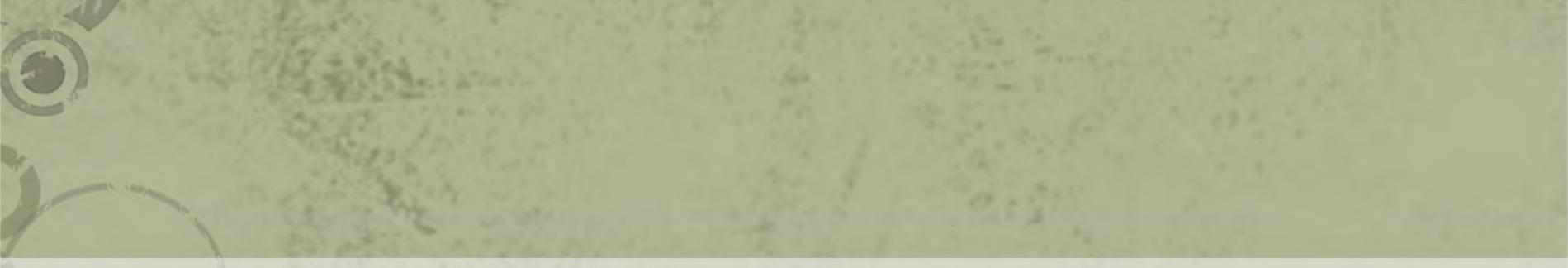




October 2011

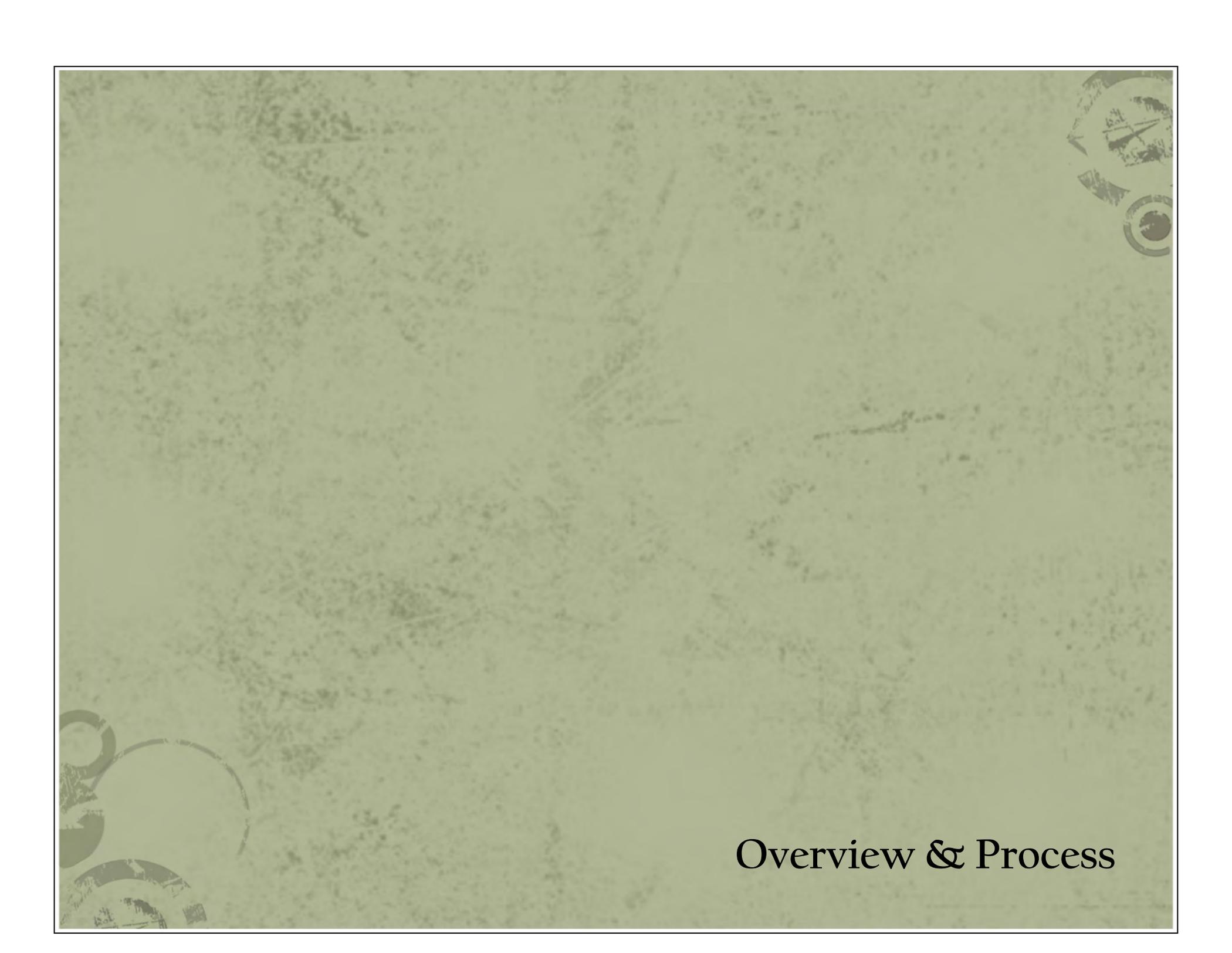
New Smyrna Beach

Historic Westside Neighborhood Plan



Contents

Overview & Process	4
Demographics & Neighborhood Character	14
Plan	44



Overview & Process



Neighborhood Planning

Neighborhoods are the building blocks of a community. They are made up of the places where we live, work, shop, play, worship, and go to school; and without them, cities would be lifeless and boring. That is why neighborhood planning is one of the most basic and essential public planning processes that a city can undertake.

The reasons for neighborhood-level planning can be many, including, but not limited to:

- Identifying needed infrastructure improvements;
- Promoting economic development;
- Beautification / community identity; and
- Safety and crime prevention

The level of specificity of the planning can also vary depending on how detailed the information is that has been provided by the citizens and the availability of funding to accomplish the outlined improvements and actions for the community. Regardless of the level of detail in a plan, it should always have certain qualities.

A Neighborhood Plan should:

- Be citizen based, with opportunities for residents, business owners, and property owners to share their concerns and ideas;
- Include enough data and analysis sufficient to aid in decision making;
- Establish clear goals for the community;
- Identify issues of concern and opportunities for improvement; and
- Include development strategies to achieve the goals and resolve the issues

Purpose of the Historic Westside Neighborhood Plan

The City of New Smyrna Beach fully supports the neighborhood planning concept; and in an effort to improve the opportunities for the citizens of the Historic Westside Neighborhood to work with their government and make the neighborhood a better place, has funded this planning effort for the Historic Westside Neighborhood. The purpose of this plan is to:

- Establish community goals;
- Identify issues of concern; and
- Develop strategies to resolve these issues and achieve these goals

Public Process

At the neighborhood level, people are the most publicly active, are the most aware of the needs of the community, and have the greatest stake in seeing the plan succeed. Therefore, it was vital that every effort be made to provide opportunities for the property owners, residents and business owners in the Historic Westside Neighborhood to participate in the planning process.

The public process for the Historic Westside Neighborhood Plan has occurred over a two-year period and included a series of public workshops. Through the summer of 2009, the City held a series of neighborhood meetings to both gather input and to teach about planning issues facing the community. Those meetings included:

- May 16, 2009 (Likes and Dislikes exercise)
- June 27, 2009 (Zoning 101 workshop)
- July 11, 2009 (Future Land Use and Zoning exercise)
- August 15, 2009 (Overview of previous meetings)

The neighborhood workshops were temporarily delayed by the City to review the approach and next steps that would create a successful planning approach. Five months later, in January of 2010, the process began again, this time with the assistance of planning consultant from the Orlando office of AECOM Design + Planning. With a new public participation approach and renewed support from the City, the neighborhood plan process continued.

Neighborhood Steering Committee

The first task of the consulting firm was to create a Neighborhood Steering Committee. This Committee was a group of approximately 20 critical local leaders and residents who could provide detailed insight into a wide range of local issues and opportunities. The Steering Committee's role was to:

- Identify a short list of stakeholders for individual interviews;
- Review ongoing work by the City and consultants;
- Review drafts of the Neighborhood Plan;
- Act as ambassadors of the Plan and provide community outreach

The Steering Committee met three times as a group to review ongoing work and to provide input regarding the community goals and issues.

- January 25, 2010 (Project Kick-Off Meeting)
- March 22, 2010 (Neighborhood Profile Assessment)
- June 28, 2010 (Draft Neighborhood Plan Review)

Stakeholder Interviews

On March 18, 2010, the planning consultants conducted a series of eight interviews with individuals identified by the Steering Committee as having vital insight into the issues facing the Historic Westside Neighborhood. These individuals consisted of residents, community leaders, and business owners from the neighborhood. Participants were asked to voice any and all concerns, ideas, wants, and needs, regarding the Historic Westside Neighborhood. Many specific and general insights were recorded but several major categories were identified:

- Drainage issues;
- Stronger police enforcement needed;
- Code enforcement needs to be more active;
- Equitable treatment from the City;
- Babe James needs to provide more programs (range of services) and the fees need to be re-assessed;
- Accessibility to rent public buildings and parks to encourage community-wide events;
- Bulletin board is needed at Babe James to advertise programs and make announcements;
- Business opportunities;
- Homeownership programs;
- Promote more community events;
- Celebrate the history of the area;
- Better quality apartments are not available in the neighborhood;
- Streetscape improvements are needed (sidewalks, gateways);
- Parking issues due to lot sizes;
- City needs to commit to the plan.

The results from the Stakeholder Interviews were used in conjunction with input from the Steering Committee and Public Workshop to help develop the Issues and Opportunities Map shown in the Demographic and Neighborhood Character section of this plan, as well as the Action Plan.

Public Workshops

Following the meetings with the Steering Committee and the Stakeholder interviews, two public workshops were held on May 17, 2010 and August 30, 2010. The workshops, which were open to the public, were held at the Babe James Community Center. At the first workshop, the participants began by identifying on a large map of the neighborhood, where they lived, worked, and/or owned property. They were then shown a presentation of the work that had been done to determine the neighborhood demographics and character. The consultants also discussed the issues that had been raised in the Stakeholder interviews. The participants then gathered in groups around maps of the Historic Westside Neighborhood and responded to two questions:

1. What do you like about the neighborhood?
2. Where would you like to see money spent?

The groups used dots to indicate on the maps where their comments applied – GREEN for their “likes” and RED for where money should be spent. It should be noted that the Green Dot/Red Dot exercise was not intended to generate a final list of projects to be completed within the Historic Westside Neighborhood. Instead, it was intended to be a reflection of individual opinions of what was viewed as positive aspects of the neighborhood and to identify potential areas where additional attention might be required. The results of this exercise are shown in the following maps.

The second public workshop, held on August 30, 2010, provided residents and members of the public with the opportunity to comment on the first draft of the Historic Westside Neighborhood Plan. Following review of the first draft, it was determined that the boundaries of the neighborhood should be changed to reflect the boundaries identified by residents. This change in the boundaries necessitated a rewrite of the proposed plan, as the data and analysis changed.



