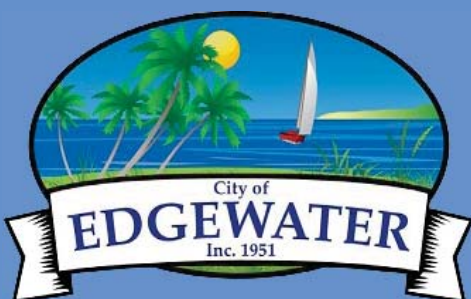


City of Edgewater Community Redevelopment Plan

May 2014



DRAFT

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Executive Summary

The City of Edgewater has taken a proactive approach to properly guide future development and to establish a community redevelopment area, which fulfills objectives contained within the Comprehensive Economic Development Strategic Plan (CEDS). As a result, the City of Edgewater initiated the "City of Edgewater, Florida, Community Redevelopment Area Finding of Necessity Report—January 2011" pursuant to Chapter 163, Part III, Florida Statutes (F.S.), which was completed in October 2010 and updated on January 11, 2011, to identify blight conditions and the proposed Edgewater Community 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 Section 163.340(7) or (8), F.S.; City Council adopts the Finding Report of January 2011; and, in accordance with Section 163.356, F.S., finds that there is a need for the Redevelopment Area.

Following the adoption of the Finding Report, the City initiated the Preliminary Community Redevelopment Plan, which was completed on July 2, 2012. The Preliminary Plan further defines the needs and specific programs for encouraging redevelopment in the Redevelopment Area. During this preliminary process, the initial Redevelopment Area boundary contemplated in the Finding Report 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 located immediately to the south of 10th Street to Magnolia Avenue. Since then, the City of Edgewater decided to extend the Redevelopment Area further south to Falcon Avenue, which consists of approximately **400 acres** consisting of **509 parcels**, which is **2.8 percent** of the total city area of **14,411 acres**.

Volusia County is a home rule charter county, which requires that the City of Edgewater draft a resolution to request delegation of authority to establish the Edgewater Community Redevelopment Agency (CRA) pursuant to Chapter 163, Part III, F.S. The City submitted a formal request letter to the County on July 11, 2012, and Volusia County responded on August 16, 2012, and November 2, 2012, respectively, with Requests for Additional Information (RAI) to the City of Edgewater. The RAI identified several topic areas where additional information was needed before County staff would forward the request to County Council for consideration. The City provided additional information to the first County request to support the Finding Report on October 4, 2012. The second County request included a checklist for Delegation Submission.

Before responding to the second request, the City hired Tindale-Oliver & Associates, Inc. (TOA) to conduct a review of the Finding Report and Preliminary Redevelopment Plan and to update and finalize the Edgewater Community Redevelopment Plan to meet Chapter 163, Part III, F.S., and comply with Volusia County Ordinances 2010–20. Since the City decided to extend the Redevelopment Area boundary further south to Falcon Avenue, TOA also updated and finalized the Finding Report in January 2014, which determined that the Redevelopment Area is not considered a "Slum Area"; however, it was concluded that 6 of 14 blighted conditions exist in the Redevelopment Area, as specified in Section 163.340 (8), F.S., which include the following:

1. Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities (Section 163.340 [8]a, F.S.)
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.)
3. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness (Section 163.340 [8]c, F.S.)
4. Unsanitary or unsafe conditions (Section 163.340 [8]d, F.S.)

5. Deterioration of site or other improvements (Section 163.340 [8]e, F.S.)
6. Inadequate or outdated building patterns (Section 163.340 [8]f, F.S.)

The Plan addresses the blighted area conditions observed in the Finding Report and sets the stage for a long-term series of redevelopment activities for new development that can instill civic pride through creating a sense of place, implementing environmentally-sensitive design, and respecting the context of the neighborhoods and downtown area. The Plan also furthers Volusia County's Smart Growth Initiatives for a clean, healthy environment; strong, livable communities; and a strong economy.

The Redevelopment Area is expected to contain several distinct character areas, one of which is a vibrant quaint urban Downtown with a mixed use “main street” along Park Avenue from Ridgewood Avenue (US-1) to Riverside Drive and extending into George R. Kennedy Memorial Park along the Indian River. George R. Kennedy Memorial Park will be mostly a pedestrian zone serving as a focal point for the Downtown. This Downtown vision will extend to Ridgewood Avenue (US-1) at the intersection of Park Avenue and eventually to the west side of Ridgewood Avenue (US-1), creating an east/west pedestrian-friendly corridor. Other distinguishable areas will include the primary commercial corridors along Ridgewood Avenue (US-1) and Park Avenue, industrial areas, and residential neighborhoods. These distinct character areas will forgo the persistent haphazard development to areas with improved infrastructure, rehabilitated structures, and other beautification efforts such as landscapes and roadway improvements. Gateways will be developed at key intersections to identify entry to the Redevelopment Area with the northern gateway at Ridgewood Avenue (US-1) and the Edgewater City Limits and the Downtown area at Ridgewood Avenue (US-1) and Park Avenue. In addition, this Plan envisions outdoor recreational enhancements at Hawk’s Park Recreation Complex and opportunities to connect Volusia County’s East Central Regional Trail to the Indian River.

The Plan is intended to serve as a framework for guiding development and redevelopment over the next 40 years until end of 2053. This 40-year duration is necessary due to the extent of infrastructure improvements and the low increment revenue projections under Scenario 1 (Historic Growth Rates).

The Community Redevelopment Trust Fund will be established to receive all increment revenues, grants, gifts, or revenues generated by redevelopment activities to implement the Plan. The County’s tax increment revenues contribution would be based on a millage rate not to exceed the City’s millage rate. Three (3) different scenarios were developed that reflect different future growth rates for taxable values in the Redevelopment Area: Scenario 1—Historical Growth Rates, Scenario 2—City Growth Rates, and Scenario 3—Optimistic Growth Rates for total City and County increment revenue contributions.

Such capital projects for which City and County increment revenues may be used include, but are not limited to, the projects identified in the Capital Work Plan.

It is important to note that the increment revenue estimates over the 40-year period fall short of the estimated costs to undertake the projects identified in the Plan to mitigate and reverse blight factors. Realizing that the Plan is a 40-year time-certain effort, the CRA will perform an annual review of the Plan to prepare an annual report and budget. In addition, the CRA may elect to update and amend the Plan every five years contingent on County review and approval.

The City believes that it will take the full 40-years to realize the dollars necessary to undertake the redevelopment initiatives identified within the Plan under Scenario 1 (Historic Growth Rates). The City understands the County’s desire to limit the duration of community redevelopment areas to something less than the maximum allowed. It is possible that economic conditions may improve more than what the increment revenue forecast currently demonstrates, and the City may be fortunate to acquire other funding sources, yet to be identified. Understanding this, the City suggests completing a sunset review with the County in year 20 (2033) to determine if the redevelopment objectives, initiatives, and projects have been

successful in reversing blight conditions as described within the Finding Report and the Plan. If it is jointly determined that the CRA has accomplished the primary objectives outlined in the Plan or most recent updates, then the date for the sunset for the Redevelopment Area can be re-established for a period of no more than 40 years.

Volusia County has adopted a home rule charter, and it is necessary for the City of Edgewater to obtain a delegation of the powers conferred upon Volusia County by the Redevelopment Act to establish the CRA, adopt the Plan and establish the Redevelopment Trust Fund, and carry out the implementation of the Plan (or amended or modified Plan), as specified by Section 163.356, 163.360, 163.361 and 163.387, F.S.

The City recognizes the County's Ordinance 2010–20 and seeks delegation of redevelopment authority signifying the County's commitment to reversing the blighting conditions along and adjacent to Ridgewood Avenue (US-1) corridor and serving the east Volusia area. The City requests specific powers from the County to promote and encourage rehabilitation, conservation, and redevelopment within the Redevelopment Area, pursuant to Section 163.370 and Section 163.410, F.S. However, certain powers may not be granted to the CRA, pursuant to Section 163.358, F.S.

The City Council of the City of Edgewater should assume its capacity as the governing body of the Edgewater CRA, pursuant to Section 163.356 and 163.357, F.S. The CRA should consist of the five members of the City Council and two appointed CRA Board members, pursuant to Section 163.357(1)(c), F.S. If the City Council appoints a CRA Advisory Board, such Board may have County representation of at minimum one member appointed by the County Council. Such Advisory Board should meet at least as often as the CRA holds its regular meetings and should meet prior to meetings of the CRA in order to review and provide recommendations on matters to be considered by the CRA.

To realize the redevelopment vision of the Plan, community leaders, businesses, and residents are encouraged to support the redevelopment objectives and continue the commitment over time even through administrations changes in order for the vision to be successfully implemented into reality.

Conceptual Diagram of the Edgewater Community Redevelopment Area

1 Completed Efforts

- 1a Ridgewood Avenue Corridor Design Regulations
- 1b US-1 Sidewalk Design Project
- 1c Ridgewood Avenue Improvements
- 1d Access Management Coordination (DOT improvements along corridor)*

2 Large Scale Infrastructure

- 2a Park Avenue Enhancement Plan (network connectivity, median landscaping, intersection & public realm improvements, joint storm water, property assemblage)
- 2b Enhanced Pedestrian Crosswalks (including Ridgewood Avenue)*
- 2c Enhancement of Transit Stops*
- 2d Extend East Central Regional Rail Trail to the Indian River (Riverside Drive)
- 2e Stormwater Management Strategy & Improvements (including Ridgewood Drainage Pond)*
- 2f Improve Utilities (including Ridgewood Avenue)*
- 2h Riverwalk Improvements
- 2i Parking Lots (To be determined)

3 Parks and Open Space

- 3a George R. Kennedy Memorial Park
- 3b Hawk's Park Recreation Center
- 3c Northern Gateway Park
- 3d Pocket Parks/Plazas (To be determined)

4 Beautification

- 4a Ridgewood Avenue - Future Phase (pedestrian lighting, traffic lights, signage)
- 4b Park Avenue (cross section improvements, landscape, signage, & design standards)
- 4c Gateway (destinations & public facilities)
- 4d Wayfinding Signage*

5 Development Projects

- 5a Downtown Edgewater Redevelopment Concept

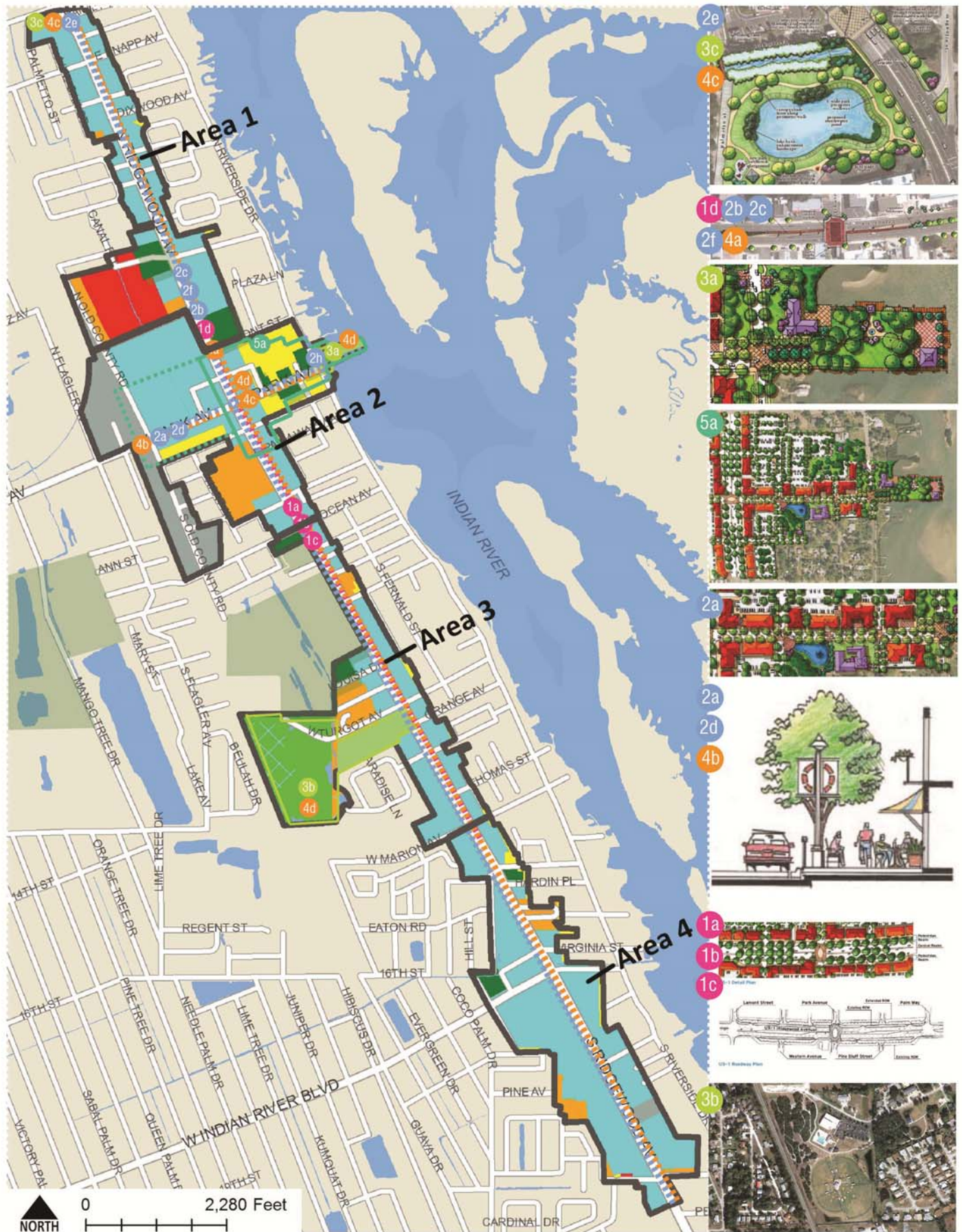
LEGEND

Future Land Use

- Recreation
- Public-Semi Public
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Industrial
- Commercial
- Conservation Overlay
- Community Redevelopment Area

- CRA Boundary
- Development Project Boundaries
- Future Downtown Extension
- Completed Streetscape Improvements
- Infrastructure Improvements
- Beautification Improvements

*This diagram site references specific projects outside of the CRA, but they have implications throughout the CRA.



CAPITAL WORK PLAN

Planning Area 1 - North Limit to Lamont Street

Project Category	Project Type	Short Term (1 -10 Yrs)	Mid Term (11-20 Yrs)	Long Term (21-40 Yrs)	Total	Anticipated Funding Sources
Roadway Improvements	1a 1b 1c 1d 2b 2c 4a					
Ridgewood Avenue (US-1) Sidewalk/Streetscape	Decorative Roadway Lights, Decorative Pavers, Mid-Block Crossings, Sidewalks, Street Trees, Median Landscaping, Site Furnishings, Transit Stop Enhancements		\$758,245.00	\$758,245.00	\$1,516,490.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants/Private
Knapp Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$105,370.00	\$105,370.00	\$210,740.00	City & County Increment Revenues/City/County/ Grants/Private
Yelka Terrace	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$95,820.00	\$95,820.00	\$191,640.00	City & County Increment Revenues/City/County/ Grants/Private
Dixwood Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$46,035.00	\$46,035.00	\$92,070.00	City & County Increment Revenues/City/County/ Grants/Private
Naranga Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$39,215.00	\$39,215.00	\$78,430.00	City & County Increment Revenues/City/County/ Grants/Private
Rio Vista Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$39,215.00	\$39,215.00	\$78,430.00	City & County Increment Revenues/City/County/ Grants/Private
Oakridge Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$39,215.00	\$39,215.00	\$78,430.00	City & County Increment Revenues/City/County/ Grants/Private
Riverside Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$40,920.00	\$40,920.00	\$81,840.00	City & County Increment Revenues/City/County/ Grants/Private
Mockingbird Lane	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$109,974.00	\$109,974.00	\$219,948.00	City & County Increment Revenues/City/County/ Grants/Private
Evergreen Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$89,520.00	\$89,520.00	\$179,040.00	City & County Increment Revenues/City/County/ Grants/Private
Pearl Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$194,370.00	\$194,370.00	\$388,740.00	City & County Increment Revenues/City/County/ Grants/Private
Old County Road	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$155,155.00	\$155,155.00	\$310,310.00	City & County Increment Revenues/City/County/ Grants/Private
Sub-Total			\$1,713,054.00	\$1,713,054.00	\$3,426,108.00	

Infrastructure Improvements		2e	2f			
Stormwater	Northern Gateway	\$200,000.00			\$200,000.00	City & County Increment Revenues/City/State Grants/Private
	Construct Stormwater Facilities to Accommodate Future Developments			\$1,500,000.00	\$1,500,000.00	City & County Increment Revenues/City/State Grants/Private
Potable Water and Sanitary Sewer	Potable Water System Expansion		\$100,000.00		\$100,000.00	City Increment Revenues/City/Grants/Private
	Sanitary Sewer System Expansion		\$200,000.00		\$200,000.00	City Increment Revenues/City/Grants/Private
Utilities	Underground/Relocate Utility Lines - Ridgewood Avenue (US-1)		\$1,740,000.00	\$1,740,000.00	\$3,480,000.00	City & County Increment Revenues/City/Private
	Provide telecommunication infrastructure - Ridgewood Avenue (US-1)		\$500,000.00	\$500,000.00	\$1,000,000.00	City & County Increment Revenues/City/Private
Sub-Total		\$200,000.00	\$2,540,000.00	\$3,740,000.00	\$6,480,000.00	
Recreation Improvements		3a				
Northern Gateway Park	Landscaping, Site Furnishings, Pedestrian Lighting, Walkway	\$200,000.00			\$200,000.00	City & County Increment Revenues/Grants/ECHO Grant
Sub-Total		\$200,000.00			\$200,000.00	
Street Sign/Wayfinding Improvements		4c	4d			
Gateway	1 Community Redevelopment Area Gateway	\$8,000.00			\$8,000.00	Federal Highway/City & County Increment Revenues/Grants
Street Signage	Decorative Breakaway Poles and Name Plates		\$30,000.00		\$30,000.00	Federal Highway/City & County Increment Revenues/Grants
Wayfinding Signage System	Decorative Breakaway Poles and Name Plates		\$20,000.00		\$20,000.00	Federal Highway/City & County Increment Revenues/Grants
Sub-Total		\$8,000.00	\$50,000.00		\$58,000.00	
Total		\$408,000.00	\$4,303,054.00	\$5,453,054.00	\$10,164,108.00	

CAPITAL WORK PLAN

Planning Area 2 - Lamont Street to Ocean Avenue

Project Category	Project Type	Short Term (1 -10 Yrs)	Mid Term (11-20 Yrs)	Long Term (21-40 Yrs)	Total	Anticipated Funding Sources
Roadway Improvements	         					
Ridgewood Avenue (US-1) Sidewalk/Streetscape	Decorative Roadway Lights, Decorative Pavers, Mid-Block Crossings, Sidewalks, Street Trees, Median Landscaping, Site Furnishings, Transit Stop Enhancements	\$394,764.00	\$394,764.00		\$789,528.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants/Private
East Park Avenue Enhancement	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Bike Lanes, Site Furnishings	\$578,336.00			\$578,336.00	City & County Increment Revenues/City/County/ Grants/Private
West Park Avenue Enhancement	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Bike Lanes, Site Furnishings		\$772,570.00		\$772,570.00	City & County Increment Revenues/City/County/ Grants/Private
Lamont Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Site Furnishings		\$274,164.00	\$274,164.00	\$548,328.00	City & County Increment Revenues/City/County/ Grants/Private
Wilkinson Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Site Furnishings		\$174,592.00	\$174,592.00	\$349,184.00	City & County Increment Revenues/City/County/ Grants/Private
E. Pine Bluff Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Site Furnishings		\$283,712.00	\$283,712.00	\$567,424.00	City & County Increment Revenues/City/County/ Grants/Private
Palm Way	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Site Furnishings		\$73,656.00	\$73,656.00	\$147,312.00	City & County Increment Revenues/City/County/ Grants/Private
W. Pine Bluff Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$576,154.00	\$576,154.00	City & County Increment Revenues/City/County/ Grants/Private
Western Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$119,350.00	\$119,350.00	City & County Increment Revenues/City/County/ Grants/Private
Whetzel Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$114,235.00	\$114,235.00	City & County Increment Revenues/City/County/ Grants/Private
Snyder Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$231,880.00	\$231,880.00	City & County Increment Revenues/City/County/ Grants/Private

Merimac Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$51,150.00	\$51,150.00	City & County Increment Revenues/City/County/ Grants/Private
Ocean Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$190,960.00	\$190,960.00	City & County Increment Revenues/City/County/ Grants/Private
Old County Road	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$985,490.00	\$985,490.00	City & County Increment Revenues/City/County/ Grants/Private
Sub-Total		\$973,100.00	\$1,973,458.00	\$3,075,343.00	\$6,021,901.00	
Parking Improvements 						
On-Street Parking (East Park Avenue)	Reconstruct Sidewalk, Construct Bulb-Outs and Paving	\$250,000.00			\$250,000.00	City Increment Revenues/Grants/Private
Small Parking Areas (East Park Avenue)	Public Parking/Public-Private Parking Partnership Assistance	\$100,000.00	\$200,000.00	\$250,000.00	\$550,000.00	City Increment Revenues/Grants/Private
Sub-Total		\$350,000.00	\$200,000.00	\$250,000.00	\$800,000.00	
Intersection Improvements  						
Ridgewood Avenue (US-1) and Park Avenue	Sightlines, Mast Arms, Decorative Pedestrian Landings and Crosswalks, Roadway Pavers	\$600,000.00			\$600,000.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants
Ridgewood Avenue (US-1) and Ocean Avenue	Sightlines, Mast Arms, Decorative Pedestrian Landings and Crosswalks, Roadway Pavers		\$600,000.00		\$600,000.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants
Sub-Total		\$600,000.00	\$600,000.00		\$1,200,000.00	
Infrastructure Improvements  						
Stormwater	Downtown Master Stormwater Study	\$115,000.00			\$115,000.00	City & County Increment Revenues/City
	Construct Stormwater Facilities to Address Flooding Issues	\$100,000.00	\$2,200,000.00		\$2,300,000.00	City & County Increment Revenues/City/ State Grants/Private
	Construct Stormwater Facilities to Accommodate Future Developments		\$500,000.00	\$4,000,000.00	\$4,500,000.00	City & County Increment Revenues/City/ State Grants/Private
Sanitary Sewer	Sanitary Sewer System Expansion		\$100,000.00		\$100,000.00	City Increment Revenues/City/Grants/ Private
Utilities	Underground/Relocate Utility Lines - Ridgewood Avenue (US-1) and Park Avenue		\$1,840,000.00	\$1,840,000.00	\$3,680,000.00	City & County Increment Revenues/City/Private
	Provide telecommunication infrastructure - Ridgewood Avenue (US-1) and Park Avenue		\$500,000.00	\$500,000.00	\$1,000,000.00	City & County Increment Revenues/City/Private
Sub-Total		\$215,000.00	\$5,140,000.00	\$6,340,000.00	\$11,695,000.00	

Recreation Improvements		2d	2h	3a		
George R. Kennedy Memorial Park Redevelopment	Provide Structures , Walkways, Decorative Pavers, Pedestrian Lighting, Landscaping, Site Furnishings	\$1,500,000.00	\$2,000,000.00		\$3,500,000.00	City & County Increment Revenues/Grants/ ECHO Grant
Volusia County's East Central Regional Trail Connection	Multi-Use Trail, Signage, Site Furnishings, Landscaping	\$100,000.00			\$100,000.00	City & County Increment Revenues/County/Grants
Riverwalk Enhancement	Decorative Pedestrian Lights, Landscaping, Site Furnishings	\$100,000.00			\$100,000.00	City & County Increment Revenues/County/Grants
Sub-Total		\$1,700,000.00	\$2,000,000.00		\$3,700,000.00	
Street Sign/Wayfinding Improvements		4c	4d			
Gateway	2 Downtown Gateways	\$12,000.00			\$12,000.00	Federal Highway/City & County Increment Revenues/Grants
Street Signage	Decorative Breakaway Poles and Name Plates		\$50,000.00	\$30,000.00	\$80,000.00	Federal Highway/City & County Increment Revenues/Grants
Wayfinding Signage System	Decorative Breakaway Poles and Name Plates		\$20,000.00	\$10,000.00	\$30,000.00	Federal Highway/City & County Increment Revenues/Grants
Sub-Total		\$12,000.00	\$70,000.00	\$40,000.00	\$122,000.00	
Total		\$3,850,100.00	\$9,983,458.00	\$9,705,343.00	\$23,538,901.00	

CAPITAL WORK PLAN

Planning Area 3 - Ocean Avenue to Marion Avenue

Project Category	Project Type	Short Term (1 -10 Yrs)	Mid Term (11-20 Yrs)	Long Term (21-40 Yrs)	Total	Anticipated Funding Sources
Roadway Improvements	1a 1b 1c 1d 2b 2c 4a					
Ridgewood Avenue (US-1) Sidewalk/Streetscape	Decorative Roadway Lights, Decorative Pavers, Mid-Block Crossings, Sidewalks, Street Trees, Median Landscaping, Site Furnishings, Transit Stop Enhancements		\$648,060.00	\$648,060.00	\$1,296,120.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants/Private
Connecticut Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$34,100.00	\$34,100.00	\$68,200.00	City & County Increment Revenues/City/County/ Grants/Private
Woodley Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$34,100.00	\$34,100.00	\$68,200.00	City & County Increment Revenues/City/County/ Grants/Private
Hotel Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$34,100.00	\$34,100.00	\$68,200.00	City & County Increment Revenues/City/County/ Grants/Private
New Hampshire Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$37,510.00	\$37,510.00	\$75,020.00	City & County Increment Revenues/City/County/ Grants/Private
Louisa Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$102,300.00	\$102,300.00	\$204,600.00	City & County Increment Revenues/City/County/ Grants/Private
Community Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$57,120.00	\$57,120.00	\$114,240.00	City & County Increment Revenues/City/County/ Grants/Private
Turgot Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$317,130.00	\$317,130.00	\$634,260.00	City & County Increment Revenues/City/County/ Grants/Private
Orange Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$42,625.00	\$42,625.00	\$85,250.00	City & County Increment Revenues/City/County/ Grants/Private
Magnolia Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$111,507.00	\$111,507.00	\$223,014.00	City & County Increment Revenues/City/County/ Grants/Private
Thomas Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$36,490.00	\$36,490.00	\$72,980.00	City & County Increment Revenues/City/County/ Grants/Private
Marion Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$143,561.00	\$143,561.00	\$287,122.00	City & County Increment Revenues/City/County/ Grants/Private
Sub-Total			\$1,598,603.00	\$1,598,603.00	\$3,197,206.00	
Intersection Improvements	1d 4a					
Ridgewood Avenue (US-1) and Turgot Avenue	Sightlines, Mast Arms, Decorative Pedestrian Landings and Crosswalks, Roadway Pavers		\$600,000.00		\$600,000.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants
Sub-Total			\$600,000.00		\$600,000.00	

Infrastructure Improvements		2e	2f			
Stormwater	Construct Stormwater Facilities to Accommodate Future Developments		\$1,500,000.00	\$1,500,000.00	\$3,000,000.00	City & County Increment Revenues/City/State Grants/Private
Potable Water and Sanitary Sewer	Potable Water System Expansion		\$200,000.00	\$100,000.00	\$300,000.00	City Increment Revenues/City/Grants/Private
	Sanitary Sewer System Expansion		\$100,000.00		\$100,000.00	City Increment Revenues/City/Grants/Private
Utilities	Underground/Relocate Utility Lines - Ridgewood Avenue (US-1)		\$1,560,000.00	\$1,560,000.00	\$3,120,000.00	City & County Increment Revenues/City/Private
	Provide telecommunication infrastructure - Ridgewood Avenue (US-1)		\$500,000.00	\$500,000.00	\$1,000,000.00	City & County Increment Revenues/City/Private
Sub-Total			\$3,860,000.00	\$3,660,000.00	\$7,520,000.00	
Recreation Improvements		3b				
Hawks Park Recreation Complex Improvements	Walkways, Restrooms, Concession, Signage, Lighting, Site Furnishings, Landscaping, Recreational Facilities	\$150,000.00	\$200,000.00	\$200,000.00	\$550,000.00	City & County Increment Revenues/Grants/ECHO Grant
	Park Master Plan	\$50,000.00			\$50,000.00	City & County Increment Revenues/County/Grants
Sub-Total		\$200,000.00	\$200,000.00	\$200,000.00	\$600,000.00	
Street Sign/Wayfinding Improvements		4d				
Street Signage	Decorative Breakaway Poles and Name Plates		\$30,000.00		\$30,000.00	Federal Highway/City & County Increment Revenues/Grants
Wayfinding Signage System	Decorative Breakaway Poles and Name Plates		\$20,000.00		\$20,000.00	Federal Highway/City & County Increment Revenues/Grants
Sub-Total			\$50,000.00		\$50,000.00	
Total		\$200,000.00	\$6,308,603.00	\$5,458,603.00	\$11,967,206.00	

CAPITAL WORK PLAN						
Planning Area 4 - Marion Avenue South						
Project Category	Project Type	Short Term (1 -10 Yrs)	Mid Term (11-20 Yrs)	Long Term (21-40 Yrs)	Total	Anticipated Funding Sources
Roadway Improvements	1a 1b 1c 1d 2b 2c 4a					
Ridgewood Avenue (US-1) Sidewalk/Streetscape	Decorative Roadway Lights, Decorative Pavers, Mid-Block Crossings, Sidewalks, Street Trees, Median Landscaping, Site Furnishings, Transit Stop Enhancements		\$765,580.00	\$765,580.00	\$1,531,160.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants/Private
Edgewater Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$203,920.00	\$203,920.00	\$407,840.00	City & County Increment Revenues/City/County/ Grants/Private
Rhode Island Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$46,890.00	\$46,890.00	\$93,780.00	City & County Increment Revenues/City/County/ Grants/Private
Hardin Place	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$46,035.00	\$46,035.00	\$92,070.00	City & County Increment Revenues/City/County/ Grants/Private
Driftwood Circle	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$141,515.00	\$141,515.00	\$283,030.00	City & County Increment Revenues/City/County/ Grants/Private
Virginia Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$47,740.00	\$47,740.00	\$95,480.00	City & County Increment Revenues/City/County/ Grants/Private
Indian River Boulevard	Decorative Roadway Lights, Decorative Pavers, Sidewalks, Street Trees, Median Landscaping, Site Furnishings		\$177,565.00	\$177,565.00	\$355,130.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants/Private
Boston Road	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$66,495.00	\$66,495.00	\$132,990.00	City & County Increment Revenues/City/County/ Grants/Private
Pine Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$92,922.00	\$92,922.00	\$185,844.00	City & County Increment Revenues/City/County/ Grants/Private
S. Riverside Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$75,020.00	\$75,020.00	\$150,040.00	City & County Increment Revenues/City/County/ Grants/Private
Falcon Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$108,440.00	\$108,440.00	\$216,880.00	City & County Increment Revenues/City/County/ Grants/Private
Sub-Total			\$1,772,122.00	\$1,772,122.00	\$3,544,244.00	
Intersection Improvements	1d 4a					
Ridgewood Avenue (US-1) and Indian River Boulevard	Sightlines, Mast Arms, Decorative Pedestrian Landings and Crosswalks, Roadway Pavers		\$80,000.00		\$80,000.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants
Ridgewood Avenue (US-1) and Falcon Avenue	Sightlines, Mast Arms, Decorative Pedestrian Landings and Crosswalks, Roadway Pavers		\$60,000.00		\$60,000.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants
Sub-Total			\$140,000.00		\$140,000.00	

Infrastructure Improvements 2e 2f						
Stormwater	Construct Stormwater Facilities to Accommodate Future Developments		\$1,500,000.00	\$1,500,000.00	\$3,000,000.00	City & County Increment Revenues/City/ State Grants/Private
Potable Water and Sanitary Sewer	Potable Water System Expansion		\$200,000.00		\$200,000.00	City Increment Revenues/City/Grants/ Private
	Sanitary Sewer System Expansion		\$100,000.00		\$100,000.00	City Increment Revenues/City/Grants/ Private
Utilities	Underground/Relocate Utility Lines - Ridgewood Avenue (US-1)		\$1,820,000.00	\$1,820,000.00	\$3,640,000.00	City & County Increment Revenues/City/Private
	Provide telecommunication infrastructure - Ridgewood Avenue (US-1)		\$500,000.00	\$500,000.00	\$1,000,000.00	City & County Increment Revenues/City/Private
Sub-Total			\$4,120,000.00	\$3,820,000.00	\$7,940,000.00	
Recreation Improvements 3d						
Pocket Parks	Site Furnishings, Play Equipment, Landscaping, Site Furnishings		\$200,000.00	\$200,000.00	\$400,000.00	City & County Increment Revenues/Grants/ ECHO Grant
Sub-Total			\$200,000.00	\$200,000.00	\$400,000.00	
Street Sign/Wayfinding Improvements 4d						
Street Signage	Decorative Breakaway Poles and Name Plates		\$30,000.00		\$30,000.00	Federal Highway/City & County Increment Revenues/Grants
Wayfinding Signage System	Decorative Breakaway Poles and Name Plates		\$20,000.00		\$20,000.00	Federal Highway/City & County Increment Revenues/Grants
Sub-Total			\$50,000.00		\$50,000.00	
Total			\$6,282,122.00	\$5,792,122.00	\$12,074,244.00	
GRAND TOTAL		\$4,458,100.00	\$26,877,237.00	\$26,409,122.00	\$57,744,459.00	
Increment Revenue Forecast (Scenario 1 - Historical Growth Rates)		\$1,941,000.00	\$6,950,000.00	\$43,920,000.00	\$52,811,000.00	
Funding Deficiency		\$57,744,459 (Total Capital Cost) - \$52,811,000 (Total Increment Revenue - Scenario 1: Historical Growth Rates)				\$4,933,459.00

Chapter 1: Initiating Redevelopment



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 properly guide future development. This City's *Vision Book* was completed on November 2008.

A Comprehensive Economic Development Strategic Plan (CEDS) was followed up with assistance and cooperation from the Volusia County Department of Economic Development in May 2010. The objectives were to position the City for long-range economic growth by attracting new business and industry and to increase the visibility of Edgewater in a crowded and competitive economic development marketplace.

The City of Edgewater created a brownfield designation by adopting the Edgewater Redevelopment Area in May of 2010. A brownfield area is a contiguous area of one or more brownfield sites, some of which may not be contaminated, and which has been designated by a local government by resolution. Such areas may include all or portions of community redevelopment areas, enterprise zones, empowerment zones, other such designated economically-deprived communities and areas, and Environmental Protection Agency-designated brownfield pilot projects (376.79[4], Florida Statutes.)

In June 2011, the City adopted Design Standards for the Ridgewood Avenue (US-1) corridor to ensure high quality private development along this corridor. The two major components of these regulations are 1) landscape, buffer, and related site development treatments, especially areas immediately adjacent to the roads, and 2) building design standards for new and redeveloped structures, including signage.

A regional economic summit was held with Volusia County, Edgewater, and New Smyrna Beach in October 2011. The summit provided an opportunity to identify common development objectives and to engage community and business leaders in an active dialogue about priorities for the future.

During the Spring of 2013, the 5th Annual Edgewater Expo was held, with more than 150 vendors lining Riverside Drive. Events such as these serve important economic development objectives and provide the framework for multiple redevelopment activities. These events support the CEDS by providing a venue for marketing, outreach, interlocal coordination, and improved communication infrastructure and by promoting existing development opportunities.

The City of Edgewater has taken a proactive approach to properly guide future development and to establish a community redevelopment area, which fulfills objectives contained within the CEDS. As a result, the City of Edgewater initiated the "City of Edgewater, Florida, Community Redevelopment Area Finding of Necessity Report—January 2011" (hereinafter referred to as the "Finding Report") pursuant to Chapter 163, Part III, Florida Statutes (F.S.), which was completed in October 2010 and updated on January 11, 2011, to identify blight conditions and the proposed Edgewater Community Redevelopment Area (hereinafter referred to as the "Redevelopment Area") (see Appendix A). 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 Section 163.340(7) or (8), F.S; City Council adopts the Finding Report of January 2011; and in accordance with Section 163.356, F.S., finds that there is a need for the Redevelopment Area (see Figure 1.1, CRA Location Map).

Following the adoption of the Finding Report, the City initiated the Preliminary Community Redevelopment Plan, which was completed on July 2, 2012. The Preliminary Plan further defines the needs and specific programs for encouraging redevelopment in the Redevelopment Area, building upon the preliminary recommendations of the *Vision Book* and Economic Development Strategic Plan. During this preliminary process, the initial Redevelopment Area boundary

Figure 1.1: Edgewater Community Redevelopment Area Location Map

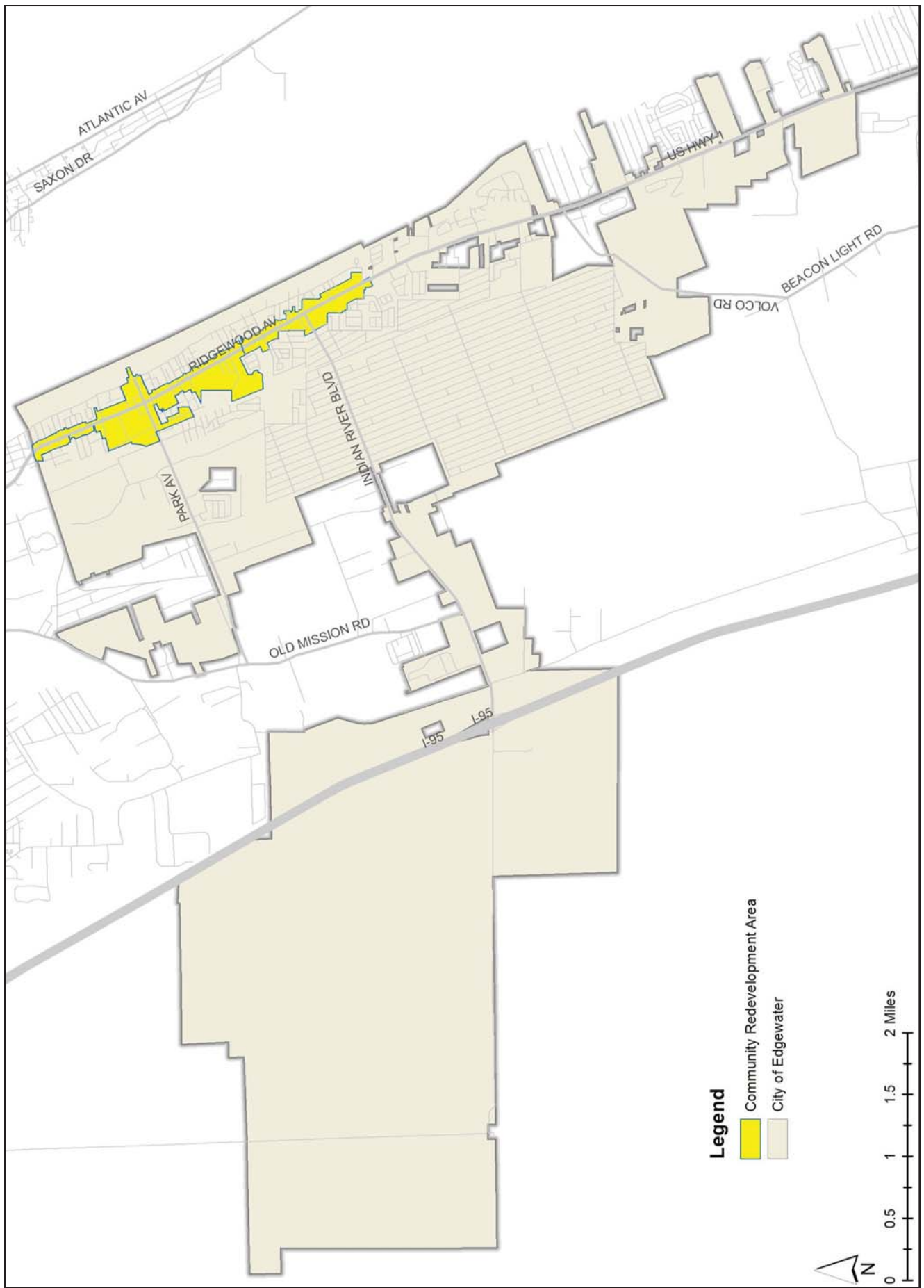
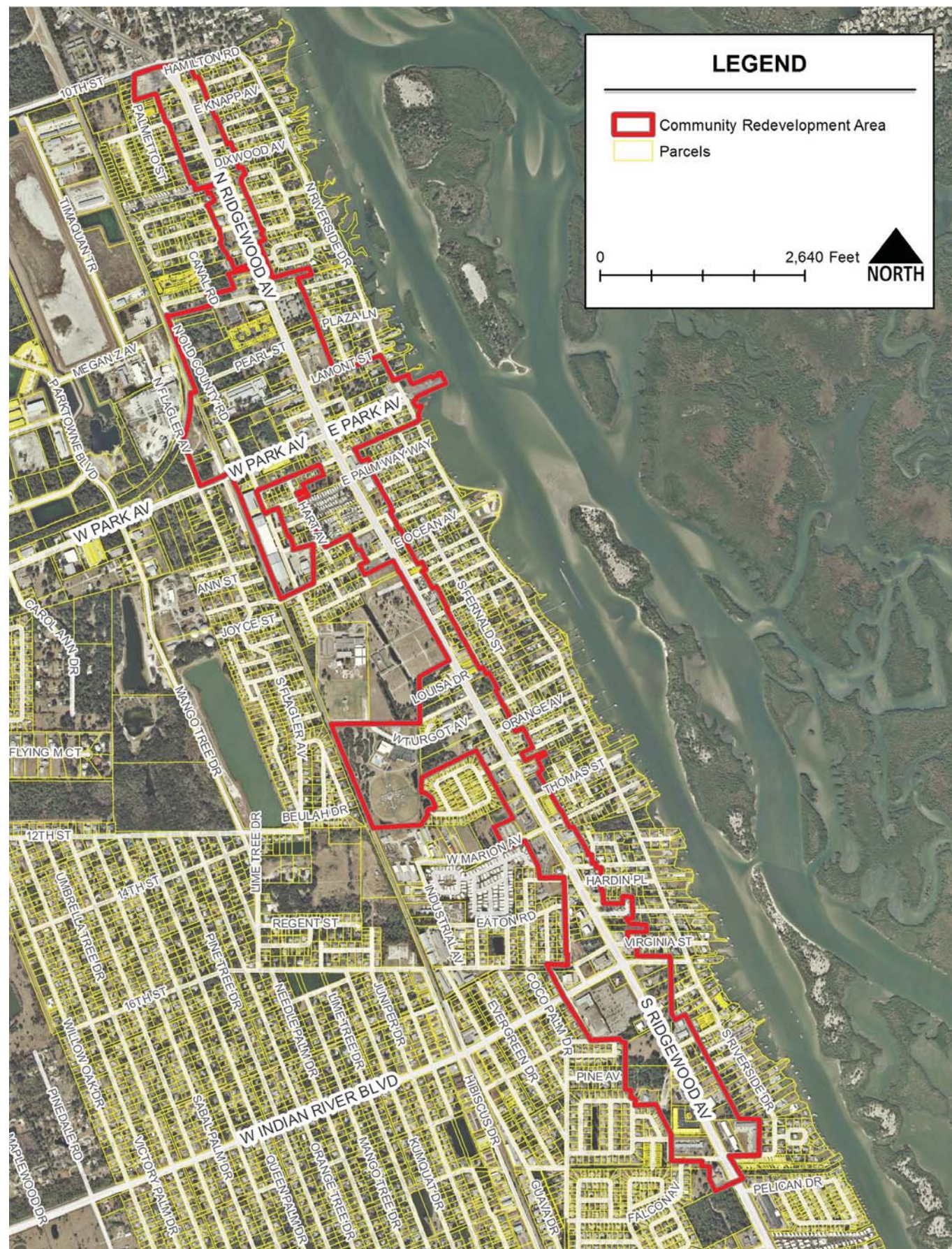


Figure 1.2: CRA Location Map



contemplated in the Finding Report 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 to Magnolia Avenue. Since then, the City of Edgewater decided to extend the Redevelopment Area further south to Falcon Avenue, which consists of approximately **400 acres** consisting of **509 parcels**, which is **2.8 percent** of the total city area of **14,411 acres**.

