

CITY OF NEW SMYRNA BEACH
US1 COMMUNITY REDEVELOPMENT AREA ASSESSMENT

2013

Prepared for the

City of New Smyrna Beach, Florida



Consultant Team



ACKNOWLEDGEMENTS

This report was created with the help and guidance of a number of individuals. This section is intended to recognize those who have had an active role in the report's creation and community planning.

CITY OF NEW SMYRNA BEACH

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Executive Summary

The City of New Smyrna Beach has undertaken the initial steps in creating a Community Redevelopment Area (CRA) centered on its primary commercial corridors, and supporting industrial areas and residential neighborhoods. The commercial corridors include US1 (Dixie Highway), Canal Street, and SR 44. Currently, the City and County have enjoyed the benefits of the City's existing CRA which is scheduled to sunset in 2015. During this time, the community has witnessed the benefits of redevelopment through the revitalization and reinvigoration of Canal Street, Flagler Avenue, the downtown area and portions of the community commonly referred to as the Historic WestSide. The City of New Smyrna Beach working in concert with Volusia County has consistently implemented development plans and programs that have led to direct and visible changes in the community. During this time the City has forged relationships with property owners and residents in the CRA as well as critical stakeholders including Volusia County, Team Volusia, Utilities Commission, Bert Fish Medical Center, Southeast Volusia Chamber of Commerce and the Southeast Volusia Advertising Authority. However, there continues to be areas of the City that suffer from blighted conditions. As such the proposed CRA is being proposed that will address blight in an area that includes properties along the US1 corridor, the New Smyrna Beach Municipal Airport, Turnbull Industrial properties, the Historic WestSide, Canal Street, North Causeway, and 180 acres of the Florida East Coast Railway Company (FEC) property collectively referred to as the US1 CRA.

The opportunity exists to meet the challenges identified by the community in planning, building and revitalizing these core areas of the City. Implementing the vision is the challenge and the City is pursuing the necessary means to be able to implement this vision. The City acknowledges the need for an integrated plan that recognizes land use, infrastructure, transportation, environment and jobs creation. Benefits of a CRA are not limited to just those properties within the Community Redevelopment Area but also provide secondary or "trickle-down" benefits to adjacent properties. Capitalizing on the City's success stories and the relationships formed, the City seeks to refocus their efforts and provide the necessary tools to redevelop and enhance areas generally referred to as the US1 Community Redevelopment Area.

The area identified for analysis through the US1 Finding of Necessity Report includes those areas that exhibit conditions consistent with and applicable in meeting the qualifying conditions and definitions of Chapter 163, Part III, Florida Statutes, including but not limited to:

- Defective or inadequate roadway conditions and parking facilities,
- Property valuations
- Faulty Lot Layout
- Unsanitary or Unsafe Conditions
- Deterioration of Site or Other Improvements
- Inadequate/Outdated Building Density Pattern
- Incidence of Crime
- Greater Number of Violations, Including Florida Building Code
- Diversity of Ownership or Defective/Unusual Conditions of Title
- Governmentally Owned Property with Adverse Environmental Conditions
- Inadequate provisions for ventilation, light, air, and open space,
- Existing of Conditions that Endanger Life/Property by Fire/Other Causes

The US1 CRA has been identified and will be designed (as part of the Master Plan) to:

- Clarify community redevelopment priorities,
- Incorporate stakeholder consensus,
- Collaborate between the community, city officials, county officials, our KHA team, appropriate state and federal agencies, and potential implementation partners,
- Be a transparent process that values diversity of opinions and respects overall community vision,
- Among the five key questions that are recommended be included as part of the public planning and visioning exercise are:
 1. What components of the redevelopment area does the community most like?
 2. What areas would benefit from cost-effective improvements?
 3. What are some of the strengths, weaknesses, opportunities, and threats facing the City?
 4. What are the preferred architectural and design elements of each corridor?
 5. Is the community supportive of a comprehensive approach to plan the future development and form of the redevelopment area or is a sub-area approach preferred?

The US1 CRA encompasses approximately 2,170 properties totaling 2,002 acres, or approximately 3.13 square miles (excluding right-of-ways) or approximately 3.8 square miles including right-of-ways). The City of New Smyrna Beach is approximately 38 square miles and the US1 CRA is approximately 8 percent of the total City area. This is an important statistic to consider when reviewing the data and analysis provided in this report. The majority of indicators presented reveal a predominance of incidence within these areas as compared to the City as a whole.

The primary focus of the US1 CRA is the commercial corridors extending throughout the City including US1 (Dixie Highway), Canal Street, SR 44 and Flagler Avenue. An additional focus is the industrial areas primarily centered in and round the New Smyrna Beach Municipal Airport, Turnbull Bay Road as well as those distributed throughout the City. While the primary focus of the US1 CRA centers on US1 (Dixie Highway) and non-residential properties along the corridors, there are areas of supporting residential neighborhoods that are adjacent to these key economic areas of the City that would directly benefit from redevelopment programs.

As a result of discussions with the City and stakeholders, and to provide an identifiable reference to similar situated lands within the US1 CRA, eight (8) sub-districts have been recognized. The proposed US1 CRA is identified on Map 1 US1 CRA Boundary Map and the sub-districts are identified on Map 2 – US 1 CRA Sub-Districts and Table 1 – Sub-district Acreage and Parcel Count. The sub-districts include:

- Airport Industrial
- Canal Street
- Historic West Side



- Medical Center
- North Causeway
- US1 FEC
- US1 North
- Tionia Industrial

The New Smyrna Beach community identified in its previous CRA master plans and its Economic Development Plan, the community values and critical issues; a framework that combines traditional planning principles and land development practices through planning directives aimed at:

- Creating a distinct community image, unique identity, and recognized City character.
- Uniting the community together through the development of a central community core, neighborhood centers, and gathering spaces.
- Establishing land development patterns that integrate the City's commercial core, commercial corridors including US1, neighborhoods, civic areas, and public spaces.
- Uniting the community through an integrated, multi-modal transportation system in concert with the Florida Department of Transportation and Volusia Transportation Planning Organization.
- Meeting the public services and infrastructure capacity needs for today and the future.
- Establishing sustainable land development practices, traditional master planning strategies, and identifiable architectural design standards.



The US1 CRA Plan and the Community's vision established throughout the planning process provide the necessary framework to enable the community to evolve and develop over time to improve its quality of life and enhance its small town character. The City has undertaken numerous efforts towards this end and the US1 CRA Plan will help the City achieve its vision and provide the framework for change in the community. Building off of previous City successes, a goal of this CRA is to activate the streets through attractive, viable uses that draw residents and visitors out of the car and off the main thoroughfare, stabilize neighborhoods through public infrastructure, improved housing and buildings, provide employment opportunities through primary and secondary jobs creation, and encourage redevelopment and reinvestment in the community by the private sector.

In 2010 the County Council approved three resolutions regarding CRAs. The City of New Smyrna Beach has committed to working with the County in compliance with those resolutions, which include:

- Limiting the contribution by the County to a millage rate that does not exceed the millage rate used by the City to calculate its tax increment contribution;
- Restricting the use of County contributions to a specific project or projects, or expenditures as defined in the plan; and
- Working to determine available incentives for specific goals such as job generation and other economic development achievements.

The City Commission conducted an informational workshop in 2012 to understand and identify successes from the City's existing CRA, its sunset in 2015, and challenges to build off the current CRA to continue the vision. The City Commission also analyzed known issues within the community that furthered the need to identify those areas with a preponderance of slum and blight conditions, that had increased challenges to successful development/redevelopment, and that contributed to a continued decline in the community. At that time, City staff had preliminarily discussed vacancy rates along US1, traffic related issues, code enforcement activities, declining property values, crime rates and lack of public infrastructure including stormwater facilities and sidewalks. While the City has striven to improve conditions within targeted neighborhoods, the City Commission realized the need to expand these programs and develop a plan to address environment within the US1 Study Area. A copy of the agenda and meeting minutes is included in the Appendix.

Since 1985, the City of New Smyrna Beach committed to creating a vision of the community which included redevelopment of the existing commercial areas including the downtown area, North and South Causeway, Atlantic Avenue and the WestSide. Generally these areas contain similar conditions – infrastructure deficiencies, development hardships, and stunted investment – as those found in other existing community redevelopment areas within the State of Florida. Since the commercial and industrial areas are the foundation of the City's employment centers, and impacts the supporting residential neighborhoods, the focus of this document is to analyze the impacts that ultimately affect the prosperity of many of the businesses identified in the US1 Community Redevelopment Area.

The City identified the need to continue their prior economic development and redevelopment efforts identifying those areas warranting further analysis. The proposed City of New Smyrna Beach US1 Community Redevelopment Area Map 1 – Proposed US1 Boundary Map depicts the corridors reviewed as part of the finding of necessity based on discussions with City staff, meetings with property owners and stakeholders within the community and an independent assessment based on professional planning and community development practices.

REPORT NOTE: Full size copies of the Maps referenced are located within the Maps Section at the end of this Report. Reduced sized maps and/or components of maps may be included within the body of the text for reference purposes.



Summary of Findings

Based on the independent assessment of qualifying conditions within the US1 CRA Study Area, the boundary identified exceeds the requirements for establishing a community redevelopment area as defined by Chapter 163, Part III Florida Statutes. The City has identified compliance with no less than five (5) and in most cases six (6) or more of the required indicators as identified in Figure 3 – US1 CRA Qualifying Conditions for slum and blight within the US1 CRA Study Area and its respective sub-districts including:

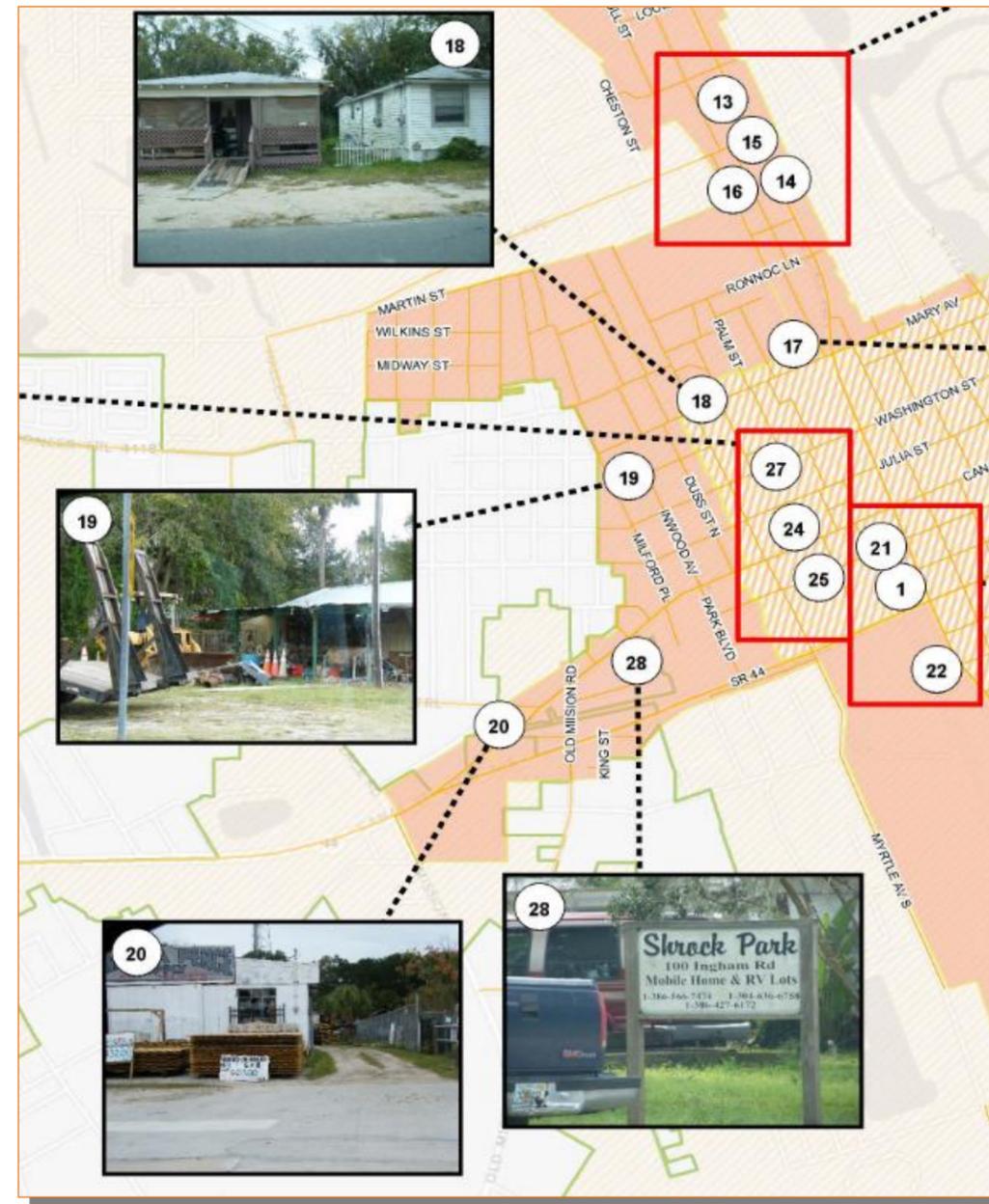
- Defective or inadequate roadway conditions and parking facilities,
- Property valuations
- Faulty Lot Layout
- Unsanitary or Unsafe Conditions
- Deterioration of Site or Other Improvements
- Inadequate/Outdated Building Density Pattern
- Incidence of Crime
- Greater Number of Violations, Including Florida Building Code
- Diversity of Ownership or Defective/Unusual Conditions of Title
- Governmentally Owned Property with Adverse Environmental Conditions
- Inadequate provisions for ventilation, light, air, and open space,
- Existing of Conditions that Endanger Life/Property by Fire/Other Causes.

Three of key indicators include property values, code enforcement activity and crime. As discussed in this study, the proposed US1 CRA encompasses approximately 8 percent of the City's total land area; however, has had more than 37 percent of the City's total code enforcement activity (2009 – 2012), approximately 58 percent of Part 1 crimes reported in 2012 and has an overall property valuation decrease of over 33 percent compared to under 25 percent city-wide. Additional analysis and photographic evidence of the conditions exhibited within



the US1 Study Area are provided in this study. The results of this subsequent analysis serve as a basis for establishing a community redevelopment area within the City of New Smyrna Beach. The detailed analysis of the qualifying conditions and supporting information is contained within this Finding of Necessity

Sample Existing Conditions Map. Note: the full Graphic is included as Map 4.



Introduction and Background

Related to land use and development, the City aspires to assist property owners along the business corridors which are part of the City's image. Focusing the opportunities for economic redevelopment along the identified corridors and supporting areas within New Smyrna Beach provides the framework to define a means towards recovery of these areas from the recent downturn in the economy. Formal designation of the US1 Study Area as a Community Redevelopment Area (CRA) will allow the City to develop specific strategies and improvements consistent with the City's vision to attract private reinvestment and support the community's overall well-being and quality of life.

These commercial and industrial corridors and the supporting residential neighborhoods serve as the basis for creating a formal community redevelopment agency and area for the City of New Smyrna Beach. A map identifying the current location of the City Limits and the proposed CRA Boundary is included as Map 1 – US1 CRA Boundary Map. In light of existing conditions and a renewed emphasis on balancing economic development and revitalization in the community, the City authorized a review of these areas to determine the applicability consistent with the Florida Statute requirements. For the purposes of this analysis, the proposed areas have been identified and grouped based on their general location and community identity. These areas as identified on Map 1 – US1 CRA and Map 2 – US1 CRA Sub-Districts include:

- Airport Industrial – an area consisting of properties in and around the New Smyrna Beach Municipal Airport. This sub-district is bounded by South Street to the north, US1 to the east, County Road 4093/Turnbull Bay Road and the FEC Railroad to the west, and industrial and recreational properties along Industrial Park Avenue to the south. The primary land use within this sub-district is aviation, aviation supporting uses, recreation and industrial. This sub-district is approximately 670.1 acres and includes 60 properties.
- Canal Street – generally includes the downtown core of the City of New Smyrna Beach. This sub-district is generally bounded by Mary Avenue to the north, Riverside Drive to the east, US1 to the west, and SR A1A to the south. Land use within this sub-district includes a mix of downtown oriented retail, office, service and professional uses. Government uses and parks/open spaces and civic uses are also prevalent within this sub-district. This sub-district is approximately 91.8 acres and includes 393 properties.
- Historic West Side – primarily a historic residential neighborhood with neighborhood supporting retail uses. This sub-district also includes a number of civic and recreational uses as well as neighborhood oriented service uses. This district is generally bounded to the north by Martin Street, US 1 to the east, West Street/Milford Street to the west, and SR A1A to the south. This sub-district is approximately 269.6 acres and includes 769 properties.
- Medical Center – this sub-district includes the Bert Fish Medical Center, government and utilities, civic, retail/non-retail commercial, limited industrial and residential uses. The Medical Center sub-district is separated from the Canal Street sub-district by SR A1A/SR 44/Lytle Avenue including the existing “fly-over”. This sub-district is bounded by SR A1A to the north, US1 to the west, Riverside Drive to the east and Clinch Street/3rd Street to the south. This sub-district is approximately 61.4 acres and includes 169 properties.
- North Causeway – this sub-district includes properties located on either side of the N. Causeway/Flagler Avenue beginning at Riverside Drive and extending east to the Buena Vista Park. Portions of the properties within this sub-district are generally non-residential in nature along with some limited recreational uses. This sub-district is approximately 99 acres and includes 90 properties.
- US1 FEC – this sub-district primarily consists of properties owned/managed by the Florida East Coast (FEC) Railroad along with properties fronting US1/Dixie Highway. Boundaries of this district generally extend south from SR A1A to the City of New Smyrna Beach City Limits at 10th Street, and between Myrtle Avenue to the west and US 1 to the east.. This sub-district is approximately 272.4 acres and includes 51 properties.
- US1 North – this sub-district is a main commercial and employment corridor within the City. This district is located on either side of US 1/Dixie Highway, extending north from Mary Avenue to Red Road. The primary land use within this sub-district is non-residential;

however, there are a number of transient residential uses within this sub-district. There are also some, albeit limited, established residential neighborhoods located on either side of US1. This sub-district is approximately 473.4 acres and includes 621 properties.

- Tionia Industrial – this proposed sub-district includes an existing industrial park northwest of the New Smyrna Beach Municipal Airport. This district includes multiple vacant parcels and/or buildings distributed throughout. The primary land use within this sub-district is industrial and vacant lands. This sub-district is approximately 64.7 acres and includes 17 properties.

The acreage of the proposed US1 Community Redevelopment Area is approximately 2,002.4 acres, or approximately 8 percent of the total City acreage. The US1 CRA includes a total of 2,170 parcels within the eight (8) redevelopment sub-districts further identified and delineated in Table 1 below. The majority of the lands within the prospective CRA are developed (i.e., built out) with the exception of portions of the US1 FEC and Tionia Industrial sub-districts. The US1 FEC sub-district currently is an active railroad facility on a portion of the lands; however, the owner, has submitted conceptual development plans on a portion of the property for a mixed use development including commercial, office, residential, parks/recreation land use while retaining the remainder for their railroad operations.

Table 1 – Sub-District Acreage and Parcel Count

Sub-District	Acreage	Parcel Count (2012)
Airport/Industrial	670.1	60
Canal St	91.8	393
Historic West Side	269.6	769
Medical Center	61.4	169
North Causeway	99	90
US 1 FEC	272.4	51
US 1 North	473.4	621
Tionia Industrial	64.7	17
TOTAL	2,002.4	2,170

Source: Property Valuation and Parcel Data provided by Volusia County Property Appraisers Office

As part of the City and Community Redevelopment Agency's strategic planning focus, several components are supporting the community's vision and desire for redevelopment efforts. These include:

- Supporting the establishment of core areas that are “walk-able” and serviceable to the public.
- Promote development that makes the City more independent (self-sufficient) of outside areas.
- Establish both short and long-term community plans for “infill” opportunities and “sphere of influence” areas surrounding the City.
- Encourage the establishment of more small business/specialty shops on main streets
- Pursue new revenue opportunities, while addressing the City's increasing financial pressures associated with service delivery, grant compliance, and procurement.
- Pursue city planning that is future-oriented, visionary, and values long-term benefits

Volusia County Requirements for Community Redevelopment Areas

Volusia County has from time to time, adopted resolutions regarding the establishment, expansion and/or modification to community redevelopment areas, reporting requirements, and financial contribution restrictions. These resolutions have been acknowledged by the City of New Smyrna Beach and have (and will continue to) incorporated those elements into this analysis and the US1 CRA Master Plan. Specifically, Volusia County adopted:

- Resolutions 2001-233 – established a sunset date for existing CRAs (2036) unless otherwise adopted, limitations on CRA boundaries (expansion, amendment, or similar).
- Resolution 2010-19 – established reporting requirements, presentations to the County Council, submittal of upcoming fiscal year budgets for review.
- Resolution 2010-20 – established contribution rates and contributing taxing authorities, provide a specific sunset date, limitation on administrative and non-capital cots, set a ceiling on county contributions based on the percentage to be funded, restrict the use of County contributions, specify frequency of plan updates and determine available incentives for specific goals.

