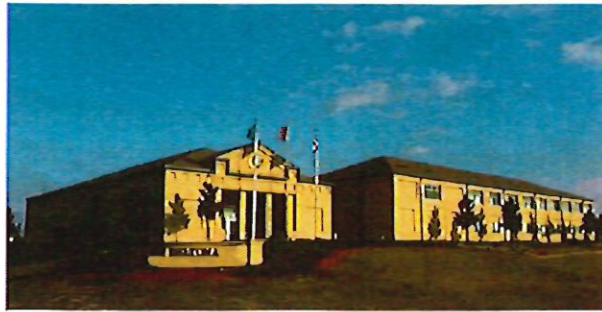


History of Deltona, Florida: From Inception to Present



Early Beginnings: Pre-Settlement Era

Before the arrival of European settlers, the area now known as Deltona was inhabited by Native American groups, primarily the Timucua people. The region's rich resources, including the St. Johns River and surrounding wetlands, provided sustenance to these communities for thousands of years. The Timucua had a largely peaceful existence, with their daily lives centered around fishing, hunting, and farming.

However, European exploration and colonization in the 16th century drastically changed the dynamics of Florida's indigenous cultures. The Timucua, like many native groups, faced displacement, disease, and violence as settlers arrived.

The Seminole Wars and the 19th Century

By the early 19th century, the area was controlled by Spain, but it was ceded to the United States in 1821, becoming part of Florida's territory. In the following decades, tensions between the U.S. government and the Seminole Indians led to the Second Seminole War (1835–1842), one of the most prolonged and costly conflicts in U.S. history. The area where Deltona is now located saw military activity during this period.



Following the war, the region became part of Volusia County in 1854 when Florida achieved statehood. During the late 19th century, the area remained sparsely populated and primarily

agricultural, with orange groves and small settlements being the main contributors to local economy. However, the region was still far from the bustling residential hub it would become in the 20th century.

The Rise of Deltona: 1960s–1970s

The real story of Deltona's development begins in the mid-20th century. In 1962, a visionary developer named **Henry F. Flagler**, known for his development of other parts of Florida, purchased large tracts of land in what is now Deltona, with the intention of transforming the rural area into a new, planned suburban community. He envisioned the town as an ideal location for middle-class families seeking a suburban lifestyle near Florida's burgeoning cities, yet with the feel of a more peaceful, rural area.

Deltona's name was coined as part of Flagler's plan. The name "Deltona" was a portmanteau of "Del" (from the nearby Deland, Florida) and "Tona" (from the nearby Daytona Beach). Deltona was initially conceived as a small, upscale residential community within easy commuting distance of both Daytona Beach and Orlando, which were rapidly growing urban centers at the time.

Post-World War II Expansion and Growth: 1970s–1990s

Deltona began to take shape in the 1970s. The establishment of the **Deltona Corporation**, a real estate development company, marked the beginning of extensive development and land sales. The Deltona Corporation laid out an ambitious plan for the city's growth, including roads, utilities, and infrastructure, which attracted many new residents from the northern United States, particularly from the Midwest.

By the mid-1970s, Deltona began to experience rapid population growth, with many retirees moving to the area for its relatively affordable homes and access to Florida's recreational opportunities. The establishment of schools, shopping centers, and healthcare facilities further bolstered its appeal.

As Deltona continued to grow in the 1980s, it transitioned from a sleepy residential development to a fully-fledged city. In 1995, the community officially incorporated as the **City of Deltona**, granting it its own local government and increasing autonomy.

Recent Developments: 2000s to Present



Over the past few decades, Deltona has continued to grow, but not without challenges. The city has seen population surges driven by Florida's overall growth, with the population reaching over 90,000 by 2020. Many people have been drawn to Deltona because of its affordable housing, suburban lifestyle, and proximity to both the coast and central Florida's major cities, such as Orlando and Daytona Beach.

However, Deltona's rapid growth has also brought issues related to infrastructure and urban planning. In the 2000s and 2010s, Deltona faced challenges in balancing residential development with the need for better transportation infrastructure, water resources, and public services. The city's leadership has worked to manage this growth while maintaining its reputation as a quiet, family-friendly suburb.

Deltona's economy has shifted from being primarily residential to more diverse, with retail, education, healthcare, and light industry playing increasingly important roles in the local economy. The city has expanded its recreational offerings with new parks, sports complexes, and community centers to accommodate its growing population.

Challenges and Opportunities Ahead

Looking ahead, Deltona faces the challenge of continuing to manage its population growth and maintaining its identity as a suburban community. As more people move to the area, the demand for housing, schools, and infrastructure will likely continue to grow. Environmental concerns, such as water conservation and land preservation, also loom large as urban development continues to spread into natural areas.

However, the future of Deltona looks promising. Its proximity to major urban centers in Central Florida, coupled with the increasing trend of remote work, gives the city the potential to continue

attracting young families, retirees, and professionals alike. With its relatively affordable housing compared to neighboring cities like Orlando and Daytona Beach, Deltona may continue to play an important role in the development of Volusia County and beyond.

In recent years, Deltona has worked to strengthen its community identity, with efforts to improve parks, roads, and cultural offerings. The city has also focused on attracting new businesses and creating a more diverse economy to support its residents.

Conclusion

From its humble beginnings as an agricultural area to its rapid growth as a residential hub, Deltona's history reflects the broader trends of Florida's development, particularly its population boom in the latter half of the 20th century. While it faces ongoing challenges related to growth, infrastructure, and environmental concerns, Deltona remains a vital part of Volusia County's fabric, offering its residents a unique mix of suburban living with access to the amenities and opportunities of Florida's larger cities.

The future of Deltona, with its blend of new development and natural beauty, looks set to be shaped by both its residents and leaders working together to meet the needs of an increasingly diverse and growing community.

History of the Community Redevelopment Agency (CRA) in Deltona, Florida: From Inception to Present

Introduction: The Role of the CRA in Deltona

The Community Redevelopment Agency (CRA) in Deltona, Florida, plays a vital role in the city's efforts to revitalize and redevelop underutilized and aging areas within its boundaries. The CRA serves as a mechanism for funding and implementing public infrastructure improvements, attracting private investment, and stimulating economic growth in designated redevelopment areas. The agency's creation and evolution reflect the broader goals of the city to enhance the quality of life for residents, revitalize neighborhoods, and ensure sustainable growth.

Early Stages: The Need for Redevelopment

Deltona's history is rooted in the post-World War II suburban boom, when it was established as a planned community in the 1960s. Over time, however, many of the initial residential and commercial developments, especially in older parts of the city, began to show signs of aging and economic stagnation. By the 1990s and early 2000s, sections of Deltona were grappling with declining property values, deteriorating infrastructure, and reduced commercial activity, particularly in the city's older, historically established areas.

These conditions pointed to the need for a more strategic approach to revitalizing key neighborhoods, improving infrastructure, and fostering economic development. The city began to

explore opportunities for redevelopment using tools such as tax increment financing (TIF) and other financing strategies that could encourage private investment and spur growth in struggling areas.

Inception of the Southwest Deltona Community CRA: Early 2000s

In response to these challenges, the **Deltona Community Redevelopment Agency (CRA)** was formally established in **2002**, with the goal of improving the economic conditions of distressed areas within the city. The creation of the CRA was aligned with Florida's broader emphasis on community redevelopment as a tool for revitalizing older neighborhoods and facilitating urban renewal.

The **Southwest Deltona Community CRA** focused its efforts on several key neighborhoods, including parts of the city's older commercial corridors and residential districts. Central to its mandate was the revitalization of these areas through strategic public investment, such as infrastructure improvements, streetscaping, and other aesthetic enhancements. Additionally, the CRA was intended to serve as a catalyst for private investment, providing incentives for businesses to locate or improve in targeted redevelopment zones.

The city adopted a **Community Redevelopment Plan** as part of the CRA's formation, identifying specific goals for economic development, infrastructure upgrades, and the revitalization of blighted areas. This plan was designed to be a living document, regularly updated to reflect changes in local economic conditions and community needs.

Funding Mechanisms: Tax Increment Financing (TIF)

One of the most important tools available to the Deltona CRA was **tax increment financing (TIF)**. TIF is a funding mechanism that captures the increased property tax revenue generated from the appreciation in property values due to redevelopment activities. In other words, once redevelopment projects lead to higher property values, the increased taxes are reinvested back into the redevelopment area. This provides a sustainable funding source for future improvements without burdening the general taxpayer.

With TIF, the CRA had the ability to reinvest in infrastructure projects, such as road repairs, utility upgrades, streetscaping, lighting improvements, and beautification initiatives. These improvements helped attract private businesses and property owners to invest in the area, leading to a revitalization of blighted neighborhoods.

Challenges in Early Years

Despite the initial optimism surrounding the CRA's creation, the agency faced several challenges in its early years. The overall economy in the early 2000s was relatively slow, and Deltona was still a growing suburban area with many areas of undeveloped land. Funding for redevelopment projects was often limited, and the CRA's limited jurisdiction and resources meant that its impact was initially felt most strongly in just a few select areas.

In addition, the city's rapid growth in the 1990s and early 2000s meant that many residents were more focused on new development than on revitalizing older neighborhoods. As a result, there was some resistance to the CRA's efforts, particularly in areas where residents felt their neighborhoods had already been left behind by earlier development initiatives.

Revitalization Efforts: Mid-2000s to 2010s

As Deltona continued to grow, the CRA gained momentum through several key projects. A few of the most notable redevelopment initiatives during the mid-2000s and 2010s included:

- **Streetscaping and Infrastructure Upgrades:** The CRA worked on improving roadways, upgrading stormwater management systems, and enhancing street aesthetics along commercial corridors. These improvements made areas like **Deltona Boulevard** and **Howland Boulevard** more attractive to both businesses and potential residents.
- **Commercial Incentives:** The CRA provided grants and incentives for businesses to locate in designated redevelopment zones. By offering financial support for façade improvements and other business upgrades, the CRA was able to attract new businesses and help existing businesses revitalize their properties. This resulted in an increase in commercial activity in parts of Deltona, particularly in neighborhoods near the city's major roadways.
- **Public Parks and Community Spaces:** The CRA also supported the creation of public parks and recreational facilities. One significant project was the revitalization of local parks, such as **Lakeshore Park**, which not only provided improved recreational spaces for residents but also helped to enhance the neighborhood's appeal.
- **Affordable Housing Initiatives:** The CRA also partnered with nonprofit organizations and developers to encourage the construction of affordable housing in targeted areas. This helped to ensure that revitalization efforts did not displace existing residents but instead contributed to sustainable community growth.

Post-Recession Recovery: Late 2000s to Present

Following the Great Recession (2007–2009), which led to a significant slowdown in development across the United States, the CRA faced financial difficulties due to the decline in property values and reduced tax revenues. However, the CRA continued to focus on maintaining and upgrading existing infrastructure, even during the economic downturn.

In the years following the recession, Deltona saw a rebound in economic activity. The CRA's efforts to attract investment were bolstered by Deltona's continued growth as a suburban community for people commuting to nearby cities like Orlando and Daytona Beach. As housing values rose again and commercial development picked up, the CRA began to see the fruits of its earlier investments, particularly in terms of increased private sector interest in the redevelopment areas.

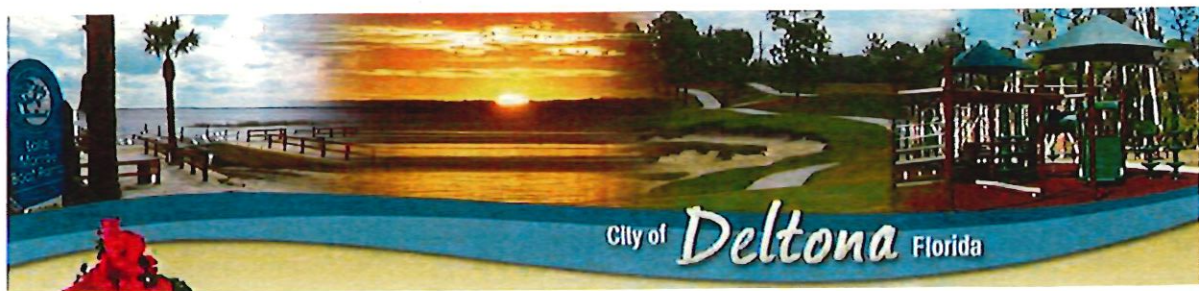
Recent Developments and Focus Areas: 2020s and Beyond

As of the 2020s, the Deltona CRA continues to focus on several priority areas:

- **Neighborhood Revitalization:** The CRA continues to focus on revitalizing older residential and commercial neighborhoods through infrastructure improvements and community amenities.
- **Downtown Deltona Revitalization:** One of the city's more ambitious projects is the creation of a **downtown** area because we've never had one. Efforts to redevelop this area are part of a broader regional vision to create a vibrant central business district that can attract residents, businesses, and tourists.
- **Green Space and Sustainability:** Given the increasing importance of environmental sustainability, the CRA is exploring ways to incorporate green space, stormwater management, and sustainable building practices into future redevelopment projects.
- **Public-Private Partnerships:** Moving forward, the CRA plans to continue leveraging Public-Private partnerships to enhance the city's development potential. These partnerships will be crucial in attracting larger-scale projects that can bring more businesses, retail, and other improvements to the city.

Conclusion

The Southwest Deltona Community Redevelopment Agency has been an essential component of the city's growth and revitalization. From its inception in 2002 to the present, the CRA has played a pivotal role in improving the city's infrastructure, attracting businesses, and addressing the needs of both residential and commercial areas. Although challenges remain—such as balancing new growth with the revitalization of older neighborhoods—the CRA continues to be a central tool in shaping Deltona's future, ensuring the city remains a vibrant and livable community for residents and a welcoming place for new investment.



SOUTHWEST DELTONA COMMUNITY CRA ANNUAL REPORT 2022 – 2023 AND 2023 - 2024

The Southwest Deltona Community Redevelopment Area (CRA) is a dependent special district created by the City and Volusia County to implement community redevelopment activities as outlined under Florida Statutes Chapter 163, Part III. CRA efforts encourage economic development activities by financing public infrastructure improvements through tax increment financing (T.I.F.).

