

City of Edgewater Community Redevelopment Area

Finding of Necessity Study

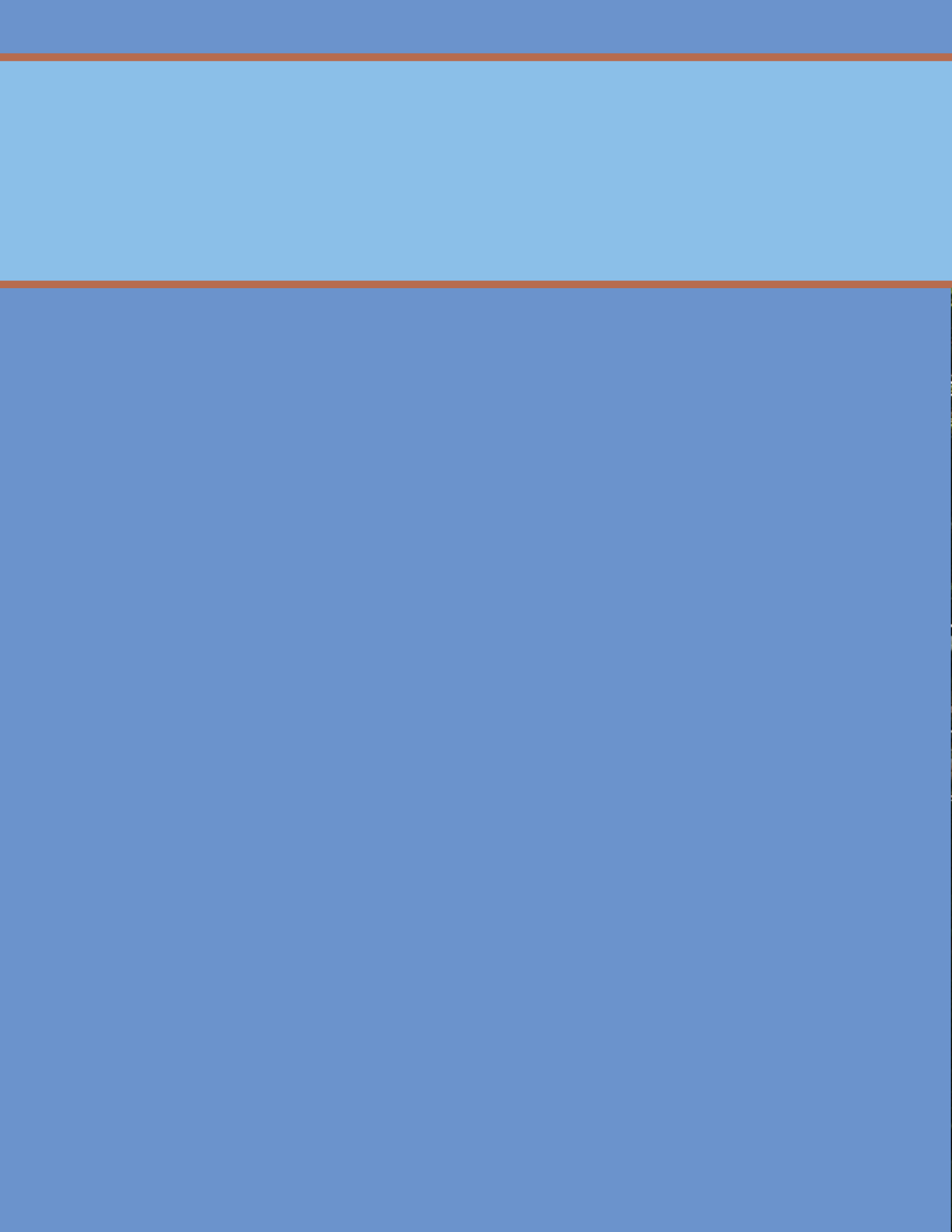
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Chapter 1: Introduction



The City of Edgewater contracted with Tindale-Oliver & Associates, Inc. (TOA) to update the Finding of Necessity Report and the Community Redevelopment Plan (the Plan) to meet the requirements of Chapter 163, Part III, Florida Statutes (F.S.), and comply with Volusia County Ordinance 2010-20.

The following provides a background of the City's efforts to achieve the community vision for the heart of Edgewater and the Community Redevelopment process to date. The purpose of the study is to update the Finding Report, including the overview of the Community Redevelopment Act process, description of the Edgewater Community Redevelopment Area, general and social history, and demographic data of the City of Edgewater.

1.1 Background

Due to the economic and redevelopment pressures of the region, the City of Edgewater began to develop a community vision for the heart of the city that could act as a framework for future development. The *Vision Book* was completed in November 2008. An Economic Development Strategic Plan was then completed with assistance and cooperation from the Volusia County Department of Economic Development in May 2010.

The assessment of qualifying areas for establishing a Community Redevelopment Agency (CRA) and designating the proposed Redevelopment Area fulfills objectives contained within the Economic Development Strategic Plan. As a result, the City of Edgewater initiated the Finding Report pursuant to Chapter 163, Part III, F.S. which was completed on October 2010 and updated on January 11, 2011, to identify blight conditions and the proposed Redevelopment Area. Subsequently, the City adopted Resolution No. 2011-R-08 on April 18, 2011, which states that the City Council makes a legislative finding of fact that the conditions in the Redevelopment Area meet the criteria described in Sec. 163.340(7) or (8), F.S.; City Council adopts the Finding Report of January 2011; and, in accordance with Sec. 163.356, F.S., finds that there is a need for the Redevelopment Area (see Appendix A for Finding of Necessity Resolution).

Following the adoption of the Finding Report, the City of Edgewater initiated the Preliminary Community Redevelopment Plan, which was completed on July 2, 2012. The City drafted a resolution to request for delegation of authority from Volusia County to establish a CRA pursuant to Chapter 163, Part III, F.S., and submitted a formal request letter to the County on July 11, 2012.

Since the request for delegation of authority, Volusia County responded twice to the City of Edgewater, on August 16, 2012, and November 2, 2012, for additional information before forwarding the request to County Council for consideration. The City provided the additional information to the first County request to support the Finding of Necessity on October 4, 2012. The second County request included a checklist for Delegation Submission. Before responding to this second request, the City contracted with TOA to update the Finding Report and the Plan to meet Chapter 163 Part III, F.S., and comply with Volusia County Ordinance 2010-20.

During the update process, the City of Edgewater decided to extend the Redevelopment Area boundary further south along Ridgewood Avenue (US-1) to Falcon Avenue, which consists of approximately 400 acres, which is 2.8 percent of the total city area of 14,411 acres (see Figure 1-1).

1.2 Purpose of Study

The areas proposed for the Redevelopment Area and the City's traditional commercial centers have seen rising vacancy rates and exhibit conditions supportive of redevelopment. The areas have not captured new residential and little to no new commercial development. Commercial and industrial lands with available utilities remain underused. Some historic structures exhibit decaying conditions.

The City has a great opportunity to arrest the decline by creating the Redevelopment Area and establishing a proactive, strategic redevelopment and economic development program. This Finding Report is the first step toward establishing the Redevelopment Area.

The purpose of this study is to update the 2011 Finding Report with current data and make necessary revisions to comply with Sections 163.335, 163.340, and 163.355, F.S. The study focuses on land-based resources, existing conditions, and regulatory constraints to development within the Redevelopment Area and its ability to eliminate or prevent the development or spread of blight within the city of Edgewater. This analysis relies on data acquired from Volusia County, interpretations of data supplied by the City, visual inspections of the Redevelopment Area, and City-prepared and maintained data, statistics, and maps.

1.3 Community Redevelopment Act Overview

The Community Redevelopment Act of 1969 was created and adopted as Chapter 163 Part III, F.S., as a local government tool to remedy areas that are found to contain certain degrees of declining and adverse conditions. The Act affirms that the prevention of slum and blight conditions is a matter of State policy and State concern. As it relates to Edgewater, the targeted Redevelopment Area contains many of the conditions that are cited as State concern and that are directly applicable to the Act.

The Act acknowledges the need for redevelopment and creates a mechanism by which a local government can administer change in a given area through the creation of a CRA. For this local analysis, the project approach included an independent assessment by TOA of conditions meeting the statutory requirements.

The results of this technical review included quantifying and qualifying conditions in the area in terms of meeting one or both of the provisions of Chapter 163.340, F.S., Subsections (7) or (8). This report is intended to be consistent with the statutory requirements for establishing a Community Redevelopment Area while considering future implications for public and private entities. The following sections summarize the various conditions as they exist in the proposed Redevelopment Area and identify many of the required indicators needed to qualify it for community redevelopment area designation.

1.3.1 Statutory Background

Local governments must establish that a given area is blighted and that the revitalization and redevelopment of that area is in the interest of the community. Using the best available data, this Finding Report establishes the existence of blighted conditions, identifies the specific problems that may be addressed through adoption of the Plan, and, importantly, creates the Findings of Necessity for use by the City and County in designating the area and delegating authority for creation of the Redevelopment Area (see Figure 1-1).

The first phase of this effort included a technical analysis, examining conditions within the areas surrounding the City's Downtown Vision Plan and the Ridgewood Avenue (US-1) corridor that may hinder or support maintaining the quality of life and services needed for redevelopment. During this updating process, the City decided to extend the Redevelopment Area boundary further south along Ridgewood Avenue (US-1) to Falcon Avenue and directed TOA to assess this area for blight and delineate the boundary.

Building upon the Downtown Vision Plan, City planning for waterfront parks, and the desire to implement the City's Economic Development Strategic Plan, the opportunity exists to strengthen local values and reinforce community design standards and the unique Edgewater identity.

Figure 1-1: Edgewater Community Redevelopment Area Location Map

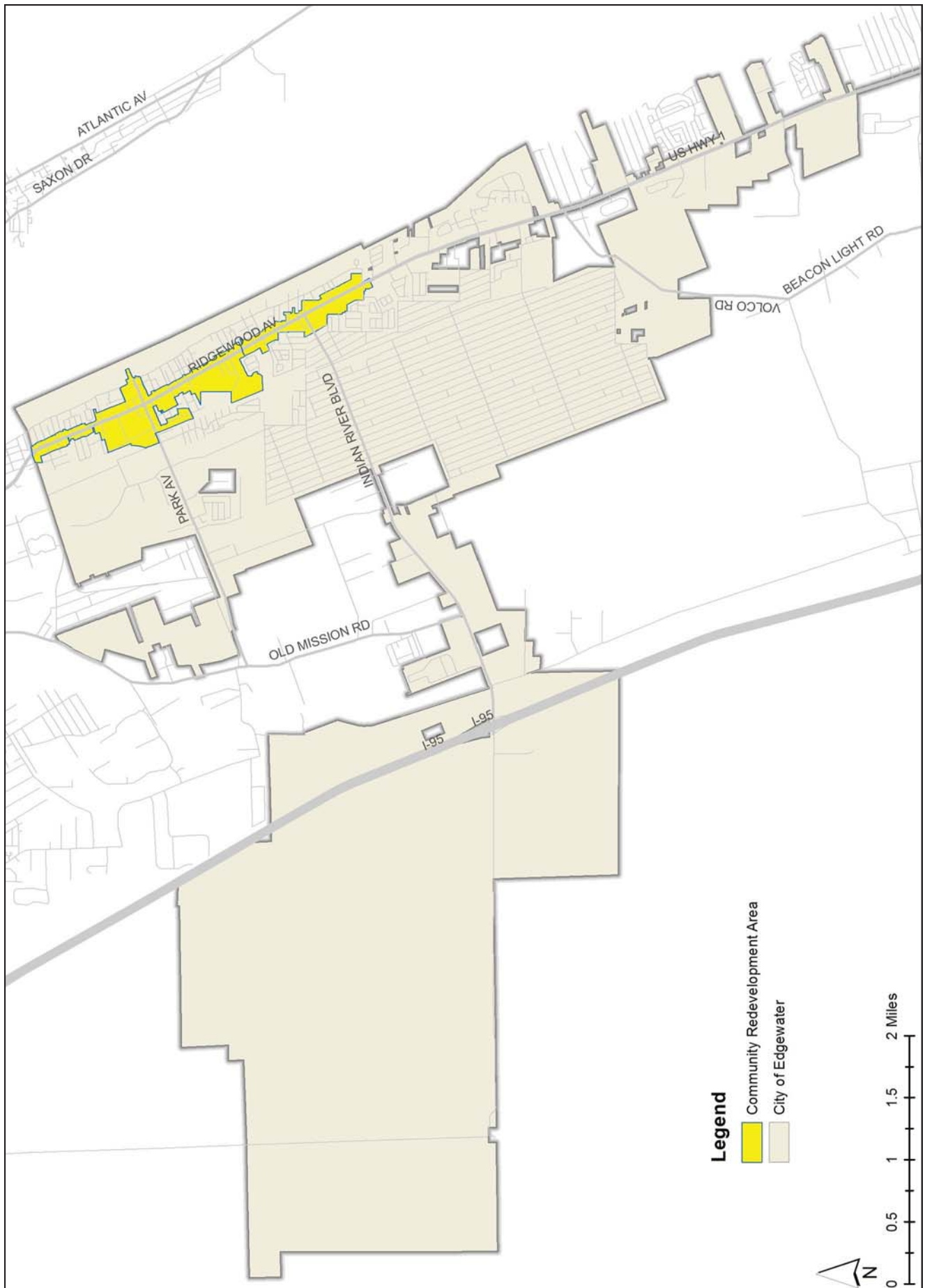
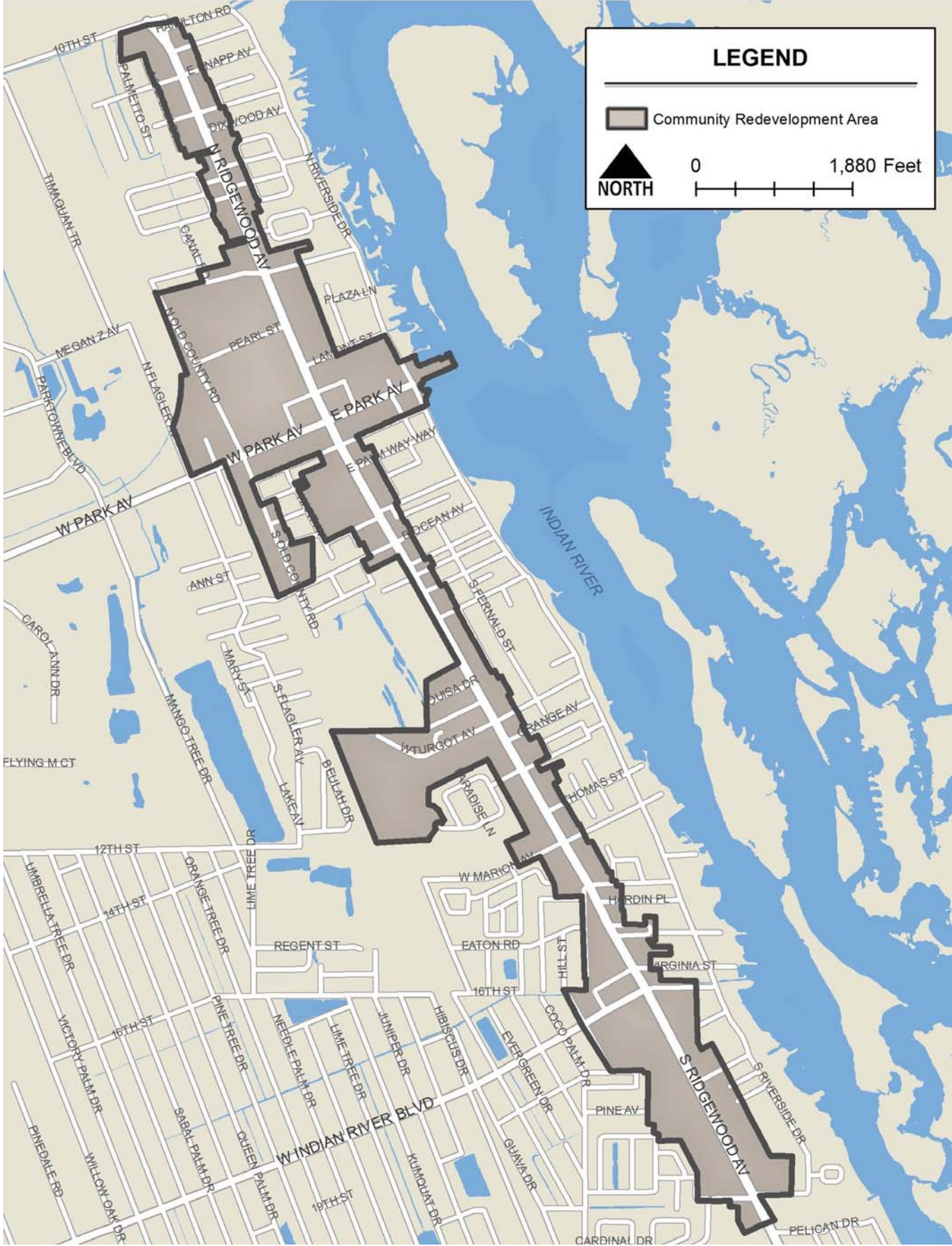


Figure 1-2: Edgewater Community Redevelopment Area



The State of Florida recognizes the potentially negative impacts to cities created by areas that may be inferior to community standards and quantitative and value-based expectations. These areas tend to be unsustainable and, ultimately, may become a burden on the jurisdiction in which they exist. The Act was created and adopted through Chapter 163, Part III, F.S., as a tool to assist in remedying areas to improve the general public welfare and local tax base and for redevelopment of specific geographic areas. The Act declares that the rehabilitation, conservation, or redevelopment of deteriorated and distressed areas are necessary in the interest of public health, safety, morals, and welfare.