Copies of the Volusia County Resolutions are included in the Appendix.

This report is intended to be consistent with the statutory requirements for establishing a Community Redevelopment Area (CRA) pursuant to Chapter 163, Part III, Florida Statutes and the Resolutions adopted by the Volusia County Council. The creation of a community redevelopment area is governed by Chapter 163, Part III, Florida Statutes and by virtue of this report, the US1 Study Area has been confirmed as "qualifying for designation" through the independent analyses completed as part of this report and consistent with the applicable Florida Statutes. The City of New Smyrna Beach considered this Finding of Necessity Report and supporting information in its efforts to seek delegation from Volusia County to create the US1 Community Redevelopment Area. In addition to the applicable State Statutes, Volusia County has adopted three (3) Resolutions outlining their process and requirements for communities seeking delegation approval. These Resolutions and additional information from Volusia County is provided in the Appendix.

The City has initiated the process to create the US1 CRA and will be required to follow not only the statutory process identified in Chapter 163, Part III, Florida Statutes but also the process as adopted by Volusia County. The process generally follows the steps outlined in Figure 1:

Figure 1 – Community Redevelopment Area Process



Finding of Necessity Statutory Requirements

The State of Florida recognizes the potentially negative impacts to cities created by areas that may be inferior to community standards and quantitative and value-based expectations. These areas tend to be unsustainable and ultimately may become a burden on the jurisdiction in which they exist. The Community Redevelopment Act was created and adopted through Chapter 163 Part III, Florida Statutes as a tool to assist in remedying areas to improve the general public welfare, local tax base, and for redevelopment of specific geographic areas. The Community Redevelopment Act declares that the rehabilitation, conservation, or redevelopment of deteriorated and distressed areas are necessary in the interest of public health, safety, morals, and welfare. The Community Redevelopment Act ("Act") provides that certain areas that reflect conditions unsupportive of community standards may be determined locally to fall under two broad categories defined in the statute as falling under criteria that may lead to or support the continuation of "slum" and "blight". It is important to understand that these terms have specific criteria that require a local analysis of conditions in order to determine whether a particular geographic area qualifies for the designation and would benefit from the creation of a community redevelopment area.

The Act acknowledges the need for redevelopment in economically distressed areas. The Act also creates the tools by which a local government can promote and administer change in a given area through the creation of a formal Community Redevelopment Area (CRA).

In order to qualify for establishment under the provisions of the Community Redevelopment Act, a city must prepare a "finding of necessity" also known as a "Blight Study". The findings determine that the rehabilitation, conservation, or redevelopment of an area meets criteria broadly described as "slum" or "blighted" and is necessary in the interest of the health, safety, morals, or welfare of the residents of the community. These terms carry specific statutory references and qualifiers separate from their common understanding and use. In more general terms, the City determines through the process if targeted areas are meeting the specific vision, expectation, and or community goals. In the case of New Smyrna Beach, the City is located within a charter county and as such must request and receive delegation approval from Volusia County as part of the process. In addition to the Statutes, Volusia County has adopted certain standards that further delineate and in some cases limit the authority conveyed to the City.

The first phase of this effort included focusing efforts towards creating vibrant, sustainable redevelopment areas along US 1 and the City's commercial corridors. The first step included preparation of a technical analysis of the existing conditions within the proposed redevelopment area that may hinder or support the quality of life and services needed for enhancement and economic vitality of the community.

The data and analysis is also required to find that the redevelopment of the area is necessary in the interest of the public health, safety, morals or welfare. Two or more of the following factors must be demonstrated through the data and analysis in order to meet the statutory criteria:

- Inadequate provision for ventilation, light, air, sanitation, or open spaces;
- 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;
- The existence of conditions that endanger life or property by fire or other causes;
- Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
- 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;
- Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- Unsanitary or unsafe conditions;
- Deterioration of site or other improvements;
- Inadequate and outdated building density patterns;
- Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;

- Tax or special assessment delinquency exceeding the fair value of the land;
- Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
- Incidence of crime in the area higher than in the remainder of the county or municipality;
- Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- 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;
- Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- Governmentally owned property with adverse environmental conditions caused by a public or private entity.

The statutes provide that prior to exercising the benefits created by the community redevelopment authority; the city must adopt a resolution supported by data and analysis that establishes the ability for the City Commission, and similarly for Volusia County as part of the delegation authority, to find that the conditions in the community redevelopment areas meet these criteria. Specifically, the statute provides:

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

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



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

1. An analysis and documentation of nonconforming uses and structures, such as setbacks, parking, site design, density and intensity.
2. Property valuation data (i.e., declining property values).
3. Inadequate public utilities to support densities and intensities allowed by the current zoning or existing use.
4. Evidence of building or life safety code violations.
5. Number and percentage of code violations as compared to the rest of the municipality.
6. Number and evidence of criminal activity within the proposed area as compared to the rest of the municipality.
7. General infrastructure inadequacies including but not limited to deterioration (or lack of) of sanitary sewers, stormwater management facilities, inadequate roadways/right-of-way, lack of sidewalks or similar pedestrian infrastructure, or the deteriorating condition of streets.
8. Economic deficiencies, including commercial vacancy rates.
9. Diversity of land ownership in the area, making it relatively impossible to acquire adequate-sized parcels for development.



The City of New Smyrna Beach also has the ability to apply an additional provision of the Statute, specifically 163.335 (4) F.S. regarding coastal and tourist areas. Specially, this portion of the Statute states, "...coastal resort and tourist areas or portions thereof which are deteriorating and economically distressed due to building density patterns, inadequate transportation and parking facilities, faulty lot layout, or inadequate street layout, could, ... be revitalized and redeveloped in a manner that will vastly improve the economic and social conditions of the community."

City of New Smyrna Beach Economic Development

The City of New Smyrna Beach was incorporated in 1887 and has a current population of approximately 22,668 (2011 – Bureau of Economic and Business Research). Since its creation, the City has grown to approximately 38 square miles and has municipal services that include sanitary sewer treatment, disposal and reuse facility, police protection, fire protection, general aviation airport and recreational facilities. The City is served by US 1/Dixie Highway, a north-south major thoroughfare extending throughout the entire City limits connecting the eastern seaboard of the United States. State Road 44 is a major east-west thoroughfare connecting SR A1A and the beachside area through downtown to Interstate 95 and extending to the west coast of Florida.

New Smyrna Beach's history predates its incorporation; however, it was not until 1892 with the arrival of the Florida East Coast Railway that the area began to grow and develop. The primary economies at that time included tourism, citrus and commercial fishing industries (History of New Smyrna Beach). As noted in the City's Economic Development Plan, "New Smyrna Beach is a unique city located on the shores of the Atlantic Ocean in Central Florida. With a sub-tropical climate, abundant natural environmental assets and a rich history, it has become a quiet haven for tourists, small businesses and families. Ocean, inlet, river, lagoon, marshes, mangroves, Intracoastal Waterway and productive agriculture lands/wetlands surrounding the City all contribute to its beauty. New Smyrna Beach has relied on population growth, and the traditional Florida business clusters for economic growth, including tourism, marine, and construction . . . which has proved to be unstable."

The Plan further notes, "Greater than 50% of local employment is in the public sector. This over-reliance (education, law enforcement, city/county/federal employees etc.) underscores the need for private sector development and expansion".

In October 2011, the Economic Development Advisory Board, the City of New Smyrna Beach, the New Smyrna Beach Community Redevelopment Agency and the City of Edgewater co-hosted a Regional Economic Development Summit with Sean Snaithe, director of the Institute for Economic Competitiveness at the University of Central Florida. Approximately 70 attendees participated in the work session. Volunteer facilitators from the City of Edgewater, VC Economic Development, Kimley-Horn & Associates Inc., Bert Fish Medical Center, the Center for Business Excellence, City of Tavares Economic Development and Team Volusia worked with break-out sub-groups on the topics of business parks; business retention, expansion and recruitment; transportation corridors and future infrastructure needs; retail, marketing and tourism; medical-campus retention and expansion; and work-force development. The groups identified top priorities, which were reviewed and prioritized by the advisory board at its November 2011 meeting. Those priorities are as follows:

- State Road 44 and U.S. 1 Corridors
- Airport Industrial Park
- Medical District Expansion
- Florida East Coast Railway Property Redevelopment
- Sports Complex Marketing



This year, the Economic Development Advisory Board will continue to focus on two major transportation corridors – State Road 44 and US- 1. There is also continued interest in the city's former library building (now a senior center and meeting room), located in a riverfront park, and partnering with the local hospital to expand the medical district. A former Florida East Coast Railway industrial area on US- 1, the Sports Complex, the Historic Westside and Economic Gardening round out the focus areas for the coming year.

Note: The summary was prepared by Pam Brangaccio, City Manager, and Tony Otte, Economic Development Director/CRA Director.

The City adopted an amended Community Redevelopment Master Plan in November 2010. This update was undertaken to provide, "particular focus towards identifying economic development opportunities, public projects and policy initiatives which can maintain and enhance the existing character of place by directly benefitting the local business community, adjacent residential and regional desirability. "The plan puts in motion a number of ideas which are both feasible today and relevant beyond the May 9, 2015 sunset date, given the CRA maintains discussions with Volusia County and Bert Fish Medical Center to evaluate the mutual benefits of renewing the CRA designation and partnership." The Plan also noted the CRA was focused on, "translating those investments into new economic activity while continuing to accomplish strategic public enhancements. This 'translation' objective has driven a focus on partnerships and collaboration which can result in new CRA initiatives to facilitate local business and private development." Capital Projects and Programs engaged by the City and CRA as part of its overall economic development strategy have included: Esther Street Beachfront Park Improvements, Riverside Park Improvements, Washington Street Streetscape (N. Myrtle Avenue to US1), Wayfinding Signage Program, Banner Program, Community Resource Office Programs (Job Fair, Marketing Matters, business development assistance), Opportunity Site Grants (Pennysaver Building, Badcock Furniture Store, Canal/Orange Street Building, 309 Flagler Avenue Bed & Breakfast, Dunn Property Concept Plan, Hampton Inn), Marketing Activities, Canal Street/US1 Improvements with the Florida Department of Transportation, US EPA Brownfield Grant, and a number of other programs and projects. These projects and programs are further detailed in the City's 2012 Annual Report.



History of New Smyrna Beach CRA

In 1985, the City of New Smyrna Beach identified the need to redevelop and enhance portions of their community utilizing a Vision for redevelopment that included, "a wide range of Capital Improvement Projects and Management Programs to be undertaken by the Community Redevelopment Program (CRA) and its staff in cooperation with the City and other Agencies". The City then took additional steps and in 1995 updated the plan and evaluated its goals, objectives and direction. As a result of this update, the following Vision Statement was identified in its 1995 Plan,

"New Smyrna Beach – An old Florida community! A community with historic character, a vibrant downtown, a series of complementary activity centers with unique opportunities related to the waterfront, planned for family and tourists, with quaint shops, all supported by housing and linked with scenic roadways and sidewalks."

The CRA encompassed three (3) primary Physical Analysis Districts including WestSide, Mainland, and the Beach. Furthermore, properties and projects were further identified as:

- West Canal Street,
- Canal Street Area,
- Fish Memorial Hospital,
- Industrial Re-Use Area,
- Riverside Park,
- Marina Area,
- North Causeway,
- Third Avenue, and
- Flagler Avenue.

In 2010, the City undertook a subsequent update to the CRA Master Plan. This Plan "identified a wide range of recommendations that included Capital Improvements, Policy/Partnership, Investment Facilitation and Marketing." Furthermore, this Plan provided "the Strategic Frameworks are critically important as they will guide both current and future initiatives:

- Strengthen the Neighborhoods
- Support the Main Streets
- Create a Healthcare District
- Broaden the Tourism Market



- Enhance the Green and Blue Infrastructure
- Connect the Community

The City's current CRA is set to sunset in 2015 having achieved a significant number of successes and helped reshape the CRA as well as the Community as a whole. The CRA's goals have and continue to be:

- Community values and quality of life;
- Land use and development;
- Transportation, infrastructure, and public services; and,
- Parks and natural environment.

Existing Plans and Studies

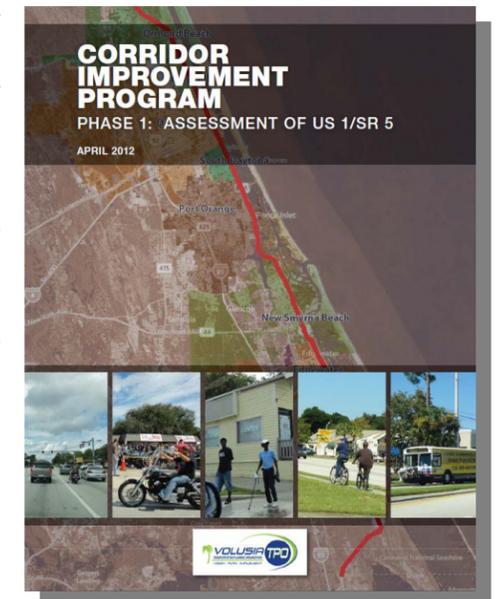
The City has undertaken a series of plans and studies which were developed to address certain needs within the community. In addition to the various small area plans that have been developed over the years, the City has developed economic development plans including Brownfields, and capital improvements plans including stormwater and sidewalks. The information below provides a summary of these key plans and studies.

US1 CORRIDOR IMPROVEMENT PROGRAM

The Volusia Transportation Planning Organization (TPO) prepared the Corridor Improvement Program Phase 1: Assessment of US1/SR 5 in April 2012. This analysis includes the section of US1 from the City of Ormond Beach south through the City of Oak Hill. This Study was undertaken to "develop a comprehensive database and baseline understanding of all the studies previously undertaken on all or parts of the US 1 corridor, from both a land use and transportation perspective. The assessment was undertaken with an eye towards identifying plans and projects that impact multi-modal mobility along US 1, including vehicular, transit, and pedestrian/bicycling plans and projects. Other initiatives were also identified in the Phase 1 Assessment that may not pertain to transportation infrastructure investments, but may have related to land use/urban design efforts that directly influence the transportation needs of US 1. As part of the project, the TPO identified projects and improvements along the corridor grouped into categories. These categories included:

- Vehicular,
- Transit,
- Bicycle/Pedestrian,
- Landscape/Streetscape,
- Land Use/Development.

The projects identified for New Smyrna Beach, specifically within the US1 CRA are identified and listed on Map 3 – FDOT/VTPO Transportation Project Map. This Map identifies the specific project number, location, description and funding status. There are approximately 35 projects identified within the Phase 1 Assessment within or adjacent to the proposed US1 CRA.



SMALL AREA PLANS WITHIN PROPOSED CRA

Several small area plans have been completed within the area of the proposed CRA in order to document current conditions and determine a long range plan for the area compatible with the CRA.

- North Causeway Area Study, 2004
- Westside Neighborhood Facilities Program, 2004
- Bert Fish Medical Center Planning Area, 2006

The Study's served to accomplish, in whole or in part, the following objectives:

- Examine existing and proposed future land use patterns and recommend amendments as appropriate to take advantage of market opportunities and changed conditions,
- Examine the market potential for likely uses within the study area,
- Examine facility options and recommend amendments to the land development regulations if appropriate,
- Provide suggestions for the future use of key properties,
- Identify regulatory changes that are appropriate to support planning and redevelopment programs.

BROWNFIELDS

In 2011, the City of New Smyrna Beach adopted a resolution designating an area of the City as an economic enhancement area per the Florida Statutes requirements for Brownfield incentives. The Florida Department of Environmental Protection (FDEP) Brownfield program is used as an economic development tool for properties within a designated Brownfield area. The New Smyrna Beach Brownfield Area consists of properties that can benefit from this economic development tool. A Brownfield area designation opens the door to financial incentives to property owners that otherwise might not be available. This is a voluntary program and property owners within a designated area do not have to participate in this program.

The City has designated three areas as a Brownfield for the Florida Brownfields Program:

1. The Community Redevelopment Agency (CRA) district,
2. the Airport and Airport Industrial Park (with one lot exempted at the owner's request) and,
3. 1601 Tonia Road.

Businesses within a designated Brownfields District may qualify for Brownfields Program Benefits, administered by Enterprise Florida, if they meet certain criteria. Benefits may include:

- Bonus refund for job creation - \$2,000 per job
- Loan guarantees for primary lenders: up to 50% on all sites, and up to 75% for affordable housing projects
- Sales tax credits on building materials for affordable housing
- Additional incentives for sites with a Brownfield Site Rehabilitation Agreement

SIDEWALK MASTER PLAN, 2011

In August 2011, the City of New Smyrna Beach updated the existing Master Sidewalk Plan from 2004 in order to:

- incorporate areas of new growth,
- analyze potential needs caused by that new growth,
- reflect changes to the VOTRAN transit routes,
- identify where existing sidewalks are in need of repair and/or replacement, and
- ensure the correct placement for proposed sidewalks throughout the City.

Creating a sidewalk network requires interlinked, connected and continuous sidewalks. Based upon the analysis in the report, and to address potential safety issues, the report recommends that additional sidewalks should be added on routes to schools, as well as areas that have high pedestrian activities. Most of the other suggested sidewalks are connecting existing sidewalk gaps and extending the sidewalks the complete length of the road. Though the Plan addresses the sidewalk network throughout the entire City, many of the recommended improvement areas lie within the proposed CRA. The sidewalk network should connect residents to schools, pedestrians to the core of the community, and other high intensity uses within the CRA.

The City Commission adopted an ordinance creating a sidewalk trust fund in 2011. Sidewalk regulations require all new development to install sidewalks, including infill development. Developers can pay into the sidewalk trust fund in-lieu of constructing a sidewalk, if certain conditions are met. These conditions may include lack of available rights-of-way, physical barriers, or lack of surrounding sidewalks. There are many streets within the City that have these conditions particularly in the Historic Westside neighborhood and traditional core areas of the City.

The City currently requires sidewalks to be four (4) feet wide along local streets, and five (5) feet wide along arterial and urban collector roads. Along a local street, the minimum amount of right-of-way that must be available is twenty-eight (28) feet. This would include two (2) ten (10)-foot wide traffic lanes (ten feet is the minimum allowable traffic lane width in the Land Development Regulations), one (1) four (4)-foot wide concrete sidewalk, and two (2) feet of curb and gutter one each side of the road. This amount of right-of-way is not including a buffer of two (2) feet between the traffic lanes and the sidewalk. Arterial and urban collector sidewalk improvements would require thirty-two feet or more in right-of-way for sidewalk improvements.



Sidewalk without buffer between the traffic lanes (eleven feet wide) and the sidewalk, Washington Street near Sheldon Street. A streetscape project is currently under design for this area, which will add curbing and sidewalks to both sides of the street.



Narrow street (12-12.5 feet wide) with virtually no visible right-of-way, some right-of-way is actually used by private property owners, Esther Street.