The CRA is governed by the CRA Board which consists of the City Commission. The Southwest Deltona CRA projects are planned to move forward as the city budgets and plans accordingly. The CRA taxable value increased by 11.41% in FY2023 and 11.01% FY 2024 over the last year, which is largely due to changes in property ownership and a general increase of property value, which allows properties to be taxed at current market value. The CRA should see at minimum, a similar level of increase over the next few years.

The CRA was established in 2016, the real property values of property within the boundaries of the community redevelopment area are as follows:

	September 30, 2023	September 30, 2024
Taxable Value	\$95,289,122	\$104,967,455
Base Year	<u>51,486,555</u>	<u>51,486,555</u>
Incremental Value	\$43,802,567	\$ 53,480,900

The following is the assets, liabilities, income and expenditures of the community redevelopment area are as follows:

Assets	\$1,526,124	\$2,102,150
Liabilities	0	0
Income		
Ad Valorem	318,335	373,430
Intergovernmental	191,726	163,903
Interest	<u>37,000</u>	<u>38,693</u>
Total	547,061	576,026
Expenditures	51,518	0
Increase in Fund Balance	495,543	576,026
Fund Balance	\$1,526,124	\$2,102,150

(*Note: All figures in this section, unless otherwise stated, are predicated on a September 30, 2024 date to coincide with the City budget process.)

As part of CRA implementation, improvements have been and are planned to be funded through a “pay-as-you-go” arrangement, whereby projects are paid for at the time of construction rather than relying on financing. Therefore, the CRA has been allowing funds to accumulate for use on future projects.

Expenditures towards affordable housing for low-income and middle-income residents in the last two fiscal years was \$0.

SOUTHWEST DELTONA COMMUNITY CRA ANNUAL REPORT 2022 – 2023 AND 2023 - 2024

CRA Financial Report for Fiscal Years 2022-23 and 2023-24

CUMULATIVE COUNTY TIF		FY 2023		FY 2024	
A	Current Year Taxable Value	104,967,455		104,967,455	
B	Base Year Taxable Value	51,486,555		51,486,555	
C	Incremental Value	53,480,900		53,480,900	
1	Established in 2016				
2	FINANCIALS	FY 2023	% Total	Comment	FY 2022 % Total
Revenues					
	County TIF (130-311010)	\$191,725	35%		\$163,903 28%
	City TIF (130-311000)	\$318,335	58%		\$373,430 65%
	Subtotal TIF	\$510,061	93%		\$537,333 93%
	Grants Received		0%		0%
	Miscellaneous* (130-361100)	\$37,000	7%		\$38,693 7%
	Subtotal Non-TIF	\$37,000	7%		\$38,693 7%
Total Revenue		\$547,061	100%		\$576,026 100%
Expenses					
	Debt Payments		0%		0%
	Capital Projects	\$51,518	100%		\$0 0%
	Grants Awarded		0%		0%
	Subtotal Capital	\$51,518	100%		\$0 0%
	Policing/Enforcement Program		0%		0%
	Operating/Maintenance/Other		0%		0%
	Administration		0%		0%
	Subtotal Non-Capital	\$0	0%		\$0 0%
Total Expenses		\$51,518	100%		\$0 0%
Net change in Fund Balance		\$495,543			\$576,026
Fund Balance - Ending		\$1,526,125			\$2,102,150

Achievement of Goals: Projects have been moving forward which toward accomplishing the goals established in the CRA plan. Some of the projects approved by the Southwest Deltona Community Redevelopment Area Board of Directors (SWDCRA Board) include:

1. Street Lighting – The CRA has several intersections and corridors that are less than optimally lighted. The Board approved street light upgrades in association with Duke Energy, the local electrical provider for this area. The first area that was upgraded was the N. Normandy Blvd. and Saxon Blvd. intersection and its approaches. This has been completed. Also, the city is working on illumination upgrades for a section of N. Normandy Blvd., from Saxon Blvd. to Deltona Boulevard, and the segment of Deltona Blvd between Dirksen Ave. and Enterprise Rd.

2. ADA sidewalk improvements and upgrades were planned.

3. TPO grant funds for the Intersection Improvement Feasibility Study, at the N. Normandy Blvd. and Deltona Boulevard intersection.

4. The city has initiated the review of five sites situated along Saxon Blvd. and Deltona Blvd. for the purpose of incrementally installing covered bus shelters.

Additionally, City Staff recommends Board consideration of additional future projects as follows:

1. Blight: The CRA Board and citizens have commented on the blight conditions of some of the buildings along the major thoroughfares within the CRA, more specifically Deltona Blvd. As part of this CRA update, Staff requested the City Commission authorize Staff to address some of the more apparent building issues that could constitute blight, and the Board approved.

2. The City of Deltona Code Compliance continues to work with businesses in the CRA area to identify properties in need of repair, cleaning, and to encourage owners to upgrade other properties. These proactive Code Compliance efforts will be ongoing.

3. Streetlights along N. Normandy Blvd. and at the Saxon/Normandy Blvd. intersection. Improved illumination being installed at the Saxon/Normandy Blvd. intersection. This project has been put on hold due to suppliers and service provider investigations of “purple light syndrome”.

4. LAP certification for land acquisition or hire a consultant.

5. Annual sidewalk and accessibility improvements. Cost: \$10,000.00 per year.

6. Bus stop improvements. Project has been put on hold.

7. Feasibility study to address the curves within the Normandy Blvd. corridor. The CRA has requested a grant from the TPO for the study (\$2,500). Grant Cost: \$40,000.00.

Other City General Fund improvements within the CRA include:

1. Three (3) crosswalks along Deltona Blvd. were treated with illuminated pavement markers. A crossing at the Deltona Travel Lodge along Deltona Blvd has been illuminated. Another illuminated pedestrian crossing associated with the intersection of Deltona Blvd. and Hummingbird Dr. has been installed. The final crossing, located at the intersection of Deltona Blvd. and Balsam Dr. was the last to be illuminated.

2. These markers, intended to improve pedestrian safety, are to be funded by an appropriation granted to the City by the State legislature. Major thoroughfares within the CRA such as Deltona Blvd. will be targeted for an urban forestry initiative intended to plant trees in a strategic manner. Goals of the proposal include mitigating the heat island effect of developed landscapes and improving the aesthetics of the city. Purchase of the trees to be planted will be financed by the city tree fund.

Suggested Initiatives for the CRA Annual Plan:

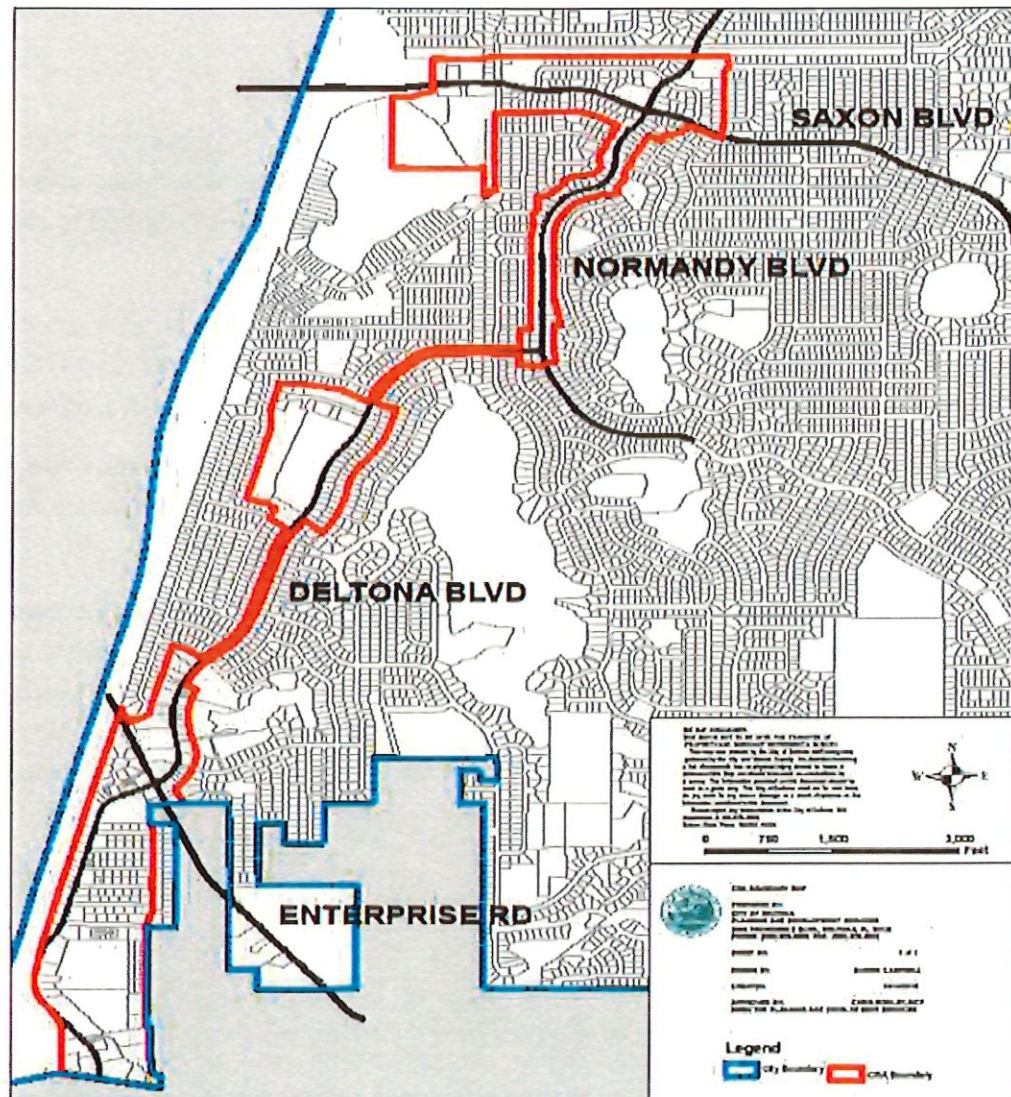
1. Addressing certain blighted properties that may be associated with environmental contamination. Need to study potential contamination to determine future actions. Cost: Dollar amount to be determined once a revision of the CRA Masterplan is agreed to and completed by Volusia County and the City of Deltona.

2. Studying the potential for façade improvement grants and generating a façade improvement program. Cost: Dollar amount to be determined once a revision of the CRA Masterplan is agreed to and completed by Volusia County and the City of Deltona.

3. Issuing a request for proposal (RFP) for bus bench service. Intent is for ADA compliant bus benches installed city wide to improve accessibility and generate revenue for the city. Cost: Unknown.

4. Study/design the extension of central sewer within underserved commercial nodes of the CRA, being (A) North side of Saxon Blvd., between N. Normandy Blvd. and Interstate-4. Central sewer is needed to promote redevelopment, however central sewer utilization of Volusia County TIP is not allowed within the CRA Masterplan. Discussions with Volusia County are ongoing toward a revision of the CRA Masterplan. Cost: To be determined upon update of CRA Master Plan.

Southwest Deltona CRA
Boundary Map



John S. Cox
Economic Development Director
The City of Deltona, Florida
386-878-8619
jcox@Deltonafl.gov

City of Deltona

City of Deltona Southwest Deltona CRA Redevelopment Plan



2016

CHAPTER 1 COMMUNITY REDEVELOPMENT PLAN ADOPTION

1.1 PREPARATION OF COMMUNITY REDEVELOPMENT PLAN

The Community Redevelopment Act, Section 163.360(4), Florida Statutes, states that a municipality or Community Redevelopment Agency (CRA) may prepare a Community Redevelopment Plan. In a home rule charter county such as Volusia, the City of Deltona (City) must request delegation of authority to create a CRA and establish a Redevelopment Trust Fund.

The City will submit the Finding of Necessity and the Community Redevelopment Plan (Plan) to Volusia County Council for review and approval, and request for delegation of authority to create a CRA, and establish a Redevelopment Trust Fund. This Plan has been prepared at the direction of the City Commission and represents a collaborative effort among the City, local residents, and the County.

Community input and direction were provided from Visioning Workshops conducted on October 17, 2015, and November 7, 2015, where the elected officials, City staff and citizens came together to begin the discussion of Deltona's vision for the future of the City. This interactive workshop was the initial step in the visioning process and developing a unified strategy to overcome barriers, such as challenges associated with the Deltona/Normandy/Saxon Boulevards CRA. Attached as **Exhibit C** is a draft of the proposed strategic plan that captures the essence of the visioning sessions.

1.2 PROCEDURE FOR CONSIDERING AND ADOPTING THE PLAN

The Community Redevelopment Act, Section 163.360, Florida Statutes, outlines the procedure for considering and adopting the Southwest Deltona Community Redevelopment Plan.

This Plan will be forwarded to the Deltona Planning and Zoning Board for review and recommendation as to its conformity within the Comprehensive Plan. Upon reviewing this Plan, the City Planning and Zoning Board is expected to submit written recommendations to the City Commission with respect to the conformity of the proposed Community Redevelopment Plan with the Comprehensive Plan, which City staff will format.

Upon receipt of comment from the City Planning and Zoning Board, the City is required to submit this Plan, together with any written recommendations, to the governing body of each taxing authority levying ad valorem taxes on real estate contained within the Redevelopment Area.

The City will also submit the Finding of Necessity and the Community Redevelopment Plan to Volusia County Council for review and approval, and request for delegation of authority to create a Community Redevelopment Area, a Community Redevelopment Agency, and establish a Redevelopment Trust Fund.

After receiving delegation of authority from Volusia County Council, the City must provide proper notice to each of the governing bodies having the ability to impose taxes within the

Redevelopment Area and publish the notice as prescribed by Statute at least 15 days before such proposed action. The CRA redevelopment agency may only then consider and approve this Plan at a public hearing. After approval of the Plan, the CRA redevelopment agency can establish a Redevelopment Trust Fund under Section 163.387, Florida Statutes.

