Turnbull Creek Land Preservation Committee
Monday, August 17, 2026 at 3:00 PM

City Commission Chambers
214 Sams Avenue, New Smyrna Beach, Florida 32168

1. CALL TO ORDER

A. Roll Call

2. PUBLIC PARTICIPATION

3. APPROVAL OF MINUTES

3.A Consider the adoption of the minutes from the Turnbull Creek Land Preservation Committee regular meeting held on Monday, May 18, 2026.

PRESENTATION

Guest Speaker - Kelli McGee, Director of the Riverside Conservatory
For informational purposes only.

4. STAFF REPORTS

4.A Properties Acquired Since 18 May Meeting
For informational purposes only. No action required.

4.B King Properties (Map ID #106, #106A, & #107) Update
For informational purposes only.

4.C Taborda Properties (Map IDs "103 & #104 Update
For informational purposes only.

4.D Pappas Property (Map ID #119) on SR 44 Update
For informational purposes only.

5. OLD BUSINESS

5.A 1965 Jungle Road (Overstreet) Property Update & Discussion.
Discuss and direct.

5.B NWC Halleck & Enterprise Update & Discussion.
Update and discuss. No action required.

5.C Potential Projects and Funding Sources
List of projects to seek funding for and potential funding sources.

6. NEW BUSINESS/DISCUSSION ITEMS

6.A Land Purchase Priorities
Prioritize the acquisition of Properties #9 (Kane), #11 (Sofiak) wetlands only, #79 (Ellison), #103/104 (Taborda), #105 (Ford), #106/106A/107 (King), #117 (Overstreet), #119 (Pappas), #125 (Halleck/Enterprise), and #153 (mitigation area) from 1 to 10 and identify any other parcels of high priority to purchase.

6.B Created Wetland Behind Ollie's (Map ID #153)
Approval to obtain two appraisals of this portion of the shopping center property if the owner expresses an interest in selling off the mitigation area.

6.C Naming/Renaming Properties
Establish "official" names for the properties acquired through the Turnbull Bond funds.

6.D Turnbull Creek - Old Mission Regional Resilience Corridor Whitepaper
Discussion & recommendations.

7. COMMITTEE COMMENTS

8. ADJOURNMENT

Pursuant to Florida Statutes 286.0105, if an individual decides to appeal any decision made by the board, agency or commission of the City of New Smyrna Beach with respect to any matter considered at this meeting, a record of the proceedings will be required and the individual will need to ensure that a verbatim transcript of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based. Such person must provide a method for recording the proceedings.

In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk's office in person or by mail at 210 Sams Avenue, New Smyrna Beach, Florida 32168, (386) 410-2630, prior to the meeting.

THE CITY OF NEW SMYRNA BEACH - CITY CLERK'S OFFICE

CONSIDER THE ADOPTION OF THE MINUTES FROM THE TURNBULL CREEK LAND PRESERVATION COMMITTEE REGULAR MEETING HELD ON MONDAY, MAY 18, 2026.

August 17, 2026

Background:

The Turnbull Creek Land Preservation Committee held a meeting on Monday, May 18, 2026. The meeting minutes are attached for your review and adoption consideration.

Fiscal Analysis:

N/A

Strategic Plan Item:

No

Staff Report Created By: Kohn Evans

Attachments:

Turnbull Creek Land Preservation Committee Minutes - May 18, 2026.pdf

Turnbull Creek Land Preservation Committee
Monday, May 18, 2026 at 3:00 PM

City Commission Chambers
214 Sams Avenue, New Smyrna Beach, Florida 32168

1. CALL TO ORDER

Having been duly advertised as required by law, the regular meeting of the Turnbull Creek Land Preservation Committee of the City of New Smyrna Beach, Florida, was held on Monday, May 18, 2026, at the City Commission Chambers, 214 Sams Avenue, New Smyrna Beach, Florida 32168.

Chair Donna Athearn called the meeting to order at 3:00 p.m.

Present: Chair Donna Athearn, Member Werner, Members William Robitzsch and Randy Hartman.

Absent: Vice Chair Chip Weston

2. APPROVAL OF MINUTES

2.A Consider the adoption of the minutes from the Turnbull Creek Land Preservation Committee regular meeting held on Monday, February 16, 2026.

Motion: Member Hartman moved to adopt the meeting minutes from the Turnbull Creek Land Preservation meeting held on Monday, February 16, 2026. Member Werner seconded. The motion passed by unanimous vote.

3. PUBLIC PARTICIPATION

The following citizens spoke in favor of the purchase of the property on the corner of Halleck and Enterprise.

Linda Vandusen, 765 Pine Shores Circle

Steve Clavelle, 675 Middlebury Loop
Terry Palmer, 605 Glendevon Drive
Tammy Smileck, 2151 Pioneer Trail
Katie Mitciff, 2151 Pioneer Trail
Jeff Hostetler, 528 Millrun Drive
Katie Adams, 1232 Wayne Avenue
Caroline Pepin, 660 Middlebury Loop
Robert Boardamen, 519 Mill Run Drive
Brett Goldstein, 531 Cedaredge Drive
Roberta Crock, 2151 Pioneer Trail
Marta Degennaro, 537 Cedaredge Drive
Stacy Ferner, 1232 Wayne Avenue
Arlene Geobotton, Middlebury Loop
Marcel Donestotalmy, Middlebury Loop
Nancy Homan, 1361 Wanye Avenue
Marie Given, 826 Pine Shores Circle

4. OLD BUSINESS

5. NEW BUSINESS/DISCUSSION ITEMS

5.A Introducing Larry Wheatcraft, the City's new Grant Manager.

Tony Miller (Natural Resource Manager) introduced the City's new grant manager Larry Wheatcraft.

5.B Discussion: Update on Acquisitions

The Natural Resource Manager gave an update on the properties that have been approved for purchase by the Commission.

5.C Discussion and Consideration of the property located at 1964 Jungle Road for Turnbull Creek Conservation (Property #117 – Overstreet).

Motion: Member Robitzsch moved to order the appraisal for the parcel #125 property. Member Werner seconded. The motion passed 3-1. Member Hartman voting no.

5.D Discussion and Consideration of the property located at Northwest corner of Halleck and Enterprise for Turnbull Creek Conservation. Addition of Property #125 (NWC Halleck & Enterprise)

Motion: Member Werner moved to order the appraisal for the parcel #125 property. Member Robitzsch seconded. The motion passed by unanimous vote.

5.E Discussion and Reconsideration of the Pinkerton Properties for Turnbull Creek Conservation (Properties #113 and #114).

No motion.

5.F Discussion and Consideration of the Addition of Sixteen Hammock Garden Lots to the Potential Acquisition List for Turnbull Creek Conservation. (Properties #136 through #151)

No motion.

5.G Discussion and Consideration of the Addition of Sixteen Properties between Colony Park Road & Otter Blvd to the Potential Acquisition List for Turnbull Creek Conservation. (Properties #128 - #131)

No motion.

5.H Discussion and Consideration of the Addition of Sixteen Properties between Jungle Road and Linda Road to the Potential Acquisition List for Turnbull Creek Conservation. (Addition of Properties #134 - #136)

No motion.

5.I Discussion and Consideration of the Addition of the Properties between the Turnbull Trace properties and Otter Boulevard to add to the Potential Acquisition List for Turnbull Creek Conservation. Addition of Properties #132 & 133 (Hayman)

No motion.

5.J Discussion and Consideration of Acquisition of Turnbull Creek Wetlands/Mangrove Islands.

No motion.

5.K Prioritization of Projects and Initiatives to Advance the Conservation Efforts within the Turnbull Creek Watershed.

No motion.

6. COMMITTEE COMMENTS

None

7. STAFF REPORTS

Staff requested the members suggest projects and properties they may be thinking about at the next meeting.

8. ADJOURNMENT – 4:36PM

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

GUEST SPEAKER - KELLI MCGEE, DIRECTOR OF THE RIVERSIDE CONSERVATORY

August 17, 2026

Background:

To explain how the Riverside Conservatory can partner with the city to preserve and maintain the properties the city has bought under the Turnbull Creek Preservation initiative.

Fiscal Analysis:

TBD

Strategic Plan Item:

Yes

Staff Report Created By: Ralph Miller - Natural Resource Manager

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

PROPERTIES ACQUIRED SINCE 18 MAY MEETING

August 17, 2026

Background:

Three properties have been closed on since the 18 May Committee meeting.

- Bowlin/Malecki property (Map ID 108) on Paige Avenue was closed successfully on 18 June.
- Stagina property (Map ID 122) at 101 Linda Road was closed successfully on 9 July.
- Stewart property (Map ID 68) on Jungle Road was closed successfully on 11 August.
- Polczynski/Lisk property (Map ID 37) at 835 Bay Drive is to be closed on 27 August.

These acquisitions bring the total acquired with funds from the Turnbull bonds to 251.6 acres.

Findings:

See above...

Fiscal Analysis:

Purchase of the four properties listed above cost approximately $1,405.890. In addition, appraisals totaling $11,550 have been paid. The funds remaining from the Turnbull bonds is approximately $3,353,000.

Strategic Plan Item:

Yes

Staff Report Created By: Ralph Miller - Natural Resource Manager

Attachments:

