

VISION BOOK



Envision Edgewater
looking forward to a **UNITED** vision



CENTRAL
FLORIDA



SUSTAINABLE
COMMUNITIES
INITIATIVE

About CFSCI

Over the past 28 years Brian and Myrna Canin have refined the craft of community building in Central Florida. Today, Canin Associates is committed to creating sustainable communities and environments that enrich the quality of life for both current and future generations. As a way of celebrating a quarter century of planning and designing great people places, the Canins have established an entity to share their expertise and support decision makers in their efforts to create great places. The Central Florida Sustainable Communities Initiative (CFSCI) is a non-profit endeavor that offers technical visioning assistance to growing communities in Central Florida.

It is the mantra of CFSCI that the planning and design of communities affects our general health, safety, morals, and well-being. Our communities are where we raise our families, invest our money, and spend our time. The Central Florida Sustainable Communities Initiative seeks to bring citizens, stakeholders, government, and the development community together to address community concerns and to further the planning and stewardship of Central Florida. The Central Florida Sustainable Communities Initiative has helped communities throughout the region vision, plan and grow into livable, sustainable places. A number of techniques are used by our team to bring people with different voices, opinions and ideas together in collaboration. It is our belief that every citizen wishes to better their community, and our efforts seek to build consensus on community goals through open discussion and visionary planning.

planning & stewardship
for the FUTURE of our region



CFSCI's five principals of S U S T A I N A B L E G R O W T H

Relief of Traffic Congestion A region-wide priority should be to preserve land for multi-modal corridors. Central Florida's abundant lakes and wetlands make it difficult to create an efficient grid transportation system. It is critical to reserve land for transportation routes before the land is used for other purposes. Provision should be made not only for roads but also bike and walking trails, streetcar and bus rapid transit systems, and light rail corridors.

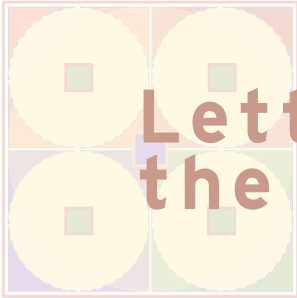
The Creation of a Sense of Place A thriving community center has well-defined public realms that are used for farmers markets, outdoor movies, shopping, eating out, and playing in the park. Spaces for these activities need to be located near residences because these are places where "community" happens.

Good Stewardship of the Land Good stewardship of the land involves preserving and enhancing the environment. Sustainable communities grow in ways that are responsible and sensitive to natural ecosystems. Wetlands, old growth trees and contiguous species habitats are all environmental elements to be planned as systems for long-term sustainability.

Scaling the Built Environment for People Retail, office and residential uses are located near each other in sustainable communities. The density opens up opportunities for alternative modes of transportation, such as walking, biking and public transportation. The intensity and scale of the built environment has to shift to make Central Florida an exciting people place that is vibrant and creates great value for present and future generations.

Jobs and Housing Balance Sustainable communities are places where a person can live and work with ease. This is accomplished through providing a mix of housing options near the places where people work through redevelopment and the creation of new mixed-use communities. A balance between jobs and housing reduces vehicle miles traveled, air pollution and traffic congestion.





Letter from the Founder

November 11, 2008

Mayor Michael Thomas
City of Edgewater
104 N. Riverside Drive
Edgewater, Florida 32132

RE: Envision Edgewater Vision Book

Dear Mayor Thomas,

On behalf of the CFSCI design team, it has been our great pleasure to work with you, the Commission and your Senior Staff to develop the Envision Edgewater project.

Our thanks also to Don Mears and GS Florida for matching our sponsorship of this community visioning program. Both Don and I recognized, at an early stage in our planning for Restoration, that it was important to plan for the future of the existing portions of Edgewater as well. Both CFSCI and GS Florida have been committed to the Envision Edgewater project without any preconditions. It has always been clear to both of us that this project would be undertaken regardless of whether Restoration becomes part of the City or not.

We are very pleased about the results obtained, especially the active participation and engagement of Edgewater citizens and the wise City Council, and the great ideas they contributed to the vision. Without this active community support and engagement, the results would not have been nearly as creative. We would like to thank you and all of the citizens who were part of Envision Edgewater for helping make this project such a great success.

Regards,

Brian C. Canin
CFSCI Program Advisor



Introduction

The City of Edgewater is facing, and will continue to face, many developmental pressures as the region continues to grow. Realizing that new development has the ability to either hurt or help Edgewater, in August of 2008 city officials teamed with the Central Florida Sustainable Communities Initiative (CFSCI) to begin to develop a community vision for the heart of the city that could properly guide future development. Envision Edgewater brought citizens, business owners and city officials together to discuss alternatives, develop solutions and determine the best course of action moving forward.

With the intent of making the process highly participatory, including input from a variety of people with a range

of needs, concerns and interests, the community was invited to attend two workshops during September of 2008. During the first workshop, participants developed a new vision for the city's future, including a vision statement. The second workshop focused on the physical manifestation of the vision, and participants worked through alternatives for a Downtown Vision Plan.

This document is a summary of all the work done to date to create a viable, effective and achievable vision for the City of Edgewater. It is meant not only to showcase the community's vision for the future, but also to provide some principles and tools from which to begin building that future.

Contents

6	section 1 A NEW VISION
25	section 2 PRIOR STUDIES
31	section 3 VISIONING PROCESS
47	section 4 DESIGN PROCESS