1.3 COMMUNITY REDEVELOPMENT AGENCY POWERS

The City requests the delegation of authority from Volusia County to create a CRA Community Redevelopment Agency, adopt a Community Redevelopment Plan, establish a Redevelopment Trust Fund, and carry out the implementation of the Plan, as specified by Section 163.356, 163.360, 163.361 and 163.387, Florida Statutes (2012). The City views the request from the County as a partnership between the County and the City that represents a sound investment that will pay dividends for both units of governments.

The City Commission shall assume its capacity as the governing body of the Southwest Deltona CRA, pursuant to Section 163.356 and 163.357, Florida Statutes (2012). The CRA shall consist of the seven members of the City Commission, pursuant to Section 163.357(1)(c), Florida Statutes. If the City Commission appoints a CRA Advisory Board, such Board shall have County representation of at minimum one member appointed by the County Council. Such Advisory Board shall meet at least as often as the CRA holds its regular meetings and shall meet prior to meetings of the CRA in order to review and provide recommendations on matters to be considered by the CRA.

The City also requests specific powers from the County to promote and encourage investment, rehabilitation, and redevelopment within the Redevelopment Area, pursuant to Section 163.370 and Section 163.410, Florida Statutes. However, certain powers may not be granted to the Southwest Deltona CRA, pursuant to Section 163.358, Florida Statutes. The City recognizes that Volusia County retains exclusive authority to adopt, amend or modify a community redevelopment plan to change the boundaries, create a new redevelopment area or exercise any power under the Community Redevelopment Act outside the CRA, pursuant to Volusia County Resolution 2010-20 and 2015-046. Finally, there are no parking facilities planned to be funded as part of the CRA. Therefore, the parking fee language contained in County Resolution No. 2015-78 would not apply to the Southwest Deltona CRA.

CHAPTER 2 REDEVELOPMENT VISION, OBJECTIVES, AND STRATEGIES

2.1 APPROACH

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

Projects, costs, or budgets provided in the Southwest Community Redevelopment Plan are estimated, and will be refined as additional research, plans, and documents are prepared to implement the particular objectives, strategies, resulting programs, and projects. The costs given for budgeting purposes establish the framework for the financial planning analysis.

Costs or budgets should not be construed as exclusively the burden of the public sector. Costs or budgets are intended to be total costs with potential allocations to the public and private sectors assigned on the basis of the encouragement of private enterprise as a tool to carry out a significant portion of this Plan and apparent benefit, value, revenues, or other relevant factors.

2.2 VISION FOR THE COMMUNITY REDEVELOPMENT AREA

The vision for the Redevelopment Area focuses on creating a sustainable commercial/mixed-use corridor that offer visitors and residents a high quality local destination featuring a safe transportation network, pedestrian connections and public space/recreation facilities in a manner that promotes a positive environment for the City. At the same time, redevelopment efforts shall be complimented with maintaining affordable housing options for residents of low or moderate income, including the elderly. The CRA will support infrastructure and not impact the City's ability to provide an adequate level of service within the Redevelopment Area.

The Redevelopment Area is envisioned to consist of a mix of medium to small service and retail stores, such as a supermarket, specialty retail uses, restaurants, art galleries, professional offices and institutional uses. Opportunity will be available for mixed use development formats with residential and office uses contained within the same buildings or neighborhoods.

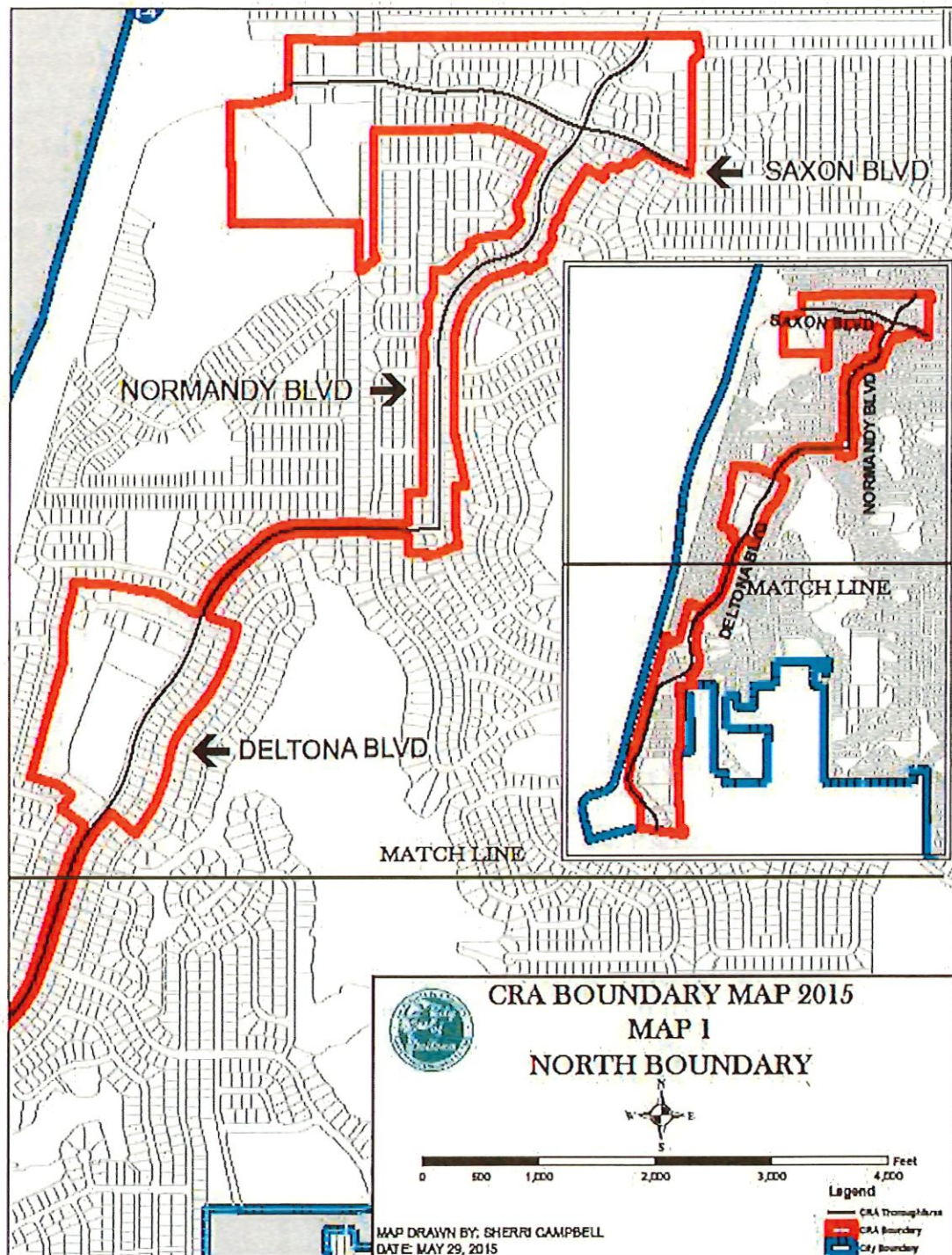
The development of certain segments of the subject corridors will lead to the conversion of the existing, non-sustainable, haphazard development pattern that has occurred along the corridors. The CRA will be treated with improved infrastructure intended to promote area rehabilitation and ultimately the highest and best use of structures. Landmarks will be developed at key intersections to identify entry to serve as focal points for the Community Redevelopment Area. Linear features will be beautified with landscape improvements and hardscapes.

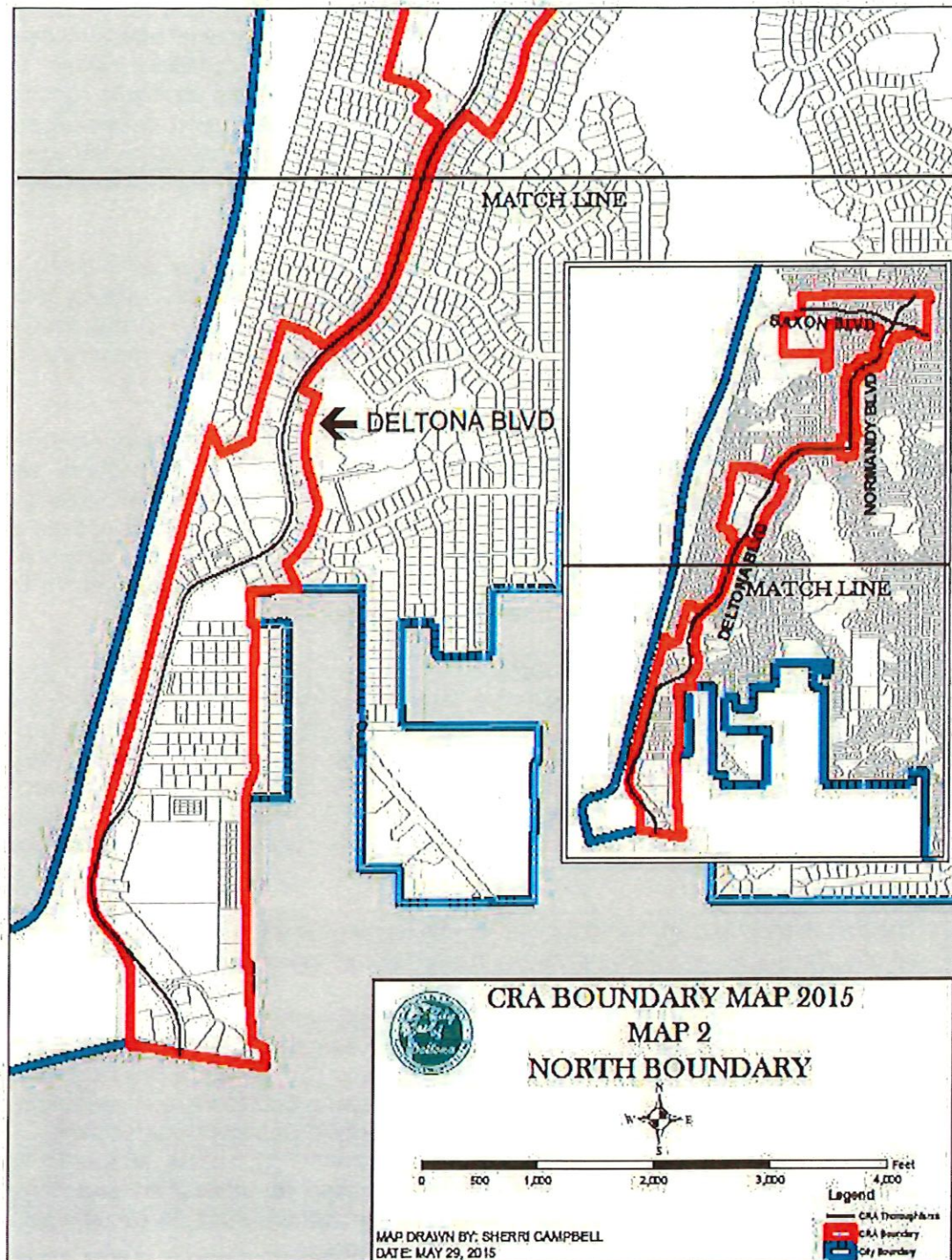
The intent of this Plan is to serve as a framework for guiding development and redevelopment in the Redevelopment Area. This Plan identifies redevelopment objectives, and lays the foundation for programs and capital projects to be undertaken, which will reverse and remove blight documented in the Findings of Necessity. This Plan addresses financing and implementation strategies as well as management and administrative opportunities. These programs, projects, funding/financing strategies, and administrative opportunities will continue to be refined as they are implemented. It is clearly understood that grants and other revenues (impact fees, general revenue, etc.) need be used in conjunction with available increment revenues to achieve these stated goals. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study as specific programs and projects are initiated, refined, and implemented.

The focus of the Plan is the mitigation or correction of the various blighted area conditions documented in the adopted Finding of Necessity Report. Changing social, physical, and economic conditions could warrant the modification of this Plan. If the Plan is modified, the CRA must comply with Section 163.361, Florida Statutes and applicable County Resolutions.

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

The CRA Boundary is depicted on the following map series. The CRA Boundary as depicted on the map series is predicated on the attached Legal Description. See Appendix D.





2.3 REDEVELOPMENT OBJECTIVES AND STRATEGIES

In partnership with private enterprise and the County, the redevelopment initiative embodied in this Plan will reverse and remove the observed blighted conditions within the Redevelopment Area by leveraging public assets to improve the overall economic condition and the physical condition of the Redevelopment Area. Creating safe, viable, and sustainable corridors along Deltona/Normandy/Saxon Boulevards featuring more attractive mixed use and commercial opportunity will greatly enhance the quality of life not only for the residents but the population of the City and County at large.

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

Objectives have been identified as either "primary" or "community." The primary objectives are deemed the most important in addressing, removing, or mitigating blighted area conditions within the Redevelopment Area identified by the City within the Finding of Necessity Report. The community objectives are secondary to the principal focus of this Plan and are intended to pave the way for the redevelopment. Nonetheless, the community objectives are important and will be implemented as revenues or other resources permit. The objectives anticipate maximizing the use of private enterprise.

2.2.1 PRIMARY OBJECTIVES AND STRATEGIES

Primary Objective 1: Improve transportation facilities within the Redevelopment Area including sidewalks, crosswalks, bike paths, and other multi-modal options to enhance regional connection. These strategies will correct the blighted conditions of defective or inadequate street layout (*Pgs. 17, 18, 19, 20 and 23 of the Finding of Necessity Report*), roadways and public transportation facilities (*Pg. 19 and 23 of the Finding of Necessity Report*); and unsafe conditions (*Pgs. 21, 22, 23 and 25 of the Finding of Necessity Report*).