Volusia County is a home rule charter county, which requires that the City of Edgewater draft a resolution to request for delegation of authority to establish the Edgewater Community Redevelopment Agency (CRA) pursuant to Chapter 163, Part III, F.S. The City submitted a formal request letter to the County on July 11, 2012, and Volusia County responded on August 16, 2012, and November 2, 2012, respectively, with Requests for Additional Information (RAI) to the City of Edgewater. The RAI identified several topic areas where additional information was needed before County staff would forward the request to County Council for consideration. The City provided additional information to the first County request to support the Finding Report on October 4, 2012. The second County request included a checklist for Delegation Submission.

Before responding to this second request, the City hired Tindale-Oliver & Associates, Inc. (TOA) to conduct a review of the Finding Report and Preliminary Redevelopment Plan and to update and finalize the Edgewater Community Redevelopment Plan to meet Chapter 163, Part III, F.S., and comply with Volusia County Ordinances 2010-20. Since the City decided to extend the Redevelopment Area boundary further south to Falcon Avenue, TOA updated and finalized the Finding Report in January 2014, and the City Council adopted Resolution No. 2014-R-08 on May 5, 2014, to refine the Finding Report, request delegation of authority to create the Redevelopment Area and CRA, adopt the Plan, and establish a Community Redevelopment Trust Fund. In addition, the City has reviewed the draft Plan and requested Volusia County to review and consider the Plan as part of the Finding of Necessity resolution.

1.2 Finding of Necessity Overview

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, and government maintained statistics.

Based on the definition and criteria for determining a "Slum Area," as specified in Sec. 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 Sec. 163.340 (8), F.S. (see Section 1.3.2) 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 Florida Department of Transportation (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, land development requirements, and other regulations.

There is a slight decrease in the average annual daily traffic over the past six years. The current levels of service (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 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.

Multiple driveway connections along Ridgewood Avenue (US-1) and West Park Avenue do not meet current driveway separation or intersection separation criteria, which contribute 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 the 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.

In addition, there are uncontrolled access points, lack of parking, poor signage, poor or nonexistent drainage, faulty street layout, no curb and gutter in many places, and other factors that 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 requiring snaking around poles or trimming 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 Edgewater. The total building value within the CRA is \$40,878,970, and the total land value is \$36,330,507, which means that only \$4,548,463 separates the land from the 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 in the past six years (see Table 2-3 in the Finding of Necessity Study).

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, which has created lot sizes and shapes that 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, 178 commercial parcels are 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 creating poor traffic circulation, inadequate parking facilities, and lack of a 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 within the Redevelopment Area. During 2012, there was a reduction in Code violations, which might have been related to the 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, 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, 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 downed lines causing fire hazards and obstructing the roadways, increasing the chance for motorists striking poles.

The absence of potable water and sewer lines within the 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 lines and facilities connecting to the existing water system and extend sanitary sewer service to all developed properties to protect public health and the 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 underutilized 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 are a substantial number of structures that are rated “Below Average.” A 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 within the Redevelopment Area. 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 homes, 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, small buildable areas, insufficient land to expand, incompatible adjacent uses, and problematic access due to archaic rights-of-way, 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 a zoning and design system in the area will aid in attracting new development.

Ridgewood Avenue (US-1) has served as the historical commercial center. 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 substantial commercial investment along the Ridgewood Avenue (US-1) corridor within the Redevelopment Area. Based on the City’s building permit records, there are 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, shapes, and 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.

1.3 Intent of the Community Redevelopment Plan

The Envision Edgewater process, the Finding Report, and the related community workshops served to clarify specific goals and opportunities for the City to consider in the process of redevelopment. This Plan will serve to further clarify those goals into specific action items and projects. In addition, the Plan will identify future programs and activities that can be funded and managed by the CRA to actively support local businesses and promote redevelopment.

The Plan is intended to serve as a framework for guiding development and redevelopment of the Redevelopment Area over the next 40 years. It is intended to be a living document. The process of redevelopment is an ongoing iterative activity that can sometimes take decades to achieve long-term goals. It is the City's intent to regularly revisit this document, perhaps as part of the CRA's annual reporting process, to celebrate the City's achievements and refocus priorities for the coming years. The Envision Edgewater document is an example of what long-term redevelopment could look like.

This Plan addresses financing and implementation strategies and management and administration opportunities within the Redevelopment Area, which consists of approximately **400 acres** consisting of **509 parcels**, which is **2.8 percent** of the total city area of **14,411 acres**. All projects will be financed by or in part through increment revenue contributions and other funding sources. Increment revenue is a special financial mechanism that enables local governments to capture new real property tax revenues generated within community redevelopment areas and focus those revenues on projects and uses that directly benefit Community Redevelopment Areas. "New" tax revenues are those generated by increased taxable real property values in excess of taxable values existing on the date that a special Redevelopment Trust Fund was established. These strategies will continue to be refined as they are implemented. It is clearly intended that special assessments and other revenues may need to be used in conjunction with available increment revenues to achieve stated goals. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study and action by the CRA as specific projects are initiated, refined, and implemented.

The Plan's focus is mitigation or correction of infrastructure and utilities deficiencies, revitalization of the Ridgewood Avenue (US-1) corridor, various transportation and urban design improvements, and pedestrian safety issues documented in the Finding Report for the Redevelopment Area. Changing conditions could warrant the modification of this Plan. The Plan describes objectives, initiatives, and a financial plan to mitigate or correct blight factors and concludes with a demonstration of how the Plan is consistent and complementary with the City of Edgewater Comprehensive Plan.

The Plan furthers Volusia County's Smart Growth Initiatives for a clean, healthy environment; strong, livable communities; and a strong economy. County participation in the improvements within the Redevelopment Area will benefit the overall east Volusia area by improving pedestrian connections and street layout, enhancing the stormwater management system, reducing unsanitary and unsafe conditions, reversing the declining urban form along Ridgewood Avenue (US-1), and strengthening the commercial viability and overall community livability.

1.4 Legal Boundary Description of 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 1.2 and Appendices B and C).

The Redevelopment Area boundary was delineated according 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, as identified in the Finding Report. The declining nature of businesses along this corridor and housing foreclosures contribute to the blighted conditions within this area boundary.

The focus of this Plan is on mitigation or correction of the various blighted area conditions documented in the adopted Finding Report. This Plan promotes the creation of a Downtown, revitalization of the primary commercial corridors and residential neighborhoods, enhancement of parks and recreational facilities to strengthen economic development and job opportunities, and overall community livability within the Redevelopment Area.

Chapter 2: Community Redevelopment Plan Adoption



2.1 Preparation of Community Redevelopment Plan

This Plan is an essential step required to create the CRA and will serve as an important tool to assist the City and its citizens in remedying infrastructure problems and supporting development activities that improve the general public welfare, improve the local tax base, and encourage the thoughtful and integrated redevelopment for downtown and the Ridgewood Avenue (US-1) corridor.

The Community Redevelopment Act, Section 163.360(4), F.S. (2012), states that a municipality or CRA may prepare or cause to be prepared a Community Redevelopment Plan. In a home rule charter county such as Volusia, the City of Edgewater must request delegation of authority to create a Redevelopment Area and CRA and establish a Redevelopment Trust Fund. The City will submit the Finding Report and the Plan to Volusia County Council for review and approval and will request delegation of authority to create a Community Redevelopment Area and CRA and establish a Redevelopment Trust Fund. This Plan has been prepared at the direction of the City Council and represents a collaborative effort among and among City staff, local residents, and the consultants.

The City has commenced the process to create the Edgewater CRA through its actions to engage the community in public planning charrettes for the Downtown Vision Plan, the Economic Development Strategic Plan, and adoption of the required Finding Report.

2.2 Redevelopment Initiatives

The City of Edgewater understands that the establishment of the CRA is a vital tool for redevelopment; however, the City is moving forward with many efforts while the CRA approval process is underway. The following describes the City's recent achievements within the Redevelopment Area.

2.2.1 Redevelopment Initiatives

The vision statement developed during the Envision Edgewater process in 2008 set the stage for a long-term series of redevelopment activities. Since that time the City has thoughtfully progressed on the path of simultaneously promoting redevelopment activities and coordinating the creation of a CRA. The city-wide imperative given in the vision statement calls for new development that can instill civic pride through creating a sense of place, implementing environmentally-sensitive design, and respecting the context of the neighborhoods and downtown area.

The city of Edgewater will be a safe, clean, accessible, and environmentally-friendly community with a small-town atmosphere. Edgewater will continue to be a waterfront-oriented community that provides a sustainable, high quality of life, with a strong sense of pride in our civic amenities, our community facilities, our vibrant and distinctive neighborhoods, and our thriving downtown.

This vision will guide the Plan to mitigate or correct blight factors, clarify the intent of the planning activities, and focus efforts on smart, achievable, and incremental goals to deliver results.

2.2.2 Comprehensive Economic Development Strategic Plan

The Comprehensive Economic Development Strategic Plan (CEDS) was completed in May 2010 and is supported by a partnership with the Volusia County Economic Development Department. In the plan, five goals and many supporting objectives were identified and prioritized in the Five-Year Action Plan.

- Goal 1** Expanding Business and Industry in Edgewater
- Goal 2** Positioning Edgewater for Economic Growth
- Goal 3** Elevating Community Image and Urban Services
- Goal 4** Increasing Riverfront Access and Activity
- Goal 5** Investing in the Future of Edgewater

The CEDS serves as an economic development tool for the entire city, but many of the objectives will serve a dual role for the CRA and for redevelopment. The creation of the CRA will also further the implementation of the goals outlined in the CEDS.

2.2.3 Community Redevelopment Area Brownfield Designation

The City of Edgewater created a brownfield designation by adopting the Edgewater Redevelopment Area in May 2010. A brownfield area is a contiguous area of one or more brownfield sites, some of which may not be contaminated, and which has been designated by a local government by resolution. Such areas may include all or portions of community redevelopment areas, enterprise zones, empowerment zones, other such designated economically-deprived communities and areas, and Environmental Protection Agency-designated brownfield pilot projects (376.79[4], Florida Administrative Code (F.A.C.)).

Designating a brownfield area is a redevelopment tool that will assist in economic development, community development, residential projects, and open-space/ green-space projects. It also achieves the significant public goals of 1) reducing public health and environmental hazards, 2) removing stigma, and 3) promoting effective use of community resources. With this designation already in place, new development and redevelopment projects within the Redevelopment Area will have the opportunity to participate in the State-administered program that can provide significant resources through economic incentives and loan guarantees.

Joint coordination with Oak Hill and New Smyrna Beach can continue to support the positive interplay between brownfields identification/clarification of property status and redevelopment within the Redevelopment Area.

2.2.4 Ridgewood Avenue (US-1) Corridor Design

In June 2011, new Design Standards for the Ridgewood Avenue (US-1) corridor were adopted as a City Ordinance. The purpose and intent are to ensure high-quality private development in the Ridgewood Avenue (US-1) corridor. The two major components of these regulations are 1) landscape, buffer, and related site development treatments, especially areas immediately adjacent to the road, and 2) building design standards for new and redeveloped structures, including signage.

Not all of the Redevelopment Area is included within these design standards. As redevelopment occurs within the Redevelopment Area, both the public and private sectors now have standards to rely upon in coordinating developing plans along this portion of Ridgewood Avenue (US-1), and the standards could be expanded in the future.

2.2.5 Regional Summit

In October 2011, a regional economic summit was held with Volusia County, Edgewater, and New Smyrna Beach. The summit provided an opportunity to identify common economic development objectives between the City and Volusia

County and to engage community and business leaders in an active dialogue about priorities for the future. This allowed the City to cultivate a larger presence and coordinate with other local agencies to establish the Edgewater CRA.

2.2.6 Celebrating Edgewater

During Spring 2013, the 5th Annual Edgewater Expo was held, with more than 150 vendors lining Riverside Drive. Events such as these serve important economic development objectives and provide the framework for multiple CRA activities. These events support the CEDS by providing a venue for marketing, outreach, interlocal coordination, and improved communication infrastructure and by promoting existing development opportunities. With the Expo well established, the CRA has a ready-made venue in which to promote and communicate with businesses and residents about upcoming activities and projects.

2.2.7 Ridgewood Avenue (US-1) Sidewalk Design Project

The City of Edgewater has taken an active role in the first steps of improving Ridgewood Avenue (US-1). Two studies have been conducted, and each will have a significant construction impact along the corridor. The first study, completed in October 2013, involved a sidewalk and mapping exercise that clearly defined the edges of FDOT property versus adjacent landowners and set the stage for improving the pedestrian experience with new sidewalk designs and existing sidewalk enhancements. The second study, completed on September 30, 2013, was an access management and improvements plan for a large portion of Ridgewood Avenue (US-1). The approximately two-mile project runs from south of SR 442 at Falcon Avenue to just north of Park Avenue at Lamont Street and modified a majority of the medians and access points along this stretch of Ridgewood Avenue (US-1).

2.2.8 Future Location for City Hall

One of the long-term objectives for the Downtown vision plan is to redevelop the City Hall site into a true town center with a mixed use “main street” appeal that residents and visitors can enjoy. The City has begun the first step in that process by identifying an area for relocating the City Hall in the future. The eventual redevelopment of both the City Hall and Park Avenue has enormous potential to serve as catalytic development opportunities for the city. Each has a significant but different role to play.

2.3 Procedure for Considering and Adopting the Plan

The Community Redevelopment Act, Section 163.360, F.S. (2012), outlines the procedure for considering and adopting the Plan, as follows.

Once the Plan has been finalized through a City Council Workshop and a cursory review by the City Planning and Zoning Board for consistency with the City Comprehensive Plan, the City Council will adopt a resolution on the refinement of the Finding Report and request delegation of authority to create the Redevelopment Area and CRA, adopt the Plan, and establish a Redevelopment Trust Fund. The resolution will include the Plan and will request Volusia County to review and consider it as part of the Finding of Necessity resolution. The City of Edgewater must provide proper notice to each of the governing bodies having the ability to impose taxes within the Community Redevelopment Area and must publish the notice as prescribed by statute at least 15 days before the adoption of the Finding of Necessity and request for delegation of authority resolution.

After receiving delegation from Volusia County Council, the City of Edgewater must first submit the Plan to the City Planning and Zoning Board to formally approve the Plan for consistency with the City Comprehensive Plan. The City of Edgewater has to provide proper notice to each of the governing bodies having the ability to impose taxes within the Redevelopment Area and published the notice as prescribed by statute at least 15 days before such proposed action.

After approval from the City Planning and Zoning Board, the City Council can adopt a resolution to create the Community Redevelopment Area and Community Redevelopment Agency, adopt the Community Redevelopment Plan and establish a Redevelopment Trust Fund via ordinance under Section 163.387, F.S. The City of Edgewater has to provide proper notice to each of the governing bodies having the ability to impose taxes within the Community Redevelopment Area and published the notice as prescribed by statute at least 15 days before such proposed actions.

2.4 Community Redevelopment Agency Powers

The City of Edgewater requests the delegation of authority from Volusia County to create a CRA, adopt the Plan and establish a Redevelopment Trust Fund, and carry out the implementation of the Plan (or amended or modified Plan), as specified by Sections 163.356, 163.360, 163.361 and 163.387, F.S.

The City Council of the City of Edgewater will assume its capacity as the governing body of the Edgewater CRA, pursuant to Section 163.356 and 163.357, F.S. The CRA will consist of the five members of the City Council and two appointed CRA Board members, pursuant to Section 163.357(1)(c), F.S. If the City Council appoints a CRA Advisory Board, such Board may have County representation of at minimum one member appointed by the County Council. Such Advisory Board must meet at least as often as the CRA holds its regular meetings and must meet prior to meetings of the CRA in order to review and provide recommendations on matters to be considered by the CRA.

The City also will request specific powers from the County to promote and encourage rehabilitation, conservation, and redevelopment within the Redevelopment Area, pursuant to Sections 163.370 and 163.410, F.S. However, certain powers may not be granted to the Edgewater CRA, pursuant to Section 163.358, F.S.

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Chapter 3: Redevelopment Vision, Objectives, and Strategies



3.1 Approach

This chapter presents the vision for the Redevelopment Area, identifies potential objectives and strategies, and lays a foundation for the programs and projects to be considered by the City of Edgewater, the CRA, and private enterprise in implementing this vision.

3.2 Vision for the Community Redevelopment Area

The vision statement developed during the Envision Edgewater process in 2008 set the stage for a long-term series of redevelopment activities for new development that can instill civic pride through creating a sense of place, implementing environmentally-sensitive design, and respecting the context of the neighborhoods and downtown area.

The city of Edgewater will be a safe, clean, accessible and environmentally-friendly community with a small-town atmosphere. Edgewater will continue to be a waterfront-oriented community that provides a sustainable, high quality of life, with a strong sense of pride in our civic amenities, our community facilities, our vibrant and distinctive neighborhoods, and our thriving downtown.

At the same time, redevelopment efforts must be complemented with providing affordable housing to residents of low or moderate income, including older adults, and supporting infrastructure and must not impact the City's ability to provide an adequate level of service within the Redevelopment Area.

The Redevelopment Area is expected to contain several distinct character areas, one of which is a vibrant quaint urban Downtown with a mixed use "main street" along Park Avenue from Ridgewood Avenue (US-1) to Riverside Drive and extending into George R. Kennedy Memorial Park along the Indian River. George R. Kennedy Memorial Park will be primarily a pedestrian zone serving as a focal point for the Downtown. This Downtown vision will extend to Ridgewood Avenue (US-1) at the intersection of Park Avenue and eventually to the west side of Ridgewood Avenue (US-1), creating an east/west pedestrian-friendly corridor (see Figure 3.1).

Figure 3.1: Vision for Downtown Edgewater



Downtown Vision
(Source: Vision Book, 2008)





Civic Building Character
(Source: Vision Book, 2008)

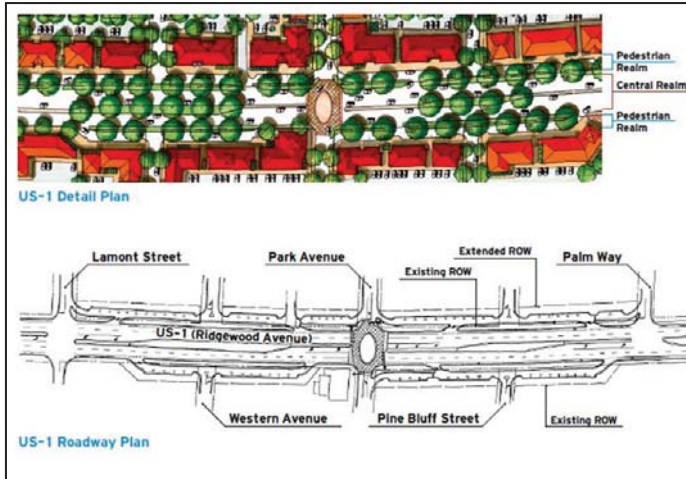


Public Space Character
(Source: Vision Book, 2008)



Other distinguishable areas will include the primary commercial corridors along Ridgewood Avenue (US-1) and Park Avenue, industrial areas, and residential neighborhoods. These distinct character areas will forgo the persistent haphazard development to areas with improved infrastructure, rehabilitated structures, and other beautification efforts such as landscapes and roadway improvements. Gateways will be developed at key intersections to identify entry to the Redevelopment Area with the northern gateway at Ridgewood Avenue (US-1) and the Edgewater City Limits and the Downtown area at Ridgewood Avenue (US-1) and Park Avenue. In addition, this Plan envisions outdoor recreational enhancements at Hawks Park Recreation Complex and opportunities to connect the Volusia County's East Central Regional Trail to the Indian River (see Figure 3.2).

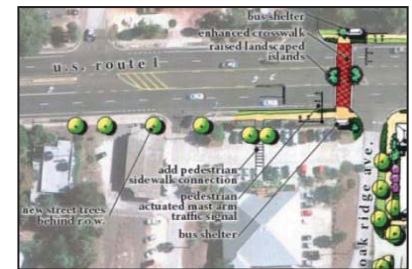
Figure 3.2: Visions for Other Distinguishable Areas



(Source: Vision Book, 2008)



(Source: Preliminary Community Redevelopment Plan, 2012)



Ridgewood Avenue (US-1) Improvements

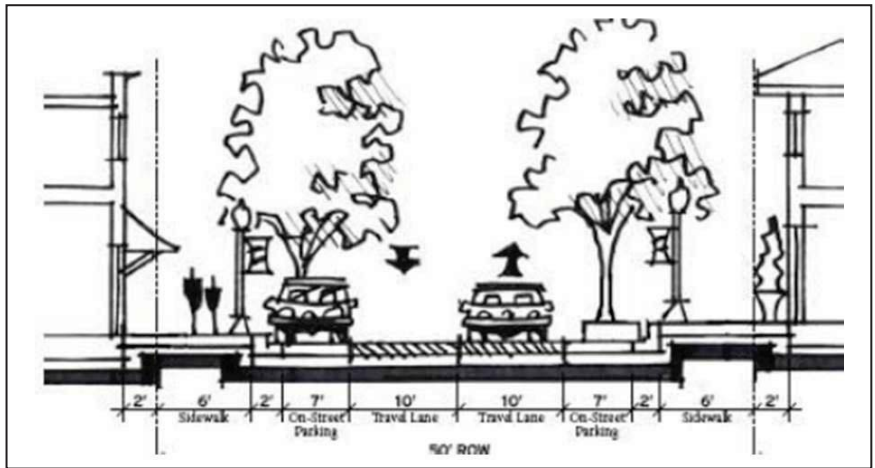


Highway Commercial Corridor Character

(Source: Vision Book, 2008)



Park Avenue Enhancement
(Source: Vision Book, 2008)



Northern Gateway/Stormwater Pond
(Source: Preliminary Community Redevelopment Plan, 2012)



Prototypical Commercial Development Model
(Source: Preliminary Community Redevelopment Plan, 2012)



Signage and Branding
(Source: Preliminary Community Redevelopment Plan, 2012)





Industrial Areas Desired Character



Multi-Family Residential Desired Character
(Source: Vision Book, 2008)



Residential Street Enhancements Desired Character





Community Facilities Desired Character
(Source: Vision Book, 2008)

The intent of this Plan is to serve as a framework for guiding development and redevelopment in the Redevelopment Area. This Plan identifies redevelopment objectives and lays the foundation for programs and capital projects to be undertaken, which will reverse and remove blight conditions from within the Redevelopment Area. This Plan addresses financing and implementation strategies, as well as management and administrative opportunities. These programs, projects, funding and financing strategies, and management and administration opportunities will continue to be refined as they are implemented. It is clearly intended that special assessments and other revenues may be used in conjunction with available increment revenues to achieve stated goals. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study as specific programs and projects are initiated, refined, and implemented.

The focus of this Plan is the mitigation or correction of the various blight conditions documented in the adopted Finding Report. Changing social, physical, and economic conditions could warrant modification of this Plan. If the Plan is modified, the CRA must comply with Section 163.361, F.S. and Volusia County Ordinances 2010–20.

A Redevelopment Plan Conceptual Diagram was developed as part of this Plan to establish the foundation for planned improvements within the Redevelopment Area. Four planning areas have been identified to better prioritize and phase-in the redevelopment activities (see Figures 3.3, 3.4, 3.5, 3.6, and 3.7).

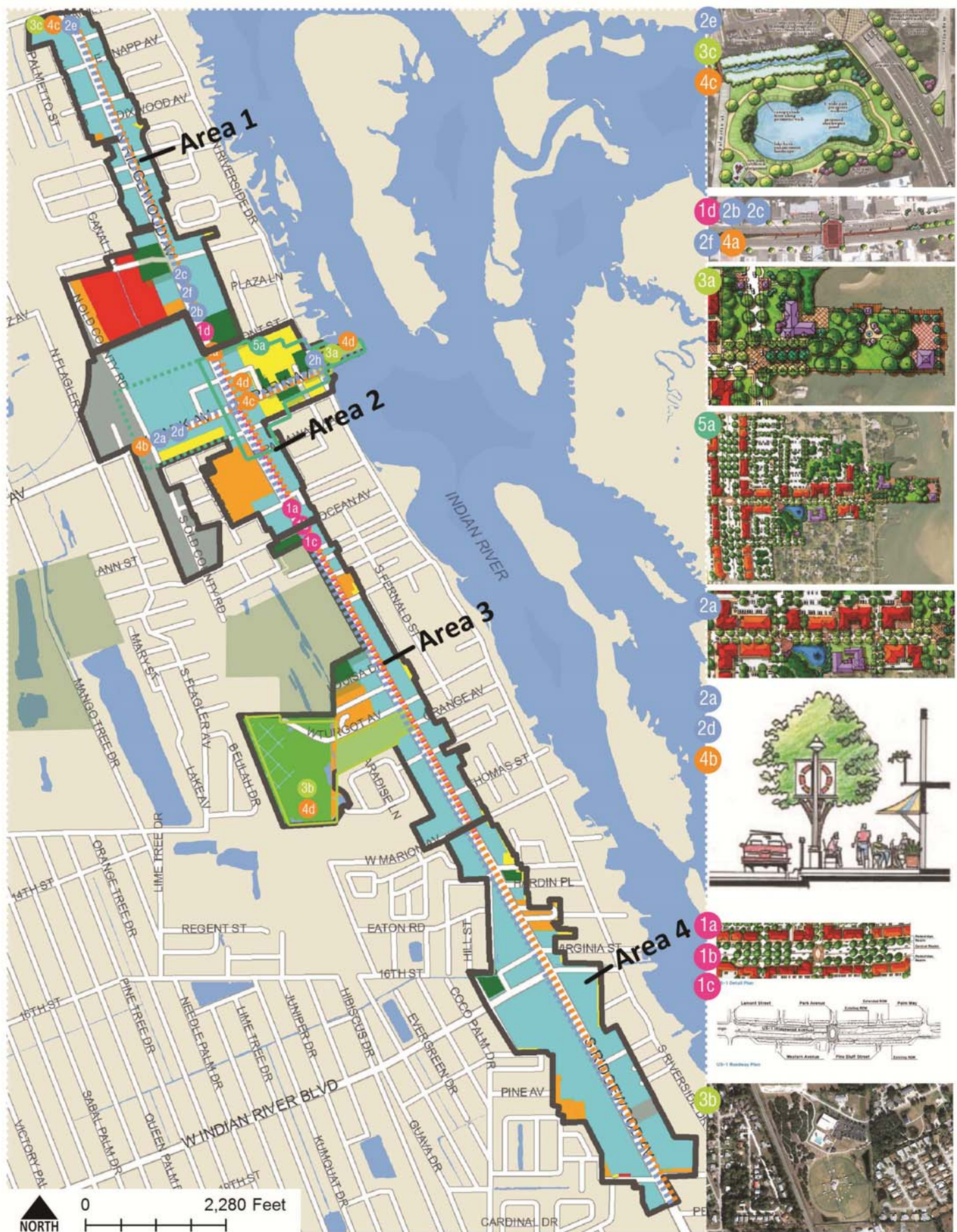
- Planning Area 1: North limit to Lamont Street
- Planning Area 2: Lamont Street to Ocean Avenue
- Planning Area 3: Ocean Avenue to Marion Avenue
- Planning Area 4: Marion Avenue South

The elements shown in the Conceptual Diagram may be relocated or realigned in future planning initiatives, as long as modifications are generally consistent with the vision articulated in this Plan. The Conceptual Diagram will be evaluated consistently and developed into a base Master Plan. This Master Plan document will guide the redevelopment of the Redevelopment Area as it relates to function and aesthetics. The City of Edgewater Land Development Code (LDC) will address the Redevelopment Area's urban design framework.

Figure 3.3: Conceptual Diagram of Edgewater Community Redevelopment Area



*This diagram site references specific projects outside of the CRA, but they have implications throughout the CRA.



1 Completed Efforts

- 1a Ridgewood Avenue Corridor Design Regulations
- 1b US-1 Sidewalk Design Project
- 1c Ridgewood Avenue Improvements
- 1d Access Management Coordination (DOT improvements along corridor)*

2 Large Scale Infrastructure

- 2a Park Avenue Enhancement Plan (network connectivity, median landscaping, intersection & public realm improvements, joint storm water, property assemblage)
- 2b Enhanced Pedestrian Crosswalks (including Ridgewood Avenue)*
- 2c Enhancement of Transit Stops*
- 2d Extend East Central Regional Rail Trail to the Indian River (Riverside Drive)
- 2e Stormwater Management Strategy & Improvements (including Ridgewood Drainage Pond)*
- 2f Improve Utilities (including Ridgewood Avenue)*
- 2h Riverwalk Improvements
- 2i Parking Lots (To be determined)

3 Parks and Open Space

- 3a George R. Kennedy Memorial Park
- 3b Hawk's Park Recreation Center
- 3c Northern Gateway Park
- 3d Pocket Parks/Plazas (To be determined)

4 Beautification

- 4a Ridgewood Avenue - Future Phase (pedestrian lighting, traffic lights, signage)
- 4b Park Avenue (cross section improvements, landscape, signage, & design standards)
- 4c Gateway (destinations & public facilities)
- 4d Wayfinding Signage*

5 Development Projects

- 5a Downtown Edgewater Redevelopment Concept

LEGEND

Future Land Use

-  Recreation
-  Public-Semi Public
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Industrial
-  Commercial
-  Conservation Overlay
-  Community Redevelopment Area

-  CRA Boundary
-  Development Project Boundaries
-  Future Downtown Extension
-  Completed Streetscape Improvements
-  Infrastructure Improvements
-  Beautification Improvements

*This diagram site references specific projects outside of the CRA, but they have implications throughout the CRA.



Figure 3.4: Conceptual Diagram of Planning Area 1

1 Completed Efforts

- 1a Ridgewood Avenue Corridor Design Regulations
- 1b US-1 Sidewalk Design Project
- 1c Ridgewood Avenue Improvements
- 1d Access Management Coordination (DOT improvements along corridor)*

2 Large Scale Infrastructure

- 2a Park Avenue Enhancement Plan (network connectivity, median landscaping, intersection & public realm improvements, joint storm water, property assemblage)
- 2b Enhanced Pedestrian Crosswalks (including Ridgewood Avenue)*
- 2c Enhancement of Transit Stops*
- 2d Extend East Central Regional Rail Trail to the Indian River (Riverside Drive)
- 2e Stormwater Management Strategy & Improvements (including Ridgewood Drainage Pond)*
- 2f Improve Utilities (including Ridgewood Avenue)*
- 2h Riverwalk Improvements
- 2i Parking Lots (To be determined)

3 Parks and Open Space

- 3a George R. Kennedy Memorial Park
- 3b Hawk's Park Recreation Center
- 3c Northern Gateway Park
- 3d Pocket Parks/Plazas (To be determined)

4 Beautification

- 4a Ridgewood Avenue - Future Phase (pedestrian lighting, traffic lights, signage)
- 4b Park Avenue (cross section improvements, landscape, signage, & design standards)
- 4c Gateway (destinations & public facilities)
- 4d Wayfinding Signage*


5 Development Projects

- 5a Downtown Edgewater Redevelopment Concept

LEGEND

Future Land Use

-  Recreation
-  Public-Semi Public
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Industrial
-  Commercial
-  Conservation Overlay
-  Community Redevelopment Area

-  CRA Boundary
-  Development Project Boundaries
-  Future Downtown Extension
-  Completed Streetscape Improvements
-  Infrastructure Improvements
-  Beautification Improvements

*This diagram site references specific projects outside of the CRA, but they have implications throughout the CRA.



Figure 3.5: Conceptual Diagram of Planning Area 2

1 Completed Efforts

- 1a Ridgewood Avenue Corridor Design Regulations
- 1b US-1 Sidewalk Design Project
- 1c Ridgewood Avenue Improvements
- 1d Access Management Coordination (DOT improvements along corridor)*

2 Large Scale Infrastructure

- 2a Park Avenue Enhancement Plan (network connectivity, median landscaping, intersection & public realm improvements, joint storm water, property assemblage)
- 2b Enhanced Pedestrian Crosswalks (including Ridgewood Avenue)*
- 2c Enhancement of Transit Stops*
- 2d Extend East Central Regional Rail Trail to the Indian River (Riverside Drive)
- 2e Stormwater Management Strategy & Improvements (including Ridgewood Drainage Pond)*
- 2f Improve Utilities (including Ridgewood Avenue)*
- 2h Riverwalk Improvements
- 2i Parking Lots (To be determined)

3 Parks and Open Space

- 3a George R. Kennedy Memorial Park
- 3b Hawk's Park Recreation Center
- 3c Northern Gateway Park
- 3d Pocket Parks/Plazas (To be determined)

4 Beautification

- 4a Ridgewood Avenue - Future Phase (pedestrian lighting, traffic lights, signage)
- 4b Park Avenue (cross section improvements, landscape, signage, & design standards)
- 4c Gateway (destinations & public facilities)
- 4d Wayfinding Signage*

5 Development Projects

- 5a Downtown Edgewater Redevelopment Concept

LEGEND

Future Land Use

-  Recreation
-  Public-Semi Public
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Industrial
-  Commercial
-  Conservation Overlay
-  Community Redevelopment Area

-  CRA Boundary
-  Development Project Boundaries
-  Future Downtown Extension
-  Completed Streetscape Improvements
-  Infrastructure Improvements
-  Beautification Improvements

*This diagram site references specific projects outside of the CRA, but they have implications throughout the CRA.



Blight Factors



Figure 3.6: Conceptual Diagram of Planning Area 3

1 Completed Efforts

- 1a Ridgewood Avenue Corridor Design Regulations
- 1b US-1 Sidewalk Design Project
- 1c Ridgewood Avenue Improvements
- 1d Access Management Coordination (DOT improvements along corridor)*

2 Large Scale Infrastructure

- 2a Park Avenue Enhancement Plan (network connectivity, median landscaping, intersection & public realm improvements, joint storm water, property assemblage)
- 2b Enhanced Pedestrian Crosswalks (including Ridgewood Avenue)*
- 2c Enhancement of Transit Stops*
- 2d Extend East Central Regional Rail Trail to the Indian River (Riverside Drive)
- 2e Stormwater Management Strategy & Improvements (including Ridgewood Drainage Pond)*
- 2f Improve Utilities (including Ridgewood Avenue)*
- 2h Riverwalk Improvements
- 2i Parking Lots (To be determined)

3 Parks and Open Space

- 3a George R. Kennedy Memorial Park
- 3b Hawk's Park Recreation Center
- 3c Northern Gateway Park
- 3d Pocket Parks/Plazas (To be determined)

4 Beautification

- 4a Ridgewood Avenue - Future Phase (pedestrian lighting, traffic lights, signage)
- 4b Park Avenue (cross section improvements, landscape, signage, & design standards)
- 4c Gateway (destinations & public facilities)
- 4d Wayfinding Signage*


5 Development Projects

- 5a Downtown Edgewater Redevelopment Concept

LEGEND

Future Land Use

-  Recreation
-  Public-Semi Public
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Industrial
-  Commercial
-  Conservation Overlay
-  Community Redevelopment Area

-  CRA Boundary
-  Development Project Boundaries
-  Future Downtown Extension
-  Completed Streetscape Improvements
-  Infrastructure Improvements
-  Beautification Improvements

*This diagram site references specific projects outside of the CRA, but they have implications throughout the CRA.



Blight Factors



Figure 3.7: Conceptual Diagram of Planning Area 4

3.3 Redevelopment Objectives and Strategies

This section presents the vision for the Redevelopment Area, identifies potential objectives and strategies, and lays a foundation for the programs and projects to be considered by the City of Edgewater, the CRA, and private enterprise in implementing this vision.

In partnership with private enterprise and other governmental entities, the redevelopment initiative embodied in this Plan will reverse and remove the observed blight conditions within the Redevelopment Area by leveraging public assets to improve the overall economic and physical conditions of the Redevelopment Area. Creating a mixed-use Downtown and a safe, viable, and sustainable commercial corridor along Ridgewood Avenue (US-1) and Park Avenue will greatly enhance the community's quality of life.

Strategic initiatives will be identified and placed into action to address, reverse, and remove the blight conditions that have substantially impaired reinvestment activity of the Redevelopment Area; ultimately, they will be substantially redeveloped and revitalized as a community focal point to the benefit of Edgewater residents, businesses, property owners, and visitors through implementation of this Redevelopment Plan.

Objectives have been identified as either "primary" or "community." Primary objectives are deemed the most important in addressing, removing, or mitigating blight conditions within the Redevelopment Area identified by the City of Edgewater and in the Finding Report. Community objectives are secondary to the principal focus of this Plan and are intended to pave the way for the redevelopment; however, the community objectives are important and will be implemented as revenues or other resources permit.

3.3.1 Primary Objectives and Strategies

Primary Objective 1 – Road Network Infrastructure: Improve safety, access, and traffic flow for internal and regional connections and provide for pedestrian and bicycle facilities and overall beautification. These strategies will correct the blighted conditions of defective or inadequate street layout, parking facilities, roadways and public transportation facilities, and unsafe conditions, as identified in the Finding Report.

Strategies:

1. Provide ample access to and between neighborhoods, recreation facilities, industrial, commercial corridors, Downtown, and future redevelopments by implementing the following roadway infrastructure projects:
 - a. Undertake the East Park Avenue Enhancement Plan (Phase 1) as one of the first projects. Since the City owns the right-of-way on the east side of Ridgewood Avenue (US-1), this will serve as an example to build support with the county for collaborating on West Park Avenue (Phase 2) and to generate some significant energy around the effort for the CRA.
 - b. Undertake the Ridgewood Avenue (US-1) Sidewalk Design Project to enhance the existing sidewalk/roadway, access management, and median reconfiguration and landscaping to improve the pedestrian experience and functionality of the road.
 - c. Explore innovative intersection designs through coordination with FDOT to alleviate traffic congestion along Ridgewood Avenue (US-1), such as a signalization scheme for better and effective management of the junction delays, etc. Specific intersection locations include the following:

- i. Ridgewood Avenue (US-1) and Park Avenue
 - ii. Ridgewood Avenue (US-1) and Ocean Avenue
 - iii. Ridgewood Avenue (US-1) and Turgot Avenue
2. Integrate traffic calming techniques throughout the roadway system internal to the Redevelopment Area to enhance safety and facilitate a pedestrian/bicycle-friendly environment. Traffic calming techniques may include the use of pavers or decorative concrete, raised pavement, change of landscape treatment, and the creation of pedestrian nodes at major intersections, mid-block crossings, and other locations where potential conflicts exist between vehicles, pedestrians, and bicyclists.
 3. Conduct additional roadway infrastructure planning efforts/studies to improve the road network, such as the following:
 - a. Investigate the impacts of the FDOT access plans and look for connectivity opportunities to businesses in ways other than accessing Ridgewood Avenue (US-1).
 - b. Identify connectivity issues in each potential development plan or redevelopment project to contribute to the overall connectivity of the network.
 - c. Examine alternate north/south and east/west connection options to enhance the grid system to benefit redevelopment by providing more access points than just Ridgewood Avenue (US-1) to neighborhoods, recreation facilities, commercial corridors, Downtown, and future redevelopment parcels.
 - d. Establish driveway spacing to prevent motorists from encountering more than one conflict at a time.
 - e. Address corner clearance and, wherever practical, control distance between driveways and the corner of an intersection.
 - f. Develop driveway designs to allow vehicles to quickly exit a through lane.
 - g. Encourage the use of driveway medians to provide a safe space for pedestrians, help provide positive guidance to motorists, and allow beautification and signing opportunities.
 - h. Promote shared parking and cross-access easements to alleviate traffic congestion along Ridgewood Avenue (US-1).
 - i. Develop and incorporate lighting and landscape standards to design a safe and inviting environment.
 4. The primary corridor along Ridgewood Avenue (US-1) enables the creation of gateways into the Redevelopment Area and Downtown. Explore designing a gateway at Ridgewood Avenue (US-1) and the Edgewater City Limits (Northern Gateway) and entrances into the Downtown as part of the Park Avenue Enhancement Plan at Park Avenue and Ridgewood Avenue (US-1), and Park Avenue and Riverside Drive.
 5. Coordinate with local utility companies to place utilities underground, where feasible, to protect property during natural disasters and increase visual appeal.

Primary Objective 2 – Road Network Connectivity: Connectivity is not all about cars. Probably more important for the long-term vitality of the Redevelopment Area and its redevelopment opportunities is the connectivity and comfort for pedestrian and bicyclists. These strategies will correct the blighted conditions of defective or inadequate street layout

and public transportation facilities and unsafe conditions, as identified in the Finding Report.

Strategies:

1. Coordinate with the City and Volusia County to complete connection to the Volusia County's East Central Regional Trail systems via Park Avenue to the Indian River.
2. Explore creative options for crossing major streets.
3. Employ Pedestrian safety and Crime Prevention Through Environmental Design (CPTED) design standards along with aesthetic considerations when evaluating, designing, and implementing pedestrian crossings.
4. Undertake roadway, sidewalk, landscaping, and lighting improvements on all streets and provide safe and comfortable routes to neighborhoods, schools, recreation facilities, commercial corridors, and Downtown.
5. Develop regulatory/wayfinding signage program to enhance the safety of vehicles, pedestrians, and bicyclists in key locations throughout the Redevelopment Area.
6. Develop themed street signs to provide a consistent visual aesthetic and clear street identification for emergency services and visitors.
7. Enhance area transit stops in coordination with Volusia County Transit (VOTRAN) by developing a plan for stops that not only enhance rider experiences and improve safety but could also help enormously in the beautification of the Ridgewood Avenue (US-1) corridor.

Primary Objective 3 – Stormwater Management: Identify and promote a workable means to fund, finance, and deliver stormwater management facilities needed to encourage the development/ redevelopment effort of the Redevelopment Area. The strategies identified below will require close coordination with the City, the County, and the St. Johns Water Management District (SJWMD). These strategies will correct the blighted conditions of unsanitary or unsafe conditions, as identified in the Finding Report.

Strategies:

1. Conduct an ongoing evaluation and maintenance of the stormwater management system serving Edgewater and the Redevelopment Area along with long-term planning for stormwater improvement projects for encouraging and supporting private reinvestment.
2. Improve stormwater conveyance, treatment, and discharge to include the development of a master stormwater management plan that can provide for shared use of infrastructure and future maintenance costs. Incorporation of the following elements into the CRA's approach to improving stormwater conditions should include:
 - a. Conveyance Capacity – Evaluate and improve any deficiencies of the pipes within the stormwater management system.
 - b. Inlet Capacity – Evaluate improvements to stormwater inlets (capacity, configuration, and spacing) that may increase the effectiveness of the overall system.
 - c. Swale/Gutter Capacity – Because there is a significant amount of runoff within the City and the Redevelopment Area boundary travels via swales or ditches, as well as street and gutter flow, maintain condition and capacity of swales (replace grass swales with culverts along commercial corridors) and curbs and gutters (especially

those that direct flow to inlets).

- d. Channel Capacity – Because most stormwater runoff within the city and the Redevelopment Area boundary eventually flow through a channel at some point prior to discharging into the Indian River and Mosquito Lagoon, maintain capacity of these channels through maintenance of vegetation and removal of sedimentation.
 - e. Alternative Treatment Approaches – Evaluate exfiltration, infiltration, or other low impact development standards and approaches to stormwater management and site design.
3. Provide shared stormwater management facilities that include pathways, art, and sitting areas to create a sense of place and destination for the community that can activate an area, making it more walkable and connecting residential neighborhoods to central commercial areas. The Northern Gateway serves as an example of public space and stormwater pond.
 4. Concurrent with roadway construction and repaving activities, coordinate the delivery of stormwater and drainage improvements.
 5. Accept “green infrastructure” for stormwater credits in site plans, including Low Impact Development (LID) standards, permeable paving materials, green roofs, roof rainwater collection, rain gardens, and infiltration to reduce development costs related to construction and to manage stormwater in a way that mimics natural stormwater management.

Primary Objective 4 – Utilities: Identify and promote a workable means to fund, finance, and deliver utilities needed to encourage the development/redevelopment effort of the Redevelopment Area. These strategies will correct the blighted conditions of defective roadways and unsafe conditions, as identified in the Finding Report.