1. Chisholm Elementary School and presence of youth
2. Long-term residents; family-oriented
3. Long-term residents; family-oriented
4. Boys and Girls Club and Pettis Park
5. Long-term residents; family-oriented
6. Black Heritage Museum and historical perspective of neighborhood
7. Long-term residents; family-oriented
8. Babe James Community Center
9. Myrtle Avenue Gateway
10. Long-term residents; family-oriented
11. Long-term residents; family-oriented
12. Mary Avenue Gateway



New Smyrna Beach Historic Westside Neighborhood Plan | October 2011

- | | | |
|--|--|--|
| <p>1. Chisholm Elementary School</p> <p>2. Connect Street (Myrtle to Wayne)</p> <p>3. Connect Cherry Street to Enterprise Avenue and Martin Street</p> <p>4. Repaint the public housing (not lime green); tear down housing authority units and rebuild</p> <p>5. Trim tree out of power lines</p> <p>6. Drainage pipe on south side of Oleander</p> <p>7. Drainage/Sewer Enterprise and Cherry Street</p> <p>8. Re-surface streets, including Enterprise and Myrtle</p> <p>9. Annex unincorporated areas</p> <p>10. Need to provide sewer access on Milford and Enterprise</p> <p>11. Funding for Black Heritage Museum</p> <p>12. Tear down housing authority units and rebuild</p> <p>13. Business Incubator; remove trees on Canal Street from Myrtle to Village</p> <p>14. Widen the bridge and add sidewalks on all the roads, so that two cars can pass each other safely</p> | <p>15. Entryways/gateways; remodel the AKA/ Laundromat</p> <p>16. Remodel Mystic gas station</p> <p>17. Passenger train stop/ Amtrak station</p> <p>18. Business incubator</p> <p>19. Public swimming pool</p> <p>20. More programs and agencies; programs for Babe James Center; reduce fees for Babe James Center</p> <p>21. Landscaping/beautification; sign board at Babe James and repaint the center</p> <p>22. Landscaping/beautification; eliminate run-down homes and vagrants on Sheldon (code enforcement)</p> <p>23. Business incubator; rebuild Washington and Dimmick as a business area; force demolition of dump just east of 549 Washington</p> <p>24. Business incubator; neighborhood run ice cream business; business district</p> <p>25. Entryways/gateways</p> <p>26. Entryways/gateways</p> <p>27. Housing redevelopment</p> | <p>28. Buy out small lots; need to connect Rose Court and Pettis Court through streets; need to responsibly develop Sheldon Street</p> <p>29. Consolidation of non-conforming and vacant land; remodel Little Pops Auto Detail</p> <p>30. Remove tree and fix sidewalk</p> <p>31. Landscaping/beautification; surfacing streets (Enterprise and Myrtle)</p> <p>Improve/Restore Sidewalks:</p> <ul style="list-style-type: none"> • Myrtle Avenue (North and South) • Washington Street • Enterprise Avenue • Mary Avenue • Julia Street • Ronnoc Lane • Inwood Avenue • Milfrod Place <p>General Comments:</p> <ul style="list-style-type: none"> • Change land use to lower density • Annexation • West Side Historical (Name Change) • Zoning • Larger lots • Encourage responsible development of affordable housing, increase % of homeownership • Allow building replacements on non-conforming lots (even if not OK with current zoning) • Do not upzone current land • Improve sidewalks and repair throughout neighborhood • Improve code enforcement through neighborhood • Need trash cans place throughout the community |
|--|--|--|

Exercise Results

As demonstrated by the Green Dot/Red Dot exercise, the majority of residents value the strong sense of community, interconnected and sense of history within the Historic Westside Neighborhood.

The areas identified by residents as requiring more attention all relate to quality of life issues. Some of these items, such as street resurfacing and construction of sidewalks and park facilities are tangible infrastructure projects.

However, there were also a variety of intangible quality of life issues related to visual blight within the neighborhood. Residents also identified several areas where the social and economic fabric of the community could be strengthened. Potential projects include such items as additional businesses, training and continuing education programs and programs for youth.



Neighborhood Demographics
and Character



The Historic Westside Neighborhood of New Smyrna Beach is a unique place rich with history and pride. It is a neighborhood that holds a special place in the history of the City and in the hearts of the residents. It is a place that has seen both good times and challenging times, and despite hardships and challenges, has great potential for the future. The Historic Westside Neighborhood Plan is an important first step toward achieving this bright future for both the Neighborhood and the City.

This section of the plan, detailing neighborhood demographics and characteristics, seeks to establish a base of data about the physical and regulatory context of the neighborhood. From this data and analysis, the decisions regarding land use, infrastructure improvements, and other solutions can be well guided.

Neighborhood Description

The Historic Westside Neighborhood is located west of historic downtown New Smyrna Beach and is generally bounded by Wayne Avenue on the north, Canal Street to the south, U.S. 1 and the FEC railroad on the east and the city limits of New Smyrna Beach to the west. The area encompasses approximately 255 acres and 657 parcels.

The neighborhood has two distinct subareas in terms of both urban character and demographics. The eastern half of the neighborhood maintains the historic grid pattern of the City with small lots, older homes, and narrow streets. This half is also predominantly African American in makeup and has a strong historic heritage. The western half of the neighborhood deviates somewhat from the traditional grid, and has larger lots. This half of the Historic Westside Neighborhood is split nearly evenly between African-American and Caucasian and has housing stock that is generally newer than the eastern half.

Neighborhood Boundary

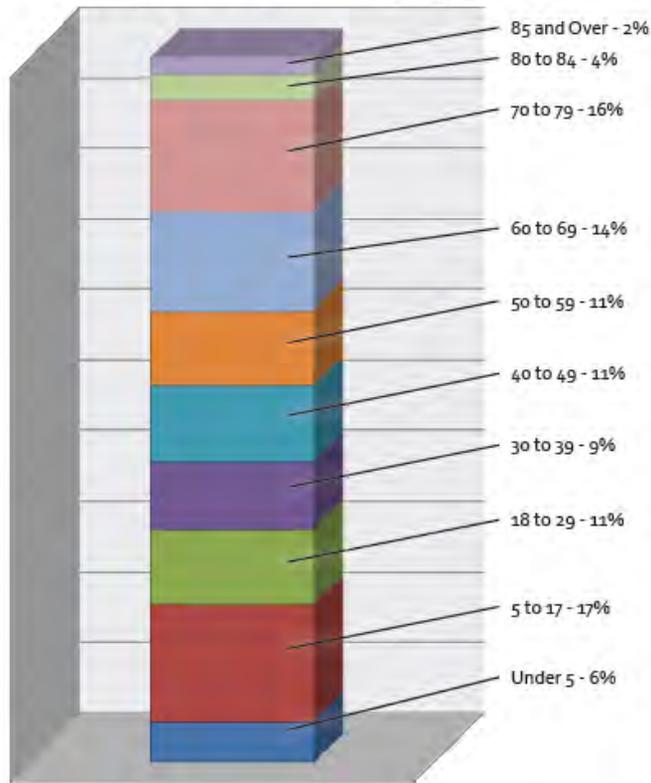
During every public workshop and stakeholder meeting, there were many questions and lengthy discussions about how the boundary for the Historic Westside Neighborhood was drawn by the City. Many residents associate a somewhat different set of boundaries with the neighborhood than what the City shows in its *Comprehensive Plan*. Some consider just the historic portion generally east of Milford Place and south of Chishom Elementary school to be the Historic Westside. Others would include a greater areas to the southwest, while leaving out the newer subdivisions on the west end. Following the August 30, 2010 public workshop, City staff, working with representatives of the Historic Westside Neighborhood, have revised the boundaries, which is reflected in this plan.

Census Information

Total Population:	1,227
• Total African American:	850
• Total Caucasian:	369
• Total Other:	8

(Source: US Census 2010)

Westside Population by Age Group



Westside Population by Race



Source: Census 2000

Offenses	1 st Half 2/1/09- 9/1/10	2 nd Half 9/1/09 – 2/28/10	1 year 2/1/09 – 2/28/10
Aggravated Assault	8	8	16
Arson	1	0	1
Burglary – Forcible Entry	5	10	15
Burglary – Non-forced Entry	6	4	10
Burglary To Auto	5	2	7
Disturbance – Domestic	11	16	27
Drug Violations	13	20	33
DWI/DUI	6	0	6
Fraud	0	3	3
Larceny	19	14	33
Motor Vehicle Theft	6	1	7
Robbery	4	1	5
Simple Assault	19	24	43
Vandalism	3	8	11
Weapon Violations	3	1	4

Crime Statistics

A thorough analysis of crime statistics could not be performed for the Historic Westside Neighborhood, as data was only available for the period between February 1, 2009 and February 29, 2010 (approximately 1 year). Such an analysis should track the long-term trends in crime over a period of years, and compare the area in question to other areas and to the City of New Smyrna Beach as a whole. Because this in-depth analysis could not be completed, significant conclusions cannot be made from the data. However, the data does show that there is significant room for improvement in both crime prevention and education, as has been echoed by citizens in the neighborhood.



Data Collection and Neighborhood Tour

As part of the background work done by City staff and, subsequently, the planning consulting firm, a tour of the Historic Westside Neighborhood was conducted. The planning consulting team photographed various aspects of the neighborhood, including streetscapes, housing character, public facilities, and landmarks such as parks and churches. The photographs not only provided the planning consulting team with a feel for the character and form of the neighborhood, it also helped in identifying issues and sparked ideas for potential solutions. Using a GPS equipped camera, all photos that were taken in the neighborhood were located on an aerial map.



Wayne Avenue



Babe James



Boys and Girls Club



Cherry Street right-of-way



Minerva Center



Enterprise & Milford Place



New Mt. Zion AME Church



Chisholm Elementary Ballfields



Pettis Park



FEC Rail Line

New Smyrna Beach Historic Westside Neighborhood Plan | October 2011



Greenlawn Housing Project



Temple of Praise



Example of Neighborhood Housing



Chisholm Elementary School



Allen Chapel AME Church



North Myrtle Avenue



Crown of Life Church



Washington Street



Smyrna West ALF



North Myrtle Avenue



Gainous-Wynn Funeral Home



Mary Avenue Tot Lot



Pettis Park Playground



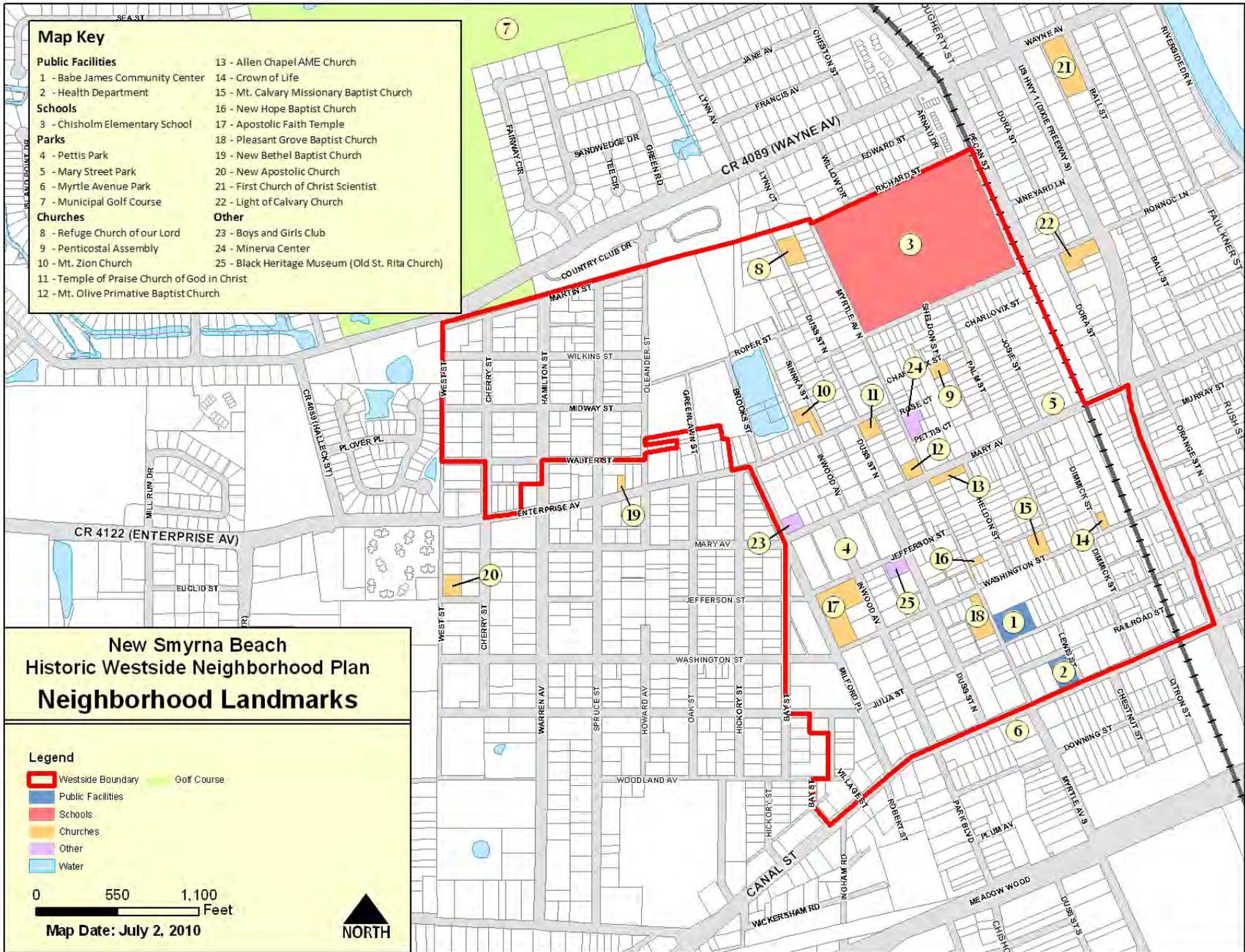
Washington Street



Wayne Avenue Business



Statue at Babe James



Neighborhood Landmarks

The Historic Westside Neighborhood is enriched with many cultural, religious, civic and recreational landmarks that help establish the character of the community.