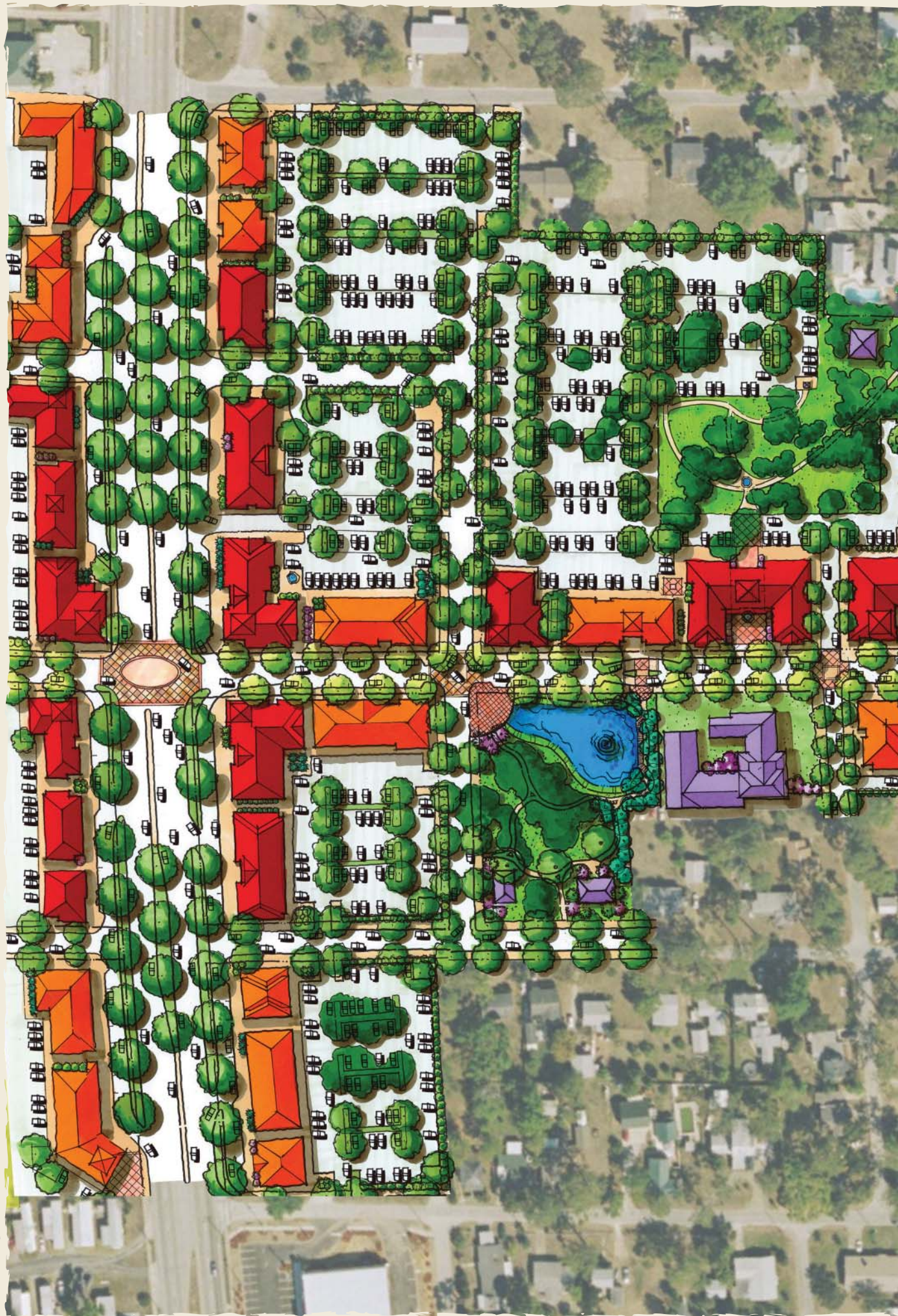


Section One
A NEW
VISION

City of Edgewater Vision Statement

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







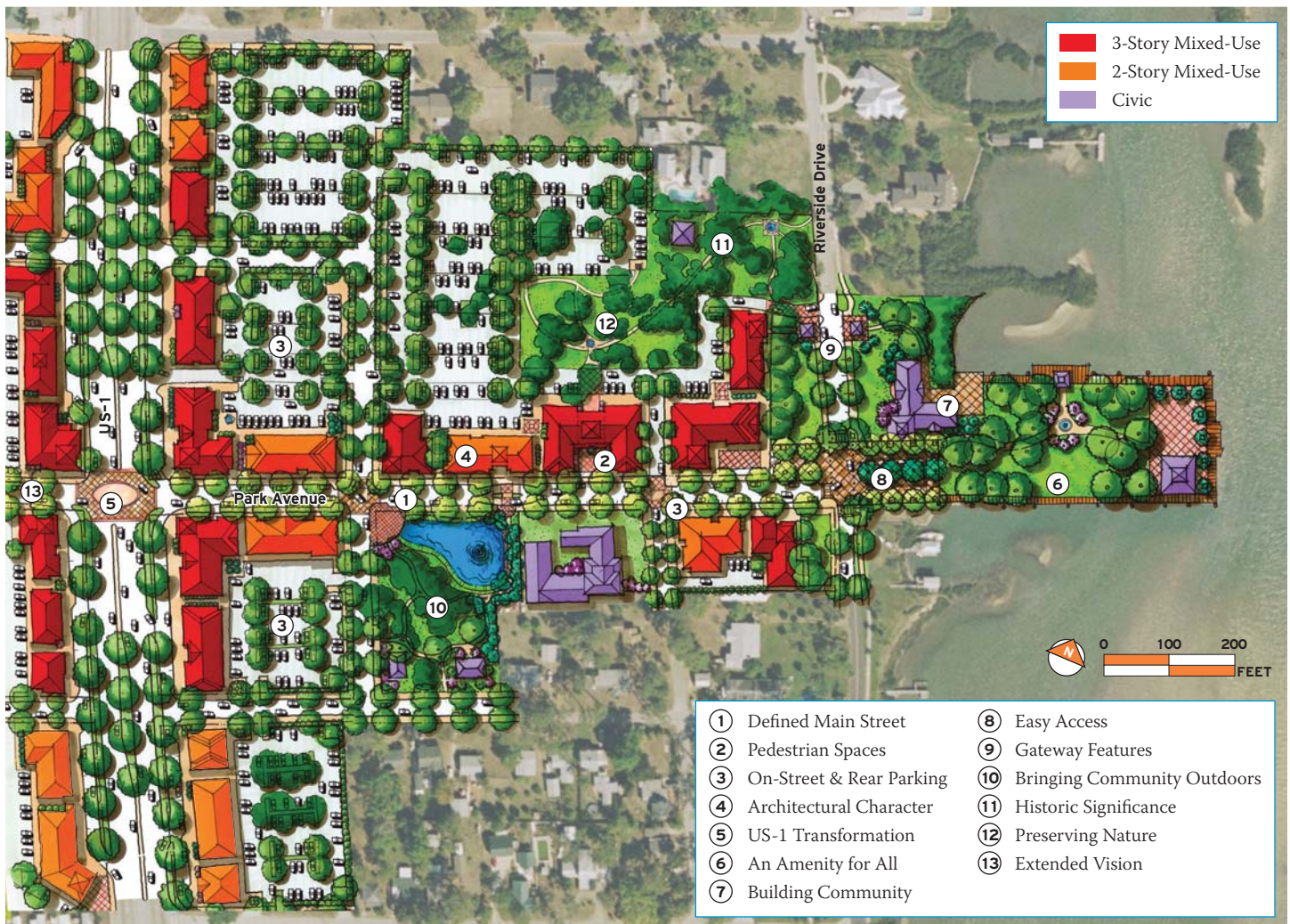
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DOWNTOWN VISION PLAN

Downtown Vision Plan

Edgewater residents want an attractive and vibrant place to work, shop, play and relax; a place that would signal to visitors that they have arrived in Edgewater, a great place to live. Throughout the Vision Workshop, many people spoke of how they long for an identifiable downtown, with shops, restaurants, offices and different types of housing. We also heard how important the waterfront is to the Edgewater community, being both a source of entertainment and industry, and many ideas were shared about how to use the water to draw in tourism and additional businesses.

Given the prior studies, including the Strategic Visioning Workshop of 2007 discussed in the next chapter, the results of the Envision Edgewater Vision and Design Workshops, and the assets of Kennedy Park and the Indian River, it was appropriate to focus the Downtown Vision Plan on the Park Avenue and US-1 area. While not all of the concepts presented in the Vision Plan can be applied to other portions of the city, many can. The following pages identify the major components of the Downtown Vision Plan, followed by a number of recommendations for moving forward to implement this united vision.



Defined Main Street

The most important component of any downtown is its identifiable “Main Street”, which, for Edgewater, is Park Avenue. Park Avenue will become the main street that Edgewater residents have envisioned. The two and three story buildings along Park Avenue will be home to retail stores and restaurants, as well as second story offices and residential units, creating a vibrant, active and inviting place to gather. With its terminus on Kennedy Park an easily walkable distance, Park Avenue is poised to become a thriving main street.

The most important feature of any main street is its public realm, followed a close second by the buildings and architecture. It is very important that the sidewalk be wide enough for people to pass each other easily and that street trees are planted at appropriate intervals. Currently, Park Avenue is only 50 feet in width. The street must be redesigned to accommodate a wide sidewalk and street trees, in addition to travel lanes and on-street parking as seen on page 15. A good sidewalk for a main street is sized between 8 and 15 feet. The existing 50 foot right-of-way would easily accommodate an 8 foot sidewalk, or a required setback could be implemented to extend the sidewalk to 12 or 15 feet.

The effect of street trees is two-fold; they provide shade for pedestrians while also adding an element of greenery to the streetscape. The most beloved downtowns, especially in Florida, are both comfortable and green, with multiple plantings able to soften the hard edges of the buildings. Edgewater’s Downtown Vision Plan shows street trees on Park Avenue that differ from those found in the downtown area. This is done primarily to signify to visitors that they have arrived to the main street, creating a defined, identifiable outdoor space that is unique to Park Avenue.



**Main Street
Detail Plan**

Pedestrian Spaces

One of the things that showed most prevalently in the results of the Community Values Survey discussed on pages 38 through 43, was the desire for pedestrian spaces. Of the downtown images shown, the top rated images showcased intimate pedestrian places, with benches or tables, and lots of greenery. The best way to create these spaces is with courtyard buildings, as depicted, or by enhancing the spaces between the buildings.



Park Avenue: Public Realm Concept



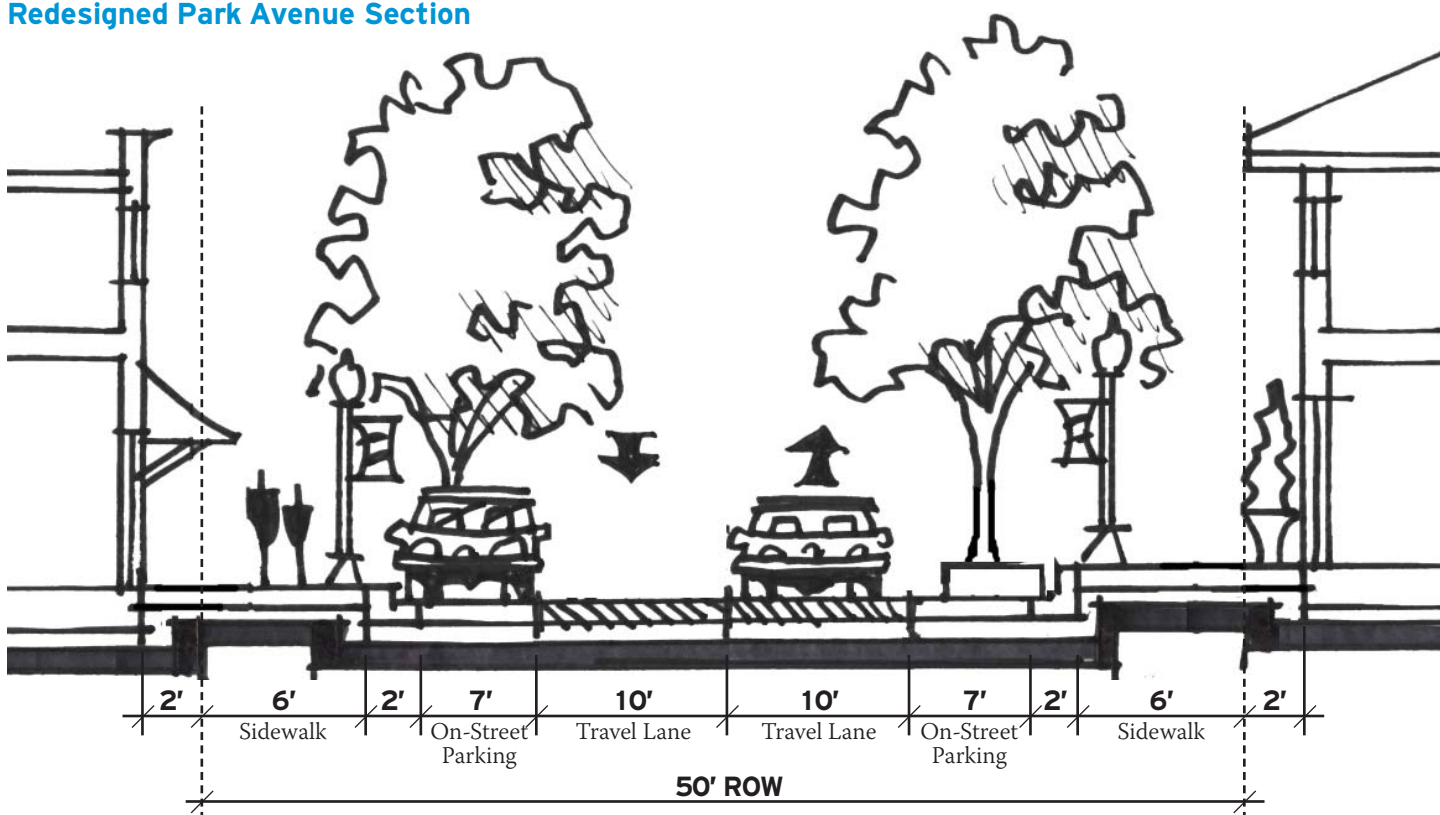
On-Street & Rear Parking



On-street parking is an essential component of the downtown. On-street parking provides easy access to businesses for brief visits. Additionally, on-street parking provides a safety buffer between the pedestrian and the moving vehicular traffic. Each street in the downtown is lined with on-street parking, on one or both sides, to encourage pedestrian activity and to serve the businesses that will create the place of downtown.

In order to accommodate the two and three story buildings on Park Avenue and US-1, an ample amount of parking has been provided to the rear of the buildings. Placing parking behind the buildings allows the streetscape to more fully support pedestrian activity. The Downtown Vision Plan presents a compact, mixed-use development pattern, which typically does not require the same amount of parking as a conventional commercial strip mall; therefore, to determine the amount of parking necessary, a shared parking ratio was used.

Redesigned Park Avenue Section



Architectural Character

Participants of the Design Workshop want to see a two and three story main street that is highlighted by traditional coastal Florida architecture, as shown in the rendering below. It is important that the architecture help activate the streetscape, with interesting details such as balconies, awnings, pleasant signage and a variety of materials. Pedestrian activity is more likely to occur in places with high visual interest than in those with lifeless façades.