Strategies:

1. Develop strategic long-term plans to relocate power lines from the Ridgewood Avenue (US-1) corridor by exploring more options than just burial, such as:
 - a. Concurrent with roadway construction and repaving activities, coordinate delivery of utility improvements to underground overhead utilities.
 - b. Relocate utility lines and associated poles at rear of lot development.
 - c. As individual redevelopment projects come on line, review each for the potential of relocating power lines, thus setting up an incremental path for achieving the long-term goal .
 - d. Establish an incentive program to provide financing assistance for private developers to place utilities underground.
2. In coordination with local Internet and telecommunication providers, facilitate adequate bandwidth and telecommunications infrastructure to ensure that fiber optic and other digital infrastructure are in place along Ridgewood Avenue (US-1) and Park Avenue for businesses to access, and provide Internet hot spots and Wi-Fi services in public spaces such as parks and along specific pedestrian focused corridors for residents and visitors.
3. Construct potable water lines and facilities connecting to the existing water system, and extend central sanitary sewer service to all developed properties to protect the public health and environment.

Primary Objective 5 – Parks and Open Space: Provide and improve recreation facilities and public spaces in a manner that will enhance the Redevelopment Area by creating exciting, inviting, and viable public open spaces. These strategies will correct the blighted conditions of deterioration and other improvements, as identified in the Finding Report.

Strategies:

1. Enhance George R. Kennedy Memorial Park as a focal point of the Downtown by turning the park into primarily a pedestrian zone (through discussion of the Parks Master Plan).
2. Develop a new park at the Northern Gateway at Ridgewood Avenue (US-1) the Edgewater City Limits to serve as entry feature to the Redevelopment Area.
3. Improve the Hawks Park Recreation Complex by developing coordinated activities and programs to increase participation and exposure for the Complex and the Redevelopment Area, strengthening the physical connections for pedestrian access and comfort, and creating a master plan for future physical improvements.
4. Provide a multi-use trail/pathway to the Volusia County East Central Regional Trail systems via Park Avenue to the Indian River.
5. Through partnerships and interlocal agreements with the private sector and other governmental entities, ensure the existing and proposed neighborhood parks, recreation facilities and bicycle paths/multi-use trails within the Redevelopment Area are well maintained, accessible, safe ,and inviting.

Primary Objective 6 – Beautification: Create attractive, safe, viable, and sustainable commercial corridors along Ridgewood Avenue (US-1) and Park Avenue and improve the quality of residential neighborhoods to instill civic pride. These strategies will correct the blighted conditions of defective street layout, failed appreciable increase in property values, faulty lot layout, unsafe conditions, deterioration of site or other improvements, and inadequate or outdated building patterns.

Strategies:

1. Enhance the area near Ridgewood Avenue (US-1) and the Edgewater City Limits by creating the Northern Gateway to serve as an entry feature to the Redevelopment Area with signage, landscape improvements, park elements, and a stormwater facility. The intersection also will be enhanced with an alternate paving system for aesthetics and traffic calming.
2. Develop public design standards to better coordinate the Ridgewood Avenue (US-1), Park Avenue, and any other roadway or public facility improvements by identifying a family of site furnishings, such as roadway and pedestrian lighting, upgraded traffic lights, crosswalk and sidewalk pavers, benches, trash receptacles, bicycle racks, wayfinding and public facility signage, etc., and a plant palette of trees, shrubs, groundcover, and grasses.
3. Establish roadway beautification programs, such as Adopt-A-Median and Adopt-A-Roadway, to assist in the implementation and maintenance of landscaped areas within the commercial corridors.
4. Include in roadway and street design planning a phasing/prioritization plan to construct the recommended improvements. The CRA, in partnership with other agencies as deemed appropriate, will implement the roadway plans.
5. Ensure that regulatory measures are in place to promote the redevelopment of a vibrant, quaint, mixed-use Downtown consisting of small retail stores, such as markets, antiques shops, restaurants, art galleries,

professional offices and service businesses, and residential units.

- a. Expand the mixed-use land use district classification for the Downtown Core area and incorporate a higher non-residential intensity and residential density.
 - b. Prepare and adopt a land use ordinance to include urban design/development standards for the land use relationships of the Downtown Core. The standards will address the incorporation of human-scale aesthetics into street and building design. Building design and location should reinforce a pedestrian-oriented character, including linkages between land uses through a functional bicycle-pedestrian system.
 - c. For the proposed mixed use, assemble critical properties on a case-by-case basis.
 - d. Develop Main Street to provide a destination place and identity for Downtown. The Main Street should be located along East Park Avenue (Phase 1) and West Park Avenue (Phase 2) and designed using mixed-use and pedestrian-friendly principles of traditional urban design.
 - e. Develop a street design plan for Downtown, to include site furnishings, lighting, landscaping, decorative pavers, and signage/gateways. Roadway and street design planning must include a phasing/prioritization plan to construct the recommended improvements. The CRA in partnership with other agencies, as deemed appropriate, will implement the Street Design Plan.
 - f. Locate higher density buildings at the street fronts to anchor the four corners and use an innovative and decorative intersection design at the intersection of Ridgewood Avenue (US-1) and Park Avenue, which has the most desirable/prominent corner in Downtown, is the most heavily-traveled thoroughfare, and has the greatest access and visibility.
 - g. Encourage innovative design that integrates environmentally-sound best practices (e.g., green building design, dual water systems, and xeriscape).
6. Establish compatible industries adjacent to commercial and residential districts and develop standards of design and type of use that will minimize detrimental effects to the public health, safety, and welfare and be in harmony with the objectives of this Plan.
 7. Review, approve, and oversee the development of design concepts and plans proposed by any property owner within the Redevelopment Area, and coordinate with affected land owners to ensure that the integrity of the vision articulated in this Plan is achieved. Assign dedicated staff to coordinate and approve all development plans proposed for properties located within the Redevelopment Area.
 8. Assign staff or personnel to oversee the integrity of the City of Edgewater's and CRA's vision of the Redevelopment Area during initial development. Set up an overseeing authority, such as a technical review committee, to ensure that the design intent for the Redevelopment Area is maintained.
 9. Establish a placemaking program to provide guidance and support to community members for creating public art that activates shared public spaces to give a sense of place and build community. Approve all public art in public spaces.

Primary Objective 7 – Infill Development: Encourage infill and development opportunities within the Redevelopment Area to support commercial, industrial, non-residential and residential uses, as it is an integral component of the Downtown vision. These strategies will correct the blighted conditions of failed appreciable increase in property values, faulty lot layout, unsafe conditions, deterioration of site or other improvements, and inadequate or outdated building patterns, as identified in the Finding Report.

Strategies:

1. Pursuant to the Community Redevelopment Act, Section 163.335(3), F.S. (2012), all land acquisitions done for community redevelopment purposes are done for public purposes.
2. Pursuant to the Community Redevelopment Act, Section 163.360 (8) 4 (b), F.S., ... “in the event the area is to be developed in whole or part for nonresidential uses, the governing body determines that: 1. Such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives.” In the future, acquisition of properties for projects that could mitigate blight within the Redevelopment Area as a whole will be worked out on a case-by-case basis.
3. Identify catalyst sites to serve as important strategic assets to cause an early and precedent-setting change in the Redevelopment Area and to spur momentum for future projects.
4. Develop the existing City Hall site due its central location, proximity to water, and consumer traffic to start defining a “downtown” for the whole city. In the vision plan, the site is identified as having potential for a three-story mixed-use facility and pedestrian-friendly plazas or squares, which will require the City to initiate text amendments to the Future Land Use Element of the Comprehensive Plan.
5. Provide incentives such as City/CRA-funded infrastructure improvements for private properties or by aggregating specially-targeted or adjacent lots with multiple owners to create a single owner.
6. When feasible, encourage acquisition and subsequent redevelopment and/or improvements by the private market. If not feasible, develop a Property Acquisition Plan to explore the acquisition of critical properties in the Redevelopment Area to facilitate redevelopment. Such Property Acquisition Plan may include the following:
 - a. Map and index all commercial and industrial properties in the Redevelopment Area to provide detailed information on parcel boundaries, sizes, and ownership.
 - b. Identify and inventory all relevant substandard properties.
 - c. Document and analyze overall parking demands and infrastructure constraints throughout the Redevelopment Area.
 - d. Document site criteria for modern mixed-use developments by business type to facilitate understanding of contemporary developer site and parking requirements.
 - e. Facilitate aggregation and redevelopment of “problem” or constrained parcels or groups of parcels.
 - f. Assist in the purchase, sale, negotiation, and coordination of land assembly; however, do not use Eminent Domain to acquire land.
 - g. To assure the City’s and CRA’s success, dedicate public resources to fund mapping and indexing of all

properties in the Redevelopment Area; research or otherwise obtaining of contemporary site development requirements; provision of City resources and staff time to negotiate acquisitions and public/private partnerships with potential developers; and financing land acquisitions by either the City or the CRA (some of which will be recovered or rolled over as properties are resold).

7. Incorporate housing revitalization to mitigate substandard and dilapidated housing within the Redevelopment Area. Such programs and incentives should include the following:
 - a. To address housing demands, make the development of housing diversity and affordable housing a priority.
 - b. Coordinate with intergovernmental agencies such as Volusia County to assist low-income households with down-payment and closing-cost assistance.
 - c. Institute incentives for private developers to finance the construction of affordable housing.
 - d. If determined that improving the infrastructure of certain properties is beneficial to the City for housing revitalization and blight mitigation may undertake such improvements in partnership with private entities.

Primary Objective 8 – Historic Preservation: Preserve and repurpose historical assets, as they serve as catalytic developments and sources of community pride. These strategies will correct the blighted conditions of deterioration of site or other improvements, as identified in the Finding Report.

Strategies:

1. Work with the historical museum to identify historic and archeological sites within the Redevelopment Area. Potential historic structures may include the following:
 - a. Church at SW corner of Ocean Avenue and Ridgewood Avenue (US-1)
 - b. Leisure Services building at 1108 South Ridgewood Avenue
 - c. Tropical Blossom Honey building
 - d. Loveland Groves building
 - e. Hardware store (former school) at SW corner of Ridgewood Avenue (US-1) and Park Avenue
2. Create a targeted restoration grant program or a direct plan for purchasing specific buildings or properties and plan for their incorporation as part of a broader redevelopment plan.

Primary Objective 9 – Funding: Establish a creative, equitable, efficient, and practical funding and financing mechanism to properly implement this Plan. These strategies will correct the blighted conditions of defective or inadequate street layout, parking facilities, roadways or public transportation facilities, failed appreciable increase in property values, faulty lot layout, unsafe conditions, deterioration of site or other improvements, and inadequate or outdated building patterns as identified in the Finding Report.

Strategies:

1. Identify and secure all effective sources of funding including, but not necessarily limited to, increment revenues, non-ad valorem assessments, public-private partnerships, and grant funding revenue.
2. Be willing to issue bonds, secure other financial instruments, seek grants, enter into public/private partnerships,

and seek out other sources and alternatives to aid in implementing this Plan. Such sources and alternatives may include, but are not limited to, special assessments imposed by the City of Edgewater, ad valorem taxes imposed for municipal purposes through a Municipal Services Taxing Unit, or the imposition and pledge of ad valorem taxes upon a vote of the electors, consistent with the Florida Constitution.

3.3.2 Community Objectives and Strategies

Community Objective 1 – Code Enforcement and Maintenance: Encourage neighborhood and business stabilization, maintenance, and appearance through Code enforcement and a maintenance program. These strategies will correct the blighted conditions of unsanitary or unsafe conditions, and deterioration of site, as identified in the Finding Report.

Strategies:

1. CRA assistance to the City, with a dedicated resource to augment the City's staff in monitoring Code violations within the Redevelopment Area.
2. Identify, execute, and coordinate special maintenance standards and programs for public facilities, roadways, open space areas, entries, Downtown, and commercial corridors along Ridgewood Avenue (US-1) and Park Avenue. The City may employ and/or contract qualified maintenance personnel to keep up the Redevelopment Area.

Community Objective 2 – Business Support: Support and assist local businesses to succeed and attract new businesses to encourage private reinvestment in the community and job creation opportunities to revitalize local and county-wide economic development efforts. These strategies will correct the blighted conditions of inadequate parking, failed appreciable increase in property values, faulty lot layout, unsanitary and unsafe conditions, deterioration of site or other improvements, and inadequate or outdated building patterns as identified in the Finding Report.

Strategies:

1. Create a logo, identity package, and website that can be used to identify the Redevelopment Area.
2. Use the established brand on literature, banners, gateways, and all types of promotional campaigns.
3. Support festivals, exhibits, performances, and other special events designed to attract residents and visitors to the Downtown Core.
4. Create a business recruitment package that is updated regularly with a listing of available properties, maps, building profiles, and information for current and planned events.
5. Support redevelopment for existing and new businesses by creating a façade grant program. Typical grant programs such as this create a matching fund opportunity to assist businesses in architectural enhancements, parking lot upgrades, landscape improvements, and signage updates.
6. Establish one or more public/private partnerships to encourage and use the expertise of private enterprise to implement the redevelopment vision. Strategies could include the following:
 - a. Form an Advisory Committee to look into development proposals and incentives to promote quality development within the Redevelopment Area. The Advisory Committee may also proactively look into property acquisition for this purpose. The CRA may use increment revenues to help defray some of the cost of development and to encourage the kinds of development that will transform the Redevelopment Area into the

community envisioned in this Plan.

- b. Target strategic development projects and solicit developers and property owners, then negotiate a public/private development agreement that sets forth terms and conditions involving the disposition of land, the nature of the prospective development, City/CRA incentives, the site plan, the project schedule, and other conditions pertaining to the project. Following are fundamental components in this process:
 - i. Contact affected property owners to determine their level of interest in participating in proposed redevelopment activities.
 - ii. Master plan targeted public/private projects, such as reinforcing the positive aspects of existing activity and providing attractive combinations of building masses and open spaces. These plans can then be used to illustrate the CRA's intention for the site, facilitating *pro forma* analysis when soliciting interest from the private sector.
 - iii. Use "Best Practices" policies and procedures for developer solicitation and form strong public/private development agreements to enable strategic development on selected projects. Solicitation of developers would be through a formal request for qualifications (RFQ) or request for proposal (RFP) process that is publicly advertised to maximize exposure.
 - iv. Note that private investment grants for improvements to building facades, landscaping, signs, etc., will require private matching 50/50 contributions.
- c. Provide job support programs as incentives for job creation, such as:
 - i. New Business Rent Assistance – This type of program assists fledgling businesses get started with the CRA by committing to a pre-determined level of rent assistance. This type of program relies on regular monitoring and compliance review along with a detailed understanding and commitment to the business plan and revenue projections up front. The CRA can set specific employee requirements, lease requirements, and financial projection outlooks.
 - ii. Job Creation Bonus Program – Programs such as these are popular at any level of government, and the CRA can add to the mix by creating specific incentives to create attractive opportunities for businesses that decide to open within the Redevelopment Area, which can attract higher-paying jobs to the Redevelopment Area, and by using larger incentives to steer businesses to the area. There are various methods for implementation that the CRA should consider, including the number of new jobs to qualify, the percent and term of wages covered, the types of businesses covered, and the qualifying wage.
- d. Offer additional business support tools to encourage business within the Redevelopment Area, such as:
 - i. Impact Fee Assistance
 - ii. Eco-Tourism Incentives
 - iii. Local Consulting Services Reimbursement
 - iv. TIF rebates
 - v. Reimbursement of Planning Fees

- vi. Reimbursement of Building Permit Fees
 - vii. Live Where You Work Grant
 - viii. Community Land Trust
 - ix. Create a “Buy Local” Program
 - x. Create Downtown Infill Policy
7. Provide assistance to encourage development proposals that support the overall redevelopment vision by supporting businesses in its own regulatory and approval environment, such as the following:
- a. Consider the vision for the Redevelopment Area and address its land use code accordingly. Allowing for more mixed-use as opposed to a strict adherence to a commercial designation for the traditional type of development could encourage more creative proposals and add a variety of new housing types, including live/work opportunities.
 - b. Encourage more creative development plans through density bonuses, which can address typical inadequate development parcels that do not meet the business needs of a development plan.
 - c. Review parking standards:
 - i. Encourage more parking to the sides and rear of future developments through new parking location requirements. This style of parking on site supports a prominent urban, pedestrian-friendly streets such as that identified in the vision plan.
 - ii. Review the quantity of parking. Given the typical parcel size constraint, the amount of parking required for typical uses frequently cannot be accommodated. Relaxed quantities or accounting for on-street or shared parking facilities using combined public and private resources should be considered when reviewing development plans and perhaps should be codified differently within the Redevelopment Area. There is also an opportunity to create a parking credit program or some type of parking mitigation program where the CRA could assist businesses meet their parking requirements in creative ways other than developing actual parking spaces .
 - iii. Purchase required land(s) for parking lots in coordination with developing public spaces or new developments; however, do not use Eminent Domain to acquire land(s).
 - d. Coordinate and streamline approvals and permitting to facilitate and speed up the development review process. Coordinating staff reviews, assigning a specific project manager for each project, creating one-stop building permitting, and managing the staff review and approval process are a few of the items that can help streamline the process. The CRA can be a conduit for both management assistance, as well as a feedback loop from the private sector on how well the process is working or perhaps where improvements could be made.
8. Develop a Transfer of Development Rights (TDR) program to encourage urban redevelopment within the Redevelopment Area to achieve the vision articulated in this Plan.

Chapter 4: Statutory Compliance



4.1 Statutory Compliance

According to Sections 163.360 and 163.362, F.S., the Community Redevelopment Act requires every community redevelopment plan to contain specific information relevant to its particular redevelopment initiative. This chapter supplements and addresses the informational requirements articulated in the Community Redevelopment Act and serves to further describe the objectives and strategies presented in this Plan to implement the redevelopment initiative envisioned by the City of Edgewater and the CRA for the Redevelopment Area.

Figure 3.3 in Chapter 3 shows the initiatives described in general terms in this chapter. This chapter and the referenced appendices are consistent with the requirements of the Community Redevelopment Act, Section 163.362(2), F.S. (2012), and demonstrate by diagram and in text (1) the approximate amount of open space to be provided and street layout, (2) limitations on the type, size, height, number, and proposed use of buildings, (3) the approximate number of dwelling units, and (4) such property as is intended for use as public parks, recreation areas, streets, public utilities and public improvements.

The Development Plan discussed in Chapter 6 further describes the urban design intent and components of parks and open space, street layout, location of land uses including residential neighborhoods and properties that may receive public improvements.

4.2 Approximate Amount of Parks and Open Space

Two park facilities totaling 44.18 acres and a Riverwalk are located within Redevelopment Area.

- George R. Kennedy Memorial Park – 3.1 acres
- Hawks Park Recreation Complex – 41.08 acres
- Riverwalk (along Riverside Drive from Lamont Street to Pine Blue Street)

The Redevelopment Area has an opportunity through redevelopment efforts to redesign George R. Kennedy Memorial Park as a focal point of the Downtown pursuant to the Vision Plan by turning the park into primarily a pedestrian zone. Coordination with the City and Volusia County could provide the connection of the Volusia County's East Central Regional Trail via Park Avenue to the Indian River. Enhancements to the Riverwalk, with seating areas and decorative pedestrian lighting, will further complement the trail system and connection to the Downtown. Improvements to Hawks Park Recreation Complex include developing coordinated activities and programs to increase participation and exposure for the Recreation Complex and the Redevelopment Area, strengthening the physical connections for pedestrian access and comfort, and planning for future physical improvements by creating a recreation master plan. In addition, public plazas or public squares are possible design alternatives for additional parks and open space. Programming of public parks and gathering areas could also enhance the economic development by supporting festivals, exhibits, performances, and other special events designed to attract residents and visitors to the Redevelopment Area.

4.3 Street Layout

Currently, on the east side of Ridgewood Avenue (US-1), there is fairly good north/south connectivity and the start of a fairly good grid system. This Plan will explore opportunities to enhance the grid system on the east and create the north/south connections on the west that will benefit redevelopment by providing more access points other than only Ridgewood Avenue (US-1) to future redevelopment parcels. East/west pedestrian connectivity will also be considered to create a pedestrian- and bicyclist-friendly, convenient, and safe environment.

The ease of vehicle traffic through the Redevelopment Area will enable the creation of gateways and wayfinding signage, which will direct visitors and residents toward the area's new Downtown and Park Avenue. The Redevelopment Area street improvements will enhance connectivity, introduce traffic calming, and produce pedestrian and bicycle amenities.

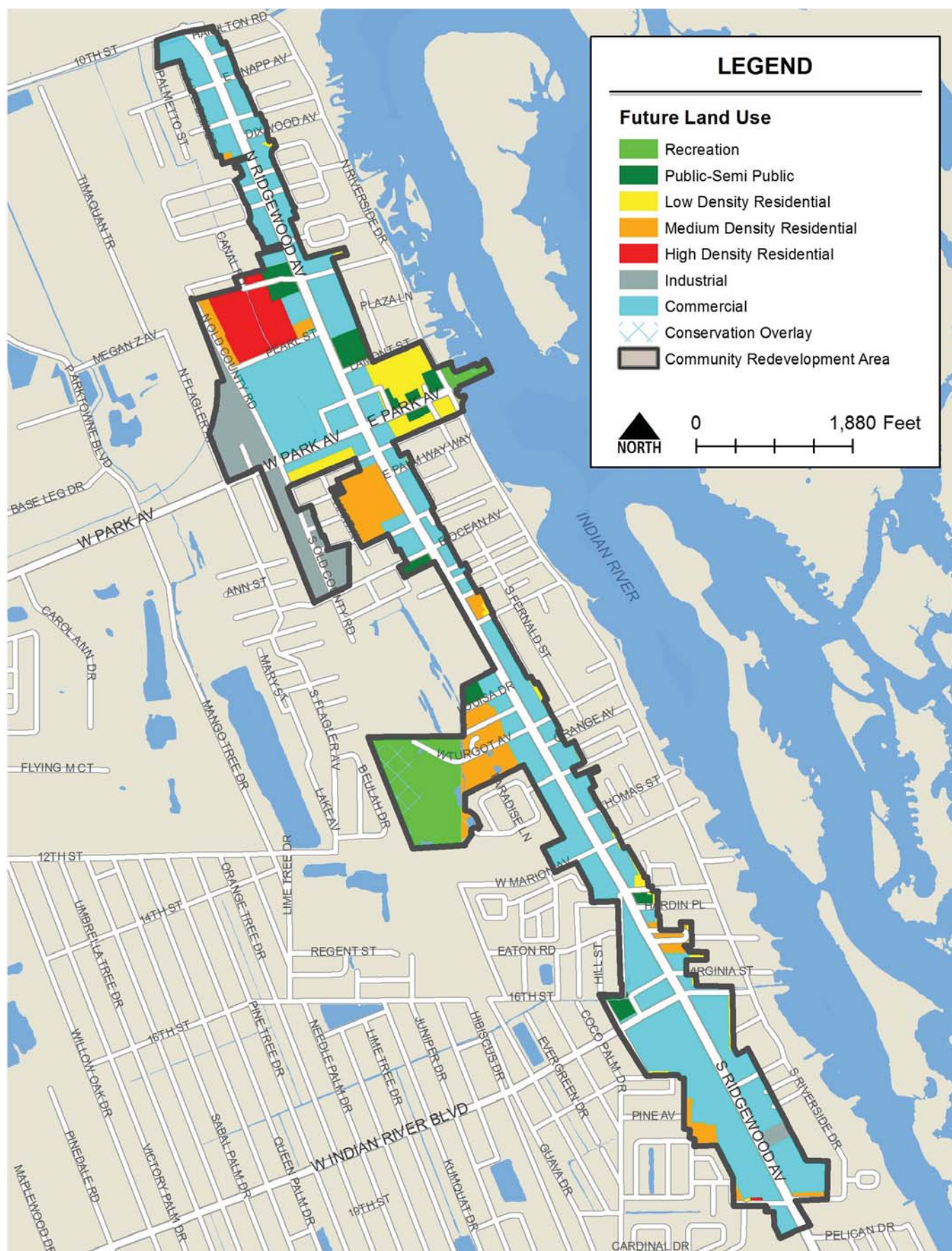
4.4 Limitations on the Type, Size, Height, Number, and Proposed Use of Buildings

The Redevelopment Area will be redeveloped with a mixed-use Downtown and distinct individual land use characteristics such as residential, commercial, industrial, public, and recreational. The overall vision embodies sound planning and design principles, which focus on creating a pedestrian-friendly and sustainable community. The following provides development parameters for the Redevelopment Area.

1. The Redevelopment Area should include varying residential neighborhoods that offer a variety of housing options and price ranges. The existing residential densities will remain the same as specified in the future land use (see Figures 4.1 and 4.2).
 - a. Low-density residential – 4 dwelling units per acre
 - b. Medium-density residential – 8 dwelling units per acre
 - c. High-density residential – 12 dwelling units per acre

However, the City/CRA may consider higher residential densities in the future to achieve the overall vision for the Redevelopment Area. Any density modifications should require the City to initiate text amendments to the Future Land Use Element of the Comprehensive Plan. The following densities may be considered:

- a. Low-density single-family – 5 to 8 dwelling units per acre
 - b. Medium-density multi-family – 10 to 12 dwelling units per acre
 - c. High-density multi-family – 15 to 24 dwelling units per acre
2. The Downtown will be designed using the mixed-use and pedestrian-friendly principles of traditional urban design, which will include a variety of non-residential uses including commercial, professional office, entertainment, and professional service businesses uses. The City has a Mixed-Use Future Land Use Designation comprising 12 dwelling units per acre and 0.5 floor area ratio (FAR). However, the City/CRA may consider higher residential and non-residential densities/intensities in the future to achieve the overall vision for the Downtown, with residential densities ranging from 10 to 20 dwelling units per acre and non-residential uses to have a FAR up to 2.0.
3. Future parcel assemblage of at least two acres is recommended for residential mixed-use developments to meet minimum residential densities. Residential densities below these minimums may be allowed for sites with constraints.
4. Residential dwelling units will be allowed in the same buildings as office, commercial/retail uses, or multi-use development sites.
5. Multi-use development on the same parcel must be compatible with surrounding land uses.
6. Mobile homes should be limited to existing mobile home parks and are prohibited within the Downtown.
7. Industrial uses should be limited to areas specifically classified as Industrial on the City of Edgewater's Future Land Use Map and are prohibited within the Downtown.



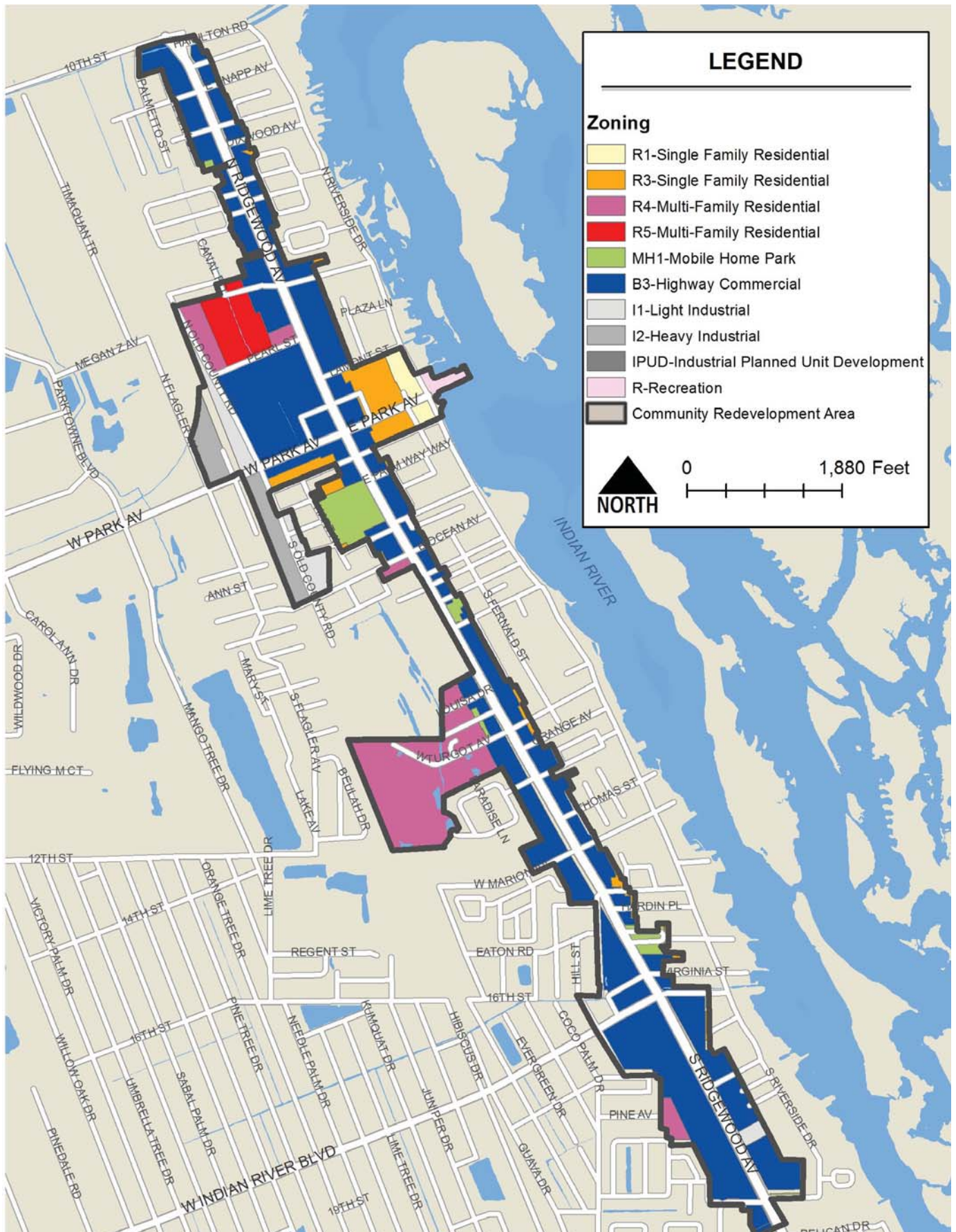


Figure 4.2: Zoning Map

8. Building design, including height and location, is expected to reinforce a pedestrian-oriented character and scale, including linkages between land uses through a functional bicycle-pedestrian system.
9. Design/development standards will be drafted and adopted to properly guide land use relationships and provide design criteria for site and building design within the Redevelopment Area.
10. In general, the land uses should abide by the overall goals, objectives, policies, and standards, as outlined in the City of Edgewater Comprehensive Plan.

4.5 Intended Use of Property for Public Parks, Recreation Areas, Streets, Public Utilities, and Public Improvements

Public facilities such as parks, recreational facilities, bicycle paths/multi-use trails, streets, and utilities should be located throughout the community in a manner that offers convenient and safe access to public services and facilities while enhancing the aesthetic character of the Redevelopment Area.

Utility lines should be placed underground wherever feasible or located at the rear of a lot development. As individual redevelopment projects come on line, each project should be reviewed for the potential of relocating the power lines, which could set up an incremental path for achieving the long-term goal.

If above-ground structures such as water tanks or transformer boxes must remain within the Redevelopment Area, they should be located and treated in a manner that is safe and aesthetically-pleasing.

Stormwater conveyance, treatment, and discharge should be improved to include the development of a master stormwater management plan that can provide for shared use of infrastructure and future maintenance costs to encourage the development/redevelopment effort of the Redevelopment Area.

Potable water lines and facilities connecting to the existing water system should be constructed, and central sanitary sewer service should be extended to all developed properties to protect the public health and environment.

4.6 Neighborhood Impact Element

The Community Redevelopment Act, Section 163.362(3), F.S., requires that if a Redevelopment Area contains low- or moderate-income housing, a neighborhood impact element must be prepared to describe the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, and the effect on school population. The creation of the Redevelopment Area is expected to generate minimum impacts to existing neighborhoods.

The greatest impact upon the current residents of the Redevelopment Area is in the area designated as the Downtown. The intent of this area is to be redeveloped as a traditional, small, pedestrian-oriented urban “downtown” with mixed land uses of commercial “mom and pop” facilities and multi-family residential. If a property is designated for development or acquisition, the process must comply with City and County requirements and/or State statutes. Existing neighborhoods will predominately contain the same configuration; however, aesthetic improvements and connectivity will be implemented.

Secondary impacts on residents relating to traffic circulation, environmental quality, availability of community services and facilities, effects on school population, and other matters affecting the physical and social quality of the neighborhood will be minimal. Impact may involve construction detours, noise, and dust.

Whereas overall impacts are expected to be minimal, the benefits of redevelopment will be long-lasting, adding a higher quality of life to Edgewater's residents and visitors. Although this Plan does not anticipate immediate action, in the future the CRA may choose to pursue a program of property acquisition and/or consolidation to realize the CRA's redevelopment objectives.

Redevelopment planning efforts are focused on the improvement and strengthening of existing neighborhoods and will not be directed towards large-scale demolition and removal of existing structures. Rather, plans call for a systematic improvement through a concerted effort aimed at rehabilitating homes and infill development, creating identifiable neighborhoods.

4.7 Replacement Housing and Relocation

The Community Redevelopment Act, Section 163.362, F.S., states that the Community Redevelopment Plan must assure that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the Redevelopment Area. The intent of this Plan is to create a Downtown, improve existing distinct character areas, and integrate recreation facilities, all of which promote a positive image for the City of Edgewater. Relocation may be anticipated in the residential areas on the north and south sides of East Park Avenue and in the older trailer parks along Ridgewood Avenue (US-1) for the creation of the Downtown. When relocation occurs due to redevelopment activities, the City of Edgewater and the CRA will adhere to Section 421.55, of the Florida Statutes.

4.8 Demolition, Clearance, and Site Preparation

The Edgewater CRA is authorized to demolish, clear, or move buildings, structures, and other improvements from any real property acquired in the redevelopment project area, subject to obtaining necessary permits.

The CRA is authorized to prepare or cause to be prepared as building and development sites any property acquired by the CRA for use as either a public or private redevelopment project, subject to obtaining necessary permits.

The CRA is authorized to install and construct or cause to be installed or constructed the public improvements and public utilities necessary to carry out the Plan, subject to obtaining necessary permits.

4.9 Duration

Consistent with the provisions of the Community Redevelopment Act, Section 163.362(10), F.S., all redevelopment activities financed by increment revenues from the Redevelopment Trust Fund must occur within 40 years after the fiscal year in which the Plan is approved or adopted. The duration of this Plan must be for the maximum period allowed by the Community Redevelopment Act and will expire and terminate at 11:59 p.m. on December 31, 2053, unless extended by mutual agreement of the City and the County, as evidenced by resolution of the County Council.

The City believes that it will take the full 40 years to realize the dollars necessary to undertake the redevelopment initiatives identified within the Plan under Scenario 1 (Historical Growth Rates). However, the City understands the County's desire to limit the duration of community redevelopment areas to something less than the maximum allowed. It is possible that economic conditions may improve more than what the increment revenue forecast currently demonstrates under Scenario 1, and the City may be fortunate to acquire other funding sources, yet to be identified. Understanding this, the City suggests completing a sunset review with the County in year 20 (2033) to determine if the redevelopment objectives, initiatives, and projects have been successful in reversing blight conditions, as described within the Finding Report and the Plan. If it is jointly determined that the CRA has accomplished the primary objectives outlined in the Plan (or most recent Plan Update),

then the date for the sunset for the Redevelopment Area can be re-established for a period of no more than 40 years.

4.10 Redevelopment Plan Modification

The Plan may be modified in a manner consistent with Section 163.361, F.S. If the CRA deems the Plan needs to be amended, it will make a recommendation to amend or modify. After providing proper notice, the City of Edgewater will hold a public hearing for all modifications.

Chapter 5: Financial Analysis and Planning



5.1 Estimating Increment Revenues

The creation of the Redevelopment Area is dependent upon the use of tax increment revenues for funding. This method requires that the County freeze all taxable values on properties at the current rate to establish a base collection amount. The future taxes collected (associated with tax base and property value increases) are placed in a separate account and designated for specific uses in the form of the Edgewater Community Redevelopment Trust Fund. The Redevelopment Trust Fund can be dedicated to general improvements.

The stream of prospective revenue is dependent on several factors, including the pace of redevelopment and development in the Redevelopment Area, the content of the development, assessed and taxable values, the millage levied against the taxable base, the rate of appreciation in the existing tax base, and the level of public intervention. Together, these variables suggest a wide range of outcomes, all possible depending on the specific conditions analyzed.

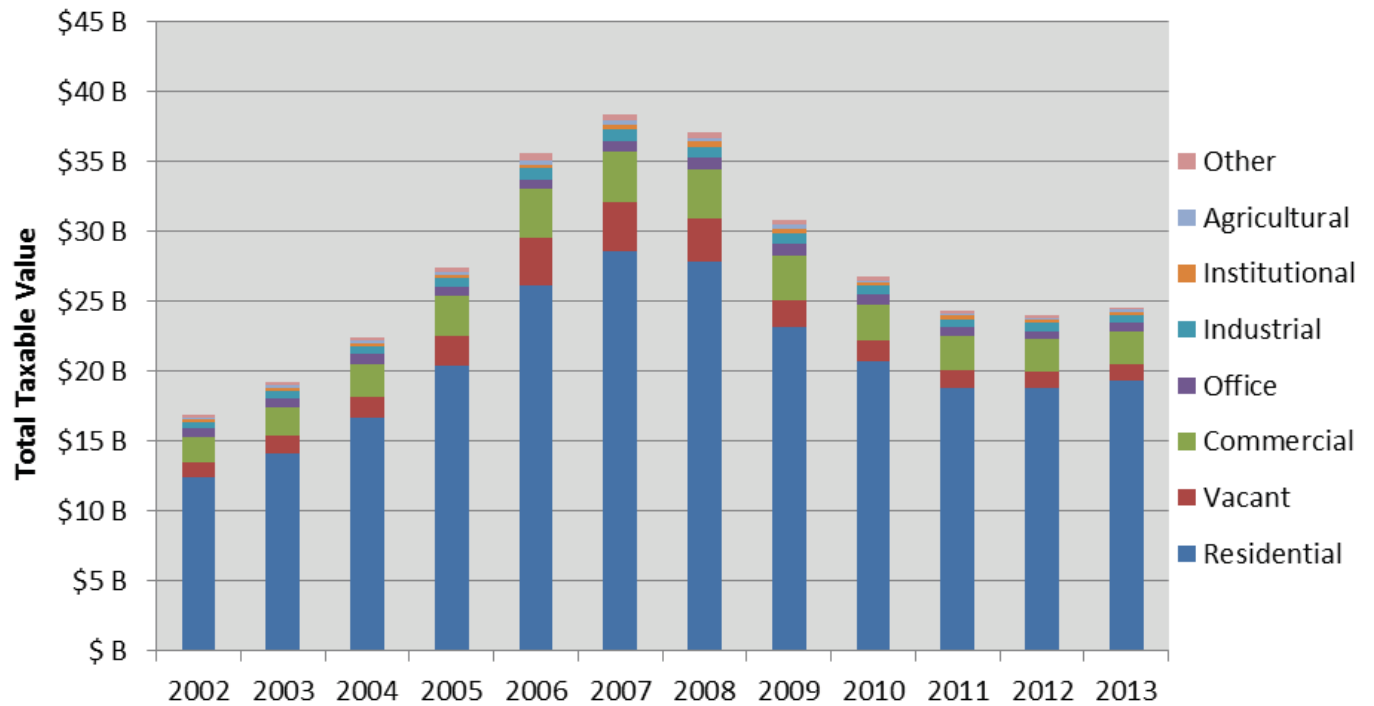
Before focusing on the increment revenue estimates within the Redevelopment Area, a review of economic and demographic trends in Volusia County and Edgewater was conducted to set the stage for the increment revenue projections.

5.1.1 Volusia County

Ad valorem taxes are a main source of general revenue for Volusia County. During the economic boom of the mid 2000s, the taxable value in Volusia County grew quickly, climbing almost 30 percent between 2005 and 2006. After 2007, values began to drop, returning to levels seen in 2004 and 2005 before the boom. After several years of decreasing values, taxable values began to stabilize in 2012, with a moderate increase shown in 2013. Figure 5.1 illustrates the distribution of the tax base by land use in Volusia County.

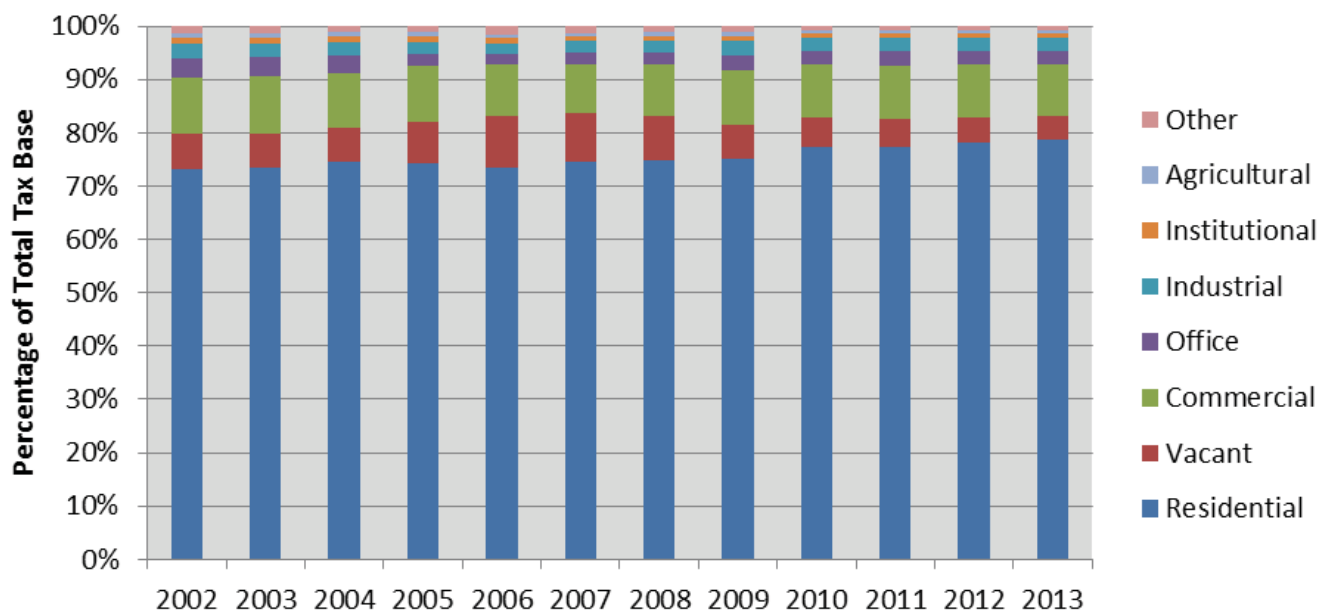
Figure 5.2 illustrates the tax base distribution for several land uses over the past 12 years. As shown, residential land uses (including single-family, multi-family, mobile homes, and condo/townhomes) account for the majority of the tax base, increasing slightly from 73 to 78 percent between 2002 and 2013.