STORMWATER FACILITIES MASTER PLAN

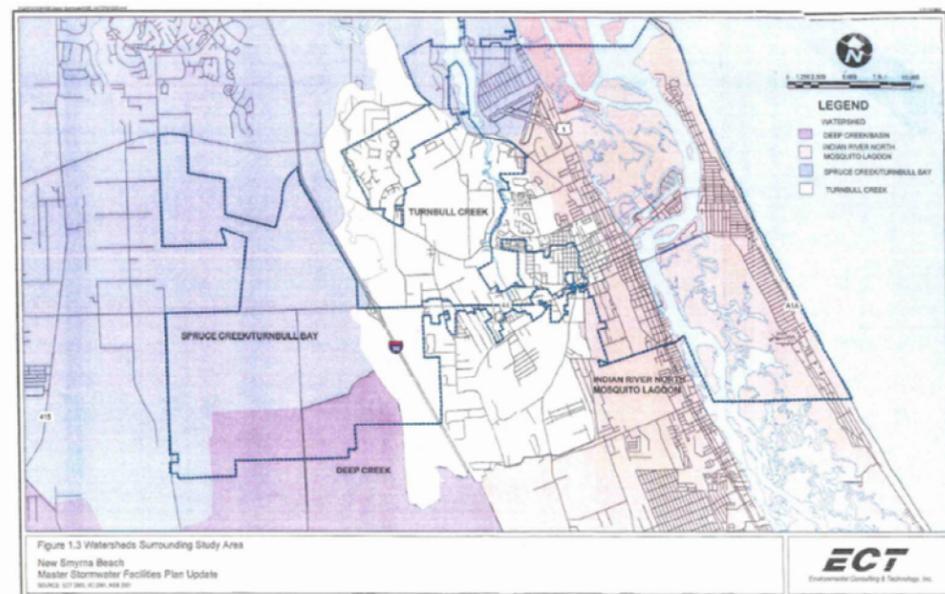
The Stormwater Facilities Master Plan was updated for the City of New Smyrna Beach in 2001. The original Stormwater Master Plan was developed for the City in 1995. This Plan and the stormwater utility fee report make up the two primary components of stormwater management in the City. The City implemented a monthly stormwater utility fee in 1995 that funds improvements identified in the Plan. This was the first time that a dedicated funding source was implemented for stormwater projects within the City.

The City falls within the geographic portions of four watersheds identified below in Figure 2. These hydrologic units are identified by their receiving waters or the ultimate destination of their stormwater drainage. The US 1 CRA lies within three of these basins: The Indian River North/Mosquito Lagoon basin; Turnbull Creek basin; and the Spruce Creek/Turnbull Bay basin.

The need for stormwater management planning and facility improvements is documented in the City's Comprehensive Plan, among the various Goals, Objectives and Policies of the Drainage Sub-Element (Chapter 7) and other elements of the Plan. The Stormwater Facilities Master Plan evaluates drainage capabilities within the City limits including: capacity of existing conveyance and storage facilities, impacts to surrounding surface water quality, existing infrastructure needs, and problem flooding areas. Potential solutions to alleviate existing problem areas were provided and ranked in accordance to priority.

Nonstructural implementation recommendations were included with the Plan and consisted of consolidation of applicable stormwater management regulations and requirements into one document in order to ensure consistency with Local, State and Federal standards.

Figure 2 – New Smyrna Beach Watersheds



Existing Land Use and Zoning

Approximately x percent up to x percent of properties within the US1 CRA remain undeveloped or underdeveloped at this time; sites with buildings or some form of improvement but currently vacant are not included in this number. Specifically, some of the existing sites were developed prior to current building, planning, community design and environmental standards and may be "grand-fathered" against current development standards. Lots that may be identified as underdeveloped include those that may have an existing use but either do not utilize a significant portion of the lot or are developed with uses or intensities at less than what is permitted under the Zoning Code (i.e., residential structure in a commercial zoning district, surface parking facility, etc.). Underdeveloped refers to the condition wherein the parcels may not



reflect development patterns that approach a total buildable yield (i.e., development square footage or assessed value of improvements at or above the median development permitted by code). Examples may include single story structures within areas designated to allow three or more stories, or parcels with remaining undeveloped areas. Map 4 – Existing Land Use identifies properties' current land use as defined by the City including Commercial, Industrial, Residential, Recreation, Other Public Facilities, Conservation and Vacant. Map 5 – Existing Zoning identifies the respective Zoning districts within the US1 CRA.

There are two large Utilities Commission uses, one in the US1 North and Medical Center sub-districts, respectively, which although are generally exempt from most standards, have the potential to negatively impact adjacent land uses based on their overall use and appearance. One such use also includes a large vehicle and materials storage yard. This use is located at the end of a deteriorating roadway (east of US1 and South Street) situated on the banks of the Halifax River. The City continues to work with the Utilities Commission in an effort to minimize the negative impacts of these facilities.

An integral part of the analysis area is the Bert Fish Medical Center located within the Medical Center sub-district. This 112-bed hospital has generated the need for additional facilities for physicians' offices, surgical and non-surgical facilities, and support services within close proximity to the hospital. Due to the existing ownership patterns, roadway locations and similar impediments, limited areas are available to support the hospital's needs.

An additional economic driver in the community located within the Airport-Industrial sub-district is the New Smyrna Beach Municipal Airport and adjacent Industrial Park. This area encompasses one of the key industrial and jobs producing areas of the City providing for both aviation and non-aviation related supporting industries. Based on the layout and configuration of several properties adjacent to the airport, existing and prospective businesses have direct access to the airport. These lands are generally underutilized and could support additional non-residential development within or adjacent to the airport property. One area of concern is Airway Circle, the primary roadway within the industrial park that connects to the airport at its southwest boundary. Currently this roadway terminates approximately 2,000 feet from its intersection with Industrial Park Avenue into an overgrown series of properties. Based on available information, the roadway was proposed to continue back to Industrial Park Avenue creating a loop drive. However, there is the probability of site contamination that currently restricts development opportunities within that portion of the industrial park.

An additional element of this analysis included a review of the existing zoning found within the US1 CRA study area. The corridors reviewed as potential redevelopment areas contain a mix of zoning classifications by corridor, with the major areas identified for commercial, office and industrial uses consistent with the desired opportunities for economic development, employment and service needs for the surrounding community. Individual assessments of the Zoning designation by corridor can be found in the Appendix.

Comprehensive Plan

Chapter 163.360, F.S. requires that the Community Redevelopment Plan which is the subsequent component of this analysis “Conform to the comprehensive plan for the county or municipality as prepared by the local planning agency under the Community Planning Act.” These Comprehensive Plans include specific Goals, Objectives and Policies that further support the City's desire for redevelopment and/or protection of existing segments of the City. The City's Comprehensive Plan supports redevelopment activities through its various Elements with specific Goals, Objectives and Policies (GOPs). The Comprehensive Plan, supported by compatible zoning, provides the policy framework for growth management enabling the local government to maintain and enhance those attributes designed to preserve and enhance the public services and protect natural resources. The Comprehensive Plan provides recommendations for governmental actions necessary to carry out the Plan including updates and/or special planning studies. Since all the monies used in financing community redevelopment area activities are locally generated, the Community Redevelopment Agencies are not overseen by the state, however, redevelopment plans must be consistent with local government comprehensive plans and funds derived from within the community redevelopment area must be used to benefit the targeted redevelopment area. A listing of supportive Objectives and Policies from the respective Elements are provided in the Appendix.

The Future Land Use Element includes approximately four (4) Goals and over ten (10) Objectives supporting redevelopment and related activities within the City. The City's Future Land Use Map is included as Map 6. In addition, the Housing Element, Transportation Element, Recreation and Open Space Element, and Sanitary Sewer, Potable Water, Solid Waste, Drainage, and Natural Groundwater Aquifer Recharge Element include provisions supporting redevelopment within the City. In addition, the City has adopted an Economic Development Element which includes a number of redevelopment related GOPs. The City's Comprehensive Plan GOPs address a wide range of development oriented initiatives and directives including:

- promoting redevelopment of brownfield and grayfield sites,
- encouraging development and redevelopment activities with opportunities to service new population centers and commerce,
- promoting pedestrian amenities, bicycle and pedestrian facilities and non-motorized trips,
- supporting a Transportation Concurrency Exception Area (TCEA) within the CRA,
- giving priority to projects that facilitate jobs creation and retention,
- identification and marketing of available redevelopment properties,
- development of economic incentives supporting redevelopment of properties including rehabilitation grants and incentives,
- neighborhood support and enhancement through reinvestment strategies, planning, and redevelopment and renewal efforts,
- protection of existing community assets within targeted neighborhoods including the WestSide,
- supporting urban infill and mixed use development,
- conserve existing housing, rehabilitate substandard housing, and demolish dilapidated housing,
- ensuring availability of adequate, affordable housing,
- address stormwater and drainage issues within redevelopment areas,
- guiding and enhancing economic development efforts along the US 1 and State Road 44 corridors ,and
- providing for and enhancing neighborhood parks.

The corridors reviewed as potential redevelopment areas are primarily high intensity use corridors with supporting, established residential and mixed use areas. These corridors and the supporting transportation network are auto-centric, lack adequate bicycle-pedestrian facilities, and are separated from the surrounding land uses. Additionally, they lack visual appeal, architectural character, or unifying features. As such they do not contribute to the quality of life promoted by the City's neighborhoods. Outside of the FEC Property, downtown (Canal Street) and portions of the WestSide, the majority of the future land use map of the City continues to separate uses or promote single use dominated stretches which may not contribute to long term economic prosperity of the area.

The City's Economic Development Element and related strategies developed in support of this broadly support development and redevelopment within the City. Objectives within this Element including Image and Culture, Organizational Development, Streamline Processes, Expand Tourism, Business Recruitment, Retention and Expansion, and Annexation. All of these Objectives were developed as a guide to further enhancing the City and its vitality. The City adopted a sustainable strategic vision as part of this Element intended to identify specific actions and programs to enable the City achieve their vision. This Vision notes,

"We will build an attractive City that offers exceptional opportunities for her citizens and lifestyles that embrace an enhanced quality of life.

Our walking friendly City with her beautiful waterways will engender diverse recreational and economic opportunities for people of all ages.

Job opportunities will abound throughout our industrial centers and downtown areas. Beautifully landscaped corridors with attractive signage will refine our City with a well-maintained road system and a transportation network, including train and air transportation.

Our City will boast of sustainable business corridors and office parks. We will possess a hospital district and be a hub for educational enhancement through our schools and colleges.

Through our diligence our City will grow and be a place in which people want to live. Our partnerships with educational institutions, governmental entities, community and cultural groups will further be a testament to being responsive to citizens' needs and pro-active in making our vision a reality".

Conditions of Finding of Necessity

As previously noted, in order for a community to establish a community redevelopment area under the provisions of the Community Redevelopment Act, a city must prepare a "Finding of Necessity" also referred to as a "Blight Study". The Finding of Necessity is developed to determine that the rehabilitation, conservation, or redevelopment of an area meets criteria broadly described as "slum" or "blighted" and is necessary in the interest of the broad statutory and community goals (health, safety, morals, or welfare of the residents of the community). As part of the Existing Conditions Analysis, Figure 3 – Qualifying Conditions and Map 7 – Existing Conditions was prepared which provides photographs and locations of certain conditions and characteristics exhibited throughout the US1 CRA. In addition, photographs of these and similar conditions observed within the study area are documented throughout this analysis.

Figure 3 – US1 CRA Sub-District Analysis – Qualifying Conditions

Qualifying Condition	US 1 Community Redevelopment Area							
	Sub-District Analysis							
	Sub-District							
	Airport/Industrial	Canal Street	Historic West Side	Medical Center	North Causeway	US 1 FEC	US 1 North	Tionia Industrial
Defective/Inadequate: <i>Street Layout, Parking Facilities, Roadways, Bridges, Public Transportation Facilities</i>	X	X	X	X	X	X	X	X
Property Values (fail to show appreciable increase)		X	X	X	X	X	X	
Faulty Lot Layout		X	X	X			X	
Unsanitary or Unsafe Conditions	X	X	X		X	X	X	X
Deterioration of Site or Other Improvements	X		X	X	X	X	X	X
Inadequate/Outdated Building Density Pattern		X	X	X	X	X	X	
Incidence of Crime (Higher than remainder of City)	X	X	X	X	X	X	X	X
Greater Number of Violations, Including Florida Building Code	X	X	X	X	X	X	X	X
Diversity of Ownership or Defective/Unusual Conditions of Title		X	X	X			X	
Governmentally Owned Property with Adverse Environmental Conditions	X	X		X			X	
Inadequate Ventilation, Light, Air, Sanitation or Open Space			X	X			X	
Existence of Conditions that Endanger Life/Property by Fire/Other Causes	X		X		X	X	X	

Based on the qualifying conditions included in the statutory definitions, Figure 3 – US1 CRA Sub-District Analysis – Qualifying Conditions was prepared identifying the respective condition(s) observed within the study area. The independent review identifies no less than five (5) qualifying conditions exist within the US1 CRA and respective sub-districts as whole and within the respective sub-districts.

Property Valuations and Economic Activity

A key characteristic in the establishment of a community redevelopment area is the failure of real property to increase over the five (5) years prior to the finding especially as compared to adjacent areas and/or the City. Property valuation data was collected and analyzed from the Volusia County Property Appraiser’s Office on behalf of the City by Kimley-Horn and Associates, Inc. The comparative data for the proposed US1 CRA boundary, including the proposed sub-districts, as related to the City as a whole is provided in Table 2 – Property Valuation Analysis below.

Property values were analyzed between years 2008 to 2012 for the US1 CRA area and the City as whole. As identified in the Table 2 below, properties within the US1 CRA decreased over 33 percent on average during the five-year period as compared to less than 25 percent for the entire City during the same period. This percentage equated to a total assessed value decrease within the US1 CRA study area by over \$155 million dollars whereas the City’s Total Assessed Value decreased by approximately \$720 million over the same time period. Within the

proposed redevelopment area the trend shows that the building values are either decreasing or not increasing at rates similar to other areas of the City. As previously noted, the US1 CRA is approximately 8 percent of the total area of the City. As identified within Table 2, the proposed redevelopment area has suffered depreciation in value over the past five years. An indicator of blight exists when the aggregated assessed values of real property in the area for ad valorem tax purposes fail to show a stable increase concurrent with the City and County over prior years. While there have likewise been decreases in city and county-wide taxable values, the decrease experienced within the US1 CRA have exceeded those declines noted City-wide.

Table 2 – Property Valuation Analysis 2008-2012

Sub-District	Acreage	Parcel Count ¹	2008 Total Assessed Value	2009 Total Assessed Value	2010 Total Assessed Value	2011 Total Assessed Value	2012 Total Assessed Value	Difference 2008 - 2012	% Change 2008-2012
Airport/Industrial	670.1	60	\$ 28,303,393	\$ 25,134,511	\$ 22,529,033	\$ 22,431,955	\$ 22,431,955	\$ (5,871,438)	-20.7%
Canal St	91.8	393	\$ 95,752,605	\$ 73,568,165	\$ 59,953,710	\$ 53,302,225	\$ 53,317,871	\$ (42,434,734)	-44.3%
Historic West Side	269.6	769	\$ 80,391,862	\$ 73,890,686	\$ 65,907,861	\$ 59,629,597	\$ 59,629,597	\$ (20,762,265)	-25.8%
Medical Center	61.4	169	\$ 70,371,919	\$ 59,316,685	\$ 49,341,142	\$ 46,595,623	\$ 46,595,623	\$ (23,776,296)	-33.8%
North Causeway	99.0	90	\$ 44,786,130	\$ 39,134,314	\$ 33,861,438	\$ 30,421,465	\$ 31,241,553	\$ (13,544,577)	-30.2%
US 1 FEC	272.4	51	\$ 25,711,805	\$ 22,134,147	\$ 19,351,775	\$ 17,473,108	\$ 17,480,209	\$ (8,231,596)	-32.0%
US 1 North	473.4	621	\$ 118,905,089	\$ 99,876,109	\$ 85,880,823	\$ 78,769,461	\$ 78,769,461	\$ (40,135,628)	-33.8%
Tionia Industrial	64.7	17	\$ 4,486,602	\$ 4,137,754	\$ 3,710,360	\$ 3,426,962	\$ 3,591,134	\$ (895,468)	-20.0%
Total Assessed Value			\$ 468,709,405	\$ 397,192,371	\$ 340,536,142	\$ 312,050,396	\$ 313,057,403	\$ (155,652,002)	-33.2%
City-wide	21439.91	14490	\$2,897,666,835	\$2,473,930,320	\$2,210,230,462	\$2,155,717,088	\$2,177,037,138	\$ (720,629,697)	-24.9%

Source: Property Valuation Data provided by Volusia County Property Appraisers Office; Analysis performed by Kimley-Horn and Associates, Inc.

¹ = Based on Information Provided, Minor Lot Differences exist between 2008 and 2012 potentially due to the creation of new lots and/or consolidation of lots within this time period.

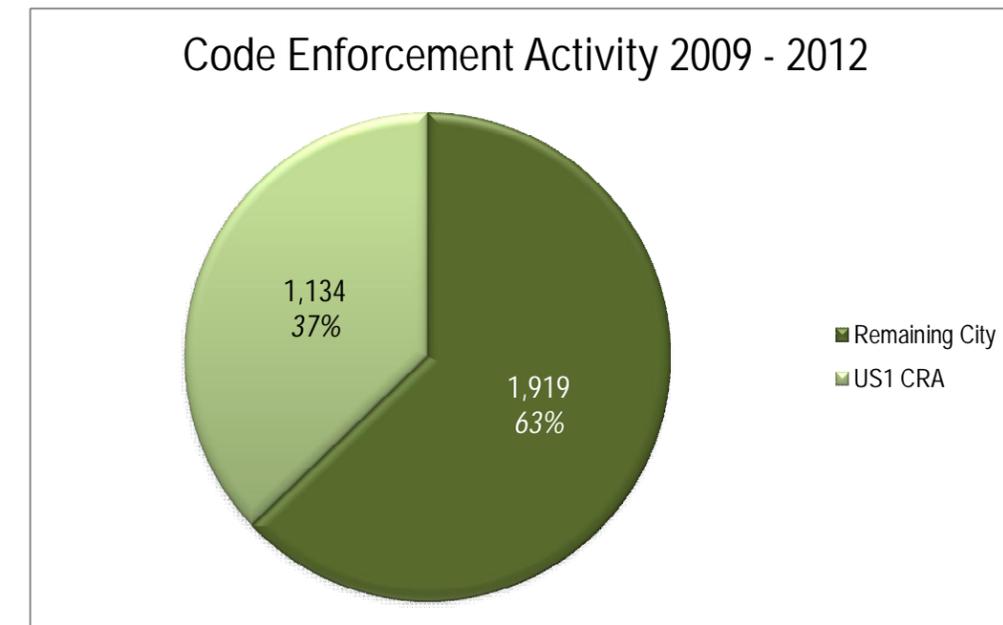
Code Enforcement

Another key series of factors identified within the Florida Statutes include unsanitary or unsafe conditions, deterioration of site or other improvements and a greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the municipality. Code Enforcement activities can be the result of property maintenance issues, overgrown vegetation, illegal storage of materials, and also include building and structural deficiencies. In addition to the windshield survey performed of the study area, City staff confirmed the increased numbers of violations within the proposed community redevelopment area through detailed logs of violations/code enforcement activities. Between 2009 and 2012, over 37 percent of the City's Code Enforcement activity occurred within the proposed US1 CRA boundary. This is significant as the proposed US1 CRA accounts for approximately 8 percent of the total area of the City. Although the percentage of code enforcement activities within the US1 CRA was the highest in 2010 (43.37%), 2012 recorded the highest total number of violations issued (383). Table 3 – Code Enforcement Activity provides a breakdown by year of the City's code enforcement activity. The overall aesthetic and physical condition of an area can impact future redevelopment by the private sector in the form of limited new or expanded business investment, the general upkeep of existing properties, or the construction and renovation of private residences.

Based on interviews with City Code Enforcement and Building staff, and as observed during the windshield surveys/site visits, conditions identified predominantly related, but not limited, to maintenance of yards, building/structural deterioration, illegal parking, illegal use of the property inconsistent with City codes, and signage. It was observed in all proposed sub-districts, there are a substantial number of deteriorating structures, and vacant and underutilized properties which are contributing to conditions not supportive of redevelopment and community standards. It was also observed that due to improvements along US1 and other public facilities that some properties are functionally obsolete.

