

CHAPTER 2

TRANSPORTATION ELEMENT

Goals, Objectives, and Policies

INTRODUCTION

The following section presents the Goals, Objectives, and Policies for the City of DeLand Transportation Element.

For informational purposes, a goal is a generalized statement of a desired end state toward which objectives and policies are directed. Objectives are statements, more specific in nature, which further define the City's goals. Objectives should be formulated in a way that permits the determination of policies and programs which lead to their attainment. Finally, policies relate to general courses of action which promote the achievement of a particular objective and ensure plan implementation. The formulation of policies requires the integration of goals and objectives with sound planning principles.

A separate document has been prepared that provides the detailed review and analysis of the existing and future transportation system in the City of DeLand that supports the Goals, Objectives, and Policies of the Transportation Element. This document, entitled *City of DeLand 2020 Comprehensive Plan Update: Technical Support Documentation for the Transportation Element*, dated April 7, 2009, documents the analysis and map series requirements included under Chapter 9J-5 of the Florida Administrative Code (FAC).

GOALS, OBJECTIVES, AND POLICIES

GOAL t-1: Develop an integrated multi-modal transportation system that meets or exceeds the City's existing and future transportation needs through 2020.

OBJECTIVE t1.1: DeLand shall implement programs to provide a safe, convenient, and energy efficient multimodal transportation system.

POLICY t1.1.1: Develop and continuously update a Citywide five-year transportation capital improvements plan that prioritizes needed transportation improvements.

t1.1.2: DeLand has adopted the road classification of Volusia County which uses the Federal Functional Classification criteria to functionally classify all roads.

t1.1.3: Coordinate and cooperate with the Florida Department of Transportation (FDOT) to control access to the State thoroughfare system in order to facilitate the efficient flow of traffic and to optimize the State thoroughfare system capacity.

t1.1.4: Adopt the *Long Range Needs Assessment and Transportation Master Plan* (October 2006) as the official Transportation Plan of the City of DeLand. This Plan may be modified on an annual basis along with the five-year transportation Capital Improvements Program (CIP) and Ten-Year Capital Funding Strategy.

t1.1.5: Work with the appropriate governmental agencies on an annual basis to prepare engineering and feasibility studies for all projects

identified in the Five-Year CIP and Ten-Year Capital Funding Strategy.

- t1.1.6: Prioritize improvements which will directly benefit City residents and businesses.
- t1.1.7: Protect the use of the Strategic Intermodal System (SIS) for regional and intrastate travel by participating in the development of strategies that facilitate travel on alternatives to the SIS and emerging SIS to protect its interregional and intrastate travel.
- t1.1.8: Establish an access management plan that controls the connections and access points of driveways to roads on the City's thoroughfare system.
- t1.1.9: Require, through the City's Land Development Regulations (LDR), that new residential development include an interconnected system of collector streets in their development plans which considers access and compatibility to adjacent parcels and stub streets that connect to adjacent undeveloped parcels.
- t1.1.10: Require, through the City's LDRs, that new subdivisions be designed so that all individual lots have access to the internal street system and peripheral lots adjacent to the thoroughfare system will be buffered to prevent vehicular access.
- t1.1.11: Maintain and update land use regulations that promote the safe and efficient movement of pedestrians within all new development proposals.

t1.1.12: Continue to coordinate and participate with Volusia County and the Volusia County Metropolitan Planning Organization (MPO) in the implementation of the DeLand area bicycle and pedestrian systems plan.

t1.1.13: Participate and work with the Volusia County MPO and VOTRAN, Volusia County's Public Transportation System, to develop numerical indicators against which the achievement of the mobility goals of the community can be measured, such as: volume to capacity ratios on bus routes, modal split, annual transit trips per capita, and automobile occupancy rate.

OBJECTIVE t1.2: Continue to coordinate local transportation system plans with the plans and programs of the Volusia County MPO, the 2025 Florida Transportation Plan, and the FDOT's Adopted Work Program.