Figure 5.1: Tax Base Distribution – Volusia County (Total Taxable Value)



(Source: Florida Department of Revenue)

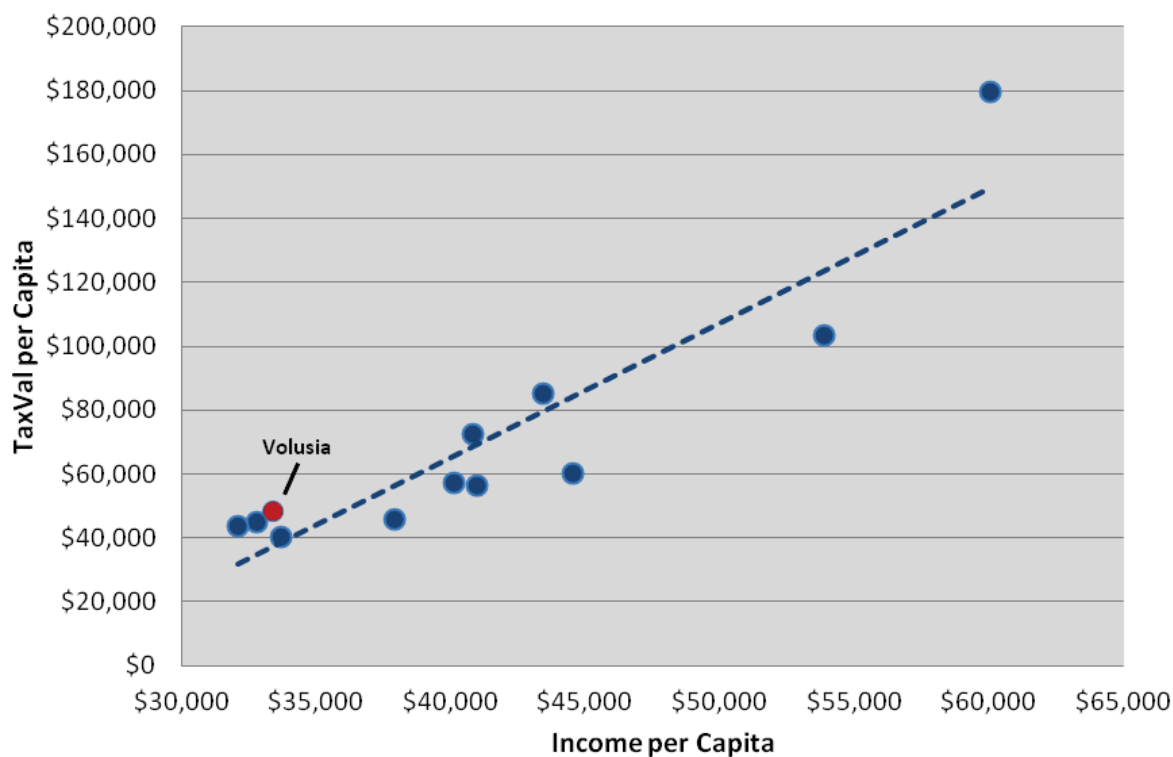
Figure 5.2: Tax Base Distribution – Volusia County (Percentage of Total Tax Base)



(Source: Florida Department of Revenue)

As presented in Figure 5.3, there is a positive relationship between taxable value per capita and income per capita. In other words, taxable values are expected to increase as a community's income increases. Therefore, as Volusia County grows and income per capita increases, the community is likely to see higher taxable values as a result of infill and redevelopment. Figure 5.3 presents the cumulative growth trend in income per capita and taxable value per capita for Volusia County, dating back to the late 1970s. As shown, taxable values in Volusia County decreased significantly with the recent economic recession, but are beginning to rebound and are projected to continue to increase over the next five years, as income per capita continues to increase as well.

Figure 5.3: Taxable Value per Capita vs. Income per Capita – County Comparison

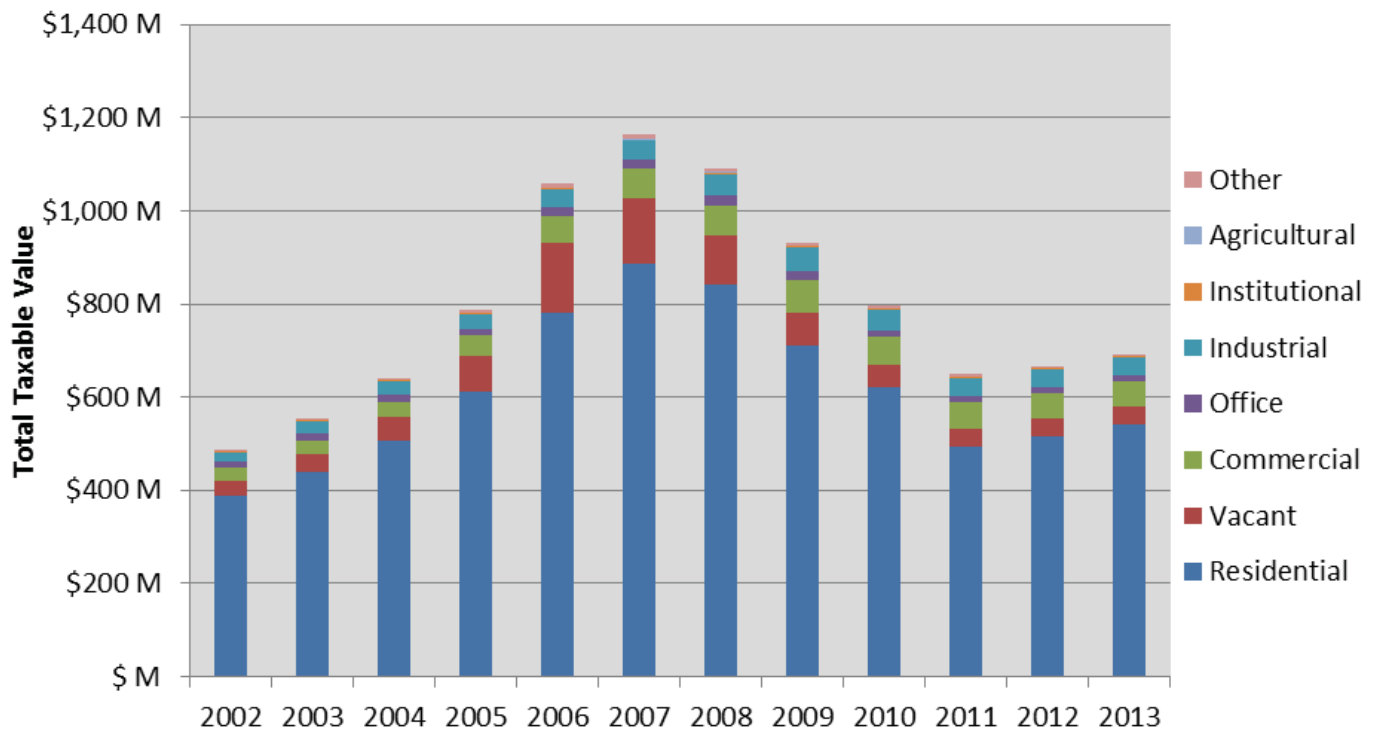


Source: Florida Legislature Office of Economic and Demographic Research (TaxVal) and Bureau of Economic Analysis (Income)

5.1.2 City of Edgewater

During the economic boom of the mid 2000s, the taxable value in Edgewater increased quickly, climbing almost 35 percent between 2005 and 2006. After 2007, values began to drop, returning to levels seen in 2004 and 2005 before the boom. After several years of decreasing values, taxable values began to stabilize in 2012, with a moderate increase shown in 2013. Figure 5.4 illustrates these trends in taxable value by land use in Edgewater.

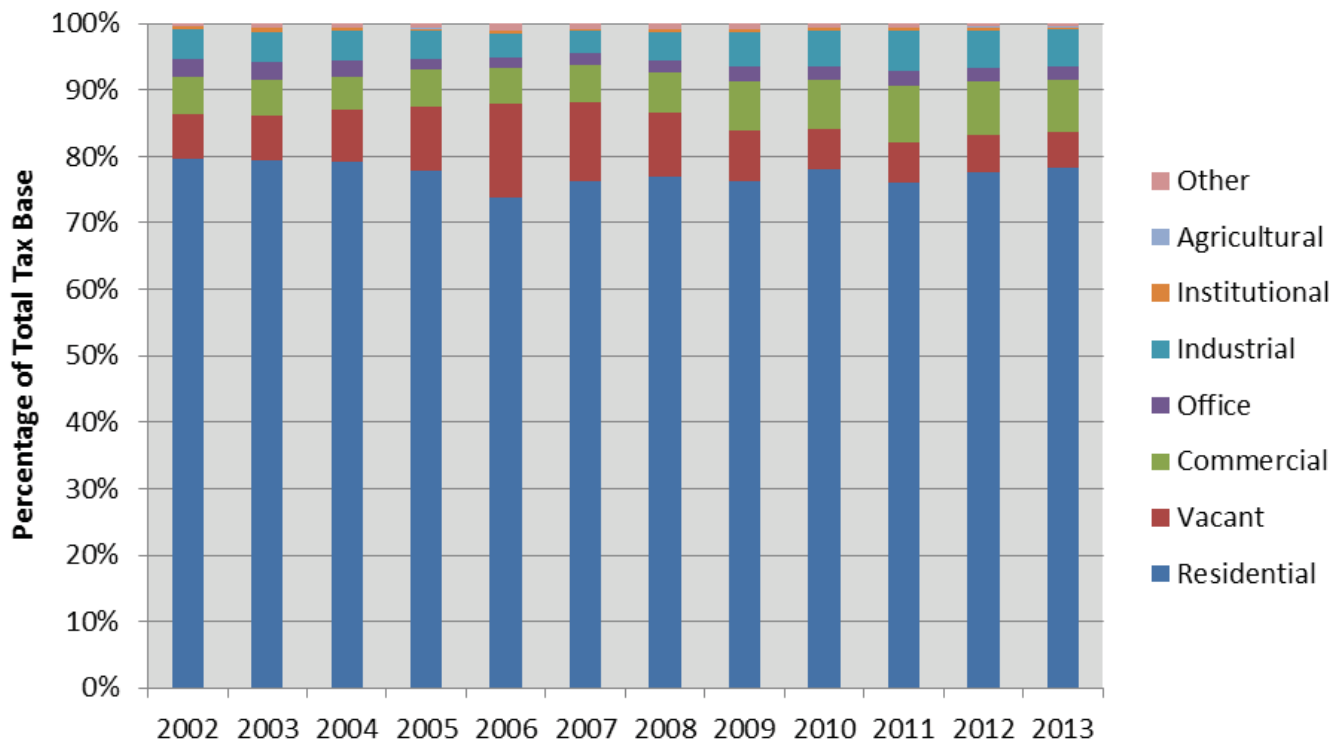
Figure 5.4: Tax Base Distribution – City of Edgewater (Total Taxable Value)



Source: Florida Department of Revenue

Figure 5.5 illustrates the tax base distribution for several land uses over the past 12 years. As shown, residential land uses (including single family, multi-family, mobile homes, and condo/townhomes) account for the majority of the tax base at around 77 percent. This indicates a slight decrease in the residential share, which has decreased from a high of 80 percent in 2002 as commercial uses have continued to increase their contribution to the tax base. Compared to the tax base distribution of the county (shown in Figure 5.2), the City is more heavily-dependent on residential revenues. This distribution is not the usual trend, as cities typically have a more diverse tax base than the county in which they are located.

Figure 5.5: Tax Base Distribution – City of Edgewater (Percentage of Total Tax Base)

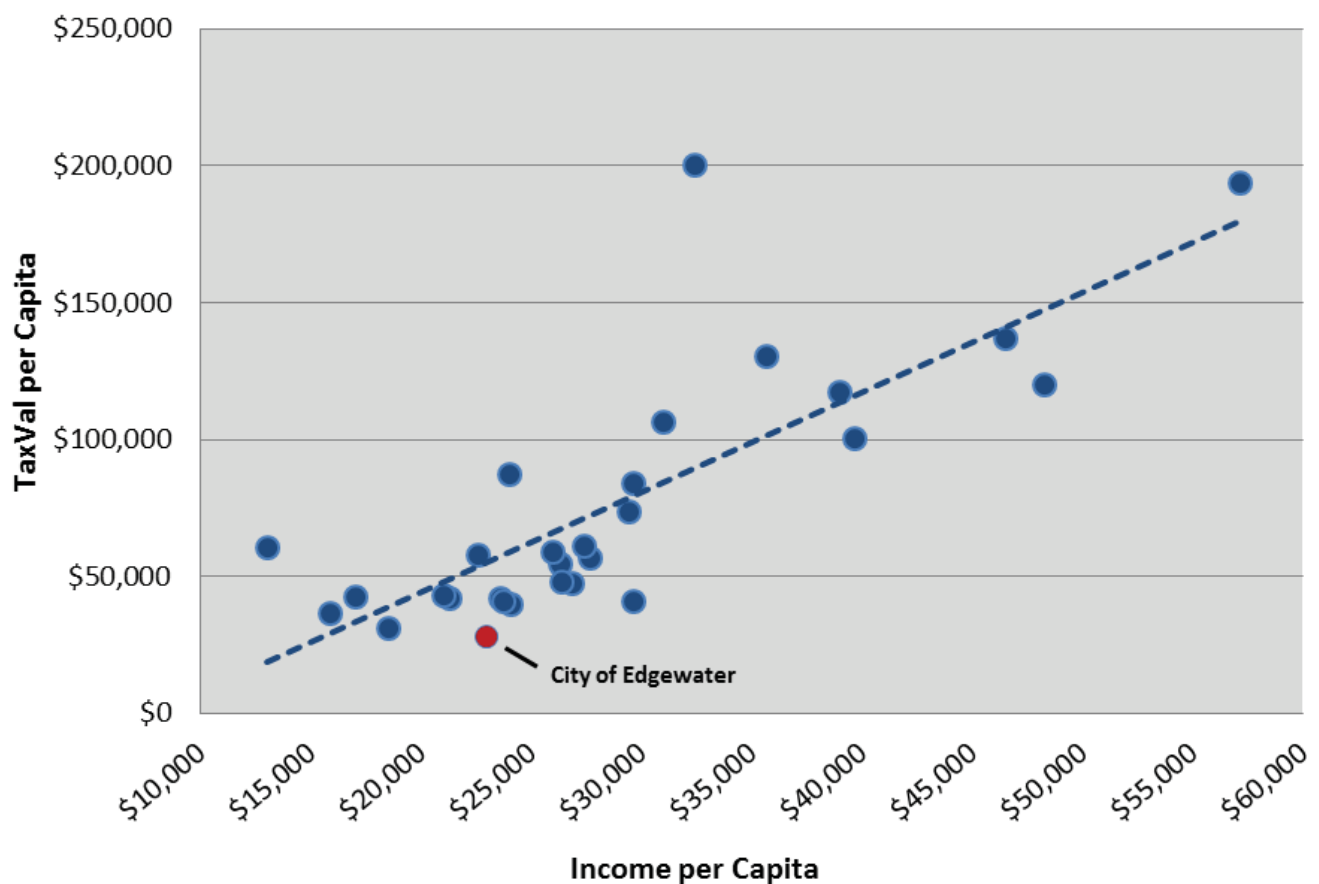


(Source: Florida Department of Revenue)

Figure 5.6 presents the relationship between taxable value per capita and income per capita for cities that have a population of 18,000 to 30,000, within which Edgewater falls. As shown, Edgewater's taxable value per capita is lower than the other cities that have similar population. This would suggest that property in Edgewater is not over-priced and there are opportunities for taxable values to increase.

In terms of permitting, since 2000, the City has seen a decline in the portion of single-family permits issued compared to the County. Between 2000 and 2005, the City captured 6 percent of the total single-family permits issued within the County. Between 2006 and 2009, this percentage dropped to 2 percent, but showed a slight recovery in 2010, increasing to 3 percent of the County total. This permitting ratio is slightly lower than the population ratio of the City to the County, which has been consistent at slightly more than 4 percent since the late 1990s.

Figure 5.6: Taxable Value per Capita vs. Income per Capita – City Comparison

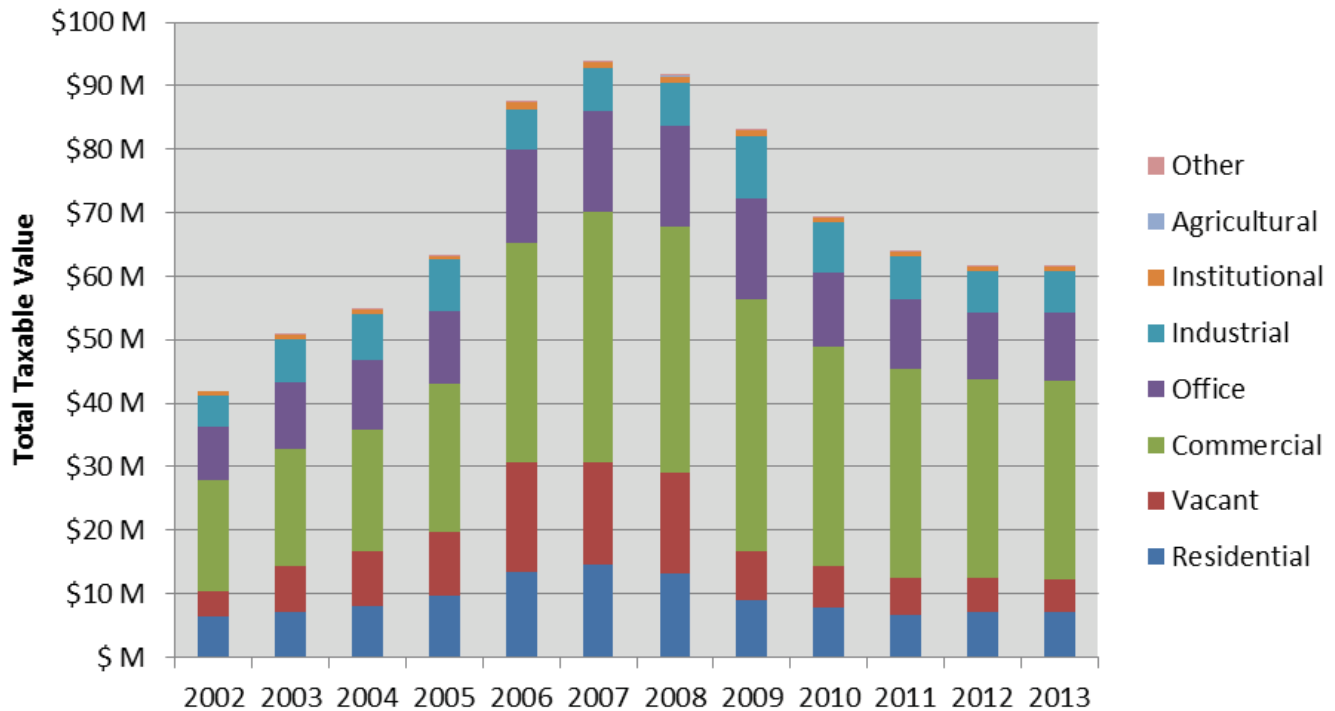


(Source: Florida Legislature Office of Economic and Demographic Research (Taxable Values) and American Community Survey, 2011, Income)

5.1.3 Edgewater Community Redevelopment Area

During the economic boom of the mid 2000's, the taxable value for parcels in the area now proposed as the "Edgewater Community Redevelopment Area" grew quickly, climbing almost 40 percent in a single year between 2005 and 2006. After 2007, values began to drop, returning to levels seen in 2005 before the boom. After several years of decreasing values, taxable values began to stabilize in 2012 and 2013. Figure 5.7 illustrates trends in taxable value by land use in Edgewater. As a whole, the Redevelopment Area accounts for 9 percent of the City's entire tax base.

Figure 5.7: Tax Base Distribution – Edgewater CRA

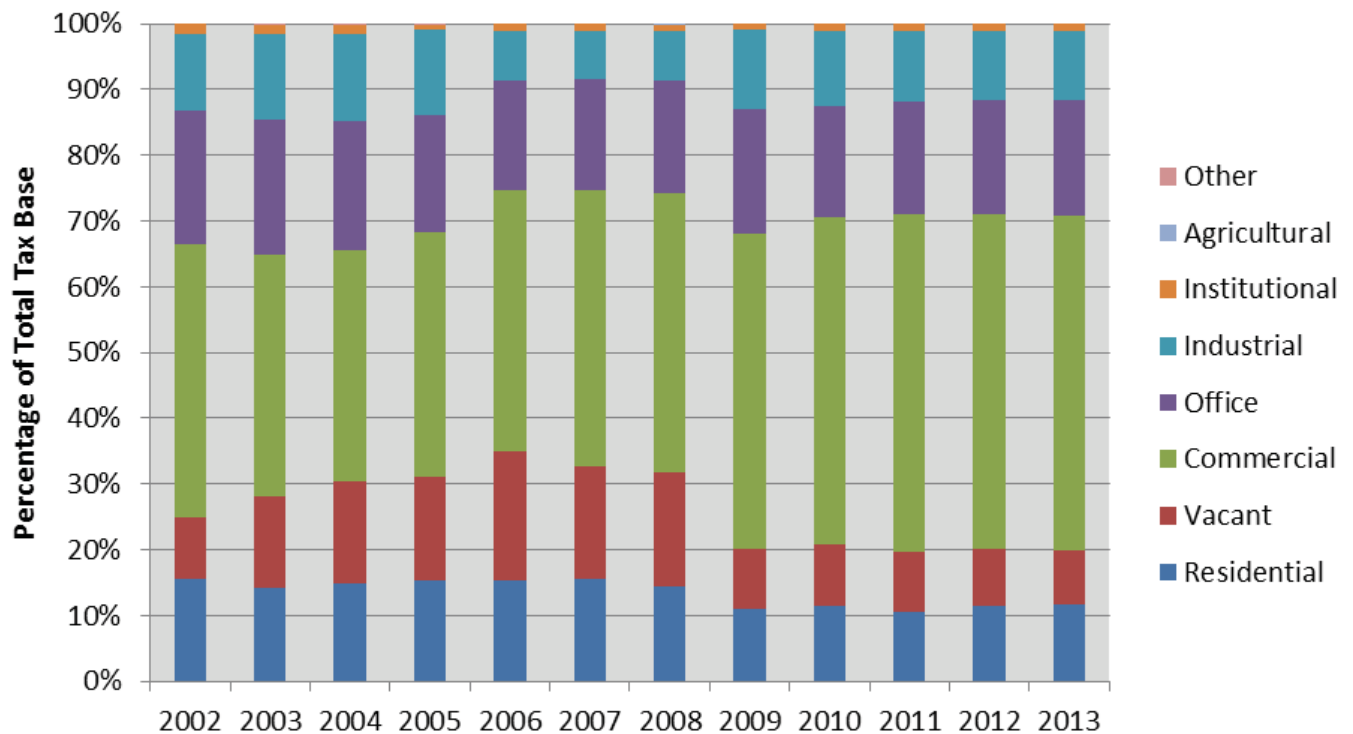


Source: Florida Department of Revenue

Figure 5.8 presents the tax base distribution for several land uses over the past 12 years. As shown, commercial land uses (including stores, shopping centers, service stations, hotels/motels) account for a significant portion of the tax base at around 50 percent, with residential land uses accounting for only 12 percent of the tax base in 2013. This distribution varies greatly from that of the City of Edgewater and Volusia County, which are heavily driven by residential uses. The Redevelopment Area also has a greater portion of office and vacant land contributing to the tax base compared to the City or County, although there has been a significant decrease in the portion of the tax base attributed to vacant land since 2002.

In addition to the more varied tax base, the area within the Redevelopment Area includes older buildings, on average. Within the Redevelopment Area, the average age of all buildings is 42 years; within the city, the average is only 29 years, and within the county it is 39 years.

Figure 5.8: Tax Base Distribution – Edgewater CRA



Source: Florida Department of Revenue

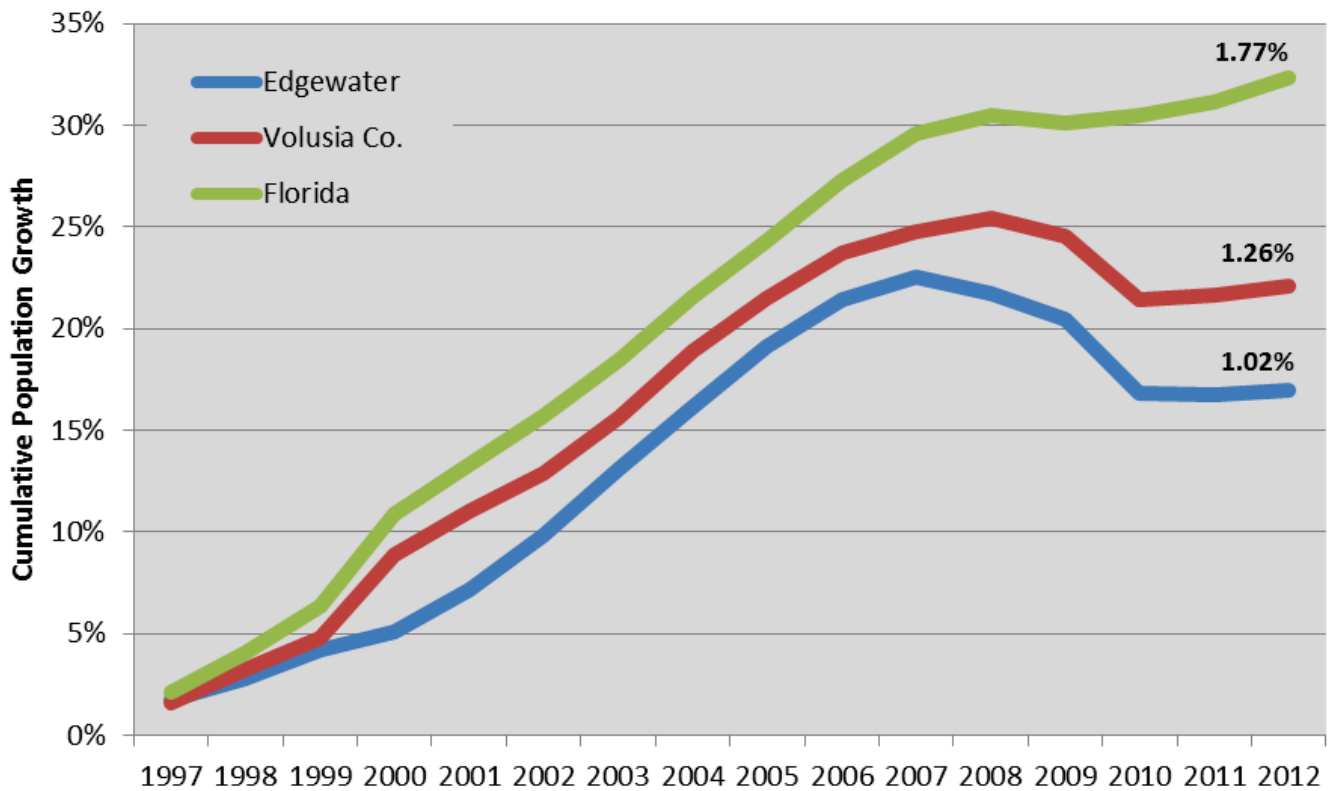
5.2 Increment Revenue Analysis

5.2.1 Revenue Projections

Comparison Analysis

The approach started with a top-down review of Florida, Volusia County, and Edgewater before focusing in on the Redevelopment Area. Figure 5.9 presents the cumulative population growth rate for the state, county, and city dating back to 1997. Since 1997, the state population has grown by more than 30 percent, averaging 1.8 percent annual growth. The county has grown approximately 22 percent, averaging 1.3 percent annual growth, and the city has grown approximately 17 percent, averaging 1.0 percent annual population growth. Next to each trend line, the average annual population growth rate since 1997 is also indicated.

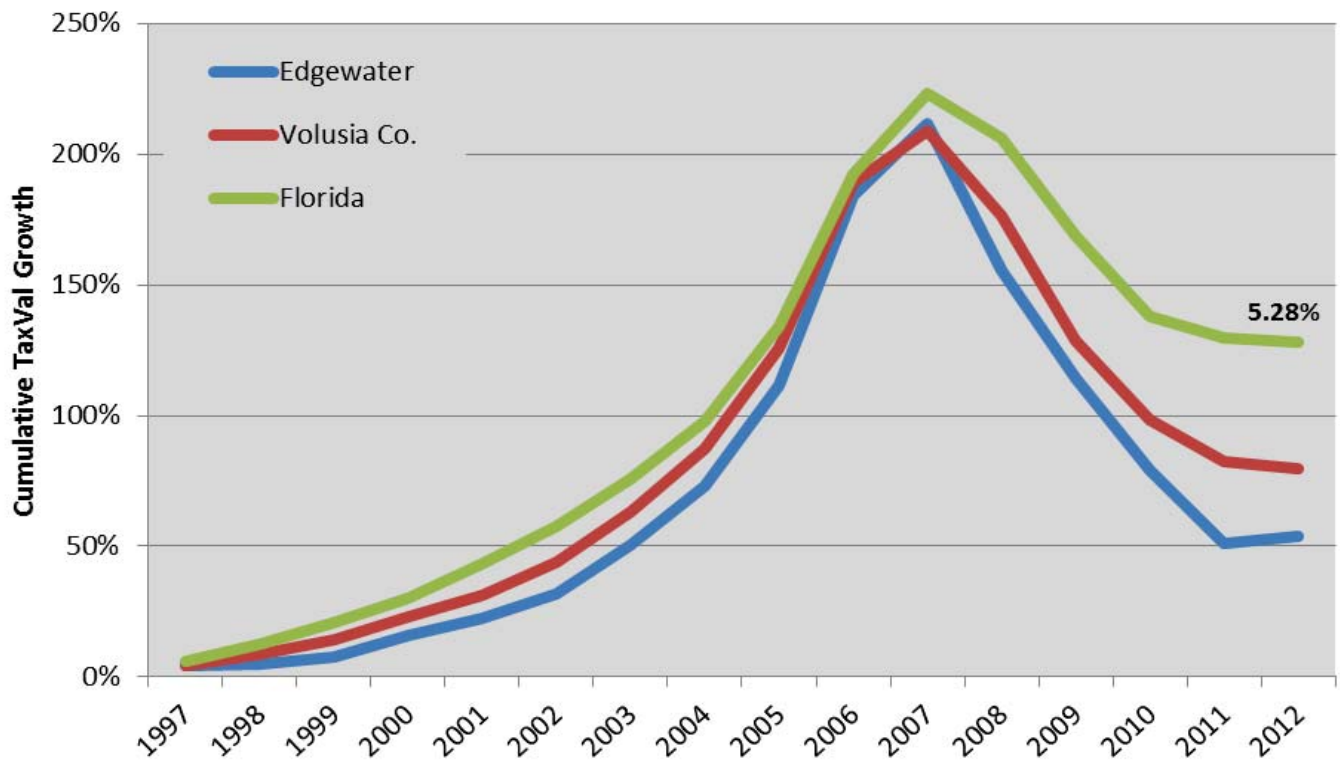
Figure 5.9: Cumulative Population Growth Comparison



Source: Florida Legislature Office of Economic and Demographic Research

Figure 5.10 presents the cumulative taxable value growth rate for the State, County, and City dating back to 1997. Since 1997, the taxable value of Florida has grown by over 130 percent, averaging 5.3 percent annual growth. The taxable value in Volusia County has grown approximately 80 percent, averaging 3.7 percent annual growth, and the taxable value in the City of Edgewater has grown approximately 50 percent, averaging 2.7 percent annual population growth.

Figure 5.10: Taxable Value—Cumulative Growth Comparison



Source: Florida Legislature Office of Economic and Demographic Research

Table 5.1 illustrates the average age for single-family residential structures in the Redevelopment Area, city, and county, as well as the weighted average taxable value per square foot for these structures and the average size of a single-family home. As shown, the city has the newest homes, but the taxable value per square foot is the lowest compared to the Redevelopment Area. However, the average home size is similar to the county and much higher than the Redevelopment Area. This would suggest that residential property in the Redevelopment Area is older, smaller, and more expensive per square foot than single family property in the city, on average.

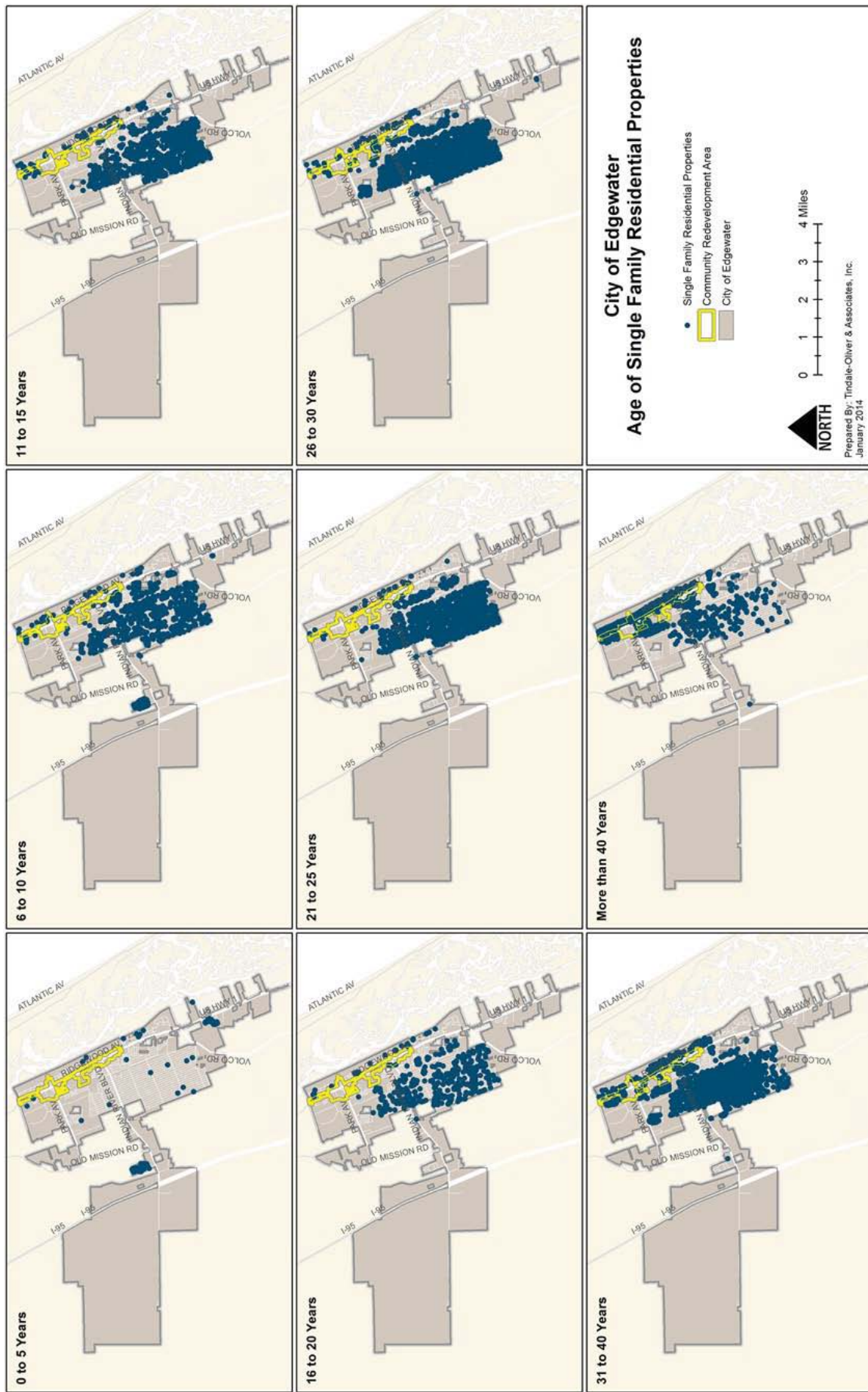
Table 5.1: Single Family Residential Comparison

Item	CRA	City	County
Average Age	44.0	28.0	31.6
Taxable Value per Square Foot	\$178.62	\$132.28	\$188.42
Average Home Size (sq. ft.)	1,569	2,219	2,476

Source: Volusia County Property Appraiser Database (January 2014)

Map 5.2 expands on the data shown in Table 5.1, showing that distribution of single-family homes throughout Edgewater, by age. As illustrated, the majority of homes built within the past few decades are located in the southwest section of the city, which is primarily low-density residential development. As highlighted in the map, the Redevelopment Area is located in the northeast section of the city, with a closer proximity to the Intracoastal Waterway and Atlantic coast, which are factors that can drive up home values.

Map 5.2: Distribution of Single-Family Residential Properties by Age



5.2.2 Increment Revenue Projections

The potential creation of the Redevelopment Area is dependent upon the use of increment revenue financing for funding. Using this method, the County would freeze all taxable values within the Redevelopment Area at the current rate to establish a base collection amount. The future taxes collected (associated with tax base and property value increases) are placed into a separate account and designated for specific uses. The funds can be dedicated to transportation or general improvements, or placed in the general fund with the base ad valorem revenues.

The analysis is based on the Final 2013 tax roll data obtained from the Florida Department of Revenue. The data from the most recent assessment roll, used in connection with taxation by the Volusia County Property Appraiser and the Volusia County Tax Collector, will provide the base year taxable value. The base year will be determined using the assessment roll in use immediately prior to the adoption of the ordinance establishing the Redevelopment Trust Fund.

It is assumed, for the purposes of this Plan, that the base year will reflect this sum as the base year valuation. However, any differences that may occur through inclusion or exclusion are relatively immaterial in the context of total valuation. A higher or lower base sum would, of course, affect the ultimate tax collections to some degree. The actual number will be officially certified by the Volusia County Property Appraiser upon adoption of the Plan and the establishment of the Redevelopment Trust Fund as part of the statutorily required administrative process.

Specific increases in the tax base are shown in terms of expected development and its value. This expected development is based exclusively on past patterns of activity adjusted for anticipated community redevelopment activities within the Redevelopment Area. These programmatic assumptions offer a baseline for comparison with future potential development.

For this analysis, the City of Edgewater's 2013 millage rate has been used, and it is held constant over the planning horizon. For the last several years, the operating millage of the City has been relatively unchanged. Additionally, the Volusia County millage collected in Edgewater was held constant over the planning horizon.

As for the structure of the revenues which may accrue, only the taxable value(s) net of the base year taxable value is considered in calculating current or future increment revenues.

The general procedures used to calculate available revenues are shown in the following calculations:

- Assessed values, including new construction – Exemptions or exclusions = Current taxable values.
- Current taxable values – Established base year taxable values = Net valuations subject to applicable jurisdictional millages.
- Net valuations \times by applicable millages = increment revenues. Pursuant to the Community Redevelopment Act, Section 163.387, F.S. (2012), the maximum revenue available to the Redevelopment Trust Fund will be 95 percent of the calculated increment revenues.

For projection purposes, three different scenarios were developed that reflect different future growth rates for taxable values in the Redevelopment Area. Additional details for each scenario are presented below.

Scenario #1

Ad valorem revenues associated with the increment revenue financing for the Redevelopment Area were estimated using the projected growth of residential units and square footage of non-residential developments. The average taxable

values were indexed annually based on the positive correlation between population growth and taxable value increases discussed previously, along with the historical growth trends of taxable values in the Redevelopment Area, by land use. This index takes into consideration historical trends in the city, county, and state and ranges from 0.1 percent for industrial uses and 0.9 percent for residential uses to 5.5 percent for non-residential uses, annually. Based on these projections, if the current millage is held constant (6.5000 mills for the City, 5.8789 mills for the County), the ad valorem taxes used for the Redevelopment Area fund are estimated to generate approximately \$52.8 million between 2014 and 2053.

Additional growth scenarios are presented in this report that reflects more aggressive growth rates in taxable values and potential revenues. Although more aggressive than the growth rates in Scenario #1, these scenarios still present revenue projections that can reasonably be obtained. Since 1976, the taxable value per capita for residential property in Volusia County has averaged a 5 percent annual increase, and commercial property has averaged a 3 percent annual increase. Statewide, taxable values in Florida have averaged a 6 percent annual increase for residential property and a more than 5 percent annual increase for commercial property.

Scenario #2

Scenario #2 reflects increased growth rates that are consistent with the historical growth rates in taxable values for the entire city of Edgewater. This scenario estimates residential growth rates at 3.1 percent, with commercial growth at 6.5 percent and industrial growth at 5.3 percent. As it stands today, most of the commercial structures in the Redevelopment Area are 60+ years old. As these properties are redeveloped, it is reasonable to assume that taxable values will increase. With commercial development driving the Redevelopment Area tax base (as seen in Figure 5.8), there is potential for significant growth in taxable values and ad valorem revenues. Using these higher annual growth rates, the Scenario #2 increment revenue financing option would generate approximately \$77.5 million between 2014 and 2053.

Scenario #3

Additionally, an optimistic growth rate scenario was developed. Scenario #3 has increased growth rates that are more than Scenarios #1 and #2, bringing the average growth rate for all land uses more in line with the historical growth rates of the entire county. This scenario projects the growth in taxable values for residential property at 4 percent annually while boosting commercial up to 7 percent and industrial to 6.1 percent. The potential for the growth assumed in this scenario is optimistic, but reasonable, with the aging residential, commercial, and industrial structures providing opportunities for high value redevelopment. Using these rates, the increment revenue financing option generated approximately \$95.5 million between 2014 and 2053.

For each of the following scenarios, the following apply:

1. Projected total taxable value of all properties within Redevelopment Area. Projected growth rates by land use are consistent with historical growth rates observed between 2002 and 2013 within Redevelopment Area. All figures rounded to nearest thousand.
2. Difference between total taxable value (Item 1) for each year and base year (2013).
3. For projection purposes, millage rates are assumed to remain the same through 2053.
4. Increment revenue by year (Item 2), divided by 1,000 and multiplied by total millage rate (Item 3). All figures are rounded to nearest thousand.