Table 3 - Code Enforcement Activity By Year

Year	City-wide (Total)	Remaining City	Proposed US1 CRA	Percent Activity w/in CRA (vs. Total)
2009	598	405	193	32.27%
2010	867	491	376	43.37%
2011	596	414	182	30.54%
2012	992	609	383	38.61%
TOTAL	3053	1919	1134	37.14%



Criminal Activity

The incidence of crime in an area as compared to the municipality as a whole is an integral component in determining the overall applicability for a designation as a community redevelopment area. An objective in community redevelopment is the effort to reverse the perception of crime in the redevelopment area, the deterioration of properties and to provide for the public health, safety, welfare and morals of the community. Areas with increased crime can serve as a deterrent to reinvestment in properties and redevelopment activities, and lead to further deterioration of properties within the community.

The City of New Smyrna Beach Police Department maintains records of Part 1 crimes for the various "zones" throughout the City. Per Uniform Crime Reporting (UCR) crime categories, Part 1 crimes are also generally referred to as "Index Crimes" and may include both violent and property crimes. Part 1 crimes generally consist of aggravated assault, murder, robbery, rape, arson, burglary, larceny-theft and motor vehicle theft. During calendar year 2012, the City Police Department logged a total of 1,575 Part 1 crimes throughout the entire City. Of this total, approximately 916 were committed within the proposed US1 CRA Boundary. This equates to approximately 58 percent of Part 1 crimes

reported. It is important to note City Police Department records are based on zones which do not correspond exactly with the proposed CRA Boundary. Map 8 – Police Zones identifies the City Police Zones; Zones 1, 2, 3, and 4 generally correspond to the proposed CRA boundary. Table 4 – Crime Statistics identifies the respective Zone, number of offenses and percentage.

Table 4 - Police Zones and Part 1 Crimes

Zone		City-wide	Proposed CRA*	Percent Activity w/in CRA
1		0	126	8.00%
2		0	334	21.21%
3		0	161	10.22%
4		0	295	18.73%
5		220	0	0.00%
6		269	0	0.00%
7		170	0	0.00%
TOTAL**		1575	916	58.16%

* = Information provided by City of New Smyrna Beach Police Department. Crime statistics are based on Police Department designated Zones which closely correspond with the proposed US1 CRA Boundary; however, may not directly overlap. Zones 1, 2, 3, and 4 closely follow the proposed CRA Boundaries.

** = City-wide Total of 1,575 includes Police Incidents within the Proposed US1 CRA Area

Transportation Network

Existing traffic circulation, driveway locations, adequacy of parking, interconnectivity, site access, and pedestrian and bicycle routes within the proposed redevelopment area can contribute to actual or perceived barriers to redevelopment and private reinvestment within an area. The initial reviews and on-site surveys served to highlight considerable concern among community residents for a lack of an overall connected sidewalk and pedestrian system. While the City has made great strides in improving the City's sidewalk inventory, there are still gaps in the system that warrant additional review and consideration. The City adopted the Master Sidewalk Plan in 2011 which included an inventory of existing sidewalk facilities as well as gaps and planned improvements. Due to limited budgetary funds, completion of the full sidewalk system within a reasonable time will not be achievable without additional resources. In addition, the on-site surveys and assessments of the City's roadway network yielded a significant number of streets with minimal roadway widths, lack of available right-of-way or both. In those cases with limited right-of-way, the City has attempted to either obtain additional land or at a minimum obtain easements from private property owners to facility road and right-of-way improvements. The lack of a viable, comprehensive system of accessible sidewalks, bicycle facilities and dedicated transit facilities, creates additional support for finding that the statutory criteria for establishment of the redevelopment area are supported. As an example, there are several links of existing sidewalks that are not only sub-standard in respect to current designs standards, but many areas are without adequate pedestrian and bicycle circulation routes. Based on a windshield survey of the area, gaps in the City's sidewalk system were observed and noted in the US1 North, Historic West Side and portions of the Canal Street and Medical Center sub-districts.

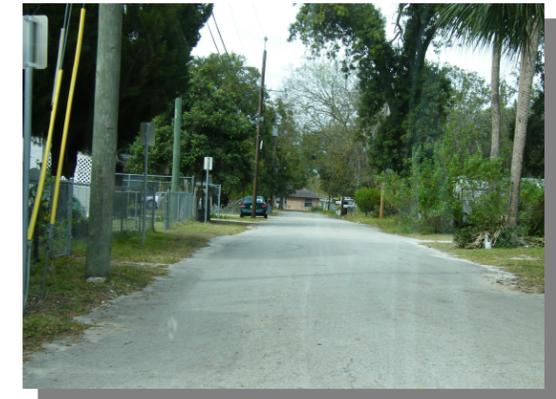
Independent site visits served to highlight several criteria for consideration of the proposed redevelopment area based upon the existing conditions of the general transportation and mobility network. In particular, locations of driveway connections to public roadways, conflicts within interior site parking areas, lack of or poor sidewalk and bicycle facility design, and lack of interconnected sites that allow for easy movement between destinations were identified as areas needing correction. In some cases existing streets remain unimproved or in a deteriorating condition that limits access and desirability of the area for new uses.

An additional concern raised through the site review process included the lack of inter-connectivity between existing developed and undeveloped sites. In addition, the analysis identified an incomplete sidewalk network throughout the study area. These conditions are well documented within the corridors and are reflected in the historical design of the parcels that has served to hinder it from achieving vehicle interconnections.

Physical reviews of the proposed community redevelopment area identified drive-way connections that do not meet current driveway separation or intersection separation criteria and accepted right-of-way design standards. In an approximate 0.5 mile portion of the northbound US1 corridor, between Canal Street and N. Orange Street, there were no less than 17 driveway cuts (excluding roadway intersections). Multiple driveway connections within limited distances may contribute to poor traffic circulation by creating potential vehicle and pedestrian or bicycle conflicts, poor sight triangle visibility or difficulty in achieving accessible routes.

Parking/parking lot issues, lack of suitable bicycle and pedestrian facilities, and the overall transportation conditions within the US1 area are contributing to the overall challenges of redevelopment. In particular, congested road systems, level of service improvements, pedestrian pathways and bikeways, interconnected resources, and transit improvements were identified as areas needing improvement within the US1 CRA boundary. The results of the independent analysis of the existing transportation network conditions confirm that it contributes to the area's conditions to such a degree as to demonstrate that the following statutory criteria for establishment of the redevelopment area are met in both the unincorporated and City areas:

- Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
- Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- Unsanitary or unsafe conditions.



Lots and Property Ownership

Lot location, size and ability to support redevelopment are key determining factors when considering the likelihood of redevelopment. If lots are irregular in shape or size (not square or rectangular), it is difficult to meet current building, fire, land development and zoning code requirements. Irregular parcel configurations also make it necessary to acquire additional lands to accommodate a modest redevelopment plan. If ownership is fragmented as well, property acquisition is difficult and serves to stunt redevelopment activity.

When determining a parcel's ability to support redevelopment, location and lot width are critical determining factors. Existing city standards require parking stalls to have 10 feet of width and at least 20 feet of depth and drive aisles must be of sufficient width to accommodate vehicle movements (90 degree parking requires a minimum 23' aisle width; 60 degree parking requires a minimum 18' aisle width). When considering a single driveway (one-way traffic), double loaded with a row of parking on each side, the aggregated width of this may exceed 62 - 63 feet.

Depending on adjacent uses, a landscape buffer is also required on either side as well as provisions for interior landscaping. In addition, driveway flares at the right-of-way to facilitate traffic flow into the adjoining roadways typically require additional width to accommodate entering and exiting vehicles. Evaluating these existing standards for parking and landscaping, plus the potential for increased parking quantities necessary to serve proposed redevelopment, lots with less than 64 to 80 of frontage may fail to redevelop.

The majority of the properties located within the US1 CRA area was platted prior to the current land development codes and may not conform to existing, adopted standards. Irregular lot size and shapes, multiple and successive driveway connections and lotting patterns contribute to these conditions and are reflective of the community's historical development pattern. In addition, there are multiple areas where a diversity of property ownership may restrict the potential for the aggregation of parcels necessary to create viable development lots.

Based on a review of the existing lot sizes and parcel dimensions for residential areas within the US1 North sub-district, the majority of properties are zoned R-2 Single Family Residential District. Lot standards within this zoning district require a minimum lot size of 8,625 square feet with a minimum lot width of 75 feet. A significant number of lots do not meet the lot width and in some cases range between 60 to 65 feet in width. Properties along Dougherty Street are zoned R-4 Multi-family Residential with minimum (required) lot widths of 50 feet. In reviewing lots within this area, several lots were noted as being less than 50 feet in width. Areas/lots with insufficient lot widths are not limited to only the US1 North sub-district but were observed in the Historic West Side, Medical Center and Canal Street sub-districts as well.

The results of the independent analysis of the existing lot and property ownership conditions confirm that they contribute to the area's conditions to such a degree as to demonstrate that the following statutory criteria for establishment of the redevelopment area are met:

- Predominance of defective or inadequate street layout, parking facilities, roadways, or public transportation facilities;



- uncontrolled access points, lack of parking, poor signage, poor or nonexistent drainage, faulty street lay-out, no curb and gutter were observed in many places.

- Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- Unsanitary or unsafe conditions;
- Inadequate and outdated building density patterns;
- Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.

Other Nonconformities

Nonconformities in relation to the approved zoning are evident within the proposed redevelopment area and respective sub-districts. A parcel of land may be given an exception from current zoning ordinances due to improvements made by a prior owner or before the current zoning ordinances made the desired use non-conforming under local law. Nonconformities that may be considered factors in meeting the statutory criteria are as follows:

Parking/Access

A review of the proposed Community Redevelopment Area confirmed numerous locations where un-approved parking is occurring or parking facilities are either deteriorating or not maintained altogether. These instances include parking within or upon drainage and stormwater conveyance and treatment areas, sidewalk and pedestrian ways, as well as encroachments upon setback or buffer areas required by the City's land development regulations. In addition, it was observed where parking facilities appear to be constructed to temporary standards (i.e., gravel, lack of striping, lack of curb) or do not include the necessary (required) landscape buffers between uses or interior parking lot landscaping. In addition, several parking areas were noted as lacking parking lot lighting.

Stormwater Management

As a result of historical development patterns constructed within the proposed community redevelopment area prior to the City's and state's current design standards, in numerous cases, developed properties lack adequate stormwater management facilities and are nonconforming to local and state regulatory requirements. Often these existing site and development constraints can serve to delay or prevent financially feasible redevelopment of existing properties.

In particular, physical conditions were noted where existing stormwater management facilities are not present and/or available within portions of the proposed CRA. Segments of the community were also observed exhibiting conditions that may contribute to on-street and adjoining property ponding or flooding, together with adverse discharge impacts to the surface water system which is important to the local community potable water source. Examples include standing water, damaged inlet structures, clogged piping and inappropriate use of facilities (parking, storage, etc.). Establishment of the community redevelopment area and implementation of an area-wide, comprehensive stormwater management strategy are appropriate efforts in support of economic revitalization and neighborhood stabilization.



Landscaping and Architectural Design

The City of New Smyrna Beach landscape and buffer standards are evident on the more recent development or redevelopment projects that have occurred. Generally developments within the proposed community redevelopment area pre-date the City's land development regulations, including landscape and architectural treatments, or are in violation of adopted standards. The lack of compliance with these standards creates not only visual and aesthetic concerns but also creates an increased number of nonconforming properties relative to these expected community design standards. Redevelopment would be anticipated to create an area consistent with community design expectations and requirements.

The results of the independent review relative to existing nonconformities confirm that the following statutory criteria for establishment of a redevelopment area are met:

- *The existence of conditions that endanger life or property by fire or other causes;*
- *Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*
- *Unsanitary or unsafe conditions;*
- *Inadequate provision for ventilation, light, air sanitation, or open spaces;*
- *Deterioration of site or other improvements;*
- *In adequate and outdated building density patterns; and*
- *Diversity of ownership or defective or unusual conditions of title which prevent the fee alienability of land within the deteriorated or hazardous area.*



Public Involvement

The City understands that effective public involvement and public comment is critical to the success of any planning and redevelopment process. As such, and in addition to previous public involvement efforts, the City undertook a series of public meetings, targeted stakeholder interviews and is working with Stetson University to obtain comments from businesses along the US1 corridor.

Public involvement consists of several related, and often overlapping, processes, including distribution of information, meetings with key stakeholders and community groups, elected officials and overall participation in the process.

The City hosted its second annual Economic Development Summit on March 2, 2013. Over 60 community business owners and residents attended the half-day event providing the City with comments and recommendations supporting economic development efforts and strategies. A summary of the comments received is included in the Appendix.

The City held a community workshop on March 5, 2013 to provide stakeholders and the community the opportunity to share ideas in redeveloping the City's business corridors and influencing the creation of the Community Redevelopment Area, qualifying conditions and subsequent Redevelopment Master Plan. Approximately 45 individuals attended the three community workshops providing the City with comments and recommendations regarding the proposed US1 CRA. These workshops, along with other public input opportunities, were part of the public planning outreach and engagement process that allowed interested members of the community to actively participate in shaping the future vision and implementation of the Redevelopment Master Plan.

Summaries of the public meetings including comments received during the process are provided below.

NOTE -summary comments to be added from Community Workshop on 3/2 and 3/5



CRA Implementation Overview

Tax Increment Financing

Tax increment financing (TIF) provides most of the funding for the community redevelopment area. The year the community redevelopment area was established is considered the "base year" and is applied to those properties within the area. Although a certain percentage of funds are allocated to the TIF Fund, the base rates and a portion of the increase are still directed to the general fund for both the City and County. A portion of any increases in taxes (revenues) beyond the base year for properties within the CRA are provided to the redevelopment fund. Therefore, as the taxable property values increase due to redevelopment projects, the redevelopment fund also increases. Tax increment financing is not an additional tax to the property owner.

Since all the monies used in financing community redevelopment area activities are locally generated, Community Redevelopment Agency's are not overseen by the state. However, redevelopment plans must be consistent with local government comprehensive plans and funds derived from within the community redevelopment area must be used to benefit the targeted redevelopment area.

It is important to note that property tax revenue collected by the School Board and any special district, such as for libraries, are not affected under the tax increment financing process. Funds are deposited to a trust fund by the taxing entities (city and county), after monies are received from the tax collector. The tax increment revenues can be used immediately as they are received to undertake planning studies or capital projects or other programs that serve the community redevelopment area. In addition, these funds can be saved for a particular project or can be bonded to maximize the funds available. All funds received from a tax increment financing area must be used for specific redevelopment purposes within the targeted area and not for general government purposes.

Section 163.387(1), Florida Statutes provides the following guidance for determining the TIF:

The annual funding of the redevelopment trust fund shall be in an amount not less than that increment in the income, proceeds, revenues, and funds of each taxing authority derived from or held in connection with the undertaking and carrying out of community redevelopment under this part. Such increment shall be determined annually and shall be that amount equal to 95 percent of the difference between:

- (a) *The amount of ad valorem taxes levied each year by each taxing authority, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of a community redevelopment area; and*
- (b) *The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for each taxing authority, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the community redevelopment area as shown upon the most recent assessment roll used in connection with the taxation of such property by each taxing authority prior to the effective date of the ordinance providing for the funding of the trust fund.*

Funds deposited in the redevelopment trust fund may be expended only within the boundary of the redevelopment area and as described in the approved redevelopment plan. These requirements are articulated in Section 163.387(6), Fla. Stat., as follows:

- (a) *Administrative and overhead expenses necessary or incidental to the implementation of a community redevelopment plan adopted by the agency.*

- (b) *Expenses of redevelopment planning, surveys, and financial analysis, including the reimbursement of the governing body or the community redevelopment agency for such expenses incurred before the redevelopment plan was approved and adopted.*
- (c) *The acquisition of real property in the redevelopment area.*
- (d) *The clearance and preparation of any redevelopment area for redevelopment and relocation of site occupants as provided in s. 163.370.*
- (e) *The repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness.*
- (f) *All expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of agency bonds, bond anticipation notes, or other form of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness.*
- (g) *The development of affordable housing within the area.*
- (h) *The development of community policing innovations.*

Community Redevelopment Agency

The activities and programs offered within a Community Redevelopment Area are administered by the Community Redevelopment Agency that is locally established when the CRA is designated. Typically a five- to seven-member CRA "Board" created by the local government directs the agency or serves as an advisory board to the elected officials serving as the CRA Board. The CRA Board can be comprised of local government officials and/or other individuals appointed by the city.

The New Smyrna Beach City Commission will need to determine the composition of the CRA Board and whether the City Commission will serve as the CRA Board. Should the City Commission elect to serve as the CRA Board, the City will need to develop specific policies and procedures to ensure that the CRA Board functions are appropriately and independently undertaken from the customary City Commission responsibilities. Examples include special meeting notices, separate minutes of the CRA Board, and separate tracking of CRA expenditures and activities. Existing city staff may be assigned responsibilities to coordinate CRA actions as the program develops.

The CRA has certain powers that the city or county by itself may not do, such as establish tax increment financing, and leverage local public funds with private dollars to make redevelopment happen. The CRA term is limited to 30 years, 40 years if extended. After that time, all revenues (presumably much increased from the start of the CRA) are retained by each taxing entity that contributed to the CRA trust fund.

Community Redevelopment Plan

The Community Redevelopment Agency is responsible for developing and implementing the Community Redevelopment Plan that addresses the unique needs of the targeted area. The plan includes the overall goals for redevelopment in the area, as well as identifying the types of projects planned for the area within a long-term capital improvements program specific to the community redevelopment area.

Projects may include a variety of elements or programs intended to spur private reinvestment in the community redevelopment area. Streetscapes and roadway improvements, building renovations, new building construction, flood control initiatives, water and sewer improvements, parking lots and garages, neighborhood parks, sidewalks and street tree plantings are typical of projects funded by community redevelopment agencies across the state. The plan can also include redevelopment incentives such as grants and loans to private owners and businesses within the community redevelopment area for such things as façade improvements, sprinkler system upgrades, signs, and structural improvements. The redevelopment plan is a living document that can be updated to meet the changing needs within the Community Redevelopment Area; however, the boundaries of the area cannot be changed without starting the process from the beginning.

Steps to Formally Create the CRA

The City has commenced the process to create a redevelopment area through its actions to engage the community in public visioning and the preliminary discussions held with County representatives. The following additional steps highlight next steps needed to formally establish the City's CRA's:

- Adopt the Finding of Necessity. This will formally identify the conditions within the targeted area and establish the area boundary. This report can serve as the basis for considering the necessary formal actions to begin the process to engage the County in its review.
- Seek and obtain delegation authority from Volusia County to establish the Community Redevelopment Area and Tax Increment Finance District.
- Develop and adopt the Community Redevelopment Plan. The plan further defines the needs of the targeted area and includes a specific program for encouraging redevelopment in the CRA.
- Create a Redevelopment Trust Fund. Establishment of the Trust Fund enables the Community Redevelopment Agency to direct the increase in real property tax revenues back into the targeted area.



Preliminary Recommendations

Based upon an independent assessment of the proposed US1 Community Redevelopment Area, sufficient criteria have been met to qualify the area for consideration pursuant to the requirements of the Florida Community Redevelopment Act (Chapter 163, Part III, Florida Statutes).

The recommended boundaries for the proposed New Smyrna Beach US1 Community Redevelopment Area are based on an evaluation of vacant lands, the mix of land use/zoning opportunities, infrastructure conditions, proximity to major roadways and other deteriorating conditions and natural features. The City and community recognize that sound infrastructure investments, access management, appropriate development codes and incentives for private investment, actions which stem from creating a Community Redevelopment Area and adopting a Redevelopment Plan, will contribute to arresting deteriorating economic influences in this area. The boundaries and determination of qualifying conditions considers those areas identified on Maps 1 and 2

As is evident within communities with existing community redevelopment programs, a CRA provides opportunities for the community to design a new future for the targeted area and create opportunities for public and private investment aimed at improving local economic conditions and overall community quality of life. The Community Redevelopment Plan can provide some physical solutions to the economic conditions as well. Use of master stormwater management facilities, new codes, programs or solutions that provide incentives for re-use and redevelopment of existing sites, new lighting, expansion of community policing, re-use of existing buildings, demolition of dilapidated structures, new street patterns/designs, and other measures can have a positive impact on supporting economic development. By encouraging new public and private investment and other physical and social improvements, property values may increase and the overall community quality of life can improve for New Smyrna Beach and the surrounding Volusia County areas.