Turnbull Creek Program Summary.pdf

Table 3

Turnbull Creek Parcel Evaluation and Prioritization Summary Memo

Map ID Number	Owner	8/14/2018 Resolution 29-18	11/6/2018 Bond Referendum	9/30/2019 Consolidated Target Parcels	11/4/2019 S&ME Combined Scoring Rank	11/4/19/2019 S&ME Environmental Significance Ranking	11/4/2019 S&ME Economic Development Potential Ranking	2/20/2020 Target Parcels	4/2/2021 Prirority	1/2026 Priority	5/2026 Priority	Purchase Price	Status
South of FEC Railroad Tracks													
2	Garthwaite		Included	Included	3	4	14		3(CE)	2			Developed.
3	Confidential		Included	Included	16	20	18		3 (CE)	2			Developed.
4	Tumblin		Included	Included	15	19	1		3 (CE)	1			New house built on property. Letter sent 1/14/2026. No response.
5	Kopp		Included	Included		31	34		UR (CE)				
6	Whiteley		Included	Included		32	23		UR (CE)				
7			Included	Included		36	32		UR (CE)				
8	Kopp		Included	Included		39	22		UR (CE)				Property was listed for sale. Letter send 3/9/2026. No response.
9	Kane		Included	Included		30	19		UR (CE)	1			Offer of $267,500 accepted.
10	Fernandez		Included	Included		44	12		UR (CE)				
11	Sofiak		Included	Included	25	28	26		3 (CE)	1			Last sold 11/25/2025. In negotiations. Awaiting appraisals.
12	Wharton		Included	Included	24	28	3		3 (CE)	1			Negotiations ended without agreeing to terms.
13	Hidden Lake Village		Included	Included		47	15		UR (CE)				To be preserved by conservation easement by developer.
14	Collins		Included	Included		21	60		UR (CE)	2			New house built 2023-2024.
15	Furqueron		Included	Included		14	63		UR (CE)	2			Letter sent 1/26/2026. No response.
16A	Doyle		Included	Included		12	50		UR (CE)	2			Developed.
16B	Del Mar Company		Included	Included		12	50		UR (CE)	2			Subdivided from 16A. Last sold 11/30/2025.
17	Garmon		Included	Included		6	36		UR (CE)	2			Last sold 4/10/2025. Developed.
18	Norton		Included	Included	19	14	30		UR (CE)	2			Developed.
19	Lee		Included	Included		15	19		UR (CE)	2			Last sold 7/14/2020. Developed.
20	Zona		Included	Included	17	12	28		UR (CE)	2			Last sold 9/13/2023. Developed. Built 2002.
21	Peterson		Included	Included		8	61		UR (CE)	2			Last sold 6/14/2022. Developed.
22	Pietrowski		Included	Included		17	63		UR (CE)	2			Last sold 12/29/2025. Developed.
23	Cueto		Included	Included		8	51		UR (CE)	2			Last sold 8/8/2024. Developed.
24	Shover		Included	Included		15	56		UR (CE)	2			Last sold 6/5/2018. Developed.
25	Benishek		Included	Included		16	54		UR (CE)	2			Last sold 9/25/2019. Developed.
26	Bertalan		Included	Included		13	63		UR (CE)	2			Last sold 2/23/2020. Developed.
27	Fairgreen Village		Included	Included		37	41		UR (CE)				Common area by developer
28	Copeland		Included	Included		26	35		UR (CE)	2			Letter sent 1/26/2026. No response. Purchaed 2/16/2022.
29			Included	Included		48	63		UR (CE)				
30	Kayat		Included	Included		22	48		UR (CE)	2			Letter sent 1/26/2026. No response. Last sold 4/18.2022.
31			Included	Included		48	63		UR (CE)				
32	Kayat		Included	Included		20	53		UR (CE)	2			Letter sent 1/26/2026. No response. Last sold 3/23/2022.
33			Included	Included		46	38		UR (CE)				
34	Kayat		Included	Included		25	63		UR (CE)	2			Letter sent 1/26/2026. No response. Last sold 3/23/2022.
35			Included	Included		41	63		UR (CE)				
36			Included	Included		38	63		UR (CE)				
37	Polcynski		Included	Included		28	63		UR (CE)	2		$450,000	Commission approved purchase. Closing on or before 29 August.
38	Hudson		Included	Included		29	57		UR (CE)	2			Last sold 4/2/2026. Developed.
39	Confidential		Included	Included		27	63		UR (CE)	2			Last sold 2/25/2016. Mobile home.
40	Barras		Included	Included		23	63		UR (CE)	2			Last sold 11/17/2025. Developed.
41	Hoffman		Included	Included		24	63		UR (CE)	2			Last sold 3/25/2024. Developed.
42			Included	Included		34	59		UR (CE)				
43			Included	Included		35	47		UR (CE)				
44	Woods		Included	Included		18	62		UR (CE)	2			Last sold 3/20/2011. Developed.
45			Included	Included		33	33		UR (CE)				
46	Newsom		Included	Included		14	63		UR (CE)	3			Last sold 10/24/2021. Developed.
47	Dail		Included	Included		49	63		UR (CE)	2			Last sold 9/13/2023. Developed.

Table 3

Turnbull Creek Parcel Evaluation and Prioritization Summary Memo

Map ID Number	Owner	8/14/2018 Resolution 29-18	11/6/2018 Bond Referendum	9/30/2019 Consolidated Target Parcels	11/4/2019 S&ME Combined Scoring Rank	11/4/19/2019 S&ME Environmental Significance Ranking	11/4/2019 S&ME Economic Development Potential Ranking	2/20/2020 Target Parcels	4/2/2021 Prirority	1/2026 Priority	5/2026 Priority	Purchase Price	Status
48	Laureano		Included	Included		49	63		UR (CE)	2			Last sold 11/6/2018. Developed.
49	Engels		Included	Included		49	63		UR (CE)	2			Not Interested. Selling to private party.
50			Included	Included		45	58		UR (CE)				
51	Bass		Included	Included	14	15	17		UR (CE)	2			Last sold 12/2/2020. Developed. House built since 2019.
52		Included	Included	Included		45	44		UR (CE)				
53		Included	Included	Included		47	49		UR (CE)				
54		Included	Included	Included		49	63		UR (CE)				
55		Included	Included	Included		43	55		UR (CE)				
56		Included	Included	Included		42	45		UR (CE)				
57		Included	Included	Included		40	52		UR (CE)				
South of Pioneer Trail													
58		Included	Included	Included		3	43		UR (CE)				
59	Turnbull Trace	Included	Included	Purchased	Excluded	Excluded	Excluded					$8,940,000	Acquired on 8/29/2019. FCT reimbursed City $3,576,492. City share was $5,576,960.
60		Included	Included	Purchased	Excluded	Excluded	Excluded						
61				Purchased	Excluded	Excluded	Excluded						
62				Purchased	Excluded	Excluded	Excluded						
63				Purchased	Excluded	Excluded	Excluded						
64				Purchased	Excluded	Excluded	Excluded						
65				Purchased	Excluded	Excluded	Excluded						
66		Included	Included	Purchased	Excluded	Excluded	Excluded						
67				Purchased	Excluded	Excluded	Excluded						
68	Stewart			Included		19	31		UR (CE)	1		$150,000	Commission approved purchase. Closing scheduled for 11 August.
South of Jungle Road													
69	Minton	Included	Included	Included	9	13	8	1	1			$750,000	Acquired on 5/6/2026 with #77
70		Included	Included	Included		2	70		UR (CE)				
71		Included	Included	Included		49	63		UR (CE)				
72		Included	Included	Included		49	63		UR (CE)				
73		Included	Included	Included		49	63		UR (CE)				
74		Included	Included	Included		49	63		UR (CE)				
75		Included	Included	Included		49	63		UR (CE)				
76		Included	Included	Included		49	63		UR (CE)				
77	Minton	Included	Included	Included	13	15	16	1	1			See #69	Acquired on 5/6/2026 with #69.
78	Gunter	Included	Included	Included	20	15	21	1	1	1			Offer of $558,000 accepted. Negotiating terms.
79	Ellison	Included	Included	Included	11	15	10	1	1	1			Letter sent 1/14/2026. No response. Second letter sent 5/8/2026 for portion of Property. No response.
South of State Road 44													
7343-06-00-0770	Dolores Street	Included		Included									
7343-06-00-0723	Publix Shopping Ctr	Included	Included	Included									
153	NSB Reg Shopping Ctr	Included	Included	Included									
80	Sea Star	Included	Included	Included	7	13	4	1	Purchased			$1,200,000	Acquired on 10/19/2020 with #91.
81		Included	Included	Included		7	63		UR (CE)				
82		Included	Included	Included		12	63		UR (CE)				
83		Included	Included	Included		13	63		UR (CE)				
84		Included	Included	Included		13	63		UR (CE)				
85		Included	Included	Included		14	63		UR (CE)				
86		Included	Included	Included		13	63		UR (CE)				
87		Included	Included	Included		13	37		UR (CE)				
88		Included	Included	Included		10	63		UR (CE)				

Table 3

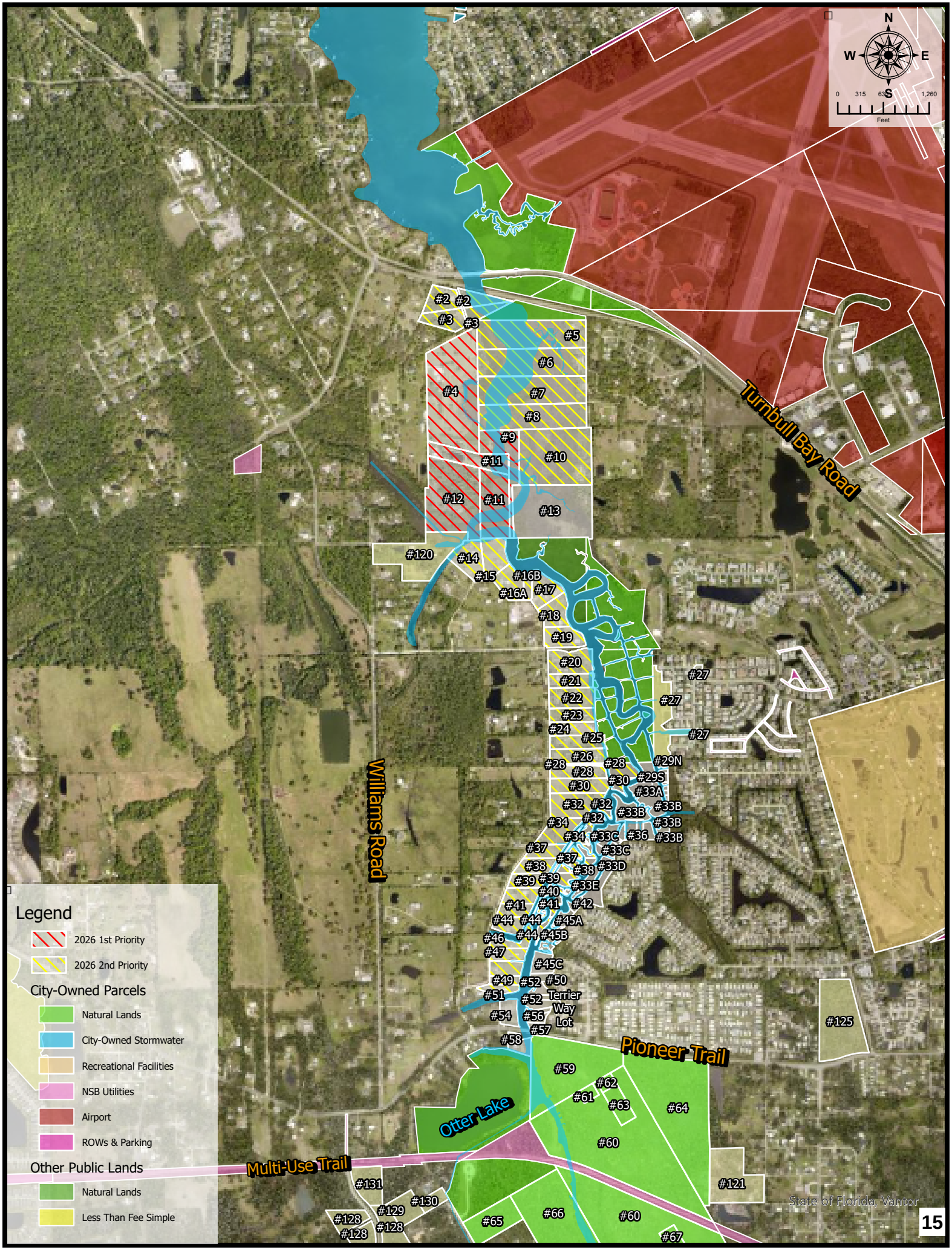
Turnbull Creek Parcel Evaluation and Prioritization Summary Memo

