

Background

Since the last submission to the reviewing agencies, the Restoration DRI has undertaken a major shift in direction.

The City of New Smyrna Beach has communicated to the Applicant that the City is not ready to accept the Restoration project in the near term. Growth in the City was occurring from Pioneer Trail south and along Airport Road, in Venetian Bay, north of SR 44. While the City is trying to cope with growth north of SR 44, the City expressed an open concern about leap frog development within their planned Western Annexation Area and the exacerbation of that trend if Restoration was added. Furthermore, the Applicant had always planned on developing the New Smyrna Beach portions of the project in a later part of Phase II and Phase III. Therefore, the Applicant has chosen to delete the 1,515± acres located in the City of New Smyrna Beach from the Restoration DRI project. By design, all development, planned infrastructure improvements, restoration activities and the extension of Airport Road to the project have been eliminated at this time. However the Applicant retains easement rights to extend Williamson Blvd. south of SR 44 to the project site, which remains part of the overall program.

Responses included in this RAI #3 reflect the removal of these lands and proposed development program. Exhibits, tables and DRI legal description have all been revised to reflect this change in direction. The new DRI project acreage in the City of Edgewater is 5,181± acres.

Development Plan (Map H) and Development Program

In addition, the Applicant has made significant changes in the overall Development Plan and program as a result of input received by a number of the commenting agencies and organizations. The revised Restoration Master Development Plan (Map H) incorporates the intent of Volusia County's Map A by preserving all lands intact within the Spruce Creek Swamp corridor located on the western side of the property. This very important corridor connects habitats to the north and to the south in the creek system. Proposed development on the east side of the project site was shifted closer to I-95 and moved around to preserve two major north-south wetland strands that extend off the property to the north and south on the revised development plan. As originally proposed, wildlife corridors extending east to west across the property will serve as connections between Spruce Creek Swamp and interior preservation areas/habitats. Roads crossing the wildlife corridors will either be bridged or contain culverts serving as passageways promoting wildlife movement.

The proposed development footprint has been revised to shift development more toward I-95 on the eastern side of the project and to move development around to preserve the north-south wetland strands pursuant to Volusia County's Map A. The project continues to strive to offer a balance between the value of the wildlife habitat on the site, its "fit" into the regional perspective for conservation lands, and the property owners' desire to develop their land. The owners are still proposing to improve the habitats that remain, which represent more than 66% of the project area, by performing perpetual management to enhance and restore pine flatwoods and seasonally flooded wetlands.

Restoration will be a model of environmental sustainability and ingenuity and is taking shape in a transect-based new urbanist plan where these principles are employed throughout the development. An extensive recreation trail system and a Conservation Hamlet of 500 homes is designed to allow the entire community to interact with and experience the natural environment. This, together with a one and one-half mile lake system set in a pristine, natural treed

environment will feature an abundance of wildlife, birds and fishing opportunities.

A comparison of the previous Map H to the newly proposed **Map H, Master Development Plan (Revised)** shows that the locations the residential units have essentially been swapped. Age restricted residential has been removed from the development program and replaced with age targeted residential housing, which can occur anywhere residential is permitted in the project. Two distinct development nodes have been created on the property including a eastern development node where the majority if the Restoration project is planned and smaller unique area clustered in the western portion of the site called a Conservation Hamlet.

The Applicant is proposing to increase the overall build out development program. This represents a marked change from the RAI # 2 submission as shown on the revised **Table 10-2 Phased Development** included in **Question 10, General Project Description**. The proposed development program includes all 8,500 residential units in Edgewater. The non-residential uses in the development program have been increased to affect a better jobs to housing balance in the project. Phase II and Phase III of the DRI includes the majority of the program changes in residential and non-residential uses.

In addition to featuring an excellent balance of jobs and housing on site, the Restoration plan accommodates virtually the entire community of 8,500 units within a 10 minute walk of key amenities and supporting non-residential uses. The main organizing feature of the plan is a multi-way boulevard that is designed to be transit ready and will connect a broad range of housing and supporting mixed land uses to the workplace and the town center.

The multi-way boulevard has been planned and designed to accommodate a transit system linking the Mixed Use Town Center with a high density mixed-use development corridor of 85 acres and the office oriented Workplace. The walkable compact development corridor will feature approximately 2,500 dwelling units and 1.3 million square feet of various mixed-use development. The overall planned density of 6 units per acre provides for a significant amount of pedestrian interaction and connectivity where multiple neighborhood parks and open spaces are all integrated into a pedestrian friendly walkable environment that is highly amenitized.

The transit ready compact walkable design configuration and balance of jobs and housing within the Restoration plan will allow onsite capture and internalization of over 50% of the vehicular trips that would normally exit the property. The great benefit of this strategy is a significant reduction of vehicle miles traveled per household with a corresponding reduction in greenhouse gas emissions that make Restoration a cutting-edge model of future development in the Central Florida region.

Need for the Project

In response to questions raised on the Need Analysis, Fishkind Associates has once more revisited the methodology, analysis and conclusions. As part of the Question 10 response, the Applicant has included the revised data and analysis provided by Fishkind & Associates.

Wetlands and Ecology

The overall wetland lines have been updated for the project as a result of the jurisdictional determination study which is virtually completed with the St. Johns River Water Management District. A new digital map (**Map F-4, Wetland Impact Analysis**) showing overall wetland impact has been provided based on the completed detail field work.

Map G-1, Wildlife Census dealing with the Wildlife Census for the site has been completed and is included. Finally, a draft copy of the **Site Management and Mitigation Plan (SMMP)** has been included on the CD provided for review and comment.

Flood Plain and Water Supply

An overall summary of the flood plain and storm water management analysis has been updated for Questions 16 and 19 of the submittal, now that the long awaited flood plain study has been completed. Due to the complexity and size of the **Restoration Existing Conditions Analysis and 100-year Flood Study** final study product, the Applicant will provided under separate cover a completed study to select review agencies.

Affordable/Workforce Housing

As a result of the revised Development Program, an updated **Question 24, Housing** response dealing with affordable/workforce housing demand is included in the response.

Public Facilities and Services

All of the appropriate tables and figures dealing with water supply, waste water, solid waste, and storm water have been updated with the respected ADA questions attached. In addition, the Applicant has provided a revised **Question 11, Revenue Generation Summary** along with an updated Fiscal Impact Analysis for the City of Edgewater.

Transportation

Prior to the Question 21 responses is a summary of the transportation issues and the Applicant's response. The detailed analysis associated with this response will provided in Volume II to select review agencies.

Mapping

As noted earlier, all the appropriate exhibits have been updated to reflect the deletion of the New Smyrna Beach property and/or revisions to the data. A CD has been furnished with a complete digital copy of the exhibits to the ECFRPC.