The following represents initial observations and preliminary recommendations for prospective actions and projects that may be appropriate for the US1 Community Redevelopment Area. This list may be refined and expanded as the community undertakes the process of developing the Community Redevelopment Plan:

- Review the land development codes to promote mixed-use developments, streamline development review and provide flexible development standards within the proposed US1 Community Redevelopment Area.
- Identify and consider incentives for development bonuses to capture market demands, and aggregate parcels along the five corridors, particularly if shared stormwater management, public access, open space and landscapes/entry features are enhanced or included.
- Support private project redevelopment sites and activities.
- Identify and fund targeted capital improvements projects.
- Apply architectural and site design guidelines to promote a style or quality of new construction that would maintain the desired theme and scale of development consistent with the development theme within the CRA and/or sub-districts.
- Create a system of strategic, planned improvements of publicly owned lands and right-of-ways to maximize their usefulness for the residents of the City and surrounding community.
- Improve infrastructure within the proposed Community Redevelopment Area.
- Target and support code enforcement efforts.
- Use Façade Grants/Loans to improve buildings, when funds are available.

- Create/expand a business development program to aid, expand or retain existing businesses and promote new business opportunities; consider a small business administration loan program to aid small business start-ups from the community.
- Create incentives for business location and retention. Identify areas for infrastructure and beautification improvements, including water/wastewater, drainage, parking, traffic lights, sidewalks, landscaping, and new signage.
- Continue the City's phased streetscape program.
- Improve commercial and industrial land uses, where compatible with nearby residential and phasing out incompatible uses.
- Identify new parking areas, access management controls and other transportation solutions compatible with the Volusia TPO's US1 Corridor Improvement Program.



LIST OF MAPS

Map 1 – Proposed US1 Community Redevelopment Area Boundary Map

Map 2 – Proposed US1 CRA Sub-Districts

Map 3 – FDOT/VTPO Transportation Project Map

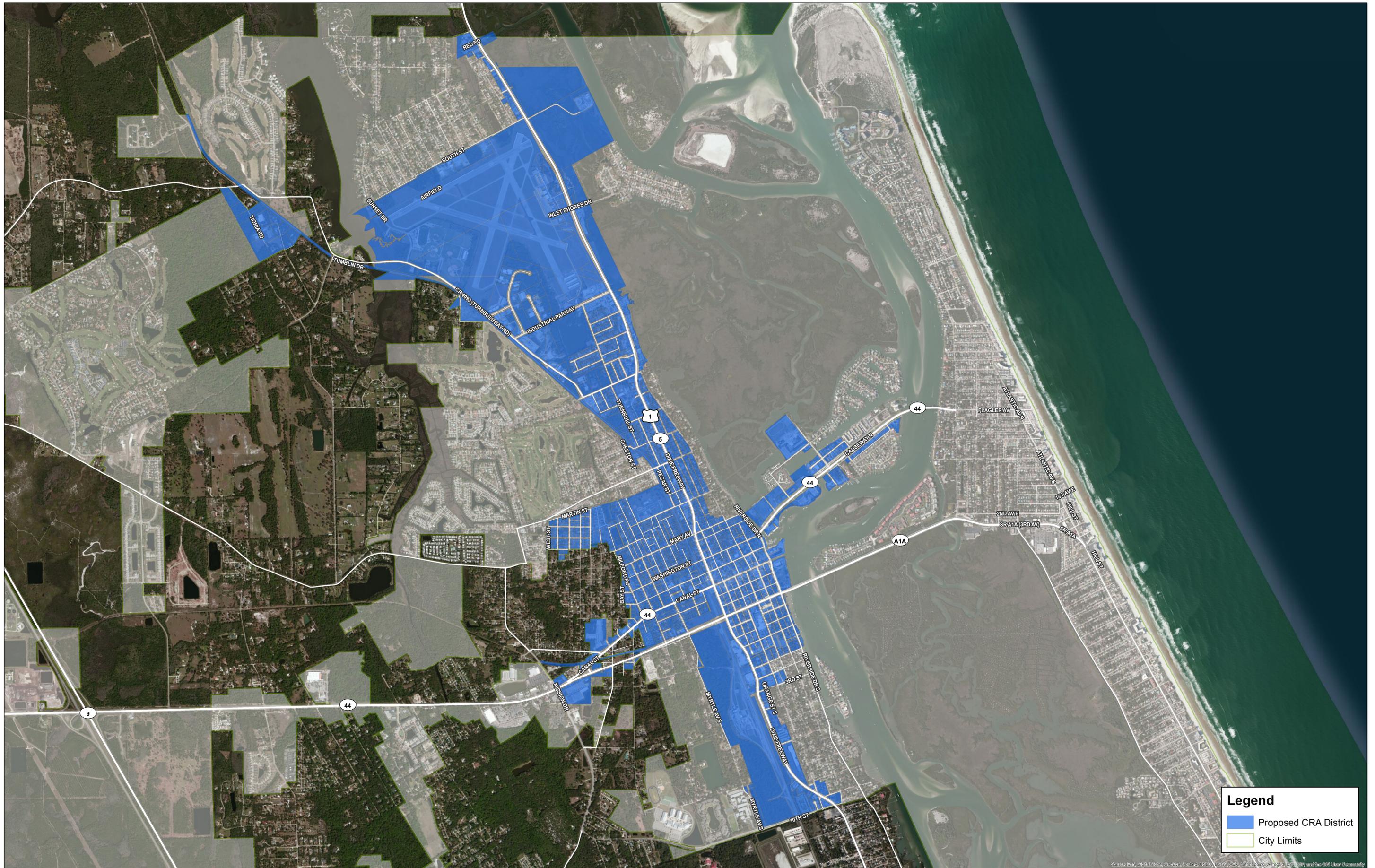
Map 4 – Existing Land Use

Map 5 – Existing Zoning

Map 6 – Future Land Use

Map 7 – Existing Conditions

Map 8 – Police Zones



City of New Smyrna Beach Community Redevelopment Agency

Exhibit - Proposed CRA District

City of New Smyrna Beach, Florida

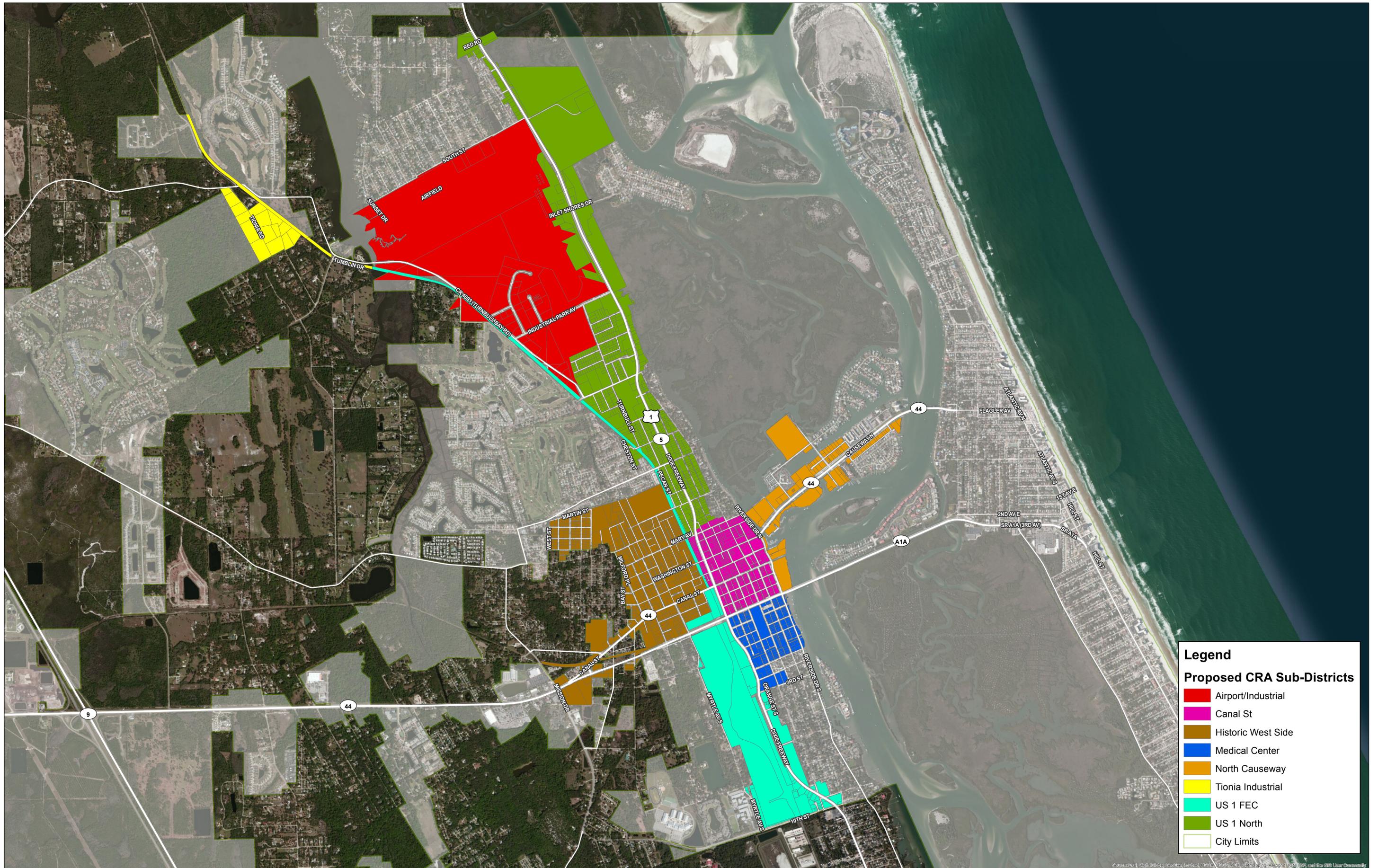
Legend

- Proposed CRA District
- City Limits




Kimley-Horn
and Associates, Inc.

Sources: Esri, DigitalGlobe, GeoEye, Earthstar (United States), USDA, USGS, AeroGRID, IGN, SDA, and The GIS User Community



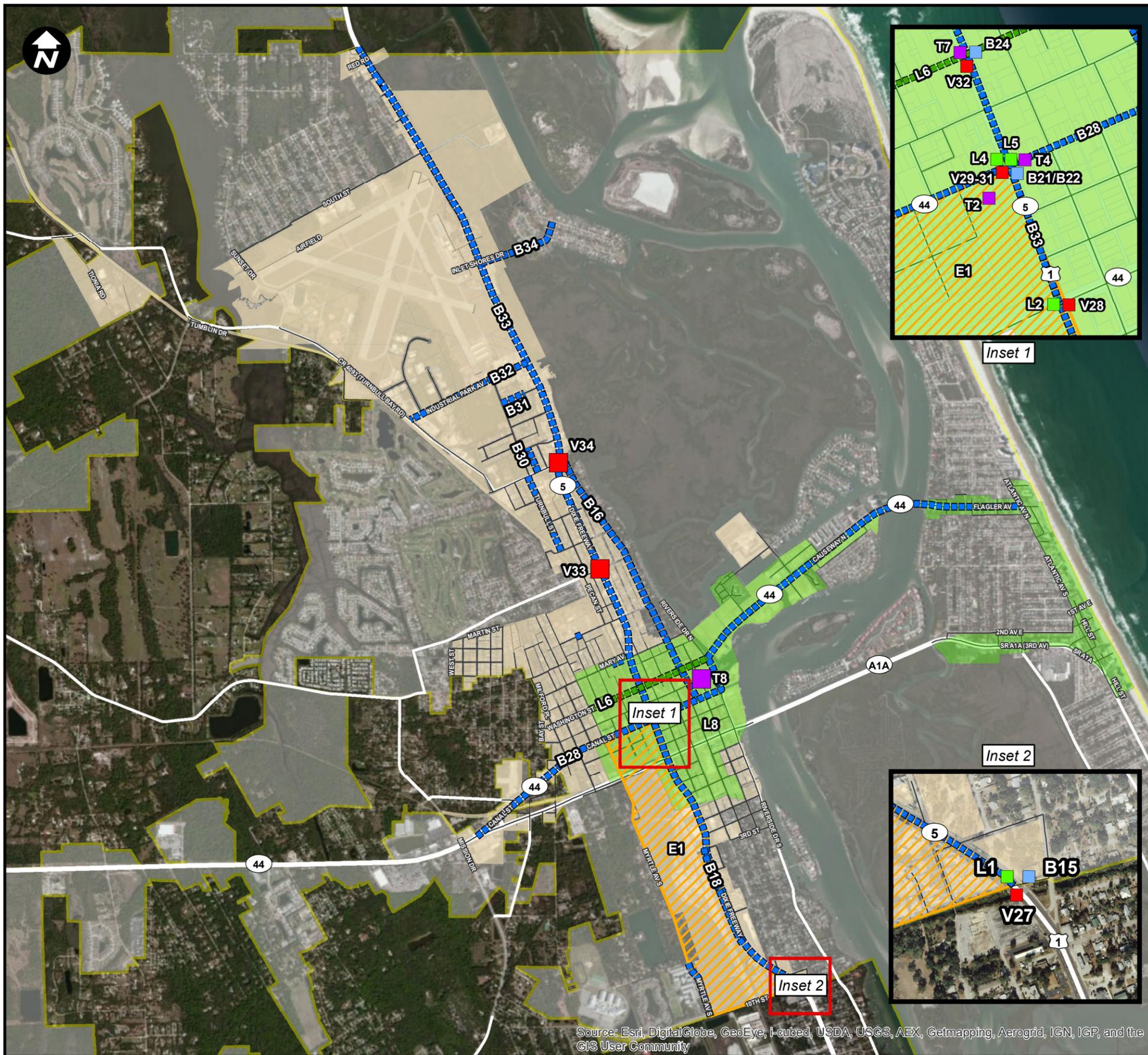
City of New Smyrna Beach Community Redevelopment Agency

Exhibit - Proposed CRA Sub-Districts

City of New Smyrna Beach, Florida



Kimley-Horn
and Associates, Inc.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

Legend

- CIP Project Locations**
 - Bike/Ped Projects
 - Streetscape Projects
 - Transit Projects
 - Vehicle Projects
- CIP Project Corridors**
 - ▬▬▬ Bike/Ped Project Corridors
 - ▬▬▬ Streetscape Project Corridors
 - ▨▨▨ Land Use Project Area
 - Streetscape Improvement Area
- Proposed CRA District
- City Limits

Project Key

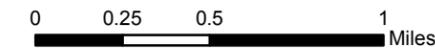
Project ID	Project Description	Category	Status
B14	Sidewalk Repair	Bike/Ped	U
B15	Pedestrian Crossing Enhancements	Bike/Ped	U
B16	Sidewalk Improvements	Bike/Ped	S
B18	Sidewalk Improvements	Bike/Ped	U
B21	Bike Lanes West/South Legs	Bike/Ped	U
B22	Pedestrian Crossing Enhancements	Bike/Ped	U
B24	Pedestrian Crossing Enhancements	Bike/Ped	U
B25	New Sidewalk	Bike/Ped	S
B26	New Sidewalk	Bike/Ped	U
B28	Multi-use T rail	Bike/Ped	U
B29	New Sidewalk	Bike/Ped	S
B30	New Sidewalk	Bike/Ped	S
B31	New Sidewalk	Bike/Ped	S
B32	New Sidewalk	Bike/Ped	S
B33	Multi-use T Trail	Bike/Ped	U
B34	New Sidewalk	Bike/Ped	S
L1	Gateway Streetscaping	Streetscape	U
L2	Install Mast Arms	Streetscape	U
L4	Gateway Streetscaping	Streetscape	S
L5	Install Mast Arms	Streetscape	U
L6	Streetscape and Parking Improvements	Streetscape	U
L8	Wayfinding; Landscaping; Public Art	Streetscape	U
T2	Amtrak Station	Transit	U
T4	Signal Preemption; Queue Jumps	Transit	U
T7	Signal Preemption; Queue Jumps	Transit	U
T8	Multimodal Hub	Transit	U
V27	Intersection Improvement	Vehicle	S
V28	Signal Interconnect	Vehicle	U
V29	NB Left (second); SR Right; Wdn Cnl	Vehicle	U
V30	Intersection Improvement	Vehicle	U
V31	Add 4 Right Turn; EB, NB, SB Left	Vehicle	U
V32	NB, SB, WB Right Turn	Vehicle	U
V33	SB, EB, Right Turn	Vehicle	U
V34	SB, EB Right Turn	Vehicle	U
E1	Transit Oriented Development	Land Use	NA

U= Unfunded; S= Some Funding

Source: Volusia TPO, Corridor Improvement Program; Phase 1 Assessment of US 1/SR 5, April 2012

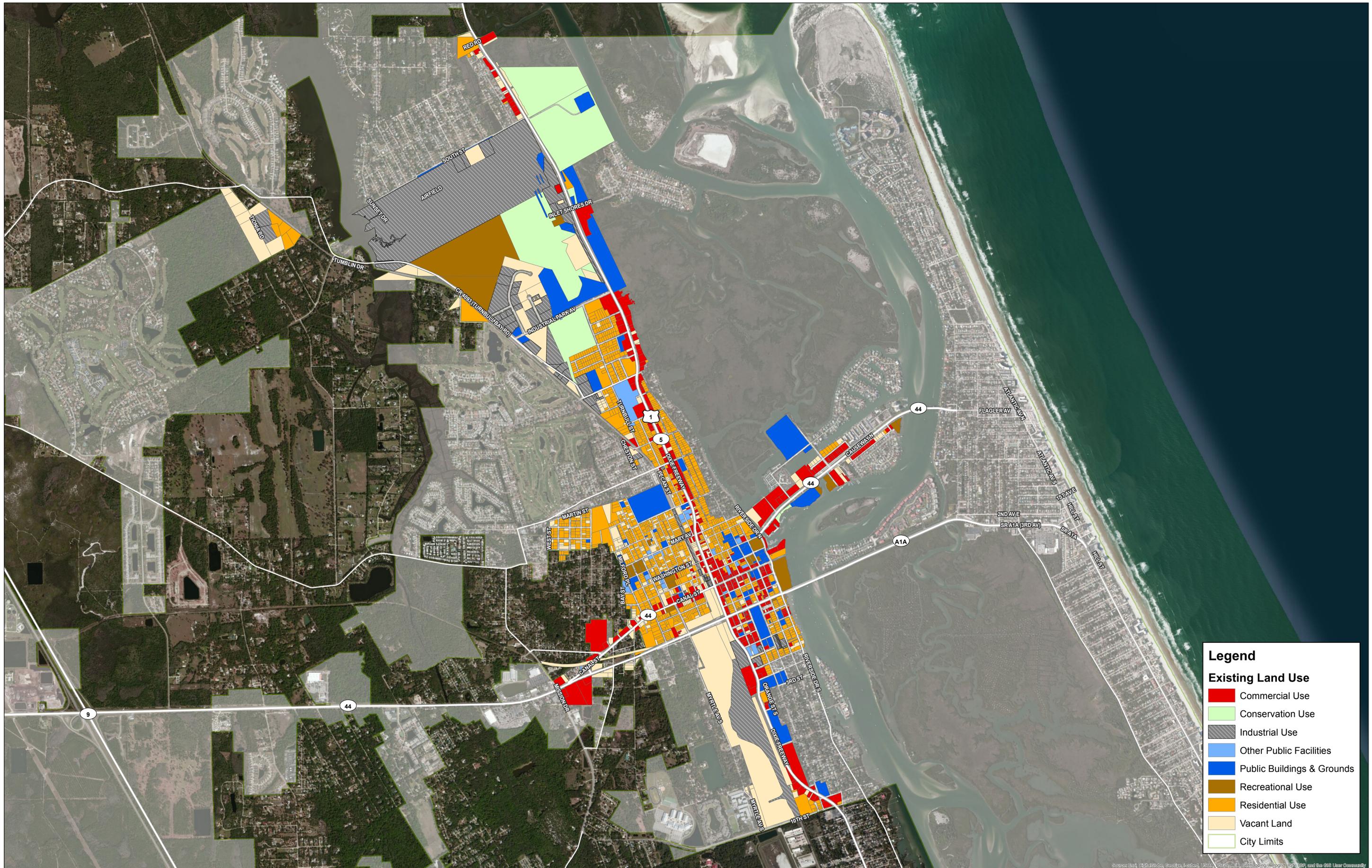
City of New Smyrna Beach - Community Redevelopment Agency