Table 5.2: Edgewater Community Redevelopment Area Revenue Projections – Scenario #1 (Historical Growth Rates)

Year	Total Taxable Value ⁽¹⁾	Tax ⁽²⁾ Increment	Millage ⁽³⁾		Revenue ⁽⁴⁾		
			City	County	City	County	Total
2013	\$61,405,000	-	-	-	-	-	-
2014	\$63,858,000	\$2,453,000	6.5000	5.8789	\$16,000	\$14,000	\$30,000
2015	\$66,430,000	\$5,025,000	6.5000	5.8789	\$33,000	\$30,000	\$63,000
2016	\$69,128,000	\$7,723,000	6.5000	5.8789	\$50,000	\$45,000	\$95,000
2017	\$71,957,000	\$10,552,000	6.5000	5.8789	\$69,000	\$62,000	\$131,000
2018	\$74,925,000	\$13,520,000	6.5000	5.8789	\$88,000	\$79,000	\$167,000
2019	\$78,039,000	\$16,634,000	6.5000	5.8789	\$108,000	\$98,000	\$206,000
2020	\$81,306,000	\$19,901,000	6.5000	5.8789	\$129,000	\$117,000	\$246,000
2021	\$84,734,000	\$23,329,000	6.5000	5.8789	\$152,000	\$137,000	\$289,000
2022	\$88,332,000	\$26,927,000	6.5000	5.8789	\$175,000	\$158,000	\$333,000
2023	\$92,109,000	\$30,704,000	6.5000	5.8789	\$200,000	\$181,000	\$381,000
Sub-Total (Year 10)					\$1,020,000	\$921,000	\$1,941,000
2024	\$96,075,000	\$34,670,000	6.5000	5.8789	\$225,000	\$204,000	\$429,000
2025	\$100,239,000	\$38,834,000	6.5000	5.8789	\$252,000	\$228,000	\$480,000
2026	\$104,611,000	\$43,206,000	6.5000	5.8789	\$281,000	\$254,000	\$535,000
2027	\$109,203,000	\$47,798,000	6.5000	5.8789	\$311,000	\$281,000	\$592,000
2028	\$114,027,000	\$52,622,000	6.5000	5.8789	\$342,000	\$309,000	\$651,000
2029	\$119,094,000	\$57,689,000	6.5000	5.8789	\$375,000	\$339,000	\$714,000
2030	\$124,417,000	\$63,012,000	6.5000	5.8789	\$410,000	\$370,000	\$780,000
2031	\$130,011,000	\$68,606,000	6.5000	5.8789	\$446,000	\$403,000	\$849,000
2032	\$135,889,000	\$74,484,000	6.5000	5.8789	\$484,000	\$438,000	\$922,000
2033	\$142,067,000	\$80,662,000	6.5000	5.8789	\$524,000	\$474,000	\$998,000
Sub-Total (Year 20)					\$3,650,000	\$3,300,000	\$6,950,000
2034	\$148,561,000	\$87,156,000	6.5000	5.8789	\$567,000	\$512,000	\$1,079,000
2035	\$155,387,000	\$93,982,000	6.5000	5.8789	\$611,000	\$553,000	\$1,164,000
2036	\$162,563,000	\$101,158,000	6.5000	5.8789	\$658,000	\$595,000	\$1,253,000
2037	\$170,108,000	\$108,703,000	6.5000	5.8789	\$707,000	\$639,000	\$1,346,000
2038	\$178,041,000	\$116,636,000	6.5000	5.8789	\$758,000	\$686,000	\$1,444,000
2039	\$186,384,000	\$124,979,000	6.5000	5.8789	\$812,000	\$735,000	\$1,547,000
2040	\$195,158,000	\$133,753,000	6.5000	5.8789	\$869,000	\$786,000	\$1,655,000
2041	\$204,386,000	\$142,981,000	6.5000	5.8789	\$929,000	\$841,000	\$1,770,000
2042	\$214,093,000	\$152,688,000	6.5000	5.8789	\$992,000	\$898,000	\$1,890,000
2043	\$224,304,000	\$162,899,000	6.5000	5.8789	\$1,059,000	\$958,000	\$2,017,000
Sub-Total (Year 30)					\$7,962,000	\$7,203,000	\$15,165,000
2044	\$235,046,000	\$173,641,000	6.5000	5.8789	\$1,129,000	\$1,021,000	\$2,150,000
2045	\$246,348,000	\$184,943,000	6.5000	5.8789	\$1,202,000	\$1,087,000	\$2,289,000
2046	\$258,240,000	\$196,835,000	6.5000	5.8789	\$1,279,000	\$1,157,000	\$2,436,000
2047	\$270,754,000	\$209,349,000	6.5000	5.8789	\$1,361,000	\$1,231,000	\$2,592,000
2048	\$283,922,000	\$222,517,000	6.5000	5.8789	\$1,446,000	\$1,308,000	\$2,754,000
2049	\$297,781,000	\$236,376,000	6.5000	5.8789	\$1,536,000	\$1,390,000	\$2,926,000
2050	\$312,368,000	\$250,963,000	6.5000	5.8789	\$1,631,000	\$1,475,000	\$3,106,000
2051	\$327,721,000	\$266,316,000	6.5000	5.8789	\$1,731,000	\$1,566,000	\$3,297,000
2052	\$343,881,000	\$282,476,000	6.5000	5.8789	\$1,836,000	\$1,661,000	\$3,497,000
2053	\$360,894,000	\$299,489,000	6.5000	5.8789	\$1,947,000	\$1,761,000	\$3,708,000
Sub-Total (Year 40)					\$15,098,000	\$13,657,000	\$28,755,000
Total (2014-2053)					\$27,730,000	\$25,081,000	\$52,811,000

Table 5.3: Edgewater Community Redevelopment Area Revenue Projections – Scenario #2 (City Growth Rates)

Year	Total Taxable Value ⁽¹⁾	Tax ⁽²⁾ Increment	Millage ⁽³⁾		Revenue ⁽⁴⁾		
			City	County	City	County	Total
2013	\$61,405,000	-	-	-	-	-	-
2014	\$64,410,000	\$3,005,000	6.5000	5.8789	\$20,000	\$18,000	\$38,000
2015	\$67,594,000	\$6,189,000	6.5000	5.8789	\$40,000	\$36,000	\$76,000
2016	\$70,967,000	\$9,562,000	6.5000	5.8789	\$62,000	\$56,000	\$118,000
2017	\$74,539,000	\$13,134,000	6.5000	5.8789	\$85,000	\$77,000	\$162,000
2018	\$78,324,000	\$16,919,000	6.5000	5.8789	\$110,000	\$99,000	\$209,000
2019	\$82,334,000	\$20,929,000	6.5000	5.8789	\$136,000	\$123,000	\$259,000
2020	\$86,583,000	\$25,178,000	6.5000	5.8789	\$164,000	\$148,000	\$312,000
2021	\$91,087,000	\$29,682,000	6.5000	5.8789	\$193,000	\$174,000	\$367,000
2022	\$95,861,000	\$34,456,000	6.5000	5.8789	\$224,000	\$203,000	\$427,000
2023	\$100,922,000	\$39,517,000	6.5000	5.8789	\$257,000	\$232,000	\$489,000
Sub-Total (Year 10)					\$1,291,000	\$1,166,000	\$2,457,000
2024	\$106,287,000	\$44,882,000	6.5000	5.8789	\$292,000	\$264,000	\$556,000
2025	\$111,977,000	\$50,572,000	6.5000	5.8789	\$329,000	\$297,000	\$626,000
2026	\$118,010,000	\$56,605,000	6.5000	5.8789	\$368,000	\$333,000	\$701,000
2027	\$124,408,000	\$63,003,000	6.5000	5.8789	\$410,000	\$370,000	\$780,000
2028	\$131,194,000	\$69,789,000	6.5000	5.8789	\$454,000	\$410,000	\$864,000
2029	\$138,393,000	\$76,988,000	6.5000	5.8789	\$500,000	\$453,000	\$953,000
2030	\$146,030,000	\$84,625,000	6.5000	5.8789	\$550,000	\$498,000	\$1,048,000
2031	\$154,132,000	\$92,727,000	6.5000	5.8789	\$603,000	\$545,000	\$1,148,000
2032	\$162,728,000	\$101,323,000	6.5000	5.8789	\$659,000	\$596,000	\$1,255,000
2033	\$171,850,000	\$110,445,000	6.5000	5.8789	\$718,000	\$649,000	\$1,367,000
Sub-Total (Year 20)					\$4,883,000	\$4,415,000	\$9,298,000
2034	\$181,530,000	\$120,125,000	6.5000	5.8789	\$781,000	\$706,000	\$1,487,000
2035	\$191,804,000	\$130,399,000	6.5000	5.8789	\$848,000	\$767,000	\$1,615,000
2036	\$202,708,000	\$141,303,000	6.5000	5.8789	\$918,000	\$831,000	\$1,749,000
2037	\$214,282,000	\$152,877,000	6.5000	5.8789	\$994,000	\$899,000	\$1,893,000
2038	\$226,568,000	\$165,163,000	6.5000	5.8789	\$1,074,000	\$971,000	\$2,045,000
2039	\$239,611,000	\$178,206,000	6.5000	5.8789	\$1,158,000	\$1,048,000	\$2,206,000
2040	\$253,458,000	\$192,053,000	6.5000	5.8789	\$1,248,000	\$1,129,000	\$2,377,000
2041	\$268,160,000	\$206,755,000	6.5000	5.8789	\$1,344,000	\$1,215,000	\$2,559,000
2042	\$283,771,000	\$222,366,000	6.5000	5.8789	\$1,445,000	\$1,307,000	\$2,752,000
2043	\$300,348,000	\$238,943,000	6.5000	5.8789	\$1,553,000	\$1,405,000	\$2,958,000
Sub-Total (Year 30)					\$11,363,000	\$10,278,000	\$21,641,000
2044	\$317,951,000	\$256,546,000	6.5000	5.8789	\$1,668,000	\$1,508,000	\$3,176,000
2045	\$336,645,000	\$275,240,000	6.5000	5.8789	\$1,789,000	\$1,618,000	\$3,407,000
2046	\$356,500,000	\$295,095,000	6.5000	5.8789	\$1,918,000	\$1,735,000	\$3,653,000
2047	\$377,588,000	\$316,183,000	6.5000	5.8789	\$2,055,000	\$1,859,000	\$3,914,000
2048	\$399,986,000	\$338,581,000	6.5000	5.8789	\$2,201,000	\$1,990,000	\$4,191,000
2049	\$423,778,000	\$362,373,000	6.5000	5.8789	\$2,355,000	\$2,130,000	\$4,485,000
2050	\$449,052,000	\$387,647,000	6.5000	5.8789	\$2,520,000	\$2,279,000	\$4,799,000
2051	\$475,901,000	\$414,496,000	6.5000	5.8789	\$2,694,000	\$2,437,000	\$5,131,000
2052	\$504,424,000	\$443,019,000	6.5000	5.8789	\$2,880,000	\$2,604,000	\$5,484,000
2053	\$534,727,000	\$473,322,000	6.5000	5.8789	\$3,077,000	\$2,783,000	\$5,860,000
Sub-Total (Year 40)					\$23,157,000	\$20,943,000	\$44,100,000
Total (2014-2053)					\$40,694,000	\$36,802,000	\$77,496,000

Table 5.4: Edgewater Community Redevelopment Area Revenue Projections – Scenario #3 (Optimistic Growth Rates)

Year	Total Taxable Value ⁽¹⁾	Tax ⁽²⁾ Increment	Millage ⁽³⁾		Revenue ⁽⁴⁾		
			City	County	City	County	Total
2013	\$61,405,000	-	-	-	-	-	-
2014	\$64,782,000	\$3,377,000	6.5000	5.8789	\$22,000	\$20,000	\$42,000
2015	\$68,377,000	\$6,972,000	6.5000	5.8789	\$45,000	\$41,000	\$86,000
2016	\$72,201,000	\$10,796,000	6.5000	5.8789	\$70,000	\$63,000	\$133,000
2017	\$76,271,000	\$14,866,000	6.5000	5.8789	\$97,000	\$87,000	\$184,000
2018	\$80,603,000	\$19,198,000	6.5000	5.8789	\$125,000	\$113,000	\$238,000
2019	\$85,214,000	\$23,809,000	6.5000	5.8789	\$155,000	\$140,000	\$295,000
2020	\$90,124,000	\$28,719,000	6.5000	5.8789	\$187,000	\$169,000	\$356,000
2021	\$95,352,000	\$33,947,000	6.5000	5.8789	\$221,000	\$200,000	\$421,000
2022	\$100,920,000	\$39,515,000	6.5000	5.8789	\$257,000	\$232,000	\$489,000
2023	\$106,851,000	\$45,446,000	6.5000	5.8789	\$295,000	\$267,000	\$562,000
Sub-Total (Year 10)					\$1,474,000	\$1,332,000	\$2,806,000
2024	\$113,169,000	\$51,764,000	6.5000	5.8789	\$336,000	\$304,000	\$640,000
2025	\$119,900,000	\$58,495,000	6.5000	5.8789	\$380,000	\$344,000	\$724,000
2026	\$127,071,000	\$65,666,000	6.5000	5.8789	\$427,000	\$386,000	\$813,000
2027	\$134,714,000	\$73,309,000	6.5000	5.8789	\$477,000	\$431,000	\$908,000
2028	\$142,859,000	\$81,454,000	6.5000	5.8789	\$529,000	\$479,000	\$1,008,000
2029	\$151,541,000	\$90,136,000	6.5000	5.8789	\$586,000	\$530,000	\$1,116,000
2030	\$160,796,000	\$99,391,000	6.5000	5.8789	\$646,000	\$584,000	\$1,230,000
2031	\$170,663,000	\$109,258,000	6.5000	5.8789	\$710,000	\$642,000	\$1,352,000
2032	\$181,183,000	\$119,778,000	6.5000	5.8789	\$779,000	\$704,000	\$1,483,000
2033	\$192,400,000	\$130,995,000	6.5000	5.8789	\$851,000	\$770,000	\$1,621,000
Sub-Total (Year 20)					\$5,721,000	\$5,174,000	\$10,895,000
2034	\$204,362,000	\$142,957,000	6.5000	5.8789	\$929,000	\$840,000	\$1,769,000
2035	\$217,119,000	\$155,714,000	6.5000	5.8789	\$1,012,000	\$915,000	\$1,927,000
2036	\$230,726,000	\$169,321,000	6.5000	5.8789	\$1,101,000	\$995,000	\$2,096,000
2037	\$245,240,000	\$183,835,000	6.5000	5.8789	\$1,195,000	\$1,081,000	\$2,276,000
2038	\$260,723,000	\$199,318,000	6.5000	5.8789	\$1,296,000	\$1,172,000	\$2,468,000
2039	\$277,240,000	\$215,835,000	6.5000	5.8789	\$1,403,000	\$1,269,000	\$2,672,000
2040	\$294,863,000	\$233,458,000	6.5000	5.8789	\$1,517,000	\$1,372,000	\$2,889,000
2041	\$313,667,000	\$252,262,000	6.5000	5.8789	\$1,640,000	\$1,483,000	\$3,123,000
2042	\$333,731,000	\$272,326,000	6.5000	5.8789	\$1,770,000	\$1,601,000	\$3,371,000
2043	\$355,143,000	\$293,738,000	6.5000	5.8789	\$1,909,000	\$1,727,000	\$3,636,000
Sub-Total (Year 30)					\$13,772,000	\$12,455,000	\$26,227,000
2044	\$377,994,000	\$316,589,000	6.5000	5.8789	\$2,058,000	\$1,861,000	\$3,919,000
2045	\$402,382,000	\$340,977,000	6.5000	5.8789	\$2,216,000	\$2,005,000	\$4,221,000
2046	\$428,412,000	\$367,007,000	6.5000	5.8789	\$2,386,000	\$2,158,000	\$4,544,000
2047	\$456,197,000	\$394,792,000	6.5000	5.8789	\$2,566,000	\$2,321,000	\$4,887,000
2048	\$485,856,000	\$424,451,000	6.5000	5.8789	\$2,759,000	\$2,495,000	\$5,254,000
2049	\$517,518,000	\$456,113,000	6.5000	5.8789	\$2,965,000	\$2,681,000	\$5,646,000
2050	\$551,320,000	\$489,915,000	6.5000	5.8789	\$3,184,000	\$2,880,000	\$6,064,000
2051	\$587,408,000	\$526,003,000	6.5000	5.8789	\$3,419,000	\$3,092,000	\$6,511,000
2052	\$625,939,000	\$564,534,000	6.5000	5.8789	\$3,669,000	\$3,319,000	\$6,988,000
2053	\$667,080,000	\$605,675,000	6.5000	5.8789	\$3,937,000	\$3,561,000	\$7,498,000
Sub-Total (Year 40)					\$29,159,000	\$26,373,000	\$55,532,000
Total (2014-2053)					\$50,126,000	\$45,334,000	\$95,460,000

Chapter 6: Capital Planning



6.1 Development Plan

Using contemporary planning methods and urban design techniques, a conceptual diagram was developed to graphically depict the vision for the Redevelopment Area. This vision included a vibrant, quaint urban Downtown; safe, viable, and sustainable commercial corridors; quality industrial parks; pedestrian-friendly, affordable, and attractive neighborhoods; and bicycle paths/multi-use trails connecting to services, recreation facilities, commercial corridors, and the Downtown.

The conceptual diagram was developed based on input and direction from the Envision Edgewater process in 2008 and City staff (see Figure 3.3). The conceptual diagram is the basis for preparing a capital plan and budget in addition to guiding future development within the Redevelopment Area.

Central concepts represented in the conceptual diagram are as follows:

1. Undertake the Park Avenue Enhancement Plan to improve the roadway/street design along East Park Avenue, since the City owns the right-of-way. Begin building support with the County for collaborating on the West Park Avenue improvements for the next phase.
2. Undertake the Ridgewood Avenue (US-1) Sidewalk Design Project to improve the sidewalk/ street design, access management, and median reconfiguration and landscaping to enhance the pedestrian experience and functionality of the road.
3. Explore innovative intersection designs to alleviate traffic congestion along Ridgewood Avenue (US-1), such as signalization scheme for better and effective management of the junction delays, etc. Specific intersection locations include the following:
 - a. Ridgewood Avenue (US-1) and Park Avenue
 - b. Ridgewood Avenue (US-1) and Ocean Avenue
 - c. Ridgewood Avenue (US-1) and Turgot Avenue
 - d. Ridgewood Avenue (US-1) and Indian River Boulevard
 - e. Ridgewood Avenue (US-1) and Falcon Avenue
4. Implement traffic calming techniques, such as pavers or decorative concrete, raised pavement, change of landscape treatment, and creation of pedestrian nodes at major intersections, mid-block crossings, and other locations where potential conflicts exist between vehicles, pedestrians, and bicyclists.
5. Include pedestrian facilities and bicycle paths/multi-use trails in the Redevelopment Area internal access network, which will enhance interconnectivity and promote the development of a more traditional grid transportation system in the community. Explore the connection of the Volusia County's East Central Regional Trail via Park Avenue to the Indian River with coordination with Volusia County.
6. Undertake roadway, sidewalk, street tree and lighting improvements on all other streets to provide safe and pedestrian friendly connections.
7. Enhance transit stops in coordination with VOTRAN by developing a plan for stops that not only enhance the rider experience but could also help enormously in the beautification of the Ridgewood Avenue (US-1) corridor.
8. Provide opportunities to integrate gathering places through pedestrian connections, bike paths/multi-use trails, open space and streets.

9. Redesign George R. Kennedy Memorial Park as a focal point of the Downtown by turning the park into a primarily pedestrian zone.
10. Coordinate with Volusia County to connect the Volusia County's East Central Regional Trail via Park Avenue to the Indian River.
11. Enhance the Riverwalk with seating areas and decorative pedestrian lighting to further complement the trail system and connection to the Downtown.
12. Improve Hawks Park Recreation Complex by developing coordinated activities and programs, strengthening the physical connections for pedestrian access and comfort, and planning for future physical improvements by creating a recreation master plan.
13. Provide community identification gateways and wayfinding at major entry points into the Redevelopment Area and the Downtown.
 - a. Gateways at the north and south end of the Redevelopment Area along Ridgewood Avenue (US-1).
 - i. Ridgewood Avenue (US-1) and the Edgewater City Limits (Northern Gateway)
 - b. Downtown gateway at the east and west end of East Park Avenue as part of the Park Avenue Enhancement Plan:
 - i. Park Avenue and Ridgewood Avenue (US-1)
 - ii. Park Avenue and Riverside Drive
 - c. Themed street signs to provide clear street identification for emergency services and visitors.
 - d. Wayfinding signs at strategic locations to direct visitors to key destination places.
14. Create attractive, safe, viable, and sustainable commercial corridors along Ridgewood Avenue (US-1) and Park Avenue.
15. Establish a mixed-use Downtown that incorporates a wide mix of small retail stores, such as markets, antiques shops, restaurants, and art galleries, professional offices and service businesses, and residential units. The Redevelopment Area will evolve into a vibrant Main Street and distinct character areas of residential, commercial, industrial and recreational land uses.
16. Implement appropriate buffering techniques between the higher-density uses and the single family residential areas.
17. Establish quality and compatible light industrial parks adjacent to commercial and residential districts, which will minimize detrimental effects to the public health, safety and welfare, and be in harmony with the objectives of this Plan.
18. Potentially redevelop catalyst sites to cause an early and precedent-setting change in the Downtown and to spur other growth . Three catalyst sites have been identified:
 - a. East Park Avenue
 - b. Existing City Hall – 104 N. Riverside Drive
 - c. Vacant paint factory – 308 S. Old County Road

The elements shown in the conceptual diagram may be relocated or realigned in future planning initiatives as long as modifications are generally consistent with the vision articulated in this Plan.

6.2 Capital Projects

The Community Redevelopment Act, Section 163.362(4), F.S., requires identification of publicly-funded capital projects to be undertaken within the Redevelopment Area. Such capital projects may include, but not limited to the following:

1. Roadway Improvements

- a. Construct roadway/streets along East Park Avenue (Phase 1) and West Park Avenue (Phase 2).
- b. Construct sidewalk, curb-cuts and landscaped median reconfiguration along Ridgewood Avenue (US-1).
- c. Construct enhancements/traffic calming on Ridgewood Avenue (US-1) intersections:
 - i. Ridgewood Avenue (US-1) and Park Avenue
 - ii. Ridgewood Avenue (US-1) and Ocean Avenue
 - iii. Ridgewood Avenue (US-1) and Turgot Avenue
 - iv. Ridgewood Avenue (US-1) and Indian River Boulevard
 - v. Ridgewood Avenue (US-1) and Falcon Avenue
- d. Enhance mid-block crossings using pavers or decorative concrete along Ridgewood Avenue (US-1).
- e. Construct multi-use trail/bicycle lane connecting to the Volusia County's East Central Regional Trail via Park Avenue to the Indian River.
- f. Improve roadways, sidewalks, street trees, and lighting on all other streets.

2. Infrastructure Improvements

- a. Improve stormwater conveyance, treatment, and discharge to include the development of a master stormwater management plan and evaluate/implement other treatment alternatives, such as: conveyance capacity, inlet capacity, gutter capacity, channel capacity and alternative treatment approaches.
- b. Construct the Northern Gateway to serve as an aesthetically pleasing stormwater pond.
- c. Construct potable water lines and facilities connecting to the existing water system, and extend central sanitary sewer service.
- d. Place utility lines underground wherever feasible or relocate to rear of the development.
- e. Facilitate adequate bandwidth and telecommunications infrastructure to ensure fiber optic and other digital infrastructure along the Ridgewood Avenue (US-1) corridor.

3. Parking Improvements

- a. Create on-street parking along portions of East Park Avenue.
- b. Develop small, dispersed parking areas to support the East Park Avenue redevelopment.

4. Signage Improvements

- a. Construct the Northern Gateway at Ridgewood Avenue (US-1) and the Edgewater City Limits (Northern Gateway).
- b. Develop entrance signs/features into the Downtown as part of the Park Avenue Enhancement Plan at Park Avenue and Ridgewood Avenue (US-1), and Park Avenue and Riverside Drive.

- c. Install themed street signs to provide clear street identification for emergency services and visitors.
- d. Install wayfinding signs to provide direction information to community resources and other designated destinations.

5. Recreational Improvements

- a. Redesign George R. Kennedy Memorial Park as a focal point of the Downtown by turning the park into a primarily pedestrian zone.
- b. Coordinate with Volusia County to connect the Volusia County's East Central Regional Trail via Park Avenue to the Indian River.
- c. Enhance the Riverwalk with seating areas and decorative pedestrian lighting to further complement the trail system and connection to the Downtown.
- d. Improve Hawks Park Recreation Complex by developing coordinated activities and programs, strengthening the physical connections for pedestrian access and comfort, and planning for future physical improvements by creating a parks and recreation master plan.
- e. Develop new pocket parks and plazas with pedestrian amenities and focal point features to create public gathering spaces.

It is difficult to identify with any great degree of specificity all capital projects necessary to realize the primary and community objectives contained in the Plan. As budgets and costs for the underlying infrastructure necessary to implement the City of Edgewater's and CRA's vision are better developed and the Plan is implemented, a more specific identification of all capital projects will occur.

Consistent with the Community Redevelopment Act, Section 163.370(3), F.S. (2012), increment revenues paid into the Redevelopment Trust Fund will not be used to pay for or finance capital improvements constructed within three years of approval or adoption of this Plan.

The Redevelopment Area capital project work plan is attached as Appendix D. The capital project work plan is subject to revisions, updates, and prioritization as community redevelopment implementation occurs.

6.3 Projected Capital Costs

The Community Redevelopment Act, Section 163.362(9), F.S., Statutes requires the Plan to contain a detailed statement of projected costs related to the redevelopment initiative, including the amount to be expended on publicly-funded capital projects in the Redevelopment Area and any indebtedness of the City of Edgewater or CRA proposed to be incurred for such redevelopment if the indebtedness is to be repaid with revenues from the Redevelopment Trust Fund. To implement the Plan, it will be necessary to combine both public and private sources of capital, using both long- and short-term financing options. All projects financed by or in part through increment revenues will be completed prior to the sunset of the Community Redevelopment Area in year 40 (2053).

The Capital Work Plan projects and dollar amounts are based primarily on past studies. The projects and numbers listed in the work plan and operating budget have been used for budgetary purposes only and are considered to be relatively conservative. The recommended costs for capital improvement projects include design and construction costs and contingency costs for additional studies, data manipulation, or research needed to implement each project. The costs generally do not include costs of land acquisition and/or consolidation.

For planning purposes, the major capital components proposed within the Redevelopment Area are classified into four planning areas to better prioritize and phase-in the capital projects (see Appendix D).

- Planning Area 1: North limit to Lamont Street
- Planning Area 2: Lamont Street to Ocean Avenue
- Planning Area 3: Ocean Avenue to Marion Avenue
- Planning Area 4: Marion Avenue South

It is anticipated the cost of major capital components in the Redevelopment Area will be satisfied through a combination of existing and future capital budget commitments, fees, fee-related credits, increment revenues generated from the redevelopment construction within the Redevelopment Area, and, if the City of Edgewater deems appropriate, an additional millage levied through a Municipal Service Taxing Unit (MSTU). Conceptually, the linkages among these funds or resources will be articulated in a Redevelopment Agreement and/or an interlocal agreement.

The various costs associated with implementing the Redevelopment Plan have been identified as being either primarily a public or a private responsibility. Public costs are those necessary to ensure the general framework of the Development Plan is developed in the spirit and intention of the Redevelopment Area.

Those items identified as primarily public costs will be structured in a manner in which private resources are committed in conjunction with or in advance of public resources. In some cases, public expenditures will not be required to support the Plan. In other cases, these expenditures can be phased in accordance with the scale of the redevelopment effort in a manner in which costs are advantageously matched to the expected stream of increment revenues or other available revenues.

Due to the current and projected economic environment, demonstrated through the increment revenue forecasts under Scenario 1 (Historical Growth Rates) and shortage of the dollars required to implement the intent of the Plan, it is critical that the City leverage the increment dollars with various financial programs to implement the projects, programs, and services identified within this Plan, especially to jump-start the Plan. While the bond market is not strong for CRAs, many entities in Florida use a bank-held Letter of Credit to fund large-scale projects. Local governments commonly loan their CRAs start-up funds as well, paid back over time as the increment revenues grow from private investment. The following list includes other potential resources that can be coupled with or used to fund the projects outlined in the Redevelopment Plan:

1. **“Pay-as-you-go”:** The City of Edgewater has used this approach to fund many improvements throughout the community. This approach reflects a conservative financial perspective that has the advantage of avoiding long-term costs of financing but also has a drawback by extending the time frames required to make needed and desired improvements within the community and, ultimately, within the redevelopment area. An alternative approach would be to consider financing and the issuance of bonds or short/long term borrowing by the CRA based on projected receipts from the tax increment revenues. Given the full authorized time for the Redevelopment Area by State statute, consideration of the tax increment financing approach is recommended as a means of expediting some of the project and program elements identified in this Plan.
2. **General obligation bonds** (for roadway resurfacing, curb and gutter addition/repair, intersection improvements, streetscaping, a multi-use trail system, and water, sewer and stormwater improvements).
3. **Grants and loans to the agency from the City’s special or general funds** for start-up costs. This is a common practice for planning, design, and community objectives.
4. **Industrial Revenue Bonds** (IRB): Industrial revenue bonds may be used to finance industrial and some commercial

projects. The primary emphasis on such projects is the creation of jobs. IRB's are tax-exempt and consequently, are typically three percentage points below prevailing interest rates. The City may assist potential developers to secure funding on specific redevelopment projects.

5. **Commercial Loans:** The CRA may directly borrow funds from local lending institutions, utilizing both short term and long term borrowing.
6. **Private Contributions:** Anticipated matching grants for improvements to building facades, landscaping, signs, etc., will require private matching 50/50 contributions. In addition, voluntary contributions by private companies, foundations, and individuals are potential sources of income to the CRA. Although such contributions may account for only a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits. The City's current land development code provides mechanisms to achieve this participation on such projects as roadway, street design, and infrastructure improvements, including incentives and participating grants.
7. **Special Assessment Districts:** The City may establish special assessment districts and MSTUs (Chapter 170, F.S.) for the purpose of funding various capital improvements within an area or for the construction of a particular project. This may be an effective mechanism to support stormwater, water and sanitary sewer improvements; however, it is noted that assessments may be difficult to pass without concessions on the City's mileage rate, thus reducing overall revenues.
8. **Grants from State and Federal funding sources** are leveraged within CRA districts, many of which get extra points for being used to fund economic development and redevelopment projects. Specific projects for which grants will be sought include but not limited to trails, parks, street design, roadway and environmental improvements. The world of grants has changed or is changing due to economic conditions, requiring local governments to be vigilant in the grants arena.
9. **St. Johns River Water Management District (SJRWMD):** Various programs through SJRWMD could be used to assist with the land acquisition and improvement partnerships necessary to improve water quality treatment and storage needs in support of redevelopment. With the pending changes to State water quality and treatment standards expected to be implemented in the near future, opportunities to establish master stormwater management facilities and conveyances are an important feature to support redevelopment, improve environmental protection, and strengthen existing intergovernmental and private property owner cooperation.
10. **USDA Rural Business Enterprise Grant Program:** The USDA solicits applications for its Rural Business Enterprise Grant (RBER) Programs to provide funding to improve the economic conditions of rural areas. "Rural area" is defined as a city, town, or unincorporated area that has a population of 50,000 inhabitants or less, other than an urbanized area immediately adjacent to a city, town, or unincorporated area that has a population in excess of 50,000 inhabitants. Information concerning what RBER grants may be used for can be obtained from the Florida USDA Rural Development Office. Applications for grant funding are open until funding is depleted or there is another announcement made. For detailed requirements refer to: The USDA Rural Development grant information at <http://www.rurdev.usda.gov/rbs>.
11. **Local Agency Program (LAP):** This process is a partnership between FDOT and other local agencies (such as government entities or transportation authorities) to plan, develop, design, acquire right-of-way for, and construct transportation facilities. FDOT administers funds and contracts with local agencies for reimbursement of design and construction expenses. FDOT reimburses these local agencies for services provided to the public. Authority for LAP is provided in Sections 20.23(3) (a), 334.044(7), 339.05, and 339.12, F.S. The City of Edgewater already has experienced success working with FDOT to obtain funding for needed local roadway projects.

12. **Community Development Block Grant Program (CDBG):** The U.S. Department of Housing and Urban Development (HUD) offers financial grants to communities for neighborhood revitalization, economic development, and improvements to community facilities and services, especially in low- and moderate-income areas. Consideration to expand existing CDBG program funding within the redevelopment area and to seek both entitlement and non-entitlement funds can leverage local funds and support needed community and infrastructure improvements.
13. **Kodak American Greenways Awards:** Awards from this program can be used for mapping, ecological assessments, surveying, conferences, and design activities; developing brochures, interpretative displays, audio-visual productions, or public opinion surveys; hiring consultants; incorporating land trusts; building a footbridge; planning a bike path; or other creative projects. In general, grants can be used for all appropriate expenses needed to complete, expand, or improve a greenway project, including planning, technical assistance, legal, and other costs.
14. **National Scenic Byways Grant:** These grant funds include projects associated with safety improvements, construction of rest areas, passing lanes, etc., and protection of historical, archeological, and cultural resources.
15. **FDEP Office of Greenways and Trails:** The Recreational Trails Program (RTP) offered by the Florida Office of Greenways and Trails has a competitive grant program to assist with developing recreational trails, trailheads, and trailside facilities. Program moneys are intended to be for the development of motorized and non-motorized recreational trails. Funds from this program can be used for property acquisition, trails development, and construction and maintenance of trails. Extension of connecting trails to improvements planned and constructed in Volusia County and Brevard County can provide critical links to support Edgewater's eco-tourism efforts.
16. **Cultural Grants Program:** The Florida Division of Cultural Affairs provides grants of varying amounts to non-profit organizations and political subdivisions engaged in cultural programming. The cultural disciplines include dance, folk arts, theater, visual arts, literature, and media arts. The applicant is required to match the grant from local funds, a portion of which may be donated materials or services with a specific cost value. Additionally, the Cultural Facilities Program provides financial support for the renovation of cultural buildings such as museums, performing arts centers and theaters. Current funding levels in the program have been negatively impacted by State budget cuts, but the program should be monitored for potential future leveraging of community redevelopment funds.
17. **Florida Forever Grant Program:** This grant program is sponsored by the Florida Communities Trust and provides grants to eligible applicants for the acquisition of land for community-based parks, open spaces, and greenways that further the outdoor recreation and natural resource protection needs identified in local government comprehensive plans. State funding levels have been significantly reduced or eliminated in recent legislative budgets as a result of competing economic priorities, but monitoring of funding each year is recommended.
18. **Volusia County Grants:** Grants that are made available by Volusia County may also be used for the purposes of funding capital projects. The ECHO grant program is an example of potential grant funding sources.

The principal and interest on such advances, funds, and indebtedness may be paid from tax increments or any other funds available to the CRA. Advances and loans for operating capital may be provided by the City until adequate tax increment or other funds are available to repay the advances and loans and to permit borrowing adequate working capital from sources other than the City. The City of Edgewater may also, at the request of the CRA, supply additional assistance through loans and grants for various public projects. The CRA will seek all funding sources to leverage increment revenues; however, the dollars generated through these programs are nearly impossible to forecast, therefore specific dollars from these programs have not been identified.

6.4 Non-Capital Programs

After the creation of the CRA, resources can be used for administrative expenses and overhead of the CRA and other non-capital programs, including the development and implementation of community policing innovations, pursuant to Section 263.356(3)(d), F.S. (2012). Such non-capital programs may include, but not limited to the following:

1. Regulatory, operational and management
2. Marketing, promotions, special events, economic development
3. Facade/property improvement grants

No Volusia County increment revenues will be used for non-capital programs. The non-capital programs are subject to revisions, updates and prioritization as community redevelopment implementation occurs.

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Chapter 7: General Requirements



7.1 General Requirements

Once this Plan has been adopted, the City of Edgewater must submit the Finding Report and the Plan to the Volusia County Council for review and approval, along with a request for delegation of authority to create a CRA and establish a Redevelopment Trust Fund through an appropriate ordinance. The Redevelopment Trust Fund will receive all increment revenues, grants, gifts, or revenues generated by redevelopment activities. The Redevelopment Trust Fund must remain in place until all indebtedness from redevelopment activities is paid.

The annual funding of the Redevelopment Trust Fund will result from additional incremental revenues collected in the Redevelopment Area by the City of Edgewater. The increment available will be determined annually in an amount equal to 95 percent of the difference between:

1. the amount of ad valorem taxes levied each year by the County, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of the Redevelopment Area, and
2. the amount of ad valorem taxes that would have been produced by the rate upon which the tax is levied each year by or for the County, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the Redevelopment Area as shown upon the most recent assessment roll used in connection with the taxation of such property by the County prior to the effective date of the ordinance providing for the funding of the Redevelopment Trust Fund.

7.2 Safeguards, Controls, Restrictions or Covenants

All redevelopment activities identified herein will not be initiated until they are found to be consistent with the City of Edgewater Comprehensive Plan and applicable land development regulations.

To ensure that redevelopment will take place in conformance with the projects, objectives, and strategies expressed in this Plan, the CRA will use the regulatory devices, instruments, and systems used by the City to permit development and redevelopment within its jurisdiction. These regulatory devices, etc., include but are not limited to the Comprehensive Plan, the Land Development Code, adopted design guidelines, performance standards, and City-authorized development review, permitting, and approval processes and any other adopted codes, standards, and policies.

To leverage the increment revenues, the City of Edgewater may contemplate the imposition of non-ad valorem assessments. The imposition of special assessments for capital improvements and essential services is covered by well-settled case law and specific statutory provisions authorizing collection of non-ad valorem assessments on the same bill as ad valorem taxes. Such provisions require extraordinary notice to all affected property owners.

The County's increment revenues contribution would be based on a millage rate that does not exceed the millage rate used by the City to calculate its increment revenue contribution, regardless of the existing rate, pursuant to Volusia County Resolutions 2010–20. The County increment revenue contributions will be used solely on capital projects as agreed upon with delegation of authority or any amendment thereof.

Issues concerning restrictions on any property acquired for community redevelopment purposes and then returned to use by the private sector will be addressed on a case-by-case basis to ensure that all activities necessary to perpetuate the redevelopment initiative are advanced in a manner consistent with this Plan and any amendment hereto. Such restrictions or controls would be expected to be in the form of covenants running with any land sold or leased for private use as provided for in the Community Redevelopment Act, Section 163.380, F.S. (2012).

7.3 Reporting Procedures

The CRA will develop a reporting procedure to inform Volusia County of the Redevelopment Plan activities, which includes the following:

- a. Conform to a uniform system of reporting established by Volusia County.
- b. Use standardized State of Florida reports with approved definitions for each reporting category requested by Volusia County.
- c. File an annual report and audited financial report with the Florida Department of Economic Opportunity (DEO), Community Planning and Development.
- d. Provide CRA reports to Volusia County electronically on an annual basis and not less than 30 days after required reports are filed with the State of Florida.
- e. Make a presentation to the Volusia County Council not less than annually, which will include the annual report.
- f. Submit a proposed budget for the next fiscal year to Volusia County for review and comment prior to the adoption of the budget by the CRA and no later than August 1st of each year.
- g. Not make any material changes to its budget without prior notice to Volusia County.

7.4 Coordination and Recognition

The CRA will develop a coordination and recognition process to include the following:

- a. If the City Council appoints a CRA Advisory Board, such Board may have County representation of at minimum one member appointed by the County Council. Such an Advisory Board will meet at least as often as the CRA holds its regular meetings and will meet prior to meetings of the CRA to review and provide recommendations on matters to be considered by the CRA.
- b. The County will notify the CRA of any County-hosted meeting of two or more CRAs that may be called to discuss shared concerns and joint solutions on matters, such as, but not limited to the following:
 - i. Transportation corridor redevelopment and infrastructure
 - ii. Enhancement of transit and multimodal systems
 - iii. Promotion of regional economic development opportunities
 - iv. Using County and City-owned real estate within CRA's for joint development
 - v. Jointly seeking state and federal resources for multi-jurisdictional projects
- c. The CRA will include the County when recognizing contributing partners in print and electronic media, as well as formal events, such as groundbreakings, ribbon cuttings, and activities celebrating successes, including the following:
 - i. Participation in the planning and updating process
 - ii. Printed material including newsletters, flyers, advertisements and invitations
 - iii. Digital materials including websites, email campaigns and announcements
 - iv. Construction signs

7.5 Consistency with the City's Comprehensive Plan

This Plan articulates the vision for the Redevelopment Area as a safe, economically-sustainable, accessible destination for residents and visitors with a vibrant, quaint, urban Downtown; safe, viable, and sustainable commercial corridors; quality industrial parks; a pedestrian-friendly, multi-modal transportation system; affordable and attractive neighborhoods; and bicycle paths/multi-use trails connecting to services, recreation facilities, commercial corridors, and the Downtown Core. These improvements will feature people-oriented urban design principles. This Plan also encourages a mixture of housing types and price ranges to implement affordable to moderate rate housing initiatives.

To achieve the vision articulated in this Plan, the mixed-use designation in the City of Edgewater Comprehensive Plan Future Land Use Element needs to be expanded to create the Downtown and potential for higher density. Realizing that the Plan must conform to the City of Edgewater's Comprehensive Plan as a whole, the City should initiate text and map amendments to the Future Land Use Element of the Comprehensive Plan and the Future Land Use Map to update the mixed-use land designation to cover the proposed Downtown.

In part, physical redevelopment activities can take place; however, developing the Downtown will require amendments to be approved and adopted by City Council. However, until such amendments take place, only those elements of this Plan that conform to the existing Comprehensive Plan should be implemented. With the expansion of the mixed-use land use designation, this Plan will be fully consistent with the Comprehensive Plan. The goals, objectives, and policies in the City of Edgewater Comprehensive Plan (adopted April 18, 2011), which are specifically addressed by the Plan, are identified in Appendix E.

7.6 Conclusion

The Community Redevelopment Plan provides a framework for rehabilitation and redevelopment of the Redevelopment Area as an attractive, inviting, easily-accessible, and economically-successful, identifiable community that promotes a positive image and identity for Edgewater. This Plan deliberately and reasonably addresses the blighted area conditions observed and the Finding of Necessity determinations made, ratified, and confirmed by the City Council. To realize the redevelopment vision of the Plan, community leaders, business persons, and residents are encouraged to support the redevelopment objectives and continue the commitment over time, even through administration changes, for the vision to be successfully implemented into reality.

Realization of the Redevelopment Plan is a 40-year time-certain effort. The CRA will perform an annual review of the Plan to prepare an annual report and budget. The CRA may elect to update and amend the Plan every five years contingent on County review and approval.

It is important to note that the increment revenue estimates over the 40-year period fall short of the estimated costs to undertake the projects identified in the Plan to mitigate and reverse blight factors. The City believes that it will take the full 40 years to realize the dollars necessary to undertake the redevelopment initiatives identified within the Plan under Scenario 1 (Historical Growth Rates). The City understands the County's desire to limit the duration of community redevelopment areas to something less than the maximum allowed. It is possible that economic conditions may improve more than what the increment revenue forecast currently demonstrates, and the City may be fortunate to acquire other funding sources yet to be identified. Understanding this, the City suggests completing a sunset review with the County in year 20 (2033) to determine if the redevelopment objectives, initiatives, and projects have been successful in reversing blight conditions, as described within the Finding Report and the Plan. If it is jointly determined that the CRA has accomplished the primary objectives outlined in the Plan (or its most recent updates), then the date for the sunset for the Redevelopment Area can be re-established for a period no more than 40 years.

Appendix A: Resolutions

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.

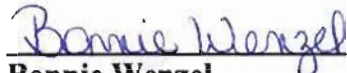
Section 5. This resolution shall take effect upon adoption.