US-1 Transformation

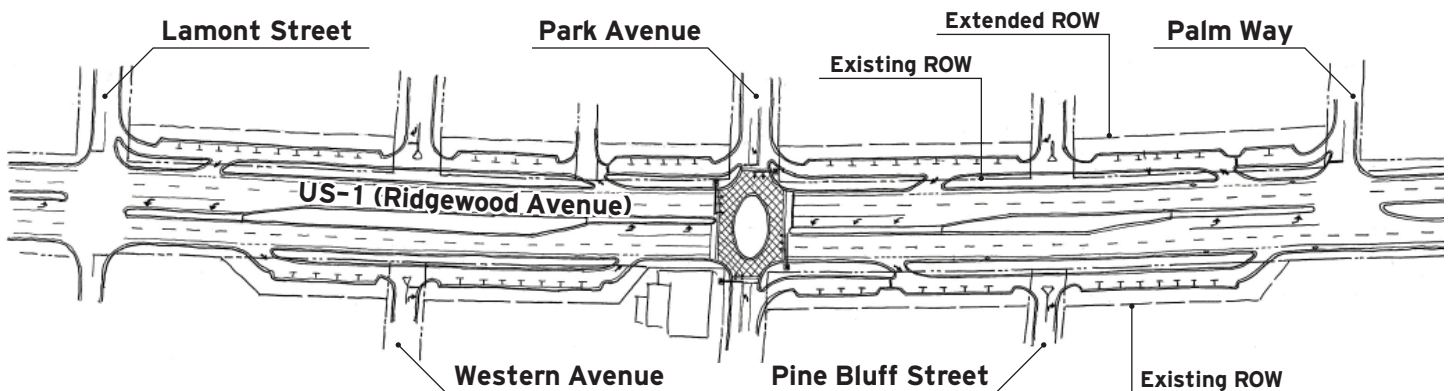
As the major commercial corridor of Edgewater, US-1 must be redesigned to create a vibrant street presence. Understanding that US-1 is a federally controlled right-of-way, it is important that the citizens begin to think of what they would like it to look like, and act like, so that discussions can begin on the overall transformation of the roadway.

The Downtown Vision Plan redesigns portions of US-1 as a multi-way boulevard. Multi-way boulevards present an exciting alternative to the typical highway, carrying the same volume of traffic, while also creating a pedestrian oriented, commercially driven streetscape. The boulevard that has

been designed for US-1 is composed of two distinct facets, a through-going central realm, which carries high volumes of traffic in high capacity lanes, and a pedestrian realm, with parallel frontage roads that carry slower speed local traffic, contain on-street parking and include large accommodating sidewalks. The frontage roads are separated from the central realm by large, well-designed medians, containing large street trees and other plantings. To create an effective multi-way boulevard on US-1 in this location, an additional 40 feet of right-of-way must be acquired on both sides to accommodate the frontage roads and sidewalks.



US-1 Detail Plan



US-1 Roadway Plan

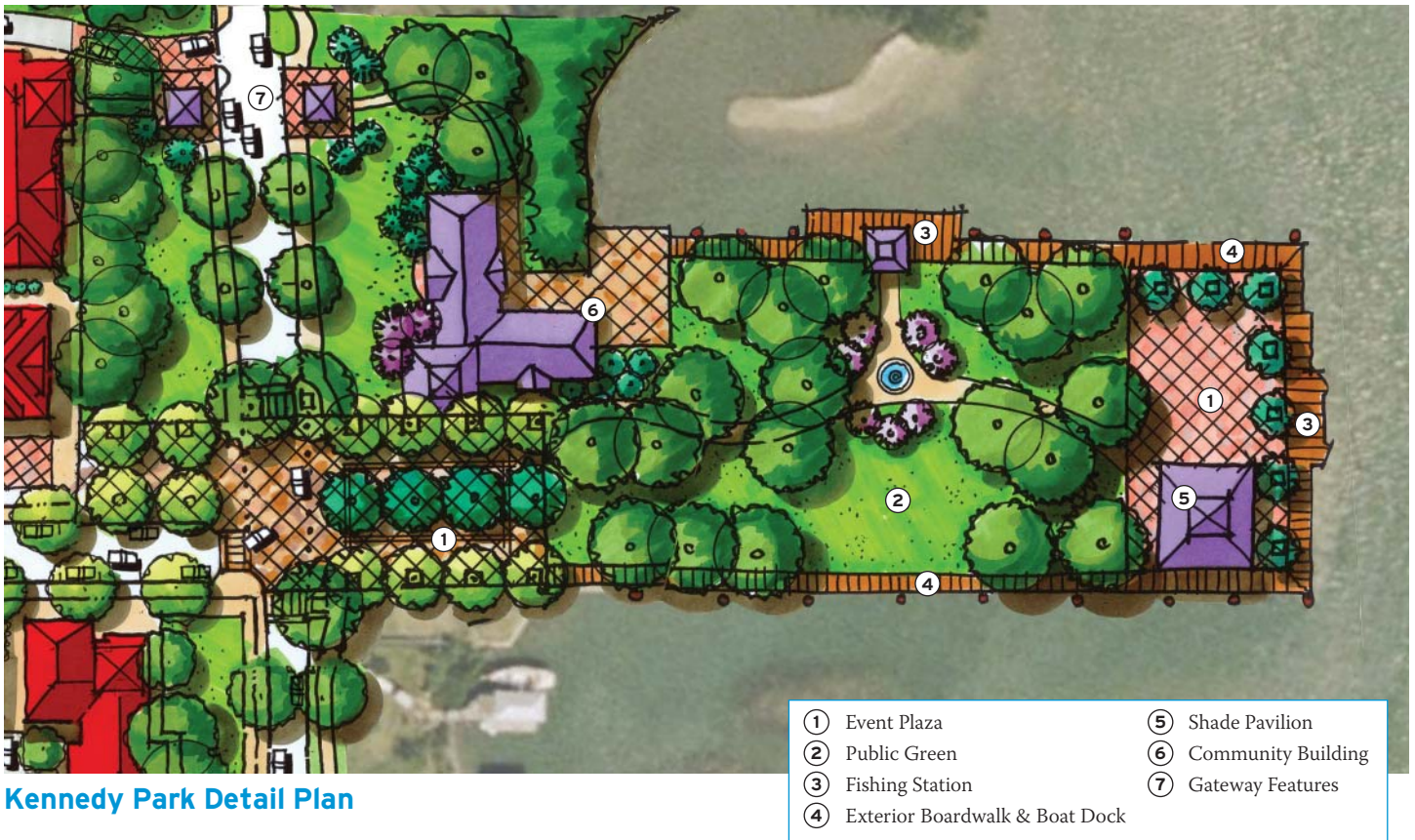
An Amenity for All

The focal point of the Downtown Vision Plan is Kennedy Park, envisioned to become a community park with a variety of spaces and amenities for use by all. At the Design Workshop, participants voiced interest in making this park into an amenity for all residents and not just the boating community, as the existing boat ramps and boat parking take up the majority of the parcel.

One of the major themes throughout both workshops was the fact that participants wanted more ways to interact with the water. By incorporating a large waterfront park into the downtown, programmed to accommodate multiple

uses, a larger portion of the residents will get to experience the waterfront. It was the intent of the Design Workshop participants that the boat ramps be relocated farther south. A number of locations were suggested, including Maynard May Park, but further study will be necessary to determine the most appropriate site and how this could be accomplished.

The concept for Kennedy Park shown here incorporates a large, shaded public green, an exterior boardwalk with boat docking capability, shade pavilions, two areas for fishing, and a large community building.



Kennedy Park Detail Plan

Gateway Features

US-1 is not the only important gateway into downtown Edgewater; many visitors to Edgewater will be arriving from the north along Riverside Drive. Therefore it is important to mark the entrance to downtown with an attractive gateway symbol. Given the historic buildings highlighted in the city, as discussed on page 20, and the laid back feel of the downtown, two shade pavilions have been incorporated which will take on an authentic Florida design.

Building Community

With the desire to have better access to the water and all of the joy it provides, a waterfront Community Building is the perfect addition to Kennedy Park. With large event rooms and a spacious waterfront patio, the Community Building could hold large community meetings, or be rented out for social events, such as weddings and fund-raisers.

Easy Access

One of the most distinctive components of the new concept for Kennedy Park is the entry plaza. The intersection of Park Avenue and Riverside Drive has been designed to allow easy pedestrian access to Kennedy Park, creating the most pedestrian friendly area possible through the use of special paving that extends across Riverside Drive and along the north side of Park Avenue. Both Park Avenue and Riverside Drive come up in grade to meet the sidewalk to show that the pedestrian, not the automobile, has the greatest priority. Bollards will be used to keep vehicular traffic in line, not curbing, so that the entire area feels like a place for people. For special events, the intersection can be shut down so that the entire plaza can fill with activity such as a farmer's market or a heritage food festival.



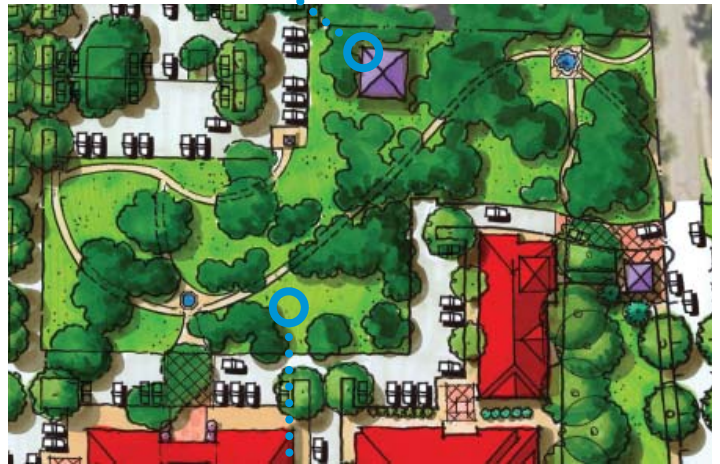
Bringing Community Outdoors

Green space is very important to Edgewater residents. The ability to be outdoors and enjoy the natural environment is one of the main reasons that many people are attracted to the city. Therefore, it was important that the downtown incorporate as much open space as possible, in addition to Kennedy Park. A community park has been incorporated into the Downtown Vision Plan, adjacent to the existing church on Park Avenue, to bring another outdoor option to downtown. With an attractive stormwater pond that acts as a public amenity, this park is part of the overall open space network, and provides space for a variety of activities.



Historic Significance

As one of the older cities on the east coast of Florida, Edgewater residents are proud of their history. Edgewater's historic buildings hold a special place in the heart of residents, and they will be showcased within two of the parks on Park Avenue. Designed as part of a walking trail, the historic homes offer yet another reason for a visit to downtown. The historic home on Riverside Drive will remain intact, with upgrades to the landscaping and the incorporation of a nice walking path, while two other historic buildings will be relocated into the community park.



Preserving Nature

A natural park has been designed into the downtown to preserve many of the large trees that currently exist on the site and to provide an easy connection between the historic buildings. If necessary, this park could also be used for overflow parking during community events.

Extended Vision

While the Downtown Vision Plan focuses on the section of Park Avenue between US-1 and Riverside Drive, it was the desire of many at the Design Workshop to see the plan extend along the west side of Park Avenue, between US-1 and the railroad tracks. Many of the components included in the Downtown Vision Plan can be transferred to this area as well, but further study would be needed to determine the actual footprint necessary to accommodate new development.



Next Steps

The City of Edgewater has set an ambitious vision for its future development. The city-wide imperative given in the Vision Statement calls for new development that can instill civic pride through creating a sense of place, implementing environmentally sensitive design, and respecting the context of the neighborhoods and downtown area. The Vision Statement can be used by the City of Edgewater to check the validity of new projects and proposals, both public and private, as the Vision Statement is a reflection of the citizens' vision for their community.