- **Churches:** There are over twelve churches inside the boundary, mostly in the historic east end, and four more churches immediately outside of the neighborhood. These churches play a major role in the culture of the community and the identity of the people who live in the Historic Westside Neighborhood.
- **Black Heritage Museum:** The Black Heritage Museum on North Duss Street is a constant reminder of the rich African-American history of the neighborhood and black heritage in New Smyrna Beach.
- **Chisholm Elementary School:** With over 380 students, Chisholm Elementary is a major community focal point which anchors the north end of the neighborhood.
- **Neighborhood Parks:** There are two neighborhood parks in the Historic Westside Neighborhood, including a newly renovated Pettis Park (4.7 acres) and Mary Avenue Tot Lot (0.8 acres). The Myrtle Avenue Park (0.7 acres) is south of Canal Street and outside the official boundary of the neighborhood, but is still within easy access of residents.
- **Community Centers:** The Babe James Community Center provides important opportunities for youth sports, after-school activities, and other programs and is a vital community asset and focal point. The Minerva Center, on North Myrtle Avenue, provides another common space for communities meetings and events.



Pettis Park



Black Heritage Museum



Babe James Community Center



Chisholm Elementary School



Minerva Center

Block Structure and Connectivity

Block Structure

In general, blocks of development are delineated by roads, which provide access to the properties within the block and provide connections to other surrounding roads. The block structure of a neighborhood can be a major indicator of its form and design character. Smaller blocks and a more connected grid of streets generally signify a more urban environment, while large blocks and unconnected loop and cul-de-sac streets can signify a more suburban environment.

Connectivity

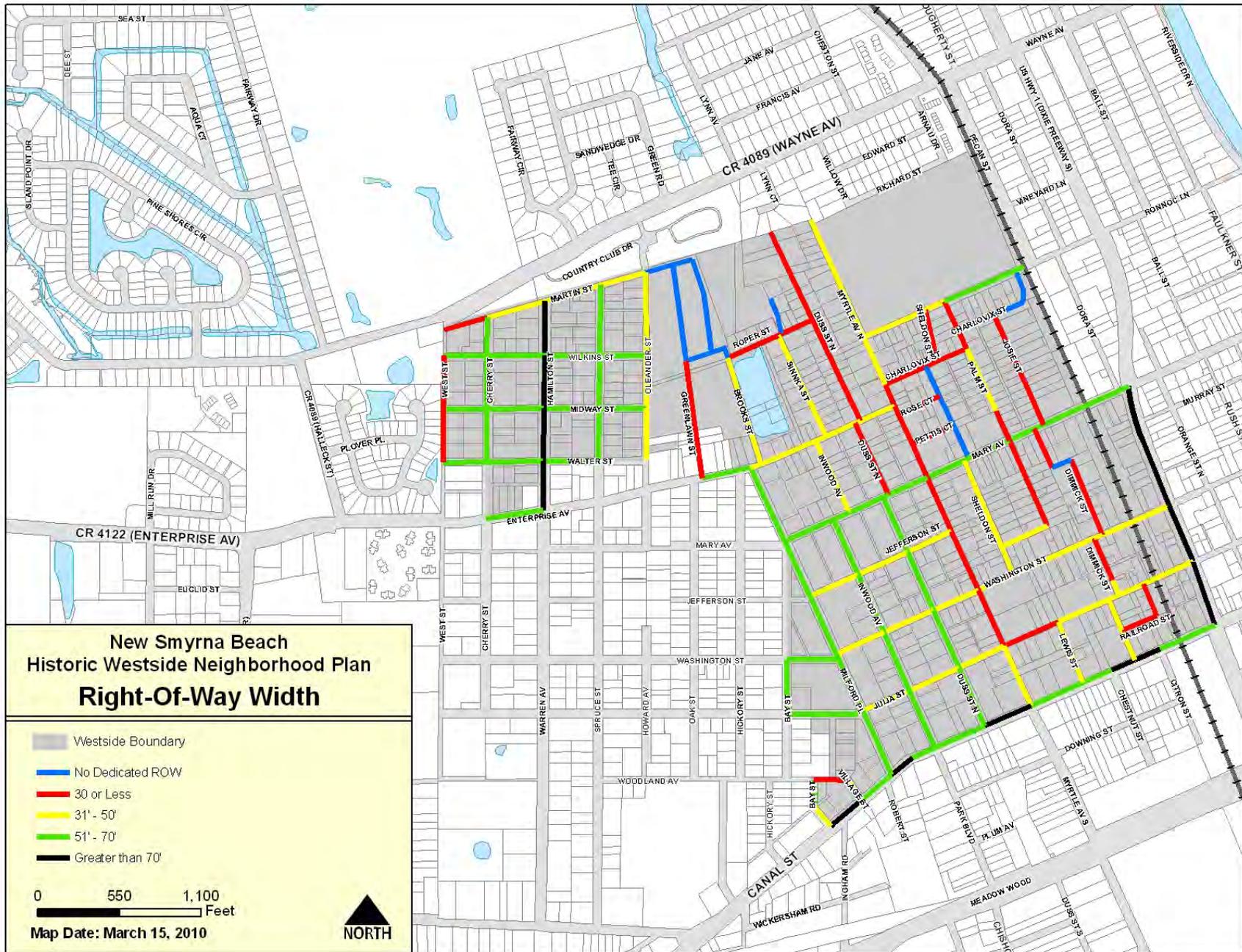
The generic measure of the amount of connecting roads in an area is called connectivity. The more roads and intersections within an area the better the connectivity. Greater connectivity is a positive for a community because of the greater number of possible routes one can take to get from Point A to Point B. Shorter distances between points allow for easier pedestrian access. And with more roads to distribute automobiles, there is less traffic congestion the opposite is also true – less connectivity means longer walking distances for pedestrians and more cars concentrated on fewer roads.

Neighborhood conditions

The Historic Westside Neighborhood has a range of connectivity issues that influences the internal and external transportation options for residents. The Block Structure map clearly shows that the structure of the Neighborhood is divided into two distinct areas – eastern and western. Connectivity within these two areas is generally good but, connectivity between them – and to the external roadway network – is poor.

The block structure of the eastern portion is indicative of the historic development pattern of the Historic Westside Neighborhood. The angled blocks align with the historic block pattern of New Smyrna Beach, which was parallel to the Indian River. Internal connectivity in this portion of the Neighborhood is generally good. The blocks are mostly regular in size and shape, though some have been altered around Chisholm Elementary and the rail line, causing intersections to not line up directly. Access to Wayne Avenue on the north is non-existent and can only be made through roads east of the rail line, including U.S. 1. Connections to the areas west can only be made through Enterprise Avenue, which dead ends at North Myrtle Avenue.

The structure of the western area is also regular though the angle of the blocks has shifted to align directly north-south, rather than parallel to the river. Though internal connectivity here is good, external connectivity is poor. The Greenlawn housing projects acts as a barrier to the east, forcing all east-west traffic onto Enterprise Avenue. As elsewhere in the Historic Westside Neighborhood, there is no access to Wayne Avenue.



Right-of-way

Right-of-way (ROW) is essentially the public space between blocks and properties that is dedicated to roads, sidewalks, and utilities. The width of the ROW dictates things such as:

- How wide a road can be
- Room for turn lanes
- On-street parking
- Width of sidewalks
- Whether there is room for sidewalks on one side of the road, both sides, or no sidewalks

Right-of-way is very important in the Historic Westside Neighborhood for several reasons. In this potentially pedestrian-oriented environment, sidewalks are scarce, and the RWO width will determine where new sidewalks can be installed. For a two lanes street with sidewalks on both sides, the minimum effective ROW in 30' (two 10' lanes with a 5' sidewalk on each side). If there is insufficient ROW for new sidewalks, land would have to be purchased from the adjacent property owners to allow for a more complete street. Alternatively, property owners could provide easements to allow construction of sidewalks on their properties.

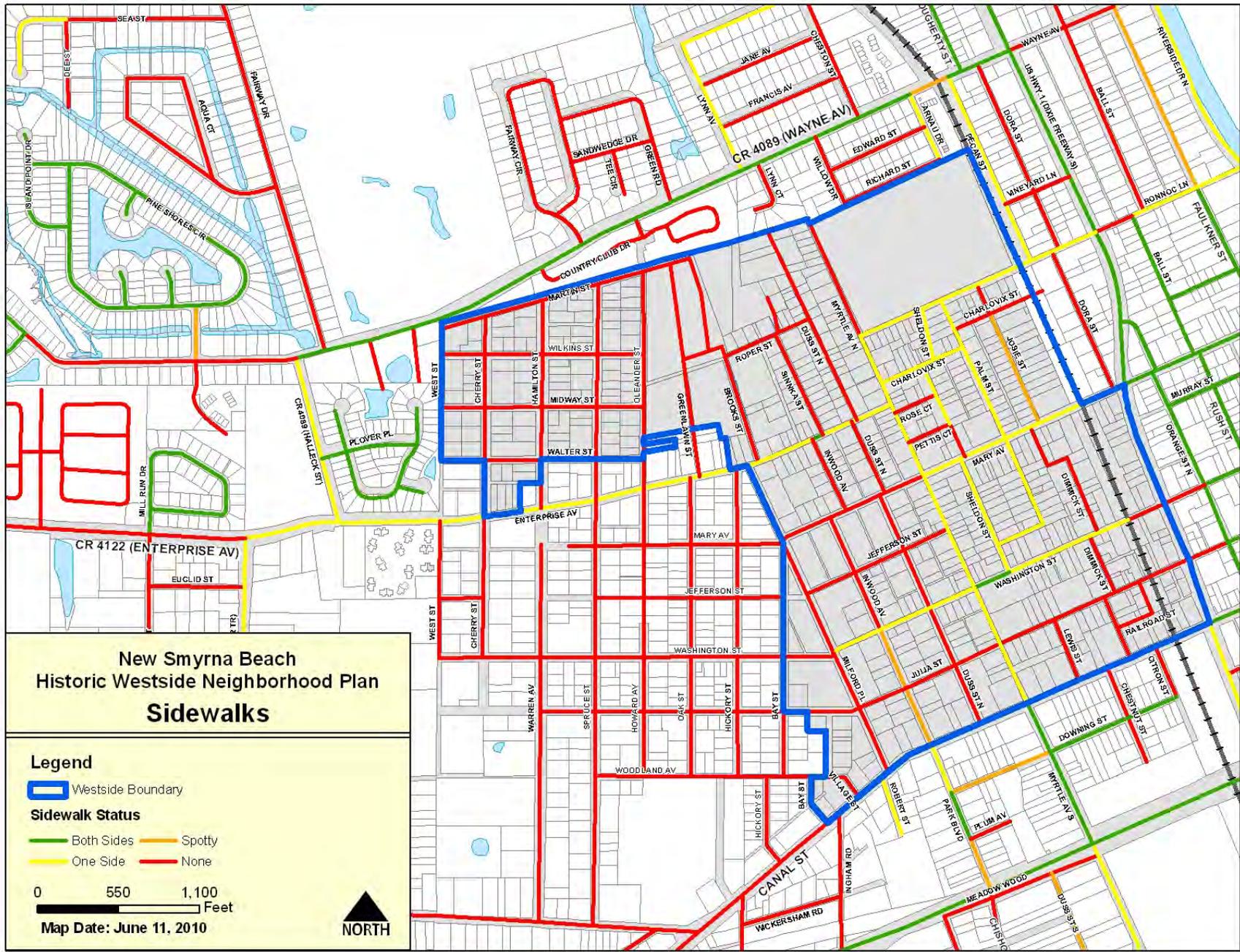
An example of the importance of ROW width is the on-going Washington Street Streetscape project. Washington Street, which is a 30-foot ROW, will be reworked to install two 5-foot wide sidewalks on each side of the street. However, in order to accommodate the sidewalks and two-way traffic, there will be minimal room for additional landscaping or bike lanes.