Exhibit - US 1 CIP Projects



City of New Smyrna Beach, Florida





Legend

Existing Land Use

- Commercial Use
- Conservation Use
- Industrial Use
- Other Public Facilities
- Public Buildings & Grounds
- Recreational Use
- Residential Use
- Vacant Land
- City Limits



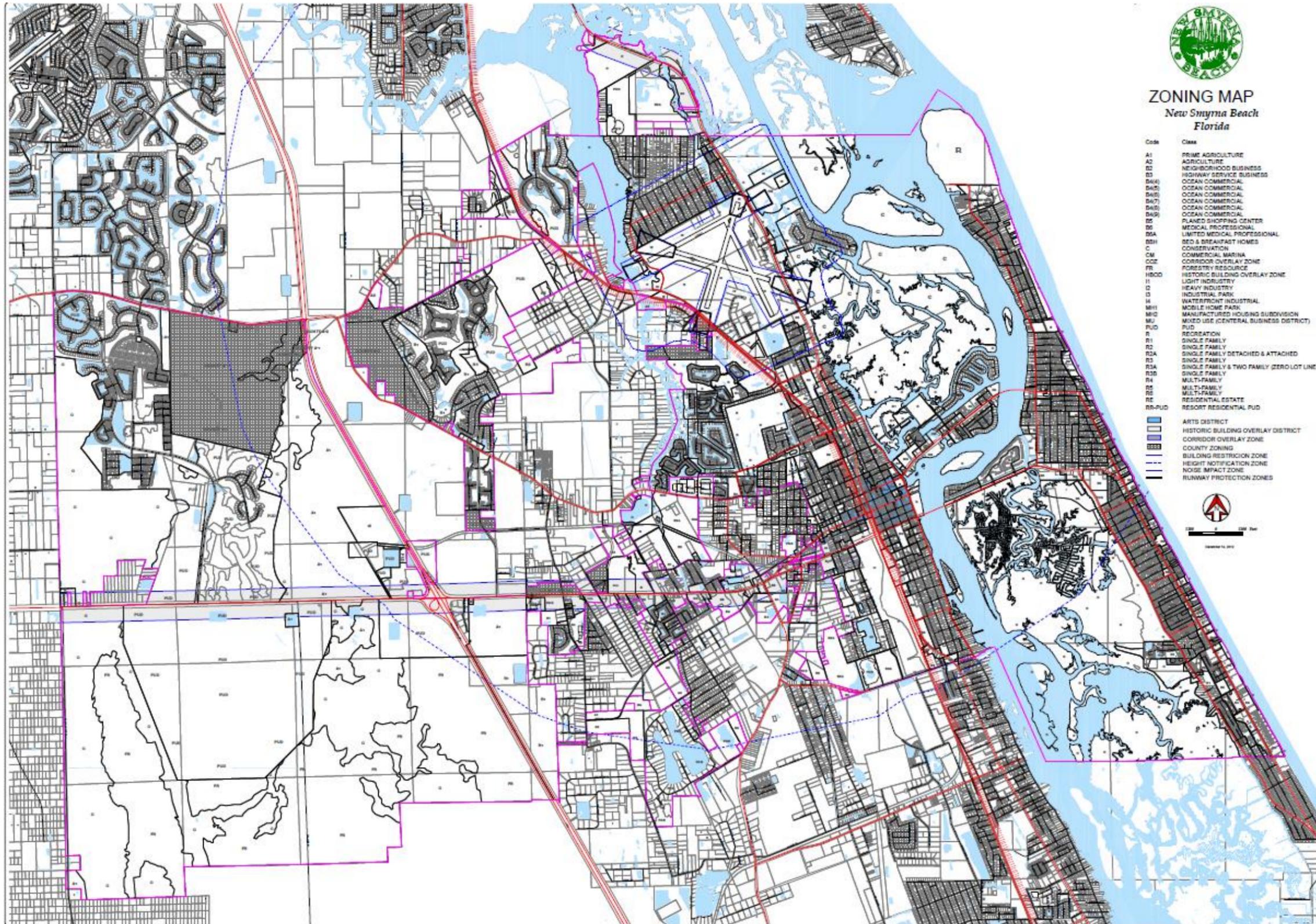
City of New Smyrna Beach Community Redevelopment Agency

Exhibit - Existing Land Use within Proposed CRA District

City of New Smyrna Beach, Florida



Map 7 – Existing Zoning

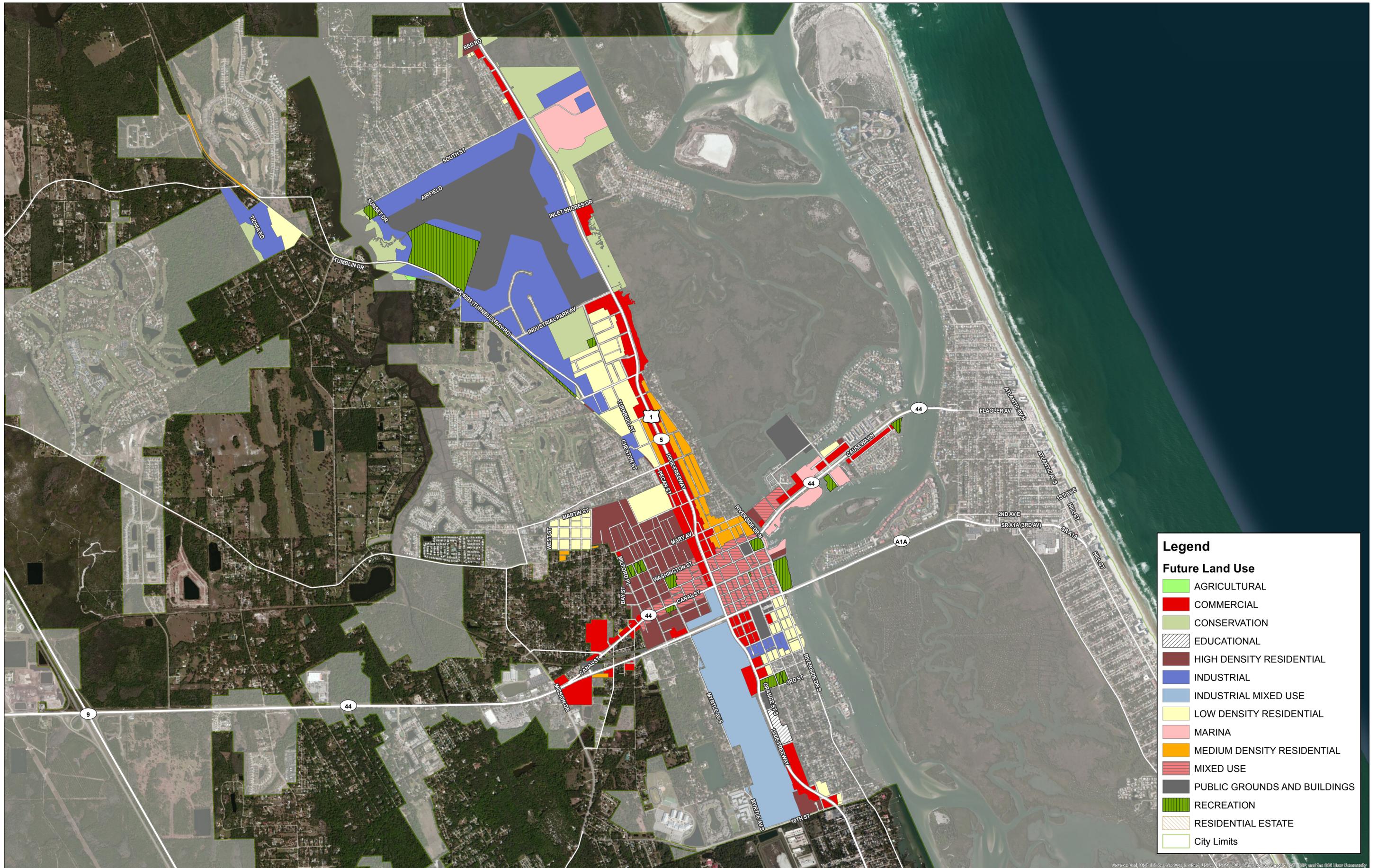


ZONING MAP
New Smyrna Beach
Florida

Code	Class
A1	PRIME AGRICULTURE
A2	AGRICULTURE
B2	NEIGHBORHOOD BUSINESS
B3	HIGHWAY SERVICE BUSINESS
B4(4)	OCEAN COMMERCIAL
B4(5)	OCEAN COMMERCIAL
B4(6)	OCEAN COMMERCIAL
B4(7)	OCEAN COMMERCIAL
B4(8)	OCEAN COMMERCIAL
B4(9)	OCEAN COMMERCIAL
B5	PLANNED SHOPPING CENTER
B6	MEDICAL PROFESSIONAL
B6A	LIMITED MEDICAL PROFESSIONAL
B6H	BED & BREAKFAST HOMES
C	CONSERVATION
CM	COMMERCIAL MARINA
COZ	CORRIDOR OVERLAY ZONE
FR	FORESTRY RESOURCE
HBOD	HISTORIC BUILDING OVERLAY ZONE
I1	LIGHT INDUSTRY
I2	HEAVY INDUSTRY
I3	INDUSTRIAL PARK
I4	WATERFRONT INDUSTRIAL
MH1	MOBILE HOME PARK
MH2	MANUFACTURED HOUSING SUBDIVISION
MU	MIXED USE (CENTRAL BUSINESS DISTRICT)
PUD	PUD
R	RECREATION
R1	SINGLE FAMILY
R2	SINGLE FAMILY
R2A	SINGLE FAMILY DETACHED & ATTACHED
R3	SINGLE FAMILY
R3A	SINGLE FAMILY & TWO FAMILY (ZERO LOT LINE)
R3B	SINGLE FAMILY
R4	MULTI-FAMILY
R5	MULTI-FAMILY
R6	MULTI-FAMILY
RE	RESIDENTIAL ESTATE
RR-PUD	RESORT RESIDENTIAL PUD

[Blue Box]	ARTS DISTRICT
[Purple Box]	HISTORIC BUILDING OVERLAY DISTRICT
[Red Box]	CORRIDOR OVERLAY ZONE
[Dotted Box]	COUNTY ZONING
[Thick Red Line]	BUILDING RESTRICTION ZONE
[Dashed Red Line]	HEIGHT NOTIFICATION ZONE
[Dashed Purple Line]	NOISE IMPACT ZONE
[Thick Black Line]	RUNWAY PROTECTION ZONES





Legend

Future Land Use

- AGRICULTURAL
- COMMERCIAL
- CONSERVATION
- EDUCATIONAL
- HIGH DENSITY RESIDENTIAL
- INDUSTRIAL
- INDUSTRIAL MIXED USE
- LOW DENSITY RESIDENTIAL
- MARINA
- MEDIUM DENSITY RESIDENTIAL
- MIXED USE
- PUBLIC GROUNDS AND BUILDINGS
- RECREATION
- RESIDENTIAL ESTATE
- City Limits

City of New Smyrna Beach Community Redevelopment Agency

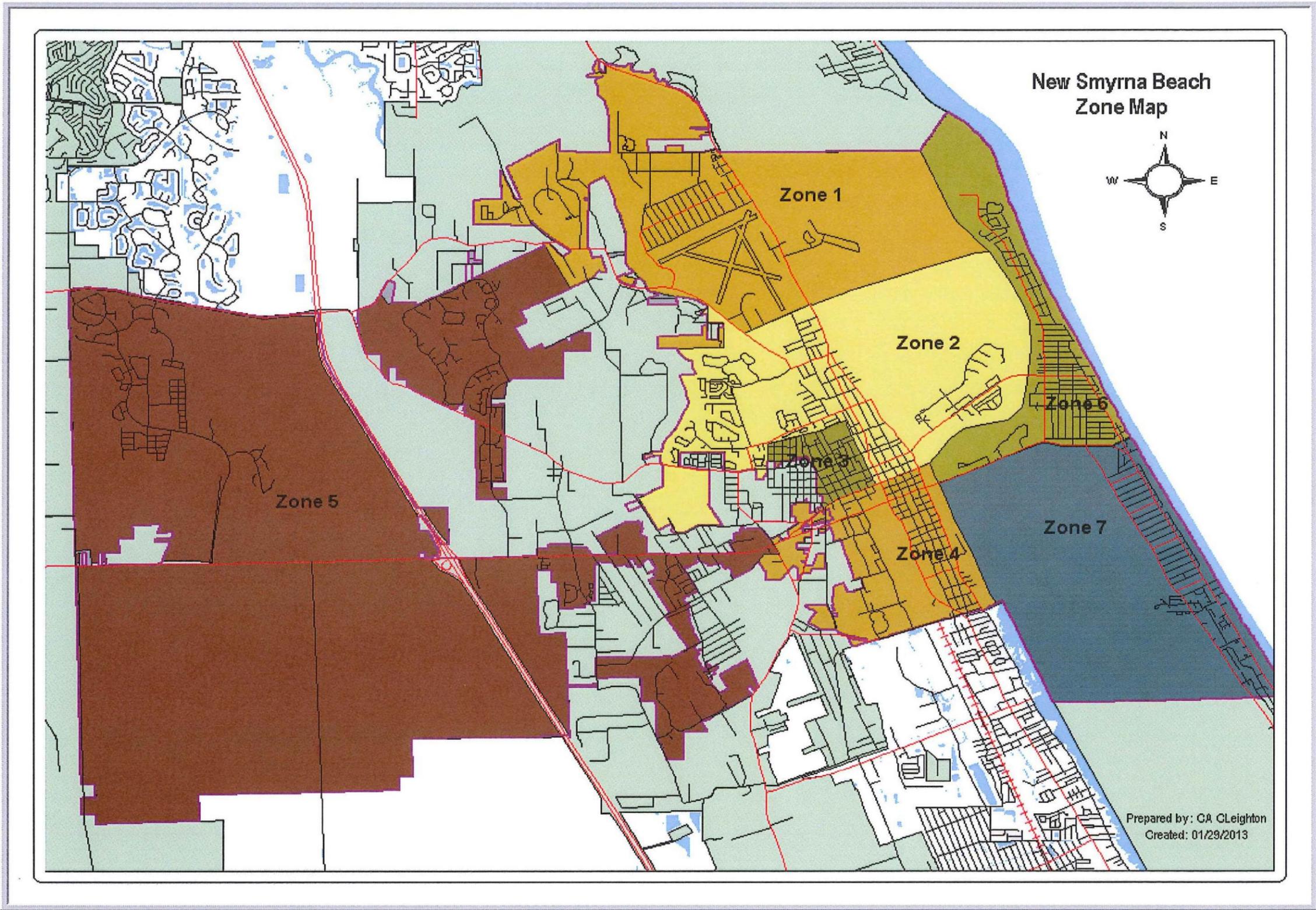
Exhibit - Future Land Use within Proposed CRA District

City of New Smyrna Beach, Florida

0 0.25 0.5 1 Miles




Kimley-Horn
and Associates, Inc.





City of New Smyrna Beach

CRA Retreat

December 4, 2012

Atlantic Center for the Arts

Existing New Smyrna Beach CRA and Proposed US1 CRA

AGENDA

The CRA is scheduled to hold a retreat on December 4 at the Atlantic Center for the Arts. The purpose of the retreat is twofold:

1. To establish priorities for the remaining 19.5 months that remain for the current CRA at the conclusion of this fiscal year; and
2. To establish goals and objectives for the new CRA. This meeting will serve as the "Kick-off meeting" as called for in the contract with Kimley-Horn.



The agenda for the retreat is proposed as follows:

- 9:00 Review of the current CRA Master Plan Update
- 9:15 Review of Accomplishments to date relative to the Master Plan Update
- 9:30 Formulation of Priorities for the remainder of the CRA
 - The current CRA is scheduled to sunset on May 9, 2015
 - The annual revenues for the current CRA are projected to be on the order of \$1.5 million.



- There are a number of Capital Projects that are included in the Master Plan Update that have not been funded to date:
 - o Streetscape for the remainder of the Washington St streetscape, from US 1 to Riverside
 - o Parking projects are listed in three separate line items: CRA parking, Flagler Ave area parking, and the Canal St area parking
 - o North Causeway streetscape and landscaping improvements
 - o SR 44 crossing treatments: at Myrtle, Live Oak, Palmetto, Peninsula, Saxon/Morton, and Atlantic Avenues.
 - o Streetscapes at Canal Neighborhoods: pedestrian lighting, safety, connectivity and circulation improvements
 - o Julia and Faulkner Property, to construct a parking lot
 - o Water Taxi subsidy
 - o Mainland splash park
- There are a number of Capital Projects that are not included in the Master Plan Update but have had some interest
 - o Brannon Center improvements
 - o Mary Ave between US 1 and Riverside: drainage
 - o N. Orange Streetscape

Noon Lunch Break

12:30 – 1:00 Kick-off meeting: Goals and Objectives for the New CRA
Basic information presented by Consultant and Staff

- Descriptions and general time frames of the process for approval
 - o Blight Study/Finding of Necessity
 - o US 1 CRA Master Plan and Components of the Plan
- Finalization of CRA Boundaries (*Are the boundaries we identify with the Blight Study/FON the final boundaries of the new CRA?*) Identification of General boundaries for the New CRA and the identification of "character districts" (sub-districts) – what geographical and socio- boundaries are present that create districts
 - Tax Increment Finance (TIF) Revenues and Projections
 - Land Use –what's on the ground and in the books (Comprehensive Plan, Land Development Regulations, Special Area Plans/Neighborhood Plans)
 - Community/Neighborhood Characteristics including building conditions and infrastructure assessment
 - Transportation/Mobility Projects
 - Catalyst Site(s) for Redevelopment/Key development project areas
 - Brownfields
 - Programs and Projects/ Capital Improvements Plan
 - Plan Recommendations and Implementation

1:00 – 1:30 SWOC Analysis –two small groups

- Visioning of Topical Focus Elements –Land Use, Quality of Life, Infrastructure –



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- o Identification of strengths (opportunities to expand),
- o Weaknesses (underutilized segments to focus on),
- o Opportunities and Challenges (what's needed?)

1:30 – 2:30 Each City Commissioner to present their vision for the new CRA:

How will we measure success in the new CRA?

What capital projects and programs should be included?

2:30 – 2:45 Break

2:45 – 3:15 Future priorities:

Synthesis by Commission

- o Identification of Capital Projects and CRA Programs
 - Short-, Mid-, Long-Range
- o How the US 1 CRA may benefit New Smyrna Beach and Volusia County

3:15 – 3:30 Options/Opportunities for public input and review

Presentation by Consultant and Staff with discussion by Commissioners

3:30 – 3:45 The Schedule Moving Forward

Presentation by Consultant and Staff with discussion by Commissioners

3:45 Final Thoughts and Wrap Up

4:00 Adjourn



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CRA Retreat

CRA RETREAT –

(Minutes Prepared by K. Klepper and P. Sechler)

MORNING SESSION

Existing CRA Update and Project Reviews

Group Discussion - Key projects not yet completed

1. North Causeway – landscaping, go for FIND Grant to improve seawall and a ped walk along the waterfront. Partner w Delta Queen with a landscaped ped walk along the AoB property.
 - a. Do we want to spend money on the waterfront path if we don't know what will go on the AoB site?
 - b. AoB has been RFP'd – there is a proposal submitted, but still in evaluation.
 - c. Is the financial institutional market in a position to deliver the city a great project? Should city consider an interim use? Walkway and boat ramp parking?
 - d. Can the Delta Queen proposal provide (as stated in their RFP) to do \$300k of landscape improvement on the edge, and clean up the site, and use for parking until the market is ready. They also included a hotel concept.
 - e. Perhaps the Commission should suspend the discussion on the AoB until January.
 - f. Perhaps an interim use while waiting for market to come back is the best decision. It is one of city's most prominent sites, City should be really careful about what they allow to go on this site, and what the terms of the deal are.
2. White Challis – is looking at the Julia St site. CRA has dollars funded to offset their impact fees as an incentive. But the timing isn't right and WC has backed off. White Challis is working in DeLand and Lakeland, a deal can come back when the timing is better.
 - a. Jay Pendergast has done a variety of concepts for White / Challis.
 - b. Townhomes, interior parking, stacked Townhomes w tuck under parking.
 - c. Jay participated on a CRA's that were successful. Two ideas:
 - i. Transfer of development rights as way to buy sell density
 - ii. City Council support of the CRA
3. CRA budget summary – after O/M, Debt and other fixed Expenditures:
 - a. 2013 - \$700,000
 - b. Total amount of money left before CRA sunsets - \$1.7M
4. Mayor: Perhaps we should declare "victory" and focus on other CRA areas that need attention.