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: Edgewater 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: Capital Work Plan

CAPITAL WORK PLAN

Planning Area 1 - North Limit to Lamont Street

Project Category	Project Type	Short Term (1 -10 Yrs)	Mid Term (11-20 Yrs)	Long Term (21-40 Yrs)	Total	Anticipated Funding Sources
Roadway Improvements	1a 1b 1c 1d 2b 2c 4a					
Ridgewood Avenue (US-1) Sidewalk/Streetscape	Decorative Roadway Lights, Decorative Pavers, Mid-Block Crossings, Sidewalks, Street Trees, Median Landscaping, Site Furnishings, Transit Stop Enhancements		\$758,245.00	\$758,245.00	\$1,516,490.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants/Private
Knapp Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$105,370.00	\$105,370.00	\$210,740.00	City & County Increment Revenues/City/County/ Grants/Private
Yelka Terrace	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$95,820.00	\$95,820.00	\$191,640.00	City & County Increment Revenues/City/County/ Grants/Private
Dixwood Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$46,035.00	\$46,035.00	\$92,070.00	City & County Increment Revenues/City/County/ Grants/Private
Naranga Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$39,215.00	\$39,215.00	\$78,430.00	City & County Increment Revenues/City/County/ Grants/Private
Rio Vista Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$39,215.00	\$39,215.00	\$78,430.00	City & County Increment Revenues/City/County/ Grants/Private
Oakridge Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$39,215.00	\$39,215.00	\$78,430.00	City & County Increment Revenues/City/County/ Grants/Private
Riverside Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$40,920.00	\$40,920.00	\$81,840.00	City & County Increment Revenues/City/County/ Grants/Private
Mockingbird Lane	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$109,974.00	\$109,974.00	\$219,948.00	City & County Increment Revenues/City/County/ Grants/Private
Evergreen Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$89,520.00	\$89,520.00	\$179,040.00	City & County Increment Revenues/City/County/ Grants/Private
Pearl Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$194,370.00	\$194,370.00	\$388,740.00	City & County Increment Revenues/City/County/ Grants/Private
Old County Road	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$155,155.00	\$155,155.00	\$310,310.00	City & County Increment Revenues/City/County/ Grants/Private
Sub-Total			\$1,713,054.00	\$1,713,054.00	\$3,426,108.00	

Infrastructure Improvements		2e	2f			
Stormwater	Northern Gateway	\$200,000.00			\$200,000.00	City & County Increment Revenues/City/State Grants/Private
	Construct Stormwater Facilities to Accommodate Future Developments			\$1,500,000.00	\$1,500,000.00	City & County Increment Revenues/City/State Grants/Private
Potable Water and Sanitary Sewer	Potable Water System Expansion		\$100,000.00		\$100,000.00	City Increment Revenues/City/Grants/Private
	Sanitary Sewer System Expansion		\$200,000.00		\$200,000.00	City Increment Revenues/City/Grants/Private
Utilities	Underground/Relocate Utility Lines - Ridgewood Avenue (US-1)		\$1,740,000.00	\$1,740,000.00	\$3,480,000.00	City & County Increment Revenues/City/Private
	Provide telecommunication infrastructure - Ridgewood Avenue (US-1)		\$500,000.00	\$500,000.00	\$1,000,000.00	City & County Increment Revenues/City/Private
Sub-Total		\$200,000.00	\$2,540,000.00	\$3,740,000.00	\$6,480,000.00	
Recreation Improvements		3a				
Northern Gateway Park	Landscaping, Site Furnishings, Pedestrian Lighting, Walkway	\$200,000.00			\$200,000.00	City & County Increment Revenues/Grants/ECHO Grant
Sub-Total		\$200,000.00			\$200,000.00	
Street Sign/Wayfinding Improvements		4c	4d			
Gateway	1 Community Redevelopment Area Gateway	\$8,000.00			\$8,000.00	Federal Highway/City & County Increment Revenues/Grants
Street Signage	Decorative Breakaway Poles and Name Plates		\$30,000.00		\$30,000.00	Federal Highway/City & County Increment Revenues/Grants
Wayfinding Signage System	Decorative Breakaway Poles and Name Plates		\$20,000.00		\$20,000.00	Federal Highway/City & County Increment Revenues/Grants
Sub-Total		\$8,000.00	\$50,000.00		\$58,000.00	
Total		\$408,000.00	\$4,303,054.00	\$5,453,054.00	\$10,164,108.00	

CAPITAL WORK PLAN

Planning Area 2 - Lamont Street to Ocean Avenue

Project Category	Project Type	Short Term (1 -10 Yrs)	Mid Term (11-20 Yrs)	Long Term (21-40 Yrs)	Total	Anticipated Funding Sources
Roadway Improvements	1a 1b 1c 1d 2a 2b 2c 4a 4b 5a					
Ridgewood Avenue (US-1) Sidewalk/Streetscape	Decorative Roadway Lights, Decorative Pavers, Mid-Block Crossings, Sidewalks, Street Trees, Median Landscaping, Site Furnishings, Transit Stop Enhancements	\$394,764.00	\$394,764.00		\$789,528.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants/Private
East Park Avenue Enhancement	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Bike Lanes, Site Furnishings	\$578,336.00			\$578,336.00	City & County Increment Revenues/City/County/ Grants/Private
West Park Avenue Enhancement	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Bike Lanes, Site Furnishings		\$772,570.00		\$772,570.00	City & County Increment Revenues/City/County/ Grants/Private
Lamont Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Site Furnishings		\$274,164.00	\$274,164.00	\$548,328.00	City & County Increment Revenues/City/County/ Grants/Private
Wilkinson Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Site Furnishings		\$174,592.00	\$174,592.00	\$349,184.00	City & County Increment Revenues/City/County/ Grants/Private
E. Pine Bluff Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Site Furnishings		\$283,712.00	\$283,712.00	\$567,424.00	City & County Increment Revenues/City/County/ Grants/Private
Palm Way	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Decorative Pavers, Street Trees, Site Furnishings		\$73,656.00	\$73,656.00	\$147,312.00	City & County Increment Revenues/City/County/ Grants/Private
W. Pine Bluff Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$576,154.00	\$576,154.00	City & County Increment Revenues/City/County/ Grants/Private
Western Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$119,350.00	\$119,350.00	City & County Increment Revenues/City/County/ Grants/Private
Whetzel Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$114,235.00	\$114,235.00	City & County Increment Revenues/City/County/ Grants/Private
Snyder Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$231,880.00	\$231,880.00	City & County Increment Revenues/City/County/ Grants/Private

Merimac Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$51,150.00	\$51,150.00	City & County Increment Revenues/City/County/ Grants/Private
Ocean Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$190,960.00	\$190,960.00	City & County Increment Revenues/City/County/ Grants/Private
Old County Road	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees			\$985,490.00	\$985,490.00	City & County Increment Revenues/City/County/ Grants/Private
Sub-Total		\$973,100.00	\$1,973,458.00	\$3,075,343.00	\$6,021,901.00	
Parking Improvements 						
On-Street Parking (East Park Avenue)	Reconstruct Sidewalk, Construct Bulb-Outs and Paving	\$250,000.00			\$250,000.00	City Increment Revenues/Grants/Private
Small Parking Areas (East Park Avenue)	Public Parking/Public-Private Parking Partnership Assistance	\$100,000.00	\$200,000.00	\$250,000.00	\$550,000.00	City Increment Revenues/Grants/Private
Sub-Total		\$350,000.00	\$200,000.00	\$250,000.00	\$800,000.00	
Intersection Improvements  						
Ridgewood Avenue (US-1) and Park Avenue	Sightlines, Mast Arms, Decorative Pedestrian Landings and Crosswalks, Roadway Pavers	\$600,000.00			\$600,000.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants
Ridgewood Avenue (US-1) and Ocean Avenue	Sightlines, Mast Arms, Decorative Pedestrian Landings and Crosswalks, Roadway Pavers		\$600,000.00		\$600,000.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants
Sub-Total		\$600,000.00	\$600,000.00		\$1,200,000.00	
Infrastructure Improvements  						
Stormwater	Downtown Master Stormwater Study	\$115,000.00			\$115,000.00	City & County Increment Revenues/City
	Construct Stormwater Facilities to Address Flooding Issues	\$100,000.00	\$2,200,000.00		\$2,300,000.00	City & County Increment Revenues/City/ State Grants/Private
	Construct Stormwater Facilities to Accommodate Future Developments		\$500,000.00	\$4,000,000.00	\$4,500,000.00	City & County Increment Revenues/City/ State Grants/Private
Sanitary Sewer	Sanitary Sewer System Expansion		\$100,000.00		\$100,000.00	City Increment Revenues/City/Grants/ Private
Utilities	Underground/Relocate Utility Lines - Ridgewood Avenue (US-1) and Park Avenue		\$1,840,000.00	\$1,840,000.00	\$3,680,000.00	City & County Increment Revenues/City/Private
	Provide telecommunication infrastructure - Ridgewood Avenue (US-1) and Park Avenue		\$500,000.00	\$500,000.00	\$1,000,000.00	City & County Increment Revenues/City/Private
Sub-Total		\$215,000.00	\$5,140,000.00	\$6,340,000.00	\$11,695,000.00	

Recreation Improvements		2d	2h	3a		
George R. Kennedy Memorial Park Redevelopment	Provide Structures , Walkways, Decorative Pavers, Pedestrian Lighting, Landscaping, Site Furnishings	\$1,500,000.00	\$2,000,000.00		\$3,500,000.00	City & County Increment Revenues/Grants/ ECHO Grant
Volusia County's East Central Regional Trail Connection	Multi-Use Trail, Signage, Site Furnishings, Landscaping	\$100,000.00			\$100,000.00	City & County Increment Revenues/County/Grants
Riverwalk Enhancement	Decorative Pedestrian Lights, Landscaping, Site Furnishings	\$100,000.00			\$100,000.00	City & County Increment Revenues/County/Grants
Sub-Total		\$1,700,000.00	\$2,000,000.00		\$3,700,000.00	
Street Sign/Wayfinding Improvements		4c	4d			
Gateway	2 Downtown Gateways	\$12,000.00			\$12,000.00	Federal Highway/City & County Increment Revenues/Grants
Street Signage	Decorative Breakaway Poles and Name Plates		\$50,000.00	\$30,000.00	\$80,000.00	Federal Highway/City & County Increment Revenues/Grants
Wayfinding Signage System	Decorative Breakaway Poles and Name Plates		\$20,000.00	\$10,000.00	\$30,000.00	Federal Highway/City & County Increment Revenues/Grants
Sub-Total		\$12,000.00	\$70,000.00	\$40,000.00	\$122,000.00	
Total		\$3,850,100.00	\$9,983,458.00	\$9,705,343.00	\$23,538,901.00	

CAPITAL WORK PLAN

Planning Area 3 - Ocean Avenue to Marion Avenue

Project Category	Project Type	Short Term (1 -10 Yrs)	Mid Term (11-20 Yrs)	Long Term (21-40 Yrs)	Total	Anticipated Funding Sources
Roadway Improvements	1a 1b 1c 1d 2b 2c 4a					
Ridgewood Avenue (US-1) Sidewalk/Streetscape	Decorative Roadway Lights, Decorative Pavers, Mid-Block Crossings, Sidewalks, Street Trees, Median Landscaping, Site Furnishings, Transit Stop Enhancements		\$648,060.00	\$648,060.00	\$1,296,120.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants/Private
Connecticut Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$34,100.00	\$34,100.00	\$68,200.00	City & County Increment Revenues/City/County/ Grants/Private
Woodley Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$34,100.00	\$34,100.00	\$68,200.00	City & County Increment Revenues/City/County/ Grants/Private
Hotel Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$34,100.00	\$34,100.00	\$68,200.00	City & County Increment Revenues/City/County/ Grants/Private
New Hampshire Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$37,510.00	\$37,510.00	\$75,020.00	City & County Increment Revenues/City/County/ Grants/Private
Louisa Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$102,300.00	\$102,300.00	\$204,600.00	City & County Increment Revenues/City/County/ Grants/Private
Community Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$57,120.00	\$57,120.00	\$114,240.00	City & County Increment Revenues/City/County/ Grants/Private
Turgot Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$317,130.00	\$317,130.00	\$634,260.00	City & County Increment Revenues/City/County/ Grants/Private
Orange Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$42,625.00	\$42,625.00	\$85,250.00	City & County Increment Revenues/City/County/ Grants/Private
Magnolia Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$111,507.00	\$111,507.00	\$223,014.00	City & County Increment Revenues/City/County/ Grants/Private
Thomas Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$36,490.00	\$36,490.00	\$72,980.00	City & County Increment Revenues/City/County/ Grants/Private
Marion Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$143,561.00	\$143,561.00	\$287,122.00	City & County Increment Revenues/City/County/ Grants/Private
Sub-Total			\$1,598,603.00	\$1,598,603.00	\$3,197,206.00	
Intersection Improvements	1d 4a					
Ridgewood Avenue (US-1) and Turgot Avenue	Sightlines, Mast Arms, Decorative Pedestrian Landings and Crosswalks, Roadway Pavers		\$600,000.00		\$600,000.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants
Sub-Total			\$600,000.00		\$600,000.00	

Infrastructure Improvements 2e 2f						
Stormwater	Construct Stormwater Facilities to Accommodate Future Developments		\$1,500,000.00	\$1,500,000.00	\$3,000,000.00	City & County Increment Revenues/City/State Grants/Private
Potable Water and Sanitary Sewer	Potable Water System Expansion		\$200,000.00	\$100,000.00	\$300,000.00	City Increment Revenues/City/Grants/Private
	Sanitary Sewer System Expansion		\$100,000.00		\$100,000.00	City Increment Revenues/City/Grants/Private
Utilities	Underground/Relocate Utility Lines - Ridgewood Avenue (US-1)		\$1,560,000.00	\$1,560,000.00	\$3,120,000.00	City & County Increment Revenues/City/Private
	Provide telecommunication infrastructure - Ridgewood Avenue (US-1)		\$500,000.00	\$500,000.00	\$1,000,000.00	City & County Increment Revenues/City/Private
Sub-Total			\$3,860,000.00	\$3,660,000.00	\$7,520,000.00	
Recreation Improvements 3b						
Hawks Park Recreation Complex Improvements	Walkways, Restrooms, Concession, Signage, Lighting, Site Furnishings, Landscaping, Recreational Facilities	\$150,000.00	\$200,000.00	\$200,000.00	\$550,000.00	City & County Increment Revenues/Grants/ECHO Grant
	Park Master Plan	\$50,000.00			\$50,000.00	City & County Increment Revenues/County/Grants
Sub-Total		\$200,000.00	\$200,000.00	\$200,000.00	\$600,000.00	
Street Sign/Wayfinding Improvements 4d						
Street Signage	Decorative Breakaway Poles and Name Plates		\$30,000.00		\$30,000.00	Federal Highway/City & County Increment Revenues/Grants
Wayfinding Signage System	Decorative Breakaway Poles and Name Plates		\$20,000.00		\$20,000.00	Federal Highway/City & County Increment Revenues/Grants
Sub-Total			\$50,000.00		\$50,000.00	
Total		\$200,000.00	\$6,308,603.00	\$5,458,603.00	\$11,967,206.00	

CAPITAL WORK PLAN						
Planning Area 4 - Marion Avenue South						
Project Category	Project Type	Short Term (1 -10 Yrs)	Mid Term (11-20 Yrs)	Long Term (21-40 Yrs)	Total	Anticipated Funding Sources
Roadway Improvements	1a 1b 1c 1d 2b 2c 4a					
Ridgewood Avenue (US-1) Sidewalk/Streetscape	Decorative Roadway Lights, Decorative Pavers, Mid-Block Crossings, Sidewalks, Street Trees, Median Landscaping, Site Furnishings, Transit Stop Enhancements		\$765,580.00	\$765,580.00	\$1,531,160.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants/Private
Edgewater Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$203,920.00	\$203,920.00	\$407,840.00	City & County Increment Revenues/City/County/ Grants/Private
Rhode Island Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$46,890.00	\$46,890.00	\$93,780.00	City & County Increment Revenues/City/County/ Grants/Private
Hardin Place	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$46,035.00	\$46,035.00	\$92,070.00	City & County Increment Revenues/City/County/ Grants/Private
Driftwood Circle	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$141,515.00	\$141,515.00	\$283,030.00	City & County Increment Revenues/City/County/ Grants/Private
Virginia Street	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$47,740.00	\$47,740.00	\$95,480.00	City & County Increment Revenues/City/County/ Grants/Private
Indian River Boulevard	Decorative Roadway Lights, Decorative Pavers, Sidewalks, Street Trees, Median Landscaping, Site Furnishings		\$177,565.00	\$177,565.00	\$355,130.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants/Private
Boston Road	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$66,495.00	\$66,495.00	\$132,990.00	City & County Increment Revenues/City/County/ Grants/Private
Pine Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$92,922.00	\$92,922.00	\$185,844.00	City & County Increment Revenues/City/County/ Grants/Private
S. Riverside Drive	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$75,020.00	\$75,020.00	\$150,040.00	City & County Increment Revenues/City/County/ Grants/Private
Falcon Avenue	Curb & Gutter, Sidewalks, Decorative Pedestrian Lights, Street Trees		\$108,440.00	\$108,440.00	\$216,880.00	City & County Increment Revenues/City/County/ Grants/Private
Sub-Total			\$1,772,122.00	\$1,772,122.00	\$3,544,244.00	
Intersection Improvements	1d 4a					
Ridgewood Avenue (US-1) and Indian River Boulevard	Sightlines, Mast Arms, Decorative Pedestrian Landings and Crosswalks, Roadway Pavers		\$80,000.00		\$80,000.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants
Ridgewood Avenue (US-1) and Falcon Avenue	Sightlines, Mast Arms, Decorative Pedestrian Landings and Crosswalks, Roadway Pavers		\$60,000.00		\$60,000.00	City & County Increment Revenues/Federal Highway/ FDOT/Grants
Sub-Total			\$140,000.00		\$140,000.00	

Infrastructure Improvements 2e 2f						
Stormwater	Construct Stormwater Facilities to Accommodate Future Developments		\$1,500,000.00	\$1,500,000.00	\$3,000,000.00	City & County Increment Revenues/City/ State Grants/Private
Potable Water and Sanitary Sewer	Potable Water System Expansion		\$200,000.00		\$200,000.00	City Increment Revenues/City/Grants/ Private
	Sanitary Sewer System Expansion		\$100,000.00		\$100,000.00	City Increment Revenues/City/Grants/ Private
Utilities	Underground/Relocate Utility Lines - Ridgewood Avenue (US-1)		\$1,820,000.00	\$1,820,000.00	\$3,640,000.00	City & County Increment Revenues/City/Private
	Provide telecommunication infrastructure - Ridgewood Avenue (US-1)		\$500,000.00	\$500,000.00	\$1,000,000.00	City & County Increment Revenues/City/Private
Sub-Total			\$4,120,000.00	\$3,820,000.00	\$7,940,000.00	
Recreation Improvements 3d						
Pocket Parks	Site Furnishings, Play Equipment, Landscaping, Site Furnishings		\$200,000.00	\$200,000.00	\$400,000.00	City & County Increment Revenues/Grants/ ECHO Grant
Sub-Total			\$200,000.00	\$200,000.00	\$400,000.00	
Street Sign/Wayfinding Improvements 4d						
Street Signage	Decorative Breakaway Poles and Name Plates		\$30,000.00		\$30,000.00	Federal Highway/City & County Increment Revenues/Grants
Wayfinding Signage System	Decorative Breakaway Poles and Name Plates		\$20,000.00		\$20,000.00	Federal Highway/City & County Increment Revenues/Grants
Sub-Total			\$50,000.00		\$50,000.00	
Total			\$6,282,122.00	\$5,792,122.00	\$12,074,244.00	
GRAND TOTAL		\$4,458,100.00	\$26,877,237.00	\$26,409,122.00	\$57,744,459.00	
Increment Revenue Forecast (Scenario 1 - Historical Growth Rates)		\$1,941,000.00	\$6,950,000.00	\$43,920,000.00	\$52,811,000.00	
Funding Deficiency		\$57,744,459 (Total Capital Cost) - \$52,811,000 (Total Increment Revenue - Scenario 1: Historical Growth Rates)				\$4,933,459.00

Cost Assumptions (Associated with County Participation):

- Intersection Improvements - \$600,000 EA
- Sidewalks/Bicycle Lanes - \$6/LF
- Streetscaping - \$370 to \$600/LF
- Wayfinding Signage - \$3,200 EA
- Multi-Use Trail System - \$5/LF
- 8-inch Water Main - \$30 to \$35/LF (DI Direct Bury)
- 8-inch Gravity Sewer - \$15 to \$20/LF

Appendix E: Comprehensive Plan Review

APPENDIX E

Comprehensive Plan Review

This Appendix includes Goals, Objectives, and Policies from the City of Edgewater Comprehensive Plan (2011) that are specifically addressed by the Community Redevelopment Plan

FUTURE LAND USE ELEMENT (2011)

GOAL 1: Ensure that the character and location of land uses in Edgewater promote the conservation of resources, efficiency and concurrency in the provision of public facilities and services, maximization of economic benefits for existing and future citizens, compliance with adopted minimum levels of service standards, and concurrently minimize detrimental impacts to health, safety and welfare which may be jeopardized by environmental degradation, nuisances and incompatible land uses.

Objective 1.1: Land Use Categories. To maintain regulations for land use categories within the City and a Future Land Use Map (FLUM) to ensure the coordination of future land uses with existing and adjacent land uses.

Policy 1.1.2: Density/Intensity. The City shall adopt maximum densities and intensities for each land use category which encourage economic development while protecting the natural environment...

Policy 1.1.4: Innovative Design. The City shall encourage innovative land use development techniques (including procedures for Mixed-Use planned unit development and cluster development), as further specified in the data and analysis of this Element. The City shall encourage Low Impact Development (LID) to promote resource management and protection including water use management.

Policy 1.1.5: Housing. The Future Land Use Map shall contain an adequate diversity of lands for residential uses to meet the future demand for residential densities identified in the Housing Element.

Policy 1.1.6: Density Bonus. The land development regulations may also provide for up to 25% increase in permitted residential densities for Mixed-Use planned unit developments...

Policy 1.1.7: Recreation and Open Space. Public or private lands may be designated as Recreation and Open Space... Development in this land use category should be in the public interest.

Policy 1.1.9: Mixed Use. The Mixed-Use land use category permits low, medium and high density residential development; commercial uses (retail and office); light industrial; educational facilities; recreation facilities and compatible public facilities...

Policy 1.1.10: Residential Density and the Future Land Use Map. The City shall ensure that residential density on the Future Land Map is based on the following considerations:

- Past and anticipated future population and housing trends and characteristics;
- Provision and maintenance of quality residential neighborhoods and preservation of cohesive neighborhoods;
- Protection of environmentally sensitive lands; and
- Transition of density between low, medium and high residential districts.

Objective 1.2: Natural Resource Protection. Maintain land development regulations that protect natural resources from the impact of development. Prevent development in areas that have inadequate soils, topography or other constraints to

protect public health and welfare...

Policy 1.2.9: Stormwater Management. The City shall continue to enforce the stormwater management requirements in the Land Development Code, which provide specific standards for the design of on-site stormwater systems, as well as strategies and measures to minimize runoff into the Indian River Lagoon.

Policy 1.2.10: Development Orders and the Stormwater Master Plan. No development orders shall be issued unless the proposed development is determined to be in compliance with the City's Stormwater Master Plan.

Policy 1.2.18: Floodplain Mitigation. Development within the 100 Year Floodplain shall provide necessary mitigation to maintain the natural stormwater flow regime...

Objective 1.3: Concurrency. Ensure that future development provides essential services and facilities at acceptable standards by incorporating the following policies into the site plan review process and the City's Concurrency Management System.

Policy 1.3.1: Impacts on Current LOS Services and Facilities. The City shall review all development and redevelopment proposals to determine their specific impacts on current Levels of Service (LOS) for all services and facilities addressed in this Comprehensive Plan.

Policy 1.3.2: Denial of Development Orders and LOS. When a proposed development would result in a degradation of the adopted LOS, then a development order will be denied unless it can be demonstrated that sufficient improvements will be in place concurrent with the impacts of such development to maintain the adopted minimum LOS standard.

Policy 1.3.3: Seeking Fiscal Resources to Expand Services and Facilities. The City will continue to seek fiscal resources to expand water and wastewater collection zones within established service areas, improve City roadways and make other improvements necessary to accommodate growth and maintain services and facilities at adopted standards.

Policy 1.3.4: Adoption of the City's Water Supply Plan. The City hereby adopts by reference the Water Supply Facilities Work Plan (WSFWP)...

Policy 1.3.5: Concurrency Requirement. In accordance with Section 163.31 80(2)(a), F. S., the City shall, prior to approval of a building permit or its functional equivalent, determine that there will be adequate water supplies and facilities available no later than the date at which the City anticipates issuing a certificate of occupancy, to serve the new development. All development is subject to the City's Concurrency Management system.

Policy 1.3.6: Tracking Water Demand. The City shall track current water demand and outstanding commitments in order to determine the availability of an adequate water supply for proposed developments.

Policy 1.3.7: Inventory of Water Supply Facilities. The City shall maintain an ongoing inventory of the water supply facilities and a plan for improvements needed to support existing and future demands...

Objective 1.4: Discourage Urban Sprawl and Encourage Redevelopment. Maintain regulations and procedures in the Land Development Code to limit the proliferation of urban sprawl and encourage redevelopment and revitalization of blighted areas.

Policy 1.4.3: Reducing Limitations on Infill and Redevelopment. If necessary, the City may reduce limitations on infill and redevelopment activities consistent with the land uses and densities indicated in this Plan in situations that will not jeopardize public health, safety or welfare.

Policy 1.4.4: Revitalizing US Highway 1 and Park Avenue Corridors. By December 2014, the City shall re-evaluate the U.S. Highway 1 corridor and the Park Avenue corridor to develop a plan for revitalization. The plan shall identify land uses and densities to be permitted, including density bonuses, and will address traffic circulation (both on-site and offsite), landscaping and open spaces, sign controls and buffers for contiguous residential areas.

Policy 1.4.5: Addressing Blighted or Deteriorated Areas. If blighted or otherwise deteriorated areas develop within the City, the areas shall be targeted for special consideration through the redevelopment plan and/or the community redevelopment plan as contained in Policies 3.1.1 and 3.1.2 of the Capital Improvements Element of this Plan. In such a case, the City shall pursue available Federal, State, County and Local funds for redevelopment.

Objective 1.5: Future Land Use Compatibility. Ensure future development must be consistent with the adopted Future Land Use Map and existing incompatible uses shall not be allowed to expand and shall be eliminated, when feasible.

Policy 1.5.1: Inconsistent Land Uses. Proposed land use amendments, which are inconsistent with the character of the community or inconsistent with adjacent future land use shall not be approved by the City, unless the adjacent future land use can be shown to be inconsistent with the Comprehensive Plan.

Policy 1.5.2: Repair or Rehabilitation of Structures. The City's Land Development Regulations shall contain provisions that prohibit the repair or rehabilitation of an inconsistent structure that is abandoned or damaged beyond 50% of its appraised value and require demolition of the structure. Redevelopment of the property will only be allowed if it is consistent with the Future Land Use Map.

Policy 1.5.3: Intensive Commercial Uses and Established Residential Areas. Intensive commercial land uses over 100,000 gross square feet shall be prohibited within established residential areas. Such uses shall be located at intersections of arterial roads or at intersections of an arterial and a major collector road. Such uses may also be considered as appropriate along U.S. 1 where the use is part of a Mixed Use development appropriately buffered from adjacent older residential areas. Smaller commercial retail uses (including convenience stores) shall be located along arterial or major collector roads, but must be integrated in terms of traffic flow with adjacent development and buffered from single family uses.

Policy 1.5.4: Buffer Requirement and Intensive Commercial and Industrial Uses. Intensive commercial and industrial land uses shall be buffered from low-density residential areas...

Policy 1.5.5: Higher Density Residential Areas. Higher density residential development shall be designated for areas adjacent to more intensive land uses such as Commercial and Light Industrial...

Policy 1.5.6: Maintaining a Landscape Ordinance. The City shall maintain a Landscape Ordinance that requires adequate buffering between transitional uses.

Policy 1.5.7: Maintaining Site Design Requirements and Subdivision Regulations. The City shall maintain site design requirements and subdivision regulations in the Land Development Code, which adequately address the impacts of new development on adjacent properties in all land use categories and zoning districts.

Policy 1.5.8: Signage Limitation and Location. The City's Land Development Regulations shall limit signage which can be viewed from residential property and restrict the location of signs which interfere with traffic flow and sight distance.

Policy 1.5.10: Ensuring Adequate Water Supplies. In accordance with Section 163.3180(2)(a), F.S., the City shall determine whether there will be adequate water supplies to serve the new development prior to approval of a building permit or its functional equivalent...

Objective 1.6: Transportation/Land Use Compatibility. Ensure that population densities, housing types, employment patterns and land uses in the City are consistent with the City's transportation network.

Policy 1.6.1: Minimizing Curb Cuts and Access Points. Curb cuts and points of access to the traffic circulation system shall be minimized on major roads.

Policy 1.6.2: Requiring Shared Driveways and Cross Access. Shared driveways and cross access between adjacent properties shall be required in all new development or redevelopment projects, as determined by the City's Development Services Department, to improve the traffic flow along major roads.

Policy 1.6.3: Proposed Transportation Improvements. Proposed transportation improvements shall be consistent with the land use patterns on the Future Land Use Map.

Policy 1.6.4: Land Uses with High Traffic Counts. Land uses that may generate high traffic counts shall be encouraged to locate adjacent to arterial roads and mass transit systems.

Policy 1.6.5: On-site Parking. The City shall require an adequate quantity of on-site parking to accommodate land uses.

Objective 1.7: Adjacent Jurisdictions. Promote the compatibility of adjacent land uses with Volusia County and the neighboring cities of New Smyrna Beach and Oak Hill.

Policy 1.7.1: Considering Adjacent Existing and Proposed Land Uses. When reviewing land use amendments, the City shall consider the existing and proposed land uses in any jurisdictions that are adjacent to the proposed amendment.

Policy 1.7.2: Joint Planning Agreement with Volusia County. The City shall continue efforts to enter into a Joint Planning Area agreement with Volusia County to control the timing of urban expansion.

Policy 1.7.3: Intergovernmental Coordination. Continue intergovernmental coordination through associated technical committees with neighboring jurisdictions, such as the Transportation Planning Organization (TPO), the Volusia Council of Governments (VCOG) and the Volusia Growth Management Commission (VGMC).

Objective 1.9: Historic and Archeological Sites. Identify, designate and protect historically significant housing and significant archeological sites.

Policy 1.9.1: Protecting and Preserving Historic Sites and Properties. The City will protect and preserve its historic sites and properties, buildings, artifacts, treasure troves and objects of antiquity, which have scientific or historic value, or are of interest to the public.

Policy 1.9.2: Prohibiting Development and Historically Significant Properties. Development shall be prohibited which alters or damages any site or building determined to be historically significant that is designated on the register of historically significant property maintained by the State of Florida.

Policy 1.9.3: Historic Preservation Standards. By December 2014, the City shall reevaluate the current standards for historic preservation in the Code of Ordinances to ensure the protection of historically significant cultural sites and historic structures from development or redevelopment...

Policy 1.9.4: Working with the Historical Museum. By December 2014, the City shall work with the historical museum to identify historic and archeological sites in Edgewater...database that identifies the location of potential archeological and historic sites and review all future development and redevelopment to prevent any negative impact to these sites.

Policy 1.9.5: Identifying and Protecting of Archeological Resources and Historical Significant Buildings. The City shall

identify and protect buildings and improvements that have historical or architectural significance...

Policy 1.9.6: Rehabilitating, Relocating or Demolition of Historic Sites. Criteria established in the Land Development Regulations pertaining to the rehabilitation or relocation of a designated historic structure shall follow the U.S. Secretary of the Interior's "Illustrated Guidelines for Rehabilitating Historic Buildings"...

Objective 1.10: Public Utilities. Maintain Land Development Regulations and procedures which will require provision of land for utility facilities necessary to support development and will limit land development activities when such land for utility facilities is not available.

Policy 1.10.1: Proposed Development and Public Utilities. Proposed development shall be reviewed in relation to existing and projected utility systems and any land needs of these systems; such as, water and sewer plants; transmission corridors for electric and other utilities; easements for maintenance and other requirements.

Policy 1.10.2: Development Orders and Utilities. No development orders shall be issued unless it can be demonstrated that the land required by utility systems serving the City will be preserved.

Objective 1.11: Public Schools. Implement standards for the siting of public schools and to increase the quality of life and local educational opportunities for Edgewater's citizens.

Policy 1.11.1: Permitting Public Schools. Public schools shall be allowed in all future land use designations except Conservation...

Policy 1.11.2: New School Site Locations. New school sites shall not adjoin an active railroad or airport; and must not be adjacent to any noxious industrial uses or other property from which noise, vibration, odors, dust, toxic materials or other disturbances would have a negative impact.

Policy 1.11.3: Minimizing Detrimental Impacts and New Schools. New schools shall minimize detrimental impacts on residential neighborhoods, hospitals, nursing homes and similar uses through proper site location, configuration, design layout, access, parking, traffic controls and buffers.

Policy 1.11.4: Size of New School facilities and Land Area. The size of new school facilities and land areas shall satisfy the minimum standards established by the School Board of Volusia County, whenever possible.

Policy 1.11.6: New School Sites and Concurrency. Public utilities, as well as police and fire protection, shall be available concurrently with the construction of new school sites.

Policy 1.11.7: New School Sites and Road Frontage. New school sites shall have frontage on or direct access to a collector or arterial road and shall have suitable ingress and egress for pedestrians, bicycles, cars, buses, service vehicles and emergency vehicles.

Policy 1.11.10: Public Elementary, Middle, and High Schools. Public elementary, middle and high schools shall be considered essential infrastructure for the support of residential development.

Objective 1.12: Hurricane Evacuation. Control future density and intensity in areas subject to coastal flooding to protect the safety, health and welfare of the citizens of Edgewater. In addition, the City shall continue to coordinate coastal population densities with appropriate hurricane evacuation plans.

Policy 1.12.1: Coordinating Land Use Density and Intensity and Coastal Flooding. Coordinate land use density and intensity in areas subject to coastal flooding with the East Central Florida Regional Planning Council and the Volusia County Comprehensive Emergency Management Plan (CEMP).

Policy 1.12.3: Submit Proof of Acceptable Hurricane Evacuation Time. Land use amendments and zoning changes that

will increase the density or intensity of uses in areas subject to coastal flooding are required to submit proof of acceptable hurricane evacuation time.

Policy 1.12.4: Prohibiting Development and Hurricane Evacuation Time. Increased development will not be allowed in areas that do not meet standards for hurricane evacuation time.

Objective 1.14: Innovative Land Development Regulations. Maintain and promote innovative land development regulations.

Policy 1.14.1: Encouraging Innovative Land Use Development Techniques. The City shall continue to encourage the use of innovative land use development techniques such as planned development projects, cluster housing techniques and mixed use developments.

Policy 1.14.2: Identifying and Prioritizing Infill Development Sites. Utilize existing inventories of land use information to identify and prioritize infill development sites; then coordinate with the Volusia County Office of Economic Development to make this information available to the private sector.

Policy 1.14.3: Economic Development Incentives for Infill and Redevelopment. By December 2014, the City shall establish initiatives to provide economic development incentives to infill and redevelopment development projects that are currently served by the City's utilities.

Policy 1.14.4: Maintaining the City's Historical Built Environment. Through the land development and permitting processes, the City shall cooperate with the private sector to recognize and maintain the integrity of the City's historical built environment.

Policy 1.14.5: Attracting High Technology and Other Industrial Development. Ensure that appropriate land, infrastructure and amenities are available to attract high technology and other industrial development that is compatible with the local labor force, raw materials and landform/environmental constraints.

Policy 1.14.6: Incentives for Developers and Variety Housing Types. By December 2014, the City shall amend the Land Development Code to provide incentives for developers providing for a variety of housing types.

Policy 1.14.8: Requiring Underground Utilities. The City shall require all new subdivisions, residential and commercial developments, approved after the adoption of this Comprehensive Plan, to have underground telephone, cable and electrical utility lines to provide a more attractive, efficient, and safer development, when feasible.

Objective 1.16: Electric Infrastructure. To maintain, encourage and ensure adequate and reliable electric infrastructure is readily available in the City.

Policy 1.16.1: Permitting New Electric Distribution Substations. The City shall allow new electric distribution substations in all land use categories except Conservation. The City shall, if possible, avoid locating substations where they would be incompatible with adjacent land uses.

Policy 1.16.2: Compatibility of New Electric Distribution Substations. The City shall require the compatibility of new electric distribution substations with surrounding land uses (including heightened setback, landscaping, buffering, screening, lighting, etc.) as part of a joint public/private site planning effort.

Policy 1.16.3: New Electric Distribution Substation Standards. By December 2014, the City shall amend the Land Development Regulations to ensure that the following standards apply to new distribution electric substations (to the extent of State's requirements)...

Policy 1.16.4: New Electric Distribution Substation Compliance. All new distribution electric substations in the City

shall comply with the guidelines and standards established in Chapter 163.3208, F.S.

Objective 1.17: Renewable Energy Resources. Encourage the development and use of renewable energy resources, efficient land use patterns and reducing greenhouse gas emissions in order to conserve and protect the value of land, buildings and resources, and to promote the good health of the City's residents.

Policy 1.17.1: Energy Efficient Land Use Pattern. The City shall maintain an energy efficient land use pattern and shall continue to promote the use of transit and alternative methods of transportation that decrease reliance on the automobile.

Policy 1.17.2: Promoting Walking and Bicycling. The City shall continue to encourage and develop the "walk-ability and bike-ability" of the City as a means to promote the physical health of the City's residents, access to recreational and natural resources, and as a means to reduce greenhouse gas emissions.

Policy 1.17.5: Construction of Public Facilities and Buildings. Public buildings and facilities shall be constructed and adapted where reasonably feasible to incorporate energy efficient designs and appropriate "green" building standards...

Policy 1.17.6: Energy Efficient Design and Construction Standards. The City shall continue to promote and enforce energy efficient design and construction standards as these become adopted as part of the State Building Codes...

1.17.7: Promoting Mixed Use Developments. The City shall continue to promote mixed use developments in areas planning for urban development or redevelopment as a mean to produce energy efficient land use patterns and reduce greenhouse gas emissions.

Policy 1.17.8: Development Incentives for Smart Growth Development. By December 2014, the City shall offer incentives and flexibility for development projects that will make development application, review and approval processes easier, faster and more cost effective for projects that are consistent with the Smart Growth Principles of the Comprehensive Plan and that can be demonstrated to reduce infrastructure costs, promote the preservation of open space and habitat lands, provide energy efficient land use patterns and reduce greenhouse gas emissions...

Objective 1.18: Low Impact Development. Establish guidelines for and promote the use of Low Impact Development (LID) techniques to allow developers more flexibility in the site design and development.

Policy 1.18.2: Low Impact Development and Stormwater Management Techniques. The City shall encourage all new development and redevelopment projects to implement permeable surfaces, bioretention areas, grassed swales, vegetated roof tops or rain barrels in the development, when feasible, as a Low Impact Development stormwater management technique(s)...

Policy 1.18.3: Incorporating Natural Site Elements in the Design Process. As a Low Impact Development technique, the City shall ensure that all development and redevelopment projects, when feasible, incorporate natural site elements...to further protect the City's natural resources.

Policy 1.18.4: Promoting the Benefits of Low Impact Development Techniques. Prior to the approval of a final site plan, the City shall promote the benefits of implementing Low Impact Development techniques to all applicants of developments.

FUTURE LAND USE RESTORATION SUSTAINABLE COMMUNITY DEVELOPMENT DISTRICT SUB-ELEMENT (2010)

GOAL 1: DEFINING THE RESTORATION SUSTAINABLE COMMUNITY DEVELOPMENT. The City of Edgewater shall utilize innovative land use planning techniques, creative urban design, environmental protection, and the judicious use of sustainable development principles and practices in order to meet the spirit and intent of the Restoration SCD...

Objective 1.1: Develop SCD Effective Fiscal and Land Use Planning Technique. Edgewater shall use the Restoration SCD as an effective fiscal and land -use planning technique for managing growth, controlling sprawl, and ensuring that the built environment does not compromise the workings of the natural environment within the Restoration SCD...

Policy 1.1.1: Protection and Management of Lands within Volusia County Natural Resource Management Area (“NRMA”) and Environmental Systems Corridor (“ESC”)...

Policy 1.1.2: Restoration SCD Implementation Specifics. The specific requirements for implementing the Restoration SCD shall be memorialized through (1) the processing and obtaining of a Chapter 380.06, Florida Statutes, DRI Development Order, (2) a Planned Unit Development (“PUD”) approval including a Master Development Plan and a Regulating Book/Design Guidelines, and (3) a Site Mitigation and Management Plan (“SMMP”) each of which are more particularly described below...

GOAL 2: DEFINING THE COMPONENTS OF SUSTAINABILITY IN RESTORATION SCD. The Restoration SCD is designed to and shall be developed with a mix of uses including, residential, commercial, recreational and governmental uses to be accompanied by both “active” and “passive” open space...

Objective 2.1: Sustainability. To ensure that the Restoration SCD is sustainable, the following principles shall be implemented as comprehensive plan policies:

Policy 2.1.1: Contain a mixture of uses within the Restoration SCD land use that provides for a balance of commercial, residential, recreational, open space (active and passive), resource protection, educational and other supporting uses.

Policy 2.1.2: Preservation of open space and the management, restoration and preservation of important environmental systems.

Policy 2.1.3: A design that is based on the principles of Smart Growth, Traditional Neighborhood Design (“TND”), New Urbanism, Transit Oriented Design (“TOD”) and the urban to rural transect as accepted by the Congress of New Urbanism and defined in the Smart Code, Version 9.0 ©. As such the Restoration SCD shall include walkability, compact development patterns, quality architecture and urban design, and a hierarchy of streets or street systems to foster connectivity and pedestrian mobility as well as alternate modes of travel, including transit...

Policy 2.1.4: A diversity and choice of housing types, settings and price points ranging from lower density more sub-urban type development to higher density, compact development patterns and variety will be required in order to limit sprawl...

Policy 2.1.5: The provision of opportunities throughout all phases of the development for residents to work in the Restoration SCD, thereby reducing automobile dependence.

Policy 2.1.6: The utilization of selected sustainable development techniques that promote the reduction of greenhouse gases, energy efficiency, water conservation and alternative transportation options.

Policy 2.1.7: Promote the efficient and effective use of utility and transportation infrastructure.

GOAL 3: MIXED-USE FACILITIES. The Restoration SCD development shall be required to provide a balanced mix of uses in order to facilitate meeting the goal of sustainable community development.

Objective 3.1: Provide for Land Use Designations which Promote a Mix of Uses. In order to accomplish the Goal, the City of Edgewater shall require and facilitate the development of a transect-based urban mixed-use community that relates to and is an extension of the existing city, through the adoption of land use designations described herein through the Restoration SCD.

Policy 3.1.1: The following land use designations shall be required within the Restoration SCD. These designations are not separate future land use categories, but are intended to further guide the form and design of the development that is permitted in the Restoration SCD...

- Residential (“SCD-R”)...
- Mixed-Use Town Center (“MUTC”)...
- Work Place (“WP”)...
- Transit-Ready Corridor (“TRC”)...
- Utility Infrastructure Site...
- Schools...
- Open Space...

Policy 3.1.2: Within each of the land use designations identified above, it is recognized that to achieve the overall objective of the Restoration SCD, some or all of the following additional uses are authorized in all of the land uses described above, to-wit: conservation or mitigation areas and stormwater management areas...ancillary uses that are supportive of the identified land use designations shall also be allowed on a case-by-case basis,...

Policy 3.1.3: Development may only be permitted within the Restoration SCD if consistent with the land use designations set forth above. In order to maximize the attributes of the urban form, the City shall require that the Restoration SCD utilize density in concert with the mixing of uses, the development of population and employment centers, the interconnection of streets and the design of structures and spaces within the Restoration SCD so as to support a variety of lifestyles and needs...

GOAL 5: COMMUNITY DESIGN: PRINCIPLES OF TRADITIONAL NEIGHBORHOOD DESIGN AND NEW URBANISM. The City shall establish Restoration SCD Design Policies to ensure walkability and connectivity using design principles that are consistent with Traditional Neighborhood Design, Transit-Oriented Development and New Urbanism as these terms are understood in the literature of the Congress of New Urbanism, the Urban Land Institute and other like-kind organizations... They are set forth below and shall be further memorialized and detailed in a Regulating Book/Design Guidelines to be adopted by the City consistent with this Restoration SCD land use and in conjunction with the PUD zoning of the Restoration site.

Objective 5.1: Design Attributes. The City shall define the essential design attributes that must be a part of the development within the Restoration SCD. They are listed here with the expectation that they shall be further refined and implemented through both the DRI Development Order and the Regulating Book/Design Guidelines. In all events the DRI Development Order and the Regulating Book/Design Guidelines must be consistent with the essential design attributes listed here.

Policy 5.1.1: Walkability. To ensure that the Restoration SCD is pedestrian friendly the following design principles shall be incorporated into and made a part of the Regulating Book/Design Guidelines:

At build out, all homes shall be within a half (0.5) mile of transit, a mixed-use activity center or facility or an institutional or civic use such as a school, government office.

Streets are to be pedestrian friendly...

Street and pedestrian-way lighting are to be designed to enhance safety and be consistent with “dark sky” objectives to the maximum extent practicable.

Brick pavers, roundabouts, traffic circles and other traffic calming techniques are to be employed in key locations to enhance aesthetics, improve pedestrian access, reduce vehicle speeds and promote safety within all travel modes.

Signs identifying streets, speed limits, and neighborhoods shall be designed to reflect neighborhood character.

All streets having vertical development or units on one or both sides shall have sidewalks adjacent to the vertical development or units and such sidewalks shall be a minimum of five (5) feet in width to accommodate pedestrian activity....

The City will require that the developer submit to the City both a bicycle routing and mobility plan, including a trail plan as a part of the Regulating Book/Design Guidelines to be reviewed and approved by the City.

Policy 5.1.2: Connectivity. To ensure the efficient movement of people through the Restoration SCD, the following design principles shall be incorporated into and made a part of the Regulating Book/Design Guidelines...

The street system shall be a well-connected grid based system that is fully integrated...

The street system shall be designed in a hierarchy that provides for alternative cross sections to facilitate the development of narrow neighborhood streets, boulevards, and alleys...

The arrangement and design of streets shall promote a pleasant, pedestrian and bicycle-friendly environment with an emphasis on convenient access to surrounding neighborhoods and community amenities...

GOAL 6: AFFORDABLE HOUSING/HOUSING CHOICE. In addition to the housing choices identified in Policy 3.1.1 above, the City shall require that the housing offered within the Restoration SCD shall be offered at a variety of price points, including affordable housing.

Objective 6.1: Promote Diversity and Choice in Housing Options. The objective is a robust mix of different types and kinds of housing, and particularly housing targeted to those who have an Average Median Income (“AMI”) that limits their housing choices...

Policy 6.1.1: Provide Affordable Housing. Within the Restoration SCD, ten percent (10%) of all residential units shall qualify as “affordable housing” which for this purpose shall mean housing for which persons whose incomes fall between eighty percent (80%) and one hundred forty percent (140%) of Volusia County’s AMI shall qualify to purchase.

Policy 6.1.2 Housing Choice. Within the Restoration SCD, the developer will provide a diversity of housing products as described in Policy 2.1.4 above.

GOAL 7: JOBS/HOUSING BALANCE. The City desires to reduce dependence on automobile travel and, therefore, vehicle miles traveled (“VMT”). Accordingly, the Restoration SCD shall be required to develop and implement a program designed to ensure an adequate number of jobs per residential dwelling unit exists in the Restoration SCD at build out.

Objective 7.1: The Reduction of VMT through a Jobs -to -Housing Balance. The objective is to (1) reduce VMT and (2) establish and measure over time the jobs/housing balance so as to provide a framework for determining the number of jobs created and to measure the internal capture of trips within Restoration and to ensure a built community that, to the fullest extent possible, provides for alternative modes of transportation to and from the work and recreation places within the Restoration SCD.

Policy 7.1.1 Community Mixed-Use Thresholds. To ensure a mixture of and balance between land uses and promote the creation of employment opportunities on the project site...

Policy 7.1.2: Interim Measuring of Jobs/Housing Ratios. The Master Developer ("Master Developer") shall measure the jobs/housing ratio after the issuance of the final plats and/or commercial site plan approval...