POLICY t1.2.1: Coordinate transportation planning efforts with appropriate municipalities, the County, the Volusia County MPO, and the State.

t1.2.2: Coordinate the development and maintenance of the City's transportation system with the FDOT, the Volusia County MPO, and Volusia County to facilitate a coordinated system of arterials, collectors, local streets, and public transportation.

t1.2.3: Maintain representation on the Volusia County MPO Technical Coordinating Committee (TCC).

t1.2.4: Coordinate with Volusia County regarding the designation of truck delivery routes resulting from the County's ongoing Freight Movement and Goods Study.

GOAL t-2: Aggressively seek funding to implement the capital and operating costs associated with the City Transportation Plan.

OBJECTIVE t2.1: DeLand shall establish an implementation program for the provision and maintenance of planned roadways by ensuring the needs are financed in an effective, efficient, and equitable manner.

POLICY t2.1.1: Provide for the timely maintenance and repair of deteriorating facilities by encouraging adequate financing at all jurisdictional levels.

t2.1.2: Work with County and State officials to obtain funds for right-of-way acquisition and roadway improvements.

t2.1.3: Work with County and State officials in identifying capital transportation improvements that will address existing and future deficiencies on the City of DeLand road network.

t2.1.4: Investigate new funding mechanisms, for both capital and operating costs associated with the City's Transportation Plan, to include sales tax, tax increment financing, and other innovative methods. This will include re-examining, by 2011, implementation of a mobility fee (i.e., multi-modal impact fee) that charges for the capacity of existing multi-modal infrastructure consumed by growth.

t2.1.5: To the extent possible, utilize new gas tax funds for the purpose of improving local traffic movements, promoting economic development, providing alternative means of transportation (such

as public transportation), and safety measures (such as signalized intersections and vehicular impediments).

GOAL t-3: Achieve desired service levels on roadways within the City.

OBJECTIVE t3.1: Establish Level of Service (LOS) standards that are maintainable through the cost affordable five-year CIPs of the FDOT, the Volusia County MPO, Volusia County, and the City.

POLICY t3.1.1: Upon adoption of this Element, the minimum peak hour LOS standards for State-maintained roadways are:

STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM, ROADWAYS ON THE STRATEGIC INTERMODAL SYSTEM (SIS), ROADWAYS ON THE FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS) AND ROADWAY FACILITIES FUNDED IN ACCORDANCE WITH SECTION 339.2819, FLORIDA STATUTES, THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)				
	SIS AND FIHS FACILITIES		TRIP FUNDED FACILITIES AND OTHER STATE ROADS³	
	Limited Access Highway⁴ (Freeway)	Controlled Access Highway⁴	Other Multilane⁴	Two-Lane⁴
Rural Areas	B	B¹	B	C
Transitioning Urbanized Areas, Urban Areas, or Communities	C	C	C	C
Urbanized Areas Under 500,000	C(D)	C	D	D
Urbanized Areas Over 500,000	D(E)	D	D	D
Roadways Parallel to Exclusive Transit Facilities	E	E	E	E
Inside TCMA's	D(E)²	E²	--2	--2
Inside TCEAs ² and MMTDs ²	--2	--2	--2	--2

Source: Chapter 14-94, Florida Administrative Code

Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.

1. For rural two-lane facilities, the standard is C.
2. Means the Department must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMA's, MMTDs, or TCEAs respectively.
3. Means the level of service standards for non TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055, F.A.C.
4. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.

