Comprehensive Plan, since the date that the City's Comprehensive Plan was adopted. In preparing the EAR, the City's Comprehensive Plan was compared with the adopted State of Florida Comprehensive Plan (Chapter 187, Florida Statutes). No amendments to the City's Comprehensive Plan are necessary to ensure its consistency with the State Comprehensive Plan.

6.2 Chapter 163, Florida Statutes

A Table indicating the manner that the City is addressing the requirements of Chapter 163, Florida Statutes, is attached as Appendix 1. Based on a review of this Table, the following Comprehensive Plan amendments are recommended.

Future Land Use Element

Recommendation 6.2-LU-1. Add a Policy under Objective G to address criteria for ensuring compatibility of new development or redevelopment with military installations, as required by s. 163.3177, F.S. The Policy should note that while there are no military installations within or proximate to the City at present, the City will adhere to State statutory requirements to ensure compatibility of new development and redevelopment with military operations if a military installation is located within or within one-half mile of its boundaries in the future.

Recommendation 6.2-LU-2. Add a new Policy under Objective G stating that electrical distribution substations shall be a permitted use in all Future Land Use categories except Conservation, and designated historic districts.

Recommendation 6.2-LU-3. Add a new Policy under Objective H stating that the City shall evaluate the feasibility of allowing a density bonus for lands provided



for affordable housing when the provision of such a bonus is compatible with surrounding uses and consistent with the goals, objectives and policies of this Comprehensive Plan.

Transportation Element

Recommendation 6.2-T-1. Add a new Policy under Objective D specifying that transportation facilities must be in place within three years after approval of a building permit.

Infrastructure Element

Recommendation 6.2-I-1. Add a new Policy under Objective 4 of the Potable Water Subelement stating that the City shall review the St. John's River Water Management District's water supply plan, and the water supply facility workplans of its potable water providers, as they are adopted and periodically updated in order to identify alternative projects that will increase its water supply, and shall coordinate as appropriate with these agencies in the implementation of these projects. In addition, the City shall adopt and maintain a Ten-Year Water Supply Workplan.

Conservation Element

Recommendation 6.2-C-1. Add a new Policy under Objective B stating that the City shall review the St. John's River Water Management District's water supply plan, and the water supply facility workplans of its potable water providers, as they are adopted and periodically updated in order to identify alternative projects that will increase its water supply, and shall coordinate as appropriate with these agencies in the implementation of these projects. In addition, the City shall adopt and maintain a Ten-Year Water Supply Workplan.

Intergovernmental Coordination Element

Recommendation 6.2-IC-1. Add a new Policy under Objective 2 stating that the City shall review the St. John's River Water Management District's water supply plan, and the water supply facility workplans of its potable water providers, as they are adopted and periodically updated in order to identify alternative projects that will increase its water supply, and shall coordinate as appropriate with these agencies in the implementation of these projects. In addition, the City shall adopt and maintain a Ten-Year Water Supply Workplan.

Capital Improvements Element

Recommendation 6.2-CI-1. Add a new Policy under Objective 2 stating that the City shall annually update the five year Capital Improvements Schedule included in



this Element through the Comprehensive Plan amendment process in order to adjust the five year planning horizon, reflect project status, and ensure the Plan's financial feasibility and the City's ability to meet its adopted Level of Service standards. Note that the Schedule shall include all publicly and privately funded projects scheduled to meet or improve the adopted Level of Service standards, including projects funded and implemented by other public agencies that serve City residents.

Recommendation 6.2-CI-2. Amend Policy 4U. to specify that transportation facilities must be in place within three years after approval of a building permit.

Recommendation 6.2-CI-3. Add a new Policy under Objective 4 stating that the City shall maintain records to determine whether a cumulative 110% de minimus transportation threshold has been reached, and shall submit such documentation as part of its annual updates to the Capital Improvements Element.

Recommendation 6.2-CI-4. Add a new Policy under Objective 4 addressing and specifying guidelines for providing concurrency exceptions, if any.

Recommendation 6.2-CI-5. Include a Capital Improvements Schedule that identifies all publicly and privately funded projects scheduled to meet or improve the adopted Level of Service Standards during the five year planning periods, including projects funded and implemented by other public agencies that serve City residents. The Schedule should demonstrate the City's ability to meet its adopted Level of Service standards for the five year planning period. In accordance with Florida statutory requirements, the Schedule must be updated annually as part of the Comprehensive Plan amendment process in order to adjust the five year planning horizon, reflect project status, and ensure the Plan's continued financial feasibility.