Strategies:

1. The transportation component for the Redevelopment Area will focus on developing an effective, safe, and efficient transportation system which will include multi-modal options.
2. The Primary Corridors along Deltona/Normandy/Saxon Boulevards enables the creation of gateways and focal points into the Redevelopment Area. Explore designing three (3) gateways/focal points. One at the north end (Saxon Boulevard near the I-4 interchange), the intersection of Normandy and Deltona Boulevard, and south end of the Redevelopment Area at or near the DeBary/Deltona Boulevard intersection.
3. Roadway and streetscape improvements will improve safety, access, and traffic flow characteristics. Such improvements will also provide for pedestrian and bicycle facilities and foster community beautification. The following will be considered as guidelines for roadway and streetscape improvements.
 - a. Undertake roadway and streetscape improvements along the Primary Corridors (Deltona/Normandy/Saxon Boulevards).

- b. Explore innovative intersection designs to alleviate traffic congestion along Deltona and Normandy Boulevards, such as roundabouts and signalization timing for better traffic flow.
 - c. Undertake roadway, sidewalk, and lighting improvements on appropriate streets, and provide safe pedestrian routes.
 - d. Implement roadway and streetscape improvements based on a phasing plan which emphasizes visual impact in addition to improved access and circulation.
 - e. Provide the ability for vehicles, pedestrians, and bicyclists to access an enhanced internal transportation network which connects, if applicable, the neighborhoods to services and commercial corridors.
 - f. Develop and incorporate landscape and lighting design standards to create a safe and inviting environment.
 - g. Integrate traffic calming techniques throughout the internal roadway system to enhance safety and facilitate a pedestrian/bicycle friendly environment. Traffic calming techniques may include the use of pavers or decorative concrete, raised pavement, roundabouts, change of landscape treatment, and the creation of pedestrian nodes at major intersection, mid-block crossings and other locations where potential conflicts exist between vehicles, pedestrians and bicyclists. Creative options to cross major streets should be investigated. Pedestrian safety and crime prevention design standards should be employed along with aesthetic considerations when evaluating, designing, and implementing pedestrian crossings.
 - h. Traffic lights, crosswalks, and regulatory/wayfinding signage will be used to enhance the safety of vehicles, pedestrians, and bicyclists in key locations throughout the Redevelopment Area
4. Improving transportation and pedestrian safety will positively transform the visual and real perception of the City of Deltona. The CRA shall develop transportation and pedestrian safety design guidelines and/or standards to focus on the following:
- a. Establish driveway spacing to prevent a motorist from encountering more than one conflict at a time.
 - b. Address corner clearance and, wherever practical, control distance between driveways and the corner of an intersection.
 - c. Develop driveway designs to allow vehicles to quickly exit the through lane.
 - d. Encourage the use of roadway medians to provide a safe space for pedestrians to control turning movements, help to provide positive guidance to motorists, and allow beautification.
 - e. Promote shared parking and cross access easements to alleviate the traffic congestion along the three primary corridors.
 - f. Implement and incorporate lighting and landscape standards to design a safe and inviting environment.
5. Promote the Redevelopment Area through designing and implementing a signage and wayfinding system directing traffic to and from the Redevelopment Area, the major connectors, and destinations in the region.
6. Explore opportunities to partner with the Volusia Transportation Planning Organization (TPO), the County, and Votran to recognize/enhance connections to SunRail, and provide local and regional public transportation and associated facilities, such as bus stops, shelters, and hubs.

Primary Objective 2: Identify and promote a workable means to fund, finance, and deliver utility and infrastructure improvements needed for the redevelopment effort. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 23 – 25 of the Finding of Necessity Report*); and deterioration of site or other improvements.

Strategies:

1. Concurrent with roadway construction and repaving activities, the City/CRA shall coordinate the delivery of infrastructure and utility improvements (i.e., drainage structures, underground and overhead utilities, etc.).
2. The City/CRA shall implement and adhere to requisite stormwater and flood management requirements.
3. Design stormwater management and above ground utility features to serve as amenities to the Redevelopment Area and to improve aesthetics.
4. Increase central sewer coverage in the Redevelopment Area, to encourage more intensive development including expanded commercial opportunities. The goal is that by the sunset of the CRA, all commercial uses will be served by central sewer.
6. Upgrade undersized waterlines to continue to provide adequate flows, including fire flows, for the customers served and to foster redevelopment.

Primary Objective 3: Deliver an overall urban design and infrastructure initiative, which enhances basic utilities, and creates a positive identity. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs.23-25 the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16-20 of the Finding of Necessity Report*).

Strategies:

1. A conceptual diagram for redevelopment activities will be developed as part of this project. The elements that will be shown on the conceptual diagram may be relocated or realigned as a result of future planning initiatives and related evaluations. This Redevelopment Plan will guide the redevelopment of the Redevelopment Area as it relates to function and aesthetics. The City LDC shall be implemented to address the envisioned urban design framework.
2. The City and the CRA shall encourage improved appearance through appropriate design for all projects both public and private. The City of Deltona Urban Design Pattern Book, City Land Development Regulations and, as applicable, Enterprise Development Standards (Sec. 110-320) shall provide guidance with regard to the location and design of streetscapes, architectural elements, building mass and location, landscaping, signage, public art, etc. The intent is to provide visual continuity and a positive environment throughout an area for both new and existing facilities. The City's Comprehensive Plan addresses land use intent, intensities, densities, open space, and conservation. The LDC shall balance aesthetic values with functional and economic considerations to create an attractive and safe environment for pedestrians, bicyclists, and motorists.

Primary Objective 4: Ensure regulatory measures are in place to promote the redevelopment of attractive, safe, viable, and sustainable commercial nodes along Deltona/Normandy/Saxon Boulevards. These strategies will correct the blighted conditions of

defective or unsafe conditions (*Pgs. 23-25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16-20 of the Finding of Necessity Report*).

Strategy:

1. Where feasible, implement Land Development Code and Comprehensive Plan mixed use urban design/development standards for the primary commercial corridors. The standards will address the incorporation of parking lot layout, building design, landscaping, signage, pedestrian connections, and linkages between land uses through a functional cross access system.

Primary Objective 5: Create attractive, safe, viable, and sustainable commercial corridors along Deltona/Normandy/Saxon Boulevards. These strategies will correct the blighted conditions of faulty lot layout (*Pgs. 18, 23, and 24 of the Finding of Necessity Report*); unsafe conditions (*Pgs. 23 – 25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16, 17 and 24 of the Finding of Necessity Report*).

Strategies:

1. Establish roadway beautification plans to improve the appearance of CRA corridors.
2. The commercial development shall be designed to provide safe vehicular access, as well as pedestrian and bicycle-friendly streets.
3. The City/CRA shall develop a streetscape plan for the commercial corridors. The Streetscape Plan may include site furnishings, lighting, landscaping, decorative pavers, and signage. Roadway and streetscape planning must include a phasing/prioritization plan to construct the recommended improvements. The CRA will implement the Streetscape Plan.
4. Innovative design which integrates environmentally sound best practices (e.g., green building design, dual water systems, and xeriscape) will be encouraged.

Primary Objective 6: Ensure regulatory measures are in place to promote the redevelopment of vibrant urban mixed-use corridors consisting of retail stores, supermarkets, restaurants, art galleries, professional offices, and service businesses with a potential for a mixture of residential and office in the same buildings or within the same neighborhood. These strategies will correct the blighted conditions of faulty lot layout (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); unsafe conditions (*Pgs. 19, and 21 - 25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16, 17, 20, and 24 of the Finding of Necessity Report*).

Strategies:

1. Investigate designating areas of the CRA with the Mixed Use Land Use Category.
2. Implement urban design/development standards such as criteria within the Land Development Code and if applicable, the Urban Design Pattern Book to integrate land uses to transportation corridors.

Primary Objective 7: Create a vibrant urban "Commercial Corridor" area with mixed-use developments. These strategies will correct the blighted conditions of faulty lot layout (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); unsafe conditions (*Pgs. 19 and 21 - 25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16, 17, 20 and 24 of the Finding of Necessity Report*).

Strategies:

1. The Deltona Boulevard Corridor shall consist of a mix of retail stores, supermarkets, restaurants, art galleries, professional offices, and service businesses with some areas earmarked for medium to high density residential. Mixed use development patterns may also be contemplated with residential and commercial contained within the same building or located in the same neighborhood.
2. Mixed use development shall be processed as a Planned Unit Development.
3. Deltona Boulevard Corridor shall be developed with destination-oriented uses to promote a synergistic commercial environment.
4. Commercial and mixed use developments shall be designed to be pedestrian and bicycle friendly and promote safe, convenient and comfortable access.
5. The City shall develop a streetscape plan for commercial corridors. The Streetscape Plan may include site furnishings, lighting, landscaping, decorative pavers, and signage. Roadway and streetscape planning must include a phasing/prioritization plan to construct the recommended improvements. The CRA in partnership with other agencies, as deemed appropriate, will implement the Streetscape Plan.
6. Innovative design which integrates environmentally sound best practices (e.g., green building design and xeriscape) will be encouraged.

Primary Objective 8: Encourage parcel assembly to facilitate redevelopment of the redevelopment area within commercial nodes along the Saxon/Normandy/Deltona Corridors. The below strategies will correct the blighted conditions of faulty lot layout in relation to size, adequacy, accessibility, or usefulness (*Pgs. 18, 19, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. Pursuant to the Community Redevelopment Act, Section 163.335(3), Florida Statutes, all public land acquisitions done for community redevelopment purposes will be done for public purposes. There is anticipation that public land acquisition will be limited to accommodate transportation improvements.
2. Pursuant to the Community Redevelopment Act, Section 163.360 (8) 4 (b), Florida Statutes - *"In the event the area is to be developed in whole or part for nonresidential uses, the governing body determines that: 1. Such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives"*.
3. Provide incentives such as City funded infrastructure improvements or enhanced land use entitlement for private properties to facilitate the aggregation of specially targeted or adjacent lots with multiple owners to create a single owner.
4. When feasible, the City should encourage acquisition and subsequent redevelopment by the private market. Other related activities that may be undertaken by the City include:
 - a. Map and index all commercial properties in the Redevelopment Area to provide detailed information on parcel boundaries, sizes, and ownership.
 - b. Identify and inventory all relevant substandard properties.
 - c. Document and analyze parking demands and infrastructure constraints throughout the Redevelopment Area.

- d. Document site criteria for modern mixed-use developments by business type to facilitate the understanding of contemporary developer site and parking requirements.
- e. The City may facilitate aggregation and redevelopment of "problem" or constrained parcels or groups of parcels.
- f. The City may assist in the purchase, sale, negotiation, and coordination of land assembly. However, the City shall not use eminent domain to acquire land that will be ultimately used or transferred for private development.
- g. Identify catalyst sites to serve as important strategic assets to cause an early and precedent-setting change in the community redevelopment area and to spur other growth. Two (2) catalyst areas have been identified:
 1. Deltona Plaza
 2. Saxon Blvd. Corridor

Primary Objective 10: Incorporate housing revitalization through housing maintenance programs and rehabilitation services. These strategies funded through the SHIP and CDBG programs will help correct the blighted conditions of unsanitary or unsafe conditions associated with residential uses (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. By addressing the problems associated with substandard and dilapidated housing, the City/CRA will mitigate contributing blight conditions within the Redevelopment Area.
2. In the same manner, redevelopment efforts shall be complimented with efforts to provide affordable/workforce housing to residents of low to moderate income, including the elderly.
3. Promote programs for homeowners to rehabilitate their homes. Such programs include zero interest loans or information on other funding sources for the repair of single and multi-family homes depending on the applicant's income.
4. Assist low income households through the SHIP program with down payment and closing costs assistance. The assistance may be for the purchase of an existing structure.
5. Infrastructure improvements such as roadway improvements, stormwater, wastewater, and potable water make properties more conducive for development. The City may undertake infrastructure improvements in partnership with private entities. If determined improving the infrastructure of certain properties is beneficial to the City for housing revitalization and blight mitigation within the Redevelopment Area, the CRA may undertake capital improvements on these individual properties.

Primary Objective 11: Establish a creative, equitable, efficient and practical funding and financing mechanism to properly implement this Plan. These strategies will correct the blighted conditions of defective or inadequate street layout (*Pgs. 19, 20 and 23 of the Finding of Necessity Report*), parking facilities (*Pgs. 23 and 24 of the Finding of Necessity Report*), roadways and public transportation facilities (*Pgs. 19, 20, 23 and 24 of the Finding of Necessity Report*); faulty lot layout (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. It is important the City/CRA identify and secure all effective sources of funding including, but not necessarily limited to, increment revenues, non-ad valorem assessments, and grant funding revenue.
2. The City/CRA must be willing to contemplate the issuance of bonds, secure other financial instruments, seek and utilize grants, and seek out other sources and alternatives to aid in implementing this Plan. Such sources and alternatives may include, but are not limited to, special assessments imposed by the City of Deltona, ad valorem taxes imposed for municipal purposes through a municipal services taxing unit, or the imposition and pledge of ad valorem taxes upon a vote of the electors consistent with the Florida Constitution.

2.2.2 COMMUNITY OBJECTIVES AND STRATEGIES

Community Objective 1: Implement an aesthetic and planning review program to guide redevelopment and maintenance activities within the Redevelopment Area. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. The City will review, consistent with City Land Development Regulations, plans for development within the Redevelopment Area, and coordinate with effected land owners to ensure the vision articulated in this Plan is achieved. The City will assign dedicated staff to coordinate and approve applicable development plans proposed for properties located within the Redevelopment Area.
2. Mixed-use redevelopment land use proposals will be processed as a PUD and will be associated with development/design standards for site, building, landscape, signage, and public areas for the commercial properties along the three corridors. The City's Pattern Design Book will act as a guideline to assist developers, builders, property owners, and individuals in preparing design/construction documents.
3. The City/CRA will assign staff or personnel to oversee the integrity of the CRA vision of the Redevelopment Area.

Community Objective 2: Ensure the Redevelopment Area is safe and clean over a period of time. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. The Community Redevelopment Act encourages "community policing innovations." This concept is defined as policing techniques or strategies designed to decrease crime by reducing opportunities for; and increasing the perceived risks of engaging in, criminal activity through visible presence of law enforcement in the community, including, but not limited to, community mobilization, neighborhood watch programs, citizen patrol, foot patrol, or intensified motorized patrol. The City will review these programs to improve the actual and perceived security, building safety, and appearance of the Redevelopment Area.