Making Neighborhood Connections

In addition to the sidewalk issue, there is the issue of improved connectivity. In the earlier Block Structure and Connectivity section, the issue of poor connectivity throughout the Historic Westside Neighborhood was raised. To improve connectivity by building new Roads internal and external to the neighborhood, there must be existing right-of-way available, otherwise land must be purchased. There are several instances in the Historic Westside Neighborhood where rights-of-way exist, but no roads exist. For example, the north end of Oleander Street could potentially be connected with Country Club Drive, which would provide residents with direct connectivity to Wayne Avenue. There are also portions of Bay Street and Jefferson Street that could be opened, providing better internal connectivity between the east and west areas of the Historic Westside Neighborhood.



North Duss Street Intersection Improvements



Sidewalks

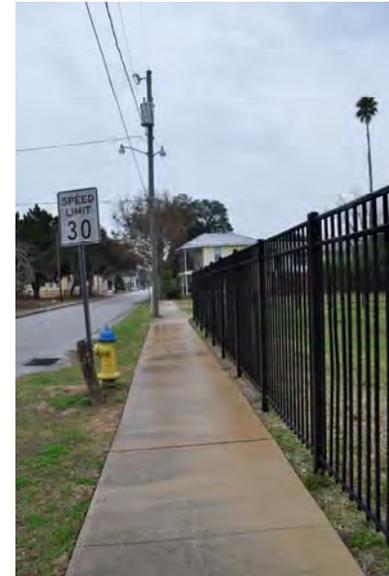
Sidewalks are a major issue for the Historic Westside Neighborhood. Sidewalks provide for the safe movement of diverse groups including school children walking to and from school, patrons of local retail shops, church-goers, park-goers, the elderly, and the transit dependent. As the Sidewalks Map shows, the Historic Westside has a distinct lack of good sidewalk coverage. Though the map shows the location of the sidewalks, it does not describe the condition or usefulness of those sidewalks. Many of the existing sidewalks are in poor condition or are so narrow that they are not effectively providing for the safe movement of people.

Coverage in the historic eastern portion of the community is spotty; and where it does exist, is found only on one side of the road. The lack of coverage around Chisholm Elementary has even caught the attention of the Volusia County Transportation Planning Organization, which commissioned a study to review conditions around the school. The sidewalk network there is wholly insufficient to provide a safe environment for school children. There is also spotty or non-existing sidewalk coverage around Pettis Park, Mary Avenue Tot Lot and the Babe James Community center, making local access difficult for those who are most likely to use them. Add in the fact that most of the streets in the historic area are very narrow streets and there is significant potential for conflict between cars and pedestrians.

Under certain conditions, if streets are very wide and are located in a primarily residential where buildings are setback a distance from the road, sidewalks are not as high of a priority for the neighborhood. There is ample room for both cars and pedestrians on the road with a lower potential for conflict. This is possible the case in the western portion of the neighborhood. Though there is almost no sidewalk coverage here, it is likely that the need isn't as great. There are also fewer destinations such as parks and churches that pedestrian would walk to. This area should not be as high a focus on sidewalk improvements as other areas of the Historic Westside.

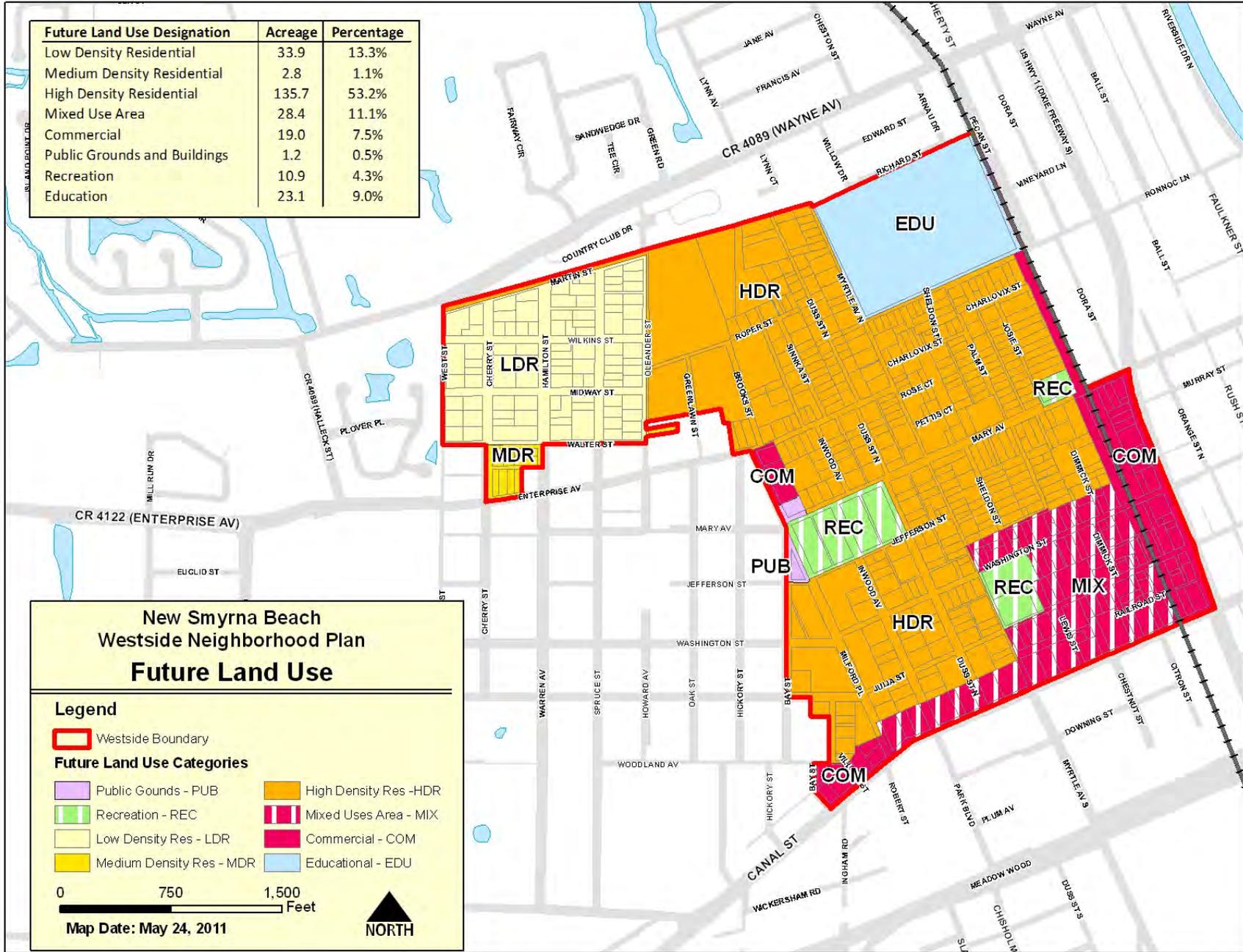
Sidewalk Standards

At a minimum, sidewalks should range from 5' along roadways that connect residential streets to schools, civic places, and main streets to 8-12' for the primary shopping/retail area.



Sidewalk conditions on and to Washington Street are generally poor and vary considerably, despite being the “Main Street” of the neighborhood. As part of the Washington Street Streetscape projects, a sidewalk will be constructed on the south side of Washington Street.

New Smyrna Beach Historic Westside Neighborhood Plan | October 2011



Future Land Use

Future Land Use is a system of general land use categories that establishes maximum density and intensity standards for development in the City. Categories are grouped by general use types such as Commercial, Low Density Residential, Education, etc. These standards are set down in the City's *Comprehensive Plan*. All cities and counties in the State of Florida are required to maintain a map of Future Land Uses for their whole jurisdiction.

Future Land Use should not be confused with zoning, which is much more specific and includes many more detailed categories for development. The purpose of Future Land Use is to aid in the orderly growth of the community, control the character of new development, and to determine need for future infrastructure and public facilities.

As the Future Land Use Map shows, the great majority of the Historic Westside Neighborhood has a residential Future Land Use designation, with most of that being in the High Density Residential category. The traditional retail center of the neighborhood, between Washington Street and Canal Street, is designated Mixed Use. The frontage of Canal Street is lined with Mixed Use and Commercial, while pockets of additional Commercial existing at the corners of Milford Place and Enterprise Avenue and Way Avenue and Pecan Street.

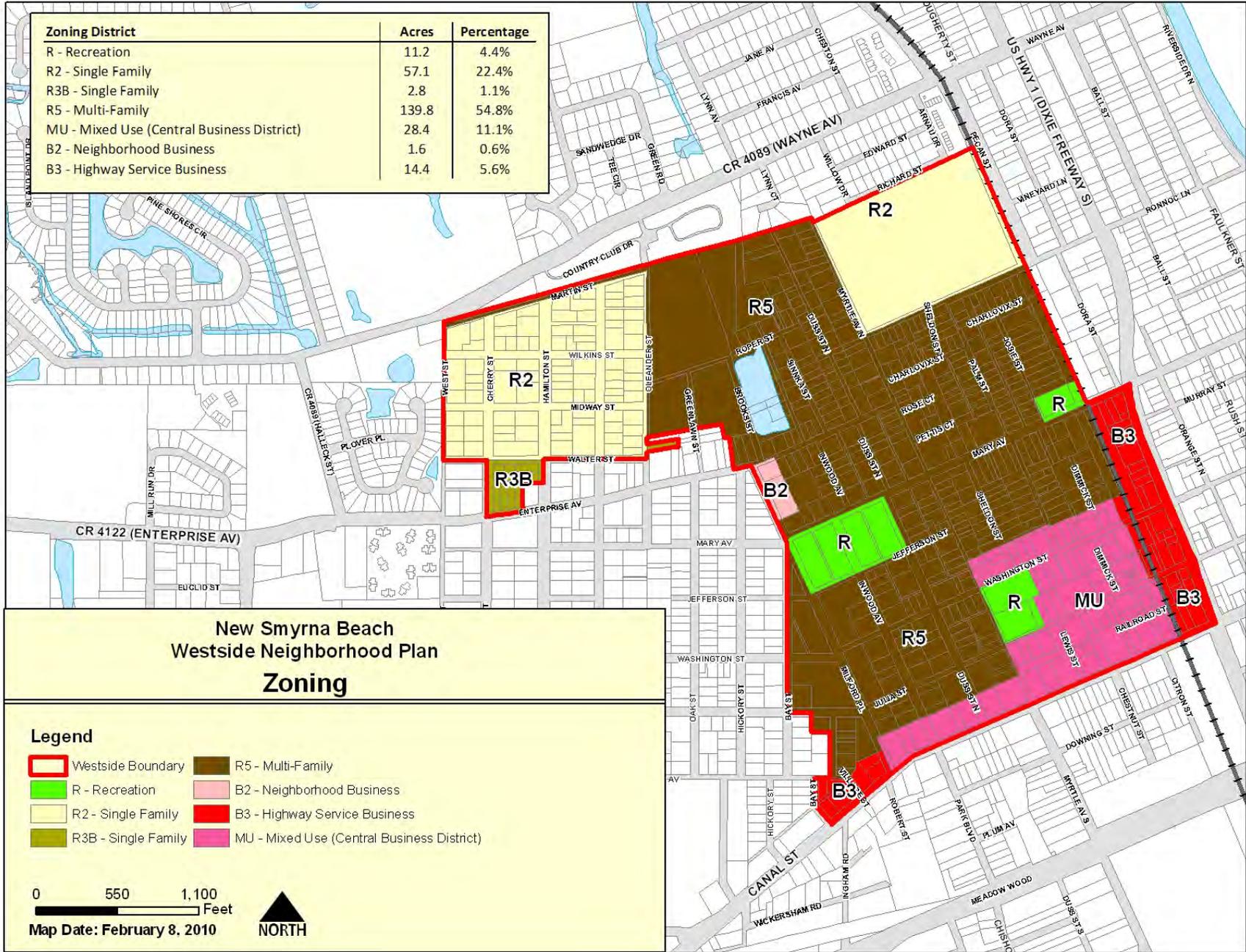
The High Density Residential category does not reflect the future vision and current development pattern of the Historic Westside Neighborhood. The Future Land Use designation should be modified to more accurately reflect the historic character and context of the area.