Recommendation 6.2-CI-6. Include alternate water supply projects included in applicable water facilities plans and the Regional Water Supply Plan that will address the water supply needs of the City in the Capital Improvements Schedule.

Recommendation 6.2-CI-7. Include capital projects to be implemented by Volusia County Public Schools that will impact the City's Level of Service Standard for public school facilities in the Capital Improvements Schedule.

6.3 Rule Chapter 9J-5, Florida Administrative Code

The City of Deltona's Comprehensive Plan and proposed 2008 Evaluation and Appraisal Report were reviewed in order to ensure consistency with changes to Rule Chapter 9J-5, F.A.C., that have been enacted since the date of adoption. No additional amendments are recommended.



6.4 East Central Florida Strategic Regional Policy Plan

The City's Comprehensive Plan was reviewed for consistency with the East Central Florida Strategic Regional Policy Plan, which was adopted in 1998. This review indicates that the City's Comprehensive Plan, as adopted, remains consistent with the goals of the Strategic Regional Policy Plan.



7. Public Participation Process

7.1 Vision Deltona 2026

The “official” evaluation of the City’s Comprehensive Plan began in July 2007; however, during 2006 the City conducted a visioning process that resulted in the adoption of Vision Deltona 2026. This document included a Vision Statement and a Mission Statement and goals for the City to undertake to implement the vision, which states:

Deltona is a premiere City that takes pride in our neighborhoods and embraces the diversity of our residents. This caring community provides a high quality of life where people live, work and play in a safe and secure environment. With an appreciation for our history, and our location along the St. John’s River, we ensure a sustainable future through the careful stewardship of our resources.

The Vision Statement emphasizes the idea that Deltona wants to be a fully-functioning city, not just a bedroom community for Daytona Beach or Orlando. It wants to be a sustainable city as well and one that values its historic and natural resources.

7.2 Citizen Survey

In the summer of 2007, the University of Central Florida conducted a Citizens Survey for Deltona residents. The results of this survey verified the Vision Statement, in that what the city residents rated the most poorly were: lack of job opportunities; lack of shopping opportunities; and the ability to “get around” on foot or on a bicycle. All these issues relate to the need for more commercial and employment opportunities and the ability to access these resources without having to use a personal vehicle.

Based on knowledge of the public’s concerns as stated in Vision Deltona and in the results of the 2007 Citizens Survey, City Staff suggested at a July 12, 2007 EAR meeting that the majority of the problems were related to two major issues - the need for a better transportation system and the need for more diverse land use categories to allow for commercial/industrial and mixed uses.

7.3 Destination Deltona

In the summer of 2007, the City of Deltona initiated an effort to bring residents, business owners, community leaders and other stakeholders together to create a shared vision for the future of the City and develop long range goals and policy recommendations to achieve those goals. To that end, the City organized “Destination Deltona”, which resulted in the



development of the Community Strategic Plan. The Community Strategic Plan addressed three issues identified as key to the City's present and future: Economic Development; Quality of Life, and: Sense of Community (Placemaking).

7.4 EAR Scoping Meeting and Letter of Understanding

The City of Deltona held the required EAR Scoping Meeting on August 21, 2007 to gather input from the public, to review the issues with applicable state and regional reviewing agencies and Volusia County, and to discuss the extent of effort needed to address the major components of the report. The two major issues identified by the public, City Staff, review agencies and Volusia County included: the need to plan for a multi-modal transportation system that will reduce traffic congestion and allow for a more-pedestrian-friendly environment; and to add a variety of land use districts to the FLUM to allow for mixed uses as well as higher density residential and to expand the commercial/industrial land use categories.

A Letter of Understanding (LOU), including the scope of work and a list of issues to be addressed in the 2007 EAR, was submitted to the Department of Community Affairs on September 4, 2007. The LOU was approved by DCA in a letter dated October 19, 2007.

7.5 Public Hearings Summary

The City held the first public hearing with the Planning and Zoning Board, acting as the City's Local Planning Agency on February 20, 2008. At that meeting it was recommended that the City Commission transmit the EAR to DCA for review. The City held the transmittal hearing for the City Commission on March 3, 2008.



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