To create the vibrant pedestrian atmosphere shown in the Downtown Vision Plan, the CFSCI team recommends the City undertake the process outlined below.

1. Perform an Economic Feasibility Study of the Downtown Area
2. Create a Community Redevelopment Agency (CRA) District around Park Avenue and US-1
3. Establish a Form-Based Overlay District with Comprehensive Design Guidelines

The City must perform an economic feasibility study to ascertain the economic benefits and costs of implementing the Downtown Vision Plan. A comprehensive economic feasibility study can assess the overall impact of redevelopment on the City's finances, including the increase in property values associated with the creation of a downtown, the additional tax base that will be created because of redevelopment, as well as the infrastructure costs that will be incurred and the return on investment or have traffic problems.

CRA districts are established by city governments for the purpose of carrying out redevelopment activities in areas that are subject to blight and disinvestment. By establishing a CRA, local governments are given a planning and financing mechanism that can help to reduce or eliminate blight, improve and diversify the tax base, and encourage private investment. Through a Community Redevelopment Trust Fund and Tax Increment Financing, both made possible by the creation of a CRA, many of the elements of the Downtown Vision Plan can become a reality.

Once the CRA has been established, an Overlay District with design guidelines is necessary to ensure that development within the CRA is in line with the identified vision. The vision that has been set for the Park Avenue, US-1 area is unlike anything currently allowed in the City of Edgewater zoning code, given the mix of land uses and the reduced parking requirements. It is important that the Overlay District focus primarily on the form of the buildings and secondarily on the uses within them, which is known as form-based coding. The design guidelines that accompany the Overlay District must regulate everything from the parking requirements and location, to the building facades and signage, in order to transform the Park Avenue/US-1 area into the vibrant, interesting and lively place that the residents have envisioned.

As part of the CRA, Overlay District and design guidelines, the city might also want to consider creating a master parking and storm water plan for the redevelopment area. Both parking and stormwater facilities can become a difficult issue when attempting to redevelop parcels that were not originally intended for mixed uses. A city coordinated parking and storm water plan provides a way to relieve some of this burden.

Other Considerations

Also during the implementation process, the City should undertake the development of a Parks and Recreation Master Plan. Not only was this identified as one of the key issues during the first workshop as noted on page 45, but it would also help to assess the community needs in relation to Kennedy Park and the existing boat ramps. Edgewater is a city that is connected to the environment, as such, a Parks and Recreation Master Plan provides a good opportunity to identify improvements that could be made to enhance the overall quality of life.

Additionally, it is clear that Edgewater residents recognize the need to move the City Hall from its current location to an upgraded facility, and many residents would like the City Hall to be more centrally located. While the second workshop showed that many residents would like to see the City Hall positioned on SR 442, shown on page 49, further study is needed to ascertain the feasibility of this location.

In Summary...

With the Vision Statement and Downtown Vision Plan, the City of Edgewater has afforded itself with a wide range of opportunities to create a *better future* for residents and business owners. Through the active participation of many, the City has crafted a viable, feasible vision that can help steer all new development toward a *unified future*.





Section Two
PRIOR
STUDIES

Strategic Planning Workshop

On January 26, 2007, the Edgewater City Council held a Strategic Planning workshop with City staff to discuss the future of the city and the significant issues that it faced, and to identify goals and objectives that were most important to implement.

First, attendees were asked to provide their vision for Edgewater in 2020. Some of the responses included having a more historical emphasis in the city core, integrating a variety of housing, making jobs available within the community and creating a downtown center with small businesses, restaurants and shopping. Clean streets and sidewalks, facilities for families, such as libraries and recreational centers, the protection of natural resources and new development that benefits the City were also discussed.

Internal issues and trends, as well as the City's strengths, weaknesses, opportunities and threats were also discussed. At the time, many participants felt that the City's greatest strengths were its staff and location, while its greatest weaknesses were an inadequate diversity in tax-base, a lack of cash reserves, the lack of citizen engagement and its outdated, outgrown community facilities. The best opportunity for the City was identified as new growth and development, and particularly visioning in preparation for appropriate growth. The worst threat to Edgewater was identified as the tax burden, followed closely by unregulated growth.

In the end, several strategic issues were identified and prioritized, with the Tier One issues being of the greatest priority, and Tier Two issues, being the second highest priority. The list at right identifies these issues.

Tier One

- Develop a comprehensive transportation plan (trails, mass transit, sidewalks, bike paths)
- Plan for and fund replacing aging infrastructure, including roads, sewer, water and stormwater
- Identify a location for and fund the building of a new City Hall

Tier Two

- Shift the residential tax burden
- Establish and fund a capital replacement program
- Take measures to preserve Turnbull Hammock and Spruce Creek Swamp
- Build and determine a source of continuous funding for an animal shelter
- Maintain or increase the current level of service across the City

Edgewater Voter Study

Between April and May of 2007, the national public opinion research firm, GSVR, assisted the City of Edgewater with a survey of registered voters. 350 respondents were selected at random, and asked to answer a variety of questions ranging in topic, including the effectiveness of the City's administration, the 35 foot height limit, the need for various public facilities, and whether or not the respondent would support new bond issues.

One of the most telling results of the survey was that Edgewater citizens are very strongly split on the issue of the 35 foot height limit in the City charter. When asked about the existing 35 foot height limit, 43% of respondents said they were strongly in favor of it, while 26% said they were strongly opposed to it. When asked if commercial, public, semi-public or industrial buildings should be exempt from the height limit, 33% responded "Definitely Yes" while 35% responded "Definitely No". Those who responded negatively, said that the main reason they did not want to make buildings exempt from the height limit was the "visual impact", feeling that anything greater than 35 feet would "take away from the area's beauty". Those who voted

yes to the exceptions, said they did so because "growth is needed" and it would provide an "economic benefit", with "increased revenue" and a "greater tax base". In November of 2008, voters were asked whether or not to delete the 35' height restriction from the City Charter, given that there height limits are set for the individual zones in the Land Development Code. 52% of voters were opposed to deleting the height limit, while 48% voted in favor.

Most respondents also saw the need for building a new police headquarters (65%), a new fire department headquarters (53%) and a new City Hall (59%), or a municipal complex (69%). However, when asked about paying for these project's through a bond measure, over 34% of respondents said "Definitely No" or "Probably No" to the thought of even a \$9 million dollar bond, and 40% of respondents said "Definitely No" or "Probably No" to a bond issue that would increase their property tax \$65 per \$100,000. It is clear, from these results, that many of Edgewater's residents see the need for new facilities, but are looking for alternative finance options.



Existing Conditions

Evaluation & Appraisal Report

In April of 2008, the City of Edgewater, with the help of B&H Consultants, prepared and received comments on their Evaluation and Appraisal Report (EAR) for the Comprehensive Plan. Required by the state as part of the comprehensive planning process, the EAR identifies local issues, both new and existing, and proposes changes to the existing Comprehensive Plan that respond to the issues.

Eleven separate local issues were identified within the EAR, to be addressed by changes to the Comprehensive Plan. The issues are listed below.

1. Taxes

Increase the tax base of the City by encouraging further high value, low municipal impact residential development and industrial and commercial development.

2. Conservation

Maximize the conservation of currently undeveloped land with specific emphasis on wildlife corridors, wildlife protection areas, and pristine upland and wetland areas such as Turnbull Hammock, Indian River, and Spruce Creek Swamp. Also implement long-range plans to limit or prohibit the discharge of stormwater runoff and wastewater flow into the Indian River Lagoon.

3. Traffic Circulation

Adopt a plan for US-1 to alleviate anticipated congestion on US-1 that will result from growth in and around Edgewater.

4. Coastal Management

Develop an access management plan for the Indian River, which minimizes harm to the river while maximizing the ability for City residents to enjoy the river. Also work with the State and other local governments along the Waterway to protect and preserve the Waterway to the greatest extent possible.

5. Capital Improvements

Address the needs for new City administrative, public safety, and emergency operation facilities and a capital equipment replacement program in the City's financially feasible capital improvements plan and pursue alternative funding mechanisms not currently being used to assist in the financing of these facilities.

6. Redevelopment of the US-1 Corridor

Revitalize the US-1 corridor from Turgot Avenue to the Gabordy Canal with a redevelopment plan that centers on the cross street of Park Avenue (from the railroad tracks to the river) as the historical 'City Center' or downtown.

7. Quality of Life

Determine a preferred build-out target population that can be supported by the available land and services without degrading the quality of life that current residents enjoy.

8. JPA with Volusia County

Adopt an agreement with Volusia County which includes, at a minimum details on: 1) the provision of utilities to the south of the City; 2) assistance with the development of a new north-south collector roadway to alleviate future traffic congestion on US-1; and 3) land use controls, especially with regard to master-planned communities, that will impact the quality of life for Edgewater residents. Also, consider agreements with New Smyrna, Oak Hill, the School Board, and any State agencies to formally cooperate on growth issues that cross municipal boundaries.

9. Annexation

Establish control of the land in the surrounding areas to the South by enacting a proactive annexation policy.

10. Housing

Ensure that a variety of housing types are available within the City limits. Specifically, promote mixed-use developments to achieve a variety of housing types and prices in an integrated fashion. Also provide for quasi-rural lifestyles with smaller rural estate lots in the 1 to 5 acre range to provide opportunities for residents who wish to grow fruits and vegetables, have horses, or other lifestyles that work the land or preserve open space and critical habitats. This issue addresses three of the Smart Growth principles which are to (1) create a range of housing opportunities and choices, (2) mix land uses, and (3) preserve open space, farmland, natural beauty, and critical environmental areas.

11. Recreational Facilities

Provide greater flexibility in planning for future recreational facilities by amending the current recreational facility requirements to guidelines that will be more accommodating to a changing population and increasingly diverse recreational possibilities.

There are many policies currently within the city's Comprehensive Plan that address these issues, all of which can be found in the full version of the EAR. However, when responding to upcoming changes, such as population growth and development of currently vacant parcels, in addition to meeting service needs such as potable water and school facilities, the EAR puts an emphasis on "creating more employment opportunities" within City borders and "redeveloping the US-1/Park Avenue corridor as a retail, office, and restaurant/entertainment destination" for residents and visitors (*EAR page 29*).



Section Three
VISIONING
PROCESS



Introduction

On Saturday, September 6, 2008, the Envision Edgewater project got started with excitement and enthusiasm, as approximately 40 of Edgewater's residents, business owners, staff and elected officials gathered at the Edgewater Community Center to develop a vision for the City's future.

Over the course of eight hours, participants discussed and debated what the City's key issues are, what makes a great quality of life and in what direction the City should head as it continues to grow. By the end of the day, it was clear that everyone wants the same thing for Edgewater – for it to continue to be a great place to live.