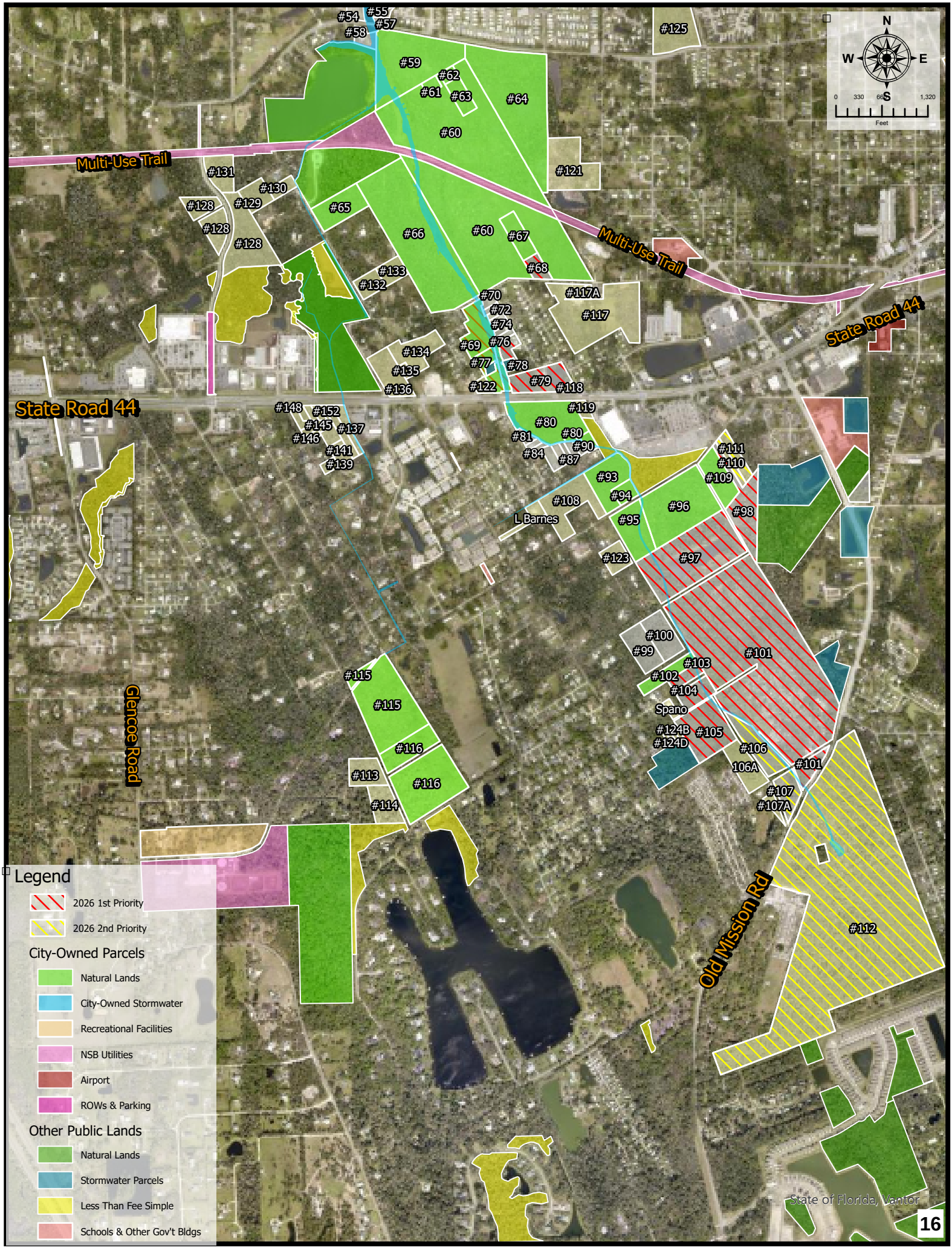
Map ID Number	Owner	8/14/2018 Resolution 29-18	11/6/2018 Bond Referendum	9/30/2019 Consolidated Target Parcels	11/4/2019 S&ME Combined Scoring Rank	11/4/19/2019 S&ME Environmental Significance Ranking	11/4/2019 S&ME Economic Development Potential Ranking	2/20/2020 Target Parcels	4/2/2021 Prirority	1/2026 Priority	5/2026 Priority	Purchase Price	Status
89		Included	Included	Included		11	42		UR (CE)				
90		Included	Included	Included		15	63		UR (CE)				
91	Sea Star	Included	Included	Included	22	15	27	1	Purchased			See #80	Acquired on 10/19/2020 with #80.
92	Wurdeman	Included	Included	Included		15	63		UR (CE)				Last sold 8/31/2022.
93	Malecki/Bowlin	Included	Included	Included	10	15	7	2	2	Purchased		$150,000	Acquired on 1/6/2024 with #94.
94	Malecki/Bowlin	Included	Included	Included	18	13	25	2	2				
95	Blossom		Included	Included	6	11	6	2	2	Purchased		$904,900	Acquired on 9/8/2025 with #96.
96	Blossom		Included	Included	8	13	5	2	2				
97	Barnes	Included	Included	Included	4	9	11	2	2	1			Letter sent 2/12/2026. No response. Second letter sent 5/8/2026 for portion W of TC.
98	Barnes			Included		1	46	2	UR (CE)	1			Letter sent 2/12/2026. No response. Second letter sent 5/8/2026.
99	Fagan			Included		15	63		UR (CE)				
100	Fagan			Included		15	53		UR (CE)				
101	Barnes	Included	Included	Included	1	5	2	2	2	1			Letter sent 2/12/2026. No response. Second letter sent 5/8/2026 for portion W of TC.
102	Johnson		Included	Included	5	9	20	2	2			$150,000	Acquired on 8/21/2025 for $150,000.
103	Taborda	Included	Included	Included	23	15	29	2	2	1			Letter sent 1/14/2026. Awaiting second appraisal report.
104	Taborda	Included	Included	Included	21	15	24	2	2	1			Letter sent 1/14/2026. Awaiting second appraisal report.
105	Ford	Included	Included	Included	15	15	13	2		1			Letter sent 1/14/2026. No response. Second letter sent 5/8/2026.
106	King	Included	Included	Included		15	40		UR (CE)	2			Made an offer. Pending negotiations.
106A	King												
107	King	Included	Included	Included	2	9	9	2	2				
108	Malecki/Bowlin							2	2			$430,000	Approved by Commission on 5/12/2026.
109	Festival							2	2	Purchased		$195,200	Acquired on 9/8/2025.
110	Kicklighter									2			Letter sent 1/27/2026. No response. Last sale 6/27/2019.
111	Kicklighter									2			Letter sent 1/27/2026. No response. Last sale 9/22/2020.
112	Mission Oaks												No activity.
113	Pinkerton												TCC voted not interested. Owner reached back out to city on 4/16/2026.
114	Pinkerton												TCC voted not interested. Owner reached back out to city on 4/16/2026.
115 & 116	Platinum									Purchased		$1,500,000	Acquired on 1/28/2025 for $1,500,000.
117	Overstreet												Owner reached out to us re puchasing the property.
117A	Overstreet												Owner reached out to us re puchasing the property.
118	Hodges												TCC voted not interested. Owner reached back out to city on 4/16/2026.
119	Pappas												Appraisals received appraisals. Have not yet made offer.
120	Powell												TCC voted not interested. Listed for $399,000.
121	Bonanza Acres												Purchased 12/22/2025.
122	Stagina											$377,000	Approved by Commission on 5/12/2026.
123	Rupke												Last sold 5/1/2024 for $240,000. Building permit approved 4/30/2026.
124A-124D	Melissa Kane												Owner contected city to see if we were interested in purchasing.
125A	NWC Halleck & Enterprise												
125B													
126	Whiteley												
127	Rachel Riley												Not considered for purchase. Pending Transform386 Acquisition/Demolition.
128	New Colony Park												
129	Schwoerer												
130	Kelly												
131	New Colony Park												E of Colony Park Road.
132 & 133	Hayman												
134 & 135	Strilla Holdings												
136	Weston												

Table 3

Turnbull Creek Parcel Evaluation and Prioritization Summary Memo

Map ID Number	Owner	8/14/2018 Resolution 29-18	11/6/2018 Bond Referendum	9/30/2019 Consolidated Target Parcels	11/4/2019 S&ME Combined Scoring Rank	11/4/19/2019 S&ME Environmental Significance Ranking	11/4/2019 S&ME Economic Development Potential Ranking	2/20/2020 Target Parcels	4/2/2021 Prirority	1/2026 Priority	5/2026 Priority	Purchase Price	Status
137	Highway 40 LLC												
138	Festival												
139-143 & 145	Dodge												
144	Valley												
146 & 147	Juliano												
148 & 149	Coats												
150-152	Tumblin												
153	GH2 NSB BB LLC												Letter sent 5/15/2026.
154	Terrier Way Lot												Listed for $59,000. Last sold 2/26/2024 for $63,500.


N
W
E
S
0
315
630
1,260
Feet
Turnbull Bay Road
Williams Road
Pioneer Trail
Otter Lake
Multi-Use Trail
Terrier Way Lot
#2 #2
#3 #3
#4
#5
#6
#7
#8
#9
#10
#11
#12 #11
#13
#120
#14
#15
#16B
#16A
#17
#18
#19
#20
#21
#22
#23
#24
#25
#26
#27
#28
#29N
#29S
#30
#33A
#32
#33B
#34
#33C
#36
#37
#33D
#38
#39
#33E
#40
#41
#42
#44
#45A
#45B
#46
#47
#45C
#49
#50
#51
#52
#54
#56
#57
#58
#59
#60
#61
#62
#63
#64
#65
#66
#67
#121
#125
#128
#129
#130
#131
Legend
2026 1st Priority
2026 2nd Priority
City-Owned Parcels
Natural Lands
City-Owned Stormwater
Recreational Facilities
NSB Utilities
Airport
ROWs & Parking
Other Public Lands
Natural Lands
Less Than Fee Simple
State of Florida, Vantor


N
W
E
S
0 330 660 1,320
Feet
Multi-Use Trail
Multi-Use Trail
State Road 44
State Road 44
Glencoe Road
Old Mission Rd
L Barnes
Spano
#54
#55
#57
#58
#59
#62
#61
#63
#64
#60
#125
#121
#131
#130
#129
#128
#128
#128
#65
#66
#60
#67
#68
#133
#132
#70
#72
#74
#69
#76
#77
#78
#79
#118
#122
#136
#135
#134
#117A
#117
#119
#148
#152
#145
#137
#146
#141
#139
#80
#80
#81
#84
#90
#87
#111
#110
#109
#93
#94
#96
#98
#95
#108
#123
#97
#100
#99
#103
#101
#102
#104
#124B
#124D
#105
#106
106A
#101
#107
#107A
#115
#115
#116
#113
#116
#114
#112
Legend
2026 1st Priority
2026 2nd Priority
City-Owned Parcels
Natural Lands
City-Owned Stormwater
Recreational Facilities
NSB Utilities
Airport
ROWs & Parking
Other Public Lands
Natural Lands
Stormwater Parcels
Less Than Fee Simple
Schools & Other Gov't Bldgs
State of Florida, Vantor
16

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

KING PROPERTIES (MAP ID #106, #106A, & #107) UPDATE

August 17, 2026

Background:

Property #107 had ranked a combined ranking of 2 with environmental and economic rankings of 9. In 2020 and 2021, Property #107 was listed priority 2 for acquisition (1 being highest, 2 being lower). This past spring, the Committee identified all three properties as priority 2 for acquisition. The appraisals of these properties was obtained. Offers of $500,000 and $525,000 was made for the purchase of all three parcels. The seller indicated that they want "substantially more for the properties". The seller ordered an independent appraisal, which he indicated he would share with us when he gets it. To date, he still is waiting on his independent appraisal. Negotiations are ongoing.

Findings:

See above...