FLU Standards

Category	Maximum Residential Density
Low Density Residential	0-5 units/acre
Medium Density Residential	5.01-8 units/acre
High Density Residential	8.01-18 units/acre
Mixed Use Residential Density	18 units/acre

Note

Just because a property has a certain Future Land Use designation does not mean that it can develop at the maximum density/intensity allowed in the *Comprehensive Plan*. Each property is also assigned a zoning designation, which can be more restrictive and sets the ceiling for how intensely a parcel can develop.



Zoning

Zoning is a more detailed system of regulatory categories that provide standards for permitted uses, minimum parcel dimensions, building height, setbacks, etc. The zoning category for a particular property must be “consistent” with the underlying Future Land Use for that property – meaning that it must be at least as restrictive in use and density/intensity as the Future Land use. The zoning cannot grant entitlements that are not already allowed by the Future Land Use category.

Because of the consistency requirement, the map of zoning categories found in the Historic Westside Neighborhood looks very similar to the Future Land Use Map in the previous section. The Neighborhood is similarly dominated by residential zones of varying types. The commercial and mixed use zoning categories are located along Canal Street and in the traditional neighborhood center.

R-5 – Multi-Family Zoning

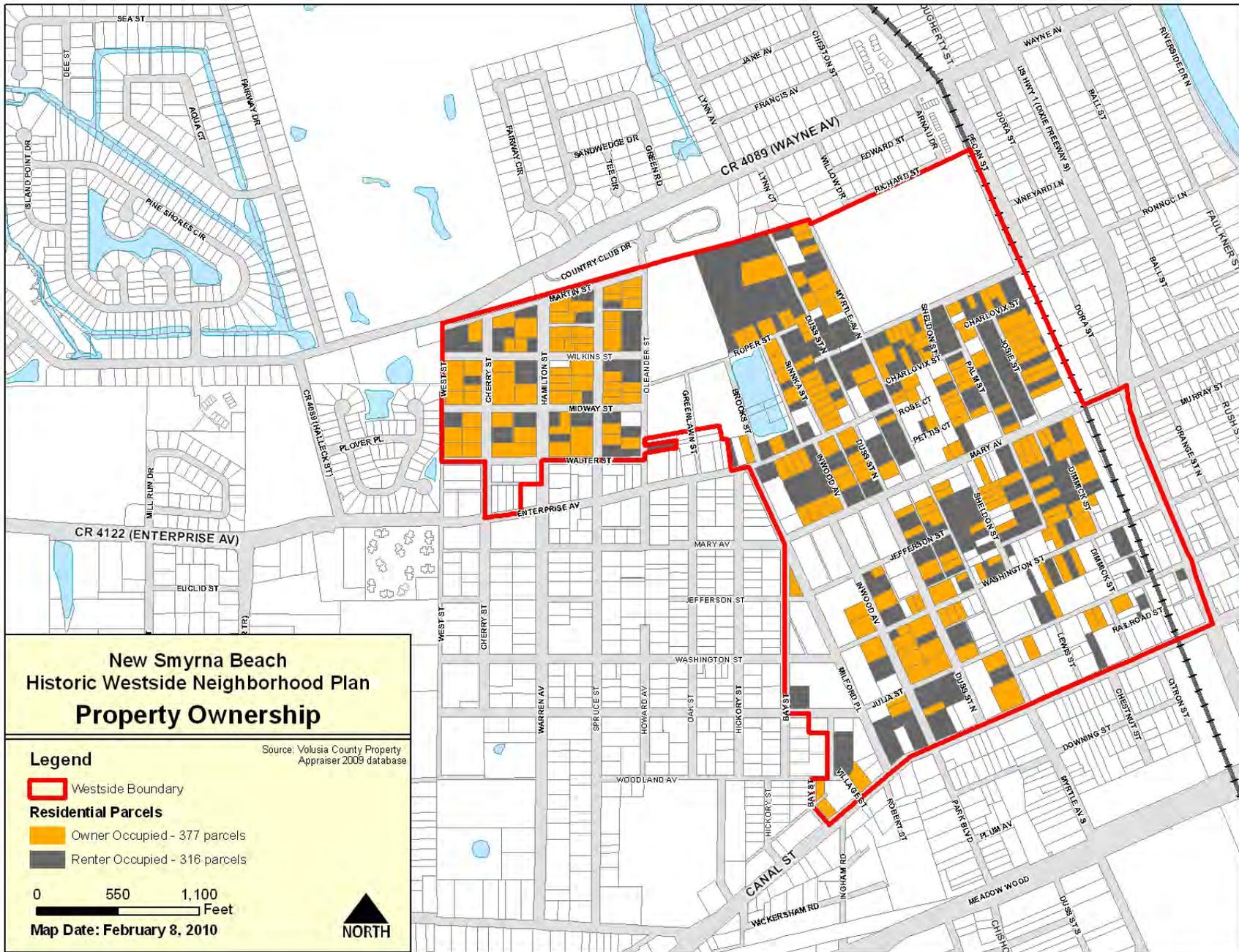
The R-5 multi-family zone makes up the largest percentage of the Neighborhood. At 18 units per acre and a maximum height of 95 feet (9 stories), there is concern that redevelopment could result in large incompatible buildings built in the middle of the single-family residential neighborhood. It is extremely unlikely that such a building could be built in the Historic Westside for several reasons. First, the Neighborhood has a small block structure made up of small lots with fragmented ownership, making aggregation of parcels very difficult. Without very large tracts of land on which to build, additional zoning requirements such as green space, parking ratios, setbacks, and building separation impede the construction of large multi-family projects. More likely are duplexes and townhomes, which can be made highly compatible with the surrounding neighborhood.

Zoning in the Built Environment

Overall, the zoning categories assigned to the Historic Westside Neighborhood, with the exception of the R-5 category, reflect the type of development and context representative of the built environment.

<i>Zoning Standards</i>				
Category	Min. Lot Dimensions (FT)	Min. Lot Size (SF)	Min. Floor Area (SF Unit, 1 Bdrm.)	Max. Building Height (FT)
R-2	75 x 115	8,625	750	35
R-3B	50 x 115	5,750	650	35
R-4	50 x 100	5,000	600	45
R-5	50 x 100	5,000	600	95

It is recommended that the R-5 category be replaced with a more accurate development intensity and density for the context and character of the area.



Property Ownership

Property Appraiser data was used to determine the homeowner vs. renter patterns in the community. This can be a telling statistic when determining the overall strength of the neighborhood. Since homeowners typically have a greater interest in maintaining the property values in their community, a large percentage of owner-occupied houses in an area can signify a community with a strong base. Conversely, declining owner-occupancy in a community can signify a decline in the neighborhood as a whole, especially if historically there has been strong home ownership. AS a community transitions to more renters and absentee landlords, the neighborhood weakens from the deterioration of property up-keep, a lack of new investment, and declining community pride.

The data analyzed out of the 514 residential properties within the neighborhood shows that only 198 (39%) are owner-occupied. This statistic alone, however, does not tell the whole story. There is a significant difference in ownership patterns from one end of the neighborhood to the other. The western end of the neighborhood has a much higher percentage of owner-occupied homes than the historic eastern end. About 46% of the residential lots on the eastern end are owner-occupied, as compared to 56% on the western end. This is a somewhat significant difference in ownership and highlights the challenges that face the neighborhood regarding housing quality, safety, and community identity.

Zoning in the Built Environment

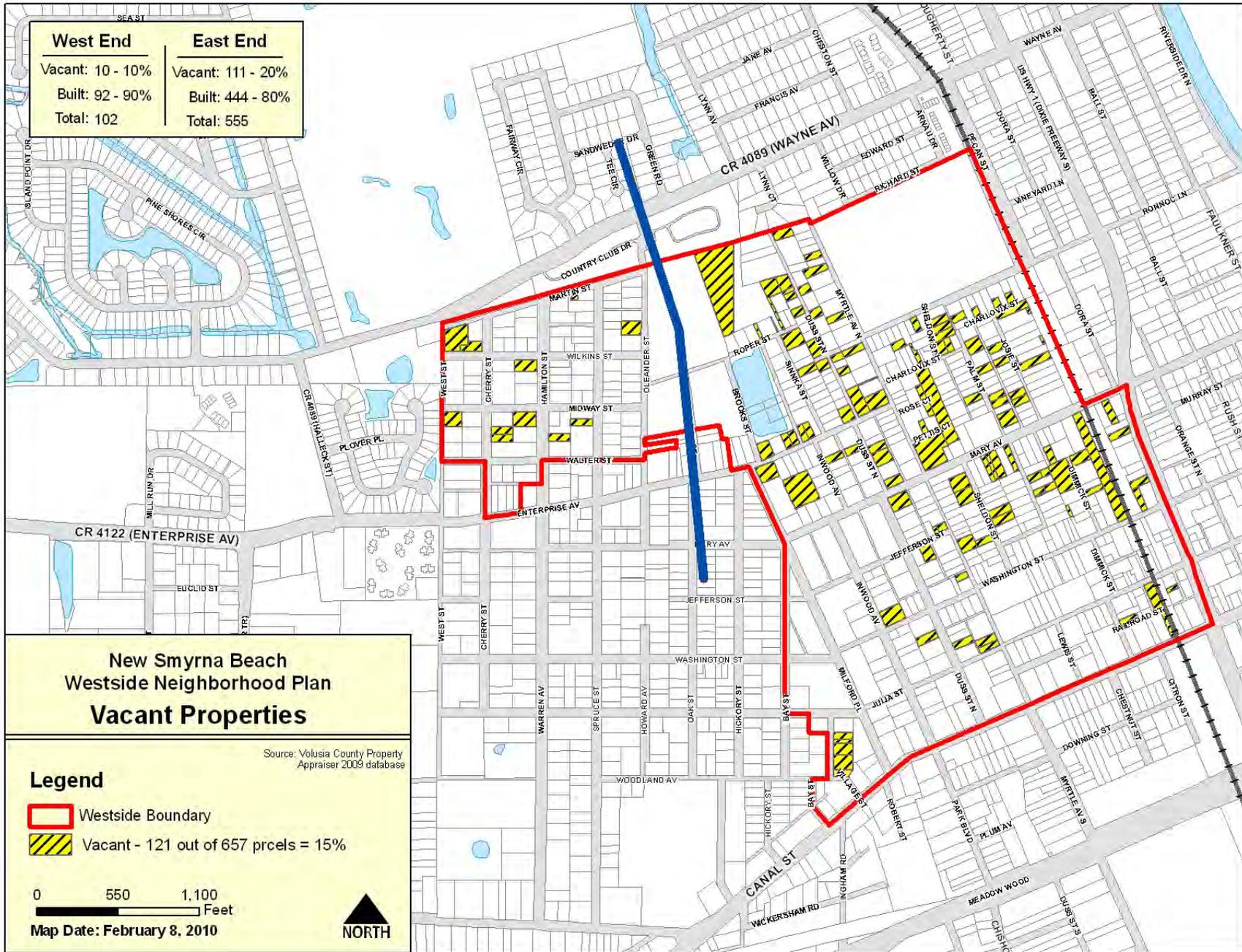
Overall, the zoning categories assigned to the Historic Westside Neighborhood, with the exception of the R-5 category, reflect the type of development and context representative of the built environment.