The workshop began with a short opening session on the overall quality of life within Edgewater. Residents spoke about why they moved to the City and why they like living here, as well as what they think could be enhanced to improve the quality of life. Next, residents were asked to locate those areas of the City that they really like, and don't like, by placing colored dots on a City map. Discussion ensued on why each place was selected. To start everyone thinking about what the future of the City should hold,

residents were asked to fill out a questionnaire and discuss what things would be like in the year 2028 if every wish they have for the City comes true.

The afternoon came to life with a Community Value Survey, where residents were shown photographs of a variety of places and asked to rate their appropriateness for the City. Next, participants broke into key issue focus groups, to discuss a variety of topics that are affecting the City, including economic development, open space and preservation, housing and neighborhoods, transportation, and community facilities and services. Once all of the issues were identified, participants selected the top five issues that they considered the most important for the City's future.

The final session served to wrap-up the days happenings through the creation of a City Vision Statement shown on page 7. Each participant was asked to identify the ideas, characteristics or elements that they felt needed to be in the City's Vision Statement, and, working in small groups, participants were able to effectively communicate, and build consensus around their vision for the *future of Edgewater.*



Generally, residents are happy with the quality of life they currently enjoy in Edgewater. Participants like the small-town feel, the natural landscape and the general affordability of life within the City. Edgewater is filled with friendly people who care about the place in which they live, making it a safe and inviting community for families and individuals.

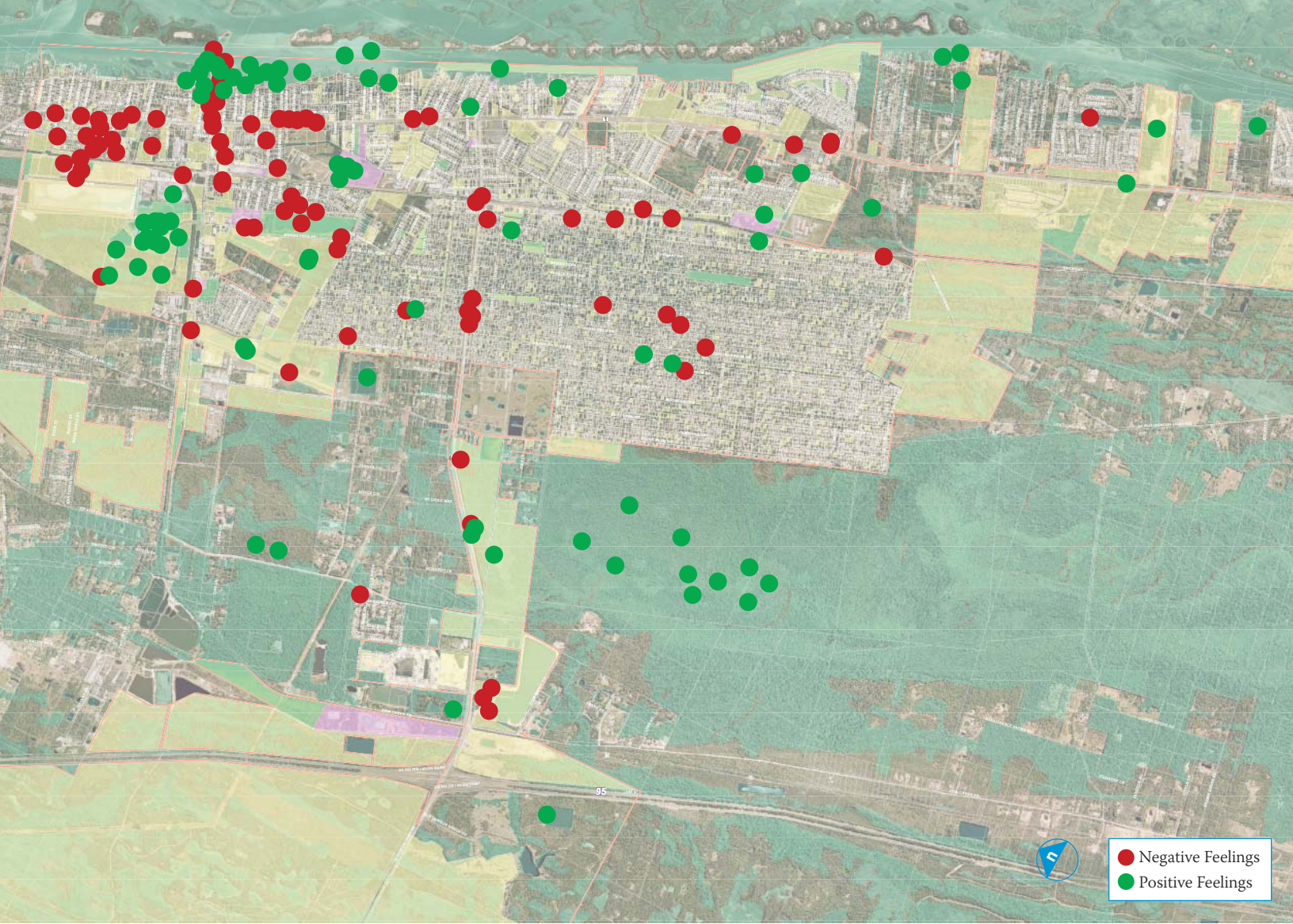
To enhance their quality of life, residents felt that the City should make better use of the waterfront, increase City events and programs, have more bicycle and pedestrian facilities, and create a definitive City Center with a real sense of place. A new City Hall was also discussed, as well as the need to upgrade the Florida Shores neighborhood and to improve the US-1 corridor.

Preference Mapping Summary

Viewing the summary map on page 35, there are clearly areas within the City that participants enjoy, such as Turnbull Hammock and the riverfront, and places they think need some improvement, such as US-1 and SR 442. The greatest conglomeration of dots, both green and red, lies within the Park Ave/US-1 area, which informed everyone that the participants are concerned about this area; feeling that it has some great assets, that it presents a strong opportunity for betterment, and that it is not currently used in the best manner.

Participants felt that the City's strongest assets are its variety of natural environments, including the river and the riverfront parks, as shown by the many green dots scattered across the shoreline and within the natural areas. Several negative dots were put on many of the residential enclaves that have sprung up throughout the City, signaling that participants want a more connected, fully integrated Edgewater, rather than separate neighborhoods that have little to no interaction. Red dots are also found in the neighborhoods north and south of Park Avenue, as well as within Florida Shores, indicating that the participants are ready to see these older, somewhat neglected neighborhoods upgraded.





The map shown above is a composite of the five small group maps created during the workshop.





If all of the participants' wishes come true by 2028, Edgewater will be a really *great place*. Upon entering the City, the first thing that most people would notice is improved landscaping, new public facilities and a high standard of maintenance in the public realm. Generally, people think that in 2028, when you enter Edgewater, you will know that you have arrived, both through the presence of a *vibrant downtown* and with strong gateways that mark the major entrances into the City.

In the residential neighborhoods, there are sidewalks and curbs, and you can feel a strong sense of pride of ownership. People are talking, neighbors are greeting each other and children are playing in one of the many neighborhood parks. There is a *diversity* of houses, ranging in styles and sizes, to suit a variety of lifestyles and needs. Green design has become a large part of the community, through green building, xeriscaping and the use of native plants.

To allow more interaction with the natural environment, the riverfront parks have been enhanced and nature trails have been developed in Turnbull Hammock. Development and *conservation areas are balanced*, with an appropriate amount of both.



There is an effective mix of uses throughout the City, with opportunities for a variety of employment types, services and goods. Industrial opportunity continues to flourish, but is put in a separate district as not to detract from the neighborhoods and the downtown. Retail, office and services thrive along Park Avenue, US-1 and SR 442, among other places. On the major corridors there are *sidewalks and street trees*, large scale commercial is framed with lush landscaping, and parking is in the rear of the building rather than along the streetscape.

There is public transportation that connects the different destinations of the City, one of which is the downtown area, with an active riverfront and shops, restaurants and entertainment, where people gather and have fun. Depending on interests, people would also be entertained in a variety of parks, programmed with different amenities, and in semi-private entertainment venues, such as bowling alleys, movie theaters and arcades. There is less traffic, and walking around after dark, *people feel safe* with street lights where appropriate.

Overall, people like living in Edgewater and it shows. In 2028, if the City follows the course outlined by the citizens, Edgewater will be a place where individuals, families and businesses flourish, and where the quality of the built environment matches the *high quality of life* and sense of civic pride.

Community Values Survey

During the Community Value Survey, residents were asked to rate photographs based on their appropriateness for the City of Edgewater. The results of the survey (located on the following pages) helped to provide direction on the physical form of the Downtown Vision Plan.

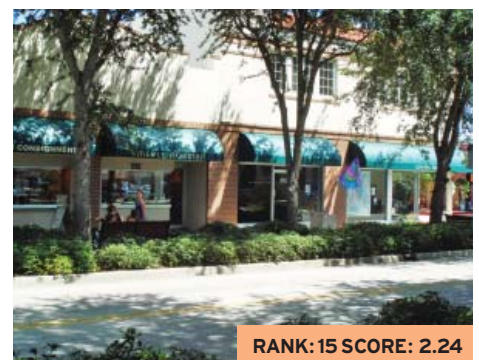
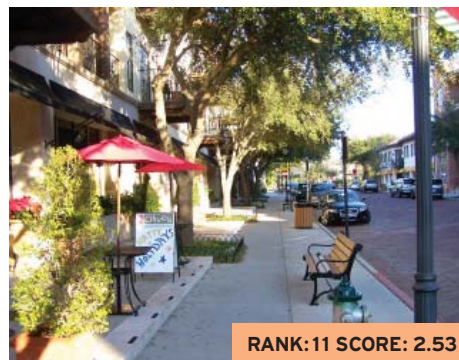
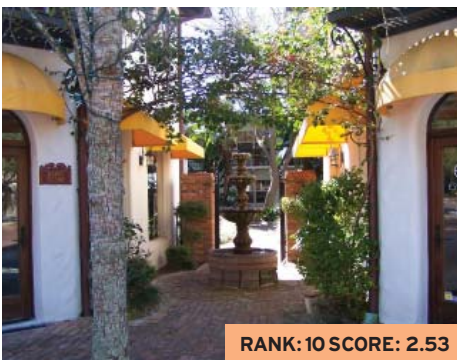
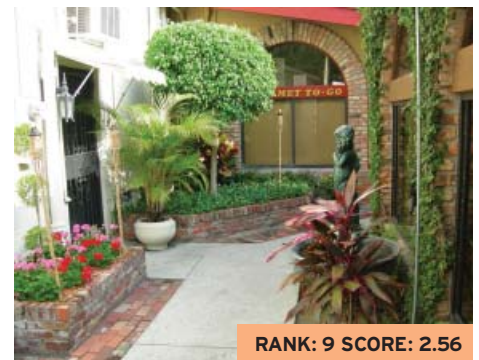
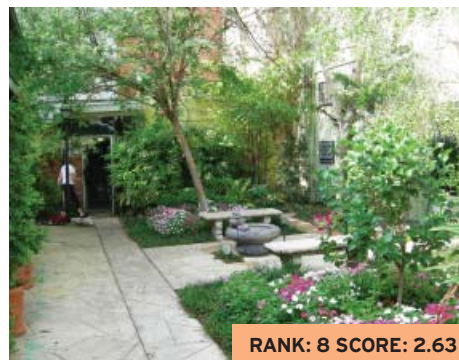
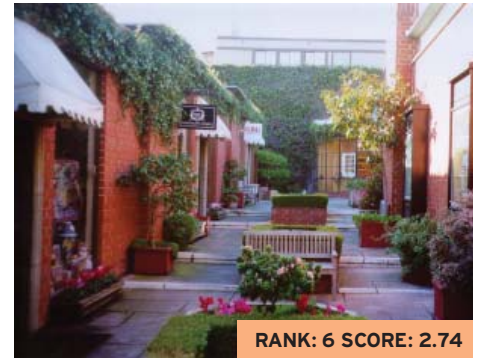
Downtown & Main Street

The top rated images in the Downtown and Main Street category say a lot about what the downtown area of Edgewater should look like. The highest rated images are charismatic, exciting people places.