Fiscal Analysis:

TBD

Strategic Plan Item:

Yes

Staff Report Created By: Ralph Miller - Natural Resource Manager

Attachments:

Map #106-107.pdf


N
#101
#105
#106
106A
#101
#107
#107A
Old Mission Road
#112
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Properties (#106, #107, & #106A)
State of Florida, Microsoft
18

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

TABORDA PROPERTIES (MAP IDS "103 & #104 UPDATE

August 17, 2026

Background:

Appraisals for Properties #103 and #104 have been obtained. Because ownership is slightly different on the two properties, separate appraisals had to be obtained.

Findings:

The appraisals have been obtained. The seller was initially offered $95,000 for #103 and $120,000 for #104. The seller rejected these amounts. Because the appraisals obtained on the properties were significantly different, the appraisers were asked to take a second look at them with fresh eyes. After obtaining the fresh appraisals, a second offer of $105,00 was made for #103 and $140,000 for #104. The seller indicated these generally we acceptable, but that he would like to retain the western portion of #104 to build his own home. The Natural Resource Manager provided the seller with information regarding with whom to talk about splitting the lot, and potentially making legal ownership the same to reduce closing costs for everyone.

Awaiting seller to get back to us with new property sizes.

Fiscal Analysis:

TBD

Strategic Plan Item:

Yes

Staff Report Created By: Ralph Miller - Natural Resource Manager

Attachments:

Map #103 & #104.pdf


#100
#102
#103
#101
#104
#101
Juanita Drive
Spano
#105
N
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Properties #103 & #104
State of Florida, Microsoft, V
20

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

PAPPAS PROPERTY (MAP ID #119) ON SR 44 UPDATE

August 17, 2026

Background:

The Committee previously approved for the Natural Resource Manager to pursue the purchase of the Pappas property on the south side SR 44, immediately west of the former KFC, adjacent to the SeaStar properties (#80 & #91) previously purchased by the city.

Findings:

Appraisal have been obtained and the Natural Resources Manager has attempted to contact Mr. Pappas both by telephone and by email on multiple occasions. Seller has yet to get back to us.

Fiscal Analysis:

TBD

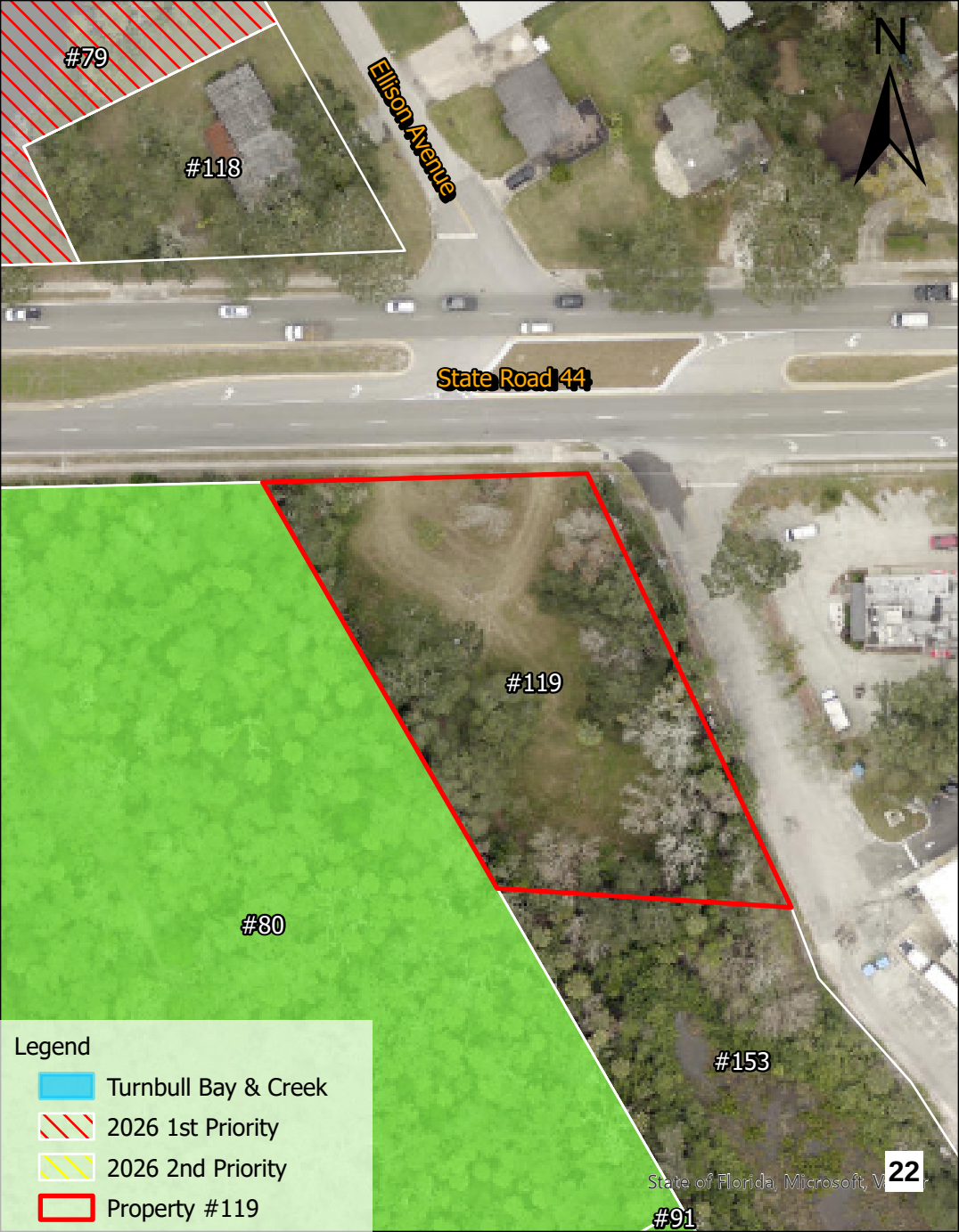
Strategic Plan Item:

Yes

Staff Report Created By: Ralph Miller - Natural Resource Manager

Attachments:

Map #119.pdf


#79
#118
Ellison Avenue
N
State Road 44
#119
#80
#153
#91
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Property #119
State of Florida, Microsoft, V
22

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

1965 JUNGLE ROAD (OVERSTREET) PROPERTY UPDATE & DISCUSSION.

August 17, 2026

Background:

The committee voted at the 18 May meeting to obtain appraisals of the two properties that comprise at 1965 Jungle Road.

Findings:

Appraisals received. Offered $802,000. Owner indicated well below the offers that I have previously received from multiple developers. Appraisals justify going 5% higher. Availability of funds dependent on costs of other targeted properties.

Fiscal Analysis:

TBD

Strategic Plan Item:

Yes

Staff Report Created By: Ralph Miller - Natural Resource Manager

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

NWC HALLECK & ENTERPRISE UPDATE & DISCUSSION.

August 17, 2026

Background:

Committee voted at 18 May meeting to obtain two appraisals for the property on northwest corner of Halleck and Enterprise.

Findings:

Appraisals obtained. Parcel is being referred to tax auction by the Tax Collector's Office for non-payment of taxes.

2026/07/14: Per Natural Resource Manager's conversation with the Tax Collector's Office on 14 July, they had just received the title search and are giving the owners until July 31 to pay their tax certificates.

2026/07/13: A lien was filed with the Volusia County Clerk of Courts for non-payment of $33,350.00 for land surveying services.

2026/08/04: Tax Collector referred the tax certificates to the Volusia County Clerk of Courts. The Clerk of Courts will schedule the tax auction. They currently are scheduling tax auctions through September, so the auction likely will be scheduled for October or later.

Note the auction can be halted anytime up to the start of the auction if the property owner's pay their taxes.

Fiscal Analysis:

TBD

Strategic Plan Item:

Yes

Staff Report Created By: Ralph Miller - Natural Resource Manager

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

POTENTIAL PROJECTS AND FUNDING SOURCES

August 17, 2026

Background:

At the 18 May meeting, the Natural Resource Manager asked the Committee members to come back with ideas of projects to undertake and potential funding options/sources.

Findings:

Open discussion of current projects underway and Committee's projects, and potential funding options.

Fiscal Analysis:

TBD

Strategic Plan Item:

Yes

Staff Report Created By: Ralph Miller - Natural Resource Manager

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

LAND PURCHASE PRIORITIES

August 17, 2026

Background:
As discussed previously, at present we have approximately $3,353,000 cash remaining in the bond funds.

Findings:
The remaining budget likely is insufficient to acquire Properties #9 (Kane), #11 (Sofiak) wetlands only, #79 (Ellison) all or partial, #103/104 (Taborda), #105 (Ford), #106/106A/107 (King), #117 (Overstreet), #119 (Pappas), #125 (Halleck/Enterprise), and #153 (mitigation area).