2. The City will identify, execute, and coordinate special maintenance standards and programs for public facilities, roadways, open space areas, entries, and commercial uses along the three corridors.

Community Objective 3: The City may plan, design, and deliver additional infrastructure improvements or services within the Redevelopment Area, if deemed those improvements enhance the quality or attractiveness of the Redevelopment Area especially with regard to public amenities. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. Such additional infrastructure may include undergrounding utilities in certain areas to achieve a desired visual impact, upgrading technology, and telecommunications availability to attract businesses or the enhancement of landscape areas. Such additional improvements will complement the redevelopment plans for the Redevelopment Area.
2. Additional services may include extraordinary right-of-way or other public area maintenance, planning, and implementing cultural, charitable or place-making activities, events and related services which showcase the Redevelopment Area.
3. The City shall expand central sewer service for commercial areas of the CRA. The first priority will be the north side of the Saxon Blvd. corridor located west of the Saxon Blvd. and Normandy Blvd. intersection.

Community Objective 4: Establish a unique identity to promote the vision for the Redevelopment Area through branding and marketing programs. These strategies will correct the blighted conditions of deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. Create page on the City website, which can be used to identify the Redevelopment Area.
2. Investigate branding the CRA area to be used on literature, banners, gateways and all types of promotional campaigns.
3. As deemed appropriate, support special events designed to attract residents and visitors to Deltona Boulevard.
4. Create a business recruitment package that is updated regularly with a listing of available properties, maps, building profiles, and information for current and planned events.

CHAPTER 3 STATUTORY COMPLIANCE

3.1 STATUTORY COMPLIANCE

The Community Redevelopment Act according to Sections 163.360 and 163.362, Florida Statutes requires every community redevelopment plan contain specific information relevant to its particular redevelopment initiative. This Chapter supplements and addresses the informational requirements articulated in the Community Redevelopment Act and serves to further describe the objectives and strategies presented in this Plan to implement the redevelopment initiative envisioned by the City for the Redevelopment Area.

This Plan is consistent with the requirements of the Community Redevelopment Act, Section 163.362(2), Florida Statutes. The City Land Development Code and Comprehensive Plan demonstrates: (1) the approximate amount of open space to be provided and street layout, (2) limitations on the type, size, height, number, and proposed use of buildings, (3) the approximate number of dwelling units, and (4) such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements.

The development program discussed in Chapter 2 further describes the urban design intent and components of the developed landscape and how those areas could receive public improvements.

3.2 APPROXIMATE AMOUNT OF PARKS AND OPEN SPACE

There are no park facilities within the CRA. The Redevelopment Area has an opportunity through investments in infrastructure to design a linear park that would utilize existing and planned sidewalk infrastructure. The linear park concept would provide connectivity between the commercial areas of the CRA and surrounding residential neighborhoods.

3.3 STREET LAYOUT

The transportation component for the Redevelopment Area is expected to focus both on vehicular and pedestrian traffic expanding upon existing infrastructure within the CRA. Widened streets, intersection improvements, roadway design improvements along with sidewalk upgrades will create a pedestrian and bicyclist friendly, convenient, and safe travel environment. The ease of vehicle traffic through the Redevelopment Area enables the creation of gateways and wayfinding signage. The gateway and wayfinding signs will direct visitors and residents toward a revitalized Deltona Boulevard. The Redevelopment Area street improvements will enhance connectivity and produce pedestrian and bicycle amenities.

3.4 LIMITATIONS ON THE TYPE, SIZE, HEIGHT, NUMBER, DENSITY AND PROPOSED USE OF BUILDINGS

The Redevelopment Area will be redeveloped as a commercial and residential corridor, utilizing distinct individual land use characteristics such as residential, commercial, institutional, and public. The overall vision embodies sound planning and design principles, which focus on creating a sustainable community. The following provides development parameters for the Redevelopment Area.

1. The Redevelopment Area shall include residential neighborhoods offering a variety of housing options and price ranges. The existing residential densities will remain the same as specified by the Future Land Use Map:
 - a. Low Density Residential - 0 to 6 dwelling units per acre
 - b. Medium Density Residential – 6.1 - 12 dwelling units per acre
 - c. High Density Residential – 12.1 to 20 dwelling units per acre
2. The City may consider mixed use development formats with residential densities of up to 9.9 dwelling units per acre and allow a floor area ratio of 0.50. to achieve the overall vision for the Redevelopment Area. Any density modifications shall require amendment to the Future Land Use Map of the Comprehensive Plan.
3. Deltona Boulevard will be redeveloped to include a variety of non-residential uses including commercial, professional office, entertainment and service business uses. To promote more dense development patterns, the City may contemplate allowing floor area ratios of up to 0.55 through the planned unit development (PUD) zoning process.
4. Parcel assemblage of at least 1 acre is recommended to accommodate mixed use development formats.
5. Residential dwelling units will be allowed in the same buildings as office or commercial uses when associated with multi-use development sites.
6. Multi-use development on the same parcel must be compatible with surrounding land uses.
7. Commercial uses shall be limited to areas specifically classified as Commercial on the City of Deltona's Future Land Use Map. Parcel assemblage of at least 1 acre is recommended for a sustainable commercial development.
8. Building design, including height and location, is expected to reinforce a pedestrian-oriented character and include linkages between land uses through a functional bicycle-pedestrian system.
9. The City's Urban Development Pattern Design Book will serve as a guideline for building and development design.
10. In general, the land uses shall abide by the overall goals, objectives, policies, and standards, as outlined in the City's Comprehensive Plan.

3.5 INTENDED USE OF PROPERTY FOR PUBLIC PARKS, RECREATION AREAS, STREETS, PUBLIC UTILITIES, AND PUBLIC IMPROVEMENTS

Public facilities such as parks, recreational facilities, bicycle paths/sidewalks, streets, and utilities shall be located throughout the community in a manner which offers convenient and safe access to public services and facilities while enhancing the aesthetic character of the Redevelopment Area. Utility lines shall be placed underground, wherever feasible. If above ground structures such as water tanks or transformer boxes must remain within the Redevelopment Area, they should be located and treated in a manner that is safe and aesthetically pleasing.

3.6 NEIGHBORHOOD IMPACT ELEMENT

The Community Redevelopment Act, Section 163.362(3), Florida Statutes, requires that if a Community Redevelopment Area contains low or moderate income housing a neighborhood

impact element shall be prepared to describe the impact of redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, and the effect on school population. The creation of the Redevelopment Area is mostly focused on non-residential development and is expected to generate minimum impact to existing neighborhoods.

Secondary impact on the residents relating to traffic circulation, environmental quality, availability of community services and facilities, effect on school population, and other matters affecting the physical and social quality of CRA neighborhoods are minimal. Impacts may involve temporary construction detours, noise, and dust. Overall, impacts are expected to be minimal while the benefits of redevelopment are long-lasting adding a higher quality of life to the City's residents and visitors.

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

3.7 REPLACEMENT HOUSING/RELOCATION

The Community Redevelopment Act, Section 163.362, Florida Statutes, states the Community Redevelopment Plan shall assure that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the Redevelopment Area. The intent of this Plan is to create a revitalized commercial corridor with options for a mixed-use development format. This will improve the visual character of the area, which promotes a positive image for the City. Relocation is not anticipated. If relocation is required as a result of improvement activities, the City and the CRA will adhere to applicable laws and regulations, and provide assistance to minimize hardships to those being displaced, as appropriate.

3.8 DEMOLITION, CLEARANCE AND SITE PREPARATION

The City does not intend to demolish, clear buildings, etc. within the CRA unless the clearing/demolition is associated with the provision of public facilities. The CRA is authorized to install and construct, or cause to be installed or constructed, the public improvements and public utilities necessary to carry out the Plan, subject to obtaining necessary permits and in compliance with all applicable laws.

3.9 DURATION

Consistent with the provisions of the Community Redevelopment Act, Section 163.362(10), Florida Statutes, all redevelopment activities financed by increment revenues from the Redevelopment Trust Fund shall occur within 20 years after the fiscal year in which the Plan is approved or adopted. The duration of this Plan shall be for the maximum period allowed by the Community Redevelopment Act and County Ordinance and shall expire and terminate 20 years after the creation of the CRA trust fund unless extended by mutual agreement of the City and the County. This 20-year duration is necessary due to the extent of defunct

infrastructure; the low increment revenue projections, which will take nearly 10 years to start realizing appreciable revenue increment. This shows the need to use leverage and other funding sources for the improvements. It is further noted that the estimated revenues by year 20 will be a little over \$8 million.

The City believes that it will take, at minimum, 20 years to realize the dollars necessary to undertake some of the redevelopment initiatives identified within the Plan. However, the City understands the County's desire to manage the duration of community redevelopment areas. It is possible that economic conditions may improve more quickly than the increment revenue forecast currently demonstrates. As well, the City may be fortunate to obtain other funding sources, yet to be identified. Understanding this, the City suggests a sunset review with the County in year 20 (2036). The intent of the 2036 review is to determine if the redevelopment objectives, initiatives, and projects have been successful in reversing blight conditions as described within the *"Finding of Necessity"* and the Plan. If it is jointly determined that the CRA has accomplished the primary objectives outlined in the Plan, or most recent Plan Update, then the date for the sunset for the Community Redevelopment Area can be re-established for a period greater than 20 years.

3.10 REDEVELOPMENT PLAN MODIFICATION

The Southwest Deltona Community Redevelopment Plan may be modified in a manner consistent with Section 163.361 Florida Statutes. After providing proper notice, the City of Deltona shall hold a public hearing for all modifications.

CHAPTER 4 FINANCIAL ANALYSIS AND PLANNING

4.1 ESTIMATING INCREMENT REVENUES

Estimates of prospective increment revenues that might be derived from the Redevelopment Area and paid into the Southwest Community Redevelopment Trust Fund (herein referred to as the "Redevelopment Trust Fund") were prepared by Strategic Planning Group, Inc. (SPG) (See *Appendix A*). The stream of prospective revenue is dependent on several factors, including the pace of redevelopment and development in the Redevelopment Area; the content of the development; the assessed and taxable values; the millage levied against the taxable base; the rate of appreciation in the existing tax base; and the level of public intervention. Together, these many variables suggest a wide range of outcomes. All are possible depending on the specific conditions imputed into the analysis.

Input from the City generated a possible scenario for the increment revenue projections based on a very conservative format. The information outlined in this Chapter is suitable for planning purposes particularly given the range of valuations and estimated improvements costs. However, as the Plan is executed, continual input and examination will be required to refine and update this analysis.

4.2 METHODOLOGY AND APPROACH

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

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

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

For this analysis, the City's 2015 millage rate has been used, and it is held constant over the planning horizon. For the last several years, the operating millage of the City has been relatively unchanged.

As for the revenues which may accrue, only the taxable value(s) net of the base year taxable value is considered in calculating current or future increment revenues. The general procedures used to calculate available revenues are shown in the following equations:

1. Assessed values, including new construction, LESS exemptions or exclusions EQUAL current taxable values;
2. Current taxable values LESS established base year taxable values EQUAL net valuations subject to applicable jurisdictional millages;
3. Net valuations MULTIPLIED by applicable millages EQUAL increment revenues. Pursuant to the Community Redevelopment Act, Section 163.387, Florida Statutes, the maximum revenue available to the Redevelopment Trust Fund will be 95% of the calculated increment revenues. The financial indicators, assumptions and results used in preparing this increment revenue analysis are attached hereto as *Appendix A*.

4.3 INCREMENT REVENUE ANALYSIS

The availability of potential increment revenues is among the most attractive of the redevelopment tools provided in the Community Redevelopment Act. Increment revenues become available as the result of focused and continuing redevelopment activities within a community redevelopment area, and it may be used to fund or finance a variety of community redevelopment related capital and service initiatives. Increment revenues, when leveraged and combined by interlocal agreement with municipal service taxes or non-ad valorem assessments from a community redevelopment area, provide a particularly powerful tool to help Florida's local governments address and redevelop slum or blight in redevelopment areas.

This analysis focuses only on increment revenues, not other significant revenues and structural opportunities, which can be leveraged, combined and deployed in concert with increment revenues, and the leveraging affects they generate. A variety of local, state and federal programs may be connected to the increment revenues in a manner which leverages the increment revenues or obtains other dollars for redevelopment used for acquisition. Potentially, increment revenues may be used independently to service debt. They may be paired with a deliberately constructed non-ad valorem assessment program, which leverages the expected flow of increment revenues and uses the investment revenues to offset or buy down special assessments used to finance capital improvements.

Increment revenue forecasts in an area of future concentrated ownership, such as the Redevelopment Area, are extremely vulnerable to imminent development, land amendment, permitting, or any other activity which can quickly change the content of the tax roll. Once a generalized timing and development strategy is implemented, these projections will need to be re-examined periodically in the context of actual redevelopment and development activity. Re-examination is proposed at year 10, 15, 20, and if extended, every five years after to ensure revenue projects and appropriateness of projects. The revised increment revenues will be used to update the capital work program and the Plan.

4.4 INCREMENT REVENUE SCENERIO

The scenario for the increment revenue projections for the City of Deltona was based on a very conservative format. The scenario (known as "anticipated growth scenario") identified the inclusion of anticipated development with an average yearly increase of four (4) percent. Assessed values from comparable structures within Volusia County were applied to determine the estimated taxable values for each improved property. Under this scenario,

approximately \$8,021,807 (*total City and County increment revenue contributions*) may be generated for the CRA over the next 20 years. In addition, the City agrees to set a ceiling on County's increment revenue contributions of no more than \$10,000,000 as stipulated in County Resolution 2015-046. Also, the Tax Increment Finance information as *Appendix A* utilizes a County millage rate of 6.8709 which is less than the City 7.99 millage rate used to project revenues. The lesser County millage rate is also consistent with County Resolution 2015-046. The County and the City will be the only taxing authorities contributing to the CRA TIF.