To qualify for establishment under the provisions of the Act, a City must prepare a “Finding of Necessity” to determine that the rehabilitation, conservation, or redevelopment of an area meets criteria broadly described as “slum” or “blighted” and is necessary in the interest of the health, safety, morals, or welfare of the residents of the community. These terms carry specific statutory references and qualifiers distinct from their common understanding and use. In addition, the statute specifically identifies that coastal and tourist areas that have inadequate transportation and parking facilities, faulty lot layout, inadequate street layout, or inadequate and outdated building density patterns that can benefit economically and socially from a formal redevelopment program.

This Finding Report is intended to be consistent with the statutory requirements for establishing the Redevelopment Area pursuant to Chapter 163, Part III, F.S. Generally, this Redevelopment Area appears to contain similar conditions—infrastructure deficiencies, development hardships, and stunted investment—as those found in other existing community redevelopment areas within Florida.

1.3.2 Slum or Blight Conditions

The Act provides that certain areas that reflect conditions unsupportive of community standards may be determined locally to fall under two broad categories defined by statute as meeting criteria that may lead to or support the continuation of “slum” and “blight.” It is important to understand that these terms have specific criteria that require a local analysis of conditions in order to determine whether a particular geographic area qualifies for the designation and benefits that come with creation of the Redevelopment Area.

While the Act acknowledges the need for redevelopment in distressed areas, it also creates a mechanism by which a local government can administer change in a given area—the creation of a formal Redevelopment Area. Prior to its creation, the local government must adopt a resolution supported by appropriate data and analysis that allows for the legislative finding that the conditions in the area meet the criteria established by statute. The data and analysis also is required to find that the redevelopment of the area is necessary in the interest of the public health, safety, morals, or welfare in order to eliminate, prevent, or remedy a shortage of housing affordable to residents of low or moderate income, including older adults and to correct those deficiencies found to exist or be conducive to community deterioration.

In Section 163.340 (7), F.S., “slum area” means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or non-residential, that are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:

- a. Inadequate provision for ventilation, light, air, sanitation, or open spaces;
- b. High density of population, compared to the population density of adjacent areas within the county or municipality, and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
- c. The existence of conditions that endanger life or property by fire or other causes.

In Section 163.340 (8), F.S., “blighted area” means an area in which there are a substantial number of deteriorated or deteriorating structures in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:

- a. Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
- b. Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the five years prior to the finding of such conditions;
- c. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- d. Unsanitary or unsafe conditions;
- e. Deterioration of site or other improvements;
- f. Inadequate and outdated building density patterns;
- g. Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
- h. Tax or special assessment delinquency exceeding the fair value of the land;
- i. Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
- j. Incidence of crime in the area higher than in the remainder of the county or municipality;
- k. Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- l. A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
- m. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- n. Governmentally-owned property with adverse environmental conditions caused by a public or private entity.

However, the term “blighted area” also means any area in which at least one of the factors identified in (a) through (n) are present and all taxing authorities subject to Section 163.387(2)(a), F.S., agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution should determine only that the area is blighted. For purposes of qualifying for the tax credits authorized in Chapter 220, F.S., “blighted area” means an area as defined in this subsection.

Of particular note for the City of Edgewater are specific statutory provisions finding that “...coastal resort and tourist areas or portions thereof which are deteriorating and economically distressed due to building density patterns, inadequate transportation and parking facilities, faulty lot layout, or inadequate street layout, could, ... be revitalized and redeveloped in a manner that will vastly improve the economic and social conditions of the community.” (Sec. 163.335 [4], F.S.)

The statutes further provide that a “community redevelopment area” is defined as “...a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, or a coastal and tourist area that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment. For community redevelopment agencies created after July 1, 2006, a community redevelopment area may not consist of more than 80 percent of a municipality.” (Sec. 163.340 [10], F.S.)

1.3.3 Assessment Process

Florida Statutes provide that prior to exercising the benefits created by the CRA, the City must adopt a resolution supported by data and analysis that establishes the ability for the City Council to find that the conditions in the proposed Redevelopment Area meet these criteria. Specifically, the statute provides:

163.355, F.S. – Finding of necessity by county or municipality – No county or municipality shall exercise the community redevelopment authority conferred by this part until after the governing body has adopted a resolution, supported by data and analysis, which makes a legislative finding that the conditions in the area meet the criteria described in sec. 163.340 (7) or (8), F.S. The resolution must state that:

1. One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in such county or municipality; and
2. The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas, including, if appropriate, the development of housing which residents of low or moderate income, including the elderly, can afford, is necessary in the interest of the public health, safety, morals, or welfare of the residents of such county or municipality.

Some examples of evidence and testimony to establish that an area may be designated for redevelopment include:

1. An assessment of extent of nonconforming uses and structures, such as setbacks, parking, design and density.
2. Traffic accident frequency data.
3. Inadequate public utilities to support allowable zoning or existing use.
4. Evidence of building or life safety code violations.
5. Number and percentage of code violations.
6. General infrastructure inadequacies: deterioration of sanitary and storm sewers; inadequate alleys; or deterioration of streets.
7. Economic deficiencies, such as commercial vacancy rates.
8. Wide diversity of land ownership in the area, making it relatively impossible to acquire adequate-sized parcels for development.

Additional support for a Finding of Necessity may stem from lack of bike paths, pedestrian and bicycle accidents, circulation problems, and any other deficiency in the infrastructure of the community.

After review of the Redevelopment Area boundary identified by the City, together with field observations and consideration of the Economic Development Strategic Plan and the City's Downtown Vision Plan, TOA confirmed that additional adjoining areas south along the Ridgewood Avenue (US-1) corridor towards Falcon Avenue exhibited characteristics required by Florida Statute for inclusion within the Redevelopment Area.

Since Volusia County is a charter county under Florida Statutes, the City of Edgewater must receive delegation from Volusia County to exercise the authorities granted by Section 163.410, F.S. The Finding Report must be presented to the County Council for review and approval. The Volusia County Council may delegate authority to the City of Edgewater to create a CRA and prepare the Plan. Upon County Council approval of the Plan, additional powers are granted. Such powers generally include authority to acquire property for a public purpose, establishment of a Redevelopment Trust Fund, and authority to issue bonds.

If the Redevelopment Area is found to have blighted conditions and Volusia County delegates redevelopment powers to the City, the next step is to establish a CRA in the City. The CRA, as the legal unit acting for the City of Edgewater, would normally direct the preparation of the Plan for that area described in the “Finding of Necessity Resolution.” However, other municipalities in home rule counties have drafted the Plan to be submitted with the request for delegation.

The Plan must provide physical information on the Redevelopment Area and identify potential project types that can diminish or eradicate the specified blighted conditions. Under the Act, the Plan is subject to a compliance review conducted by the City’s Planning and Zoning Board before it can be submitted to the City Council for approval. The Planning and Zoning Board has up to 60 days to review the redevelopment plan for compliance with the City's Comprehensive Plan for the development of Edgewater as a whole and provide comments to the CRA. After receiving recommendations from the Planning and Zoning Board, the City Council will hold a public hearing on the approval of a Redevelopment Plan after public notice in a newspaper having a general circulation in the area of operation of the Redevelopment Area.

The next step under the Act is the creation of a Redevelopment Trust Fund, established by ordinance and adopted by the City Council. The most recent certified real property tax roll prior to the effective date of the ordinance will be used to establish the tax base (the “Base Year”) within the Redevelopment Area to calculate the tax increment. After putting in place the redevelopment architecture described above, the CRA will become funded upon the availability of tax increment revenues. Tax increment revenues become available as a result of increased property assessments associated with new development and redevelopment within the Redevelopment Area beyond those of the Base Year. Funds allocated to and deposited into the Trust Account are used by the CRA to finance or refinance any community redevelopment it undertakes pursuant to the approved Plan.

1.4 Edgewater Community Redevelopment Area

The Redevelopment Area is confined to a specific area along and adjacent to Ridgewood Avenue (US-1) within the city of Edgewater in Volusia County, Florida. The Redevelopment Area is approximately **400 acres** consisting of **509 parcels**, which is **2.8 percent** of the total city area of **14,411 acres**. The Redevelopment Area is generally contained within the boundaries created by the Edgewater City Limits on the north, Florida East Coast Railway on the west, Falcon Avenue on the south, and Riverside Drive along Park Avenue on the east. The majority of the boundary is within a couple of parcels east and west of Ridgewood Avenue (US-1) (see Figure 1-1, Appendix B for legal description and Appendix C for parcel tables).

In the 2011 Finding Report, the Redevelopment Area boundary was delineated due to blighted conditions, such as underutilized land uses, faulty lot layout, deteriorating building and site conditions, lack of pedestrian facilities, congested and unsafe roadways, and inadequate and deteriorating infrastructure along Ridgewood Avenue (US-1) and surrounding parcels. The declining nature of the business community along this corridor and housing foreclosures have contributed to the blight conditions within this area boundary.

Having identified the Redevelopment Area as a unified and homogenous area, TOA reassessed and updated the blighted area conditions from the 2011 Finding Report and evaluated the southern boundary extension to Falcon Avenue to consider the specific conditions that constitute slum or blight as indicated in the Community Redevelopment Act identified by the Florida Legislature, as described in Section 163.340 (7) or (8), F.S., and described previously.

1.5 General and Social History

According to <http://www.volusia.com/explore-a-city/edgewater/> :

Edgewater is a unique Intracoastal waterfront community with a small town charm, located alongside a diverse ecosystem, the Indian River Lagoon, known as the underwater rain forest. Some of the most breath-taking estuaries and wild life in the country are located here. This is home to 300 species of birds, 680 species of fish, playing dolphins, and the famous manatee. Several small, undeveloped islands separate the shoreline and river's channel from the accessible backwaters and the Atlantic Ocean. To the north is the City of New Smyrna Beach. South is unincorporated Volusia County and the small city of Oak Hill. To the west are pristine hardwood hammocks, rural, agricultural areas and Interstate 95.

The city was originally founded in 1871 as part of a Spanish land grant purchased by Dr. John Milton Hawks. The first name of the city was Hawks Park. With all travel done via water in the early days, winter visitors and sellers arrived by steamboat, landing at a wharf across from a lodge called Bayview House. What stands today as Menard-May Park on Riverside Drive is the 4.5-acre parcel that was given to the City as a historical site. According to the site, what is now known as Riverside Drive or the Strand was an Indian Trail used by the Timucuan Indians. Some prehistoric midden, Indian shell, and mound sites stand as testament to their habitat and are listed in the Archaeological State Register.

Dr. Hawks planned for a Town Hall, a library, and a cemetery on land he donated to the City. He is buried in what is now known as the Edgewater Cemetery. The Town Hall and library were built using funds donated by Dr. Esther Hawks, his wife.

In 1924, the Florida Legislature changed the name from Hawks Park to Edgewater. Through the years, many improvements were made, including a general store, and a crab meat factory. A larger post office and hospital were built. The hospital was the only one on the East Coast south of St. Augustine. Orange groves, apiaries, poultry yards, vegetable gardens, and bee-keeping were prevalent. Tropical honey and citrus were the basis for the early Edgewater economy. The Honey Blossom Company and Loveland Groves shipped honey and fruit all over the United States. These companies still thrive today.

The 1950s brought much change. A City Hall and community center were constructed. Edgewater incorporated as a municipality in 1951. Florida Shores, which contains 7,200 lots, was annexed into the City in 1957. Growing from 115 residents in 1884 to more than 20,000 today, Edgewater is a year-round community.

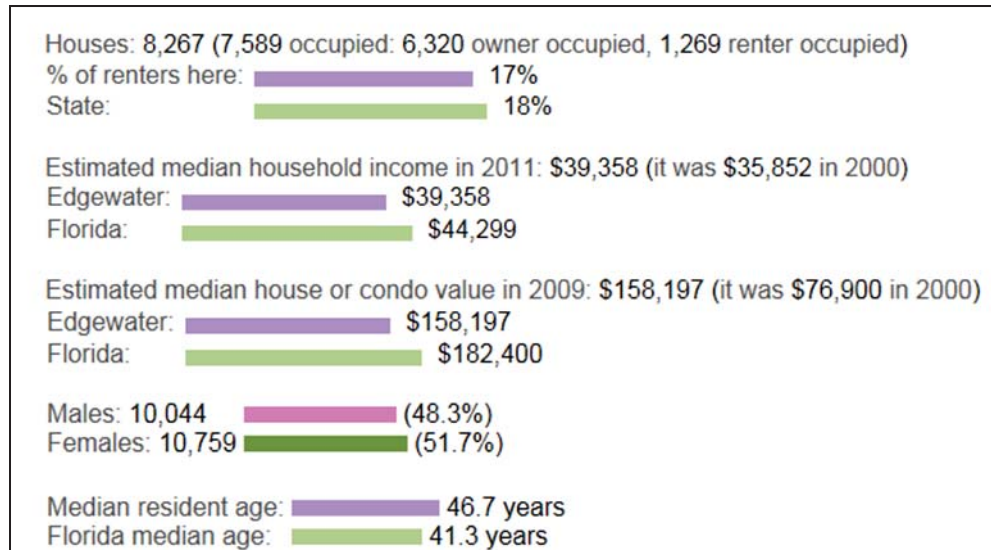
Edgewater has 146 acres of parkland, with a variety of uses ranging from resource-based (picnicking, fitness trails swimming, fishing), activity-based (tennis, football, racquetball, baseball, bicycling, etc.), and passive-based (leisure activities, open space). The Riverwalk along scenic Riverside Drive has become a popular facility for walkers, bicyclists, and nature lovers.

1.6 Demographic Data

City data for general population and other demographics were collected and taken into account in the analysis. The key features are as follows:

- Population (2012): 20,737
- Population change since 2000: +11.4%
- For population 25 years and over in Edgewater (2011):

- ◇ High school or higher: 88.7%
- ◇ Bachelor's degree or higher: 15.2%
- ◇ Graduate or professional degree: 4.7%
- ◇ Mean travel time to work (commute): 24.4 minutes
- Unemployment (10/2013): 6.5%
- Median gross rent (2011): \$939



Sources: <http://www.city-data.com/city/Edgewater-Florida.html#ixzz0vU3K9wkN>,
<http://www.homefacts.com/unemployment/Florida/Volusia-County/Edgewater.html>,
 2013 Bureau of Economic and Business Research

Table 1-1 confirms that the majority of new houses constructed within the city of Edgewater over the past decade reflect construction values of less than \$200,000. Income is a key factor in economic development and creating feasible support for commercial ventures. The income levels, housing stock, and housing values are not conducive to attracting new commercial investment without additional tools.

Table 1-1: Single-Family Home Building Permits

Year	Number of Buildings	Average Cost
1997	78	\$98,500
1998	114	\$89,800
1999	175	\$101,500
2000	189	\$101,900
2001	281	\$101,000
2002	226	\$100,200
2003	285	\$108,700
2004	226	\$126,400
2005	301	\$130,700
2006	103	\$120,500
2007	26	\$153,300
2008	20	\$125,500
2009	10	\$205,700
2010	21	\$225,100
2011	12	\$191,200
2012	11	\$197,200

Source: <http://www.city-data.com/city/Edgewater-Florida.html#ixzz0vU3K9wkN>

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Chapter 2: Existing Conditions



To determine whether there is sufficient evidence to prove and document slum and/or blighted conditions, existing conditions data from government statistics and other available data were collected and analyzed, together with field observations. The following describes the analysis of the existing conditions and finding of slum and/or blighted area conditions.

2.1 Environmental Conditions and Features

On May 17, 2010, the City of Edgewater designated the initial Redevelopment Area boundary as a “brownfield” under the Brownfields Redevelopment Act (see Figure 2-1). During the preliminary planning process, the Redevelopment Area was reduced to focus efforts on implementing needed economic development in the city’s core area along Ridgewood Avenue (US- 1) from the Edgewater City Limits on the north to Magnolia Avenue. Since then, the City of Edgewater decided to extend the Redevelopment Area further south to Falcon Avenue. The purpose of the brownfield designation is to redevelop and rehabilitate abandoned or underused commercial or industrial areas in the city to allow responsible persons to develop and implement clean up plans without the need to use local taxes when existing federal and State incentives are available for such action (see Appendix C for City of Edgewater Brownfield Ordinance). In 2013, the U.S. Environmental Protection Agency (EPA) selected the city of Edgewater for a brownfields assessment coalition grant, which will use the community-wide hazardous substances and petroleum grant funds to complete 24 Phase I and 10 Phase II environmental site assessments. Grant funds also will be used for the development of strategic partnerships, community involvement activities, and public health monitoring. Partners in the Southeast Volusia Corridor Improvement Coalition are the cities of Oak Hill and New Smyrna Beach. The target area is the Ridgewood Avenue (US-1) corridor that connects the three communities.