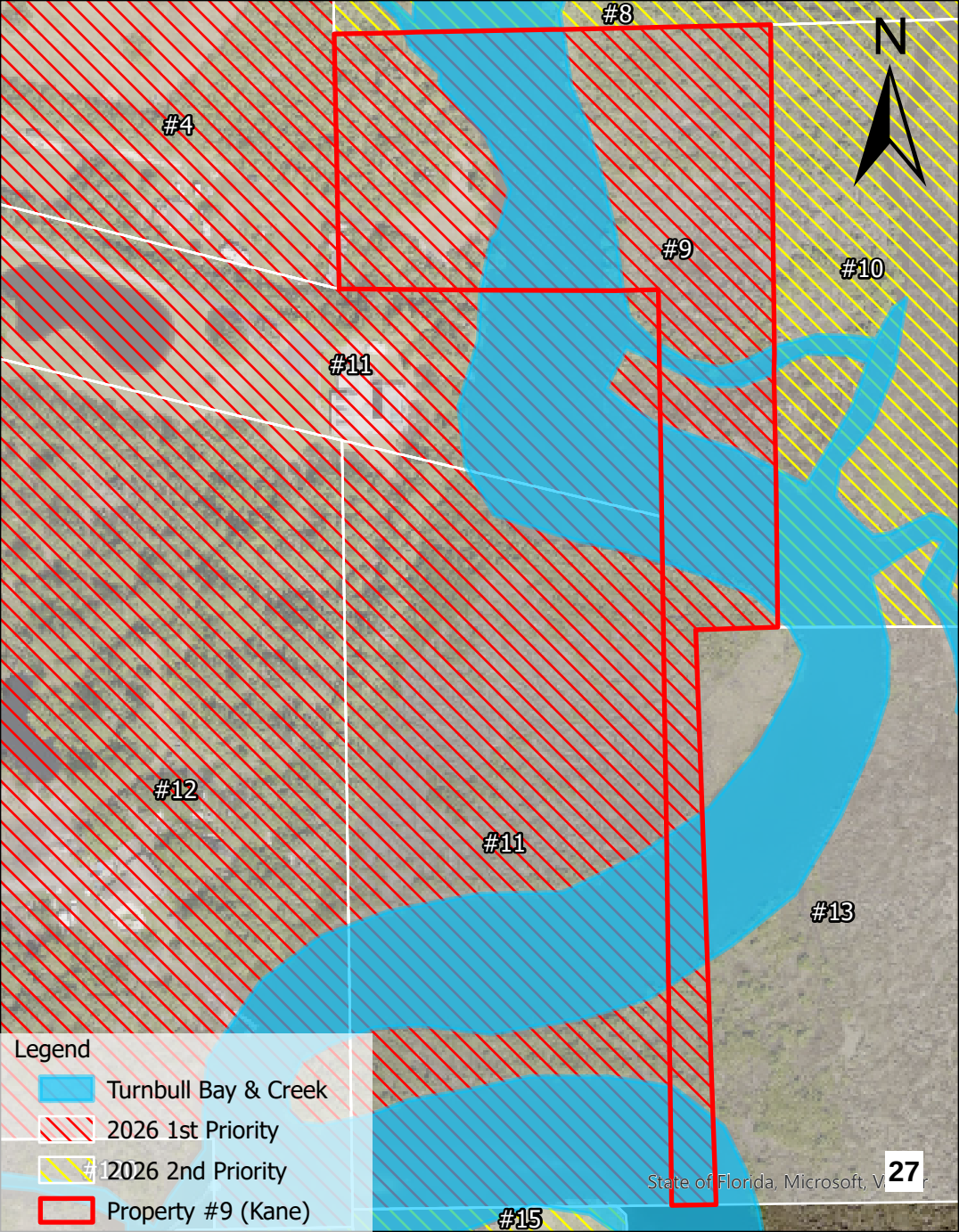
Fiscal Analysis:
TBD

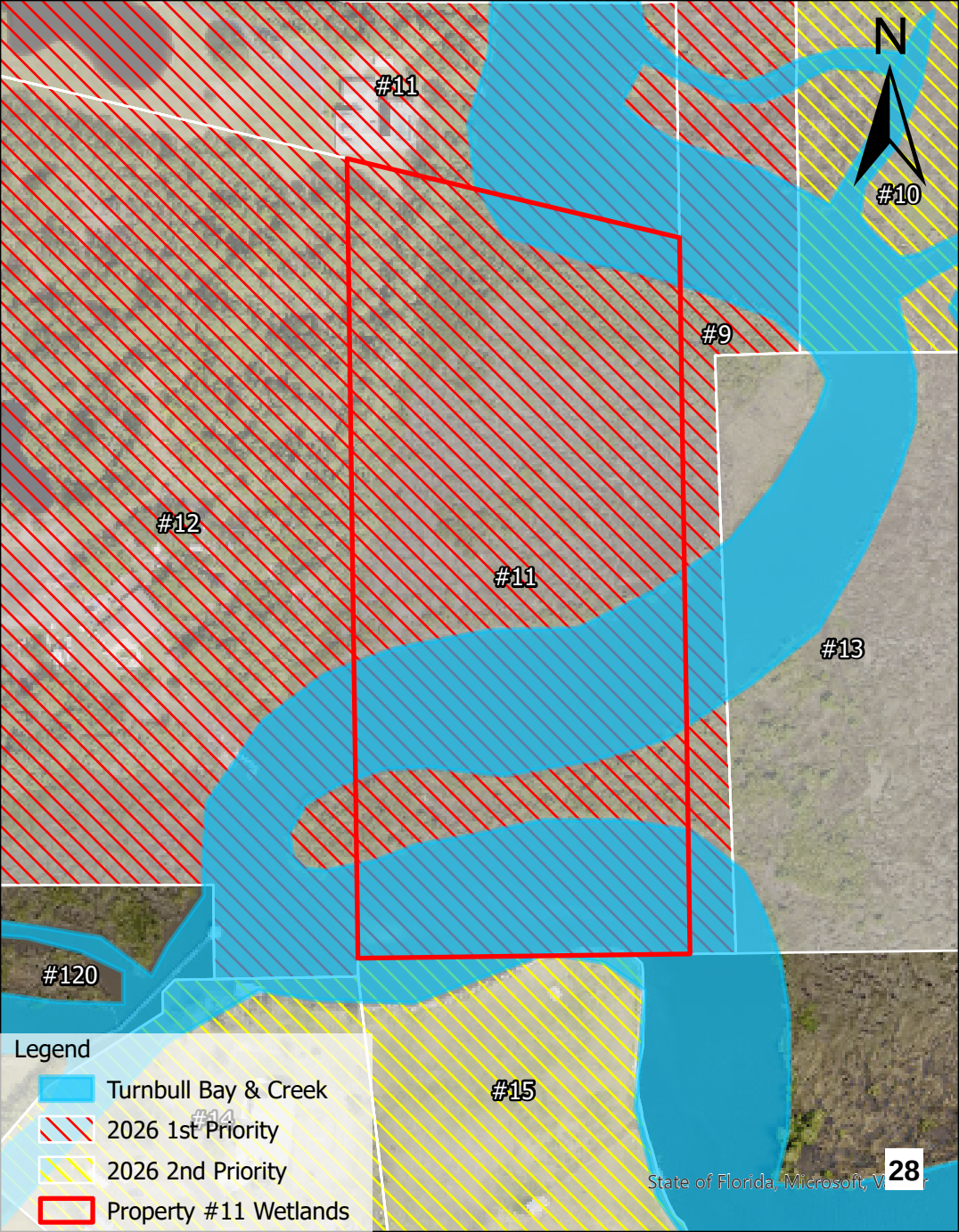
Strategic Plan Item:
Yes

Staff Report Created By: Ralph Miller - Natural Resource Manager

Attachments:

Map #9.pdf
Map #11.pdf
Map #79.pdf
Map #103 & #104.pdf
Map #105.pdf
Map #106-107.pdf
Map #117.pdf
Map #119.pdf
Map #125.pdf
Map #153.pdf


#8
N
#4
#9
#10
#11
#12
#11
#13
#15
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Property #9 (Kane)
State of Florida, Microsoft,
27


N
#11
#10
#9
#12
#11
#13
#120
#15
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Property #11 Wetlands
State of Florida, Microsoft,
28

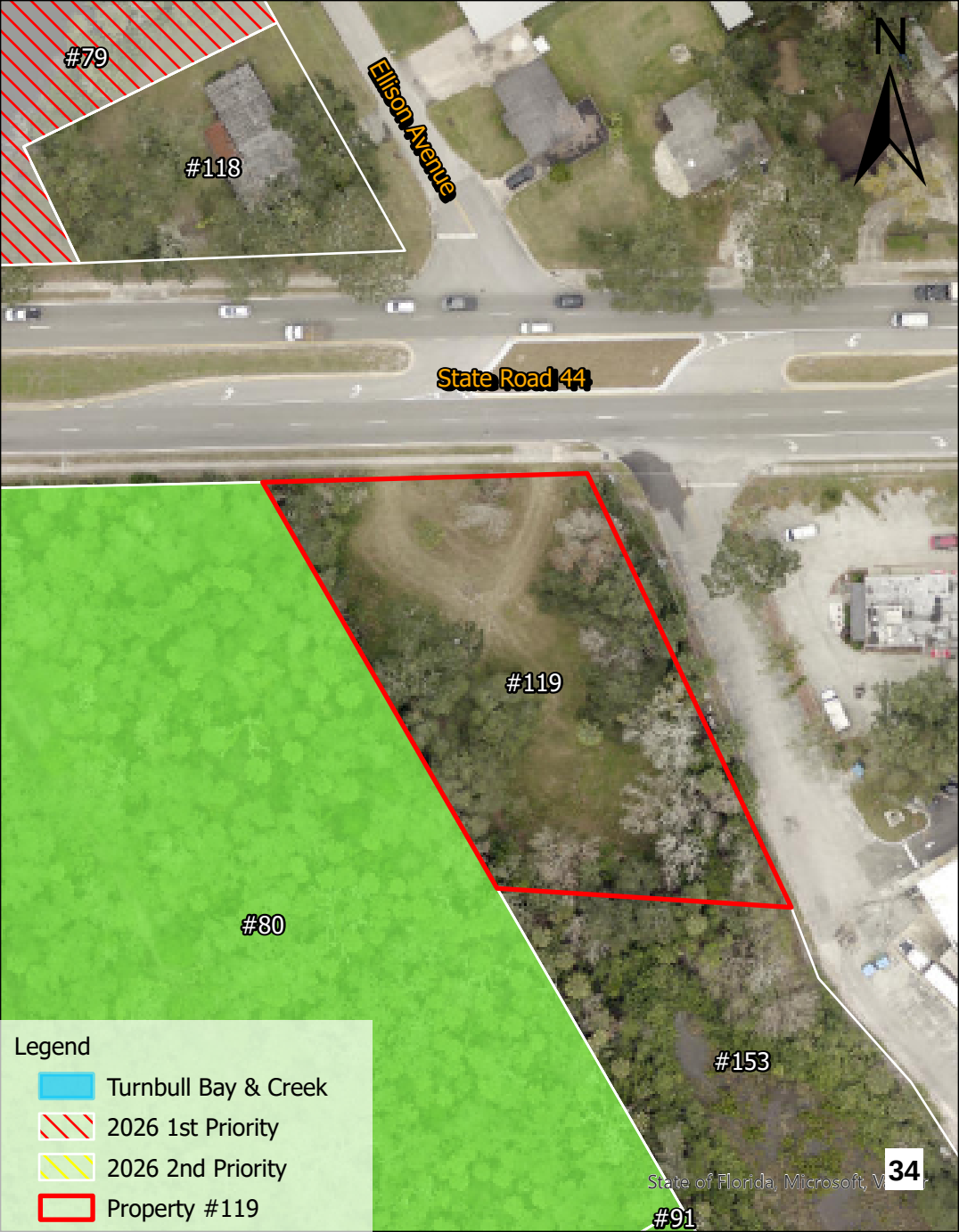

#75
#76
#78
Temple Street
#1 7
N
Lake Drive
Ellison Avenue
#69
#79
#77
#118
State Road 44
#119
#80
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Property #79
#81
State of Florida, Microsoft, V r
29
#80


#100
#102
#103
#101
#104
#101
Juanita Drive
Spano
#105
N
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Properties #103 & #104
State of Florida, Microsoft, V
30


#103
#101
#104
N
#101
Spano
#106
#105
#124A
#124B
#124C
106A
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Property #105 (Ford)
State of Florida, Microsoft,
31


N
#101
#105
#106
106A
#101
#107
#107A
Old Mission Road
#112
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Properties (#106, #107, & #106A)
State of Florida, Microsoft
32


N
#60
#68
Jungle Road
#117
#117
Ellison Avenue
Lake Drive
Eddie Road
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
State of Florida, Microsoft,


#79
#118
Ellison Avenue
N
State Road 44
#119
#80
#153
#91
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Property #119
34


N
125B
#125
Halleck Street
Enterprise Avenue
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Property #125
State of Florida, Microsoft, V
35


N
#119
#80
#91
#153
#90
#92
#89
#93
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Property #153
State of Florida, Microsoft, V
36

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

CREATED WETLAND BEHIND OLLIE'S (MAP ID #153)

August 17, 2026

Background:

The property immediately west of Ollie's on SR 44, immediately south of the Pappas property (#119), and adjacent to the former Sea Star properties (#80 & #91), now owned by the city, is a wetland that was created as mitigation for the impacts from construction of the NSB Regional Shopping Center (Publix/Ollie's/etc.). While the entire shopping center was permitted as one project under common ownership, the Publix portion of the shopping center and the western portion were split into two permits with different ownership. Currently a company out of Mount Dora owns the western portion.