CHAPTER 5 CAPITAL PLANNING

5.1 REDEVELOPMENT

Using contemporary planning methods and urban design techniques, the intent is the Redevelopment Area will represent a vibrant, urban area with safe, viable and sustainable commercial corridors; pedestrian-friendly, affordable, and attractive neighborhoods; and provide multi-modal transportation opportunities.

The central concepts represented by the redevelopment are as follows:

1. Explore innovative intersection designs to improve safety and alleviate traffic congestion along Saxon/Normandy/Deltona Boulevards. Intersection designs/improvements include, but are not limited to, roundabouts, signalization schemes for better and effective management of the junction delays, etc. Specific intersection locations include the following:
 - a. N. Normandy Blvd. and Deltona Blvd.
 - b. N. Normandy Blvd. and Saxon Blvd.
 - c. Deltona Blvd. and Enterprise Rd.
 - d. Deltona Blvd. and Dirksen Rd.
2. The redesign of primary corridors shall be enhanced in a manner which promotes internal, as well as regional connectivity to overall community aesthetics and function. This will present the City of Deltona as a destination place. Streetscape plans should be implemented along the corridors.
3. The primary corridors should be appropriately landscaped, incorporate traffic calming features, and contain pedestrian and bicycle facilities including attractive bus shelters, bicycle lanes and safe crossings.
4. The Redevelopment Area internal access network will include pedestrian facilities and bicycle ways, which will enhance interconnectivity and promote development.
5. Undertake roadway, sidewalk, landscaping and lighting improvements on all other streets to provide safe and pedestrian friendly connections.
6. Opportunities should be provided to integrate gathering places through pedestrian connections, bike paths/multi-use trails, open space and streetscapes.
7. Wayfinding and community identification gateways should be provided at major entry points into and within the Redevelopment Area.
 - a. Wayfinding signs at strategic locations to direct visitors to key destinations.
 - b. Gateways at the north (Saxon Boulevard), the Normandy/Deltona intersection and south end of the Redevelopment Area.
8. Create attractive, safe, viable and sustainable commercial corridors.
9. The Redevelopment Area will be redeveloped with a mixed-use Deltona Boulevard corridor with a distinct character featuring areas of residential and commercial land uses.
10. The mixed-use Deltona Blvd. corridor incorporates a wide mix of retail stores, such as markets, antiques shops, restaurants, art galleries, professional offices and service businesses with residential or office above these commercial uses.
11. Appropriate buffering techniques should be implemented between the higher density uses and the single family residential areas.
12. Potential redevelopment of catalyst sites to cause an early and precedent-setting change in the Deltona Boulevard corridor and to spur further growth.

5.2 CAPITAL PROJECTS

The Community Redevelopment Act, Section 163.362(4), Florida Statutes, requires identification of publicly funded capital projects to be undertaken within the Redevelopment Area. Such capital projects may include, but not limited to, the capital improvement program within *Appendix B*.

5.3 PROJECTED CAPITAL COSTS

The Community Redevelopment Act, Section 163.362(9), Florida Statutes requires the Plan to contain a detailed statement of projected costs related to the redevelopment initiative, including the amount to be expended on publicly funded capital projects in the Redevelopment Area and any indebtedness of the City of Deltona or CRA proposed to be incurred for such redevelopment if the indebtedness is to be repaid with revenues from the Redevelopment Trust Fund. To implement the Plan, it will be necessary to combine both public and private sources of capital, using both long and short term financing options. All projects financed by or in part through increment revenues will be completed prior to the sunset of the Community Redevelopment Area in year 20 (2036).

The Capital Work Plan projects and dollar amounts are primarily based on contemporary pricing. The projects and numbers listed in the work plan and operating budget have been used for budgetary purposes only, and are considered to be relatively conservative. The recommended costs for capital improvement projects include design and construction costs, as well as contingent costs for additional studies, data manipulation, or research needed to implement each project. The costs may not include costs of land acquisition and/or consolidation. In addition, the City will not use any County TIF contribution for administrative/overhead costs. Also, the County TIF will be earmarked for uses to be limited to roadway improvements.

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

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

Due to the current and projected economic environment demonstrated through the increment revenue forecasts (see *Appendix A*) and the shortage of the dollars required to implement the intent of the Plan, it is critical that the City consider funding the projects identified within this Plan via the leverage of the increment dollars. The CRA can "package" many financial programs in order to have enough resources, especially when newly enacted to jump-start the Plan. While the bond market is not strong for CRA's, many in Florida use a bank held Letter of Credit to fund large scale projects. Local governments commonly loan their CRA's start-up funds as well, paid back over time as the increment revenues grow from private

investment. The following list shows other potential resources that can be coupled with or used to fund the projects outlined in the Redevelopment Plan.

1. Special revenue bonds.
2. General obligation bonds: for roadway improvements; curb and gutter addition/repair; intersection improvements; streetscaping; water, sewer and stormwater improvements; and a multi-use trail system.
3. Grants and loans to the agency from the City's special or general funds for start-up costs. This is a common practice for such planning, design and community objectives.
4. Commercial Loans: The CRA may directly borrow funds from local lending institutions, utilizing both short term and long term borrowing.
5. Private Contributions: While the direct infusion of private funds are not anticipated, the City would still be interested in matching grant arrangements for improvements to building facades, landscaping, signs, etc. In addition, voluntary contributions by private companies, foundations, and individuals are potential sources of income to the CRA. Although such contributions may account for only a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits. The City's current land development code provides mechanisms to achieve this participation on such projects as roadway, streetscape and infrastructure improvements, including incentives and participating grants.
6. Special Assessment Districts: The City may also establish special assessment districts and Municipal Service Taxing Units (MSTU), (Florida Statutes Chapter 170) for the purpose of funding various capital improvements within an area or for the construction of a particular project. This may be an effective mechanism to support stormwater, water, and sanitary sewer improvements. However, it is noted that assessments may be difficult to pass without concessions on the City's millage rate, thus reducing overall revenues.
7. Grants from State and Federal funding sources are leveraged within CRA districts, many of which get extra points for being used to fund economic development and redevelopment projects. Specific projects for which grants will be sought include, but not limited to, trails, parks, streetscape, roadway, and environmental improvements. The world of grants is evolving, requiring local governments to be vigilant in the grants arena. Local matches are of utmost importance to be grant competitive.

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

5.4 NON-CAPITAL PROGRAMS

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

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

No Volusia County increment revenues will be used for non-capital programs and the City does not plan to expend increment revenues on community policing. The non-capital programs are subject to revisions, updates and prioritization as community redevelopment implementation occurs.

CHAPTER 6 GENERAL

6.1 COMMUNITY REDEVELOPMENT TRUST FUND

The City of Deltona needs to submit the Finding of Necessity and the Community Redevelopment Plan to Volusia County Council for review and approval, and request for the delegation of authority to create a Community Redevelopment Agency, and to establish a Redevelopment Trust Fund through an appropriate ordinance. The Redevelopment Trust Fund will receive all increment revenues, grants, gifts or revenues generated by redevelopment activities. The Redevelopment Trust Fund must remain in place until all indebtedness from redevelopment activities is paid.

The annual funding of the Redevelopment Trust Fund will result from additional incremental revenues collected in the Redevelopment Area by the County of Volusia and the City of Deltona. The increment available will be determined annually in an amount equal to 95% (ninety-five percent) of the difference between:

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

6.2 SAFEGUARDS, CONTROLS, RESTRICTIONS OR COVENANTS

Redevelopment activities identified herein will not be initiated until they are found to be consistent with the Comprehensive Plan and applicable land development regulations. In order to assure that redevelopment will take place in conformance with the projects, objectives, and strategies expressed in this Plan, the CRA will utilize the regulatory devices, instruments, and systems used by the City to permit development and redevelopment within its jurisdiction. These regulatory devices, etc., include but are not limited to the Comprehensive Plan, the Land Development Code, design guidelines, and City authorized development review, permitting, and approval processes, and any other applicable adopted codes, standards, and policies.

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

The County's increment revenues contribution would be based on a millage rate that does not exceed the millage rate used by the City to calculate its increment revenue contribution, regardless of the existing rate, pursuant to Volusia County Resolution 2010-20. The County increment revenue contributions will be used solely on capital projects with a maximum cap

of \$10,000,000 until the sunset date of 2036 (see *Appendix A* for total City and County increment revenue contributions).

6.3 CONSISTENCY WITH CITY OF DELTONA COMPREHENSIVE PLAN

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

The following are Goals, Objectives and Policies in the City of Deltona Comprehensive Plan, which are specifically addressed by the Community Redevelopment Plan. The usage of terms is directly quoted from the 2010 City of Deltona Comprehensive Plan (EAR Based Amendment).

FUTURE LAND USE ELEMENT (2010)

GOAL FLU1

Ensure that future growth is timed and located to maximize efficient and cost effective use of public infrastructure.

9J-5.006(3)(a)

Policy FLU1-1.6

All neighborhood, community and regional shopping centers shall include bicycle parking areas, and where appropriate, bus cut outs or shelters to encourage alternative transportation modes.

9J-5.006(3)(c)(4)

Policy FLU1-1.8

Sites for development shall be accessible to the following essential public facilities and services at the levels of service adopted in this Comprehensive Plan: fire services, transportation, potable water, an appropriate wastewater treatment facility, solid waste and stormwater management.

9J-5.006(3)(c)(3)

Policy FLU1-1.11

The following public facilities and services shall be available for new development in all areas: roadways, solid waste collection, stormwater management, fire and police protection, emergency medical services, potable water, sanitary sewer service, and public schools as defined in the Public School Facilities Element.

9J-5.006(3)(c)(4)

OBJECTIVE FLU1-2

The City shall encourage compact, mixed-use developments in appropriate locations in order to discourage urban sprawl, facilitate energy efficiency and provide the full-range of uses and services in walkable, vertically and horizontally-integrated, design-unified environments.

Policy FLU1-2.1

The City of Deltona shall establish and require level of service standards as set in the Transportation, Infrastructure, Capital Improvements, and Public School Facilities Elements. 9J-5.006(3)(c)(4)

Policy FLU1-2.2

Development orders cannot be issued unless the services are provided at the adopted level of service consistent with the concurrency provisions. 9J-5.006(3)(c)(4)

Policy FLU1-2.3

In order to direct growth and development away from valuable natural resources, the City shall utilize development bonuses, incentives, and other methods as deemed appropriate (i.e. transfer of development rights) to promote infill development and redevelopment projects. 9J-5.006(3)(c)(1,2,6)

Policy FLU1-2.4

The City shall expand commercial, industrial, and mixed-use developments in appropriate locations in order to discourage sprawl and to promote energy efficient development patterns.

OBJECTIVE FLU1-7

The City of Deltona shall appropriately allocate land uses to adequately meet the current and future population needs while maximizing land use compatibility. The City shall promote a variety of land uses including residential, commercial, industrial, pedestrian oriented mixed-use, recreational, conservation, and public facilities. 9J-5.006(3)(b)(1)

Policy FLU1-7.23

The City shall seek to ensure that its Future Land Use Plan Map provides for a minimum of six acres of commercial lands and four acres of industrial lands per 1,000 residents, with a goal of providing 10 or more acres of commercial lands and six or more acres of industrial lands per 1,000 residents by 2025.

Policy FLU1-7.24

The City shall implement strategies to ensure that new development and redevelopment contains a strong mixed-use component, defined as a mixture of at least two different land uses in a design-unified, vertically and/or horizontally integrated, pedestrian-friendly environment, or otherwise demonstrably furthers the achievement of specific goals, objectives and/or policies of the Comprehensive Plan.

Policy FLU1-7.25

The City shall require that development be designed consistent with the August 4, 2008 Urban Design Pattern Book as it may be amended from time to time.

TRANSPORTATION ELEMENT (2010)

GOAL T1

The City of Deltona shall develop programs to ensure that current and future land uses are served by adequate transportation and multi-modal system options. 9J-5.019(4)(a)

Policy T1-1.3

The City of Deltona shall maintain a City-wide network of thoroughfare and related transportation system corridors. 9J-5.019(4)(c)(4)

Policy T1-1.7

The City of Deltona shall provide incentives which encourage compact, energy efficient urban development, in appropriate places, through coordination with the Future Land Use Element. 9J-5.019(4)(c)(7,9,12)

Policy T1-1.10

The City of Deltona shall coordinate with the MPO and other entities, as deemed appropriate, to further develop City-wide bicycle and pedestrian infrastructure through the Parks and Recreation Master Plan or other programs to accomplish the following transportation oriented initiatives:

- a. Expand, with the intent of establishing connections to commercial, institutional and recreational nodes, the multi-modal trail system within the City for bicycle and pedestrian use;
- b. Expand the City sidewalk system;
- c. Promote the use of existing and future pedestrian and bicycle infrastructure by disseminating information to the public concerning the City pedestrian and bicycle system.

Policy T1-1.14

The City of Deltona shall assess the existing sidewalk network to locate specific problem areas related to interconnectivity, obstructions, damaged sidewalks, lack of crosswalks, inappropriate widths, the need for handicap ramps and other improvements.

OBJECTIVE T1-2

The City of Deltona shall provide for the separation of local traffic from through traffic to facilitate efficient and safe vehicular movement. 9J-5.019(4)(b)(1)

Policy T1-2.1

Traffic circulation shall be coordinated with the Future Land Use Element to ensure compatibility between land use and the transportation system. 9J-5.019(4)(c)(9)

Policy T1-3.1

The City of Deltona Transportation Element shall be coordinated with the Future Land Use Element and all other applicable elements to ensure compatibility between land use and the transportation system necessary to support it. 9J-5.019(4)(c)(5,9&12)

OBJECTIVE T1-4

The City of Deltona shall establish, achieve and maintain peak hour level of service standards on the transportation system. 9J-5.019(4)(b)(2)

Policy T1-4.3

Unless a thoroughfare is designated separately within the LOS Roadway Segment Table of this document for a level of service standard, the City of Deltona shall establish the following PM peak hour level of service standards:

<u>Functional Classification</u>	<u>Acceptable Standard</u>
I-4	As determined by FDOT
Arterial	E
Collector	E
Local	D

Policy T1-5.3

The City of Deltona shall study and undertake feasible intersection improvements as an interim solution to existing transportation system deficiencies. 9J-5.019(4)(c)(1,7)

Infrastructure

GOAL I1

Provide safe efficient, cost effective and adequate public supply, treatment, and distribution of potable water for the City of Deltona.