Overgrown and vacant lots can be safety hazards and act as dumping grounds for trash and other debris



Vacant lots in the historic retail district are good opportunities for new retail and office development



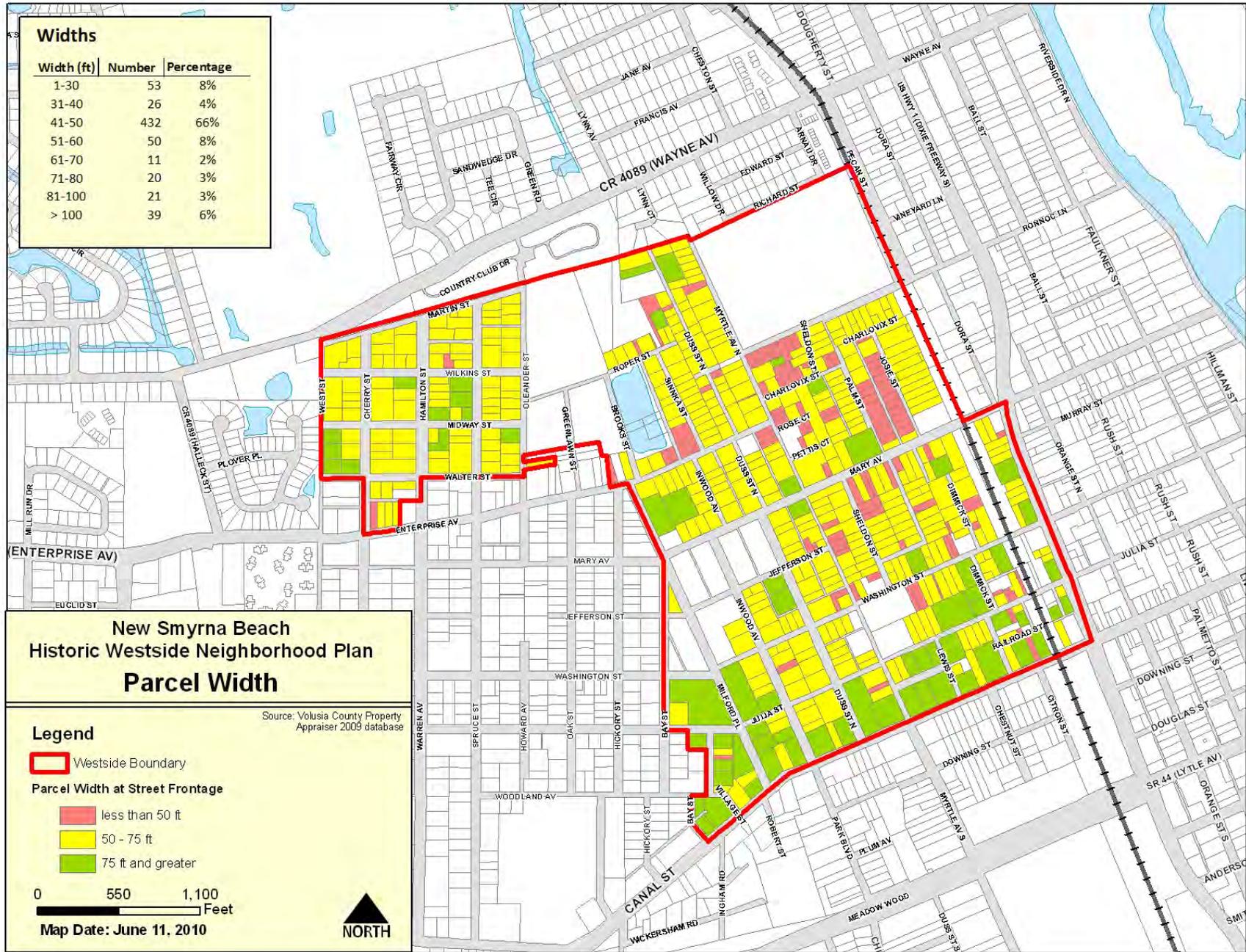
Vacant Properties

A property can be vacant for several reasons: Its buildings may have been demolished in preparation for rebuilding; its buildings may have been destroyed by fire or flood and never rebuilt; its buildings may have been dilapidated or were safety hazards; the lot does not meet minimum zoning standards; or it may have never been development in the first plan. Whatever the reason a particular property is vacant, large numbers of vacant properties in a community can signify a variety of issues. Since available properties are not being rebuilt, large numbers of vacancies can be a sign that investment and confidence in a community is low. Vacancies can even compound the problem of disinvestment by depressing surrounding property values.

The Volusia County Property Appraiser shows that 121 out of the 657 parcels in the neighborhood are vacant. Few of the vacant properties are found in the western portion of the neighborhood, where less than 1% of the lots are vacant. The great majority of vacant lots are found in the eastern portion of the neighborhood, where 20% are vacant. These lots are of concern to the Historic Westside Neighborhood, as many of them are overgrown, are dumping grounds, can attract illegal activity, and are otherwise a liability to the safety and security of the neighborhood.

A Good Place to Start

When an area is rebuilding and revitalizing, vacant properties can become an asset. As developers and investors begin to return to a neighborhood, the vacant lots can be a more desirable place to begin building. These lots are clean slates and are more easily prepared for new development..



Parcel Widths

Parcel size is not in itself an indicator of the health or prosperity of a neighborhood. Though narrow lots can indicate a higher density urban form, higher density is not necessarily an indicator of the level of prosperity in a neighborhood. The common notion that density = slums is not an accurate association since many of the most beloved historic neighborhoods around Florida and throughout the country are very dense with very small lots. The major deciding factors in the prosperity of neighborhoods are disinvestment, lack of community pride, and most importantly, the lack of infrastructure (roads, sidewalks, and sufficient parking). If any of those factors are present in a neighborhood it doesn't matter how wide or narrow the lots are – decline will soon follow.

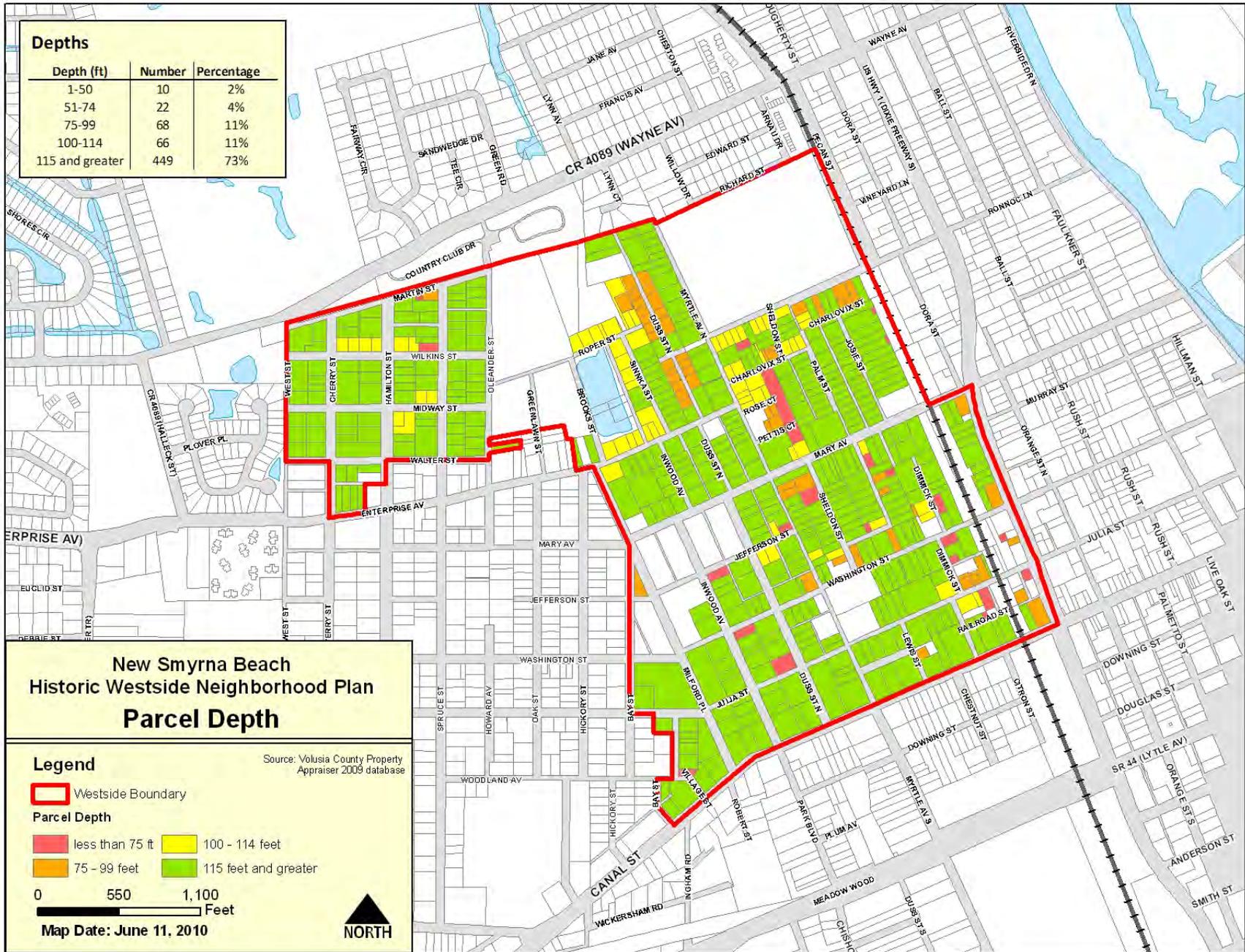
The east end of the neighborhood, which is the more historical area, has a narrow average lot size. The overwhelming majority of the lots are in the 41-50 foot range, with the majority of those being right at 50 feet. The narrowest lots are found clustered between Ronnoc lane and Washington Street, east of North Myrtle Avenue, while many of the lots with larger widths are found along Canal Street.

The west end of the neighborhood has a larger average lot size, where most of the lots are between 50 and 80 feet wide. Only two lots are less than 50 feet in width.

The Problem with Parcel Widths

One problem that can arise regarding parcel dimensions in older, historic neighborhoods is the issue of non-conforming lots, which will be discussed in a following section.