Edgewater is a waterfront community with extensive frontage on the Indian River with views of the river and wide coastal marshlands to the barrier island beyond. Within the Redevelopment Area, George R. Kennedy Memorial Park is located along the Indian River and contains boat launching ramps, boat trailer parking, a fishing pier, and restrooms. The City is very concerned with the protection of the quality of the Indian River/Mosquito Lagoon and its natural resources, as specified in the Future Land Use, Coastal, Conservation, and Recreation and Open Space Elements of the City’s Comprehensive Plan. Field observations noted physical conditions on private property and in public rights-of-way along East Park Avenue, Pearl Street, and Lamont Street, and in the historic areas along Riverside Drive where many of the existing stormwater management facilities are not under proper maintenance and exhibit conditions that contribute to on-street and adjoining property ponding or flooding, which, in turn, may cause potential stormwater runoff into the Indian River/Mosquito Lagoon.

Within the Redevelopment Area are two major park facilities totaling 44.18 acres and a Riverwalk located within Redevelopment Area.

- George R. Kennedy Memorial Park – ±3.1 Acres
- Hawks Park Recreation Complex – ±41.08 acres

In addition to these parks are several bicycle/pedestrian trails within the CRA, including the Riverwalk along Riverside Drive. The Riverwalk and Park Avenue provide pedestrian access to George R. Kennedy Memorial Park; however, wider sidewalks and pedestrian amenities could be provided to enhance the connection and improve pedestrian safety. The only access to Hawks Park Recreation Complex is along West Turgot Avenue, which is a narrow roadway with sidewalks. The City’s Comprehensive Plan identifies several policies to improve pedestrian connections to public facilities.

FINDING

The brownfield designation and potential contaminates along Ridgewood Avenue (US-1) corridor, as well as hazardous

stormwater runoff into the Indian River/Mosquito Lagoon due to defective stormwater management facilities, may pose unsanitary or unsafe conditions with the Redevelopment Area. In addition, lack of a viable, comprehensive bicycle and pedestrian system and the absence of streetscaping, pedestrian lighting, and wayfinding signage create defective or inadequate street layout and roadways and unsafe conditions, which contribute to physical and visual blight.

In addition, lack of a viable, comprehensive bicycle and pedestrian system, and absence of streetscaping, pedestrian lighting and wayfinding signage create defective or inadequate street layout and roadways, and unsafe conditions.

Park improvements and programming could reduce physical and visual blight by enhancing active and passive park spaces

Figure 2-1: Edgewater Brownfield Area



Source: City of Edgewater, Ordinance No. 2010-0-07

and supporting festivals, exhibits, performances, and other special events designed to attract residents and visitors.

The photo series in Figure 2-2 demonstrates the Redevelopment Study Area's abandoned/underused sites, defective stormwater facilities, and lack of a viable, comprehensive bicycle and pedestrian system.

Figure 2-2: Examples of Abandoned/Underused Sites and Defective Stormwater Facilities and Bicycle/Pedestrian Facilities

Abandoned/Underused Sites



Defective Stormwater Facilities



Defective Bicycle/Pedestrian Facilities



2.2 Conditions of Structures

To determine if there was a “substantial number of deteriorating or deteriorated structures” within the Redevelopment Area, three separate analyses were undertaken.

The first analysis was to summarize structure conditions, as documented in the Volusia County Property Appraiser database. The database includes a field named “Improvement Quality,” which rates the physical improvements on a scale of 1–5, with 1 being Below Average and 5 being Excellent. These ratings were mapped for the proposed CRA area and are shown in Figure 2-3 on the next page. As can be seen in the map, most of the structures within the area are considered Average, though there are a substantial number of structures that are rated Below Average.

The second analysis included fieldwork and a building survey to document existing conditions. Building upon the analysis described above, a field survey of structures was conducted in December 2013. The survey used the data illustrated in Figure 2-3 as a guide to locate areas where potential deteriorating structures could be found within the CRA area. The field survey included photographing and documenting of existing structure conditions throughout the Redevelopment Area. The conditions of each structure were defined and rated using the following categories.

DEFINITIONS:

1. Sound: Structure in good condition. Needs no repairs.
2. Minor Defects: Structure needs minor, non-structural repairs or maintenance such as painting; new roof shingles, broken fence pickets; yard clean-up (weeds, debris); etc.
3. Major Defects: Structure needs major, structural repair such as new windows, walls; corrections to foundation; sagging roofs, porches; broken sidewalks, walkways, stairways; paving surface potholes; damaged pole/ground mounted signs; broken fence-line; drainage issues; etc.
4. Critical Defects: Structure is badly deteriorated and in need of major structural repairs. Considerable effort and expense required to rehabilitate and probably not structurally or economically feasible.

OVERALL BUILDING/SITE CONDITION:

1. Standard Condition: All sound.
2. Slightly Deteriorated: No more than two minor defects.
3. Deteriorated: No more than four minor defects OR one major defect.
4. Dilapidated: Five or more minor defects OR two or more major defect.

A summary of this fieldwork is included in Table 2-1, and some representative examples of structural conditions are shown in Figure 2-4.

The third analysis was an examination of code enforcement cases within the proposed CRA area. While some of the buildings are in sound condition with general maintenance of the structures, such as painting, pressure washing, landscaping, etc., being at issue, many of the buildings and sites are underused and discourage reinvestment in the community. Some of these conditions relate to improper or poor maintenance of yards and improvements and structural deterioration such as broken signs, cracked driveways and sidewalks, and broken storm-water drainage systems.

Table 2-1: Summary of Property Conditions

Condition	# of Properties
Standard	13
Slightly Deteriorated	14
Deteriorated	41
Dilapidated	72
TOTAL	140

[illegible]

Figure 2-4: Examples of Deteriorating Structures and Unsanitary and Unsafe Conditions

Deteriorating Structures and Unsafe Conditions



Unsanitary Conditions



In the residential areas, many of the structures appear to be substandard and reflect conditions inconsistent with current zoning. This area is devoid of sidewalks and good drainage, and many Code violations exist. Some of the houses are small, historic bungalows that if cared for, could revitalize the area into a quaint neighborhood. In all land use categories, there are substantial numbers of deteriorating structures and underutilized properties which are contributing to conditions that are not supportive of redevelopment and private investment within the Redevelopment Area. Some of the structures also reflect conditions relating from prior right-of-way acquisitions and impacts from U-1 widening that have rendered some of the properties functionally obsolete.

Code enforcement data is another good indicator of property/structure condition and ongoing maintenance. For the Redevelopment Area, five years of Code enforcement data were analyzed and are summarized in Table 2-2. The majority of the code violations are located along Ridgewood Avenue (US-1). The following are typical Code violations within the Redevelopment Area:

- | | | |
|------------------------------------|------------------------------|------------------------------------|
| • Banners | • Inoperable vehicle | • Signs |
| • Business regulations/tax receipt | • Land development code | • Special permits |
| • Commercial vehicle | • Neglected premise | • Storage vacant lot/sales |
| • Fences | • Offenses and miscellaneous | • Watercraft/recreational vehicles |
| • Fire Prevention Code | • Outdoor storage | |
| • Health and sanitation | • Property maintenance | |
| • Illegal dumping | • Refuse/dumpster | |

According to the City's Code Enforcement data, there was an increase in property deterioration, lack of maintenance, nuisances, and other physical decay between 2009 and 2011 within the Redevelopment Area. During 2012, there was a reduction in Code violations, which might have been related to loss of a Code Enforcement Officer due to budget cuts. The City of Edgewater is very conscious about enforcing Code violation issues and, to combat blight, it reinforced its Code Enforcement staff in 2013, and the number of cited violations increased again.

Another noted observation was the improper siting and placement of refuse collection. Examples include placement of additional dumpster facilities within designated parking or landscape areas, placement of dumpsters that block potential emergency access routes, and damaged or deteriorating enclosures. It is clear from existing conditions that access for sanitation removal has not been consistently considered to ensure placement of collection areas is compatible with access and neighboring property owner uses.

FINDING

This analysis demonstrates that there are “substantial number of deteriorating or deteriorated structures” within the Redevelopment Area ranging from improper or poor maintenance of yards and improvements and structural deterioration, such as broken signs, cracked driveways and sidewalks, and broken storm-water drainage systems, which also contribute to unsanitary or unsafe conditions. These contributing factors serve as qualifying conditions for blighted area.

Improper siting and placement of refuse collection creates unsanitary and unsafe conditions, which contribute to visual and physical blight. Lack of compliance with City regulatory and community design standards can contribute to the need for a focused community redevelopment emphasis. Development of implementation programs and public capital projects can act to stimulate private reinvestment in the local community.

Table 2-2: 2009–2013 Code Enforcement Violations within Redevelopment Area

Location	2009	2010	2011	2012	2013
Boston Road					2
Connecticut Avenue			1		
Driftwood Circle		1			
Edgewater Drive			1		1
Evergreen Avenue	1	1		4	1
Hart Avenue	1				1
Indian River Boulevard	1			3	2
Louisa Drive			1		5
Marilyn Drive	2	4	2		
Mockingbird Lane	1		1		
Monroe Drive					1
Naranga Drive	3	1	1		1
New Hampshire Street		3		1	1
New York Street			1	1	1
Ocean Avenue	1				
Old County Road					1
Orange Avenue			2		
Park Avenue	3	6	9	5	5
Park Place	3	1	1		1
Pearl Street					1
Pine Bluff Street		3		3	2
Rhode Island Street			7		1
Ridgewood Avenue	54	74	122	94	161
Riverside Drive			1	2	1
Snyder Street	1		3	2	1
Turgot Avenue		1	3	3	7
Western Avenue				1	
Whetzel Street	4				
Yelkca Terrace					1
TOTAL	75	95	156	119	198

Source: City of Edgewater Code Enforcement Case Summary Listing

2.3 Land Uses

The City of Edgewater’s existing land use, zoning, and future land use were used to reach a reasonable understanding of the pattern of development activity within the Redevelopment Area, identify whether existing land uses are permitted under current zoning regulations, assess whether neighboring uses are compatible with each other, and determine whether certain uses assist or deter development activity.

The existing zoning and future land use within the Redevelopment Area consist of the following classification and uses (see Figures 2-5 and 2-6).

<u>Zoning</u>	<u>Future Land Use</u>
Highway Commercial	Commercial
Mobile Home Park	Low Density Residential
Single-Family Residential	High Density Residential
Multi-Family Residential	Industrial
Light Industrial	Recreation
Heavy Industrial	Public-Semi Public
	Conservation Overlay

The City has a mixed-use future land use designation; however, this designation is not within the Redevelopment Area. The only zoning districts permitted in the mixed-use land use categories are planned developments, including community centers and employment center districts. The Comprehensive Plan provides density bonus to encourage increased land use densities and mixed uses and to enhance the feasibility of transit and promote alternative transportation modes.

The Land Development Code permits a variety of land uses and housing types within the Redevelopment Area, as well as commercial and industrial uses adjacent to residential. There is no transition of zoning districts to buffer from high-intensity to low-intensity uses. There also are some single-family homes adjacent to the back side of commercial uses along Ridgewood Avenue (US-1). It appears the buffer/screening between these two zoning districts does not comply with the landscape buffering requirement of the Land Development Code (LDC).

The historic plat of the city of Edgewater, which dates from the late 1800s and early 1900s, was useful at that time but now poses an archaic framework for today’s land development and market needs. Many of the properties within the Redevelopment Area have irregular dimensions that create lot sizes and shapes that make compliance with current building, zoning, and other land development regulations difficult.

Ridgewood Avenue (US-1) has served as the historical downtown commercial center. The nature of retail and business along this corridor has changed dramatically in recent years, and many small-scale sites find themselves at a competitive disadvantage. A sustainable commercial development requires more than one acre to be viable. The Property Appraiser database shows that there are 178 commercial parcels located on Ridgewood Avenue (US 1). Of those, 118 are less than 1 acre, 41 are 1–2 acres, and 18 are less than 12 acres (see Figure 2-7).

Many of the land uses that once thrived have given way to uses that underuse existing sites. Some businesses have relocated, and buildings remain empty. There is a lack of a substantial commercial investment along the Ridgewood Avenue (US-1) corridor within the Redevelopment Area. Based on the City’s building permit records, there have been few substantial private investments of more than \$50,000 in the past six years (see Table 2-3).

