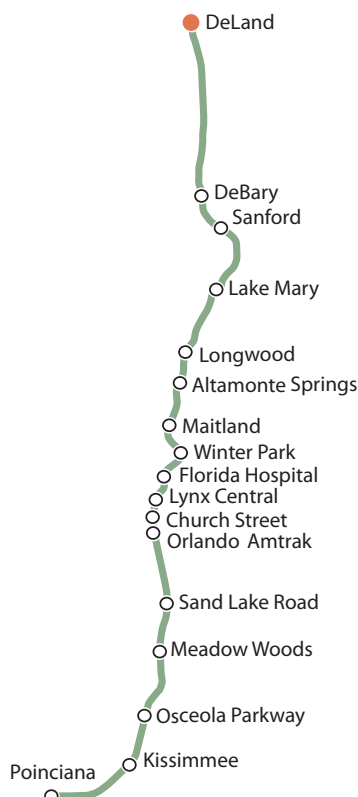


## ► Section III: Station Area TOD Concepts

### DELAND TOD CONCEPT



Artist's rendering looking east towards proposed station.

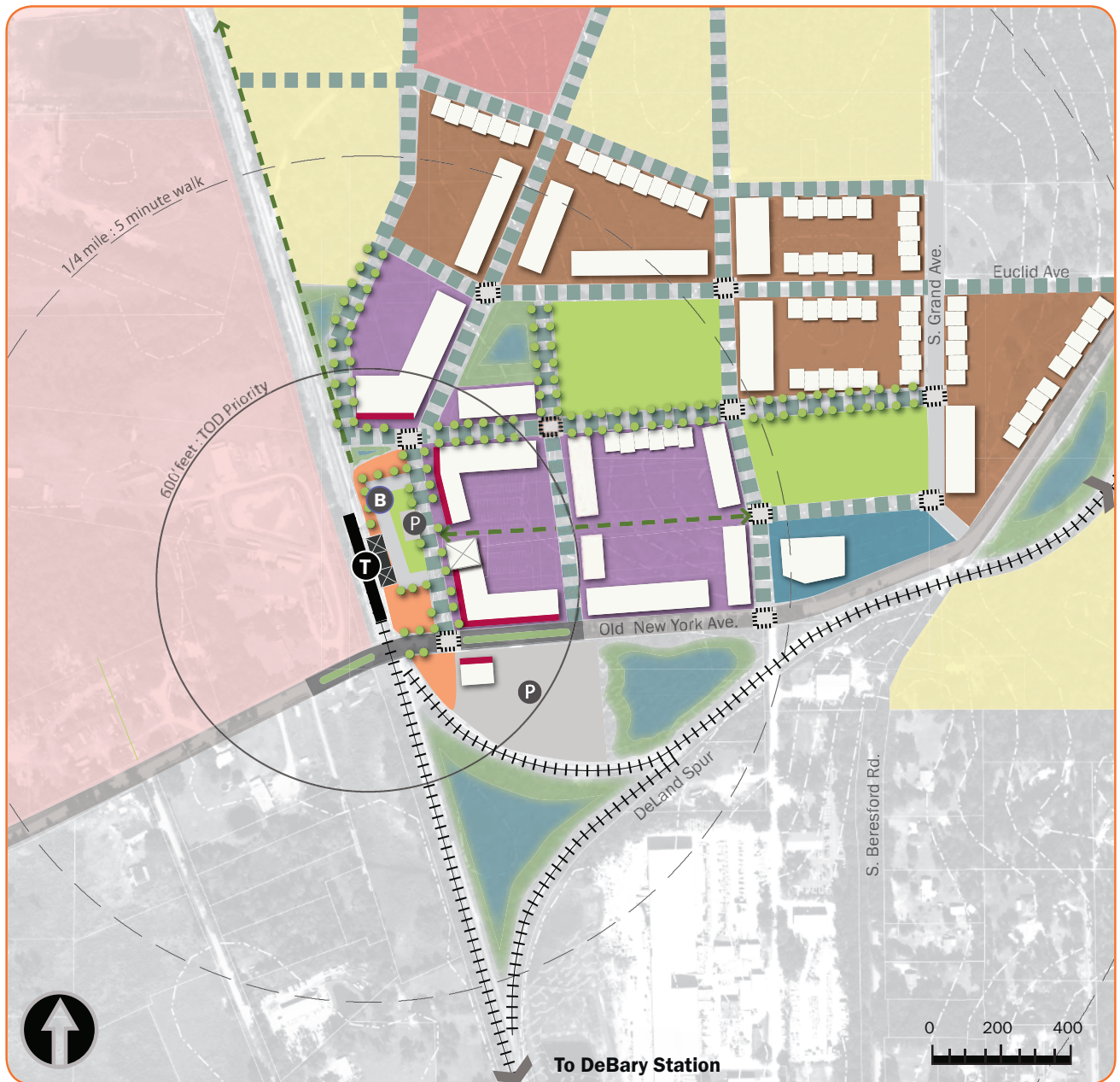


**This primarily residential, neighborhood-scaled station will serve some of the area's transportation needs and provide a focal point for future community growth.**

Given the area's current low intensity of development, future growth can establish a grid pattern of streets that will provide easy access to and from the station, especially for pedestrians, and provide a flexible network for the variety of future market-based land uses. Heights of up to four stories may be appropriate nearest to the station, but will quickly transition to three stories or less beyond a  $\frac{1}{4}$  mile of the station. Existing historic properties are seamlessly integrated with neighborhood open space to help preserve DeLand's history and add amenity value. Edges that abut existing or future industrial uses will require additional streetscape, building, and landscape design attention to assure compatibility.

Bus drop-off and kiss-and-ride functions can be integrated with the street grid, streetscape design, and neighborhood open space concept. Since the surface park-and-ride can be located immediately south of Old New York Avenue so that development can be located closer to the station platform, it will be important to "traffic calm" Old New York Avenue so that pedestrians can comfortably cross the street.

# DELAND TOD STATION CONCEPT



- Transit**
- Transit Station
  - Parking
  - Bus Drop-off
- Urban Form**
- Active Building Edge
  - Proposed Buildings
  - Existing Amtrak Station
  - Surface Parking

- Areas of Change**
- Mixed-Use
  - Office