The results here also show us that there is some ambiguity regarding the desired scale of the downtown area, an idea that was explored in more depth at the second workshop. It is clear that everyone thinks that the buildings in the downtown should be pulled close to the street, that pedestrian amenities must be present, and that lush landscaping is a must.



Downtown & Main Street



Community Values Survey

Civic Buildings

While one of the civic buildings presented scored above a 2.0, it is clear that none of the images were very highly valued. Additional concepts should be explored to find civic building images that are perfectly suited for Edgewater.



Multi-Family Residential

The top ranked multi-family images are of beautifully articulated, architecturally appealing buildings that have a pleasant street presence. Also, the two highest ranked images include an abundance of landscaping and plant life, representing the need for greenery.



Community Values Survey

Highways & Corridors

When it comes to highways and corridors, lots of pavement, no sidewalks and slim landscaping isn't enough for Edgewater residents. The highest ranked image in this category is of a boulevard, where through traffic flows through two higher-speed lanes and a pedestrian realm, complete with on-street parking, allows for a safe and convenient main street area. Also ranked highly were four lane roads with buildings pulled close to the street and central, highly landscaped medians.

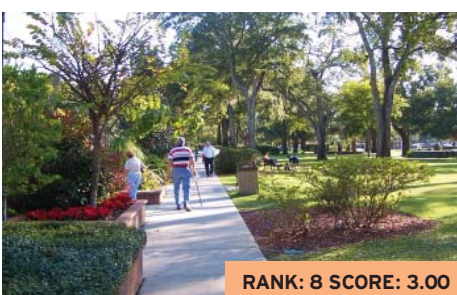
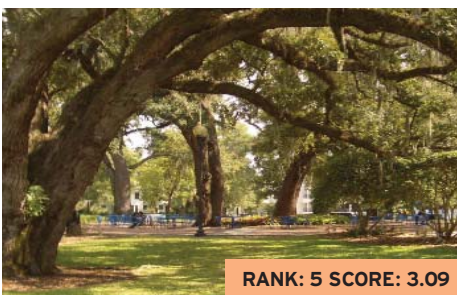


Community Values Survey



Public Spaces & Parks

For public spaces and parks, it seems that Edgewater residents prefer passive recreational opportunities that allow for meaningful interaction with the environment. The top two ranked images are of planned, yet natural parks that give access to the waterfront. The image of Edgewater's own riverwalk also scored highly, meaning that participants enjoy the existing one, and perhaps want more. Many of the top ranked images show more of a natural setting, with informal trees and plantings, but some of the more formalized parks also scored highly. The most telling result that comes out of this category is that participants do not like parks and public spaces without lush landscaping and trees, even if nice amenities are present, as shown in the lowest ranking images.



Key Issue Focus Groups

To comprehensively identify the City's most pressing issues, five focus groups were formed to discuss economic development, community services and facilities, transportation, housing and neighborhoods, and preservation and open space. Each group had intense discussion on what the needs of the City are, and in some cases, groups brainstormed on various solutions that could solve the identified problems. When completed, all participants were asked to select the five issues that they felt were the most important for the future of the City. The results of this session are below.

Economic Development Summary

One of the key issues discussed during the economic development focus group was the idea of diversifying the tax base so that residential property owners do not have an undue tax burden. Edgewater does not want to be a bedroom community; therefore it should have a balance of jobs and housing. The group thought it imperative that the City retain opportunities for young people, including higher paying, higher quality jobs and a balance of services. It was noted that a multi-level action plan was needed to attract the right types of businesses, including clean industry and office, and to then steer business to the appropriate locations. In order for the City to become a great place, the City also needs to get the infrastructure ready for new development, including improved medical facilities, a high quality educational system, a well maintained environment and streets, and a vibrant and exciting downtown. The group felt that a long-term economic development plan was needed to diversify land uses appropriately and to redevelop into the place they want to be.

Community Services and Facilities Summary

Primarily, this discussion centered on the condition of municipal buildings and the infrastructure and facility needs of the City. A new City Hall and/or municipal complex was discussed, as well as the need for teen and senior centers. It was noted that some municipal facilities are currently under utilized, while municipal buildings that are in poor shape continue to be used. Additionally, the group saw the need for additional police, fire and other municipal services with the increasing population due to new development. Stormwater, flooding and the availability of potable water were also concerns. The limited alternative transportation options were also noted, including the lack of sidewalks and bicycle trails. In terms of parks and recreation, the group thought that the City should provide additional access to the waterfront, and that more amenities should be planned into existing parks and green spaces.



Transportation Summary

One of the primary focuses of the transportation discussion was the congestion on US-1 and the assertion that another north-south route, west of US-1, is needed. It was noted that there is currently a lot of vacant land in Oak Hill, just south of Edgewater, which, if developed, would increase traffic. Generally, US-1 needs a facelift, as it is currently home to automobile-oriented businesses that are intensified by the overhead utility lines, and it is difficult for pedestrians to cross the multiple lanes of speeding traffic. The group also thought it was necessary to protect Riverside Drive from major development, cut through traffic and speeding. Improvements to Florida Shores were also discussed, as it is currently composed of long, straight runs of residential streets without sidewalks, and some of the main thoroughfares are subject to cut through truck traffic. Traffic on 442 is also an issue, with residents unable to enter and exit the neighborhoods efficiently. Gas prices, alternative transportation and land-uses were also discussed as important to the City's future.



Housing and Neighborhoods Summary

A number of issues were brought forth by the Housing and Neighborhoods focus group, pertaining to everything from accessibility and code compliance to energy efficiency and amenities. Some of the issues that the group found to be most critical were developing alternative energy sources and implementing green initiatives, having an emergency plan in place with designated neighborhood shelters, and convenience to shopping and services. There was some disagreement in the group as to whether the 35' height limit would also limit housing choice, and what size lots are most appropriate for Edgewater, however most everyone agreed that housing type and size should relate to the type of soil on which it is built. Other issues discussed included the need for diverse housing options, consideration of the water supply and the need for more municipal services. Architectural design was also noted, and the group discussed the need for architectural design standards.

Preservation and Open Space Summary

During the Preservation and Open Space focus group, it became clear that participants saw the need for larger, better and more updated parks, both on the waterfront and within Edgewater's neighborhoods. Group members thought that the natural environment of Edgewater should be capitalized on through the development of nature trails and natural parks. Perhaps the most important outcome of the focus group's discussion was the identification of the need for a City wide Parks and Recreation Master Plan that highlights the City's best assets, fully utilizes all public properties and serves the needs of the entire community.



Prioritization

The five key issues that were identified by participants as the most important for Edgewater's future are:

1. A new municipal building/City Hall (17 votes)
2. A Parks and Recreation Master Plan (16 votes)
3. N-S corridor/US-1 won't be widened/Cost of highway expansion (12 votes)
4. An exciting and vibrant downtown (11 votes)
5. Get infrastructure ready and a multilevel action plan in place in order to make Edgewater a great place (11 votes)





Section Four

DESIGN
PROCESS

Introduction

The Design Workshop, held on Saturday, September 20, 2008, put a physical form to the overarching Vision Statement. The day began with a review of the results from the Vision Workshop, including the Community Value Survey and the Key Issues Prioritization. Once this was completed, participants were asked to decide where they would like a new City Hall to be located. During the Vision Workshop, four different locations were discussed, so it was necessary to determine the most appropriate location, based on participants' priorities.

While the goal of the Envision Edgewater project is to create a vision for the entire city, in order to have a productive session, the extent of the physical plan needed to be refined. Based on the results of the Vision Workshop, and primarily the Preference Mapping exercise where the majority of both the red and green dots were placed on the US-1/Park