NOTE: Level of service letter designations are defined in the Department’s 2002 *Quality/Level of Service Handbook*.

t3.1.2: Upon adoption of this Element, the minimum peak hour LOS standards for County-maintained facilities are:

County Maintained Thoroughfares Minimum Level of Service Standards		
Roadway Type	Urbanized Areas	Constrained Roadways
Arterials	E(D)	Maintain
Collectors	E(D)	Maintain

Level of service standards inside of parentheses apply to County maintained Transportation Regional Incentive Program (TRIP) funded Thoroughfare Roadways consistent with FDOT standards

t3.1.3: Upon adoption of this Element, the minimum peak hour LOS standard for City-maintained facilities is:

City Maintained Thoroughfares	
<u>Classification</u>	<u>Minimum Level of Service Standard</u>
Collector	E

t3.1.4: Reevaluate, prior to July 1, 2011, the LOS on road segments of the City of DeLand road network where the AADT is currently, or projected to, exceed 80-percent of maximum capacity, based on the 2009 LOS analysis. This reevaluation will be completed to better reflect current conditions, as well as to assist the City in developing transportation strategies to support and fund mobility, including alternative modes of transportation, within the City of DeLand. Upon completion of this updated LOS analysis, the City will update the Transportation Element to identify mechanisms for addressing existing and future LOS deficiencies as determined by the analysis.

- t3.1.5: The following roads shall be identified as deficient, based on the 2009 level of service analysis:
SR 44 from Blue Lake Avenue to Kepler Road/Dr. MLK Beltway
- t3.1.6: Coordinate with the FDOT, the Volusia County MPO, and Volusia County concerning the funded improvement for the intersection of SR 44 and Kepler Road/ Dr. MLK Beltway. Should this intersection improvement not be completed by the end of FY 2010 as planned or, upon completion, not improve the LOS of the deficient segment of SR 44, then an alternate means for addressing the LOS on this facility shall be identified.
- t3.1.7: Coordinate with the FDOT, the Volusia County MPO, and Volusia County over the next twelve (12) months to apply for redesignation of SR 15A from Taylor Road to US 17 as the emerging SIS facility as a means for addressing LOS issues on the constrained segments of US 17/92 through downtown DeLand.
- t3.1.8: Maintain the Special Transportation Area (STA) designation for DeLand Central Business District (CBD) and the outlying business areas along SR 44 until redesignation of the emerging SIS is completed. Until such time that the STA is removed, the volume-based LOS standard identified when the STA was established for the downtown in 1993 and listed in the table below will remain applicable for the portion of US 17/92 that is not part of the SIS following its redesignation.

Roadway Name	From	To	AADT	20% AADT	LOS
US 17/92	Plymouth Ave	Pennsylvania Ave	17,910	21,492	21,492

US 17/92	Pennsylvania Ave	Wisconsin Ave	18,517	22,220	22,220
US 17/92	Wisconsin Ave	SR 44	15,852	19,022	22,028
US 17/92	SR 44	Euclid Ave	19,083	22,900	22,028
US 17/92	Euclid Ave	Beresford Ave	20,135	24,162	22,028
US 17/92	Beresford Ave	SR 15A/Taylor Rd	31,679	38,004	38,004

t3.1.9: The City of DeLand shall coordinate with the FDOT, the Volusia County MPO, Volusia County, and the East Central Florida Regional Planning Council to seek LOS variances on the following constrained State road facilities:

SR 44, from SR15A (Spring Garden) to Hill Ave (P, PO)

US 17/92, from Plymouth Avenue to Beresford Avenue (P, PO)

P = Physical (physical constraints primarily occur when intensive land use development is immediately adjacent to the roadway, thus making expansion costs prohibitive*).

PO = Policy (policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic, or social impact considerations*).

*Florida Department of Transportation, 2002 Level of Service Handbook

t3.1.10: The City of Deland shall coordinate with FDOT, the Volusia County MPO, Volusia County, and the East Central Florida Regional Planning Council to designate the following County thoroughfares as constrained:

Amelia Avenue from Plymouth Avenue to Ohio Avenue (PO)

t3.1.11: Work cooperatively with FDOT and Volusia County to develop transportation strategies to support and fund mobility, including alternative modes of transportation, consistent with the requirements of Section 163.3180(4)(b)4 and the designation of the City of DeLand, as a Transportation Concurrency Exception Area

to be adopted in a time period to comply with any State mandated dates.