Figure 2-5: Zoning Map

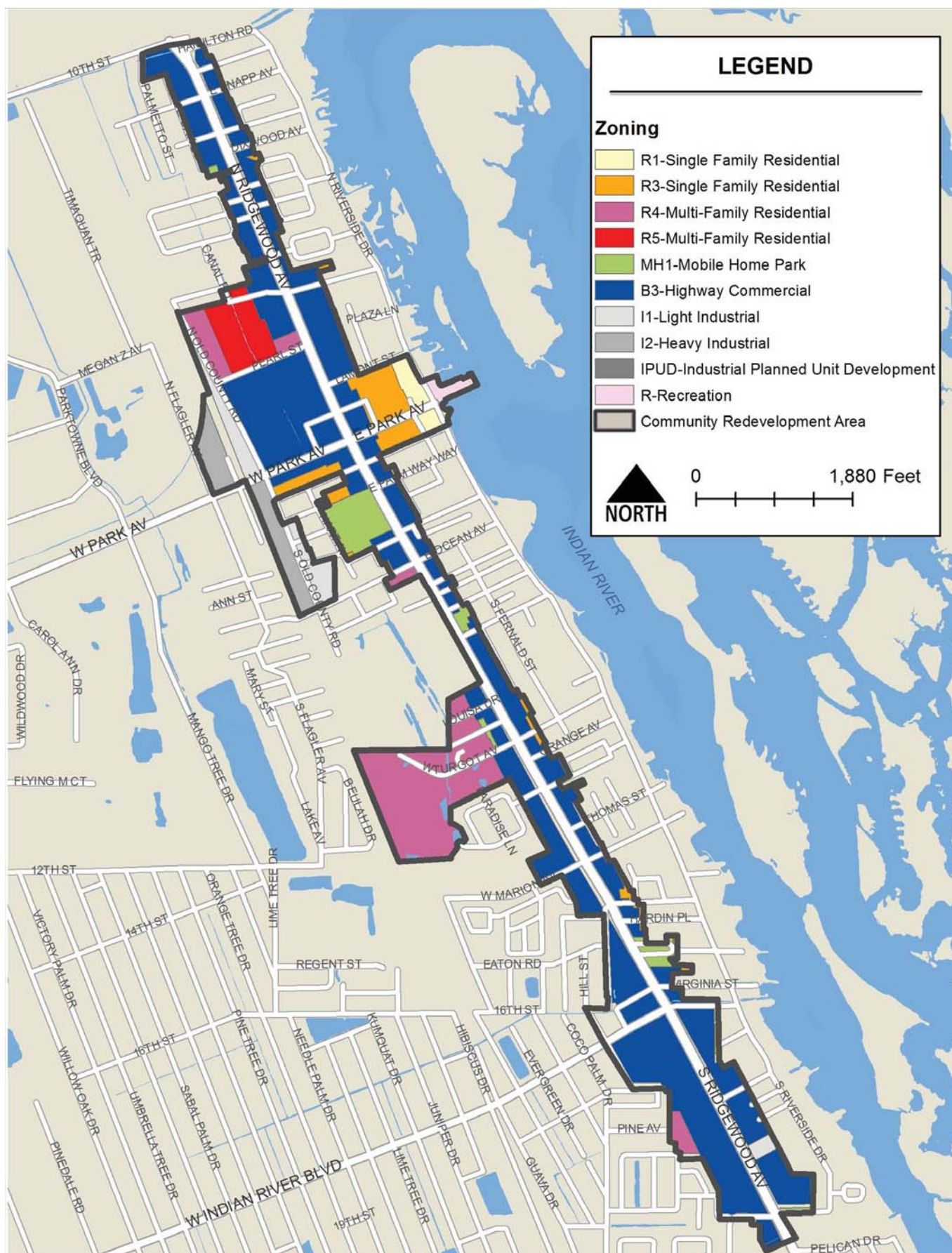


Figure 2-6: Future Land Use Map

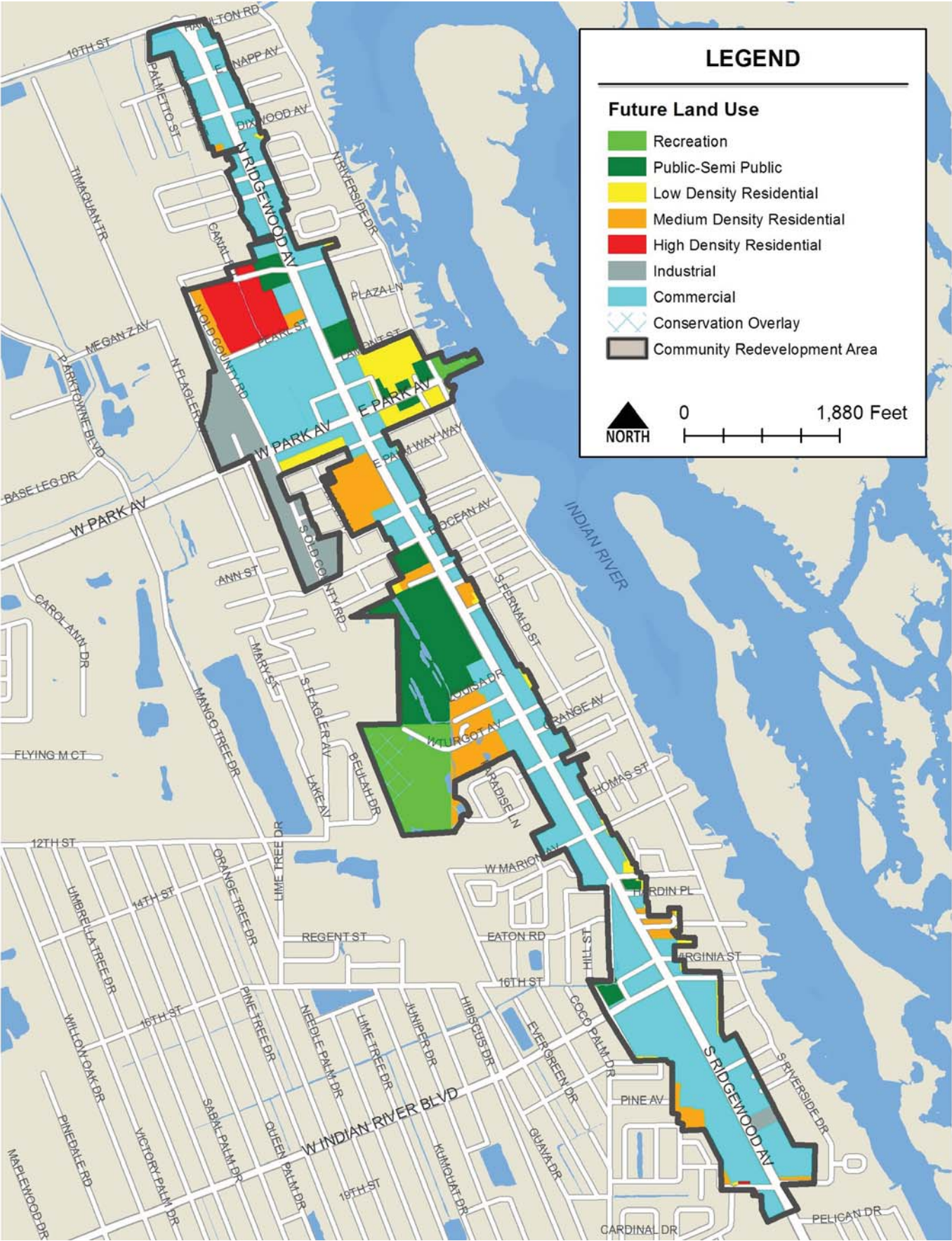


Figure 2-7: Parcel Size within the Redevelopment Area

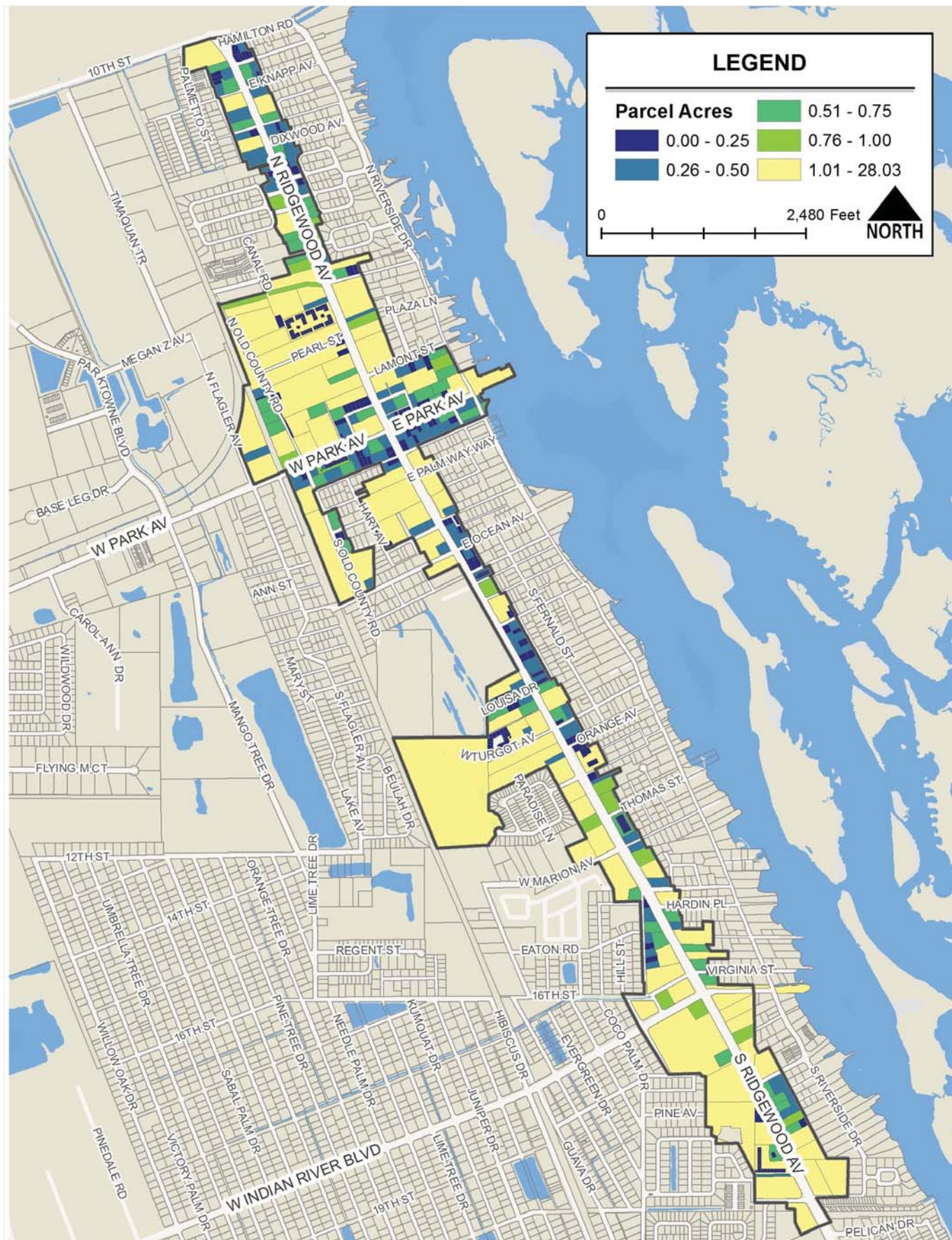


Table 2-3: Private Project Estimated Values over \$50,000 within the Redevelopment Area

Application Year	Project Estimated Value	Address
2008	\$70,000	201 Ridgewood Avenue
	\$562,200	1304 Ridgewood Avenue
2009	\$400,000	1404 Ridgewood Avenue
	\$513,463	1209 Ridgewood Avenue
2010	\$61,560	325 Ridgewood Avenue
	\$340,750	1720 Ridgewood Avenue
	\$135,705	1828 Ridgewood Avenue
	\$72,105	101 Ridgewood Avenue
2011	\$50,000	1605 Ridgewood Avenue ¹
	\$1,631,000	1605 Ridgewood Avenue ¹
	\$70,433	1900 Ridgewood Avenue
2012	\$293,600	1316 Ridgewood Avenue
	\$94,500	1015 Ridgewood Avenue
2013	\$125,000	1838 Ridgewood Avenue
	\$56,000	1813 Ridgewood Avenue

¹Fire Station (American Recovery and Reinvestment Act Grant)

Source: City of Edgewater Building Permit Applications

Residences still occupy commercially-zoned lands, creating non-conformities. Changing the land development regulations will be needed to address these issues; creating a new plan and zoning and urban design framework in the area will aid in attracting new development.

Most residentially-used lands have been zoned for other uses, such as commercial, professional, or office for many years, and a few conversions have occurred along Ridgewood Avenue (US-1). Another issue with the current system of lots is the number of County, City, institutional, and other lands that are off the tax rolls in Redevelopment Area.

Decrease in property value is another clear indicator of blighted area condition. Positive intervention is needed to mitigate further decline of the area. Presently, according to Volusia County Property Appraiser data, land values are exceeding building (improvement) values throughout much of the proposed redevelopment area. Within the CRA area, 135 of the 509 parcels have a Land-Value-to-Building-Value ratio of 1 or more (meaning the land value is equal to or more than the building value). Included within this 135 parcels, 59 have a Land-Value-to-Building-Value ratio of 2 or more (meaning the land value is twice that of the building value), and 13 parcels have a Land-Value-to-Building-Value-Ratio of 10 or more (meaning the land value is 10 times that of the building value). Under typical investment and redevelopment environments, building/improvement values tend to be a multiplier of land cost and values in order to support an active economic development environment.

Within the Redevelopment Area, however, the trend shows that the building values are either decreasing or not increasing at rates similar to other areas of the city. The total building value within the Redevelopment Area is \$40,878,970, and the total land value is \$36,330,507, which means that only \$4,548,463 separates land from building values. As land values increase

and building values decrease, the opportunities and need for redevelopment strengthen. With building values not increasing, further decay may occur. Over the past five years, the total taxable value within the Redevelopment Area has gradually decreased from \$82,900,325 in 2009 to \$61,404,716 in 2013. Without City intervention through redevelopment, rehabilitation, and restoration, the area is likely to continue to decline.

FINDING

Even though the City's future land use and zoning are consistent and satisfy State of Florida's requirements, the parcels designated as commercial are inadequate in size and cannot accommodate the maximum allowable density/intensity under the present designations without property aggregation or variances. These old platted lands provide a parcel system that fosters outdated building patterns and inappropriate accessibility, contributes to poor drainage, and negates development of a sufficient size and type to produce overall community benefits. Faulty lot sizes and shapes, poor locations, and problematic title situations offer little, if any, value to a community. Lots and buildings may be left vacant, leaving them subject to physical deterioration. Within the Redevelopment Area, the building values are either decreasing or not increasing at rates similar to other areas of the city.

The photo series in Figure 2-8 demonstrates the Redevelopment Study Area's outdated building patterns.

2.4 Roadways, Safety, and Parking

Historically, the city's transportation system has been dominated by a single transportation mode—the private automobile. Public transit has played a relatively minor role, and walking and biking played purely recreational roles.

Ridgewood Avenue (US-1) is the major arterial roadway running north and south through Edgewater. There is a gridded street pattern in the center of the city that lends itself well for redevelopment and improved parking and access. The roadway network within the Redevelopment Area includes arterial roads, collector roads, and local roads. The main arteries are Ridgewood Avenue (US-1) and Indian River Boulevard (SR 442). The City currently maintains about 121.28 total road miles. Approximately 117.27 miles are paved, and the remaining 4.01 miles are unpaved. Four signalized intersections along Ridgewood Avenue (US-1) are within the Redevelopment Area.

The following are the functional classification and current levels of service (LOS) of thoroughfare roads in the Redevelopment Area (see Table 2-4 and Figures 2-9 through 2-13).

Table 2-4: Roadway Network within the Redevelopment Area

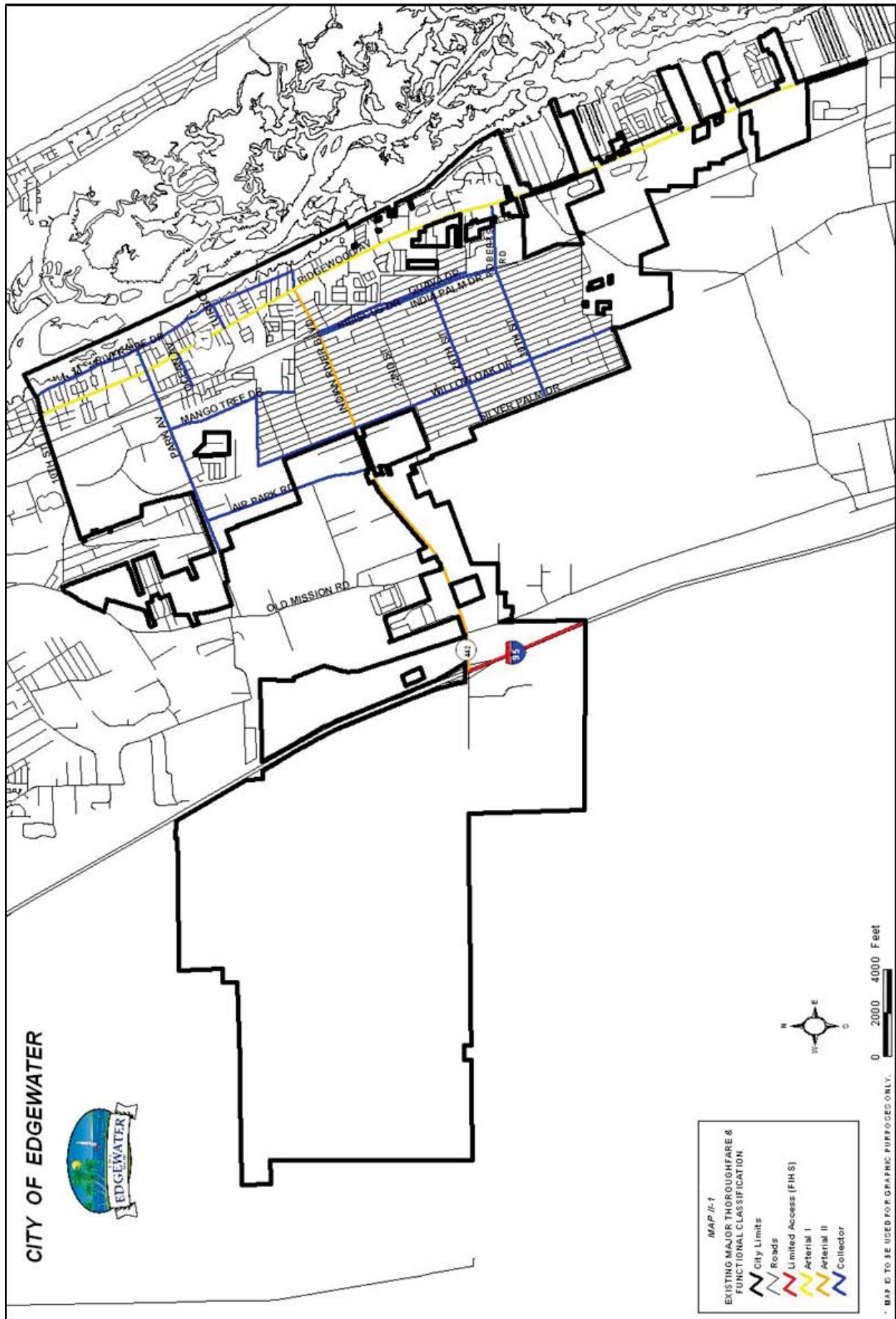
Road	Classification	Lanes	Jurisdiction	Current LOS
Ridgewood Avenue (US-1)	Arterial I	4 Lane Divided	State	C
Indian River Boulevard (SR 442)	Arterial II	4 Lane Divided	State	B
Park Avenue	Collector	2 Lane Divided	County	C
Riverside Drive	Collector	2 Lane Undivided	City	C
Ocean Avenue	Collector	2 Lane Undivided	City	C
Turgot Avenue	Collector	2 Lane Undivided	City	C