Policy 7.1.3 Build Out Jobs/Housing Balance. At build out of the Restoration SCD, a jobs-to-housing balance of 0.65 jobs per residential unit shall be achieved...

Policy 7.1.4 The Jobs Calculation. For purposes of making the jobs calculation, the Master Developer may consider all jobs created within the boundary of the Restoration SCD and count them as one full job...

GOAL 8: REDUCTION IN GREENHOUSE GASES. By utilizing the principles of Smart Growth, Traditional Neighborhood Design, Transit-Oriented Design and New Urbanism, the City seeks to reduce reliance on the automobile; and, therefore, reduce the production of greenhouse gases...

Objective 8.1: Reduce VMT through the Utilization of Sound Planning Paradigms. The objective of using the planning paradigms noted in the Goal is to create a framework that gives the City the best possible opportunity to reduce VMT and by doing so reduce the production of greenhouse gases. Further, the objective is to create a place where persons can live, work and play without undue reliance on the automobile while also enjoying a living environment that is "green."...

Policy 8.1.1: Compact Development Pattern. Compact development patterns shall be required so that land is used efficiently and at a density and intensity that assures that the planning paradigms noted herein are adhered to. Streets are to be narrow, buildings are clustered together and yard space is to be concentrated where it is most usable...

Policy 8.1.2: Avoid Large Single Uses of Land and Provide for a Mixture of Land Uses... The Regulating Book/Design Guidelines shall provide for and require a mixture of uses to include residential, commercial, office, public/civic, recreation and Activity Based Open Space, and Resource Based Open Space all in a mixed-use configuration. This mix of uses shall occur both vertically and horizontally...

Policy 8.1.3: Walkable, Bikeable Community Design. The Restoration SCD shall incorporate a pedestrian and bike mobility system to provide for the efficient and pleasurable movement of pedestrian and cyclists throughout the development...

Policy 8.1.4: Transit-Oriented Development. The Restoration SCD shall provide for the development of a Transit Corridor Plan...To further assist in the economic viability of the transit system, the Regulating Book/Design Guidelines shall require that development at the site plan level be transit friendly to include reduced setbacks, pedestrian connections between buildings, parking in the rear of buildings, and the provision for transit shelters, provided, however, on-street parking shall be allowed in the multi-way boulevard...

GOAL 9: SCHOOLS. The City and the Volusia County School Board seek to ensure that opportunities for residents of the City and Restoration shall have adequate school facilities to serve the City and Restoration.

Objective 9.1: School Concurrency. Residential development within the Restoration SCD shall be planned to ensure sufficient capacity within the public school system to meet the population needs consistent with and subject to “school concurrency” requirements imposed by Volusia County School Board from time to time.

Policy 9.1.1 Capacity Enhancement Agreement. The applications for the construction of residential housing product within the Restoration SCD shall be coordinated with the Volusia County School Board to determine if there shall be sufficient student capacity to meet the requirements of the new development...

GOAL 10: RESOURCE EFFICIENT DESIGN AND OPERATION. The City requires that the Restoration SCD development include adherence to a suite of “green” building and design initiatives to the end that the structures (both residential and commercial) shall be designed, constructed and occupied using a variety of applicable green design and building protocols as hereinafter set forth.

Objective 10.1: The Utilization of Defined Benchmarks and Metrics to Measure Success... The primary objective of the City in promoting the Restoration SCD is to develop a rational and robust set of green infrastructure protocols that assure that development within the Restoration SCD uses a whole systems approach to the design, development, construction and operation of the Restoration SCD and to do so with defined benchmarks and metrics that can be used to measure success.

Policy 10.1.1: Utilization of Innovative Sustainable Programs. The Restoration SCD shall utilize a number of innovative sustainable development techniques and measure the success of each to determine their individual and collective impact on conserving energy and water resources, internalizing trip capture and providing appropriate landscapes and biodiversity. The protocols to be used shall include the following:

- Site Design and Land Use...
- Landscape and Biodiversity...
- Transportation...
- Energy...
- Water...

GOAL 11: CONFORMANCE WITH THE GOALS, OBJECTIVES, POLICIES. The City shall ensure that development within the Restoration SCD area is in conformance with the goals, objectives and policies, contained herein, through the execution of the DRI Development Order, the adoption of Restoration Regulating Book/Design Guidelines, the adoption of the Restoration PUD Zoning Overlay and such further and other agreements as may be necessary to ensure the outcomes contemplated by this land use text amendment.

Objective 11.1: Maintaining Conformity with Goals, Objectives and Policies. The objective of the City is to make sure that the broadly-stated goals, objectives and policies described in this Restoration SCD text amendment are refined and set forth in more detail in the DRI Development Order and accompanying documents and agreements so as to ensure to the fullest extent practicable that the Restoration SCD shall be developed and managed consistent with this text amendment.

Policy 11.1.1: Creation of the Restoration Planned Unit Development. The City shall allow development of the Restoration SCD or any portion of the same to proceed upon the adoption of the Restoration Sustainable Community Development/Planned Unit Development (“SCD/PUD”) zoning category and the accompanying Regulating Book/Design Guidelines in a form that is consistent with the Restoration DRI Development Order and the Restoration SCD Future Land Use Category together with the SMMP...

Policy 11.1.2: Processing of Development Approvals. Because the Restoration SCD requires for its implementation the integration of a number of different land uses including office, commercial, retail, residential, recreational, institutional (including governmental) all of which are to be arranged within the built environment with a vigorous effort to utilize sustainable principles, it is recognized that modifications to the existing Land Development Regulations of the City are necessary and desirable to accommodate and allow for the implementation of the Restoration SCD...

Policy 11.1.3: Coordination on Transportation Improvements. Where road improvements required by the adoption of the Restoration SCD designation are provided for in the DRI Development Order contemplated by this designation, then the City of Edgewater will amend its Comprehensive Land Use Plan and its Transportation and Capital Improvement Elements to incorporate the road improvements provided for in the DRI Development Order...

Policy 11.1.5: Funding of Public Facilities and Infrastructure. To ensure the provision of adequate public facilities that are fiscally neutral and avoid inequitable burdens on parties outside the Restoration SCD, public facilities and infrastructure for development within the

Restoration SCD shall be funded and maintained by the developer, its successors and assigns, including, without limitation, a Community Development District ("CDD") formed in accordance with Chapter 190, Florida Statutes, or such other financial mechanisms that are not dependent upon a budgetary allocation of the City of Edgewater...

Objective 14: Maximum Density and Intensity for Restoration SCD. The density and intensity of the Restoration SCD District shall be limited to 8,500 residential units and 3,300,000 square feet of non-residential square feet. The density and intensity of the approved project shall be indicated on the FLUM.

TRANSPORTATION ELEMENT (2011)

GOAL 1: To develop a safe, convenient, efficient and coordinated system of motorized and non-motorized transportation facilities to ensure adequate movement of people and goods through and within the City.

Objective 1.1: Roadway Network. Provide an attractive, safe, convenient and energy efficient arterial, collector and local roadway system that serves travel demands within and through the City.

Policy 1.1.1: Design of Arterial Road System. The arterial roadway system shall be designed through cooperation with the FDOT and Volusia County to provide high-volume, multi-lane facilities with access controls, as needed, to preserve the through traffic carrying capacity of the facility. The City will require joint use access, cross access easements, and access prohibitions wherever traffic patterns and physical features make it possible in the development approval process.

Policy 1.1.4: Design of Major Roadways. All major roadways shall be designed as complete transportation corridors, incorporating bicycle, pedestrian and transit features to achieve a true multi-modal system.

Policy 1.1.5: Coastal Evacuation. The City's roadway network must provide a safe and rapid means of coastal evacuation of its citizens, consistent with the Coastal Management Element of this Plan.

Policy 1.1.7: Projected Transportation System Demand and LOS. Projected transportation system demand will be met and the LOS standards cited above will be maintained through the year 2030...Proposed developments within the City will be monitored to determine if roadway infrastructure will be adequate to service projected demand, and development approvals will be dependent upon these criteria.

Objective 1.2: Roadway Connectivity. Ensure through the development review process, require the provision of an efficient traffic circulation pattern.

Policy 1.2.1: Establishing Design Cross Sections. By December 2014, the City shall establish design cross sections for local roads in the Land Development Code that accommodate narrower rights-of-way and roadway widths consistent with traditional neighborhood development.

Policy 1.2.2: Dedicating Roadways to the Public. The City shall require that roadways be dedicated to the public when there is a compelling public interest for the roadways to connect with existing public roadways.

Policy 1.2.4: “Stub-out” Requirement and New Subdivisions. New subdivisions shall be required to “stub-out” to adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are “stubbed-out” at their boundaries.

Policy 1.2.5: Joint-use Driveways and/or Cross Access Easement Requirement. New development shall be required to establish joint-use driveways and/or cross access easements to access sites when feasible...

Policy 1.2.6: Parallel Roads or Cross Access Easements. The City shall preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roads.

Policy 1.2.8: Off-street Parking. The City shall require new development to submit a site plan that provides for adequate off-street parking and safe, convenient on-site and off-site traffic flow for motorized and non-motorized vehicles.

Objective 1.3: Multi-Modal System. Promote alternative modes of transportation to provide a safe and energy efficient multi-modal system.

Policy 1.3.1: Public Transit, Bicycle and Pedestrian System Standards. By December 2014, the City shall develop standards in the Land Development Code for access to public transit, bicycle and pedestrian systems. The City shall conduct a public meeting with VOTRAN and residents of Edgewater in establishing these standards. Such standards shall apply to new developments, substantial improvements of existing developments, and to road improvements.

Policy 1.3.2: Maximum Number of Parking Spaces. By December 2014, the City shall develop standards in the Land Development Code for maximum number of parking spaces to encourage walking, bicycling, ridesharing, transit use and shared parking.

Policy 1.3.3: Provision of Multi-modal Facilities. By December 2014, the City shall review the Land Development Code to address the provision of bus stops, bike parking and circulation, pedestrian walkways, and handicap accessible facilities within new developments and existing developments undergoing substantial improvements. Site plan reviews will ensure that intermodal transfers are efficiently implemented.

Policy 1.3.4: Encouraging Increased Land Use Densities and Mixed Uses. The City shall encourage increased land use densities and mixed uses, consistent with the Future Land Use Element (FLUE) to enhance the feasibility of transit and promote alternative transportation modes.

Policy 1.3.5: New Development and Compatibility Requirements. By December 2014, the City shall amend the Land Development Code to require that new development be compatible with and further the achievement of the Transportation Element. Requirements for compatibility may include but are not limited to:

- Orienting pedestrian access to transit centers and existing and planned routes.
- Locating parking to the side or behind the development to provide pedestrian accessibility of building entrances and walkways to the street, rather than separating the building from the street by parking.
- Providing clearly delineated routes through parking lots to safely accommodate pedestrian and bicycle circulation.

Policy 1.3.6: Landscaping and Streetscaping. The City shall include landscaping and streetscaping as roadway design components in order to enhance the function of the road for all users.

Policy 1.3.7: Bicycle/Pedestrian Master Plan. The City shall continue to maintain and update 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, which can be implemented concurrently with other roadway improvements.

Policy 1.3.8: Adequate and Safe Pedestrian Circulation System. The City's roadway system management will require implementation and construction of an adequate and safe pedestrian circulation system.

Policy 1.3.9: Sidewalk Concurrency and New Development. The City shall continue to require that sidewalks be constructed concurrently with new development, by the developer. Additional sidewalks will be constructed in existing developed areas when requested and funded by the abutting property owners.

Policy 1.3.10: Sidewalk Requirement and New Residential Development. The City shall continue to require that new residential developments with densities of one (1) or more dwelling units per acre provide sidewalks on both sides of every street. In lieu of sidewalk installation, funds may be paid to the Pedestrian System (Sidewalk) Development Fund.

Policy 1.3.11: Bike Paths Requirement. Bike paths shall be established on one side of every arterial and collector street with sidewalks established on the opposite side of all arterial streets. The City shall coordinate with the TPO, the County, and the State to expand the current bicycle system consistent with the improvements...especially the extension of the U.S. 1 bike path south of its current terminus.

Policy 1.3.12: Pedestrian Friendly Intersections. Whenever possible, intersections shall be made pedestrian-friendly by limiting the crossing width to 48- feet; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for the handicapped. The City shall coordinate with FDOT and the County to implement this policy.

Policy 1.3.13: Arterial and Collector Roadway Design and Mass Transit. In review of roadway improvement programs and land development projects, the City shall address whether arterial and collector roadway design should allow for later adaptation to mass transit.

Objective 1.4: Rights-of-way. Coordinate with the County and the State to protect, prioritize and acquire future rights-of-way in accordance with the City's future transportation plan.

Policy 1.4.1: Adoption of the Future Transportation Map. The City shall adopt the Future Transportation Map to ensure the protection of future rights-of-way.

Policy 1.4.2: Requiring Dedication of Needed Rights-of-way. The City shall continue requiring dedication of needed rights-of-way from new development, through subdivision regulations and applicable local ordinances.

Policy 1.4.3: Consistency of Setback Requirements, Zoning Restrictions and Right-of-way Protection Requirements.

By December 2014, the City shall amend the Land Development Code so that the setback requirements, zoning restrictions and right-of-way protection requirements are consistent with this Element.

Policy 1.4.4: Protection for Intersections, Interchanges, and Future Park and Ride Sites. The City shall ensure adequate rights-of-way protection for intersections, interchanges, and future park and ride sites in order to retain flexibility for future growth and expansion.

Policy 1.4.5: Minimum Right-of-way Requirements. The City shall require the minimum rights-of-way requirements for new roadways...

Policy 1.4.6: Median Landscaping and Road Beautification. The City shall pursue grant opportunities for median landscaping and road beautification.

Policy 1.4.7: Protection of Rights-of-way. The City shall prohibit encroachment of development and required setbacks into established present and future rights-of-way and, within the law, require dedication of rights-of-way through development orders issued by the City by withholding building permits or certificates of occupancy, as appropriate, until the situation is resolved.

Policy 1.4.8: Building Encroachments. The City shall continue to provide for protection of rights-of-way from building encroachments as well as providing for the acquisition and preservation of any existing and future rights-of-way.

Objective 1.5: Public Transit. Continue to work with VOTRAN to provide a safe and efficient public transit system.

Policy 1.5.1: Promoting Public Transit. The City shall encourage land uses and site developments that promote public transit within designated public transportation corridors, with priority given to those projects that will bring the greatest increase in transit ridership.

Policy 1.5.2: Space for Bus Stop Requirements. Residential development greater than 200 units or commercial developments over 50,000 square feet shall incorporate space for bus stops. Transit ridership to and from such developments shall be encouraged and further improved by including elements, such as:

- Transit stops meeting ADA requirements;
- Parking lots and intersections designed with minimum corner turning radii for buses;
- Clearly delineated walkways from the building to the transit stop; and
- Commercial and multi-family buildings and transit stops placed closer to the street.

Policy 1.5.3: Bus Service and Sufficient Level of Service. The City shall ensure that all roads serviced by public transit routes function at a level-of-service sufficient to support the bus service.

Policy 1.5.4: Proposed Traffic Generators/Attractors. The City shall notify VOTRAN of any proposed traffic generators/attractors submitted to the City for review.

Policy 1.5.5: Improving Existing and Designing New Bus Stops. The City shall work with VOTRAN to improve existing bus stops, and to design new ones to include benches, signage, lights and protection from the elements. Bus stops shall also be convenient for the handicapped.

Policy 1.5.6: Maintaining a Fixed Route Mass Transit System. The City shall coordinate with Volusia County, the TPO and VOTRAN in maintaining a fixed route mass transit system to serve the City's industrial, commercial and service sectors.

Policy 1.5.7: Conveyance of all Necessary Rights-of-way or Perpetual Easements. The City shall require dedication of rights-of-way or perpetual easements in new development and redevelopment for bus shelters, bus turning radii and bus loading zones (consistent with VOTRAN standards) by requiring conveyance of all necessary rights-of-way or perpetual easements before issuance of building permits for the development.

Policy 1.5.8: Transportation Disadvantaged and the Design of Public Transit. The special needs of transportation disadvantaged persons shall be considered in the design of all public transit systems.

Objective 1.6: Intergovernmental Coordination. Coordinate transportation planning in the City with the plans and programs of the TPO, FDOT, Volusia County, ECFRPC, Volusia Transit Authority, neighboring jurisdictions and other transportation related agencies.

Policy 1.6.1: Review of FDOT's 5-year Transportation Plan. The City's Development Services and Environmental Services Departments shall review subsequent versions of the FDOT Five (5)-Year Transportation Plan, in order to update or modify this Element, as necessary.

Policy 1.6.2: Review of the County's Transportation Element. The City's Development Services and Environmental Services Departments shall review updates to the Transportation Element of the Volusia County Comprehensive Plan, in order to update or modify this Element, as necessary.

Policy 1.6.3: Promoting a Comprehensive Transportation Planning Process. The City shall promote a comprehensive transportation planning process that coordinates State, Regional and Local transportation plans.

Policy 1.6.4: Supporting Alternative Transportation Systems. The City will support the State and the County on the establishment of alternative transportation systems, including high speed and commuter rail line systems connecting Volusia County with other areas in Florida and the nation.

Policy 1.6.5: TPO Coordination and Population Projections. The City shall continue to coordinate with the TPO to adjust the population projections used in the model, to make them consistent with the City population projections.

Policy 1.6.6: Transportation Demand Management Strategies. The City shall coordinate with the TPO on a Congestion/Mobility Management Program to identify Transportation Demand Management strategies to mitigate peak-hour congestion impacts. Strategies may include: growth management and activity center strategies, telecommuting, transit information systems, alternative work hours, carpooling, vanpooling, guaranteed ride home program, parking management, addition of general purpose lanes, channelization, computerized signal systems, intersection or midblock widenings and Intelligent Transportation System

Policy 1.6.7: Adoption of Transit Routes, Generators and Hurricane Evacuation Routes. Transit routes, generators, attractors and hurricane evacuation routes as identified by the Volusia County TPO and the Statewide Regional Evacuation Study are hereby adopted by reference as they apply to the incorporated City of Edgewater.

Policy 1.6.8: TPO Coordination and Numerical Indicators. The City shall coordinate with the TPO in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita and automobile occupancy rates.

Policy 1.6.9: Formal and Informal Coordination Mechanisms. The City shall ensure that all assumptions and policies in the Transportation Element are consistent or coordinated with other Plan Elements, the TPO Long-Range Transportation Plan, the FDOT adopted Five-year Work Program, the long range and short-range elements of the Florida Transportation Plan, the East Central Florida Strategic Regional Policy Plan, and the Volusia County Comprehensive Plan through establishment of formal coordination mechanisms and other informal coordination mechanisms.

Policy 1.6.10: Utilizing the TPO's Data and the City's Transportation Improvement Plans. The City shall utilize the TPO database, projections, modeling, traffic counts and mapping as the primary source of information for the City's Transportation Improvement Plans.

Policy 1.6.11: Identifying Future Road Conditions and Improvements. The City shall cooperate with the TPO and FDOT to identify the future conditions and road improvements necessary to develop alternative road bypass route(s).

Objective 1.7: Traffic Management Systems. By December 2014, the City shall evaluate the need and feasibility of implementing traffic management systems.

Policy 1.7.1: TPO's Congestion Management System and FDOT's Mobility Management Plan. The City shall support and where possible, participate in the TPO's Congestion Management System (CMS) and FDOT's Mobility Management Plan (MMP).

Policy 1.7.2: Transportation System Management or Transportation Demand Management Strategies. If needed, the City shall consider adopting and/or promoting Transportation System Management (TSM) or Transportation Demand Management (TDM) strategies to enhance traffic capacity, movement and safety.

Objective 1.8: Concurrency Management System. Maintain a Concurrency Management System to ensure that transportation facilities and services needed to support development and redevelopment are available concurrent with the impacts of such development.

Policy 1.8.1: Maintaining Level of Service Standards. The City shall continue requiring that adequate transportation facilities to maintain the City's level-of-service standards are available to meet the traffic demands of all new development prior to the issuance of a final development order, in accordance with the Concurrency Management Provisions set forth in the Capital Improvements Element of this Plan.

Policy 1.8.2: New Development Requirement for a Transportation Impact Study. New developments shall be required to submit a Transportation Impact Analysis pursuant to the Transportation Impact Analysis (TIA) Guidelines Methodology for Development Applications Requiring a TIA in Volusia County, Florida as adopted on November 24, 2009, as may be amended from time to time.

Policy 1.8.3: New Development Requirement and Providing Operational Movements. New developments, regardless of size, shall provide operational improvements to the City's transportation system to mitigate their impacts on the system, to ensure smooth traffic flow, and to aid in the elimination of hazards. Improvements may include the addition of turn lanes, deceleration lanes, signage, signals and pavement markings.

Objective 1.9: Concurrency Exception Area. Evaluate, by December 2014, the need to create a Concurrency Exception Area on the U.S. 1 corridor.

Policy 1.9.1: Conducting a Study of the U.S. 1 Corridor. By December 2014, the City shall conduct a study of the U.S. 1 corridor to study the potential for redevelopment and determine whether a Concurrency Exception Area is needed in this area. When determining the potential for redevelopment along the U.S. 1 corridor, the City shall coordinate with the County, neighboring cities, and the TPO to determine the amount of increased traffic if redevelopment was to occur.

Policy 1.9.2: Consistency with Transportation Modes and Services. The City shall ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve those areas.

Policy 1.9.3: Future Land Use Element and Map Amendments. As the Future Land Use Element and Maps are amended and adjusted to reflect changing trends and conditions, corresponding adjustments should be made in the Transportation Element and Plan.

Policy 1.9.4: Review of Land Use and Development Proposals. Land use and development proposals shall be reviewed by the City as to their potential impacts on the traffic circulation system and the adopted LOS standards on affected roadways.

Policy 1.9.5: Denial of Development and Level of Service. The City shall deny any proposed development which is determined to adversely impact the roadway system and reduce the LOS below adopted standards, unless roadway improvements necessary to maintain the LOS at its standard and accommodate projected traffic growth will be in place concurrent with the impacts of the proposed development.

Objective 1.10: U.S. 1 Traffic Flow. Establish mechanisms that will increase the traffic flow along the U.S. Highway 1 corridor.

Policy 1.10.1: U.S. 1 Corridor and Joint Use Driveways and/or Cross Access Easements. By December 2014, the City shall amend the Land Development Code to require redevelopment or new development projects along the U.S. 1 corridor to provide joint-use driveways and/or cross access easements to access sites when feasible.

Policy 1.10.2: Developing Reliever Routes along the U.S. 1 Corridor. The City shall continue to coordinate with the TPO and FDOT in developing reliever routes to reduce the north-south traffic flow along the U.S. 1 corridor.

Objective 1.11: Environmental Concern and Expansion of the Transportation System. Ensure that the environment, with regards to preservation, conservation, and reducing greenhouse gas emissions, is a major concern in any expansion of the transportation system in Edgewater.

Policy 1.11.1: Natural Environment Sensitivity. Planning for future transportation improvements shall recognize the sensitivity of the natural environment so as to protect the quality of existing and future neighborhoods.

Policy 1.11.2: Conservation Resource Areas. Transportation facilities shall not be placed in conservation resource areas or impact those places unless an overriding public need can be clearly demonstrated.

Policy 1.11.3: Energy Efficiency. Energy efficiency shall be a consideration in any plans for improvements or expansion of the road network by the City.

Policy 1.11.4: Automobile Emission Pollution. The City shall enforce the guidelines and standards established in the Land Development Regulations regarding bicycle paths and pedestrian walkways to reduce the potential for automobile emission pollution and promote increased use of public transportation.

GOAL 2: Coordinate the transportation system with future land use to ensure that existing and proposed land uses are consistent with transportation corridors, capacity, modes and services.

Objective 2.1: Future Land Use Compatibility. The Transportation Element shall be compatible with the Future Land Use Element (FLUE) and the Future Land Use Map.

Policy 2.1.1: Data Assumptions in City Transportation Models. The City shall utilize population, dwelling unit and employment projections obtained in the FLUE as data assumptions in City transportation models.

Policy 2.1.2: Transportation Improvements and Areas Designated for New Growth. In areas designated for new growth, the City shall determine the transportation system improvements needed prior to development approvals.

Policy 2.1.3: Impacts on the Transportation System and Consistency with the Future Land Use Element and Map. Decisions and actions the City initiates or implements that will have an impact on the transportation system shall be consistent with the adopted Future Land Use Map and Future Land Use goals, objectives and policies of this Plan.

Objective 2.2: Transportation Costs. Utilize the guidelines established in the City's Proportionate Fair Share Ordinance to allow new growth to proportionally contribute to the cost of new transportation capital facilities.

Policy 2.2.1: Review of all Development Proposals. The City shall review all development proposals and require that they provide sufficient information to ascertain impacts on the City's transportation systems.

Policy 2.2.2: Development Agreements and Project Impacts. Where feasible, the City shall enter into development agreements with proposed land developments to establish how project impacts may be addressed through mechanisms such as right-of-way dedication, roadway construction, multimodal design (bicycle, pedestrian, golf cart) and impact fee payments and credits.

Policy 2.2.3: Proportionate Share of Costs. Land development shall bear a proportionate share of the cost of the provision of the new or expanded road capital facilities or signalization required by such development.

Policy 2.2.4: Imposition of Impact Fees. The imposition of impact fees is a preferred method of regulating land development in order to help ensure that it bears a proportionate share of the cost of road capital facilities necessary to accommodate that development.

Policy 2.2.5: Use of Remaining Funds Collected from Road Impact Fees. After compensation for administrative expense, all remaining funds collected from road impact fees shall be used for the purpose of capital improvements for the expansion of transportation facilities associated with the arterial and collector road networks in the City or the adjacent County network.

Policy 2.2.6: Transportation Capital Improvements and Impact Fees. Transportation capital improvements that may be funded by impact fees include transportation planning, preliminary engineering, engineering design studies, land surveys, rights-of-way acquisition, engineering, permitting, and construction of all the necessary features for arterial and collector road construction projects of the type made necessary by the new development.

Policy 2.2.7: New Development Fair Share Payment. The City shall require all new developments to pay their fair share for the improvement or construction of needed transportation facilities to maintain adopted level of services standards. Fair share payments will be collected consistent with the adopted Proportionate Fair Share Ordinance.

HOUSING ELEMENT (2011)

GOAL 1: To encourage and promote the preservation of decent, safe and sanitary housing for the present and future residents of Edgewater.

Objective 1.1: Maintain Quality of Housing Stock. Continue to extend the life of the existing housing stock, to stabilize neighborhoods and create community pride.

Policy 1.1.1: Unsafe Building Abatement Program. The City shall continue enforcing the unsafe building abatement program to reduce the amount of sub-standard housing and preserve the available housing stock.

Policy 1.1.2: Low-income Residents and Housing Rehabilitation. The City shall encourage and assist where feasible low-income residents to apply for housing rehabilitation assistance through the County programs.

Policy 1.1.3: Residential Demolitions Waiting Period. The City shall require a maximum 30-day waiting period for residential demolitions to allow the Planning Department to review, assess and attempt solutions to preserve the dwelling.

Policy 1.1.4: Displaced Residents. When residents are displaced by City actions through public development or redevelopment, the City shall attempt to ensure that the residents are able to relocate to standard, affordable housing consistent with State and Federal regulations.

Policy 1.1.5: Housing Renovations. By December 2014, the City shall review the current Land Development Code as it relates to renovations. The regulations should serve to extend the life of the community's housing stock without requiring unnecessary alterations, as long as the intent of the code for new development is met and public health, safety and welfare will not be jeopardized.

Objective 1.2: Maintain Quality of Life. Provide mechanisms for the protection of existing residential neighborhoods and the existing quality of life.

Policy 1.2.1: Prohibiting the Expansion of Non-Compatible Uses. The City shall implement regulations prohibiting the expansion of non-compatible uses within residential neighborhoods.

Policy 1.2.2: Residential Neighborhoods and Incompatible Uses. The City shall buffer and screen residential neighborhoods from nearby incompatible uses by using landscape buffer yards or transitional uses.

Policy 1.2.3: Energy Efficient Housing. The City shall promote energy efficiency in the design and construction of new housing.

Objective 1.3: Promote Infill. Promote infill development by supporting alternative development standards where necessary and feasible.

Policy 1.3.1: Inventory of Vacant Lands. The City shall continue utilizing the most recent parcel database from the Volusia County Property Appraisers Office as a base to monitor and update the inventory of vacant residential lands. Such a system shall include the size, location, physical characteristics and ownership data

Policy 1.3.2: Vacant Lands Database. The City shall make available the vacant lands database to developers and/or builders interested in providing affordable housing.

Objective 1.4: Historic Preservation. Strive to preserve structures that have historic, archeological or cultural significance.

Policy 1.4.1: Survey of Historically Significant Housing. The City shall evaluate and update the City's survey of historically significant structures. The City shall use the most recent Florida Master Site File and the National Register of Historic Places as a base to update the City's survey of structures that have a historic, archeological or cultural significance.

Policy 1.4.2: Identifying and Documenting Historic Structures. The City shall continue to solicit the support of the Secretary of State, Division of Historic Preservation, and historic preservation societies interested in Edgewater and Volusia County to obtain assistance in identifying and documenting the survey of historic structures in the City.

Policy 1.4.3: Protecting Historic Structures. The City shall continue to protect historic structures identified in the City's survey of historically significant structures through the regulations established in the Land Development Code.

Policy 1.4.4: Historically Significant Housing Rehabilitation and Adaptive Reuse. The City shall assist in the rehabilitation process and adaptive reuse, where necessary of historically significant housing through technical assistance programs.

Policy 1.4.5: Assistance Programs and Historically Significant Housing. The City shall assist property owners of historically significant housing in applying for and utilizing State and Federal assistance programs and for inclusion in the National Register of Historic Places

Policy 1.4.6: Rehabilitation or Relocation of Historic Structures. Criteria pertaining to the rehabilitation or relocation of a designated historic structure shall follow the U.S. Secretary of the Interiors “Standard for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.” Additional criteria for approving the relocation, demolition or rehabilitation of a historic structure shall follow provisions consistent with Florida State Statutes.

Objective 1.5: Housing Implementation Program. Periodically review new and maintain existing programs and/or activities of the intended housing implementation program for the City.

Policy 1.5.1: Housing Implementation Programs and Activities. The City shall monitor each program/activity identified for implementation in the adopted Housing Element to ensure the timely initiation and execution of such designated housing implementation programs and activities.

Policy 1.5.2: Addressing Affordable Housing Needs. The City shall support job training, job creation and economic development as a part of the overall strategy addressing the affordable housing needs of the City.

Objective 1.6: Quality of Housing. To improve the quality of housing through programs such as code enforcement, building code regulations and grants where appropriate.

Policy 1.6.1: Code Enforcement. Code enforcement activities shall be increased in neighborhoods where code violations are prevalent to ensure violations are corrected in a timely manner as provided by City code.

Policy 1.6.2: Housing Subsidy Programs and Substandard Housing. The City shall continue to seek Federal and State funding for housing subsidy programs and the rehabilitation and/or demolition of identified substandard housing.

Policy 1.6.3: Blighted Neighborhoods. Concentrate assistance in blighted neighborhoods by providing capital improvements and/or operating budget improvements in such neighborhoods.

Policy 1.6.4: Removal of Substandard Housing. The City shall encourage and permit the use of planned unit developments and other innovative reuses of the existing housing stock that will result in the removal of substandard housing units.

Objective 1.7: Government Programs. Continue to ensure that available government programs are being utilized to extend and conserve the useful life of the existing housing stock and provide improvement of neighborhood quality.

Policy 1.7.1: Urban Revitalization Target Areas. Designate areas of the City as urban revitalization target areas and carry out the program activities in a timely and efficient manner.

Policy 1.7.2: Urban Revitalization Grant Programs. Ensure that urban revitalization grant applications include funding for public infrastructure and support facilities to upgrade the quality of existing neighborhoods.

Policy 1.7.3: Availability of Relocation Housing and Urban Revitalization. Prior to urban revitalization program implementation, assurance of relocation housing availability must be provided.

Policy 1.7.4: Citizen Advisory Groups. Prior to implementation of governmental programs, create qualified representative citizen advisory groups to provide input to each program administration.

Objective 1.8: Relocation Housing. Require upon the City’s Comprehensive Plan adoption and in conformance with Objective 1.7 and Policy 1.7.3 of this Element, the availability of relocation housing as a prerequisite of housing revitalization activities.

Policy 1.8.1: Availability of Relocation Housing. The availability of relocation housing shall be researched and verified by City staff prior to commencement of any governmental residential revitalization program enacted for the City.

Objective 1.9: Relocation Needs. Provide equitable and uniform relocation services for all persons and businesses displaced by governmental action in conformance with the requirements of Chapter 421.55, F.S.

Policy 1.9.1: Relocation Assistance. For City-sponsored public projects creating a need for relocation assistance, the City will ensure that relocation payments and assistance are provided to assist in securing adequate housing for the relocated households. For public projects conducted by other government agencies, the City will coordinate with said agency to request that relocation needs and assistance are provided for City residents.

Policy 1.9.2: Relocation Assistance Program. The City shall require private developers, which cause residential displacement, to implement a relocation assistance program prior to the issuance of a final development order.

Objective 1.10: Fair Housing Practices. Continue to promote open occupancy and fair housing practices in the City of Edgewater.

Policy 1.10.1: Housing for Very Low, Low and Moderate Income Persons. The City shall continue to provide assistance to the Edgewater Housing Authority, Volusia County Housing Authority and other appropriate agencies to determine and develop sites and programs for housing for very low, low and moderate-income persons.

Policy 1.10.2: Housing Equal Opportunity and Non-discrimination. The City shall continue to endorse the Federal and State regulations concerning equal opportunity and non-discrimination in housing opportunity.

Objective 1.11: Green House Gas Emissions. Establish mechanisms to reduce greenhouse gas emissions and encourage the use of renewable resources in the design and construction of new housing.

Policy 1.11.1: Green Development. The City shall promote the highest feasible level of “green” development in both private and municipally-supported housing. Green development specifically relates to the environmental implications of development. Green building integrates the built environment with natural systems, using site orientation, local sources, sustainable material selection and window placement to reduce energy demand and greenhouse gas emissions.

Policy 1.11.4: Establishing Green Building and Sustainability Practices. By December 2014, the City shall amend the Land Development Regulations to establish green building practices and sustainability development guidelines.

Policy 1.11.6: Building Orientation. The City shall encourage building orientation that maximizes energy efficiency and fosters the use of alternative energy sources where appropriate, such as solar or small wind energy systems, to reduce the demand for electricity and reduce greenhouse gas emissions.

Policy 1.11.7: Orientation of Trees and Shrubs. Encourage appropriate orientation of trees and shrubs on a development site to reduce cooling loads by taking advantage of evapotranspiration and shade.

Policy 1.11.8: Florida Friendly Landscaping. Maximize natural areas and assets and incorporate Florida Friendly landscaping into development projects to reduce energy and water consumption.

GOAL 2: To ensure an adequate supply of a wide range of housing types at various levels of affordability to accommodate the needs of the residents of the City of Edgewater.

Objective 2.1: Adequate Housing. Assist the private sector to provide sufficient additional dwelling units of various types, sizes and costs needed to support the population demand during the short-range (2011-2015) and long-range (2030) planning periods.

Policy 2.1.1: Providing Technical Support to the Private Sector. The City shall provide technical support to the private sector to assist in maintaining a housing production capacity level sufficient to meet the demand....

Policy 2.1.2: Future Land Use Map and Sufficient Sites. The City shall designate sufficient sites on the Future Land Use Map to accommodate the projected housing demand at various densities.

Policy 2.1.4: Streamlining the Permitting Process. By December 2014, the City shall review the City's regulatory and permitting process to determine whether there is a need to continue streamlining the process.

Policy 2.1.7: Crime Prevention Through Environmental Design (CPTED). The City shall encourage CPTED principles in order to increase the safety of housing developments.

Policy 2.1.8: Mobile Home Parks and Traditional Residential Subdivisions. By December 2014, the City shall amend the subdivision regulations to upgrade development requirements for all new mobile home parks and traditional residential subdivisions.

Policy 2.1.9: Providing Adequate Infrastructure. The City shall continue providing adequate supporting infrastructure, i.e., paved streets, sanitary sewer, drainage, potable water, etc, throughout Edgewater to enhance and compliment the City's housing stock.

Policy 2.1.10: Local Government Partnerships and Private Sector. Develop local government partnerships with the private sector to improve the efficiency, affordability, availability and supply of safe and sanitary housing within the City, placing emphasis on the needs of the very low, low and moderate income families and those of the elderly.

Objective 2.2: Low Income Residents. Assist the private sector and appropriate agencies in providing safe, clean and affordable housing for current and future very low, low and moderate income residents of the City of Edgewater.

Policy 2.2.2: Constraints on the Development of Very Low, Low and Moderate Income Housing. By December 2014, the City shall review and revise its Land Development Regulations to remove excessive constraints on the development of very low, low and moderate-income housing projects, where such constraints are not supported by a valid concern for the health, safety, or welfare of the community.

Policy 2.2.3: Providing Technical Assistance to Non-profit Agencies. The City shall provide technical assistance to non-profit agencies to plan and develop low-cost housing. Technical assistance includes, but is not limited to, assistance with meeting the development review requirements of the City and of other regulatory bodies, referral to appropriate agencies (including City agencies and other agencies) for information and assistance in meeting infrastructure standards and requirements.

Policy 2.2.4: Establishing an Affordable Housing Trust Fund. The City shall review the Land Development Code and determine the feasibility of establishing an Affordable Housing Trust Fund to assist very low and low-income families in the provision and maintenance of housing.

Policy 2.2.5: Density Bonuses and Affordable Housing. The City shall review the Land Development Code to develop incentives to promote affordable housing by determining the feasibility of establishing a program of density bonuses in return for developer contributions to affordable housing...

Policy 2.2.6: Reducing Infrastructure Charges and Fees and Affordable Housing. The City shall review the Land Development Code to develop incentives to promote affordable housing by reducing the infrastructure charges and fees associated with very low, low and moderate-income housing projects...

Policy 2.2.7: Permitting Very Low, Low and Moderate Income Housing. Very low, low and moderate-income housing shall be permitted in all residential Future Land Use designations.

Policy 2.2.8: Expedited Development Review Process and Low Income Housing. The City shall review the Land Development Regulations to determine the feasibility of establishing an expedited development review process for housing projects dedicated to very low and low income households.

Policy 2.2.9: Concentration of Affordable Housing Units. The City shall avoid the concentration of affordable housing units only in specific areas of the City.

Objective 2.3: Low Income Families and Mobile Homes. The City, through adoption and implementation of the Housing Element and City Zoning Map, shall provide adequate and appropriate densities and sites for very low, low and moderate income families and mobile homes.

Policy 2.3.1: Providing Adequate Housing Sites. The City, upon the adoption of the Comprehensive Plan and official Zoning Map, in conformance with the time frames specified in Chapter 163, Florida Statutes, shall provide adequate housing sites for very low, low and moderate income families and mobile homes.

Policy 2.3.2: Ensuring Proper Location for Special Needs Housing. Pursuant to the formal adoption of the City's Comprehensive Plan, Land Development Code and Zoning Map, the specific principles and criteria established within each guidance mechanism shall be effectively implemented to ensure proper location for very low, low and moderate income housing, mobile homes, group homes and foster care facilities, households with special housing needs, and rural and farmworker housing, to include necessary infrastructure and public facilities to support such development.

GOAL 3: To provide housing opportunities for people with special needs, such as children, the elderly and the physically and/or mentally disabled.

Objective 3.1: Special Needs Groups. Ensure that adequate sites in residential areas are available to accommodate special needs populations.

Policy 3.1.1: Location of Community Residential Homes. The City shall maintain Land Development Regulations that allow for the location of community residential homes, including group homes, and foster care facilities in residential areas...

Policy 3.1.2: Development Review Process and Housing for Special Need Populations. The City shall utilize the development review process to review any proposed projects or City Code amendments that impact housing for special need populations.

Policy 3.1.3: Supporting Organizations that Assist Elderly and Handicapped Citizens. The City shall continue to support organizations that assist elderly and handicapped citizens in finding decent, accessible and affordable housing. Such support may include technical assistance and alternative design standards and code requirements.

Policy 3.1.4: Compliance with Federal and State Laws and Special Needs Groups. The City shall continue to ensure compliance with Federal and State laws on accessibility for special needs groups.

UTILITIES ELEMENT - NATURAL GROUNDWATER & AQUIFER RECHARGE SUB-ELEMENT (2011)

GOAL 1: The City will protect and maintain the functions of natural groundwater aquifer recharge areas within the City's existing and future service areas.

Objective 1.2: Protection of Aquifer Recharge. Require the protection of aquifer recharge areas through development and implementation of appropriate regulations.

Policy 1.2.1: Stormwater Runoff to Enhance Recharge. The City's Land Development Code provisions related to

retaining stormwater runoff to enhance recharge shall be enforced and updated from time to time as data is obtained and under guidance and rules of the SJRWMD.

Policy 1.2.2: Promoting Stormwater Runoff Retention. The City will promote the use of stormwater runoff retention for the purpose of maximizing groundwater aquifer recharge by strictly enforcing the existing Land Development Code.

Policy 1.2.5: Restricting the use of Septic Tank/Drainfield Systems. The City will continue to achieve regional aquifer recharge protection objectives by restricting the use of septic tank/drainfield individual sewage treatment systems.

Policy 1.2.7: Prime or High Recharge Areas. Prime (or high) aquifer recharge areas appropriate for development shall be developed so as to continue to maintain pre-development net retention and new stormwater management projects in existing developed areas should be designed in a fashion that enhances aquifer recharge.

UTILITIES ELEMENT - POTABLE WATER SUB-ELEMENT (2011)

GOAL 1: The City will provide potable water supply and treatment facilities designed to protect the public health and environment, will cause those facilities to be available concurrent with development and will construct and operate those facilities in an efficient manner.

Objective 1.1: Potable Water Supply and Treatment Capacity. Ensure that the sufficient potable water supply and treatment capacity exists prior to the issuance of new development approvals.

Policy 1.1.4: Concurrency Management System. Prior to approval of a building permit or its functional equivalent, the City shall determine that there will be adequate water supplies and facilities available no later than the date at which the City anticipates issuing a certificate of occupancy to serve the new development. All development is subject to the City's Concurrency Management System.

Objective 1.2: Potable Water Facility Concurrency. Ensure that all potable water facilities required to support proposed development are available concurrent with such development.

Policy 1.2.1: Developers Purchasing Required Potable Water Capacity. The City will require developers to purchase required potable water capacity prior to obtaining a development permit.

Policy 1.2.2: New Development Requirement and Potable Water Systems. The City will require each new development to construct the potable water facilities, i.e. transmission and distribution lines, needed to connect to the existing system.

Policy 1.2.5: Requirement to Connect to Central Potable Water Systems. All future development and redevelopment projects shall be required to connect to centralized potable water systems.

GOAL 2: The City shall plan for the expansion or increase in capacity of the potable water system to meet future needs.

Objective 2.1: Cooperative Planning. Coordinate with other jurisdictions to avoid duplication of potable water facility construction and operating costs by cooperative planning for service provision to future development.

Policy 2.1.1: Interlocal Agreements and the Provision of Potable Water. The City will continue to comply with the term of the latest revisions of the interlocal agreement between the City of Edgewater, City of Oak Hill and Volusia County with regard to provision of potable water services... and revise the agreements as needed to ensure its applicability to anticipated future conditions.

Policy 2.1.2: Potable Water System Expansion Requirements. Priority of expansion of the potable water system shall be:

- to protect public health and safety, and/or eliminate serious pollution problems;
- to enable full use of existing facilities, by in-fill development in
- areas of current service availability;
- to provide a logical extension of existing facilities and service within the City's service area; and
- to provide beneficial and sustainable potable water for new development.

Objective 2.2: Cooperative Planning of Service Providers. Seek the participation of developers of proposed major developments for cooperative planning of service provisions to future developments.

Policy 2.2.1: Promoting Development Agreements and Concurrency for New Developments. The City shall promote developer agreements that result in assured utility development programs that will support and establish concurrency for new development...

GOAL 3: The City shall seek to reduce its dependence on Upper Floridan aquifer groundwater as its water supply source for new development.

Objective 3.2: Reduction of Current Consumption. Continue to pursue the reduction of current consumption of potable water in the City.