- 5. Other attention areas?
 - a. Allocate some funds to the North Causeway to create momentum for that geography, new development and gateway to Flagler Ave.
 - b. Potential land assembly in West Side? There are several opportunity sites. Partnerships (Housing Authority, habitat, etc) or Land Trust type model? Is this a possible attractive feature for County in terms of moving forward? \$200k allocation for acquisition?
 - c. Washington Street Streetscape from Riverside to US1. Can this be done for \$800k?
 - d. \$100k for miscellaneous contingency? Landscaping of City owned sites?
 - e. Canal is not 'done', but CRA has invested a lot of \$\$\$ and there are other areas to invest in. In consideration of that fact (while the work isn't done), we should take the remaining \$\$\$ towards the area that hasn't rec'd as much attention or is most blighted.
 - f. Hospital?
- 6. City Commission Proposal - How to use the 2013 \$700k total (remaining)
 - a. \$200k West side
 - b. \$100k Misc
 - c. \$400k for capital projects (Washington or N Causeway).

EDUCATION Opportunity

- 7. Opportunity to tour and learn about 'purpose built community' Atlanta via a program funded by Warren Buffett.

END MORNING SESSION

BEGIN AFTERNOON SESSION – US1 CRA

- 1. Overview of the CRA Process including required Blight Study/Finding of Necessity; similar to what was done previously, the City will need to analyze properties to determine if they qualify under the Florida Statutes (FS), Chapter 163.
- 2. The US1 CRA is divided into two phases of development, the Blight Study and the Master Plan. The Blight Study is generally understood to be completed in February and pending review and discussion by the City/CRA and Volusia County the Master Plan would commence in early 2013 and be completed by summer 2013. Based on adopted County Resolutions (2010-18, 19, and 20), Volusia County has identified certain expectations for the creation and/or amendment of CRAs
- 3. The newly conceived CRA area is larger than the current CRA – this creates opportunities and challenges. Need to serve an even bigger and more diverse constituency and more varied condition of blight. Existing CRA is approximately one (1) square mile; the proposed US1 CRA is approximately three (3) square miles



- 4. Re 'blight' –the current visuals don't show the correct image of New Smyrna-
 - a. Are these areas meeting community expectations?
 - b. Re 'blight' –there are areas of limited infrastructure, rights of way, etc that are holding back development.
- 5. Question for Group –what is successful redevelopment to City Commission?
 - a. Blight on both sides of US1 – aging housing stock. Small parcel sizes.
 - b. Community needs to understand the actual definitions of blight, to destigmatize it and help folks understand that a CRA with a TIF is a way to focus their tax dollars on projects that are specifically in their area to help address challenges that no single private entity can deal with on its own.
- 6. Key Element to the new CRA – need to make the economic connection to both the City and County
- 7. To get County to agree, we need to have key people meet with the County Council.
 - a. Business leaders, who are connected to the Council.
 - b. Glenn and FEC, etc, need to help the County understand the value.
 - c. This project needs to explain the benefits and get broad consensus on the many sites, places and stakeholders –so the political environment can see the broad based support. But then specific targeted property owners, business leaders need to address County support.
 - d. Hospital is a question (is it in or not, do they contribute or not). Other hospitals in CRA's contribute – however, this is a case where regional tax base supports the hospital, and this would put their tax dollars into the focused redevelopment area – what are they getting out of it?
 - e. What are we offering the County?
 - i. Beach (very valuable)
 - ii. 3rd Ave (also valuable)
 - iii. Flagler (valuable – but will have ongoing challenges)
 - iv. Quid pro quo – does it make sense to have some areas with negotiated 'special rates'?
 - f. Mayor likes the map as designated (see Map 1) – possible expansion of the historic residential areas east of US 1, north of downtown/Canal Street district.
- 8. Identification and delineation of possible CRA sub-districts including strategic issues and opportunities within each sub-district (see Map 2)
 - a. North Causeway –residential and hotel development potential. An economic generator.
 - b. FEC – big mixed use development potential. Economic generator.
 - c. Hospital area – underutilized parcels, big potential for med office / clinical uses, etc. Potential economic generator if Hospital stays in NSB and if they contribute.





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- d. Canal District – potential generator based on viability of incremental continued commercial revitalization and incorporation of new infill residential.
 - e. Historic Westside – neighborhood stabilization. Include the county parcels? Annex?
 - f. Turnbull – Residential stabilization; however, re-look at non-ad valorem revenue generators and verify if those properties should be included. Are there land use conflicts within this area?
 - g. US1 – large parcels – car dealerships, hotel/motel. Small lots are a different problem because they are hard to develop and limited viability – unless they can be assembled, etc. How to get the motels out of there? Are they in foreclosure? Need for transportation and access improvements (reduce driveway connections). Relook at code enforcement process in this area.
 - h. Airport – industrial and non-residential economic generators within this district including the airport industrial park.
9. Modifications to the sub-district map based on group discussion
- a. Add Faulkner area to US1 Corridor
 - b. Identify areas within Historic West Side for possible annexation and incorporation into the sub-district
 - c. Consolidate Turnbull area into either Airport or US1 sub-district; delete non-qualifying properties
 - d. Move Swoop Property and properties along US1 from the Airport district to the US1 district
10. Review of possible projects and programs (future priorities) –
- a. Catalyst sites/developer incentive programs including the Badcock building, Cemex, and ABC Store
 - b. Corridor Improvements along US1
 - c. Streetscape enhancements (sidewalks, stormwater, utility relocation; lack of ADA accessible infrastructure), intersection enhancements
 - i. Traffic signalization, right-of-way needs
 - d. Address the condition of vacant properties and opportunities to provide public partnerships (i.e., housing authority, habitat for humanity) through assemblage of properties for redevelopment
 - e. Expansion of the wayfinding program
 - f. Support/enhancement of historic preservation opportunities especially with the Historic West Side
 - g. Hospital/Medical Center future development and plans
 - h. Land Development Code development review and update; possible amendments or development of overlays
 - i. Stormwater master plan(s)
 - j. (Adaptive) Reuse of existing car lots, hotel sites, underutilized properties along corridor



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- i. Review of list of allowable uses within the existing codes
 - k. Enhanced code enforcement activities
11. Who are the Stakeholders?
- a. Chamber of Commerce
 - b. Board of Realtors
 - c. Police Department
 - d. SE Volusia Advertising
 - e. Code Enforcement Department
 - f. Neighborhood Associations
 - g. Bert Fish Hospital
 - h. Utility Commission
 - i. Businesses not in the Chamber, Jack Holcomb
 - j. Airport Advisory Board
 - k. Airport Tenants
 - l. City of Edgewater
 - m. City of Port Orange
 - n. FEC
 - o. FDOT
 - p. Victims Advocate Group
 - q. Volusia County Sheriff's Office
 - r. Volusia County Public Works
 - s. School Board
 - t. Truett Cathy
 - u. Volusia County Economic Development
 - v. Housing Authority
 - w. Dick Rosedale
 - x. Dennis Higginbotham
- Next Steps?
- Identify and Schedule Stakeholder Meetings
 - Review of Code Enforcement Activities within the proposed area
 - Review property value trends
 - Analysis of Neighborhood Building Conditions
 - Review of Capital Improvement Projects (City, County, State)



GOAL 1: SUSTAINABILITY

Provide for development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

OBJECTIVE:

1. Energy Efficiency: Promote compact, mixed-use, and energy efficient development arranged to encourage pedestrians, bicycle and transit use, leading to a more sustainable community and a reduction in greenhouse gases (GHGs).

k. Promote the redevelopment of brownfield and grayfield sites to reduce distances between destinations and relieve pressures for Greenfield development.

OBJECTIVE:

5. Timing and location of Development: Future development will be directed into appropriate areas and at appropriate times according to the availability of municipal services.

c. The City shall promote local, regional, and state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.

GOAL 4: COMMERCIAL/INDUSTRIAL DEVELOPMENT

Provide for high-quality commercial and industrial development so as to maintain the economic health of the City, and to increase the job opportunities, per capita income and convenience for its residents.

OBJECTIVE:

4. Design of Commercial and Industrial Developments: Commercial and industrial development will be designed to enhance access and circulation, and result in a positive and attractive built environment.

e. The City shall promote pedestrian amenities in association with new construction and renovation/redevelopment, including, but not limited to, the provision of sidewalk and bike path connections, walk lights, benches, bus shelters and bicycle parking pursuant to the Land Development Regulations and applicable neighborhood plans.

OBJECTIVE:

5. Commercial Reinvestment Strategy: By 2013, the City shall develop a reinvestment strategy for older commercial properties in the City to ensure that over time these properties remain viable and important contributors to the City's non-residential tax base.

POLICIES:

a. Work with economic development organizations to develop a database of available redevelopment properties and market information to promote investment in redevelopment.

b. The City shall develop an implement specialized zoning and development regulations for designated reinvestment areas.

c. The City shall monitor the impacts of development regulations on small businesses to ensure that the special needs of small business operators are taken into account in the formulation of any new or revised City Codes or policies.

d. The City shall work closely with the Southeast Volusia Chamber of Commerce to ensure communication with local business owners about City Code requirements and changes.

e. The City shall develop a plan to acquire properties with waterfront access for private and public redevelopment.

f. The City shall develop economic incentives in its economically distressed areas, redevelopment areas, and job creation zones, with a key focus to create value-added jobs, dependant upon available funding.

g. As an alternative to new construction, the City shall continue to offer incentives for the rehabilitation and reuse of existing facilities, structures, and buildings in its redevelopment districts, dependent upon available funding.

h. The City shall, in cooperation with state, regional, and local agencies, promote economic opportunities for its unemployed and economically disadvantaged residents.

GOAL 5: RESIDENTIAL DEVELOPMENT AND NEIGHBORHOODS

Provide for residential development that creates neighborhoods of enduring quality, livability and character, that support an attractive and functional mix of living, working, shopping, and recreational activities, and maintain a living environment for citizens of all ages.

OBJECTIVE:

2. Maintain and enhance the quality of existing neighborhoods through reinvestment strategies, conservation, planning efforts and redevelopment and renewal of blighted areas.

POLICIES:

a. Continue to allow mixed types of residential dwelling units in older neighborhoods as a finally feasible alternative to commercial encroachment.

b. Establish a building inspection program, along with continued code enforcement, to ensure the lasting viability of existing neighborhoods.

c. Explore the possibility of developing licensing and inspection requirements for single-family homes used as rental properties.

d. The City will use CDBG and SHIP funds, when available, and explore opportunities to establish other financial incentives, for investment in older, declining neighborhoods as part of an overall reinvestment strategy.

e. The City will utilize public works and public utility projects as opportunities to improve the condition and appearance of older, declining neighborhoods through sensitive and appropriate design and retrofit.

OBJECTIVE:

3. Protect existing desirable neighborhoods from encroaching new development which is incompatible and inconsistent with the established character of the neighborhood.

POLICIES:

b. Neighborhood level plans shall identify historical development patterns in order to draft and implement Land Development Regulations that encourage redevelopment infill development that is compatible with the goals and objectives of the individual neighborhood level plans.

OBJECTIVE:

4. To guide and enhance future economic development and redevelopment of US Highway 1 and State Road 44 by creating scenic parkways that efficiently move traffic and present an attractive, aesthetically pleasing appearance.

e. Require new developments and redevelopments to provide landscaping and other improvements, in order to present a pleasant aesthetic appearance along these parkways that is consistent with the charm of the City.

f. Implement State Road 44 corridor regulations along undeveloped portions of the highway as they are annexed into the City.

g. Encourage the combining of smaller parcels through single ownership of contiguous properties.

OBJECTIVE:

5. In coordination with property owners, business owners and stakeholders, develop policies and regulations to guide and enhance future economic development and redevelopment, protect existing community assets and enhance programs and services within the Westside Neighborhood.

POLICIES:

a. By 2011 the City shall complete and implement the recommendations of the Westside Neighborhood Plan.

b. By December 2010, the City shall create a Community Development Block Grant (CDBG) economic advisory board to collect input from residents and to prioritize and rank projects eligible for CDBG funding.

c. In partnership with the Community Redevelopment Agency and other public and/or private organizations, develop programs and incentives to encourage new businesses to open and/or to relocate to the neighborhood.

d. In partnership with the Community Redevelopment Agency and other public and/or private organizations, continue to enhance the physical infrastructure within the neighborhood, including utility, streetscape and sidewalks.

e. In partnership with the Community Redevelopment Agency and other public and/or private organizations, the City shall explore and develop programs, incentives and regulations to ensure that all neighborhoods provide adequate affordable housing.

OBJECTIVE:

6. In coordination with property owners, business owners and stakeholders, develop policies and regulations to guide and enhance future development and redevelopment within the Coronado Beach neighborhood.

POLICIES:

a. By 2013 the City shall complete and implement the Coronado Beach Neighborhood Plan.

b. Develop regulations to ensure that new development is compatible with existing neighborhood development patterns in order to protect neighborhood integrity and character.

c. The City shall coordinate with Volusia County and the Florida Department of Transportation to establish traffic calming measure to make South Atlantic Avenue safe for pedestrians to cross during the day and in evenings. At a minimum, the City shall explore the possibility of lowering the speed limit and installing traffic calming devices.

d. The city shall establish a landscaping, lighting, streetscape and traffic calming plan for South Atlantic Avenue and make necessary changes to the *Land Development Regulations* to create a gateway presence.

e. The City shall establish regulations to waive any future paving requirements on Hill Street.

f. The City shall not vacate any future portions of the Hill Street right-of-way and shall use every effort to re-acquire portions of the vacated Hill Street right-of-way whenever possible.

g. The City shall coordinate with Volusia County to identify and infill gaps in the sidewalk system, particularly along the east side of South Atlantic Avenue.

h. Code enforcement efforts shall be taken maintain and upgrade the area and to ensure that visual blight and safety issues caused by vacant and/or derelict properties are addressed in a timely manner.

i. The City shall develop regulations to require non-residential uses to expand or be substantially improved without meeting code requirements addressing parking, access, screening, landscaping and buffers.

j. The City shall analyze and identify streets that may contain excessive right-of-way widths and develop a program to qualify property owners to petition the City for a right-of-way vacation of unneeded rights-of-way.

k. The maximum height within the neighborhood shall be limited to three (3) stories, 35 feet. Existing structures in excess of 35 feet shall be permitted to remain and, if destroyed, may be rebuilt at the existing height.

l. In coordination with Volusia County and other public and/or private organizations, the City shall develop a program and associated regulations to create pocket parks and beautify street ends east of South Atlantic Avenue and Hill Street.

m. The City shall develop a pattern book and design guidelines for renovation and infill residential development to maintain the character of the neighborhood and preserve many aspects of the development pattern.

GOAL 6: MIXED-USE DEVELOPMENT

Provide for mixed-use development that creates an attractive and functional mix of living, working, shopping, and recreational activities, provides for energy efficient land use patterns, compact development, urban infill and redevelopment, and supports a multi-modal transportation system.

OBJECTIVE:

1. Mixed Use Centers: Establish mixed-use centers, that are designed to be convenient, promote personal interaction, reduce travel distance, and conserve energy, to serve as an alternative to single-use, community-level commercial nodes in certain areas, such as at intersections of collector or higher-classified roads.

OBJECTIVE:

1. The City of New Smyrna Beach shall implement the Community Redevelopment Agency (CRA) Master Plan – 2010, which addresses six (6) main themes. Each theme will be accomplished by implementing the following policies.

POLICIES:

a. Strengthen the Neighborhoods: The CRA shall partner with the City and other public and/or private organizations in order to:

- Upgrade street and utility infrastructure;
- Undertake corridor enhancement projects;
- Develop design standards if applicable;
- Provide incentives for the development of workforce housing;
- Provide opportunities for creation of new and expansion of existing arts programs and events; and
- Develop grant programs to encourage investment within the redevelopment areas.

b. Support the Main Streets: The CRA shall partner with the City and other public and/or private organizations in order to:

- Provide additional parking capacity in traditional core areas of the City;
- Install streetscape improvements;
- Assist business owners with implementing retailing “best practices”;
- Institute a comprehensive wayfinding and signage program;
- Promote redevelopment of key parcels within the redevelopment areas;
- Hire a Mainstreet Coordinator;
- Initiate an outreach campaign to Bert Fish Medical Center;
- Market and promote events and businesses within the redevelopment areas; and
- Recruit targeted businesses

c. Create a Healthcare District: The CRA shall partner with Bert Fish Medical Center, the City and other public and/or private organizations in order to:

- Construct pedestrian enhancements to link the hospital with surrounding medical office, retail and residential uses;
- Formalize and enhance parking;
- Develop incentives for residential and office development surrounding the hospital; and
- Promote and market the hospital and supporting medical services

d. Broaden the Tourism Market: The CRA shall partner with the City, the Southeast Volusia Chamber of Commerce and other public and/or private organizations in order to:

- Brand "The Loop";
- Provide additional parking;
- Develop a comprehensive wayfinding signage program;
-
- Construct gateway enhancements;
- Promote development of hotels in strategic locations; and
- Develop incentives to encourage new development and redevelopment.

e. Enhance the Blue and Green Infrastructure: The CRA shall partner with the City and other public and/or private organizations in order to:

- Reconstruct the seawall and construct other boardwalk park enhancements;
- Enhance streetscapes;
- Address drainage issues within the redevelopment area;
- Examine and, if needed, establish fees for creation and maintenance of public parking;
- Provide public access to the water; and
- Promote events within the redevelopment areas

f. Connect the Community: The CRA shall partner with the City and other public and/or private organizations in order to:

- Develop a comprehensive wayfinding signage program;
- Install sidewalk and bike lane enhancements;
- Beautify and, if possible, reconfigure, the area where Business State Road 44 and State Road 44 divide;
- Install streetscape and landscaping enhancements within the Westside Neighborhood; and
- Develop and promote alternative forms of transportation

OBJECTIVE:

2. To maintain, enhance and promote the arts community and events within the City.

POLICIES:

a. The City will partner with the Community Redevelopment Agency and other public and/or private organizations to promote arts events within the City.

TRANSPORTATION ELEMENT

MOBILITY / EFFICIENCY GOAL:

To provide for the development of a comprehensive transportation system for the movement of people and goods that safely, conveniently, and efficiently serves the travel needs in the New Smyrna Beach area, while protecting established neighborhoods, environmentally sensitive areas, and archaeologically / historically significant sites. c. Promote the use of alternative modes of transportation to reduce congestion and vehicle miles traveled (VMT) caused by single occupant vehicle (SOV) usage.

Objective 1 - Policies

c. Promote the use of alternative modes of transportation to reduce congestion and vehicle miles traveled (VMT) caused by single occupant vehicle (SOV) usage.

i. Work with the Volusia TPO to establish numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split and automobile occupancy rates;

ii. Develop a safe usable pedestrian circulation system by providing sidewalks along all major streets adjacent to schools, between school sites and selected major streets, between school sites and parks or recreational areas, and add sidewalks, where necessary, to connect or complete either existing or proposed sidewalks in a manner that provides a complete pedestrian circulation system;

iii. Develop a safe bicycle and pedestrian transportation system with access to and within regional and community parks, all major public and private facilities, public transit, beach and river access areas, and other recreational facilities. Such provision should include bicycle parking at these locations, as well as at public, commercial, and service buildings, which is accessible;

v. Incorporate public transit, bicycle, and pedestrian considerations in the review of all site plans and plats;

vi. Promote developments designed to encourage non-motorized trips by providing efficient, convenient, and safe bicycle and pedestrian facilities;

x. Create bicycle and pedestrian facilities, including multi-use trails and greenways, which tie the street system with greenway systems and major activity centers. Consider off-roadway travel corridors, such as drainage canal, railroad, and utility right-of-way property, as potential corridors.