Source: City of Edgewater, Comprehensive Plan, Adopted 2011

Figure 2-8: Examples of Outdated Building Patterns

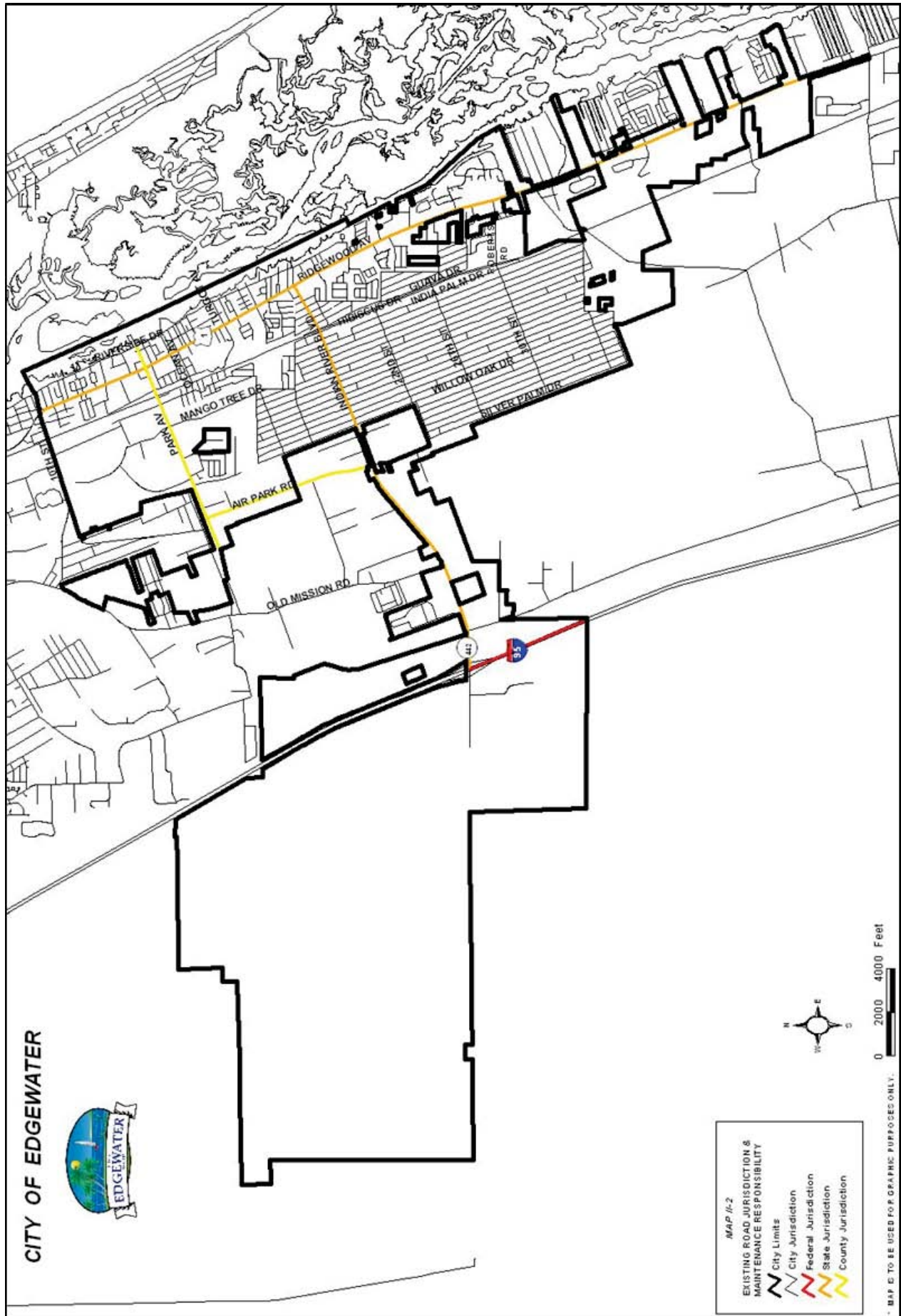


Figure 2-9: Existing Major Thoroughfare and Functional Classification



Source: City of Edgewater Comprehensive Plan, Adopted 2011

Figure 2-10: Existing Road Jurisdiction and Maintenance Responsibility



Source: City of Edgewater Comprehensive Plan, Adopted 2011

Figure 2-11: Existing Number of Lanes

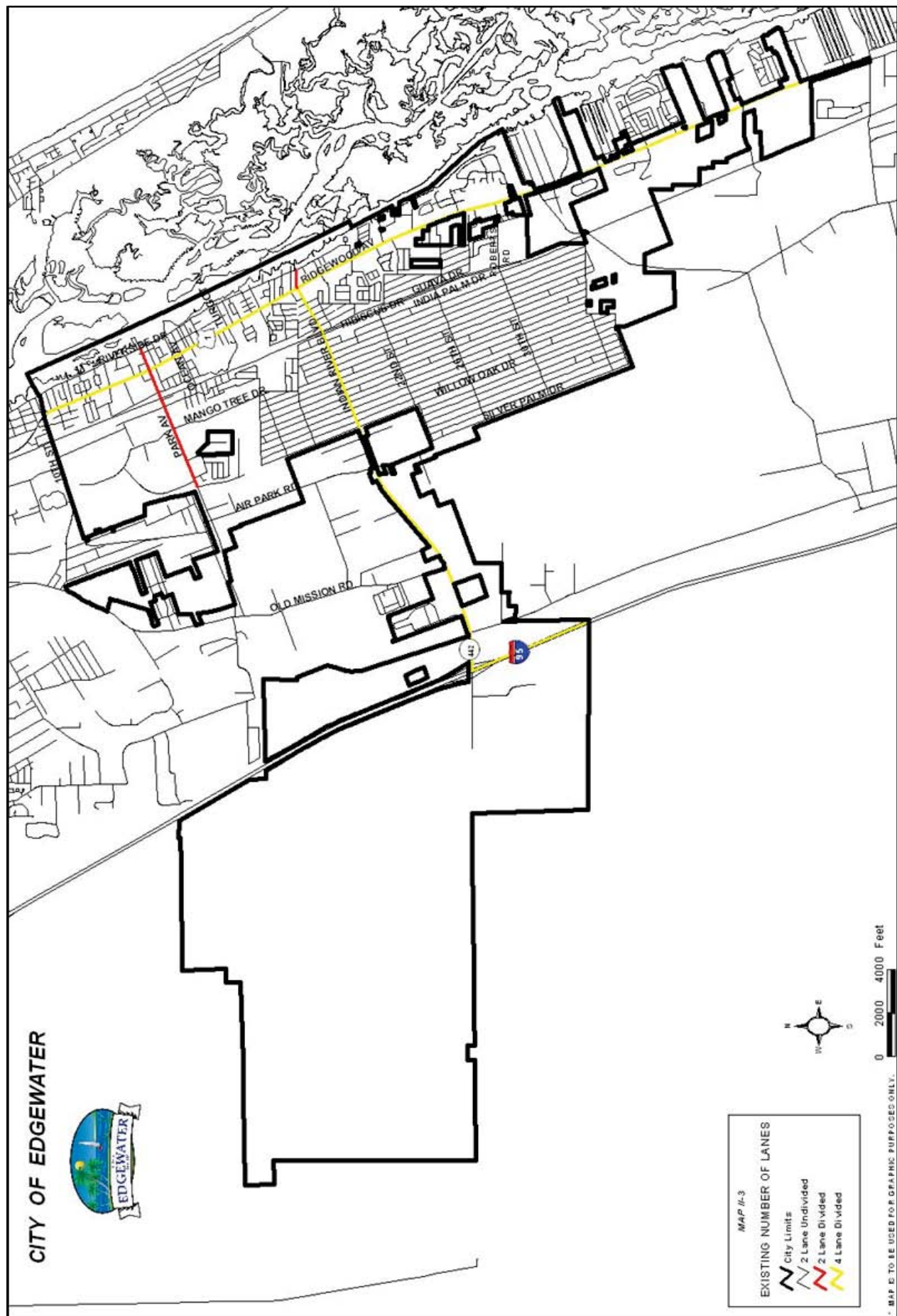
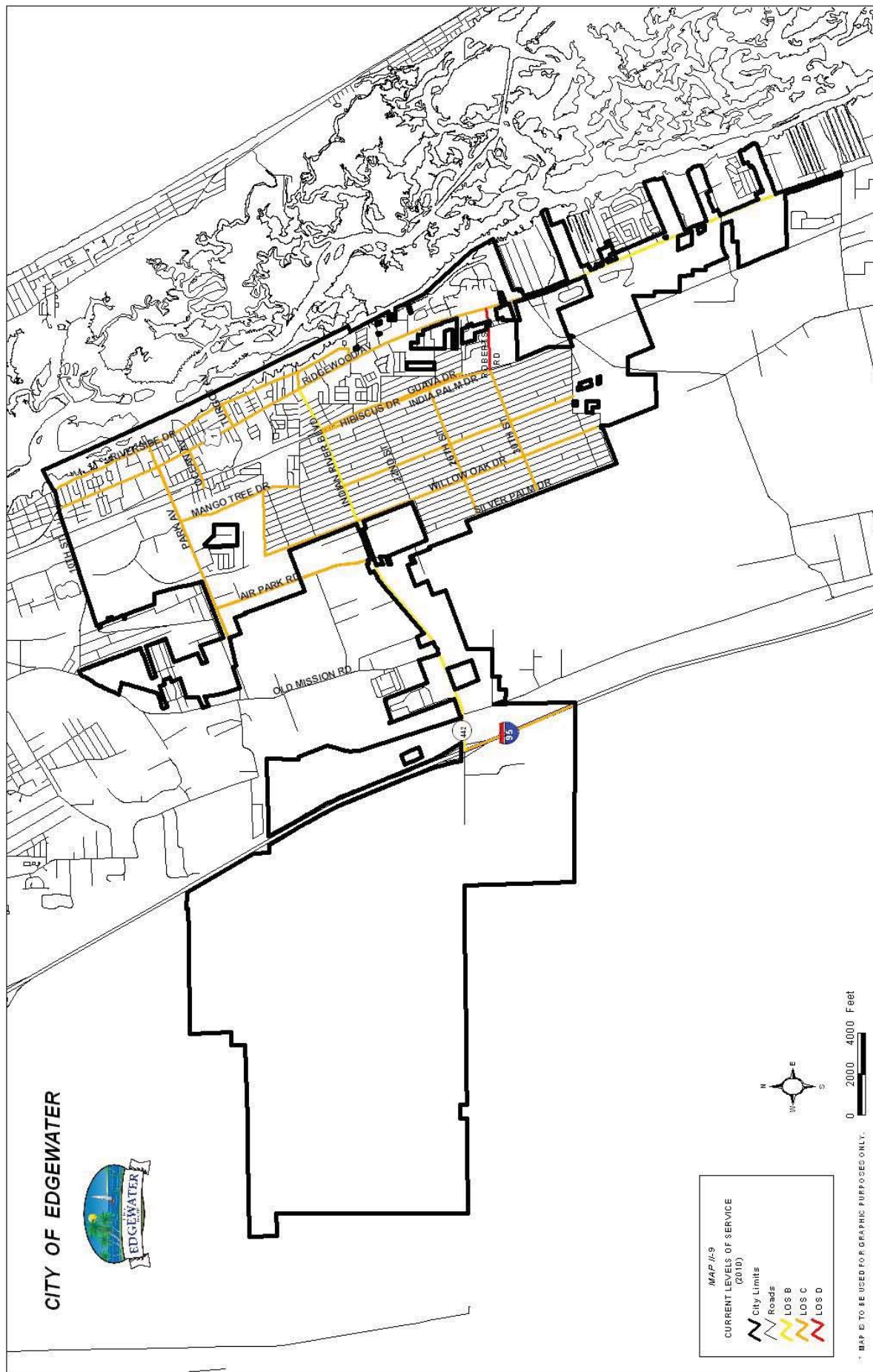
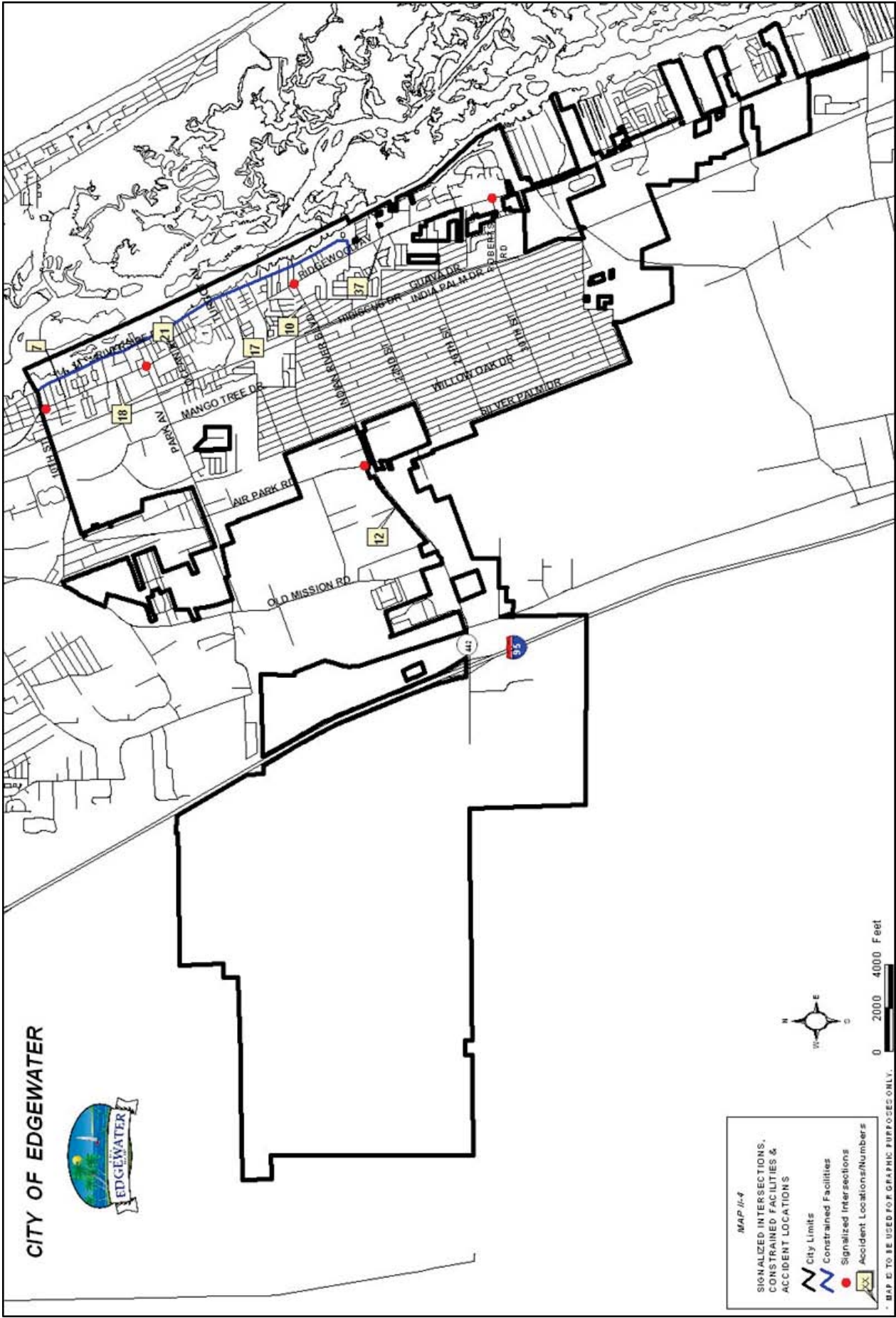


Figure 2-12: Current Levels of Service



Source: City of Edgewater Comprehensive Plan, Adopted 2011

Figure 2-13: Signalization Intersections



Source: City of Edgewater Comprehensive Plan, Adopted 2011

Examination of traffic volume and accident data also serves to strongly support the community's perception that the Ridgewood Avenue (US-1) corridor area is a high frequency area for transportation and related accidents (see Tables 2-5 and 2-6).

Table 2-5: 2012 Average Annual Daily Traffic (AADT) and Historical Counts within Redevelopment Area

Road Name	Limits (From-To)	AADT						2012 Volusia Co. Allowable LOS
		2007	2008	2009	2010	2011	2012	
Ridgewood Avenue (US-1)	10 th Street to Park Avenue	29,000	28,000	27,000	28,000	27,000	25,500	D
Ridgewood Avenue (US-1)	Park Avenue to Indian River Boulevard (SR 442)	29,000	29,000	27,000	27,500	26,500	25,500	D
Ridgewood Avenue (US-1)	Indian River Boulevard (SR 442) to Volco Road	25,000	21,000	19,600	20,000	18,900	19,000	D

Source: Volusia County AADT Data

Table 2-6: 2006–2013 Traffic-Related Accidents

	2006	2007	2008	2009	2010	2011	2012	2013	TOTAL
Redevelopment Area	29	34	37	39	44	31	29	44	287
Remainder of City	16	19	10	14	19	8	11	35	132
TOTAL	45	53	47	53	63	39	40	79	419

Source: Volusia County AADT Data

Even though there is a slight decrease in the AADT over the past six years, the LOS along Ridgewood Avenue (US-1) within the Redevelopment Area is LOS D, which is approaching unstable flow, with speeds slightly decreasing as traffic volume slightly increases, freedom to maneuver within the traffic stream is much more limited, and driver comfort levels decrease.

The majority of the traffic-related accidents occurred within the Redevelopment Area, as compared to the rest of the city. Between 2006 and 2013, there were 419 accidents, of which 287 (68%) occurred within the Redevelopment Area and 132 (32%) occurred within the rest of the city.

Field observations identified concerns with existing traffic circulation, driveway locations, adequacy of parking, interconnectivity, and site access within the Redevelopment Area. Multiple and successive driveway connections along Ridgewood (US-1) and West Park Avenue and within the historic Downtown do not meet current driveway or intersection separation criteria, which contributes to poor traffic circulation/congestion by creating potential vehicle and pedestrian or bicycle conflicts, poor sight triangle visibility, or difficulty in achieving accessible routes. These vehicular access conflicts are reflective of a historical development pattern and lot configuration that pre-dates the expansion of the right-of-way for additional lanes and turning areas. Consideration of design changes and redevelopment patterns that can create safer

streets and pedestrian and other user crossings will be an important consideration for the future redevelopment planning of the corridor.

An additional concern identified during the field observations included the lack of interconnectivity between existing developed sites. These conditions are well-documented, particularly along Ridgewood Avenue (US-1), and are reflected in the historical design of the existing commercial shopping areas as well as newer commercial redevelopment that has been hindered from achieving vehicle interconnections due to existing adjoining lot placement, driveways, and other physical features.

Many of the commercial sites have parking lots that are less than adequate, particularly those older sites along Ridgewood Avenue (US-1). Field observations revealed that parking lots were deficient in one or more of the following areas:

1. Improper location of parking stalls
2. Insufficient number of parking stalls
3. Insufficient or non-existing pavement
4. Inadequate number of handicap parking spaces, deficiency in width and lack of access aisles
5. Lack of drainage and retention
6. If paved, has cracks and requires resurfacing
7. Needs striping or re-striping
8. Insufficient/no curbing
9. Insufficient/no lighting
10. Insufficient/no landscaping

On-site parking and its related problem of access management, within the Redevelopment Area is an element that requires considerable attention. The lack of coordination among the sites from small lots and small individual developments contributes to the overwhelming problem of access management and numerous driveways and curb cuts. On-street parking is available on the side streets; however, parking conditions may be a deterrent to future development until parcels are acquired, and the public or private sector provides off-site centralized parking facilities. The parking conditions as described have contributed to the overall underutilization of the area. The lack of parking and general accessibility problems may have also contributed to the lack of success of many of the businesses on the corridor.

FINDING

The documented traffic congestion and concentration of vehicular accidents demonstrate unsafe conditions along Ridgewood Avenue (US-1), which is a major arterial roadway running through the Redevelopment Area. Field observations and analysis confirm that existing circulation patterns, mobility, and access management conditions are inadequate or defective and contribute to unsafe conditions. Inadequate parking and accessibility problems due to faulty lot layout and outdated building patterns may be a deterrent to future development until parcels are acquired, and the public or private sector provides off-site centralized parking facilities. These contributing factors meet the statutory indicators necessary for designation as a Redevelopment Area.