- t3.1.12: Develop a mechanism for conducting a separate review process to identify specific measures for preventing LOS deficiencies when the AADT of a given road reaches 80 percent of maximum capacity.
 - t3.1.13: Utilize the most recent capacity tables developed by FDOT, or other approved refined LOS techniques as a guide in the determination in the LOS of the City of DeLand's road network.
 - t3.1.14: Establish numerical indicators on which the mobility of the transportation system can be measured, and report the current and past condition of the transportation system to the City Commissioners on a periodic basis.
- OBJECTIVE t3.2: Develop a Concurrency Management System to determine if traffic from specific development projects meet the adopted minimum LOS criteria.
- POLICY t3.2.1: Produce, on an annual basis, an updated Concurrency Management System Report, which shall be the basis for concurrency determinations until the next annual report is completed.
- t3.2.2: Require a transportation impact analysis (TIA) to be conducted using the methodology approved by the Volusia County MPO's TCC for all development projects in Volusia County and all municipalities within the County. The impact analysis is to assess available capacity for functionally classified roads within the

designated impact area. The City's LDRs shall be amended to reflect the methodology approved by the MPO's TCC.

- t3.2.3: For those roadway facilities which indicate a lower LOS than the adopted standard based on the 2009 LOS analysis conducted as part of the Comprehensive Plan Update, the City shall allow the developments, at their expense, to perform an operating LOS assessment based upon procedures identified in the TIA procedures adopted by the City.

- t3.2.4: For the purpose of determining concurrency, DeLand shall include all capacity related transportation network system improvements which are scheduled to be in place or under actual construction in the City's Five-Year CIP not more than three years after the issuance of the Certificate of Occupancy. The City's Five-Year CIP may recognize and include transportation projects included in FDOT's Five Year Work Program or the five years of the applicable, adopted Volusia County CIP in the inventory of existing facilities and shall consider the planned capacity as existing, per Rule 9J-5-0055 (3)(c)(2), FAC.

- t3.2.5: Require developers to either provide proportionate fair-share funds, calculated in accordance with the City's adopted Proportionate Fair-Share Ordinance, or construct needed roadway improvements directly related to their projects with emphasis given to user-based financing.

- t3.2.6: Work with Volusia County and other jurisdictions, as necessary, regarding the coordination of proportional fair-share payments for impacts from developments in adjacent jurisdictions.

GOAL t-4: Achieve desired design standards for roadways within the City.

OBJECTIVE t4.1: Incorporate policies into the Comprehensive Plan that ensure compatible roadway design standards and protect future rights-of-way needed for transportation improvements from future building encroachments.

POLICY t4.1.1: Roadway design standards, at a minimum, should be in accordance with design standards compatible with FDOT design standards as established by the City Engineer.

t4.1.2: Review and implement, where feasible “smart streets” standards in the LDRs that are designed to make neighborhood streets more connected, walkable, and safe.

t4.1.3: Where possible, limit direct access from residential parcels to arterial streets.

t4.1.4: Require all developer-constructed roadway improvements to meet the established minimum design standards.

t4.1.5: Implement operational and intersection improvements, e.g. curb cut reductions, turn laneage, cross access agreements, striping, signage, and continuous turn lanes, to ensure smooth traffic flow through congestion points and to maximize existing system capacity.

t4.1.6: Emphasize coordinated and synchronized signalization improvements to promote efficient traffic flow.

- t4.1.7: Implement measures to protect the lives and safety of pedestrians and motorists by designing and upgrading systems to reduce conflicts and hazardous conditions.
- t4.1.8: Develop and periodically review measures for the acquisition, preservation, and protection of existing and future transportation rights-of-way and corridors in this Element
- t4.1.9: Develop and periodically review land development regulations designed to protect existing rights-of-way necessary for the transportation network system.

GOAL t-5: Integrate transportation and land use planning efforts.

OBJECTIVE t5.1: Continue to coordinate the transportation system with the Future Land Use Element to ensure compatibility between land uses and the thoroughfare system necessary to support it.