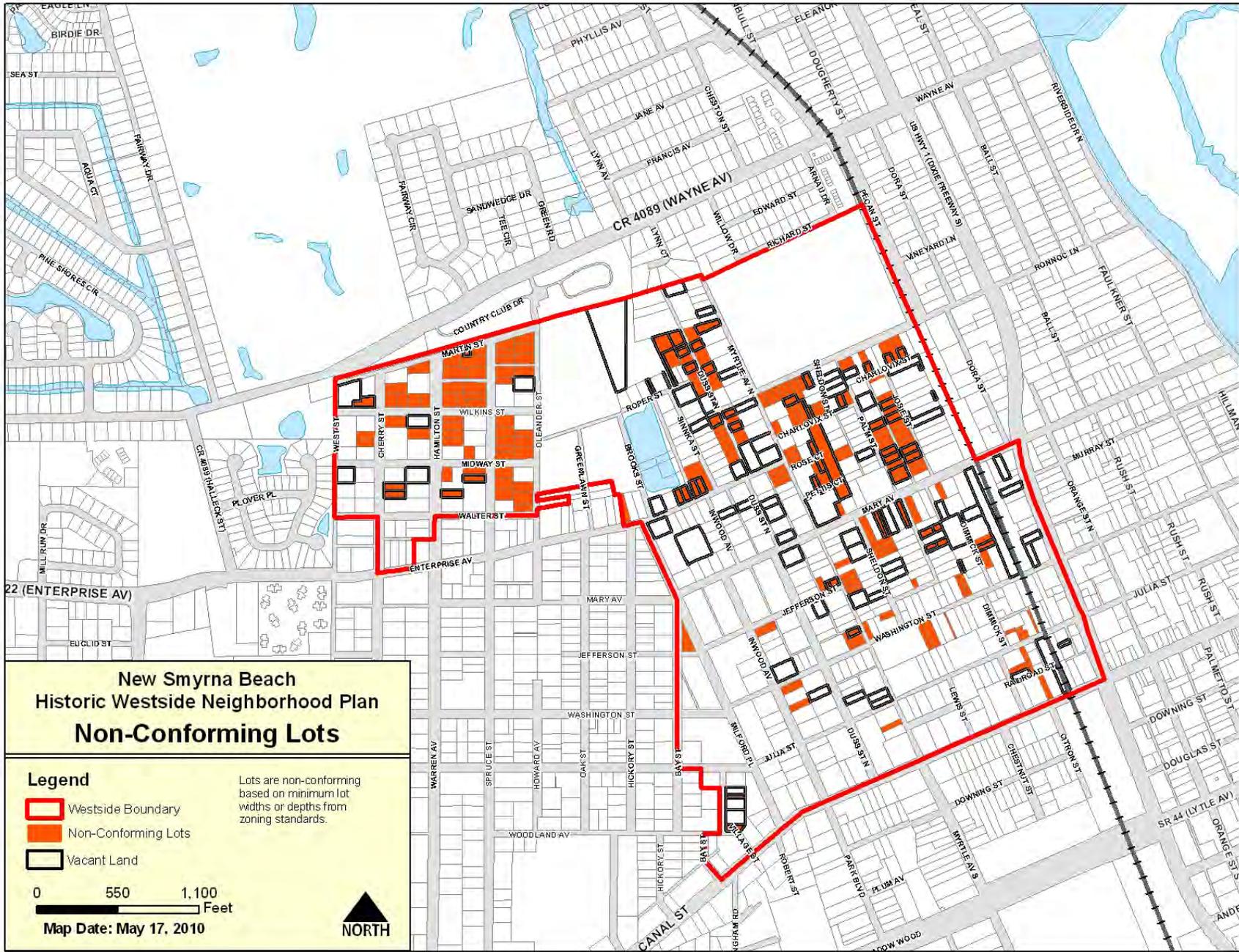
Parcel Depths

Like parcel widths, parcel depths can be an indicator of urban form and density, but are not indicators of the economic and social health of a community. The combination of small lot depths and widths can indicate a higher density of development due to smaller lot sizes. Many historical communities like the Historic Westside Neighborhood have this combination of smaller lot dimensions. As with parcel widths, parcel depth is a problem that can arise out of the historical development pattern which created non-conforming lots. This issue is discussed in the next section.

The Problem with Parcel Depth

The biggest issue with parcel depth is the ability or inability to park all the vehicles for each parcel, which can create a sense of visual clutter within the community.





Non-Conforming Lots

In the case of the Historic Westside Neighborhood, there are many lots that are non-conforming because they were platted before zoning existing in the City. The historic block pattern and housing styles at the time resulted in very narrow and sometimes shallow lots. When zoning districts were applied to the neighborhood much later, not enough attention was paid to the existing lot sizes and building envelopes that existing when applied. The result was that many of the zoning districts that were applied had minimum lot dimensions greater than the lots in the neighborhood. Widespread non-conformity has become a hindrance to rebuilding demolished or dilapidated housing stock since an owner of a non-conforming lot must apply for and be granted a variance to do so.

The Non-Conforming Lots Map was made by overlaying the minimum zoning standards with the Lot Width and Lot Depth Maps. Lots shown in red are those that do not meet the City's width or depth standards for their zoning designations. Overall, 212 lots (33%) are considered non-conforming based on these standards. Of these, 139 lots are non-conforming because of minimum lot widths only, 44 lots are non-conforming because of minimum depths only, and 24 lots do not conform to either minimum width or depths. The Map also shows vacant lots outlined in black to indicate where non-conformities are potentially hindering redevelopment.

What is a Non-Conforming Lot?

When a lot does not meet the minimum size/dimension standards for the zoning designation that it falls within, that lot is called a non-conforming lot. Existing buildings that are on non-conforming lots are allowed to remain, but new buildings cannot be built on them without a variance or by combining adjacent lots to form larger parcels.

In New Smyrna Beach, the City's *Land Development Regulations* allow non-conforming lots of record to be considered as buildable lots, even though they may not meet the minimum lot size or depth requirements. To be considered a lot of record, the property must have been an existing lot, recorded with the Volusia County Clerk of Court, prior to November 9, 1971.

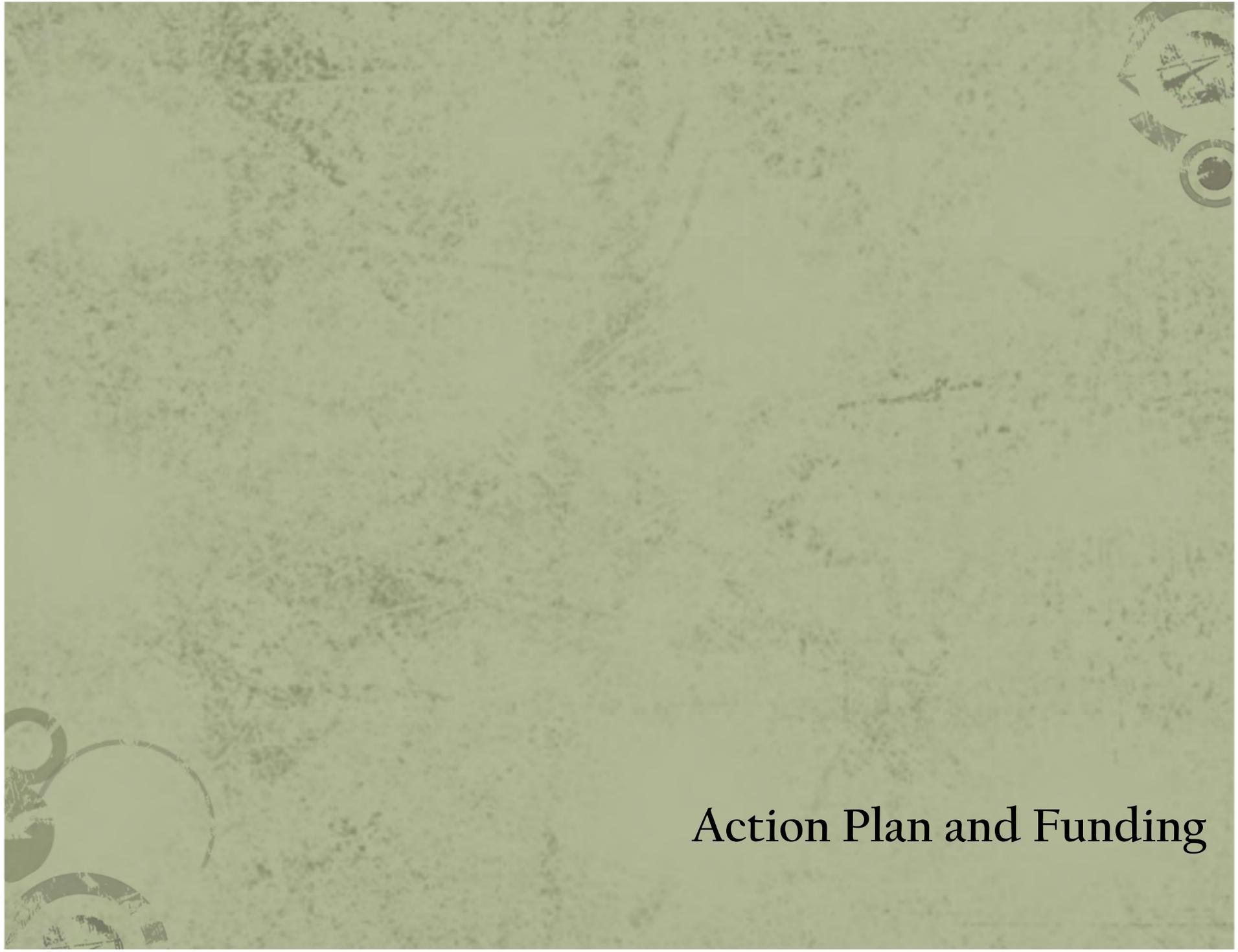
The purpose of allowing non-conforming lots to be considered buildable is primarily to protect the rights of property owners.

A surprising number of non-conforming lots are found in the western portion of the neighborhood. Even though the lots here are generally larger than lots elsewhere in the area, many of them still do not meet the minimum lot width standard of 75 feet found in the R-2 zoning district. In the historic eastern portion of the neighborhood, the R-5 minimum zoning standards are not as wide or deep, but many of the properties are still non-conforming on both standards. Here the non-conforming lots are clustered around Chisholm Elementary and areas south of Mary Avenue.

Issues and Opportunities

The Issues and Opportunities Concept Plan is the culmination of many of the efforts leading up to the final plan including intense information gathering, analysis and citizen input. The Map graphically illustrates many of the issues that are negatively impacting the community, as well as opportunities to help resolve those issues and even improve the neighborhood for the future. The intent of the map is to summarize and capture the physical context of the area, identify constraints in the neighborhood and provide preliminary recommendations for the Historic Westside Neighborhood from a design perspective.

<i>Issues</i>	<i>Opportunities</i>
Poor road connectivity in some areas	<ul style="list-style-type: none"> • Reconnections at West Street, Cherry Street and Oleander Street • New connections at North Myrtle Avenue and Ronnoc Lane, and between Lewis and Sheldon Streets
Greenlawn Projects an island that is dividing the neighborhood	<ul style="list-style-type: none"> • Redevelop on a grid of streets to reconnect with the surrounding community
Lack of neighborhood identity	<ul style="list-style-type: none"> • Entry features/signs at major neighborhood entrances
Poor pedestrian environments	<ul style="list-style-type: none"> • Major streetscape improvements should be concentrated on Mary Avenue, North Myrtle Avenue and Washington Street • Minor streetscape improvements in the west area of the neighborhood • Significant sidewalk improvements around Chisholm Elementary School
Lack of economic activity	<ul style="list-style-type: none"> • Focus intense redevelopment opportunities along Washington Street • Encourage multi-family residential development focused on the area south of Pettis Park
Need expanded recreational opportunities	<ul style="list-style-type: none"> • Improved sidewalks around existing parks • Potential locations for a splash park/plaza • New neighborhood park around stormwater feature if safety issues can be addressed



Action Plan and Funding

Action Plan

The action plan for the Historic Westside Neighborhood identifies specific projects and commitments that have been expressly requested throughout the planning process during a variety of public meetings. Specific projects are also recommended based on the analysis of data provided by the City and additional recommendations as a result of the site assessment conducted during the neighborhood tour.