OBJECTIVE:

3. To implement a Transportation Plan, which is consistent with county and state transportation plans, to the extent required by law.

POLICIES:

a. Coordinate the planning and programming of local transportation improvements with Volusia County, FDOT, Volusia TPO, and the Volusia Council of Governments (VCOG).

OBJECTIVE:

4. To maintain and create transportation facilities that operate in a safe and efficient manner while maintaining an aesthetically pleasing character.

p. Establish a Transportation Concurrency Exception Area (TCEA) coterminous with the Community Redevelopment Agency area to promote urban infill and redevelopment where opportunities for expansion or addition of new transportation corridors are limited. Development/redevelopment projects within the TCEA shall address their transportation impacts and mitigation through alternative methods, which will be examined and considered instead of the typical roadway capacity projects, consistent with the following strategies:

i. Prepare a plan by November 1, 2012, to support and fund mobility within the TCEA consistent with §163.3180(5)(a), *Florida Statutes*;

ii. Mitigating measure(s) shall advance the goals of adopted area or subject matter plans, such as community redevelopment agency master plans, neighborhood plans, corridor plans, bicycle and pedestrian plans, or transit development plans;

iii. Potential alternative mitigating measure(s) may include but not be limited to the following; operational and/or capital enhancements for Votran, participation in a transit pass program for employees, van pooling, or ride sharing programs, pedestrian improvements, bus shelter/stop improvements, bicycle improvements, lighting improvements, connectivity improvements, roadway/Intersection Improvements, streetscape improvements, enhancements to a traffic management system, creating parallel travel ways connecting adjacent development, financial contributions to implement actions consistent with this policy, and any other measures which increase mobility options and intermodal connections as may be approved by the City; and

iv. Any development or redevelopment project within the TCEA that impacts roadway segments or intersections outside the TCEA shall be subject to concurrency requirements for those impacts outside the TCEA.

ECONOMIC DEVELOPMENT GOAL:

Promote the balanced and sustained economic growth through the efficient movement of goods and people in a safe, energy efficient, and environmentally sound manner.

OBJECTIVE:

1. To give priority consideration to transportation projects and systems that facilitate local job creation and retention.

POLICIES:

a. Promote efficient land-use patterns, appropriate commercial and industrial development locations, and redevelopment opportunities.

b. Address truck accessibility and maneuverability to and within commercial and industrial areas.

c. Collaborate on the *Volusia County Truck & Freight Study* and participate on the Goods Movement Advisory Committee (GMAC)

ACCESSIBILITY GOAL:

Develop a transportation system that is reliable and accessible to all potential users.

OBJECTIVE:

1. To create a physical environment that supports access to public transit.

POLICIES:

a. Improve accessibility to bus stops through the extension of sidewalks and the removal of architectural barriers in both new development and reconstruction projects.

b. Improve the amenities available at bus stops through provision of benches, landscaping, shade trees, and shelters. Locations for improvements shall be coordinated with Votran.

Housing

OBJECTIVE:

1. To ensure that adequate, affordable housing is made available to, or provided for, low- and moderate-income families and individuals, financially disadvantaged citizens, senior citizens, handicapped citizens, or others with special housing needs, for both the existing population and the anticipated population growth by year 2025.

k. The City will explore opportunities to establish financial incentives for investment in older, declining neighborhoods, as part of an overall reinvestment strategy.

OBJECTIVE:

3. To continue to identify and eliminate substandard housing units in New Smyrna Beach, and to assist in the structural and aesthetic improvements of existing standard housing.

POLICIES:

a. Ensure that existing City housing and building codes are observed and enforced through the issuance of permits and inspections, and that new codes are adopted as needed and required.

b. Enforce a policy of demolishing dilapidated, unsafe structures, and of providing adequate compensation and relocation assistance (or relocation housing) to displaced families or individuals as state or federal funding becomes available.

c. Enforce landscaping ordinances and tree ordinances to help improve community appearance and value.

d. Continue to conserve, rehabilitate, and/or demolish housing according to the Florida Building Code

OBJECTIVE:

9. To conserve the existing housing, rehabilitate substandard housing, and demolish dilapidated housing through the programs listed in the policies below.

POLICIES:

a. The City will continue to focus CDBG expenditures on housing rehabilitation in eligible neighborhoods.

b. The City will encourage the rehabilitation of rental properties through any possible aid program available, in accordance with the *City of New Smyrna Beach Land Development Regulations*.

Sanitary Sewer, Potable Water, Solid Waste, Drainage and Natural Groundwater Aquifer Recharge Element

OBJECTIVE:

3. To implement improvements that: (1) correct existing facility deficiencies, (2) coordinate the extension of, or increase in, capacity of drainage facilities to meet future needs, and (3) maximize the use of existing drainage facilities, thus discouraging urban sprawl.

POLICIES:

a. Implement the comprehensive stormwater facility analysis addressing those improvements needed to correct existing facility deficiencies, extensions, or increases in capacity in order to meet future needs. Implement the recommendations of the study by plan amendment.

b. Update the utility stormwater service fee by October 1, 2015, based on the analysis of the stormwater facility study.

c. Require all new development and redevelopment to meet the performance and design standards of the City Stormwater Management and Conservation Ordinance, unless specifically exempted or until such time as amended or replaced as a result of completion of Policy 3.a. above.

Recreation and Open Space

NEIGHBORHOOD PARKS

The neighborhood park is a "walk-to" park, generally located along streets where people can walk or bicycle without encountering heavy traffic. It serves the population of a neighborhood in a radius of up to one-half mile, and should have at least 0.4 acres for each 1,000 population. These parks should be provided in 1.9 acre increments when the deficiency equals 1.0 acre.

Because the service areas of a neighborhood park and an elementary school often coincide, it is desirable for the neighborhood park to physically join the elementary school, when feasible. Both park and school serve the same basic population, share compatible land uses, and contain recreation facilities that are of mutual benefit. Because recreation needs vary from one neighborhood to another, site design for this type of park should be flexible in order to meet the particular recreation needs of each neighborhood.

Economic Development

GOAL: PROMOTE AND MAINTAIN ORDERLY AND DIVERSIFIED ECONOMIC GROWTH, INCREASED EMPLOYMENT, AND INVESTMENT OPPORTUNITIES, ENHANCE AND PROMOTE RELATIONSHIPS WITH THE BUSINESS COMMUNITY AND STAKEHOLDERS, WHILE PROTECTING QUALITY OF LIFE THROUGH ENVIRONMENTAL SUSTAINABILITY TO ENSURE COMPETITIVENESS IN TODAY'S ECONOMY.

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RESOLUTION NO. 2001-233

A RESOLUTION REPEALING THE DELEGATION OF THE EXERCISE OF ALL POWERS OF THE COMMUNITY REDEVELOPMENT ACT OF 1969 (CHAPTER 163, PART III, FLORIDA STATUTES) CONFERRED UPON THE GOVERNING BODIES OF THE CITIES OF DAYTONA BEACH, DELAND, ORMOND BEACH, NEW SMYRNA BEACH, HOLLY HILL AND PORT ORANGE WITHIN THEIR RESPECTIVE BOUNDARIES; PROVIDING THAT THE REPEAL SHALL HAVE PROSPECTIVE APPLICATION; ACKNOWLEDGING THE VALIDITY OF PREVIOUS ACTIONS; PROHIBITING ANY IMPAIRMENT OF EXISTING INDEBTEDNESS; AND PROVIDING WHEN THIS RESOLUTION SHALL TAKE EFFECT.

WHEREAS, the Community Redevelopment Act of 1969 (*Act*) provides at Section 163.410, Florida Statutes, that the County Council of the County of Volusia shall exercise exclusively the powers conferred by the Act throughout the County, and

WHEREAS, Section 163.410, Florida Statutes, authorizes the County Council of the County of Volusia in its discretion to delegate the exercise of the powers to governing bodies of municipalities, and

WHEREAS, by Resolutions Number 81-115, 83-122, 83-143, 85-87, 92-257, and 94-345, ("Delegating Resolutions") the County Council of the County of Volusia delegated to the governing bodies of the cities of Daytona Beach, DeLand, Ormond Beach, New Smyrna Beach, Holly Hill and Port Orange respectively, the exercise of the powers under the Act within their boundaries, and

WHEREAS, the establishment of the various redevelopment trust funds has obligated the County to make substantial, burgeoning appropriations of

1 County funds in support of municipal projects the scope and duration over which
2 the County has not exercised oversight, and

3 WHEREAS, it is prudent that the County withdraw its discretionary
4 delegation of powers under the Act in order that the County Council of the
5 County of Volusia may exercise exclusively the powers conferred on it by the Act,
6 and

7 WHEREAS, the intent of this Resolution is to acknowledge all actions of
8 the governing bodies of the municipalities acting as their municipalities'
9 community redevelopment agencies that have been taken prior to September 6,
10 2001, and

11 WHEREAS, it is the intent of this Resolution to have prospective
12 application to prohibit respective municipalities acting as community
13 redevelopment agencies from expanding the boundaries of community
14 redevelopment areas, creating new community redevelopment areas or
15 exercising powers under the Act outside existing community redevelopment
16 areas as of September 6, 2001, and

17 WHEREAS, it is the intent of this resolution to withdraw the delegation of
18 powers under the Act as of December 31, 2036, and

19 WHEREAS, it is the intent of this Resolution that it not apply to or impair
20 any authorization for the issuance of any bonds, notes or other forms of
21 indebtedness to which is pledged increment revenues approved prior to
22 September 6, 2001.

23 NOW, THEREFORE, be it resolved by the County Council of the County
24 of Volusia, Florida, in open meeting at Council Chambers in the City of DeLand,
25 Florida, this 13th day of December, 2001, as follows:

26 SECTION 1. The recitations set forth in the preamble above are hereby
27 adopted as part of this Resolution.

1 SECTION 2. The delegation to the governing bodies of the cities of
2 Daytona Beach, DeLand, Ormond Beach, New Smyrna Beach, Holly Hill, and
3 Port Orange for the exercise of the powers conferred in the Community
4 Redevelopment Act of 1969 (Act) within the boundaries of the respective
5 municipalities as contained in Resolutions Number 81-115, 83-122, 83-143, 85-
6 87, 92-257, 94-345 and 96-249 is hereby repealed effective December 31, 2036,
7 and the exercise of any power under the Act shall be reserved exclusively to the
8 County Council of the County of Volusia as of January 1, 2037.

9 SECTION 3. The actions of the governing bodies of the municipalities
10 identified in Section 2 above as community redevelopment agencies pursuant to
11 the delegation of powers under the Act taken prior to September 6, 2001, are
12 hereby acknowledged.

13 SECTION 4. Resolutions Number 81-115, 83-122, 83-143, 85-87, 92-257
14 are hereby amended to repeal any delegation of authority to adopt, amend or
15 modify a community redevelopment plan to change the boundaries of a
16 community redevelopment area to add land, create a new community
17 redevelopment area or exercise any power under the Act outside the boundaries
18 as of September 6, 2001, of existing community redevelopment areas by a
19 governing body of a municipality identified in Section 2 above as a community
20 redevelopment agency subsequent to September 6, 2001. Any exercise of
21 power pursuant to the Act identified in this Section 4 shall be reserved
22 exclusively to the County Council of the County of Volusia. Except as provided in
23 this Section 4, community redevelopment agencies and their respective
24 sponsoring municipalities may exercise all other powers which have been
25 delegated by the County Council of the County of Volusia by the respective
26 Delegating Resolutions.

1 SECTION 5. Any authorization of the issuance of any bonds, notes or
2 other forms of indebtedness to which is pledged increment revenues pursuant to
3 a community redevelopment plan approved prior to September 6, 2001, is hereby
4 recognized as a valid obligation of the issuing community redevelopment agency
5 and this Resolution shall not in any way impair the community redevelopment
6 agencies' obligations thereunder.

7 SECTION 6. This Resolution shall take effect immediately upon its
8 adoption.

9 DONE AND ORDERED IN OPEN MEETING.

10
11 COUNTY COUNCIL
12 VOLUSIA COUNTY, FLORIDA

13
14 By: Dwight O. Lewis
15 Chair

16
17 ATTEST

18
19 [Signature]
20 County Manager

1 SECTION 1. The recitations set forth in the preamble above are hereby
2 adopted as part of this Resolution.

3
4 SECTION 2. The delegation to the governing bodies of the cities of
5 Daytona Beach, DeLand, Ormond Beach, New Smyrna Beach, Holly Hill, Port
6 Orange, South Daytona and Daytona Beach Shores, and to the Spring Hill
7 Community Redevelopment Agency for the exercise of the powers conferred in
8 the Community Redevelopment Act of 1969 (the "Act") within the boundaries of
9 the respective municipalities and agency as contained in Resolutions Number
10 81-115, 83-122, 83-143, 85-87, 85-116, 92-257, 94-345, 95-150, 96-219, 2004-
11 13, 2004-131, 2007-112, 2008-110, 2009-98, 2009-178, 2005-195, 2005-245 and
12 2006-106 is hereby amended to require the following:

13
14 I. REPORTING REQUIREMENTS

15 A. Each community redevelopment agency ("CRA") shall
16 conform to a uniform system of reporting established by the county.
17 The reports shall use standardized State of Florida approved
18 definitions for each reporting category requested by the county. The
19 annual report required to be filed with the Department of
20 Community Affairs and the annual audited financial report also
21 required to be filed may be used to satisfy this requirement.

22
23 B. CRA reports shall be provided to the county
24 electronically on an annual basis and not less than 30 days after
25 required reports are filed with the State of Florida.
26

1 C. Each CRA shall make a presentation to the county
2 council not less than annually which will include its annual report.

3
4 D. Each CRA shall submit its proposed budget for the
5 next fiscal year to the county for review and comment prior to the
6 adoption of the budget by the CRA and no later than August 1st of
7 each year. The county will respond with any questions and/or
8 comments, if any, within 30 days of receipt of the proposed budget.

9
10 E. No CRA shall make any material changes to its
11 budget without prior notice to the county. The Volusia County
12 Council shall have the opportunity to comment on any proposed
13 change.

14
15 II. COORDINATION AND RECOGNITION

16 A. Each CRA shall ensure that designated county
17 representatives, including the appropriate Volusia County Council
18 district member and a county staff representative shall be given
19 timely notice, at least contemporaneously with the notice given to
20 CRA board members, prior to any CRA meeting and given an
21 opportunity to attend and participate.

22
23 B. The County shall notify each CRA of any county-
24 hosted meeting of two or more CRAs that may be called in order to
25 discuss shared concerns and joint solutions.
26

1 C. The purpose of joint CRA meetings is to take
2 advantage of multi-jurisdictional cooperation and funding that may
3 not be available to an individual CRA, including, but not limited to
4 the following:

- 5 1. Transportation corridor redevelopment and
6 infrastructure;
- 7 2. Enhancement of transit and multimodal systems;
- 8 3. Promotion of regional economic development
9 opportunities;
- 10 4. Utilizing county and city-owned real estate within
11 CRAs for joint development; and
- 12 5. Jointly seeking state and federal resources for multi-
13 jurisdictional projects.

14
15 D. Each CRA will include the county when recognizing
16 contributing partners in print and electronic media as well as formal
17 events such as groundbreakings, ribbon cuttings and activities
18 celebrating CRA successes, including the following:

- 19 1. Participation in the planning and updating process;
- 20 2. Printed material including newsletters, flyers,
21 advertisements and invitations;
- 22 3. Digital materials including websites, email campaigns
23 and announcements; and
- 24 4. Construction signs.

25 SECTION 3. The requirements set forth in this Resolution are not
26 intended to constrain the ability of the CRAs to incur debt in accordance with the
27

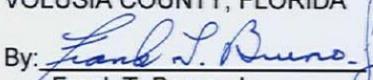
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1 terms of the Act. Non-compliance by a CRA with the requirements set forth in
2 this Resolution shall not permit the County or any other taxing authority to fail to
3 appropriate and transfer into the applicable redevelopment trust fund the lesser
4 of increment revenues in an amount sufficient for the payment of debt service on
5 bonds or other debt issued to finance or refinance redevelopment activities
6 undertaken in accordance with an adopted community redevelopment plan and
7 the amount provided by Section 163.387, Florida Statutes.

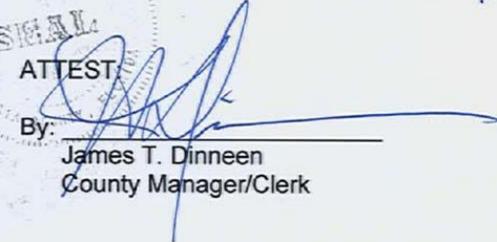
8 SECTION 4. This Resolution shall take effect immediately upon its
9 adoption.

10
11 DONE AND ORDERED IN OPEN MEETING.

12
13 COUNTY COUNCIL
14 VOLUSIA COUNTY, FLORIDA

15
16 By: 
17 Frank T. Bruno, Jr.
18 County Chair

19
20 ATTEST:

21 By: 
22
23 James T. Dinneen
24 County Manager/Clerk

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RESOLUTION NO. 2010- 20

A RESOLUTION OF THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, ESTABLISHING POLICY FOR FUTURE DELEGATION OR AMENDMENT OF EXISTING DELEGATION OF THE EXERCISE OF THE POWERS OF THE COMMUNITY REDEVELOPMENT ACT OF 1969 (CHAPTER 163, PART III, FLORIDA STATUTES); PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Community Redevelopment Act of 1969 (the "Act") provides at Section 163.410, Florida Statutes, that the County Council shall exercise exclusively the powers conferred by the Act throughout the County: and

WHEREAS, Section 163.410, Florida Statutes, authorizes the County Council in its discretion to delegate in whole or part the exercise of such powers to governing bodies of municipalities; and

WHEREAS, the County Council finds that it is in the public interest to establish policy for future delegation and amendment of existing delegations of the exercise of the powers of the Act; and

WHEREAS, the County Council does not waive or restrict its authority to make revisions to or exceptions from such policy or revoke or modify a delegation of authority.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COUNCIL OF THE COUNTY OF VOLUSIA, FLORIDA, IN OPEN MEETING AT COUNCIL CHAMBERS IN THE CITY OF DELAND, FLORIDA, THIS 18TH DAY OF FEBRUARY, 2010, AS FOLLOWS:

SECTION 1. The recitations set forth in the preamble above are hereby adopted as part of this Resolution.

1 SECTION 2. A city requesting a delegation of authority or an amendment
2 of existing delegation of authority to a CRA, shall identify and define how the
3 CRA will maximize available resources to further the county's overall goals and
4 strategies. A future delegation of powers under the Act shall

5 1. limit the contribution by the county to a millage rate
6 that does not exceed the millage rate used by the city to calculate
7 its tax increment contribution, regardless of the existing rate
8 structure;

9 2. identify the taxing authorities which shall be
10 contributors;

11 3. provide a specific sunset date depending on the CRA
12 plan and bonding obligations;

13 4. limit allowable administrative and non-capital costs;

14 5. set a ceiling on county contributions or define scaled
15 monetary thresholds (e.g., 95% of the tax increment share up to \$1
16 million, 75% up to \$2 million, and 50% over \$2 million until the
17 sunset date);

18 6. restrict the use of county contribution to the trust fund
19 to a specific project or projects, or expenditures as defined in the
20 CRA plan;

21 7. specify the frequency of CRA plan updates; and

22 8. determine available incentives for specific goals such
23 as job generation and other economic development achievements.
24

1 A modified or expanded delegation of authority may

2 1. include any provision set forth above for a new
3 delegation of authority as set forth previously;

4 2. establish different trust fund contributions for the area
5 of an expansion;

6 3. stipulate separate terms and different trust fund
7 contributions for the period of extension.

8 Neither the county nor any city shall give less than 120 days written notice
9 for any changes or extensions to an existing CRA.

10

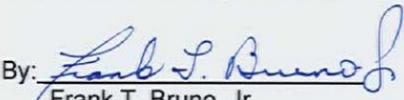
11 SECTION 3. This Resolution shall take effect immediately upon adoption.

12

13 DONE AND ORDERED IN OPEN MEETING.

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COUNTY COUNCIL
VOLUSIA COUNTY, FLORIDA

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By: 
Frank T. Bruno, Jr.
County Chair

22 ATTEST:

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By: 
James T. Dinneen
County Manager/Clerk