POLICY t5.1.1: Emphasize the residential characteristics of neighborhoods through the utilization of transportation planning and context sensitive design techniques as included in the City's LDRs.

t5.1.2: Evaluate and implement techniques that, to the extent possible, minimize commercial and industrial traffic within residential neighborhoods.

t5.1.3: Utilize land use, zoning, and subdivision regulations to evaluate the location and design of all new roadway network facilities.

- t5.1.4: At the time of development review, the City shall use FDOT's standards to determine the location of driveways along state highways.
- t5.1.5: Encourage land use densities and arrangements for proposed developments which support reduced travel demand, shorter trip lengths, and balanced trip demand. Monitor development trends and traffic service levels to ensure that development does not precede the provision of transportation facilities.
- t5.1.6: In addition to its functional and LOS classifications, the existing and proposed design of the City's transportation network system shall be considered in the evaluation of proposed land use changes to determine the impacts that a land use change would have on the operation of the transportation network.
- t5.1.7: Encourage local planning efforts that emphasize the reduction of vehicle miles of travel and greenhouse gas emissions and promote energy efficient land use patterns.
- t5.1.8: Maintain land use regulations which will provide for the safe and efficient movement of local traffic and will discourage through traffic on residential streets.
- t5.1.9: The City of DeLand, as a member of the Volusia Council of Governments (VCOG), is committed to the use of acceptable smart growth tools and supports VCOG in its development of a Countywide Smart Growth Plan.
- t5.1.10: The City shall adhere to applicable Volusia Growth Management Commission conditions regarding traffic (per Resolution 93-04)

related to LU-92-09-08 and LU-94-01-01 (Delfa Development Property).

t5.1.11: Continue to be an active participant in planning efforts related to the Southwest Volusia Regional Transportation Study.

t5.1.12: Examine, by 2012, the need for a Corridor Preservation Plan to ensure adequate rights-of-way are available for future transportation needs.

GOAL t-6: Develop an integrated multi-modal transportation system within and to the established downtown area.

OBJECTIVE t6.1: Improve the traffic and pedestrian circulation system in the downtown, as well as provide adequate parking.

POLICY t6.1.1: Provide appropriate traffic control devices which are integrated with design of the downtown and which will improve traffic accessibility and internal circulation.

t6.1.2: Continue to provide adequate parking for downtown development by reserving core parking for short-term (less than two hours) parking and provide for commuter (day long) parking on the perimeter of the downtown, as well as coordinate with VOTRAN in the review of the feasibility of providing satellite parking facilities with shuttle service to the downtown area, as necessary.

t6.1.3: Pursue the feasibility of establishing the downtown area as a multi-modal transportation district, which provides for a safe,

comfortable and attractive pedestrian environment, with convenient interconnection to public transportation.

t6.1.4: Provide for persons with disabilities in the design of all future parking and circulation system elements consistent with all applicable state and federal laws.

t6.1.5: Establish and periodically review measures for ensuring that the downtown parking supply continues to be adequate, based on the results of the 2007 Downtown Parking Study.

t6.1.6: Develop and implement a transportation system that can be modified as needed to meet new or changing demands for transportation service as they arise.

GOAL t-7: Encourage alternative modes of transportation to single occupant vehicles that reduce vehicle miles of travel and establish energy efficient land use standards.

OBJECTIVE t7.1: Promote increased opportunities for public transportation, bicycle, and pedestrian circulation systems.

POLICY t7.1.1: Implement the City's Master Plan in coordination with the Volusia County MPO's Bicycle and Pedestrian Plan, with priority placed on constructing bicycle and pedestrian paths connecting educational, recreation, and other major facilities.

t7.1.2: Require sidewalks in new developments and promote the construction of sidewalks in existing areas where sidewalks presently do not exist, with priority given to linking neighborhoods to schools and community shopping facilities.