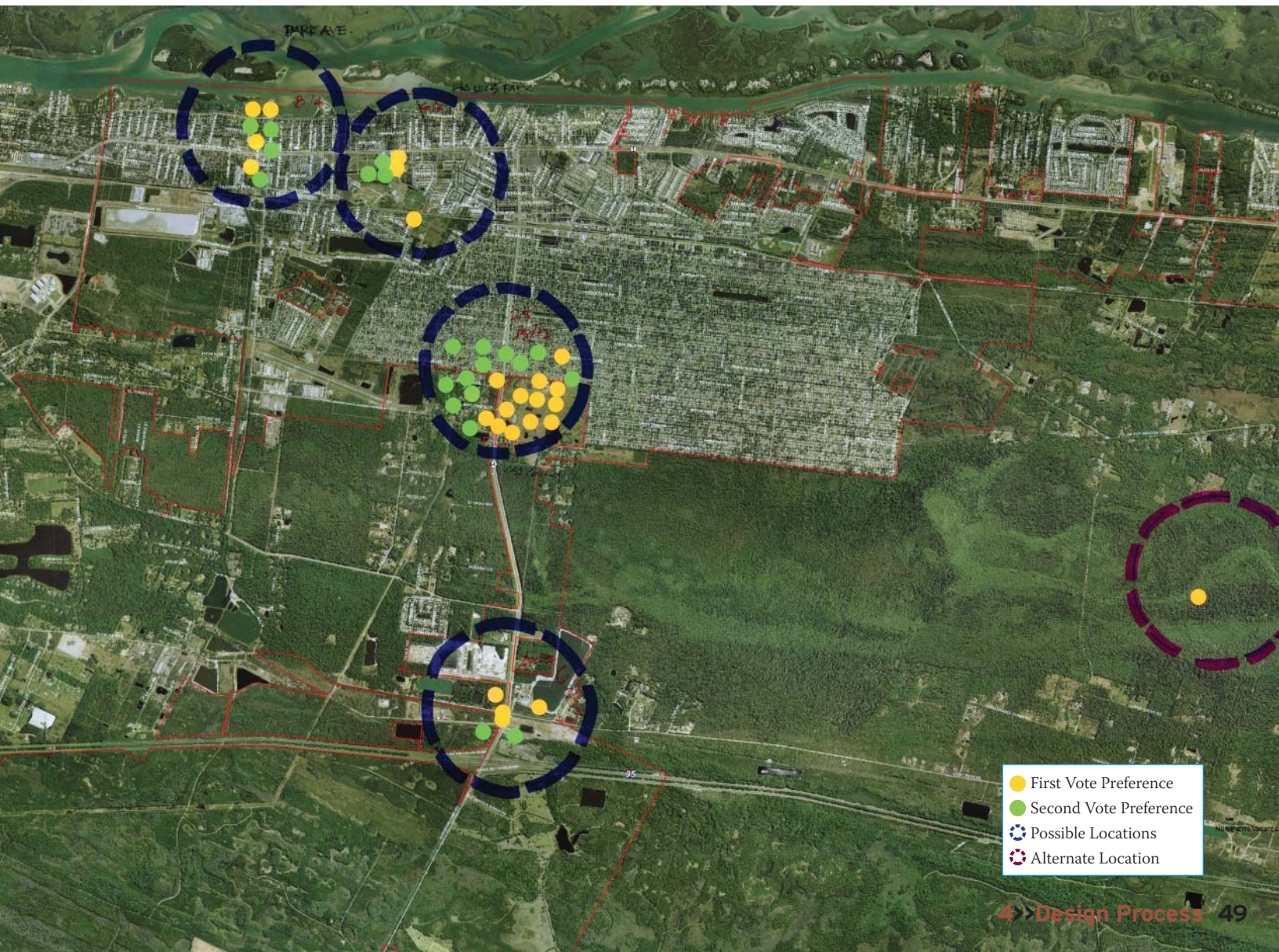
Avenue area, the CFSCI team felt that it would be most effective to work out a vision plan for that area specifically. Prior to the Design Workshop, the team developed two scenarios for the redevelopment of that corridor, with the intent of encouraging discussion and debate about the scale of development, the open space needs of the downtown and the architectural character. The two alternatives were presented, and after some discussion, a number of additional concepts were created by the design team for the participants' review.

At the end of the day, the majority of the participants had built consensus around the particular components of the Downtown Vision Plan, including the scale, open space options, and roadway enhancements, laying the groundwork from which to develop the Downtown Vision Plan.



City Hall Location Exercise

Based on discussions in the Vision Workshop, the CFSCI team identified four possible areas to which the City Hall could be relocated (shown as blue circles on the map). Participants were asked to place a dot on the area in which they would like to see the new City Hall. An area was also provided for those participants who thought the City Hall should go someplace other than the four pre-determined locations (shown as a pink circle on the map). A first vote was held, showing SR 442 close to Florida Shores as the preferable location (yellow dots). After some discussion, a second vote was taken (green dots), and the same location still had the majority of votes.



Alternative Scenarios

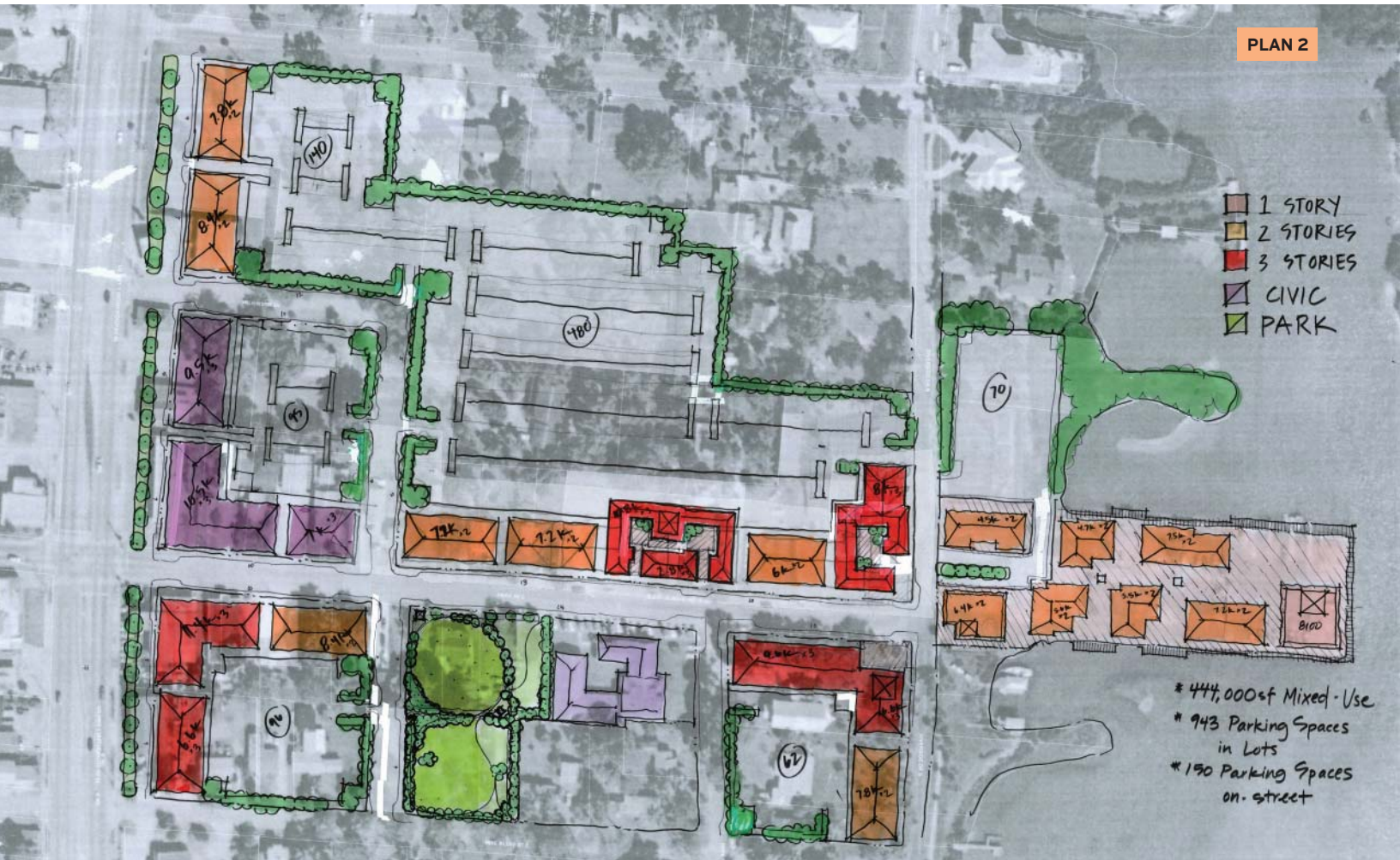
The two concepts shown here were completed prior to the Design Workshop by the CFSCI team. Plan (1) shows mostly one story buildings, and Plan (2) shows mostly two and three story buildings.

After much consideration and analysis of the Community Value Survey results, the CFSCI team thought that a multi-way boulevard would be the best option for US-1. Both Plans (1) and (2) show this enhancement, which was discussed and accepted by the group. Both plans also show the new City Hall being located within the downtown area, however, after much discussion, and the City Hall location exercise explained previously, it was decided that the City Hall should not be planned for the downtown area.

Generally, the group decided that they liked the scale of Plan (2), with two and three story buildings, better than the scale of Plan (1). The parking needed to accommodate this plan was discussed, and deemed appropriate by the participants. However, the participants wanted to see alternative scenarios for the interface of Park Avenue and Riverside Drive, as well as different options for Kennedy Park.



Plan (1), because of the reduced scale, requires less parking than Plan (2). The plans also show alternative options for Kennedy Park, with Plan (1) showing the current proposed design, and Plan (2) showing some development on the water.



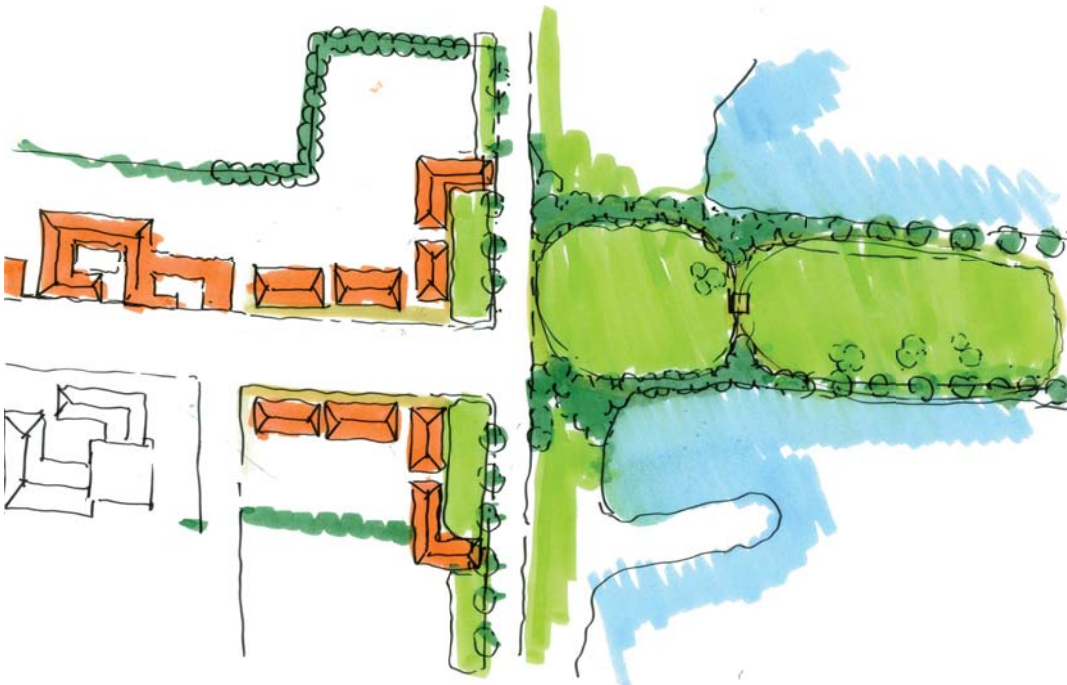
Alternative Scenarios

The plans shown here were all completed at the Design Workshop by the CFSCI team, based on comments provided at the workshop. They show a variety of building layouts, open space patterns, heights and scales, especially at the Park Avenue and Riverside Drive intersection. The Design Workshop participants all preferred the parks along Riverside Drive shown in plan 6, and some liked the idea of a pedestrian-friendly plaza, as shown in plan 4.



Plan One

This plan shows the incorporation of two hardscape plazas at the intersection of Park Avenue and Riverside Drive, and it keeps the boat ramps at Kennedy Park.