Policy 3.2.2: Replacing Inefficient Landscapes, Plumbing Devices and Appliances. The City will continue to promote programs to replace inefficient landscapes, plumbing devices and appliances.

Policy 3.2.3: Promoting Low Impact Development Techniques. The City will continue to promote and encourage the use of low impact development (LID) techniques.

UTILITIES ELEMENT - SANITARY SEWER SUB-ELEMENT (2011)

GOAL 1: The City will provide wastewater treatment facilities designed to protect public health and the environment, will cause those facilities to be available concurrent with development and will construct and operate those facilities in an efficient manner.

Objective 1.2: Wastewater Facilities Concurrency. Ensure that all wastewater facilities required to support proposed development are available concurrent with such development.

Policy 1.2.1: Developers Purchasing Required Wastewater Capacity. The City will require developers to purchase required wastewater capacity prior to obtaining a development permit.

Policy 1.2.2: New Development and Wastewater Collection Facilities. The City will require each new development to construct wastewater collection facilities and lift stations as needed to connect to the existing system.

Policy 1.2.3: New Development and Irrigation Distribution Systems. The City will require each new development or substantial redevelopment project to construct an irrigation water distribution system and whenever feasible to connect to the City's existing reclaim water supply system...

GOAL 2: The City shall plan for the expansion or increase in capacity of the wastewater system to meet future needs.

Objective 2.1: Increasing Wastewater Facilities Capacity. Plan for the expansion or increase in capacity of the wastewater system to meet future needs.

Policy 2.1.1: Coordination with Volusia County. The City will continue its efforts to coordinate with Volusia County to utilize available capacity in the County's south plant to serve customers within the City's service area.

Policy 2.1.3: Expansion of the Wastewater System Priorities. Priority of the expansion of the wastewater system shall be:

- to existing areas which present an immediate threat to public health or safety;
- to in-fill development in areas of current service availability;
- areas providing a logical extension of existing facilities and service; and
- to promote the production and distribution of reclaimed water as an alternative to Upper Floridian aquifer water being utilized for uses not requiring potable water as irrigation.

GOAL 3: The City will continue to optimize the use of reclaimed water and to operate its reclaimed water system efficiently in order to maximize effective use of reclaimed water to reduce demands on groundwater resources and to provide an alternative to using potable water for purposes not requiring potable water, such as irrigation.

Objective 3.1: Reclaimed Water Disposal. Maximize reclaimed water disposal capacity, make use of available augmentation sources when feasible and encourage careful use of reclaimed water by its customers.

Policy 3.1.1: Expansion of the Reclaimed Water System Priorities. Priority of the expansion of the reclaimed water system shall be:

- to new development in areas recently annexed by the City; then
- to existing, non-connected residences and businesses in areas of current service availability; then
- to in-fill development in areas of current service availability; then
- to areas providing a logical extension of existing facilities and service.

Policy 3.1.4: New Development and Substantial Redevelopment Requirement for Reclaimed Water Distribution Systems. The City will require new development and substantial redevelopment projects to install reclaimed water distribution systems and whenever feasible to connect to the City's irrigation water supply system...

Objective 3.2: Innovative Alternative Irrigation Water Supply Systems. Promote and consider proposals for innovative alternative irrigation water supply systems that are consistent with the City's objectives of not using potable water for irrigation and reducing irrigation water quantities in general.

Policy 3.2.1: Promoting Reuse of Stormwater. The City will work with developers to promote reuse of stormwater from stormwater management areas on the developing property as an irrigation water source and supplement to reclaimed water.

UTILITIES ELEMENT - SOLID WASTE SUB-ELEMENT (2011)

GOAL 1: To protect the public health, safety and welfare by ensuring that the collection of solid waste be properly managed, including a means of providing for future growth.

Objective 1.1: Solid Waste and Recycling Services. Continue to provide solid waste and recycling services in an efficient and effective manner.

Policy 1.1.1: Maintaining Services and Future Equipment Needs. Maintain current services and continue to provide for future equipment needs. Keep up with industry's best practices with regard to the collection system routes and resource recovery. Continue the City's capital improvements program to identify needs for solid waste facilities and equipment.

Objective 2.1: Safety Factors. Cooperate with the County to monitor the generation rates and disposal methods of hazardous waste by industrial and commercial establishments and residents within the City to ensure safety factors.

Policy 2.1.1: Disposal of Hazardous Waste Materials. The City shall enforce County, State and Federal regulations regarding disposal of hazardous waste materials.

Objective 2.2: Disposal Methods. Cooperate with the County to monitor the generation rates and disposal methods of hazardous waste by industrial and commercial establishments and residents within the City to ensure environmentally-sound disposal methods are being utilized.

Policy 2.2.1: Disposal of Hazardous Waste Materials. The City shall enforce County, State and Federal regulations regarding disposal of hazardous waste materials.

UTILITIES ELEMENT - STORMWATER SUB-ELEMENT (2011)

GOAL 1: The City will provide a stormwater management system designed to protect the public health and environment, and will construct and operate that system in an efficient manner.

Objective 1.1: Design Storm. Evaluate the existing drainage system to determine future needs through the 25 year frequency, 24 hour duration storm event and implement improvements to the stormwater management system based on the design storm data.

Policy 1.1.2: New Development and LOS Standards. The City will require proposed new developments to provide evidence to show that LOS ratings in stormwater conveyances serving the new development will not be degraded to an LOS lower than currently exists as a result of the new development's construction and stormwater runoff contribution.

Policy 1.1.3: Meeting Stormwater Management Requirements and Development Permits. The City will rigorously enforce its subdivision regulations and stormwater management ordinances, and will require all new development to show that all applicable State and Federal stormwater management requirements have been met prior to issuing a development permit.

Objective 1.2: Concurrency. Ensure that all new developments include adequate stormwater management facilities to limit post-development runoff to pre-development rates and quantities for the 25 year, 24 hour design storm, and that such facilities are available concurrent with the development.

Policy 1.2.1: Submitting Plans and Specifications for Stormwater Management. The City will require developers to submit plans and specifications for stormwater management facilities to the City's engineer for review and approval prior to obtaining a development permit.

Policy 1.2.2: Protection of Upstream and Downstream Property Owners. The City will require each new development to construct the stormwater management facilities required to provide adequate protection of upstream and downstream property owners.

GOAL 2: The City shall plan for the orderly expansion or increase in capacity of the stormwater management system to meet future needs.

Objective 2.1: Intergovernmental Coordination. Coordinate with other jurisdictions to avoid duplication of stormwater management facility construction and operating costs by cooperative planning for service provision to future development.

Policy 2.1.2: Stormwater Management System Improvement Priorities. Priority of improvements to the stormwater management system shall be:

- to protect public health and safety, or eliminate serious pollution problems;

- to enable full use of the existing system, by proper maintenance practices to maximize system capacity; and
- to provide a logical expansion of the stormwater management system within the City.

GOAL 3: The City shall plan for alternative uses of stormwater runoff.

Objective 3.1: Reuse of Stored Stormwater Runoff. Promote and consider proposals for reuse of stored stormwater runoff as a supplementary water supply for non-potable uses.

Policy 3.1.1: Promoting Reuse of Stormwater and Working with Developers. The City will work with developers to promote reuse of stormwater from stormwater management areas on developing properties as an irrigation water source and supplement to reclaimed water.

Policy 3.1.2: Promoting Reuse of Stormwater and Working with Existing Developments. The City will work with existing developments to promote reuse of stormwater from stormwater management areas as an irrigation water source and supplement to reclaimed water.

COASTAL MANAGEMENT ELEMENT (2011)

GOAL 3: WATER QUALITY. To protect, enhance and improve the quality of the estuarine environment.

Objective 3.1: Estuarine Quality. Coordinate and maintain records of estuarine water quality sampling through the Volusia County monitoring program to measure changes in water quality.

Policy 3.1.10: Construction of Future Stormwater Systems. The construction of future stormwater management systems and the redesign of existing systems shall consider the timing of discharge of fresh water to the estuary, the hydroperiod of the wetlands, as well as the potential loadings. Storm water systems should be designed to gradually release water via sheet flow through natural or constructed wetlands.

GOAL 4: COASTAL HAZARDS. Lessen the impact of a destructive storm on human life, property, public facilities and natural resources. The City shall also restrict public expenditure in areas subject to destruction by natural disaster.

Objective 4.1: Evacuation of Population. Maintain the clearance time for the evacuation of the population in six (6) hours based on a level-of-service standard "D", as defined in the Transportation Element, during the time of hurricane in any category storm.

Policy 4.1.1: Land Use Plan Amendments and Increasing Clearance Times. Land use plan amendments shall not increase the clearance time for evacuation of the population above six (6) hours...

Policy 4.1.2: Assessing Impact of New Development and Clearance Times. The City shall assess the impact of all new development on the hurricane evacuation network to ensure it will not increase clearance time for evacuation of the population above six (6) hours.

Policy 4.1.3: Adequate Roadway Capacity and Evacuation of Residents. The City shall coordinate with the County and FDOT to ensure adequate roadway capacity to facilitate the evacuation of residents.

Policy 4.1.4: Minimizing Impact of Flooding and Storm Surge and Evacuation Routes. Future development and roadway improvements shall be designed to minimize the impact of flooding and storm damage on evacuation route facilities.

Policy 4.1.5: Design of Evacuation Routes. Evacuation routes shall be designated in such a way as to distribute traffic demand to provide optimum utilization of available roadway facilities.

Objective 4.3: Mitigation of Property Damage. Ensure that development in the coastal high hazard area and hurricane vulnerability zone minimizes danger to life and property.

Policy 4.3.2: Public Facilities in the Coastal High Hazard Area and Building Requirements. If constructed or redeveloped, all public facilities in the coastal high hazard area shall be required to meet strict building code regulations for hurricane wind design and flood control to ensure minimum damages during storm events.

Objective 4.5: Coastal High Hazard Area. Limit development in the Coastal High Hazard Area and direct population concentrations away from this area.

Policy 4.5.2: New Public facilities and Coastal High Hazard Areas. No new public facilities shall be located in the Coastal High Hazard Areas other than those necessary to support the levels of service identified in the Capital Improvement Element and for overriding health and safety reasons.

Policy 4.5.3: Identifying Redevelopment Areas in the Coastal High Hazard Area. By December 2014, the City shall identify areas in the Coastal High Hazard Area needing redevelopment, including eliminating unsafe conditions and inappropriate uses as opportunities arise.

GOAL 5: PUBLIC ACCESS. Provide, maintain and improve public access to the sovereign lands of the coastal management areas through the provisions of coastal access facilities, fishing piers, boat ramps and marinas.

Objective 5.1: Public Shoreline Access Facilities. Provide and maintain physical public access to the shoreline of the Indian River, consistent with the City's population.

Policy 5.1.1: Physical Public Access Facilities. Wherever feasible, the City shall ensure that all physical public access facilities to the shoreline shall be accessible by a public road with adequate public parking.

Policy 5.1.2: New Pedestrian Access. The priority for new pedestrian access shall be pedestrian walkovers or other alternatives that do not cause environmental degradation.

Policy 5.1.4: Rehabilitation and Redevelopment of Public Access Facilities. The City shall pursue rehabilitation or redevelopment of any public access facilities that indicate deterioration or negative impacts to natural resources.

Objective 5.5: Scenic Routes. Establish scenic routes and roadways consistent with the County's Scenic Roadway Element, to preserve the natural beauty and vistas of the Coastal Planning Area.

Policy 5.5.1: Riverside Drive Scenic Roadway. Riverside Drive shall remain designated as a scenic roadway because of its significant aesthetic value.

GOAL 6: PUBLIC SERVICES AND FACILITIES. Public services and facilities in the Coastal Planning Area shall be adequate and available to serve both current and future residents.

Objective 6.1: Infrastructure Coordination. Ensure through the Land Development Code that the provisions of roads, potable water, sanitary sewer, drainage, solid waste and recreation facilities and services required to maintain the adopted level-of-service standards throughout the Coastal Planning Area shall be consistent and phased with the level of development proposed in the Future Land Use Element.

Policy 6.1.1: Development or Redevelopment within the Coastal Areas. Development or redevelopment within the coastal areas shall have public services and facilities available concurrent with the impacts of development.

Objective 6.5: Stormwater Management. Will implement its Stormwater Master Plan and coordinate stormwater management systems with Volusia County to prevent degradation of coastal resources.

Policy 6.5.1: Untreated Direct Discharge of Stormwater Runoff. For new development, the City shall prohibit the untreated direct discharge of stormwater runoff into Class II Waters.

Policy 6.5.2: Discharge from Stormwater Facilities and Water Quality Standards. Discharge from stormwater facilities shall not result in violation of adopted water quality standards.

Policy 6.5.3: Design of Stormwater Management Systems. Stormwater management systems shall be designed to remove oil and suspended solids prior to discharge.

Objective 6.6: Public Buildings. Ensure through capital improvement planning and site selection that public buildings meet the needs of population growth and are located, if possible, outside of areas susceptible to damage from storms or flooding.

Policy 6.6.1: Identifying Future School Sites in the Coastal Planning Area. Cooperate with the Volusia County School Board in identifying future sites for school facilities within the Coastal Planning Area.

Policy 6.6.2: Locating Future School Facilities. Locate future school facilities outside of areas susceptible to hurricane storm damage or areas prone to flooding.

Policy 6.6.3: Design of Future School Facilities. Future school facilities should be designed to be utilized as emergency and evacuation shelters...

Policy 6.6.4: Law Enforcement and Law Enforcement Facilities. Provide for fire and law enforcement facilities commensurate with population growth and development in the Coastal Planning Area.

Objective 7.2: Land Use. Utilize Volusia County's Coastal Management Element land use plan as a guide in deciding issues of land use and zoning, the extension and provision of urban services, annexation, and the general location of environmental systems corridors in the Coastal Management Area.

Policy 7.2.1: Impacts on Coastal Resources in Adjacent Local Governments. Applications for land use amendments, zoning, and development shall consider the impacts on coastal resources in adjacent local governments.

Policy 7.2.2: Extension and Provision of Urban Services and Facilities. The extension and provision of urban services and facilities and the identification of future annexation areas shall be accomplished through the adoption of inter-local agreements or any other sufficient means as prescribed by law.

Policy 7.2.3: Maintaining and Updating Land Use Information by Watershed. The City shall cooperate with the County in maintaining and updating land use information by watershed.

CONSERVATION ELEMENT (2011)

GOAL 1: To conserve, protect, enhance and responsibly manage the environmental resources of the City, in order to maintain or improve their ecological, economic, aesthetic and recreational values.

Objective 1.1: Water Resources. Conserve, appropriately use and protect the quality and quantity of the City's surface and groundwater resources.

Policy 1.1.8: Promoting Low Impact Development Techniques. The City shall promote the use of LID techniques which mimic a site's pre-development and hydrologic condition...

Policy 1.1.9: Promoting Green Building Techniques. The City shall promote "green building" techniques that reduce and ultimately eliminate the impacts of buildings on the environment and human health, take advantage of renewable resources, and reduce rainwater run-off to protect minerals, soils and vegetation.

Objective 1.2: Indian River/Mosquito Lagoon. The City shall not degrade the environmental quality of the Indian River/Mosquito Lagoon estuary

Policy 1.2.1: Enforcing Stormwater Management and Shoreline Protection Ordinances. The City shall continue to enforce its existing stormwater management and shoreline protection ordinances.

Policy 1.2.2: Reducing Excess Runoff and Potential Pollutants. The City shall continue to implement the public education program on the use of proper fertilization, pesticide and herbicide application to landscaping (especially for shoreline property owners) to reduce excess runoff of these potential pollutants.

Objective 1.5: Air Quality. Maintain and enhance air quality.

Policy 1.5.1: New Commercial and Mixed-use Development and Bicycle Storage Facilities. By December 2014, the City shall determine whether or not to amend the Land Development Code to require new commercial and mixed-use development to install bicycle storage facilities.

Policy 1.5.2: Enforcing the Tree Protection Ordinance. The City shall continue to enforce its tree protection ordinance to maintain natural vegetative filters for air pollution.

Policy 1.5.4: Automobile Emission Pollution. The City shall continue to reduce the potential for automobile emission pollution by:

Requiring vegetative buffer strips, walls and/or berms between roadways and new developments;

Establishing additional bikepaths/walkways so as to promote the reduction in use of automobiles; and

Promote planned unit development or mixed use type of land use, where feasible.

Objective 1.7: Hazardous Waste Management. Will continue to reduce its levels of hazardous wastes in accordance with the provisions stipulated by the State's Solid Waste Management Act and will coordinate these activities on a City, County and region wide basis.

Policy 1.7.1: Treatment and Disposal of Hazardous Wastes. The City will continue to coordinate with the Volusia County Department of Solid Waste and the Volusia County Pollution Prevention Program concerning the proper storage, recycling, collection and disposal of hazardous wastes.

Objective 1.8: Inventory of Natural Resources. Inventory, and classify, natural resources (including sinkholes, wetlands and floodplains) as properties are annexed to the City.

Policy 1.8.1: Natural and Man-made Retention Ponds. The City will identify natural and man-made retention ponds for possible use as urban ecological nature preserves, passive parks or open spaces.

RECREATION AND OPEN SPACE ELEMENT (2011)

GOAL 1: Provide sufficient recreational parks, facilities and open space areas to meet the needs of the community and its visitors that satisfies the health, safety and welfare of all. This includes all groups such as handicapped, elderly and pre-school age children.

Objective 1.2: Population Needs. Provide a system of parks and recreation facilities meeting the needs of the population by 2030.

Policy 1.2.1: Preserving and Maintaining Existing Park and Recreation Facilities. Preserve and maintain existing parks and recreation facilities through the use of adequate operating budgets and proper management techniques.

Policy 1.2.2: Meeting the Adopted Level of Service Standard. The City will meet the adopted LOS standard for recreational facilities of 5 acres of parks per 1,000 residents.

Objective 1.4: Multi-modal Facilities. Ensure all public recreation facilities shall have operational automobile, bicycle and pedestrian access facilities.

Policy 1.4.1: Evaluating Needed Parking Spaces and Bicycle Racks. By December 2014, the City shall evaluate the amount of parking spaces needed at parks, where feasible, and bicycle racks needed at all recreational sites to determine the number of facilities needed to support the existing needs and future (2030) population...

Policy 1.4.2: Design of New Public Parks and Facilities. New public parks and facilities shall be designed and constructed with access-ways which are compatible with the character and quality of natural resources found on site.

Policy 1.4.3: Maintaining and Updating the Bicycle/Pedestrian Master Plan. The City shall continue to maintain and update the City's Bicycle/Pedestrian Master Plan for the entire City. At a minimum, this Plan shall identify the existing and proposed pedestrian and bicycle resources in the City. The City shall coordinate with the City of New Smyrna Beach, the City of Oak Hill and Volusia County to identify potential trailheads and destinations and provide a prioritized list of future improvements.

Objective 1.5: Facility Accessibility. Ensure all new public parks and recreational facilities shall be developed to provide full accessibility to the handicapped, elderly and youth.

Policy 1.5.1: Handicap Parking Spaces and New Parks and Recreational Facilities. The City shall provide handicapped parking spaces pursuant to the requirements provided in the Land Development Code and barrier-free access to all new public parks and recreation facilities that will contain parking.

Policy 1.5.2: Design of Public Recreation Facilities. All public recreation facilities shall be designed as barrier-free as possible to accommodate accessibility by the elderly and handicapped.

Policy 1.5.3: Rights-of-way or Easements and Access to Parks. The City shall acquire and develop rights-of-way or easements for access to parks and facilities which are determined to be needed.

Policy 1.5.4: Design of Pedestrian Access Ways. Pedestrian access ways, to the maximum extent possible, shall be designed to accommodate people with disabilities.

Objective 1.7: New Facility Safety. Ensure new public parks and recreational facilities shall be developed to include safety provisions to reduce the risk of injury by accident.

Policy 1.7.1: Installation of Lighting, Rails, Fences and Information Signage. Lighting, rails, fences and information signage shall be installed at all new public parks and recreation facilities as needed.

Policy 1.7.2: Design of New Public Parks and Recreation Facilities. All new parks and recreation facilities shall be designed so that children's play areas are at least 100 ft. from vehicular access points or are separated by a fence.

Objective 1.8: Intergovernmental and Private Organizations Coordination. Coordinate and improve efforts with all levels of government, public agencies and the private sector to provide recreational opportunities.

Policy 1.8.2: Providing Parks. By December 2014, the City shall amend its Land Development Code to require all new residential subdivisions to provide parks based on the recommended guidelines...for each park and the projected population and size of the proposed development.

Policy 1.8.3: Maintaining Interlocal Relationships and Agreements. Maintain existing relationships and interlocal agreements between the City of Edgewater Leisure Services, Volusia County School Board, Volusia County Recreation Department, and the New Smyrna Beach Recreation Department.

Policy 1.8.4: Public Input on Parks and Recreation Issues. Continue to utilize public input on parks and recreation issues and help coordinate public and private efforts to provide recreational opportunities through the City of Edgewater Parks and Recreation Advisory Board.

Policy 1.8.6: Incentives for Developers Providing Recreational Facilities. The City shall research and provide incentives for developers to provide recreation facilities for their projects such as in-lieu-of fees, and direct site transfers where applicable.

Objective 1.9: Maintaining Open Space. Maintain a sufficient amount of open space to provide a harmonious balance between the requirements of continuing urbanization and spatial needs of an increasing population as identified in this Element through the year 2030.

Policy 1.9.1: Maintaining Land Development Regulations and Recreational Facilities. Consistent with the time frames delineated by Chapter 163, Florida Statutes, the City shall continue to provide Land Development Regulations that provide specific open space standards and definitions, and address parameters of tree protection, landscape and signage in relationship to utilization of such open space.

Policy 1.9.3: Encouraging Planned Unit Development Type Projects. The City shall encourage the use of Planned Unit Development type projects to promote the use of open space as buffers between various land uses.

Policy 1.9.4: Funding Programs. The City staff will continually investigate and utilize State and Federal funding programs to enhance and expand recreation and open space facilities.

Policy 1.9.5: Open Space and Neighborhood and Vest Pocket/Tot Lot Parks. The City shall utilize the concept and use of open space as part of the satellite system of neighborhood and vest pocket/tot lot parks, i.e. an improved and equipped play area for small children.

Objective 1.10: Access Management Plan. Adopt an access management plan to provide policy, plans and regulations regarding the existing, proposed public access points, docks and boat slips along the Indian River by December 2014.

Policy 1.10.1: Access Management Plan Requirements. The access management plan shall include, at minimum:

- guidelines for vehicular on-site circulation systems, docking slips, fishing piers and boat ramps;
- incentives for developers that donate land along the Indian River to enhance the public access;
- strategies for the City to acquire various grants for purchasing land along the Indian River;
- the existing and proposed locations of public access points; and
- strategies to promote and educate the public regarding the existing and proposed public access points.

INTERGOVERNMENTAL COORDINATION ELEMENT (2011)

GOAL 1: Promote coordination and cooperation between The City of Edgewater and those agencies and parties which have an interest in the future and growth of the area through increased awareness of the plans, interests and concerns of all parties.

Objective 1.1: Volusia County and Volusia County School Board Coordination. Shall continue to coordinate with Volusia County and the Volusia County School Board on matters involving planning for services, facilities, adjacent land uses and the area's natural resources.

Policy 1.1.1: Planning for Adjacent Areas. The City will continue efforts to enter into an interlocal agreement with Volusia County within 12 months of the effective date of this amendment regarding the planning for areas adjacent to and surrounding the City of Edgewater, including a future joint planning area, future annexation boundaries, urban service boundaries and a matrix of compatible County and City land uses.

Policy 1.1.2: Coordination with Volusia County and Impacts of Development. The City will coordinate with Volusia County and the Volusia Growth Management Commission regarding the impacts of development in Edgewater on adjacent local governments.

Policy 1.1.3: Level of Service Issues and Capital Improvement Needs. Provide for on-going coordination with Volusia County, the Volusia County TPO and FDOT relative to level of service issues and capital improvement needs for areas within and adjacent to Edgewater.

Policy 1.1.4: Locating Future School Sites. The City shall coordinate with the Volusia County School Board in locating future school sites during the development process. This coordination will be achieved through the policies regarding school siting criteria found in the Future Land Use Element.

Policy 1.1.6: Collocating Community Facilities. The City shall coordinate with the Volusia County School Board when locating new schools in an attempt to collocate community facilities such as parks, libraries and community centers.

Policy 1.1.8: Defining Recharge Areas. The City will actively support and join County and State efforts to define recharge areas and to control the type and intensity of development in these areas so that the City's groundwater resources are protected.

Objective 1.3: Proposed Development Impacts. Continue to coordinate with Volusia County and FDOT in reviewing the impacts of proposed developments.

Policy 1.3.1: Drainage System Coordination. Provide for on-going coordination with Volusia County and the Volusia County Growth Management Commission during the development review process to reduce potential negative impacts in areas of the County that may affect the City's drainage system.

Policy 1.3.2: Impacts of Development on the LOS and FDOT Roadways. On an annual basis, the City shall evaluate the extent of coordination efforts with FDOT and Volusia County regarding the impacts of development on the LOS of County and FDOT roadways.

Policy 1.3.3: Controlling Access Points and Connections. The City shall coordinate with FDOT to control the connections and access points along all segments of U.S. 1 per their respective access classifications...

Objective 1.4: Intergovernmental Coordination. Work closely with the City of New Smyrna Beach and other governmental agencies to identify areas of common interest and to establish coordination between their plans for the provision of services and those of the City.

Policy 1.4.1: Providing Information on Growth and Development Activities. The City shall continue to provide information on growth and development activities inside the City which may have implications on the facilities and operations of the government entities involved.

Policy 1.4.2: Providing Land Use Data to the City of New Smyrna Beach. On a continuing basis, the City shall provide to the City of New Smyrna Beach and/or the City of Oak Hill copies of all development applications requiring City Council approval that involve property adjacent to New Smyrna Beach and/or Oak Hill in order to obtain comments.

Policy 1.4.3: Requesting Local Governments to Review Concurrency and Land Use Issues. The City shall request that adjacent local governments provide the same coordination established in Policies 1.4.1 and 1.4.2 to review concurrency and land use issues with existing comprehensive plans.

Objective 1.5: SJRWMD's Water Supply Facility Work Plan. Work closely with the SJRWMD to update Water Supply Facility Work Plans and Comprehensive Plan amendments as required.

Policy 1.5.1: Coordination with SJRWMD's and Volusia County and Future Water Supply Needs. The SJRWMD District Water Supply Plan (DWSP) addresses the current and future water use, alternative water source projects, and other related issues in order to meet the future water supply needs...

Policy 1.5.2: Maintaining the City's Water Supply Facilities Work Plan. The City will maintain a Water Supply Facilities Work Plan (WSFWP) for a planning period of not less than ten years. The WSFWP addresses issues that pertain to water supply facilities and requirements needed to serve current and future development within the City's water service area...

Policy 1.5.4: Participating in the Development of SJRWMD's District Water Supply Plan. The City will participate in the development of updates to SJRWMD's DWSP and other water supply development-related initiatives facilitated by SJRWMD that affect the City.

Policy 1.5.5: Developing Alternative Water Sources. The City will continue its involvement in County-wide water conservation coordination and evaluating and participating in developing alternative water sources pursuant to guidance of the SJRWMD's DWSP.

Objective 1.9: School Board Collaborative Planning. Coordinate with the Volusia County School Board for collaborative planning purposes, including public school concurrency procedures.

Policy 1.9.1: School Board Interlocal Agreement. Review annually the interlocal agreement with the School District of Volusia County to ensure inclusion of:

- coordination of public school facilities element;
- review of population projection figures;
- corroboration on public school facilities siting, infrastructure and safety needs of schools;
- adoption of level of service standards;
- review and comment of the public school capital facilities program;
- definition of the geographic application of school concurrency;
- the use of schools by the public, including use as emergency shelters; and
- for outlining public school concurrency requirements for future development.

Objective 1.10: Population Projections. Coordinate population projections with Volusia County, Volusia County School Board, Volusia County Transportation Planning Organization, and other units of local government providing public facilities and services but not having regulatory authority over the use of land.

Policy 1.10.1: School Board Coordination and Population Projections. The City shall meet annually or as needed with the Volusia County School Board to discuss population projections used in the City's Comprehensive Plan in order to allow the School Board to consider City growth and development projections and the City to consider School Board enrollment projections...

Policy 1.10.2: Volusia County TPO Coordination and Population Projections. The City shall meet annually or as needed with the Volusia County Transportation Planning Organization to discuss population projections and consider expected growth shown in the City's Comprehensive Plan.

CAPITAL IMPROVEMENTS ELEMENT (2011)

GOAL 1: The City shall undertake necessary action to economically and efficiently provide needed public facilities and services to all residents within its jurisdiction in a manner which protects investments in existing facilities, maximizes the use of existing facilities and promotes orderly compact urban growth.

Objective 1.1: Capital Improvements Provision. Will be provided to correct existing deficiencies, to accommodate anticipated future growth and to replace outdated and obsolete facilities...

Policy 1.1.1: Criteria for Capital Improvement Projects. The City shall include all projects identified in the other Elements of this Comprehensive Plan determined to be of relatively large scale in cost (\$25,000 or greater) as Capital Improvement Projects and are included within the Schedule of Improvements portion of this Element.

Policy 1.1.3: Prioritizing, Scheduling, and Funding Capital Improvements. The City shall, as a matter of priority, schedule and fund all capital improvement projects in the City's annual Capital Improvement Program which are designed to correct existing deficiencies as listed in the various other Elements of this Plan.

Policy 1.1.6: Evaluation and ranking of Capital Improvement Projects. Proposed City Capital Improvement Projects shall be evaluated and ranked in order of priority...

Objective 1.2: Proportionate Cost of Future Development. Ensure future development will bear a proportionate cost of facility improvements necessitated by the development in order to maintain the adopted LOS standards.

Policy 1.2.1: Collecting Impact Fees. The City will continue to collect impact fees from development projects to pay for the provision of water, sewer and recreation facilities required by those projects.

Policy 1.2.2: Considering other Impact Fees. The City shall consider the use of other impact fees, such as for public safety services.

Policy 1.2.3: New Development and Donating Fair Share of Rights-of-ways. All new development shall be required to donate or reserve their fair share of right-of-way adjacent to major roadways prior to the issuance of a final development order.

Policy 1.3.2: Annually Adopting the Capital Improvement Program. The City shall continue to adopt a Capital Improvement Program and an operating budget on a yearly basis as part of this budgeting process.

Policy 1.3.3: Financing the Provision of Capital Improvements. The City shall continue to apply for and secure grants or private funds whenever available to finance the provision of capital improvements and other City improvement projects.

Policy 1.3.5: Allocating the Costs of New Public Facilities. The City shall allocate the costs of new public facilities on the basis of the benefits received by the existing and future residents.

GOAL 2: Maintain a Concurrency Management System to ensure public facilities and services to support development are available concurrent with the impact of development.

Objective 2.1: Concurrency Management System. Will continue to utilize a Concurrency Management System so that decisions regarding the issuance of development orders and permits will be based upon coordination of the

development requirements included in this Plan, the Land Development Regulations, and the availability of necessary facilities to support such development.

Policy 2.1.2: Ensuring Adequate Water Supplies and Facilities and Concurrency. Prior to approval of a building permit or its functional equivalent, the City shall determine that there will be adequate water supplies and facilities available no later than the date at which the City anticipates issuing a certificate of occupancy to serve the new development. All development is subject to the City's Concurrency Management system.

Policy 2.1.3: Tracking Water Demands and Outstanding Commitments. The City shall track current water demand and outstanding commitments in order to determine the availability of an adequate water supply for proposed developments.

Policy 2.1.5: Evaluation Guidelines for New Development or Redevelopment. Proposed Plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines as to whether the proposed action would:

- be consistent with the Utilities Element and the Coastal Management Element and not contribute to a condition of public hazard.
- be consistent with the Transportation Element; Utilities Element and Recreation and Open Space Element and not intensify any existing public facility capacity deficits not envisioned within this Plan.
- generate public facility demands that may be accomplished by planned capacity increases.
- conform to future land uses as shown on the FLUM of the FLUE.
- accommodate public facility demands based upon LOS standards by provision of facilities by the developer or by the City consistent with this Element.
- be consistent with the County, State and Regional agencies and water management district's facilities plans.

PUBLIC SCHOOL FACILITIES ELEMENT (2011)

GOAL 1: Collaborate and coordinate with the School Board of Volusia County to provide and maintain a public education system which meets the needs of Volusia County's current and future population.

Objective 1.1: Coordination and Consistency. The City shall implement and maintain mechanisms designed to coordinate with the School Board to provide consistency between local government comprehensive plans and public school facilities and programs.

Policy 1.1.1: Growth and Development Trends, General Population and Student Projections Coordination. Pursuant to the procedures and requirements of the adopted interlocal agreement, the City shall coordinate with the School Board on growth and development trends, general population and student projections to ensure that the plans of the School Board and City are based on consistent data.

Objective 1.2: School Facility Siting and Availability. The City shall coordinate with the School Board on the planning and siting of new public schools and ancillary facilities to ensure school facilities are coordinated with necessary services and infrastructure and are compatible and consistent with the comprehensive plan.

Policy 1.2.2: Future School Sites and Ancillary Facilities. Coordination of the location, acquisition, phasing and development of future school sites and ancillary facilities shall be accomplished through the procedures adopted in the interlocal agreement.

Policy 1.2.3: Onsite and Off-site Improvements. The City and School Board will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation, expansion or closure of an existing school. If deemed necessary, the parties may enter into a written agreement as to the timing, location and party or parties responsible for constructing, operating and maintaining the required improvements.

Policy 1.2.4: Land Bank Sites. The City shall encourage the School Board to land bank sites for future use as school facilities. The City shall coordinate with the School Board on the acquisition and use of land banked sites in the same manner as established for other sites in order to ensure adequate infrastructure is planned and constructed in advance of school construction.

Policy 1.2.5: Incompatible Land Uses. The City shall protect schools and land banked school sites from the adverse impact of incompatible land uses by providing the School District with the opportunity to participate in the review process for all proposed development adjacent to schools.

Policy 1.2.6: Capital Improvements Plans and Programs. In developing capital improvements plans and programs for public services, the City shall consider required infrastructure to service existing and proposed schools and any land banked school sites.

Objective 1.3 Enhance Community Design. The City shall enhance community and neighborhood design through effective school facility design and siting standards and encourage the siting of school facilities in order to serve as community focal points and are compatible with surrounding land uses.

Policy 1.3.1: Expansion and Rehabilitation of Existing Schools. The City shall coordinate with the School Board on opportunities for the expansion and rehabilitation of existing schools so as to support neighborhoods and redevelopment.

Policy 1.3.2: Collaboration on the Siting of Public Facilities. The City shall collaborate with the School Board on the siting of public facilities such as parks, libraries and community centers near existing or planned public schools, to the extent feasible.

Policy 1.3.3: Co-location and Sharing of Public Facilities. The City shall look for opportunities to co-locate and share the use of public facilities when preparing updates to the Comprehensive Plan's Schedule of Capital Improvements and when planning and designing new or renovating existing community facilities. Co-located facilities shall be governed by a written agreement between the School Board and the City specifying operating procedures and maintenance and operating responsibilities.

Policy 1.3.4: Reducing Hazardous Walking Conditions. The City shall reduce hazardous walking conditions consistent with Florida's safe ways to school program. In conjunction with the School Board, the City shall implement the following strategies:

1. New developments adjacent to schools shall be required to provide a right-of-way and direct safe access path for pedestrian travel to existing and planned schools and shall connect to the neighborhood's pedestrian network.
2. New development and redevelopment within two miles of a school shall be required to provide sidewalks within or adjacent to the property for the corridor that directly serves the school or qualifies as an acceptable designated walk or bicycle route to the school.
3. In order to ensure continuous pedestrian access to public schools, the City shall consider infill sidewalk

and bicycle projects connecting networks serving schools as part of the annual capital budget process. Priority shall be given to hazardous walking conditions pursuant to Section 1006.23, Florida Statutes.

4. The City shall coordinate with the Metropolitan Planning Organization to maximize the funding from the Florida Department of Transportation and other sources that may be devoted to improving pedestrian networks serving schools.

Policy 1.3.5: Coordination with Volusia County Emergency Services. The City and School Board shall coordinate with Volusia County Emergency Services on efforts to build new school facilities, and facility rehabilitation and expansion, to be designed to serve as and provide emergency shelters as required by Section 1013.372, Florida Statutes.

Objective 1.4: Coordinate Comprehensive Plan Amendments and Development Orders with School Capacity. Manage the timing of new development to coordinate with adequate school capacity as determined by the Volusia County School District.

Policy 1.4.1: Availability of Adequate School Capacity. The City shall take into consideration the School Board comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments and other land use decisions including but not limited to developments of regional impact...

Policy 1.4.3: Approving Proposed Land Uses. Where capacity will not be available to serve students from the property seeking a land use change or other land use determination that increases residential density, the City shall not approve the proposed land use change until such time as the School Board can find that adequate public schools can be timely planned and constructed to serve the student population or that the applicant has provided adequate mitigation to offset the inadequacies in anticipated school capacity.

GOAL 2: IMPLEMENT PUBLIC SCHOOL CONCURRENCY. The City shall assure the future availability of public school facilities to serve new development consistent with the adopted level of service standards...

Objective 2.1: Level of Service Standards. The City through coordinated planning with the School District and implementation of its concurrency management system shall ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level of service standard within the period covered by the Five-year Schedule of Capital Improvements...

Policy 2.1.6: Amending the Level of Service Standards. If there is a consensus to amend any level of service, the amendment shall be accomplished by execution of an amendment to the interlocal agreement by all parties and the adoption of amendments to each local government's comprehensive plan...

Objective 2.3: Process for School Concurrency Implementation. In coordination with the School Board the City will establish a process for implementation of school concurrency which includes applicability and capacity determination, availability standards and school capacity methods. The City shall manage the timing of residential subdivision approvals and site plans to ensure adequate school capacity is available consistent with the adopted level of service standards for public schools.

Policy 2.3.6: Concurrency Review. The School Board shall conduct a concurrency review that includes findings and recommendations of whether there is adequate capacity to accommodate proposed development for each type of school within the affected concurrency service area consistent with the adopted level of service. The School Board may issue a certificate of school concurrency if sufficient capacity exists for the proposed development or the School Board may set forth conditions required to satisfy the requirements of school concurrency including proportionate share mitigation.

Policy 2.3.8: Meeting Current and Future Demand. If the adopted level of service cannot be met within a particular concurrency service area the School Board may apply one or more of the following techniques to maximize use of available capacity and provide for adequate numbers of student stations to meet current and future demand:

1. Construct new school facilities;
2. Construct additions to current facilities;
3. Adjust program assignments to schools with available capacity;
4. Modify attendance boundaries to assign students to schools with available capacity; or
5. Eliminate variances to overcrowded facilities that are not otherwise restricted by State or Federal requirements.

Objective 2.4: Proportionate Share Mitigation. The City shall provide for mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the School Board's adopted financially feasible work program.

Policy 2.4.1: Proportionate Share Mitigation. In the event that sufficient school capacity is not available in the affected concurrency service area, the developer shall have the option to propose proportionate share mitigation to address the impacts of the proposed development.

Policy 2.4.4: Applicant's Total Proportionate Share Obligation. The applicant's total proportionate share obligation shall be based on multiplying the number of needed student stations generated from the proposed project times the School Board's current cost per student station plus land cost for each type of school. The applicant's proportionate share mitigation obligation shall be credited toward any impact fee or exaction fee imposed by local ordinance for the same need on a dollar for dollar basis.

Objective 2.5: Capital Facilities Planning. The City shall ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standards for schools.

Policy 2.5.1: Locating School Sites. In accordance with the adopted interlocal agreement the City shall collaborate with the School Board in locating required school sites as identified in the School Board's five, ten and twenty year capital facilities plan.

Policy 2.5.2: Future Development and Proportionate Share of Costs. The City shall ensure that future development pays a proportionate share of the costs of capital facilities capacity needed to accommodate new development and to assist in maintaining the adopted level of service standards via impact fees and other legally available and appropriate methods.

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Appendix F: Public Notices

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Appendix G: Ordinances

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Appendix H: Definitions

As used in the Edgewater Community Redevelopment Plan, the following terms shall have the meanings as defined herein unless the context requires otherwise:

- (1) "Agency", "Community Redevelopment Agency" or "CRA" means a public agency created by, or designated pursuant to, Section 163.356 or Section 163.357, Florida Statutes.
- (2) "Public body" means the state or any county, municipality, authority, special district as defined in Section 165.031 (5), Florida Statutes, or other public body of the state, except a school district.
- (3) "Governing body" means the council, commission, or other legislative body charged with governing the county or municipality.
- (4) "Mayor" means the mayor of a municipality or, for a county, the chair of the board of county commissioners or such other officer as may be constituted by law to act as the executive head of such municipality or county.
- (5) "Clerk" means the clerk or other official of the county or municipality who is the custodian of the official records of such county or municipality.
- (6) "Federal Government" includes the United States or any agency or instrumentality, corporate or otherwise, of the United States.
- (7) "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 nonresidential, which 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.
- (8) "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 5 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 paragraphs (a) through (n) are present and all taxing authorities subject to Section 163.387(2)(a), Florida Statutes agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted. For purposes of qualifying for the tax credits authorized in Chapter 220, Florida Statutes “blighted area” means an area as defined in this subsection.

- (9) “Community redevelopment” or “redevelopment” means undertakings, activities, or projects of a county, municipality, or community redevelopment agency in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight, or for the reduction or prevention of crime, or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area or rehabilitation and revitalization of coastal resort and tourist areas that are deteriorating and economically distressed, or rehabilitation or conservation in a community redevelopment area, or any combination or part thereof, in accordance with a community redevelopment plan and may include the preparation of such a plan.
- (10) “Community Redevelopment Area” or “Redevelopment Area” means 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.

- (11) "Community Redevelopment Plan" or "Redevelopment Plan" means a plan, as it exists from time to time, for a community redevelopment area.
- (12) "Related activities" means:
 - (a) Planning work for the preparation of a general neighborhood redevelopment plan or for the preparation or completion of a communitywide plan or program pursuant to Section 163.365, Florida Statutes.
 - (b) The functions related to the acquisition and disposal of real property pursuant to Section 163.370(4), Florida Statutes.
 - (c) The development of affordable housing for residents of the area.
 - (d) The development of community policing innovations.
- (13) "Real property" means all lands, including improvements and fixtures thereon, and property of any nature appurtenant thereto or used in connection therewith and every estate, interest, right, and use, legal or equitable, therein, including but not limited to terms for years and liens by way of judgment, mortgage, or otherwise.
- (14) "Bonds" means any bonds (including refunding bonds), notes, interim certificates, certificates of indebtedness, debentures, or other obligations.
- (15) "Obligee" means and includes any bondholder, agents or trustees for any bondholders, or lessor demising to the county or municipality property used in connection with community redevelopment, or any assignee or assignees of such lessor's interest or any part thereof, and the Federal Government when it is a party to any contract with the county or municipality.
- (16) "Person" means any individual, firm, partnership, corporation, company, association, joint stock association, or body politic and includes any trustee, receiver, assignee, or other person acting in a similar representative capacity.
- (17) "Area of operation" means, for a county, the area within the boundaries of the county, and for a municipality, the area within the corporate limits of the municipality.
- (18) "Housing authority" means a housing authority created by and established pursuant to Chapter 421, Florida Statutes.
- (19) "Board" or "commission" means a board, commission, department, division, office, body or other unit of the county or municipality.
- (20) "Public officer" means any officer who is in charge of any department or branch of the government of the county or municipality relating to health, fire, building regulations, or other activities concerning dwellings in the county or municipality.

- (21) “Debt service millage” means any millage levied pursuant to Section 12, Art. VII of the State Constitution.
- (22) “Increment revenue” means the amount calculated pursuant to Section 163.387(1), Florida Statutes.
- (23) “Community policing innovation” means a policing technique or strategy designed to reduce crime by reducing opportunities for, and increasing the perceived risks of engaging in, criminal activity through visible presence of police in the community, including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, citizen contact patrol, foot patrol, neighborhood storefront police stations, field interrogation, or intensified motorized patrol.
- (24) “Taxing authority” means a public body that levies or is authorized to levy an ad valorem tax on real property located in a community redevelopment area.



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