Findings:

In addition to Turnbull Creek traversing a portion of this property, acquisition would provide the city with contiguous ownership from SR 44 to Paige Avenue.

Fiscal Analysis:

TBD

Strategic Plan Item:

Yes

Staff Report Created By: Ralph Miller - Natural Resource Manager

Attachments:

Map #153.pdf


N
#119
#80
#91
#153
#90
#92
#89
#93
Legend
Turnbull Bay & Creek
2026 1st Priority
2026 2nd Priority
Property #153
State of Florida, Microsoft, V
38

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

NAMING/RENAMING PROPERTIES

August 17, 2026

Background:

Since the inception of this acquisition effort, we have been using the Map IDs established in the 2019 S&ME report on prioritizing property acquisition to identify individual parcels. For individual properties (i.e., one or more parcels under common ownership before acquisition), we generally have been referring to the properties by the sellers' names (i.e. Turnbull Trace, Blossom, Sea Star, Festival, etc.).

Findings:

Staff would like to propose that all of the properties purchased using the Turnbull Conservation Bond funds cumulatively be called the "New Smyrna Beach Turnbull Creek Preserve" or the Turnbull Creek Preserve" for short. While we can continue to name the individual properties for the entity that happened to own the property when the city purchased it, thereby essentially memorializing the seller. Alternately, we can choose names historically significant to the property, or open naming up to a naming contest. We also need to decide if we want to follow County and WMD protocols by naming the group of parcels "tracts".

In general terms, the properties are as follows:

#37: Polczynski/Lisk property
#59 - #67 + 68: formerly the Turnbull Trace properties and the James Stewart property (#68).
#68 & #77: formerly the Linda Minton properties. Purchase agreement specifies amenities on the property be named after ZB & Wilda Ellison, so these two are pretty much locked in to the "ZB & Wilda Ellison" tract or property.
#122: former Stagina property. This can be either included in the ZB & Wilda Ellison tract of kept separate as 101 Linda Road.
#80 & #91: former Sea Star properties.
#93, #94, & #108: former Bowlin/Malecki properties.
#95 & #96: former Blossom properties.
#109: former Festival property.
#102: former Johnston property.
#115 & #116: former Platinum Lakes property.

Fiscal Analysis:

None.

Strategic Plan Item:

No

Staff Report Created By: Ralph Miller - Natural Resource Manager

THE CITY OF NEW SMYRNA BEACH - CITY MANAGER'S OFFICE

TURNBULL CREEK - OLD MISSION REGIONAL RESILIENCE CORRIDOR WHITEPAPER

August 17, 2026

Background:

The Southeast Volusia Manufacturing & Technology Coalition (SEVMTC) asks Volusia County and the Cities of New Smyrna Beach, Edgewater, and Oak Hill to adopt widening Old Mission Road to 4-lanesas the shared goal for the corridor, to treat its roadway, drainage, flood-protection, and economic-development needs as one coordinated program, to commit to a corridor implementation plan that maps the path to delivery, and to designate staff to advance that plan, its phasing, and its funding.

Findings:

The SEVMTC welcomes your feedback and suggestions and any maps you think would help educate the elected and governmental entities and their staff.

Fiscal Analysis:

TBD

Strategic Plan Item:

Yes

Staff Report Created By: Ralph Miller - Natural Resource Manager

Attachments:

Turnbull Creek-Old Mission Road Resilience Corridor White Paper Draft 8 June 30_2026.pdf

Turnbull Creek–Old Mission Regional Resilience Corridor Whitepaper DRAFT #8

Infrastructure • Flood Protection • Water Quality • Safety • Economic Development



Prepared by: Southeast Volusia Manufacturing & Technology Coalition (SEVMTC) and Partner Communities

Geography: New Smyrna Beach · Edgewater · Oak Hill · Volusia County

Area of Intent: Old Mission Road from Josephine Street to W. Park Avenue

Date: July 2, 2026

TABLE OF CONTENTS

DRAFT

Executive Summary	3
Why Old Mission Road Matters	11
Stormwater Management, Flood Protection, and Water Quality Strategy	12
Strategic Stormwater Opportunity – Former Oakwood Cove Subdivision	13
Supporting Regional Stormwater Planning Context	17
Existing Conditions on Old Mission Road	18
Implementation Readiness and Corridor Preservation	22
Functional Classification and Funding Competitiveness	23
Projects in Progress	24
Right-of-Way Acquisitions	24
Roadway Improvements: Current Planning Projects	27
Regional Policy and Economic Development Alignment	32
Commercial Space Industry Opportunity Overlay Alignment	32
Aerospace and Advanced Manufacturing Growth Trends	32
Requested Action: Regional Commitment and Implementation Partnership	33
Recommended Next Steps	34
Implementation Timeline	35
Conclusion	36

Turnbull Creek–Old Mission Regional Resilience Corridor

Infrastructure • Flood Protection • Water Quality • Safety • Economic Development

1. Executive Summary

The Turnbull Creek–Old Mission Regional Resilience Corridor is a north–south transportation corridor connecting New Smyrna Beach and Edgewater and serving close to 1,000 acres of industrial and employment land, including ParkTowne Industrial Center and major marine and aviation-related industrial uses. The corridor is attracting additional active private investment, including one million square feet of Class A industrial development underway at ParkTowne, with the first building ready for lease, and needs upgrading to meet its potential.

Widening Old Mission Road to four lanes from Josephine Street to West Park Avenue, and ultimately to SR442, along with the stormwater and flood-protection improvements, is the right long-term solution for this corridor. A modernized corridor would carry freight directly between regional routes and the area's employers instead of pushing trucks onto neighborhood and school streets, make close to 1,000 acres of industrial land ready for additional investment, store and treat stormwater before it reaches Turnbull Creek, reduce flooding that has affected the area in recent storms, and improve safety for the schools, neighborhoods, and businesses along the route.

Today the road does not match that role. Old Mission Road is a constrained two-lane roadway with narrow open roadside ditches, sharp curves, limited shoulders, and drainage that flows largely untreated into the Turnbull Creek watershed. The gap between what the corridor is asked to do and the condition it is in is the problem this corridor faces.

Old Mission Road is already being rebuilt one piece at a time. Volusia County, FDOT, and the cities are advancing roadway, drainage, signal, trail, and right-of-way projects along the corridor through separate agencies and separate funding streams. These are sound investments, but pursued piece by piece without a shared plan, they cannot create safe, modern corridor this area needs, and each project designed to its own standard risks being reworked when the corridor is eventually widened. The premise of this white paper is that Old Mission Road should be planned and designed as one corridor, with implementation by phase as funding is available consistent with the approved corridor plan.

Treated as one corridor, the goal is clear. The work this whitepaper calls for has two purposes: to document the case for designing Old Mission Road as a consistent four-lane corridor, and to determine what is required to build it, including scope, phasing, right-of-way, drainage, cost, funding, and schedule. This is a plan to build the entire corridor, in phases as funding is available, through a coordinated strategy.

The Southeast Volusia Manufacturing & Technology Coalition (SEVMTC) asks Volusia County and the Cities of New Smyrna Beach, Edgewater, and Oak Hill to adopt widening Old Mission Road to 4-lanesas the shared goal for the corridor, to treat its roadway, drainage, flood-protection, and economic-development needs as one coordinated program, to commit to a corridor implementation plan that maps the path to delivery, and to designate staff to advance that plan, its phasing, and its funding. The

region has a strong start: some of the right-of-way have already been acquired along the corridor, private investment is arriving, and a regional infrastructure gap analysis has been submitted that will support the plan.

The corridor extends along Old Mission Road from the intersection of Josephine Street and Mission Drive in New Smyrna Beach south to SR 442 in Edgewater.

2. Why Old Mission Road Matters

Old Mission Road is more than a local street. It is the connective spine of a regional employment and freight system that involves all four Southeast Volusia partners, and it functions as one continuous corridor. The existing access, drainage, freight, and safety problems along it are connected, which is what makes corridor-scale planning and action appropriate rather than a single-city fix or a series of isolated projects.

- The corridor serves the largest contiguous industrially zoned area in Volusia County, close to 1,000 acres, including ParkTowne Industrial Center (417 acres), Old County Road industrial uses, Massey Air Park, Everglades Boats, EdgeWater Power Boats, and others.
- Additional private investment is already here. Onicx Development's one-million-square-foot Class A industrial project is underway, with the first building of roughly 115,000 square feet completed and ready for lease.
- The road functions as a regional connector between SR 44, SR 442, the Park Avenue industrial corridor, area schools, and growing residential areas. It also carries traffic when FEC Railroad activity affects Tenth Street and Canal Street crossings or I-95 is blocked.
- Commercial trucks traveling from I-4 to Edgewater businesses currently divert from SR 44 onto South Glencoe Road, Taylor Road, West Park Avenue, and SR 442. South Glencoe Road and Taylor Road are local roads with constrained geometry and sharp turns that are poorly suited to heavy trucks, and they pass small neighborhoods, agricultural property, and the county animal control center. Improving Old Mission Road would direct freight to a corridor built for freight with modern safety and drainage features.
- The road serves as a north–south collector and an emergency and evacuation route for Edgewater and nearby county residents.
- Residential growth is already occurring along the corridor through new subdivisions and town homes, yet the underlying roadway, drainage, and safety infrastructure has not kept pace, leaving a gap between development and the systems that support it.

Although the roadway itself runs between New Smyrna Beach and Edgewater, the corridor it anchors is regional. The industrial land it serves, the freight it carries, and the aerospace and advanced-manufacturing economy it supports directly the shared priorities of Volusia County, New Smyrna Beach, Edgewater, and Oak Hill, which have worked together as the Southeast Volusia coalition since 2016.

This regional function also argues for revisiting how the road is classified. Based on the activity it serves, Old Mission Road should be evaluated for corridor-wide classification consistent with a Rural Major

Collector, which would better align its designation with its actual role and strengthen its eligibility for state and federal funding.

3. Existing Conditions

Old Mission Road today is a two-lane roadway with constrained geometry, inadequate drainage, lack of water quality treatment, and roadside conditions that limit both safety and capacity. Because the SR 44 and Mission Drive intersection is congested and the road is narrow with a steep roadside ditch in several locations, some truck traffic diverts onto South Glencoe Road, Taylor Road, and West Park Avenue, which are not built for heavy trucks.

Volusia County traffic counts show how demand varies along the corridor:

Road	From	To	2025 AADT
Old Mission Rd.	SR 442	Park Ave.	5,210
Old Mission Rd.	Park Ave.	Josephine St.	8,440
Old Mission Rd.	Josephine St.	Mission Rd.	14,910
Old Mission Rd.	Mission Dr.	SR 44	990

Westbound counts were collected between August 11 and August 30, 2025; eastbound counts between October 13 and November 16, 2025.

Open drainage ditches run immediately next to portions of the road with little or no shoulder separation. They create a roadside safety hazard, limit the ability to widen, and carry water north toward Turnbull Creek with little treatment before discharge.

The northern entrance to the corridor at Josephine Street handles high traffic volumes, signalized operations, and complex turning movements at a key access point for area schools, including New Smyrna Beach High School, New Smyrna Beach Middle School, and the Daytona State College South Campus. It carries school, commuter, and regional traffic before the corridor narrows into more constrained segments.

