

Comprehensive Plan
URBAN DESIGN ELEMENT
GOALS, OBJECTIVES and POLICIES

Prepared for

The City of Deltona

Prepared by

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GOAL

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

Objective 1

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

Measure: Adoption of Land Development Regulations that enact Urban Design Element concepts.

Policy 1.1

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.

Policy 1.2

As part of the Land 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.

Policy 1.2a

Parcels greater than 5 acres, adjacent to non-residential and where appropriate should consider a mix of residential and non-residential uses.

Policy 1.2b

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.

Policy 1.2c

The City desires to preserve and promote existing property value through encouragement of property maintenance and incentives to improve the built environment.

Policy 1.2d

The City should develop special design standards for land uses adjacent to the community of Enterprise in recognition of their unique and historic heritage.

Policy 1.2e

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 increase to density or intensity.

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

Policy 1.3a

The northwest Deltona activity 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.

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.

Policy 1.4

During plat and site plan review, transit-oriented design concepts will be considered and encouraged for new construction, redevelopment, and infill development.

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.

Policy 1.6

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 possible, near or adjacent to public schools.

Policy 1.7

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.

Policy 1.8

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.

Policy 1.9

The City of Deltona shall encourage the proper placement of public and private utilities underground within the right of way or easements.

Policy 1.10

All new traffic signalization devices shall be designed and constructed utilizing mast-arm equipment.

Policy 1.11

The design of structured parking, within mixed use development, is encouraged to include opportunities for retail or office uses at the street level.

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.

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.

Policy 1.14

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.

Policy 1.15

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.

Policy 1.15a

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.

Policy 1.16

The City should consider developing a “way finding” plan that will help residents and visitors to the community find their way through. This may include unique signage, tree or landscape plantings, or some other “marker” system.

Policy 1.17

The City should consider developing entryway feature(s) at key roadways leading into Deltona.

Policy 1.18

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.