Plan Two

Similar to Plan (1), Plan (2) creates two linear parks on Riverside Drive, to continue the greenery across the street.



Plan Three

This alternative proposes relocating the boat ramps within Kennedy Park, and moving the boat parking to the rear of the buildings on Park Avenue, creating more usable open space on the water.



Plan Four

Here, the large open space located on Park Avenue moves to the other side of the road, surrounded by civic facilities, and the intersection of Park Avenue and Riverside Drive becomes a pedestrian-friendly plaza.



Plan Five

This plan shows a concept that was discussed, where the buildings would reduce in height as they approached Riverside Drive.



Plan Six

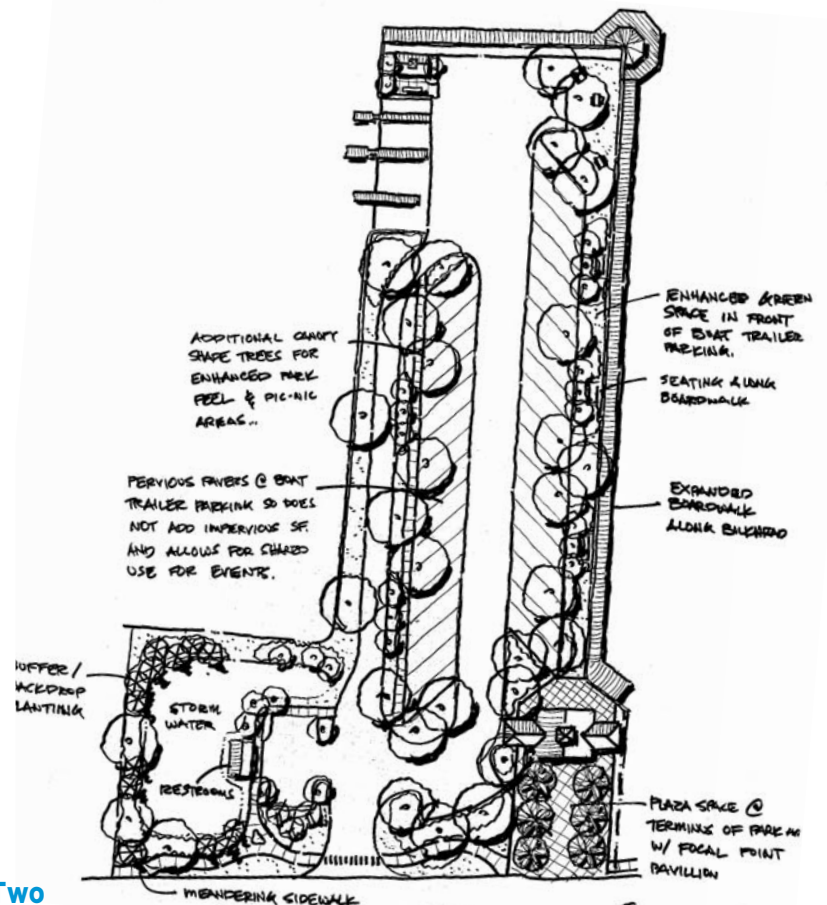
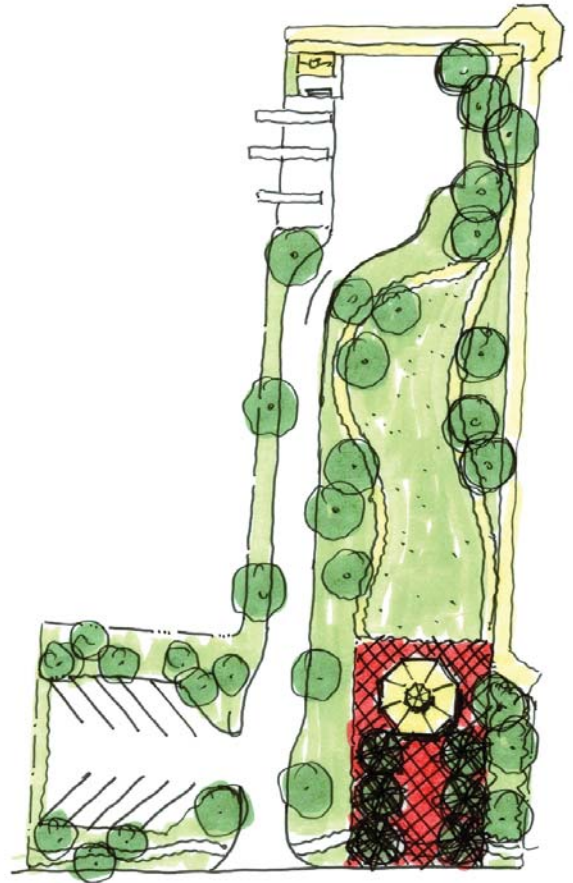
This plan shows a large park across the street from Kennedy Park, continuing the green feel and reducing the traffic impact on Riverside Drive.

Alternative Scenarios

Also designed during the Workshop, the plans here show additional alternative options for Kennedy Park. Plans (1) and (2) maintain the existing boat ramps intact, with adjustments and enhancements to the parking area and public spaces. Plan (3) relocates the boat ramps to another site, leaving the entire parcel to be redesigned as park space.

As discussed earlier, the participants decided that relocation of the boat ramps was the best option, allowing the entire community to enjoy the waterfront. It was also discussed that either plan 1 or plan 2 could be an interim solution for Kennedy Park until an alternate location for the boat ramps can be selected.

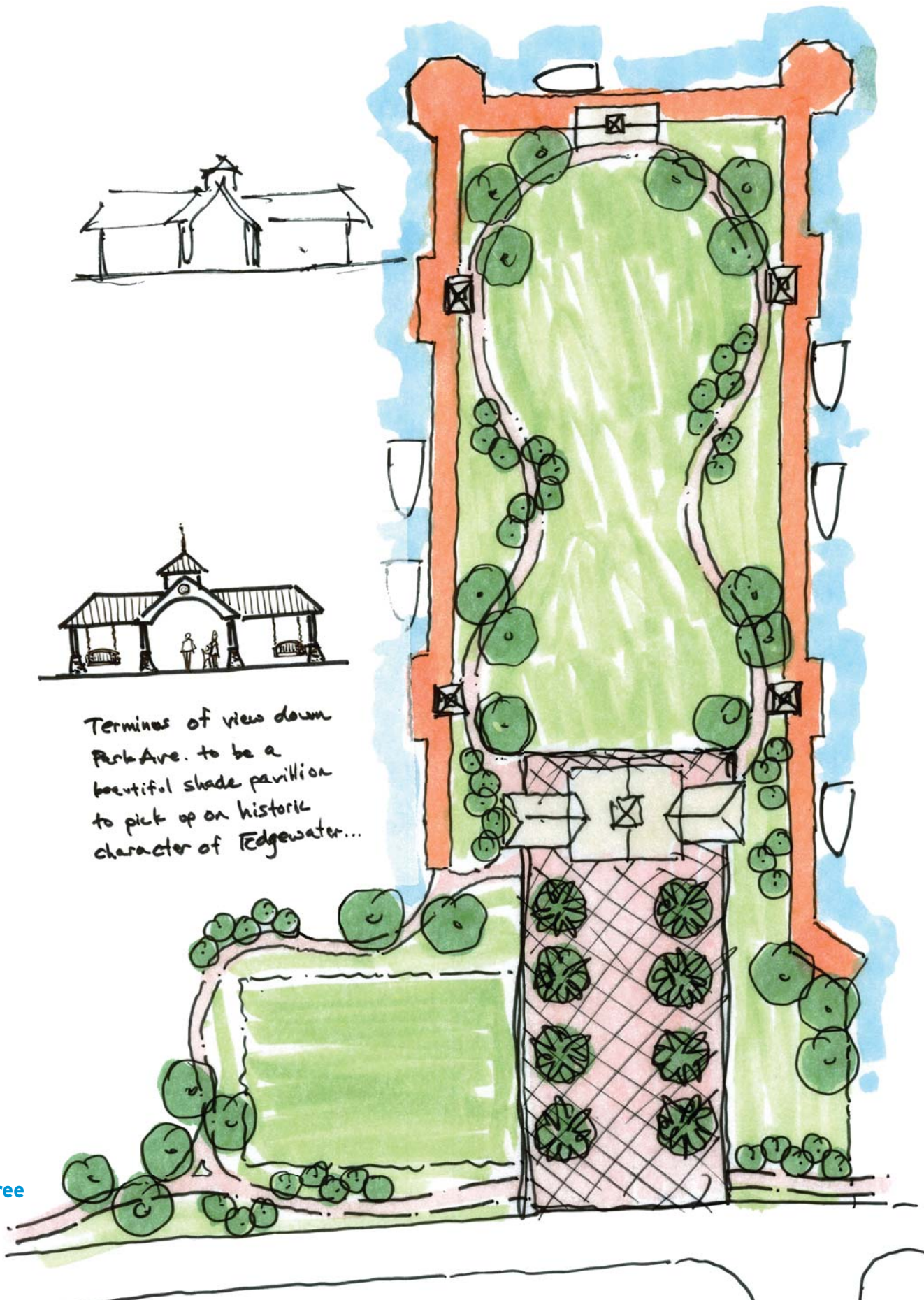
Plan One



Plan Two



Terminus of view down
Park Ave. to be a
beautiful shade pavilion
to pick up on historic
character of Edgewater...



Plan Three

Alternative Scenarios

Drawn based on the results of the Community Value Survey, the streetscape concept below was completed during the Design Workshop. Most everyone agreed that the architectural styles and the building scales shown here are what they would like to see the Park Avenue/US-1 area become. The streetscape concept features two and three story buildings, traditional architecture, intimate pedestrian spaces, street trees and on-street parking.





Downtown Vision Plan Elements

After much discussion, the Design Workshop participants decided that Kennedy Park should be transformed into a large, passive public space, and that the boat ramps should be relocated to an alternative location. Many alternative locations were discussed, but further study will be necessary to determine the most appropriate location.

The group also liked the idea of extending the park atmosphere across Riverside Drive, as shown in plan 6 on page 53, to both bring more open space into the downtown and to reduce the traffic impact on Riverside. Participants also wanted to incorporate a large park next to the existing church on Park Avenue found in both of the preliminary alternatives on page 51. As previously mentioned, the idea of a pedestrian-friendly plaza, highlighted in plan 4 on

page 53, was also deemed appropriate for the Downtown Vision Plan.

With a historic home currently located next to the existing City Hall, the group thought it would add value to the downtown area to make the historic building part of the park system. The possibility of bringing other historic buildings into the proposed park on Park Avenue was also discussed and generally accepted.

In the end, the group at the Design Workshop came together to determine that a combination of elements from the many alternatives, would be the best scenario for the Park Avenue/US-1 area, and the CFSCI team transformed the elements into the Downtown Vision Plan.



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