- t7.1.3: Provide for proper maintenance of existing and future sidewalks in accordance with the City's Master Plan and that future sidewalks, either built in conjunction with roadway projects or stand-alone sidewalk projects, are connected with schools, parks, key business areas, community centers, and downtown within residential neighborhoods.
- t7.1.4: Encourage transportation demand management strategies, such as ridesharing, flexible working hours, and transportation system management strategies, such as signal optimization and cost-effective intersection improvements. For businesses or industrial operations that participate in ridesharing and staggered work-hour programs, required parking space numbers and sizes shall reflect those programs and create disincentives for single-occupancy automobile usage.
- t7.1.5: Encourage public and private efforts to continue utilization of VOTRAN's rideshare program for DeLand residents that commute to either Daytona Beach or Orlando.
- t7.1.6: Utilize land use, zoning, subdivision regulations, and other applicable regulations to coordinate the location and design of all new bicycle and pedestrian facilities.
- t7.1.7: Continue to support the construction of the commuter rail approved by the Volusia County Council on July 31, 2007.
- t7.1.8: Coordinate with FDOT to establish measures for the acquisition and preservation of future public transportation right-of-way and

exclusive public transportation corridors, as appropriate, related to the regional commuter rail system in Volusia County.

- t7.1.9: Periodically evaluate the need for a downtown circulator trolley to alleviate travel on congested roads through the downtown area.

- OBJECTIVE t7.2: DeLand shall coordinate with and assist the Volusia County MPO, VOTRAN, and the FDOT to provide efficient public transportation infrastructure support and services based upon existing and proposed major trip generators and attractors, safe and convenient public transportation terminals, land uses, passenger amenities, and accommodation of the special needs of the transportation disadvantaged.

- POLICY t7.2.1: DeLand shall coordinate with the Volusia County MPO to ensure that the provision of public transportation is considered in lieu of or part of major transportation construction projects.

- t7.2.2: Implement, as feasible, the DeLand Intermodal Transportation Facility to serve the DeLand area. The facility will provide connections to local public transportation service, trolley service, a satellite parking facility, and will serve as a destination for the DeLand bikeway system, as well as providing other services to the community.

- t7.2.3: Within two years, the City shall study the possibility of implementing a transit-oriented development overlay district in order to create incentives and design guidelines for transit-oriented development within targeted areas of the City.

t7.2.3: Within two years, the City shall study the possibility of implementing easement dedication requirements as part of the development approval process for sites located adjacent to designated transit routes and corridors.

GOAL t-8: Establish Objectives and Policies which address specific conditions resulting from individual Future Land Use Map amendments.

OBJECTIVE t8.1: Establish policies which address the Volusia Growth Management Commission conditions regarding traffic per Resolution 93-04 (LU-92-09-08 and LU-94-01-01 - Delfa Development Property).

POLICY t8.1.1: Prior to commencement of development described in Phases 2 and 3 of the development addressed in LU-92-09-08, identified in VGMC Case 93-20(LU-92-09-08), the City shall submit a monitoring/modeling program for the Royal Oaks and Twelve Oaks Planned Developments. This study shall be developed jointly by the City of DeLand, Volusia County and the Volusia Growth Management Commission. If the parties cannot agree as to the methodology of the monitoring/modeling study, the Commission shall be final arbiter.

t8.1.2: Regarding the monitoring/modeling study referred to in 8.1.1 above, the following thresholds shall be used as the basis to determine when the monitoring/modeling is required:

TABLE A

Phasing Threshold

End of Phase	Daily External	Cumulative Daily
--------------	----------------	------------------

	Trips Per Phase	External Trips
1	6,894	6,894
2	14,560	21,454
3	20,074	41,528

OBJECTIVE t8.2: Establish policies which address the Volusia Growth Management Commission conditions regarding traffic per Resolution 09-XX (LU-09-1 - Miller Property).