  - Commercial
  - Existing Industrial and Commercial
  - Multi-family Residential
  - Single Family Residential

- Parks and Open Space**
- Transit Plaza
  - Park
  - Open Space/Detention

- Access and Connectivity**
- Pedestrian and Street Enhancements
  - New Street Connections
  - Traffic Calming
  - Crossing Improvements
  - Proposed Pedestrian and Bike Connection
  - SunRail



## DELAND TOD NEXT STEPS



Aerial photo of existing conditions.

DeLand was proactive in developing a 2008 TOD Plan. Going forward, the 2008 plan sets an expectation for densities and a mix of uses for the station area appropriate for a Neighborhood Center TOD. The TOD is planned to complement, not compete with the downtown. The transformation to TOD will require sensitively integrating historic properties and creating a new pattern of circulation and land uses. In addition to the information presented earlier in the report, next steps in TOD planning for DeLand might include:

- Introducing a new mix of development products, such as a variety of housing types. To be successful, the plans for DeLand ought to be clear on intent and allow developers flexibility to determine the specifics.
- Pursuing an integrated district-wide approach towards parking, open space and stormwater management. This can be an effective tool to help incentivize the density desirable for a TOD.
- Developing a station plaza / park that serves as a town square for the entire station area. It will be important to activate the ground floor spaces of adjacent buildings fronting the station.
- Crafting implementation ordinances such as a TOD overlay zone to require and incentivize TOD development patterns. Setting minimum TOD densities that represent the top of today's real estate market ought to be considered.