A series of strategies were developed that identify specific actions and tools that are needed to achieve the desires of the community and participants active in this neighborhood planning process. Many of the categories will take a substantial financial commitment from the City, CRA and additional agencies. Every effort should be made to research grants and any other additional funding mechanisms to help fulfill the desires of the community. Many other categories require a continued commitment from the residents, property owners, and businesses to continue to be engaged and “part of the process” to champion the action plan over the years. It is suggested that every five years, the action plan be reviewed and updated to reflect the current initiatives of the neighborhood. The strategies are divided into seven categories:

- Infrastructure
- Land Use and Zoning
- Safety and Crime Prevention
- Programs and Facilities
- Community Appearance
- Economic Development
- Parks and Open Space

The timing is keyed as follows:

O = On-going

ST = Short term (1-3 years)

MT = Mid-term (3-6 years)

LT = Long term (6-10 years)

New Smyrna Beach Historic Westside Neighborhood Plan | October 2011

<i>Category</i>	<i>Strategy</i>	<i>Timing</i>	<i>Organization</i>
Infrastructure	Sidewalk improvements and installation on: <ul style="list-style-type: none"> • North Myrtle Avenue • Washington Street • Enterprise Avenue • Mary Avenue • Julia Street • Ronnoc Lane • Inwood Avenue • Milford Place 	ST, MT	Public Works
	Drainage issues are well documented as an issue: <ul style="list-style-type: none"> • Enterprise Avenue • Oleander Street • Milford Place 	MT	Public Works, City Engineer
	<ul style="list-style-type: none"> • Traffic light needed at Canal Street and North Myrtle Avenue; the traffic counts at this intersection need to be assessed to determine whether a signal can be placed there • Protected left-turn lane at U.S. 1 and Washington Street 	ST	FDOT, CRA, Public Works
	Meet with VOTRAN for additional bus stops and shelters	ST	VOTRAN, Planning, CRA
	Bury overhead electrical lines	LT	Utilities Commission
	Streetscapes on: <ul style="list-style-type: none"> • Mary Avenue • Washington Street • North Myrtle Avenue 	O	CRA, Public Works
Land Use and Zoning	Non-conforming lots should be adjusted to fit into the existing context of the area. If a non-conforming lot does not have adequate right-of-way access to permit parking and sidewalks, the City should consider an easement on the property or additional strategies as outlined in the profile. In addition, the City could create incentives for lot consolidation, such as permit fast tracking and permit fee reductions or waivers.	ST	Planning, City Commission
	Reevaluate the Future Land Use designations. High density Residential should only be permitted within a one block perimeter of Washington	ST	Planning

New Smyrna Beach Historic Westside Neighborhood Plan | October 2011

<i>Category</i>	<i>Strategy</i>	<i>Timing</i>	<i>Organization</i>
	Street		
	Create Design Standards for residential and commercial development that includes specific design requirements for the neighborhood.	ST	Planning
	Future annexation of the western and southwestern areas adjacent to the Historic Westside Neighborhood	ST, MT	Planning, City Commission
Safety and Crime Prevention	Continued police presence in the higher crime areas	O	Police Department
Programs and Facilities	Expand programs at Babe James, including: <ul style="list-style-type: none"> • Senior activities • Young adult activities • Workforce training 	O, ST	CRA
	Review rental fees for Babe James; reduce fees for residents in the area	ST	Parks and Recreation
	Convert former police substation to use for Housing Authority Tenants	ST	Housing Authority staff and residents; Police Department
	Replace the current Babe James sign with an electronic message board	O	Parks and Recreation, Planning
	Locate sources of additional funding for Black Heritage Museum	O	See funding section
	Continue Historic Westside Community meetings	O	Community
	Conduct crime safety seminars for the neighborhood	O	Police Department
	Continue the Black History Month event that draws people into the neighborhood	O	Black Heritage Festival, Inc., CRA, residents, City
Community Appearance	Continue and strengthen code enforcement and building codes throughout the neighborhood	O, ST	Code Enforcement, residents
	Create incentives and provide funds for external improvement for homes	ST	City, CRA, Habitat for Humanity
	Install gateways and entrance features	ST	City, CRA

New Smyrna Beach Historic Westside Neighborhood Plan | October 2011

<i>Category</i>	<i>Strategy</i>	<i>Timing</i>	<i>Organization</i>
Economic Development	Create a Neighborhood Business District	MT, LT	City, CRA
	Assign City staff for Economic Development Position/Neighborhood Ambassador	O	City, CRA
	Washington Street to be targeted for a business incubator, provide incentives for new businesses	O	City, CRA
	Create the Washington Street Business Association	ST	CRA
Parks and Open Space	Create a splash park by Washington Street	ST, MT	CRA, Parks and Recreation
	Improve the existing stormwater pond (north of Enterprise Avenue, east of Brooks Street). Design as a park with a trail around the pond	LT	Parks and Recreation, Planning, Public Works, NSB Housing Authority
	Build a swimming pool at Babe James or another community park area in the neighborhood	LT	Parks and Recreation
	Pettis Park should be cleaned up and regularly maintained	O	Parks and Recreation

Potential Funding Resources

Funding will continue to be a challenge for the City given the current economic climate in Florida and throughout the nation. Continued efforts to explore other funding sources will be necessary in the implementation of the Historic Westside Neighborhood Plan. The City should continue to monitor the funding sources that are provided and consider hiring or creating a staff assignment for grant writing because of the competitive nature of applying for and monitoring the grant once awarded.

Economic Development Administration (EDA)

Granting Agency	U.S. Department of Commerce (EDA)
Website	www.eda.gov
Match Requirement	Variable
Funding Available	\$216,927,370
Description	Public works investments to support the construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments, attract private sector capital and promote regional competitiveness, including investments that expand and upgrade infrastructure to attract new industry, support technology-led development and accelerate new business development.

Cultural Facilities

Granting Agency	Florida Division of Cultural Affairs 500 South Bronough Street Tallahassee, FL 32399-0250
Website	www.florida-arts.org
Match Requirement	1:2 Up to 50% of applicant's match can be from in-kind services. The balance of the cash match may be cash receipts for expenditures made toward the project, including purchase of building or site if the site was specifically acquired for the project. The time limit for claiming such expenditures is a maximum of 5 years prior to the application deadline.
Grant Amount	\$500,000 maximum award (Not funded in 2009)

Description	This program provides financial support for the renovation, construction or acquisition of cultural facilities. These facilities refer to buildings which shall be used primarily for the programming, production, presentation or exhibition of any of the cultural disciplines such as music, dance, theater and the arts.
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Florida Forever Program (FCT)

Granting Agency	Florida Communities Trust (FCT) Florida Department of Community Affairs 2555 Shumard Oak Boulevard Tallahassee, FL 32399-2100
Website	www.dca.state.fl.us
Match Requirement	Communities with less than 10,000 residents – No required match Community with more than 10,000 residents – 75:24 (Projects with higher matches are awarded additional points)
Grant Amount	\$6.6 million maximum (not funded in 2009)
Description	The Florida Communities Trust is a state program that provides grants for the acquisition of land for community-based parks, open spaces and greenways that further the outdoor recreation and natural resource protection needs identified in local government comprehensive plans.

Land Water Conservation Fund (LWCF)

Granting Agency	Florida Department of Environmental Protection, Division of Recreation and Parks 3900 Commonwealth Boulevard, Mail Station 585 Tallahassee, FL 32399-3000
Match Requirement	1:1
Grant Amount	\$200,000 maximum
Description	The U.S. Department of the Interior provides funds, administered by the Florida Department of Environmental Protection (FDE)), for the acquisition or development of recreational facilities. Acquisition: An acquisition project approved for funding must be acquired within one year of the effective date and must be developed for public use within three years of completion of acquisition. Development: Grantees have up to three years to complete project elements. Eligible facilities include picnic areas, trails, pools, ball fields, courts for tennis, basketball and volleyball, playgrounds, and boating and fishing features. Associated support facilities such as lighting, parking, restrooms, concessions, and landscaping are

	eligible, but may not account for more than 50% of the project cost.
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Recreational Trails Program (RTP)

Granting Agency	Florida Greenways and Trails Coordinator Florida Department of Environmental Protection 3900 Commonwealth Boulevard, Mail Station 795 Tallahassee, FL 32399-3000
Match Requirement	50:50, 60:40 or 80:20 (higher match results in additional points)
Grant Amount	\$200,000 for mixed-use and non-motorized trail projects \$510,000 for motorized trail projects
Description	The U.S. Department of Transportation, through Florida Department of Environmental Protection, funds projects that construct, renovate or maintain recreational trails, trailheads and trailside facilities.

Urban and Community Forestry Grants

Granting Agency	Division of Forestry Florida Department of Agriculture and Consumer Services 3125 Conner Boulevard, Suite R Tallahassee, FL 32399-1650
Match Requirement	50:50
Grant Amount	\$10,000 - \$25,000
Description	The Division of Forestry provides grants to develop or enhance their urban and community forestry programs. Supplemental grants have responded to the loss of trees due to hurricanes.
Example Projects	<ul style="list-style-type: none"> • Tree ordinances, tree inventories, management plans, master plans • In-house training, staff, student internships • Tree planting, tree protection and maintenance projects • Educational programs, Arbor Day programs • Development brochures and purchasing exhibits

Lowe's Neighborhood Grants

Granting Agency	Lowe's Home Improvement Warehouse Stores Local Stores
Grant Amount	Varies

Description	Lowe’s Home Improvement Warehouse Stores play a positive role in improving its communities by providing funds that benefit neighborhood beautification projects, educational programs and community resources such as parks and safety programs.
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Florida Black Business Investment Board, Inc. (FBBIB)

Granting Agency	Black Business Investment Board 545 E. Tennessee Street, Suite 200-A Tallahassee, FL 32308 Telephone: (850) 878-4566 Fax: (850) 878-4578
Match Requirement	Financing mechanism
Loan	Not specified
Description	The Florida Black Business Investment Board, Inc. (FBBIB) provides technical assistance and capitalization to encourage growth of Black-owned businesses in Florida. The FBBIB was established by the Legislature in 1985 to address three major concerns to Black Business development in Florida: limited access to technical assistance, capital, and opportunities. The FBBIB addresses these, and other related issues, through a network of regional Black Business Investment Corporations (BBICs) and the statewide BBIC. The regional BBICs and statewide BBIC provide technical assistance, loan guarantees, and direct lending projects to Florida’s Black-owned businesses in all 67 counties.
Example Projects	<p>In addition to the financing and technical assistance products and services, the FBBIB:</p> <ul style="list-style-type: none"> • Administers the statewide Franchise Finance and Development Program • Contracts with the Office of Urban Opportunity (DCA) to administer a specific loan program that provides direct loans, loan guarantees, and technical assistance for economic development initiatives in the six designated Front Porch Florida neighborhoods; and • Sponsors “Black Business Investment Days” which brings African-American business owners and supporters from around Florida to Tallahassee to network with other entrepreneurs, government representatives, and procurement officials from various government agencies.

Making the Plan a Reality

After the Plan is reviewed and accepted by the residents of the Historic Westside Neighborhood, it will go before the Planning and Zoning Board and City Commission for adoption. With an adopted Plan, the Historic Westside Neighborhood will have made a significant statement about the seriousness with which the citizens take the improvements of their community. Adoption of the plan will also be a significant statement of affirmation by the City the New Smyrna Beach supports the efforts of the Historic Westside to improve itself.

The residents of the Historic Westside Neighborhood can take great pride in what they have accomplished already with this Plan. At the time the Historic Westside Neighborhood Plan was created, it was the first and only plan conducted by a neighborhood in New Smyrna Beach. The path and direction are clearly laid out and it is the responsibility of both the neighborhood and the City to ensure that it is implemented.