POLICY t8.2.1: Limit the combined daily net external trips for parcels 7005-00-00-0162 and 7005-00-00-164 to 1,826 vehicles per day, which represents the maximum trip generation potential for these same parcels under the County's existing future land use category. This trip cap shall be eliminated when one of the following has occurred that results in an acceptable LOS for US 17/92:

- (1) FDOT’s emerging Strategic Intermodal System designation is moved from U.S. 17/92 to S.R. 15A at which time the LOS standard for S.R. 15A shall be “C” based on Policy 3.1.1 and the LOS standard for U.S. 17/92 shall be based on Policy 3.1.8.

and/or;

- (2) the City adopts/establishes a Transportation Concurrency Exception Area, a Multimodal Transportation District, or Transportation Concurrency Management Area within which U.S. 17/92 from Euclid Avenue to Plymouth Avenue is included.

OBJECTIVE t8.3: Establish policies which address the Volusia Growth Management Commission conditions regarding traffic, per Resolution 09-XX (LU-07-55 – DeLand Crossing).

POLICY t8.3.1: The City shall limit the combined daily net external trips for parcels 7005-03-00-0060 to 3,378 vehicles per day, which represents the maximum trip generation potential for this parcel under the County's existing future land use category.

t8.3.2: If the City adopts or establishes a Transportation Concurrency Exception Area, a Multimodal Transportation District, or Transportation Concurrency Management Area the trip cap may be eliminated through an amendment to the Comprehensive Plan that illustrates an acceptable LOS can be maintained.

GOAL t-9: Provide the public with safe, efficient, and adequate aviation facilities that are compatible with the surrounding land uses.

OBJECTIVE t9.1: Provide aviation facilities that are expanded in a manner consistent with the adopted goals, objectives, and policies of the Future Land Use, Conservation, and Transportation Elements of the City's Comprehensive Plan.

POLICY t9.1.1: Require, before approval of any proposed development order for the expansion and operation of any airport, that a review of relevant sections of the Comprehensive Plan, including the Future Land Use, Conservation, and Transportation Elements, will be performed for conformance.

- t9.1.2: Ensure that expanded aviation facilities operate in a manner which does not result in above-average noise and vibration impacts for a facility of equivalent size, operational, and locational characteristics.
- t9.1.3: Continue to monitor development in and around the DeLand Airport to protect from encroachment by incompatible land uses (e.g., excessive structure height, high-density development, or noise-sensitive uses).
- t9.1.4: Minimize the adverse structural and non-structural impacts to adjacent environmentally sensitive land, resources, or land uses caused by the expansion of the DeLand Airport.
- t9.1.5: Ensure that natural resources are protected and conserved within existing and future aviation facilities consistent with the Conservation Element.
- OBJECTIVE t9.2: Establish and maintain a surface transportation system which services the DeLand Airport in conformance with the traffic circulation system.
- POLICY t9.2.1: Coordinate with the Volusia County MPO and FDOT to seek ways to integrate the various modes of transportation, including aviation, transit, and private automobiles.
- t9.2.2: Require the provision of concurrent roadway improvements to the roadway system serving the DeLand Airport so as to meet or exceed adopted roadway LOS standards contained in this Element.

OBJECTIVE t9.3: Coordinate expansion of existing airports with the airport facilities' provider; the continuing Florida aviation-system-planning process; the Volusia County MPO's Transportation Improvement Program; FDOT's Five-Year Work Program; the budgets of the Federal Aviation Administration; and the plans of the U.S. Army Corps of Engineers and other military services as appropriate.

POLICY t9.3.1: Require that all capital improvements associated with the expansion of aviation facilities in the City be consistent with the Volusia County MPO's transportation plan, FDOT's work program, the City's Capital Improvements Element, and other agency budgets.

t9.3.2: Periodically review and update the City of DeLand Airport Master Plan to ensure consistency between applicable City, County, and State plans.

FUTURE TRANSPORTATION MAP SERIES

The following maps make up the Future Transportation map series:

Map 2-1: Roadway Functional Classification

Map 2-2: Number of Lanes and Road Type

Map 2-3: Level of Service

Map 2-4: Evacuation Routes

Map 2-5: Public Transportation System

Map 2-6: Intermodal Facilities