The photo series in Figure 2-14 demonstrates the Redevelopment Study Area's unsafe roadways and defective access management and parking.

Figure 2-14: Examples of Unsafe Roadways and Defective Access Management and Parking

Unsafe Roadways



Defective Access Management



2.5 Public Transportation

VOTRAN provides service in Edgewater along Ridgewood Avenue (US-1). Route 41 runs from New Smyrna Beach to Oak Hill with approximately 60-minute headway. There are 27 bus benches within the Redevelopment Area. The major traffic generators are City Hall, Edgewater Elementary, Southeast Volusia YMCA, and the Public Library (see Figure 2-15).

Field observations identified public transportation facilities along Ridgewood Avenue (US-1) are generally in poor conditions, poor physical placement, or lack of appropriate facilities. These conditions tend to undermine reinvestment and development alternatives since alternative transportation modes can provide viable supporting conditions for economic development. Community-based affordable housing grants through the State and the U.S. Department of Housing and Urban Development often contain criteria and standards that require that these public transportation facilities clearly support housing alternatives in order to qualify for funding.

The City's Comprehensive Plan identifies several policies to coordinate with VOTRAN to improve location and design of transit facilities and continue to provide a safe and efficient public transit system.

FINDING

The existing VOTRAN stops are merely a pole sign adjacent to a concrete berthing pad with a bench. Enhancements to public transit facilities and amenities that ensure ADA compliance are essential to create a safe and inviting waiting area. In addition, many of the transit stops along Ridgewood Avenue (US-1) are lacking sidewalk connections and ADA access. The defective or inadequate public transportation facilities serve as another qualifying condition for blighted area.

The photo series in Figure 2-16 demonstrates the Redevelopment Study Area's inadequate public transit facilities.

2.6 Bicycle and Pedestrian Facilities

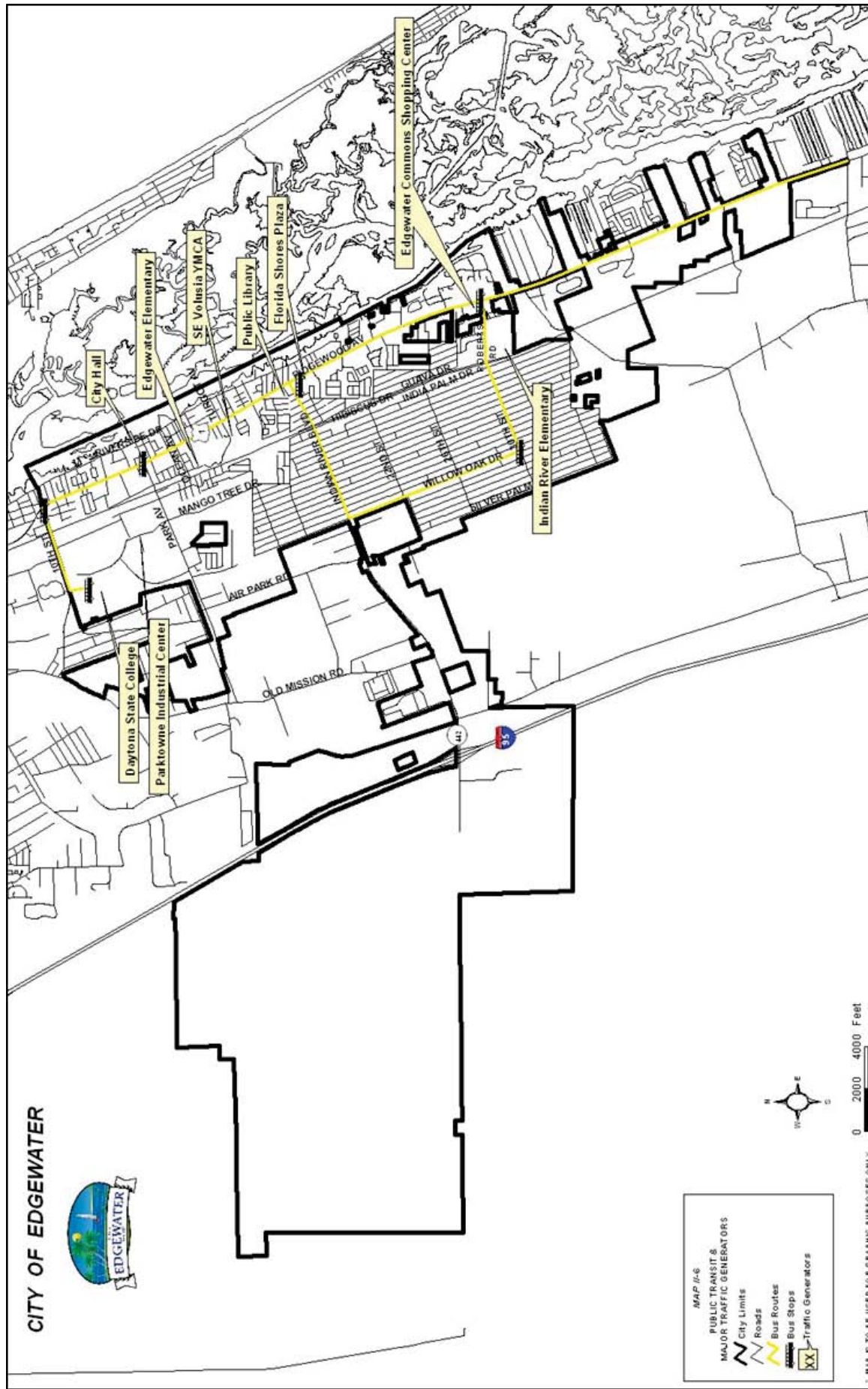
Existing bike paths/sidewalks are located within the Redevelopment Area along Ridgewood Avenue (US-1) between the Edgewater City Limits on the north and Turgot Avenue, Park Avenue, Riverside Drive, Ocean Avenue, and Indian River Boulevard. Proposed bike paths/sidewalks are planned along Ridgewood Avenue (US-1) between Turgot Avenue to Indian River Boulevard (see Figure 2-17). The City anticipates providing a multi-use trail/ pathway to the Volusia County's East Central Regional Trail system from the current terminus to the southern end of the Redevelopment Area.

Field observations identified that many of the pedestrian and bicycle routes within the Redevelopment Area are defective or inadequate. There is limited formal pedestrian connection to city amenities, Downtown, schools, or City Hall, and existing sidewalks are substandard with respect to current design and accessibility requirements. Few interior sites have a pedestrian connection to the commercial areas, and most residential neighborhoods are devoid of sidewalks.

In addition, there is limited street lighting and no pedestrian scale lights. There is also a lack of median landscaping, street trees, safe crosswalks, bikeways, wayfinding signs, and curbs and gutters along the roadways within the Redevelopment Area.

The City's Comprehensive Plan identifies several policies to improve the sidewalk system, pedestrian-friendly intersections, streets amenities, and bicycle circulation via the Bicycle/Pedestrian Master Plan. Priority for new pedestrian and bicycle facilities will be given to those walkways or bikeways where heavy recreational usage is projected, as well as those along roadways between residential areas and schools, that can be implemented concurrently with other roadway improvements.

Figure 2-15: Public Transit and Major Traffic Generators



Source: City of Edgewater Comprehensive Plan, Adopted 2011

FINDING

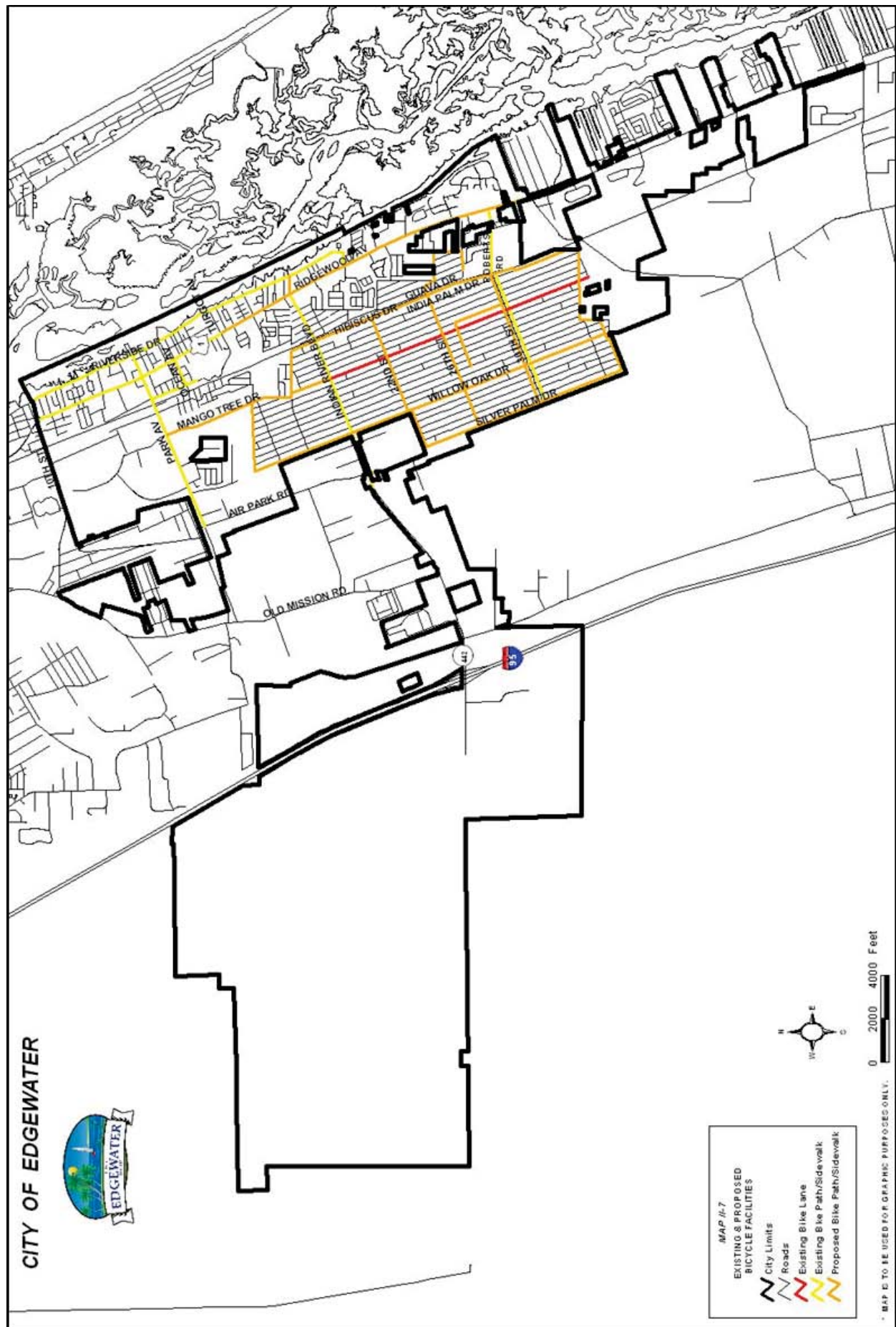
The lack of a viable, comprehensive system of accessible sidewalks, bicycle facilities, and dedicated multimodal facilities, and the absence of streetscaping, pedestrian lighting, traffic calming devices, and wayfinding signage creates additional support for defective or inadequate street layout and roadways as well as unsafe conditions that contribute to physical and visual blight. This may hamper new investment opportunities and may contribute to further deterioration of the Redevelopment Area.

The photo series in Figure 2-18 demonstrates the Redevelopment Study Area's inadequate bicycle and pedestrian system.

Figure 2-16: Examples of Inadequate Public Transit Facilities



Figure 2-17: Existing and Proposed Bicycle Facilities



Source: City of Edgewater Comprehensive Plan, Adopted 2011

Figure 2-18: Examples of inadequate Bicycle and Pedestrian System



2.7 Stormwater Facilities

A substantial portion of the Redevelopment Area exhibits poor drainage conditions as a result of outdated platted lands, historic construction techniques, and lack of sufficient stormwater management facilities and conveyances. Many of the existing developed sites pre-date current environmental and stormwater management requirements. Redevelopment of these sites will likely trigger some level of compliance with new stormwater treatment standards.

Field observations noted physical conditions on private property and in public rights-of-way along significant lengths of Ridgewood Avenue (US-1), East and West Park Avenue, the intersection of West Indian River Boulevard, Pearl Street and Lamont Street, and in the historic areas along Riverside Drive. In these locations, many of the existing stormwater management facilities are not under proper maintenance and exhibit conditions, which contribute to on-street and adjoining property ponding or flooding and may cause stormwater runoff into the Indian River/Mosquito Lagoon, polluting the water and ecosystem. Examples include standing water, damaged inlet structures, clogged piping, and inappropriate use of facilities (parking, storage, etc.). Establishment of the Redevelopment Area and evaluation of an area-wide, comprehensive stormwater management strategy are appropriate efforts in support of economic revitalization of the proposed redevelopment area.

Redevelopment along the Ridgewood Avenue (US-1) and in the historic Downtown can benefit from a master stormwater management plan and system that can significantly aid in supporting new construction and rendering parcels more easily developable. Recent and proposed statewide stormwater management regulatory changes are likely to make this redevelopment constraint more critical in the future.

FINDING

The poor drainage conditions as a result of outdated platted lands, historic construction techniques, and insufficient stormwater management facilities and conveyances all contribute to defective or inadequate infrastructure, and unsafe or unsanitary conditions, and inadequate or outdated building patterns serve as qualifying conditions for blighted area. Evaluation of an area-wide, comprehensive stormwater management strategy is an appropriate effort in support of economic revitalization of the Redevelopment Area. The City has identified projects within the Redevelopment Area as part of the stormwater master plan. Additional programs are necessary to reduce stormwater discharge into the lagoon, such as shared stormwater facilities, property assemblage, property redevelopment, dual purpose stormwater ponds/parks, etc.

The photo series in Figure 2-19 demonstrates the Redevelopment Study Area's defective stormwater facilities).

2.8 Overhead Utilities

The majority of the city of Edgewater consists of overhead utilities to provide electricity and telecommunication. These wooden utility poles also double as light poles for roadway lights along arterial and collector roads. Since Edgewater is a coastal community prone to hurricanes, Ridgewood Avenue (US-1) and Indian River Boulevard are designated as evacuation routes. These routes should be free of obstacles, as these utility poles blowing down during a hurricane could cause unsafe conditions by preventing clear access for evacuations and emergency vehicles. In addition, overhead utilities create fire hazards, accidents, and safety risks from power outages due to downed lines.

Overhead utilities also cause visual blight with dangling wires traversing the roadways and limit streetscaping efforts, which may hamper new investment opportunities and may contribute to further deterioration of the Redevelopment Area. The City's Comprehensive Plan identifies several policies for underground telephone, cable, and electrical utility lines to provide a more attractive, efficient, and safer development, when feasible.

Figure 2-19: Examples of Defective Stormwater Facilities



FINDING

The existing overhead utilities create additional support for unsafe conditions and defective roadways, which contributes to physical and visual blight. Undergrounding overhead utilities improves roadway safety by preventing roadway obstacles during hurricanes and reducing the chance of motorists striking poles, and fire hazards due to downed lines.

The appearance of an area can be greatly improved by reducing the visual clutter of overhead utility wires. Undergrounding overhead utilities allows the City to highlight the Redevelopment Area without a maze of poles and wires in the way. Without overhead utilities, the Redevelopment Area can more readily undertake improvement projects such as sidewalk widening and tree planting without having to snake around poles or trim vegetation to make way for power lines, thus providing more attractive, efficient, and safer redevelopment.

The photo series in Figure 2-20 demonstrates the Redevelopment Study Area's unsafe conditions and defective roadways due to overhead utilities.

2.9 Potable Water and Sanitary Sewer Facilities

The City of Edgewater owns and operates the Alan R. Thomas Water Treatment Plant (WTP) and related facilities to supply the water needs of the City and a portion of Volusia County and provides both wholesale and retail water service. The city uses groundwater from a series of Upper Floridan Aquifer wells as its source of potable water supply, and the wells are all located within the city's service area. There are currently 10 wells in two wellfields—4 in the Western Wellfield and 6 in the A. R. Thomas Wellfield. In 2009, the City adopted the Water Supply Facilities Work Plan (WSFWP) for a planning period of not less than 10 years, which addresses issues that pertain to water supply facilities and requirements needed to serve current and future development within the city's water service area.