9J-5.011(2)(a)

Policy I1-PW1.1

The City of Deltona adopts a level of service standard providing for an annual average daily volume of 300 gallons of potable water per equivalent residential unit. Projected flow for commercial, industrial, and institutional land uses will be calculated utilizing Deltona Water equivalent residential unit factors for water consumption specified by Land Development regulations.

9J-5.011(2)(c)(2d)

OBJECTIVE I1-PW2

The City of Deltona shall provide for an adequate level of service standard for potable water service to meet the needs of current and future residents of the City of Deltona. *(Amended by Ordinance 32-2000 adopted by the Deltona City Commission at second reading March 19, 2001)*

9J-5.011(2)(b)(4)

OBJECTIVE I1-PW3

Throughout the planning period the City of Deltona shall encourage the use of existing and future facilities, so as to discourage urban sprawl. 9J-5.011(2)(b)(3)

Policy I1-PW3.5

The "infilling" of developed areas shall be directed to locations where an existing central system of potable water is available and where capacity is adequate to service the intended development or to those areas where funds have been committed for the provision of adequate capacity.

9J-5.011(2)(c)(1)

Policy I1-PW4.2

The City of Deltona shall coordinate the utility and transportation planning efforts to take advantage of the most economical construction and maintenance costs possible when installing utility lines and roads.

GOAL I2

Provide safe adequate cost effective and environmentally acceptable sanitary sewer systems for the City of Deltona.

Policy I2-SS1.1

The City of Deltona adopts a level of service standard providing for an annual average daily volume of 284 gallons of domestic wastewater per equivalent residential unit. Projected flow for commercial, industrial, and institutional land uses will be calculated utilizing Deltona Water equivalent residential unit factors for water and wastewater service as illustrated in City land development regulations. 9J-5.011(2)(c)(1)

Policy I1-SS1.10

The City shall further expand its wastewater treatment capacity to support new development and redevelopment activities within the City.

Policy I1-SS1.11

The City shall investigate methods, including funding sources, to retrofit areas of the City that are currently served by septic systems. A priority for such retrofit activity, if deemed feasible, will be as follows:

- a. Correct threats to public health and safety;
- b. Improve the environmental conditions of surface and ground water resources; and
- c. Encourage sustainable redevelopment and compact urban development patterns.

OBJECTIVE I2-SS2

Throughout the planning period, the City of Deltona shall maximize the use of existing facilities within sewer service areas, so as to discourage urban sprawl.

9J-5.011(2)(b)(3)

GOAL I4

To protect the health and safety of the public by ensuring stormwater management facilities and services are properly maintained, environmentally sound, cost effective, and meet the community's present and future demands.

Policy I4-STW1.3

All land use and development approval decisions which impact water resources in Deltona shall conform to the comprehensive surface and groundwater watershed management plan, when approved by the City Commission.

Level of Service for Storm Water Quantity and Quality:

a. **Closed Basing LOS:** The City will establish a Level of Service design standard in closed drainage basins as follows: All development shall meet the minimum volume of retention equivalent to one-half inch of depth over the entire project area and the discharge hydrograph produced for the developed or redeveloped site shall not exceed, in terms of peak flow and total volume, the hydrograph produced by conditions existing before development or redevelopment for a 24 hour, 100 year frequency storm.

b. **Basins with Outfall LOS:** The City will establish a Level of Service design standard in non-closed basins as follows: All development shall meet the minimum volume of retention equivalent to on-half inch of depth over the entire project area and the discharge hydrograph produced for the developed or redeveloped site shall not exceed, in terms of peak flow and total volume, the hydrograph produced by conditions existing before development or redevelopment for a 24 hour, 25 year frequency storm.

Policy I4-STW2.1

The City of Deltona shall identify and prioritize drainage systems in need of retrofitting and upgrade of these systems, as funding becomes available. Watershed studies will be used to identify and prioritize systems in need of retrofitting. The City of Deltona may apply for any grants and loans available from the DEP Revolving Loan Fund. 9J-5.011(2)(c)(1,4,5)

INTERGOVERNMENTAL COORDINATION ELEMENT (2010)

GOAL IC1

The City of Deltona shall initiate and/or participate in the intergovernmental coordination mechanisms necessary to ensure the city identifies consistency and compatibility issues among governmental agencies, plans and policies and to resolve any conflicts that may arise. 9J-5.015(a)

OBJECTIVE IC1-1

The City of Deltona shall coordinate with adjacent cities, counties, federal, state and regional agencies, and other governmental agencies, via effective formal and informal coordination mechanisms. This will ensure consistency in planning related matters and coordinating the impacts of development. The formal and informal mechanisms shall include membership in appropriate area-wide organizations, inter-agency staff communication and other methods as deemed appropriate.

9J-5.015(b)(1&2)

CAPITAL IMPROVEMENTS ELEMENT

GOAL CIE1

Public facilities shall be provided efficiently, safely, and cost effectively to promote timely, compact development, which is compatible with existing and designated land uses, and with the natural environment.

9J-5.016(3)(a)

OBJECTIVE CIE1-1

Deltona shall concentrate public facilities and services to areas that are delineated on the Future Land Use Map to provide, compact, efficient and cost-effective provision of services as a means necessary to meet existing deficiencies, accommodate future growth and replace obsolete or worn out facilities. 9J-5.016(3)(b)(1)

Policy CIE1-1.1

Deltona shall provide and maintain the necessary capital improvements to eliminate existing deficiencies and repair, renovate or replace its worn out capital stock by establishing a rational system for evaluating and reviewing Capital Improvement projects. 9J-5.016(3)(c)(3)

Policy CIE1-1.3

The City shall maximize the use of existing public facilities and target funding to services that are deficit or distressed in the development of its five year capital program. 9J-5.016(3)(c)(1,3,4,6&7)

OBJECTIVE CIE1-2

The City will coordinate land use decisions and fiscal resources with a schedule of capital improvements, which maintains adopted level of service standards and meets the existing and future facility needs. 9J-5.016(3)(b)(3)

Policy CIE1-4.6

The City shall achieve and maintain standards for peak hour levels of service on the thoroughfare system. 9J-5.016(3)(c)(6)

Policy CIE1-4.7

Public facilities and services shall meet or exceed level of service standards and must be available concurrent with development. 9J-5.016(3)(c)(4&6)

6.4 CONCLUSION

The Community Redevelopment Plan provides a framework for rehabilitation and redevelopment of the Redevelopment Area as an attractive, inviting, easily accessible, and economically successful community, which promotes a positive image for the City of Deltona. This Plan deliberately and reasonably addresses the blighted area conditions observed through the "*Finding of Necessity Report*" which has been ratified, and confirmed by the City Commission. To realize the redevelopment vision of the Plan, community leaders, business persons and residents are encouraged to support the redevelopment objectives and continue the commitment over time in order for the vision to be successfully implemented into reality.

Realization of the Redevelopment Plan is a 20-year effort. The CRA will perform an annual review of the Plan and prepare an annual report and budget. The CRA may elect to update and amend the Plan every five years contingent on County review and approval.

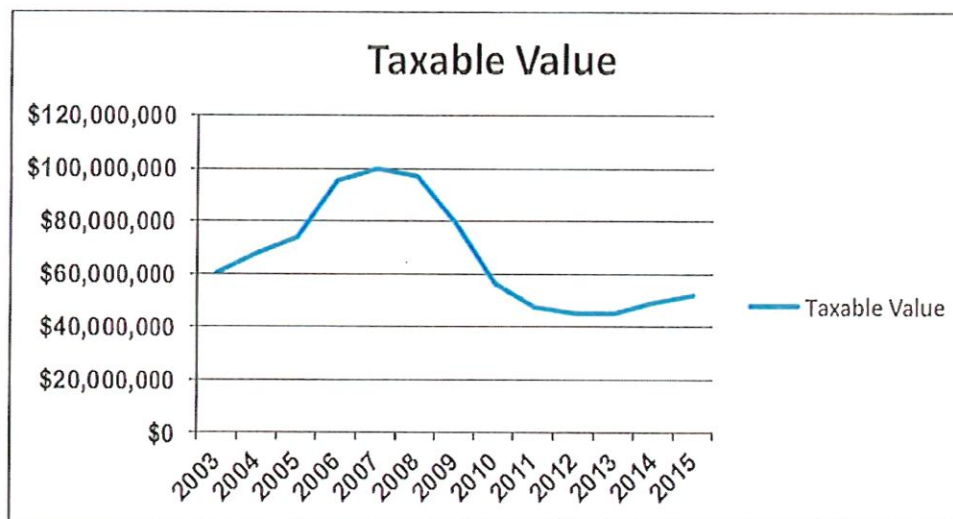
This 20-year duration is necessary due to the extent of defunct infrastructure; and the low increment revenue projections, which will take nearly 10 years to start realizing appreciable revenue to use to leverage other funding sources for the improvements. It is further noted that the estimated increment revenues by year 20 will be \$8,021,807 and that amount will be used to strategically create safer corridors.

It is important to note that the increment revenue estimates over the 20-year period fall short of the estimated costs to undertake the projects identified in this Plan to mitigate and reverse blight factors. The City believes that it will take the full 20 years to realize the dollars necessary to undertake the redevelopment initiatives identified within the Plan. However, the City understands the County's desire to limit the duration of community redevelopment areas to something less than the maximum allowed. It is possible that economic conditions may improve more than what the increment revenue forecast currently demonstrates, and the City may be fortunate to acquire other funding sources, yet to be identified. Understanding this, the City suggests completing a sunset review with the County in year 2036. The intent of 2036 review is to determine if the redevelopment objectives, initiatives, and projects have been successful in reversing blight conditions as described within the *"Finding of Necessity Report"* and the Plan. If it is jointly determined that the CRA has accomplished the primary objectives outlined in the Plan, or most recent updates, then the date for the sunset for the Redevelopment Area can be re-established for a period of 20 years.

APPENDIX A TAX INCREMENT FINANCING

Using information from the City and Volusia County, SPG performed numerous analyses based on different growth scenarios. Volusia County and the City of Deltona experience significant ad valorem revenue (property taxes) as a result of the Great Recession. The historic ad valorem revenue stream for the City since 2003 has been impacted by two major events: the "Housing Bubble" and the "Great Recession". The City of Deltona and the proposed CRA area experienced significant growth in ad valorem tax revenue until its peak in 2007 after which revenues declined significantly to below the 2003¹ levels. Revenue bottomed out in 2013.

Figure 1, Historical Taxable Values



Source: Strategic Planning Group, Inc., 2015

Both the "Housing Bubble" and "Great Recession" are unique events which should not occur again, at least not in the Plan's 20 year horizon. If one were to use this 2003-2015 historic trend line to forecast future revenues, the result would result in declining revenue trends which does not reflect the trends of the last two years.

While CRA ad valorem revenue bottomed out in 2013 they are significantly below even 2003 (12 years) taxable values. SPG, for analytical reasons only, forecast future revenues using various short term growth rates (2012-2015, 2013-2015 and 2014-2015). The calculations are based on the following millage rates:

City 7.99 mills
County 6.8709 mills

¹ Last data available to SPG.

Table 1, Different TIF Calculations using recent growth in taxable property values