At Eslinger Road the road shows horizontal curvature, limited shoulders, adjacent roadside hazards, and a constrained two-lane cross-section that reduces sight distance and raises crash risk. This is one of the most important safety-improvement locations on the corridor, and right-of-way has reportedly been acquired north and south of the intersection.

Near Massey Road and Taylor Road, the southern corridor operates as a constrained two-lane road with turning movements, side-street access, and limited shoulders, serving residential access and through traffic without adequate turn lanes or access management.

Where the East Central Regional Rail Trail crosses near Park Avenue, heavy freight traffic meets trail users at an at-grade crossing. The mix of trucks, pedestrians, cyclists, and nearby intersection movements creates a direct multimodal conflict point and a clear safety priority.

4. Benefits of Improvement

The case for the corridor rests on what improvement would deliver. A modernized Old Mission Road is first an infrastructure upgrade, and from that upgrade flow benefits economic development, safety, flood protection, and water quality. Each is summarized below.

4.1 Infrastructure and Freight Mobility

At its foundation, the project replaces a constrained two-lane road with a four-lane corridor designed for the freight and regional traffic it already carries and will carry in the future. Widening would add capacity where it is needed, allow trucks to travel the route built for them rather than diverting onto local streets, and integrate roadway and drainage design that the current cross-section cannot support. It would also reinforce the corridor's role as a regional connector among SR 44, SR 442, and the Park Avenue industrial area, and as an alternate route when rail activity affects the Tenth Street and Canal Street crossings or I-95 is blocked.

4.2 Economic Development

The corridor is the transportation backbone for Southeast Volusia's industrial and aerospace economy. It serves the largest contiguous industrial area in the county and supports the adopted Southeast Volusia Economic Development Strategic Plan, which emphasizes regional collaboration, site readiness, workforce development, and the pursuit of infrastructure funding. It is also central to the Volusia County Commercial Space Industry Opportunity Overlay, a strategy to position the county for aerospace and advanced-manufacturing growth that depends on transportation capable of moving freight, connecting suppliers, and reaching the workforce. Industry analysis of the commercial space supply chain points to growth in the supplier, manufacturing, and logistics activity that supports launch operations, and Old Mission Road is the practical connector between that employment land, the workforce, and regional routes. A modernized corridor makes the surrounding land more ready for investment and strengthens the region's ability to compete for that growth.

4.3 Safety

Improvement directly addresses the corridor's most visible hazards: roadside ditches next to travel lanes, constrained geometry and limited sight distance at Eslinger Road and in other locations, the absence of turn lanes and access management in the southern segments, and the multimodal conflict where heavy trucks meet trail users at the Park Avenue rail-trail crossing. Separating freight from local streets and rebuilding the cross-section to current standards would reduce crash risk along the route and improve conditions for the businesses, schools and neighborhoods it serves. These features also make the corridor a strong candidate for safety and Complete Streets funding.

4.4 Flood Protection

The corridor sits in a low-lying area where stormwater collects before draining north to Turnbull Creek, a pattern that contributed to flooding during recent storms. The current roadside ditches offer limited conveyance and storage, which constrains widening and contributes to localized flooding. Addressing drainage at a corridor scale, rather than project by project, would deliver flood protection alongside roadway and safety improvements.

A specific opportunity may support this concept. The former Oakwood Cove subdivision (Parcel ID 734406060010), an undeveloped site that feeds directly into Turnbull Creek, has missed its Planned Unit Development deadlines and as noted by the City of Edgewater, may be subject to rescission. The site has a direct hydraulic connection to the Turnbull Creek system, sits near Old Mission Road, Mission Drive, and Josephine Street, and has enough land for detention, retention, and treatment, making it a potential candidate to convert a stalled development into a regional stormwater asset. Regional stormwater master plans for New Smyrna Beach, Volusia County, and Edgewater all identify the Turnbull Creek and Gabordy Canal systems as priorities with aging infrastructure and recurring flooding, including flooding during Hurricanes Ian (2022), Nicole (2022), and Milton (2024). This opportunity will require additional investigation.

4.5 Water Quality

Today the corridor's stormwater reaches Turnbull Creek, and through the Gabordy Canal system to the Mosquito Lagoon, with little treatment. The Volusia County stormwater master plan notes that many legacy systems lack adequate treatment and that untreated discharges reach impaired water bodies. Adding treatment as part of a corridor drainage strategy, including the potential use of the Oakwood Cove site, would capture and treat runoff before it discharges, improving water quality in a system the region depends on and strengthening eligibility for resilience and water-quality funding.

5. Projects in Process

The corridor does not need to start from scratch, but it does need to be coordinated. Across the four partners, work is already underway: right-of-way is being acquired, the county has funded some near-term roadway and drainage work, and a regional gap analysis related to the Space Industry overlay has been submitted for funding. The difficulty is that these efforts are advancing separately, by different agencies, through different processes and funding streams. Each project is sound on its own, but without a shared corridor plan they will not add up to a coherent four-lane corridor, and projects designed to their own standards may have to be modified later. Treating Old Mission Road as one program would align this activity so it compounds toward the corridor rather than advancing in isolation. The volume of work already in motion is itself a signal that larger needs are arriving on the road, and that coordinating now is timely rather than premature. The projects can still be advanced individually as funding is available, but in accordance with a shared corridor plan.

5.1 Right-of-Way Already Acquired

Right-of-way acquisition and dedication are already documented along the corridor:

- The Bishop & Bishop parcel acquisition for safety improvements along Old Mission Road.

- Right-of-way provided to Volusia County through the Sandalwood / Smyrna Creek Preserve PUD agreement with the City of Edgewater.
- Right-of-way provided through Creekside Preserve.
- Right-of-way provided to Volusia County through the Oak Leaf Preserve PUD agreement with the City of Edgewater.
- The potential stormwater retention opportunity at the former Oakwood Cove subdivision.

Together these actions show a consistent pattern of corridor preservation and reduce the cost and risk of future improvements. With a coordinated plan, neighboring property owners may be willing to dedicated needed right of way to assist with corridor implementation.

5.2 Funded and Planned Near-Term Projects

Volusia County and FDOT have already funded or planned several near-term projects on and around the corridor:

- FDOT improvements are planned for SR 44 and Mission Drive, Wallace Road, and West Canal Street.
- $2.5 million funded in FY 2025–2026 for alignment work to shift the roadway away from the existing canal between Josephine Street and West Park Avenue.
- A planned traffic signal upgrade at Old Mission Road and Josephine Street, estimated at $715,000, with funding to be determined.
- A 10-foot trail from West Park Avenue to Eslinger Road, with $1.1 million identified in FY 2025–2026 and an additional $400,000 for right-of-way.
- Construction on Josephine Street / 10th Street from Old Mission Road to Tatum Street, estimated at $7.15 million, with timing to be determined.

Engineering and design plans for these projects, including associated drainage work, were sent to the cities for review on June 15, 2026.

5.3 The Regional Infrastructure Gap Analysis

Most directly, the East Central Florida Regional Planning Council, working with the four partners, has submitted an Economic Development Administration grant application for a Southeast Volusia infrastructure gap analysis. This was a priority identified at the 2025 Southeast Volusia Regional Economic Development Summit. If awarded, the study would take about 18 months, with an estimated cost share of $11,000 per partner. It provides an early, funded baseline of strategic sites and infrastructure needs across the area, and it feeds directly into the corridor implementation plan described in Section 6. The proposed scope and cost are below.

Task	Description	Total Cost	Time
Site Inventory	An inventory of strategic sites likely to attract aerospace and supply-chain companies, with	$32,000	4 months

Task	Description	Total Cost	Time
	characteristics such as size, ownership, entitlements, and environmental constraints.		
Public Engagement	At least two workshops with key stakeholders (utility providers, landowners, transportation providers, industry representatives, and major employers) to identify infrastructure needs and priority areas, supplemented by interviews.	$30,000	4 months
Gap Analysis	A subcontracted engineering firm develops an infrastructure needs analysis estimating the cost of connecting key areas to water, sewer, electricity, and roadways, and participates in the workshops.	$250,000	6 months
Final Report	A final document combining the deliverables into an infrastructure strategy with short, mid, and long-term recommendations and funding opportunities.	$10,000	4 months
Total		**$322,000***	**18 months**

** With an 80/20 cost share, the estimated match per partner, including the regional planning council, is $11,000.*

6. Requested Action

SEVMTC, together with participating communities, stakeholders, and local businesses, asks the region to commit to improving Old Mission Road as one integrated four-lane corridor. The near-term step is commitment and planning. It means adopting this corridor as a regional shared goal and producing a corridor implementation plan that documents the case for it and defines the scope, phasing, right-of-way, drainage, cost, funding, and schedule required to deliver it.

Requested Commitments

- Adopt the widening Old Mission Road to 4-lanesof Old Mission Road from Josephine Street in New Smyrna Beach to SR 442 in Edgewater as the region's shared goal for the corridor.
- Commit to developing a corridor implementation plan that documents the case to widen Old Mission Road to 4-lanes, including the scope, phasing, right-of-way, drainage, cost, funding, and schedule required to deliver it.
- Advance the corridor as a multi-benefit effort addressing infrastructure, economic development, safety, flood protection, and water quality.
- Coordinate transportation planning with regional stormwater opportunities, including evaluation of the former Oakwood Cove property and others as a potential retention and treatment site.

- Coordinate the roadway, drainage, signal, trail, and right-of-way projects already underway so each is designed consistently with the four-lane corridor plan rather than in isolation.
- Designate lead and supporting staff for Volusia County, New Smyrna Beach, Edgewater, Oak Hill, SEVMTC, the Southeast Volusia Chamber of Commerce, and regional partners.

Funding to Pursue

Funding should be organized around project phases, from planning and design through right-of-way, stormwater land acquisition, and construction. Sources to evaluate include:

- The EDA-supported infrastructure gap analysis submitted by the East Central Florida Regional Planning Council.
- Resilient Florida funding for planning or acquisition related to the Oakwood Cove stormwater site, and for broader stormwater and infrastructure work.
- The Florida Job Growth Grant Fund, tied to job creation, industrial site readiness, freight access, and workforce connectivity.
- Additional state, federal, and legislative sources that align transportation safety, resilience, water quality, and economic development.
- Florida Forever, Volusia Forever, and other conservation funding sources that may allow for flood protection, water quality, and passive recreation opportunities consistent with the corridor planning efforts.

Next Steps and Timeline

As a practical sequence, the partners would adopt the widening Old Mission Road to 4-lanesgoal and confirm corridor limits, map existing right-of-way and preservation areas, evaluate the Oakwood Cove site, convene the county, the three cities, FDOT, the regional planning council, and SEVMTC to coordinate classification, costs, and phasing, and produce the corridor implementation plan together with a grant- and legislative-ready funding package. The following timeline outlines that path. Timeframes are flexible and may be accelerated based on funding, right-of-way readiness, and permitting.