Figure 2-20 Examples of Unsafe Conditions and Defective Roadways Due to Overhead Utilities

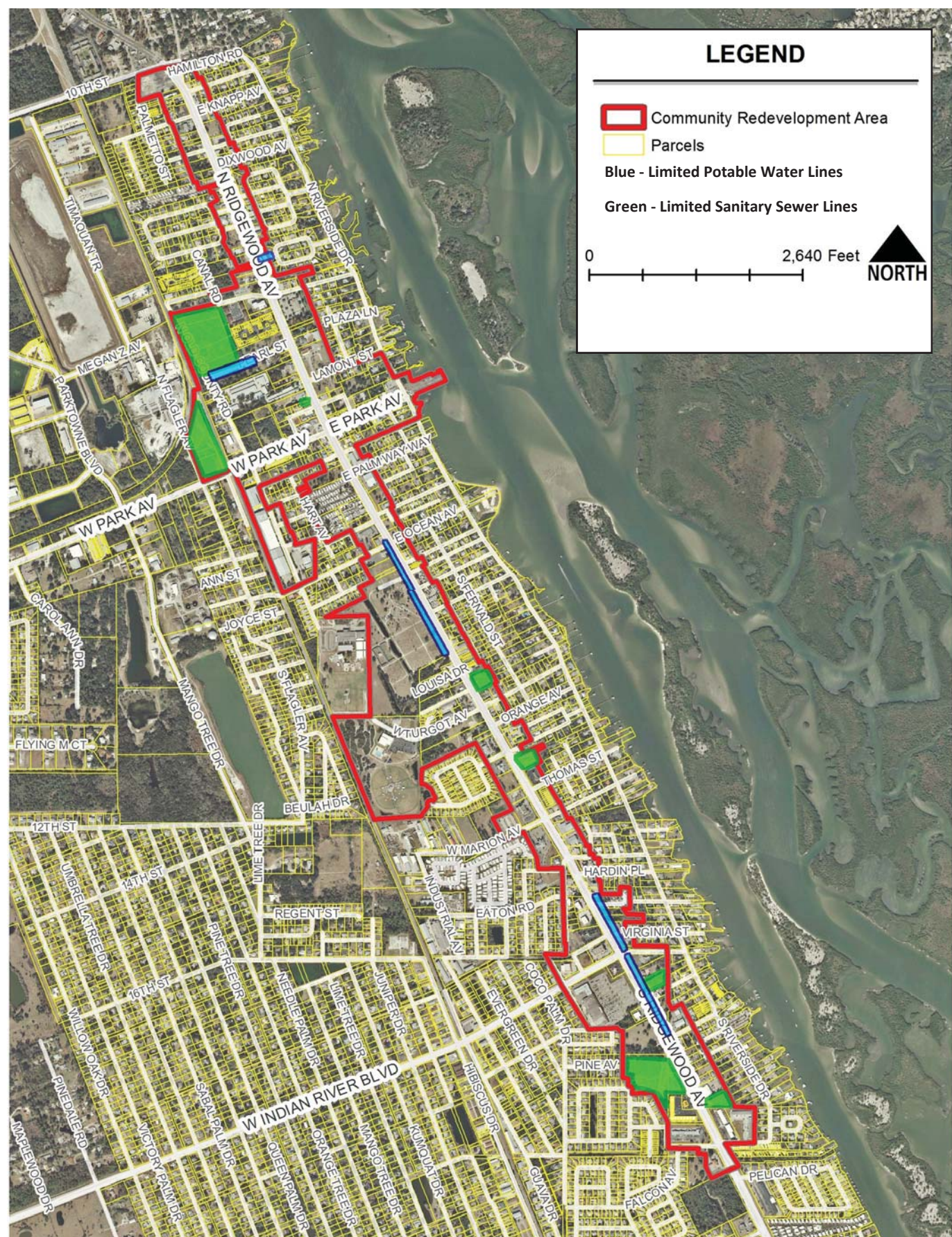


Since 2000, the City no longer permits the use of septic tanks within the city in order to prevent potential soil and groundwater contamination. When financially feasible, the City extends central sanitary sewer service to all developed properties within the current City limits. The City also coordinates with the County to limit septic tank permits. All previously-developed properties must connect to the central sanitary sewer when it becomes available within 500-feet of the property and/or structure. A certain portion of residents in the service area continue to be served by wells and septic tanks. Data provided by SJRWMD indicate that approximately 2,300 people in the service were “unserved” in 2005. The majority of these are individual properties with 1- to 5-acre lots.

FINDING

City staff identified general areas within the Redevelopment Area that have limited potable water or sewer lines. The majority of the areas with limited water lines are located along Ridgewood Avenue (US-1) between Ocean Avenue and Louis Drive on the west side, and between Hardin Place and Boston Road on the east side (see Figure 2-21). The majority of the areas with no sewer lines are located at the northeast corner of Pearl Street and North Old County Road, the northeast corner of West Park Avenue and North Flagler Avenue, at 2018 South Ridgewood Avenue, and at some smaller parcels on the east side of Ridgewood Avenue (US-1) between Louisa Drive and Falcon Avenue (see Figure 2-21).

Figure 2-21: Areas with Limited Potable Water and Sanitary Sewer Lines



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Chapter 3: Blighted Area Conditions Analysis



Determining if slum or blight conditions exist within the proposed Redevelopment Area is an initial step in ascertaining an area's appropriateness for designation as a Redevelopment Area. This Finding Report concludes the following based on the physical, economic, and regulatory conditions, as well as government-maintained statistics.

Based on the definition and criteria for determining "Slum Area" as specified in Section 163.340 (7), F.S. (see Section 1.3.2 of this report) and the findings concluded in this report, the proposed Redevelopment Area is not considered a "Slum Area."

However, the proposed Redevelopment Area is considered a "Blighted Area" as specified in Section 163.340 (8), F.S. (see Section 1.3.2 of this report) based on the findings concluded in this report. From the 14 criteria, of which 2 or more conditions are required to be considered a "Blight Area," 6 conditions exist in the proposed Redevelopment Area, as follows.

1. Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities (Section 163.340 [8]a, F.S.)

There is a predominance of defective or inadequate street layout from years of FDOT widening of Ridgewood Avenue (US- 1), leaving smaller and smaller parcels on which to make investment. In addition, early platting of the city also left lots that are generally undersized or lack the desired lot widths or depths to accommodate current parking, stormwater, and land development requirements, and other regulations.

There is a slight decrease in the AADT over the past six years; the current LOS along Ridgewood Avenue (US-1) within the Redevelopment Area is LOS C, which has a stable flow of traffic, but maneuvering through lanes is noticeably restricted. If there are any major incidents, traffic delays will form behind the incident.

The majority of the traffic-related accidents occur within the Redevelopment Area compared to the rest of the city. Between 2006 and 2013, there were 419 accidents, of which 287 (68%) occurred within the Redevelopment Area and 132 (32%) occurred within the rest of the city.

Multiple driveway connections along Ridgewood (US-1) and West Park Avenue do not meet current driveway or intersection separation criteria, which contributes to poor traffic circulation by creating potential vehicle and pedestrian or bicycle conflicts, poor sight triangle visibility, or difficulty in achieving accessible routes. Lack of inter-connectivity between existing developed sites also contributes to traffic congestion.

There is lack of a viable, comprehensive system of accessible sidewalks, bicycle facilities, and dedicated multimodal facilities. There is no formal pedestrian connection to city amenities, schools, or City Hall, and existing sidewalks are substandard with respect to current design and accessibility requirements. Few interior sites have a pedestrian connection to commercial areas. Public transportation facilities along the Ridgewood Avenue (US-1) corridor generally reflect deteriorating conditions, poor physical placement, or lack of appropriate facilities.

Uncontrolled access points, lack of parking, poor signage, and poor or nonexistent drainage, faulty street lay-out, no curb and gutter in many places, and other factors are detrimental to private reinvestment and a successful economic development environment.

Overhead utilities hamper streetscaping efforts and create inadequate roadways by preventing sidewalk widening and tree planting and having to snake around poles or trim vegetation to make way for power lines, which may hamper new investment opportunities and may contribute to further deterioration of the Redevelopment Area.

2. Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the five years prior to the finding of such conditions (Section 163.340 [8]b, F.S.)

Presently, according to Volusia County Property Appraiser data, land values are exceeding building (improvement) values throughout much of the proposed Redevelopment Area. Within the Redevelopment Area, however, the trend shows that the building values are either decreasing or not increasing at rates similar to other areas of the city of Edgewater. The total building value within the Redevelopment Area is \$40,878,970, and the total land value is \$36,330,507, which means that only \$4,548,463 separates land from building values. As land values increase and building values decrease, the opportunities and need for redevelopment strengthen. With building values not increasing, further decay may occur. Over the past five years, the total taxable value within the Redevelopment Area has gradually decreased from \$82,900,325 in 2009 to \$61,404,716 in 2013. Without City intervention through redevelopment, rehabilitation, and restoration, the area is likely to continue to decline. In addition, based on the City's building permit records, there is little substantial private investments over \$50,000 have been made in the past six years (see Table 2-3).

3. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness (Section 163.340 [8]c, F.S.)

Due to early platting of the city and widening of Ridgewood Avenue (US-1) by FDOT, many of the properties within the Redevelopment Area have irregular dimensions that create lot sizes and shapes and make compliance with current building, zoning, parking, stormwater, and other land development regulations difficult. Majority of blocks reflect a high proportion of owners, with few adjoining parcels or aggregated parcels under single ownership. In terms of reinvestment, the properties in the area may be difficult to consolidate property for redevelopment purposes. A sustainable commercial development requires more than one acre to be viable. Based on Volusia County Property Appraiser data, there are 178 commercial parcels located on Ridgewood Avenue (US-1). Of those, 118 are less than 1 acre, 41 are 1–2 acres, and 18 are less than 12 acres.

4. Unsanitary or unsafe conditions (Section 163.340 [8]d, F.S.)

The high number of traffic accidents along Ridgewood Avenue (US-1), multiple driveway connections that create poor traffic circulation, inadequate parking facilities, and lack of viable, comprehensive system of accessible sidewalks and bicycle facilities create unsafe conditions within the Redevelopment Area.

Substantial numbers of buildings are substandard, with many reaching toward a state of dilapidation and clear underutilization. A field survey of deteriorating structures revealed that 41 of 140 documented conditions were considered deteriorated and 72 were considered dilapidated, which create unsafe conditions.

According to the City's Code Enforcement data, there was an increase in property deterioration, lack of maintenance, nuisances, and other physical decay between 2009 and 2011. During 2012, there was a reduction in Code violations, which might have been related to loss of a Code Enforcement Officer due to budget cuts. The City of Edgewater is very conscious about enforcing Code violation issues. To combat blight, it reinforced its Code Enforcement staff in 2013, and the number of cited violations increased again.

Sanitary conditions, in particular, siting and placement of refuse collection consistent with City of Edgewater design standards, was noted as lacking in a majority of existing facilities and sites, such as placement of additional dumpster facilities within designated parking or landscape areas, placement of dumpsters that block potential emergency access routes, and damaged or deteriorating enclosures.

The Redevelopment Area exhibits poor drainage conditions as a result of historic construction techniques and lack of

sufficient stormwater management facilities and conveyances. Many of the existing developed sites pre-date current environmental and stormwater management requirements. Physical conditions were noted on private property and in public rights-of-way along significant lengths of Ridgewood (US-1), East and West Park Avenue, the intersection of West Indian River Boulevard, and Pearl Street and Lamont Street, and in the historic areas along Riverside Drive. Many existing stormwater management facilities are not under proper maintenance and exhibit conditions that contribute to on-street and adjoining property ponding or flooding, such as standing water, damaged inlet structures, clogged piping, and inappropriate use of facilities (parking, storage, etc.), which may cause stormwater runoff into the Indian River/Mosquito Lagoon, polluting the water and ecosystem.

The existing overhead utilities create unsafe conditions due to the potential for downed lines to cause fire hazards and obstruct the roadways and increasing the chance of motorists striking the poles.

The absence of potable water and sanitary sewer lines within portions of the Redevelopment Area creates unsanitary and unsafe conditions and limits redevelopment efforts. To meet current and future development within the Redevelopment Area, the City/CRA should construct potable water facilities and connect to existing waterlines and extend central sanitary sewer service to all developed properties to protect the public health and environment.

5. Deterioration of site or other improvements (Section 163.340 [8]e, F.S.)

Some of these conditions relate to improper or poor maintenance of yards and improvements, structural deterioration, or unrepaired storm damage. In all land use categories, there are substantial numbers of deteriorating structures and underused properties that are contributing to conditions that are not supportive of redevelopment and private investment within the Redevelopment Area. Some of the structures also reflect conditions relating from prior right-of-way acquisitions and impacts from Ridgewood Avenue (US-1) widening that have rendered some of the properties functionally obsolete. Based on Volusia County Property Appraiser data, most of the structures within the Redevelopment Area are considered Average, although there is a substantial number of structures that are rated Below Average. The field survey of deteriorating structures revealed that 41 of 140 documented conditions were considered deteriorated and 72 were considered dilapidated. In addition, based on City Code Enforcement violation data, there was an increase in property deterioration, lack of maintenance, nuisances, and other physical decay between 2009 and 2011. During 2012, there was a reduction of Code violations, which might have been related to loss of a Code Enforcement Officer due to budget cuts. The City of Edgewater is very conscious about enforcing Code violation issues; to combat blight, it reinforced its Code Enforcement staff in 2013, and the number of cited violations increased again.

Public park improvements and programming are necessary to prevent deterioration that contributes to physical and visual blight due to lack of public use. Enhancing active and passive park spaces and supporting festivals, exhibits, performances, and other special events will attract residents and visitors to the Redevelopment Area.

6. Inadequate or outdated building patterns (Section 163.340 [8]f, F.S.)

The Redevelopment Area contains a mix of land uses—commercial, industrial, mobile home, single-family, and multi-family residential. Most of the residentially-used lands have been zoned for other uses, such as commercial, professional, or office for many years, and a few conversions have occurred along Ridgewood Avenue (US-1). One problem with the current system of lots is the number of County, City, institutional, and other lands that are off the tax rolls in Redevelopment Area.

The Redevelopment Area is affected by a lack of parking and stormwater management, small buildable areas, insufficient land to expand, incompatible adjacent uses, and problematic access due to archaic rights-of-ways, canal systems, and dirt roads. Residences still occupy commercially-zoned lands, creating non-conformities. Changing the

land development regulations will be needed to address these issues, creating a new plan, and zoning and design system in the area will aid in attracting new development.

Ridgewood Avenue (US-1) has served as the historical commercial center of the area. The nature of retail and business along this corridor has changed dramatically. Small-scale sites are sometimes at a disadvantage. The original platted lots have insufficient area to meet standard development requirements desired for today's commerce. There is a lack of a substantial commercial investment along the Ridgewood Avenue (US-1) corridor within the Redevelopment Area. Based on the City's building permit records, there have been few substantial private investments over \$50,000 in the past six years, with no substantial investments in 2011 and 2013.

Many of the residential structures appear to be substandard and reflect conditions inconsistent with current zoning. This area is devoid of sidewalks and good drainage, and many Code violations exist. Some of the houses are small, historic bungalows that, if cared for, could revitalize the area into a quaint neighborhood.

Faulty lot sizes and shapes, poor locations, and problematic title situations offer little if any value to a community. Lots and buildings may be left vacant, leaving them subject to physical deterioration. These conditions contribute to visual and physical blight.

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Chapter 4: Conclusion and Recommendations



The preceding analysis has demonstrated that the statutory requirements for establishing a Community Redevelopment Area have been met for the proposed Edgewater Community Redevelopment Area. This study examined the qualifying conditions evident in the proposed Redevelopment Area and clearly established the need for adopting these Findings of Necessity and creating a strategic plan to capture a vision and address opportunities for public and private reinvestment, redevelopment, and overall revitalization.

The recommended boundaries for the proposed Redevelopment Area are based on an evaluation of vacant lands, the mix of land use/zoning opportunities, infrastructure conditions, proximity to major roadways, and deteriorating conditions. The City and community recognize that sound infrastructure investments, access management, appropriate development codes and incentives for private investment—actions that stem from creating a Redevelopment Area and adopting a Community Redevelopment Plan—will contribute to arresting blighting influences in this area.

The Edgewater Community Redevelopment Plan will focus on mitigating or correcting infrastructure and utility deficiencies, revitalizing the Ridgewood Avenue (US-1) corridor, and improving various transportation, urban design, and pedestrian safety issues, as documented in this Finding of Necessity Report. The outcome will encourage new public/private investment and other physical and social improvements and will increase property values and overall quality of life within the Edgewater Community Redevelopment Area and the city as a whole.

Appendix A: 2011 City of Edgewater Finding of Necessity Resolution

RESOLUTION NO. 2011-R-08

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EDGEWATER, FLORIDA RELATING TO COMMUNITY REDEVELOPMENT PURSUANT TO CHAPTER 163, PART III, FLORIDA STATUTES (THE "COMMUNITY REDEVELOPMENT ACT"); SAID RESOLUTION BEING SUPPORTED BY DATA AND ANALYSIS; DEFINING THE EDGEWATER COMMUNITY REDEVELOPMENT AREA; FINDING THE EXISTENCE OF CONDITIONS IN THE EDGEWATER COMMUNITY REDEVELOPMENT AREA THAT WARRANT THE CREATION OF A COMMUNITY REDEVELOPMENT AREA AND AGENCY; MAKING A LEGISLATIVE FINDING THAT CONDITIONS IN THE EDGEWATER COMMUNITY REDEVELOPMENT AREA MEET THE CRITERIA DESCRIBED IN SECTION 163.340(7) OR (8), FLORIDA STATUTES ("FINDING OF NECESSITY"); PROVIDING FOR FILING WITH THE CITY CLERK; PROVIDING FOR CONFLICTING PROVISIONS, AN EFFECTIVE DATE AND ADOPTION.