Growth Rate Year	Based on 2012-2015 4.4177%				Based on 2014-2015 5.7634%				Based on 2013-2015 7.1790%			
	Growth in Taxable Value				Growth in Taxable Value				Growth in Taxable Value			
	Tax Increment @ .95%	City TIF Revenue	County TIF Revenue	Tax Increment @ .95%	City TIF Revenue	County TIF Revenue	Tax Increment @ .95%	City TIF Revenue	County TIF Revenue	Tax Increment @ .95%	City TIF Revenue	County TIF Revenue
2015	\$51,771,627	\$17,360	\$14,946	\$51,771,627	\$22,649	\$19,499	\$51,771,627	\$22,649	\$19,499	\$51,771,627	\$28,211	\$24,299
2016	\$54,058,742	\$2,172,759	\$30,553	\$54,755,457	\$2,834,639	\$40,123	\$55,488,312	\$3,530,851	\$55,488,312	\$3,530,851	\$38,448	\$30,321
2017	\$56,446,895	\$4,441,505	\$30,553	\$57,911,259	\$5,832,650	\$40,123	\$59,471,818	\$7,315,181	\$59,471,818	\$7,315,181	\$50,856	\$38,222
2018	\$58,940,550	\$6,810,477	\$46,849	\$61,248,943	\$9,003,450	\$61,938	\$63,741,300	\$11,371,189	\$63,741,300	\$11,371,189	\$50,856	\$38,222
2019	\$61,544,366	\$9,284,102	\$63,865	\$64,778,993	\$12,356,998	\$85,732	\$68,317,288	\$15,718,378	\$68,317,288	\$15,718,378	\$125,590	\$108,127
2020	\$64,263,212	\$11,867,006	\$81,633	\$68,512,496	\$15,903,825	\$109,402	\$73,221,786	\$20,377,651	\$73,221,786	\$20,377,651	\$162,817	\$140,178
2021	\$67,102,168	\$14,564,014	\$100,186	\$72,461,177	\$19,655,073	\$135,207	\$78,478,378	\$25,371,413	\$78,478,378	\$25,371,413	\$202,718	\$174,530
2022	\$70,066,540	\$17,380,168	\$119,558	\$76,637,438	\$23,622,521	\$162,499	\$84,112,341	\$30,723,678	\$84,112,341	\$30,723,678	\$245,482	\$211,348
2023	\$73,161,870	\$20,320,751	\$139,786	\$81,054,396	\$27,818,631	\$191,364	\$90,150,766	\$36,460,182	\$90,150,766	\$36,460,182	\$291,312	\$250,810
2024	\$76,393,942	\$23,391,199	\$186,896	\$85,725,923	\$32,256,581	\$221,893	\$96,622,689	\$42,608,509	\$96,622,689	\$42,608,509	\$340,442	\$293,104
2025	\$79,768,797	\$26,597,311	\$242,513	\$90,666,691	\$36,950,311	\$254,181	\$103,559,232	\$49,198,225	\$103,559,232	\$49,198,225	\$393,094	\$338,435
2026	\$83,292,743	\$29,945,060	\$305,992	\$95,892,217	\$41,914,561	\$283,330	\$110,993,749	\$56,261,015	\$110,993,749	\$56,261,015	\$449,576	\$387,020
2027	\$86,972,366	\$33,440,703	\$329,261	\$101,418,914	\$47,164,923	\$324,448	\$118,961,990	\$63,830,845	\$118,961,990	\$63,830,845	\$510,008	\$439,092
2028	\$90,814,545	\$37,090,772	\$326,355	\$107,264,139	\$52,717,886	\$362,646	\$127,502,272	\$71,944,112	\$127,502,272	\$71,944,112	\$574,833	\$494,904
2029	\$94,826,459	\$40,902,090	\$326,808	\$113,446,250	\$58,590,892	\$403,047	\$136,655,660	\$80,639,831	\$136,655,660	\$80,639,831	\$644,312	\$554,721
2030	\$99,015,607	\$44,881,781	\$338,605	\$119,984,664	\$64,802,385	\$445,776	\$146,466,170	\$89,959,815	\$146,466,170	\$89,959,815	\$718,779	\$618,834
2031	\$103,389,820	\$49,037,283	\$337,327	\$126,899,916	\$71,371,875	\$490,967	\$156,980,976	\$99,948,881	\$156,980,976	\$99,948,881	\$798,592	\$687,548
2032	\$107,957,272	\$53,376,363	\$367,176	\$134,213,725	\$78,319,993	\$538,763	\$168,250,640	\$110,655,062	\$168,250,640	\$110,655,062	\$894,134	\$761,196
2033	\$112,726,500	\$57,907,130	\$362,678	\$141,949,062	\$85,668,563	\$584,492	\$180,329,354	\$122,129,840	\$180,329,354	\$122,129,840	\$975,817	\$840,131
2034	\$117,706,419	\$62,638,052	\$430,887	\$150,130,220	\$93,440,663	\$642,778	\$193,275,198	\$134,428,392	\$193,275,198	\$134,428,392	\$1,074,083	\$924,733
2035	\$122,906,335	\$67,577,973	\$464,869	\$158,782,895	\$101,660,705	\$699,324	\$207,150,424	\$147,609,857	\$207,150,424	\$147,609,857	\$1,179,403	\$1,015,408
		\$4,902,876	\$4,221,137		\$7,046,278	\$6,066,502					\$9,748,462	\$8,392,950
		Total TIF	\$9,124,013		Total TIF	\$13,112,780		Total TIF		Total TIF	\$18,141,412	\$18,141,412

Source: Strategic Planning Group, Inc., 2015

Using the 2012-2015 growth trend, the CRA would not reach its 2007 peak valuation until 2031. The 2014-15 growth trend would not reach its 2007 peak until 2027, while the 2013-2015 growth rate would reach the peak 2007 taxable value by 2025.

Based on the calculations above, taxable property values increases from 4.4177% to 7.1790%, resulting in the CRA TIF revenues (over the 20 year planning period) ranges from \$9.1 million to \$18.1 million.

The results of the improvements to the CRA transportation network as well as major improvements to the existing visual and structural blight, should improve the overall economic vitality of the area. Even given this assumption, SPG believes a conservative TIF revenue generation rate below the above referenced calculations should be used. For the purpose of this Plan, a 4% growth rate was assumed. Using the 4% growth in taxable property values, the CRA's TIF revenues is projected at a little over \$8 million.

Table 2, TIF 20 Year Estimates

Best Conservative Estimate				
Growth Rate	4.00%			
Year				
		Tax Increment @ .95%	City TIF Revenue	County TIF Revenue
2015	\$51,771,627			
2016	\$53,842,492	\$1,967,322	\$15,719	\$13,533
2017	\$55,996,192	\$4,013,337	\$32,067	\$27,608
2018	\$58,236,039	\$6,141,192	\$49,068	\$42,245
2019	\$60,565,481	\$8,354,161	\$66,750	\$57,468
2020	\$62,988,100	\$10,655,650	\$85,139	\$73,300
2021	\$65,507,624	\$13,049,197	\$104,263	\$89,765
2022	\$68,127,929	\$15,538,487	\$124,153	\$106,889
2023	\$70,853,046	\$18,127,348	\$144,838	\$124,698
2024	\$73,687,168	\$20,819,764	\$166,350	\$143,219
2025	\$76,634,655	\$23,619,877	\$188,723	\$162,481
2026	\$79,700,041	\$26,531,993	\$211,991	\$182,514
2027	\$82,888,043	\$29,560,595	\$236,189	\$203,347
2028	\$86,203,565	\$32,710,341	\$261,356	\$225,014
2029	\$89,651,707	\$35,986,076	\$287,529	\$247,548
2030	\$93,237,775	\$39,392,841	\$314,749	\$270,983
2031	\$96,967,286	\$42,935,876	\$343,058	\$295,356
2032	\$100,845,978	\$46,620,633	\$372,499	\$320,703
2033	\$104,879,817	\$50,452,781	\$403,118	\$347,065
2034	\$109,075,010	\$54,438,214	\$434,961	\$374,480
2035	\$113,438,010	\$58,583,064	\$468,079	\$402,993
			\$4,310,595	\$3,711,212
			Total TIF	\$8,021,807

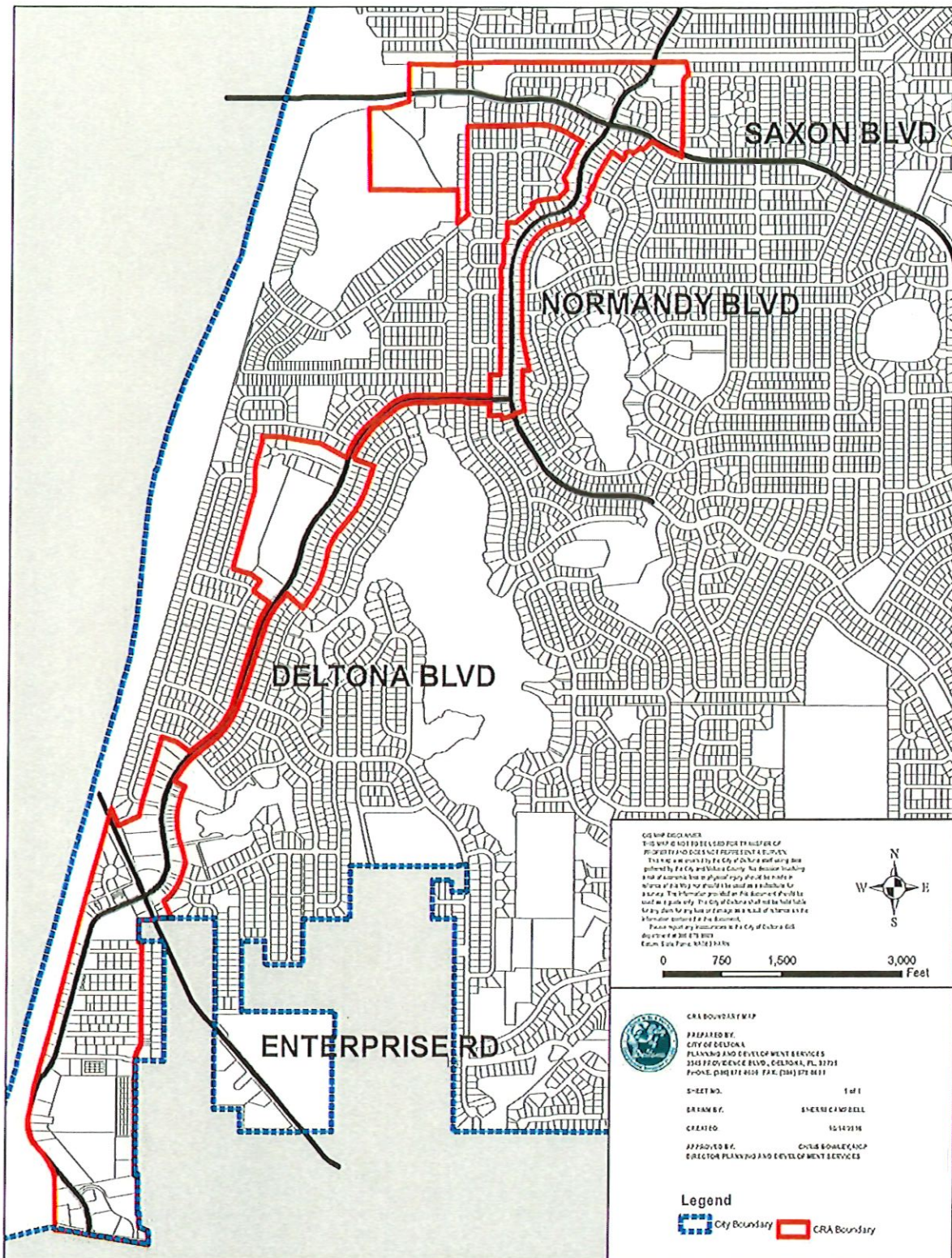
Source: Strategic Planning Group, Inc., 2015

APPENDIX B CAPITAL IMPROVEMENT PLAN

Southwest Deltona 20- Year CRA with 5-Year Capital Plan(s): 2016-2036							Totals	TIFF	
		FY: 2016-2021 Capital Budget	FY: 2022-2026 Capital Planned	FY: 2027-2031 Capital Planned	FY: 2032-2036 Capital Planned	Proj. Total Capital - 2036		Contribution	City/County
CRA 20-YEAR PROJECT SCHEDULE AND COSTS ESTIMATE									
YEAR	Enter project titles below	Enter 5-Year Increment Totals				Total cost of projects will total here (across)			
1st SYR: Item 1	9% Survey, Engineering, Permitting, etc.	202,600				202,600			
1st SYR: Item 2	6% CEI Services	134,000				134,000			
1st SYR: TOTAL	Subtotal First Phase-First 5 Years	337,400				337,400	\$337,400.00	CITY	
2nd SYR: Item 1	Saron North of Normandy/Water, Reclaimed Water, Sewer		1,425,000			1,425,000			
2nd SYR: Item 2	3% Mobilization, Bonds, Indemnity, etc.		67,600			67,600			
2nd SYR: TOTAL	Subtotal Second Phase-Second 5 Years		1,492,600			1,492,600	\$1,492,600.00	CITY	
3rd SYR: Item 1	Estimated Land Acquisition			600,000		600,000			
3rd SYR: Item 2	Normandy & Deltona Intersection Improvements			1,000,000		1,000,000			
3rd SYR: Item 3	S. Deltona (Enterprise-Dirksen) 4-Lane & Reconst. w/in 80' ROW			4,750,000		4,750,000			
3rd SYR: Item 4	Deltona/Dirksen Intersection Improvement and mast arm			450,000		450,000			
3rd SYR: Item 5	Deltona/Enterprise Intersection Improvements and mast arm			450,000		450,000			
3rd SYR: Item 6	3% Mobilization, Bonds, Indemnity, etc.			169,500		169,500			
3rd SYR: Item 7	9% Survey, Engineering, Permitting, etc.			508,500		508,500			
3rd SYR: Item 8	6% CEI Services	-	-	339,000	-	339,000			
3rd SYR: TOTAL	Subtotal Third Phase- Third 5 Years	-	-	8,167,000	-	8,167,000	\$4,083,500.00	CITY/COUNTY (Grant Match)	
4th SYR: Item 1	Normandy Blvd. Reconstruction and 4 Lining				4,250,000	4,250,000			
4th SYR: Item 2	3% Mobilization, Bonds, Indemnity, etc.				127,500	127,500			
4th SYR: Item 3	9% Survey, Engineering, Permitting, etc.				382,500	382,500			
4th SYR: Item 4	6% CEI Services				155,000	155,000			
4th SYR: Item 5	Estimated ROW Land Acquisition				600,000	600,000			
4th SYR: TOTAL	Subtotal Fourth Phase-Fourth 5 Years	-	-	-	5,515,000	5,515,000	\$2,757,000.00	CITY/COUNTY (Grant Match)	
4th-5						-			
TOTAL	Totals 20-Year CRA (suggest add 10%)	\$ 337,400	\$ 1,492,600	\$ 8,167,000	\$ 5,515,000	\$ 15,511,000	\$8,670,400.00		

APPENDIX C STRATEGIC PLAN

APPENDIX D LEGAL DESCRIPTION



COLUMBIA UNIVERSITY
 THIS MAP IS NOT TO BE USED FOR THE PURPOSE OF
 PROVIDING AND COUNCIL REPRESENTATION.
 This map was prepared by the City of Deltona and is not
 intended to be used for any other purpose. The City of Deltona
 is not responsible for any errors or omissions in this map.
 The information provided in this document is for informational
 purposes only. The City of Deltona is not responsible for any
 errors or omissions in this document. The City of Deltona is
 not responsible for any errors or omissions in this document.
 Document # 2014-01-01
 Date: 1/1/2014



0 750 1,500 3,000
 Feet



CRA BOUNDARY MAP
 PREPARED BY:
 CITY OF DELTONA
 PLANNING AND DEVELOPMENT SERVICES
 3545 PROVIDENCE BLVD., DELTONA, FL 32725
 PHONE: (386) 271-1011 FAX: (386) 271-1011

SHEET NO. 1 of 1
 DRAWN BY: SHERIE C. WOODS
 CREATED: 10/14/2016
 APPROVED BY: CYNTHIA BOHLENCEK
 DIRECTOR PLANNING AND DEVELOPMENT SERVICES

Legend

City Boundary CRA Boundary