WHEREAS, the City of Edgewater, Florida has made the following determinations:

WHEREAS, the Florida Legislature duly enacted Chapter 163, Part III, Florida Statutes (the "Community Redevelopment Act") establishing the conditions and procedures for the establishment of community redevelopment areas and agencies; and finding that coastal and resort tourist areas or portion thereof which are deteriorating or economically distressed could be revitalized and redeveloped in a manner that will vastly improve the economic and social conditions of the community; and

WHEREAS, the City of Edgewater commissioned Kimley-Horn and Associates, Inc. (hereinafter referred to as "Consultant") to prepare an independent finding of necessity analysis of the proposed Edgewater Community Redevelopment Area (hereinafter referred to as "CRA"); and

WHEREAS, the City of Edgewater reviewed the independent Edgewater CRA Finding of Necessity Report of January 2011 prepared by Consultant. Said report meets the CRA Finding of Necessity requirements of Florida Statutes, Section 163, Part III; and

WHEREAS, the City of Edgewater considered public input, the recommendation of the staff, and the standards and guidelines of Chapter 163, Part III; and

WHEREAS, pursuant to Section 163.346, Florida Statutes, the City of Edgewater has provided public notice of its intent to consider adopting a resolution declaring a finding of necessity for creation of the Edgewater CRA at least fifteen (15) days before such proposed action by registered mailed notice to each taxing authority which levies ad valorem taxes on real property contained within the geographic boundaries of the proposed redevelopment area and in compliance with the notice requirements set forth in Section 166.041(3)(a), Florida Statutes; and

WHEREAS, conditions are present which are detrimental to the sound growth of the Edgewater CRA and which substantially impair or arrest appropriate growth within the area, and present conditions and uses which are detrimental to the public health, safety, morals and public welfare; and

WHEREAS, the Edgewater CRA Finding of Necessity Report of January 2011 confirmed that: conditions in the area meet the criteria described in Section 163.340(7) or (8), blighted areas exist within the Edgewater CRA, and the rehabilitation, conservation, or redevelopment of the Edgewater CRA is necessary in the interest of public health, safety, morals or welfare of the residents of Edgewater; and

WHEREAS, the Edgewater CRA is a coastal and tourist area that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout and inadequate street layout; and

WHEREAS, the Edgewater CRA contains a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by the Finding of Necessity Report, are leading to economic distress; and

WHEREAS, within the Edgewater CRA there is a predominance of defective or inadequate street layout, parking facilities, roadways, drainage facilities, or other public infrastructure; and

WHEREAS, aggregate assessed values of real property in the Edgewater CRA for ad valorem tax purposes have failed to show any appreciable increase and in fact for some properties such values have declined at rates significantly greater than that of the City of Edgewater and Volusia County as a whole; and

WHEREAS, within the Edgewater CRA there exists faulty lot layout in relation to size, adequacy, accessibility, or usefulness; and

WHEREAS, within the Edgewater CRA there exists unsafe or unsanitary conditions; and

WHEREAS, within the Edgewater CRA there exists inadequate or outdated building density patterns; and

WHEREAS, within the Edgewater CRA there exists a substantial commercial vacancy rate; and

WHEREAS, the Edgewater CRA exhibits a diversity of ownership and unusual property configurations which prevent the free alienability of land; and

WHEREAS, within the Edgewater CRA there exists a significant degree of nonconformities relative to parking, stormwater management, landscaping, architectural design and community standards; and

WHEREAS, the Edgewater CRA can be revitalized or redeveloped in a manner that will vastly improve the economic and social conditions of the community; and

WHEREAS, after considering the recommendation contained within the Edgewater CRA Finding of Necessity Report of January 2011 prepared by Consultant and after providing proper notice to all taxing authorities which levy ad valorem taxes on real property in the redevelopment area, and providing the public an opportunity to present testimony and evidence, the City Council, finds as a matter of fact that conditions exist which warrant the creation of a community redevelopment area.

NOW, THEREFORE, be it resolved by the City Council of the City of Edgewater, Florida:

Section 1. Recitals. The above recitals are true and correct, are hereby accepted as legislative findings of fact, and incorporated into this Resolution by this reference.

Section 2. Approval. This Resolution is supported by data and analysis and the City Council makes a legislative finding of fact that the conditions in the Edgewater CRA meet the criteria described in Section 163.340(7) or (8), Florida Statutes. The City Council adopts the Edgewater CRA Finding of Necessity Report of January 2011 prepared by Consultant as the Finding of Necessity Report (which is attached hereto and incorporated herein as Exhibit "A") and in accordance with Section 163.356, Florida Statutes finds that there is a need for a community redevelopment area for Edgewater. The geographic area of the Edgewater Community Redevelopment Area is designated as depicted on the map (which is attached hereto and incorporated herein as Exhibit "B").

Section 3. Recordation Required. This Resolution relating to the Edgewater CRA shall be recorded in the Minutes of this Board and filed with the Edgewater City Clerk's Office.

Section 4. All resolutions or parts of resolutions in conflict herewith are hereby repealed.

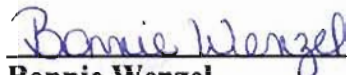
Section 5. This resolution shall take effect upon adoption.

After Motion to approve by Councilman Cooper with Second by Councilwoman Bennington, the vote on this resolution held on April 18, 2011, was as follows:

	AYE	NAY
Mayor Mike Thomas	<u>X</u>	_____
Councilman Justin A. Kennedy	<u>X</u>	_____
Councilwoman Gigi Bennington	<u>X</u>	_____
Councilwoman Mike Ignasiak	<u>X</u>	_____
Councilman Ted Cooper	<u>X</u>	_____

PASSED AND DULY ADOPTED this 18th day of April, 2011.

ATTEST:



Bonnie Wenzel
City Clerk

**CITY COUNCIL OF THE
CITY OF EDGEWATER, FLORIDA**


By: _____
Mike Thomas
Mayor



Robin L. Matusick
Paralegal

For the use and reliance only by the City of Edgewater,
Florida. Approved as to form and legality by:
Carolyn S. Ansay, Esquire
City Attorney
Doran, Sims, Wolfe, Ansay & Kundid

Approved by the City Council of the City of Edgewater
at a meeting held on this 18th day of April, 2011 under
Agenda Item No. 8 C.

Appendix B: Community Redevelopment Area Legal Description

(To be completed after approval from Volusia County Council)

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Appendix C: Edgewater Community Redevelopment Area Parcel Tables

(To be completed after approval from Volusia County Council)

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Appendix D: City of Edgewater Brownfield Ordinance

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ORDINANCE NO. 2010-O-07

AN ORDINANCE OF THE CITY OF EDGEWATER, FLORIDA; DESIGNATING THE PROPERTIES SET OUT ON EXHIBIT "A" IN THE CITY OF EDGEWATER, FLORIDA AS A BROWNFIELD AREA TO BE KNOWN AS THE EDGEWATER REDEVELOPMENT AREA ("ERA") FOR THE PURPOSE OF ENVIRONMENTAL REMEDIATION, REHABILITATION AND ECONOMIC DEVELOPMENT; DIRECTING THE CITY CLERK TO TRANSMIT A CERTIFIED COPY OF THIS ORDINANCE TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION; PROVIDING FOR CONFLICTING PROVISIONS, SEVERABILITY AND APPLICABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND ADOPTION.

WHEREAS, the State of Florida has provided in Ch. 97-277, Laws of Florida, codified as Sections 376.77 through 376.86, Florida Statutes, known as the Brownfields Redevelopment Act, for the designation by resolution of certain areas as brownfield sites or areas, and for the corresponding provision of environmental remediation, rehabilitation and economic development for such areas or sites; and

WHEREAS, the legislative intent behind the Brownfields Redevelopment Act includes the redevelopment and rehabilitation of abandoned or underused commercial and industrial areas, with incentives to "...encourage responsible persons to voluntarily develop and implement cleanup plans without the use of taxpayer funds...", pursuant to Section 376.78(3), Florida Statutes; and

WHEREAS, the City of Edgewater desires to take advantage of the Brownfields Redevelopment Act to redevelop and rehabilitate abandoned or underused commercial or industrial areas in the City and to allow responsible persons to develop and implement cleanup plans without the need to use local taxes when existing federal and state incentives are available for such action; and

WHEREAS, the City of Edgewater has considered; (1) whether the Brownfield area warrants economic development and has a reasonable potential for such activities; (2) whether the proposed area to be designated represents a reasonable focused approach and is not overly large in geographic coverage; (3) whether the area has potential to interest the private sector in participating in rehabilitation; and (4) whether the area contains sites or parts of sites suitable for limited recreational open space, cultural, or historical preservation purposes; and

WHEREAS, the City of Edgewater has designated the Brownfield area within the City of Edgewater to be known as the Edgewater Redevelopment Area ("ERA").

WHEREAS, the City of Edgewater has considered the requirements for the Brownfield area designation as provided in Sections 376.80(2)(b), Florida Statutes, and finds;

1. The rehabilitation and redevelopment of the proposed Edgewater Redevelopment Area will result in economic productivity of the area, along with the creation of additional full-time equivalent jobs not associated with the implementation of the Brownfield site rehabilitation and redevelopment, and will also provide affordable housing as defined in Sec. 420.000493), F.S.;
2. The redevelopment of the proposed Edgewater Redevelopment Area will also include areas presently considered in the City of Edgewater's Comprehensive Plan as future community redevelopment areas.
3. Notice of the Edgewater Redevelopment Area designation and proposed applicable rehabilitation has been provided to property owners of the proposed area to be designated. There will be an opportunity afforded to those receiving notice for comments and suggestions. There will also be an opportunity for those with such identified property to request that their property not be included as a Edgewater Redevelopment Area designation.
4. The Edgewater Redevelopment Area designated property owners will be provided reasonable assurance that they will receive assistance with the application and implementation of rehabilitation agreements and redevelopment plan for their respective properties; and

WHEREAS, the notice, publication and public hearing requirements set forth in section 376.80(1), Florida Statutes, have been satisfied; and

WHEREAS, the City of Edgewater, Florida, shall notify the Florida Department of Environmental Protection in writing and provide a copy of this Resolution setting forth the designation of the properties described on Exhibit "A" hereof, as the Edgewater Redevelopment Area.

NOW, THEREFORE, BE IT ENACTED by the People of the City of Edgewater, Florida:

Section 1. In accordance with the Florida Brownfields Redevelopment Act, Sections 376.77 through 376.86, Florida Statutes, the properties described on Exhibit "A" hereof are hereby designated as the Edgewater Redevelopment Area.

Section 2. The property owners designated in the Edgewater Redevelopment Area as described on Exhibit "A" hereof shall be responsible for the site remediation and rehabilitation on the property individually owned by each of them within the Edgewater Redevelopment Area.

Section 3. Designating said area as the Edgewater Redevelopment Area shall in no way render the City of Edgewater responsible for costs of site rehabilitation or source removal,

as those terms are defined in Sections 376.79(17) and (18), Florida Statutes, or for any other costs that may arise or be incurred.

Section 4. The City Clerk is hereby directed to transmit a certified copy of this Ordinance to the Florida Department of Environmental Protection to inform them of the City of Edgewater's decision to designate the Edgewater Redevelopment Area which is a Brownfield area for remediation, rehabilitation and economic development for the purposes set forth in Sections 376.77 through 376.86, Florida Statutes.

Section 5. CONFLICTING PROVISIONS.

All conflicting ordinances and resolutions, or parts thereof in conflict with this ordinance, are hereby superseded by this ordinance to the extent of such conflict.

Section 6. SEVERABILITY AND APPLICABILITY.

If any portion of this ordinance is for any reason held or declared to be unconstitutional, inoperative, or void, such holding shall not affect the remaining portions of this ordinance. If this ordinance or any provisions thereof shall be held to be inapplicable to any person, property, or circumstances, such holding shall not affect its applicability to any other person, property, or circumstance.

Section 7. EFFECTIVE DATE

This Ordinance shall become effective as of May 17, 2010.

Section 8. ADOPTION

After Motion to approve by Councilman Cooper with Second by Councilwoman Rogers, the vote on the first reading of this ordinance during the meeting held on April 19, 2010 was as follows:

	AYE	NAY
Mayor Mike Thomas	<u> X </u>	<u> </u>
Councilwoman Debra J. Rogers	<u> X </u>	<u> </u>
Councilwoman Gigi Bennington	<u> X </u>	<u> </u>
Councilwoman Harriet B. Rhodes	ABSENT	
Councilman Ted Cooper	<u> X </u>	<u> </u>

After Motion to approve by Councilwoman Bennington with Second by Councilwoman Rhodes,
the vote on the second reading of this ordinance during the meeting held on May 17, 2010
was as follows:

	AYE	NAY
Mayor Mike Thomas	<u>X</u>	_____
Councilwoman Debra J. Rogers	<u>X</u>	_____
Councilwoman Gigi Bennington	<u>X</u>	_____
Councilwoman Harriet B. Rhodes	<u>X</u>	_____
Councilman Ted Cooper	<u>Absent</u>	_____

PASSED AND DULY ADOPTED this 17th day of May, 2010.

ATTEST:

Bonnie Wenzel
Bonnie Wenzel
City Clerk

CITY COUNCIL OF THE
CITY OF EDGEWATER, FLORIDA

Mike Thomas
By: _____

Mike Thomas
Mayor

Robin L. Matusick

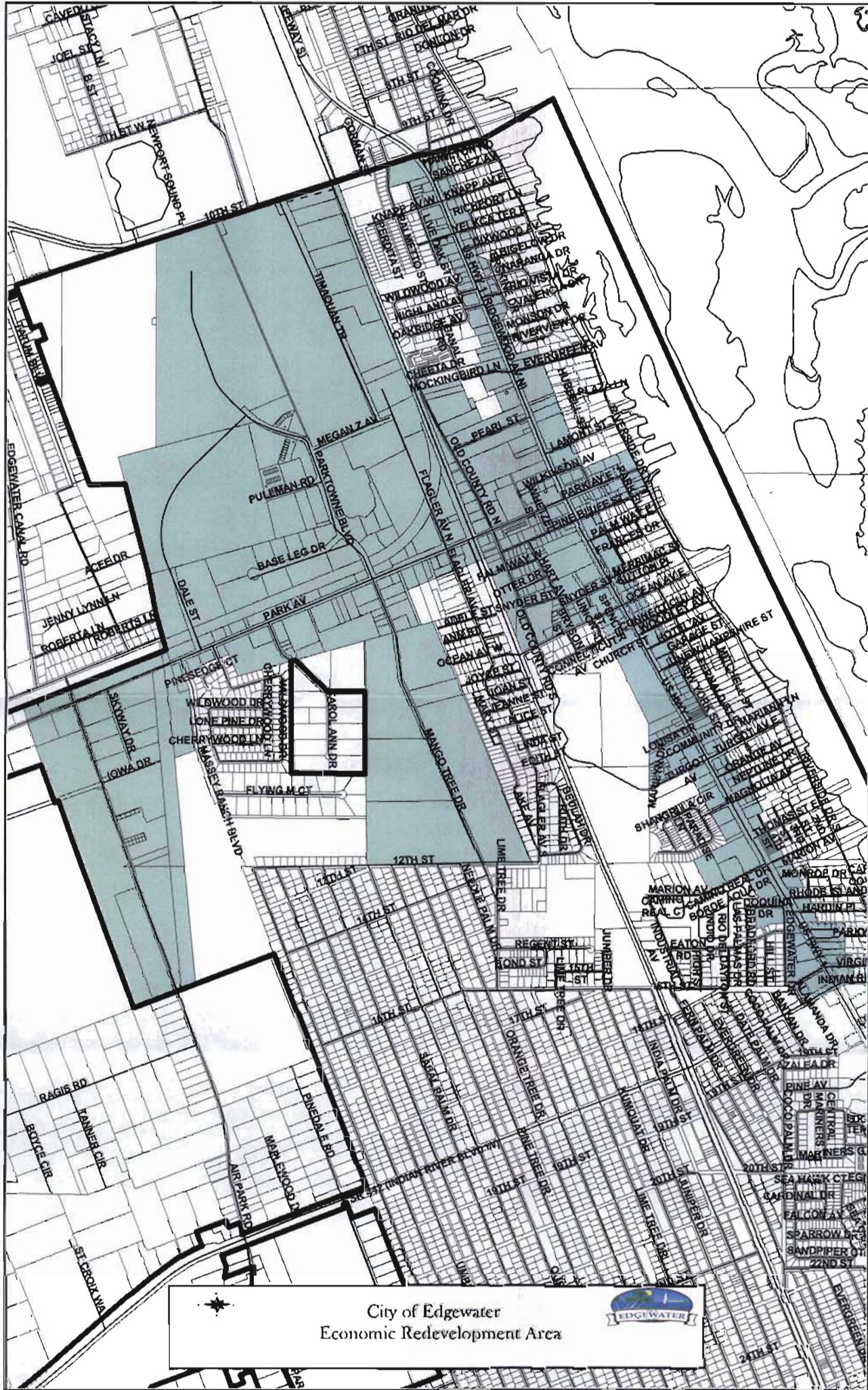
Robin L. Matusick
Paralegal

For the use and reliance only by the City of
Edgewater, Florida. Approved as to form and
legality by: Carolyn S. Ansay, Esquire
City Attorney
Doran, Sims, Wolfe, Ansay,
Kundid & Birch

Approved by the City Council of the City of
Edgewater at a meeting held on this 17th day
of May, 2010 under Agenda Item No.
8C.

EXHIBIT "A"

~~Struck through~~ passages are deleted.
Underlined passages are added.



City of Edgewater
Economic Redevelopment Area





Tindale-Oliver
&
Associates, Inc.

Planning and Engineering