Phase	Timeframe	Primary Actions	Expected Outcome
Phase 1: Regional Commitment and Scoping	0–6 months	Adopt the widening of Old Mission Road to 4-lanes goal, confirm corridor limits, designate lead and supporting staff, establish a regional working group, and identify priority data needs.	Documented commitment, agreed scope, and a clear coordination structure.
Phase 2: Data Collection, Right-of-	6–12 months	Compile traffic counts, crash history, drainage and flood data, right-of-way and dedication	Baseline technical record for phasing,

Phase	Timeframe	Primary Actions	Expected Outcome
Way Review, and Stormwater Evaluation		records, and stormwater opportunity sites including Oakwood Cove.	funding, and preliminary design.
Phase 3: Corridor Implementation Plan and Funding Strategy	12–18 months	Document the case to 4-lane Old Mission Road, confirm the design concept and typical section, and develop phasing, planning-level cost estimates, right-of-way and drainage requirements, and a funding strategy, including sub-phases.	Adopted corridor implementation plan and a grant- and legislative-ready funding packages.
Phase 4: Design, Environmental Review, and Permitting	18–36 months	Advance engineering design, drainage modeling, environmental review, utility coordination, multimodal elements, and required permits.	Segments ready for construction funding and permitting.
Phase 5: Right-of-Way, Stormwater Land Acquisition, and Construction Readiness	24–42 months	Complete remaining right-of-way, evaluate or acquire stormwater land, finalize construction documents, and prepare bid-ready packages by segment.	Priority segments are positioned for construction funding.
Phase 6: Phased Construction and Long-Term Delivery	36 months and beyond	Construct improvements in logical segments based on funding, safety priority, right-of-way readiness, and drainage benefits.	Progressive delivery of a safer, more resilient four-lane corridor.

DRAFT

Why Old Mission Road Matters

- Stormwater runs from I-95 east to this area as it is the low-lying area as was the case during Hurricane Ian. From this area, stormwater runs north to the Turnbull Creek. This stormwater is not filtered and therefore presents an issue with water quality.
- Old Mission Road from Josephine Street to West Park Avenue should be improved to four lanes because commercial truck traffic traveling from I-4 to Edgewater businesses currently divert from SR 44 to South Glencoe Road, Taylor Road, West Park Avenue, and SR 442. South Glencoe Road and Taylor Road are urban local roadways with constrained geometry and two sharp turns, making them poorly suited for heavy truck traffic. The surrounding area also includes small neighborhoods, agricultural property, and the local animal control center, reinforcing the need to direct freight traffic to the appropriate corridor.
- Turnbull Creek and Old Mission Road area is a major area where there is an infrastructure gap even though subdivision and townhouses are being built.

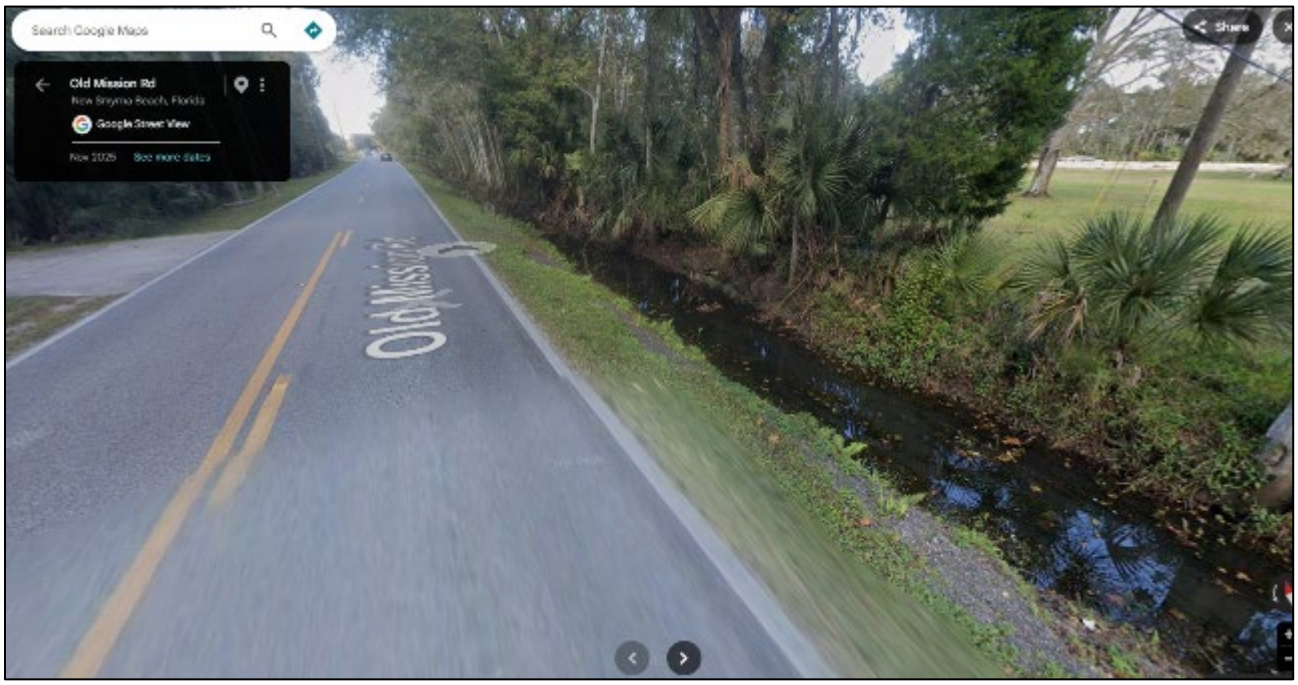
- Serves the largest contiguous industrially zoned area in Volusia County, totaling approximately just under 1,000 acres, including ParkTowne Industrial Center (417 acres), Old County Road industrial uses, Massey Air Park, Everglades Boats, and EdgeWater Power Boats.
- Supports an active wave of private investment, including Onicx Development's 1 million-square-foot Class A industrial project, with the first approximately 115,000-square-foot building ready for lease.
- Functions as a regional connector between SR 44, SR 442, the Park Avenue industrial corridor, educational institutions, and residential growth areas. The corridor is also important for traffic circulation when FEC Railroad activity affects both Tenth Street and Canal Street crossings.
- Experiences a corridor-wide mismatch between current physical condition and actual operating function. FDOT will be making significant improvements to the SR 44 and Mission Drive in the near future.
- Serves as a north–south collector and an important evacuation and emergency access route for Edgewater and nearby Volusia County residents.

Stormwater Management, Flood Protection, and Water Quality Strategy

Stormwater management and flood protection are critical components of the Turnbull Creek–Old Mission Regional Resilience Corridor Project. Existing conditions along the corridor include open roadside drainage ditches located immediately adjacent to travel lanes, limited conveyance capacity, and direct hydraulic connections to the Turnbull Creek watershed. These conditions constrain roadway widening, reduce safety, and contribute to localized flooding and water quality challenges.

The corridor ultimately drains into Turnbull Creek, requiring a coordinated approach that integrates roadway improvements with regional stormwater infrastructure. Addressing stormwater at a corridor scale ensures that flood protection, roadway safety, and water quality improvements are delivered simultaneously, rather than as isolated projects.

Exhibit 1 – Roadside Drainage Ditch Along Old Mission Road



Open drainage ditches run immediately adjacent to portions of Old Mission Road with minimal or no shoulder separation, creating a significant roadside safety hazard and constraining future widening. Water in these roadside ditches along Taylor Road and Old Mission Road flows north toward Turnbull Creek, with limited treatment before discharge.

The corridor's drainage features are directly tied to the roadway cross-section. Any widening project will require integrated stormwater and roadside safety design, reinforcing the project's role as an infrastructure modernization effort rather than a simple resurfacing project.

Strategic Stormwater Opportunity – Former Oakwood Cove Subdivision (Parcel ID 734406060010)

The former Oakwood Cove subdivision (Parcel ID 734406060010) has been identified as a high-value opportunity site for stormwater retention and treatment infrastructure to support the Turnbull Creek–Old Mission Regional Resilience Corridor. This property is currently undeveloped and has missed development deadlines established under its Planned Unit Development (PUD). As noted by the City of Edgewater, the PUD may be subject to rescission, creating a unique opportunity to repurpose the site for public infrastructure that directly supports corridor improvements and regional flood mitigation efforts.

Importantly, the Oakwood Cove property feeds into Turnbull Creek, positioning it as a strategically located site for regional stormwater management.

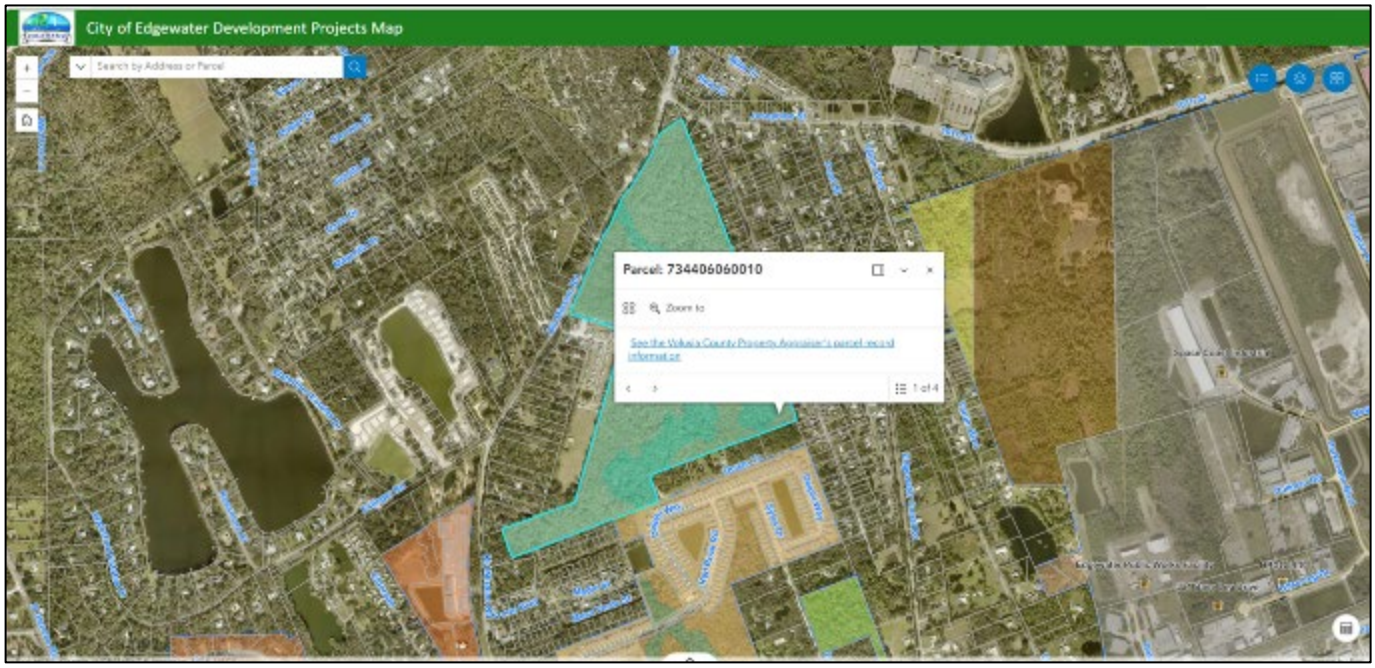
- Direct hydraulic connection to the Turnbull Creek system, allowing for regional stormwater storage and controlled discharge.
- Proximity to Old Mission Road / Mission Drive and Josephine Street, enabling efficient integration with roadway and neighborhood drainage infrastructure.
- Sufficient land area to accommodate detention, retention, and water quality treatment systems.

DRAF

- Ability to enhance stormwater capacity in the surrounding area.
- Opportunity to convert a stalled development site into a long-term public infrastructure asset.

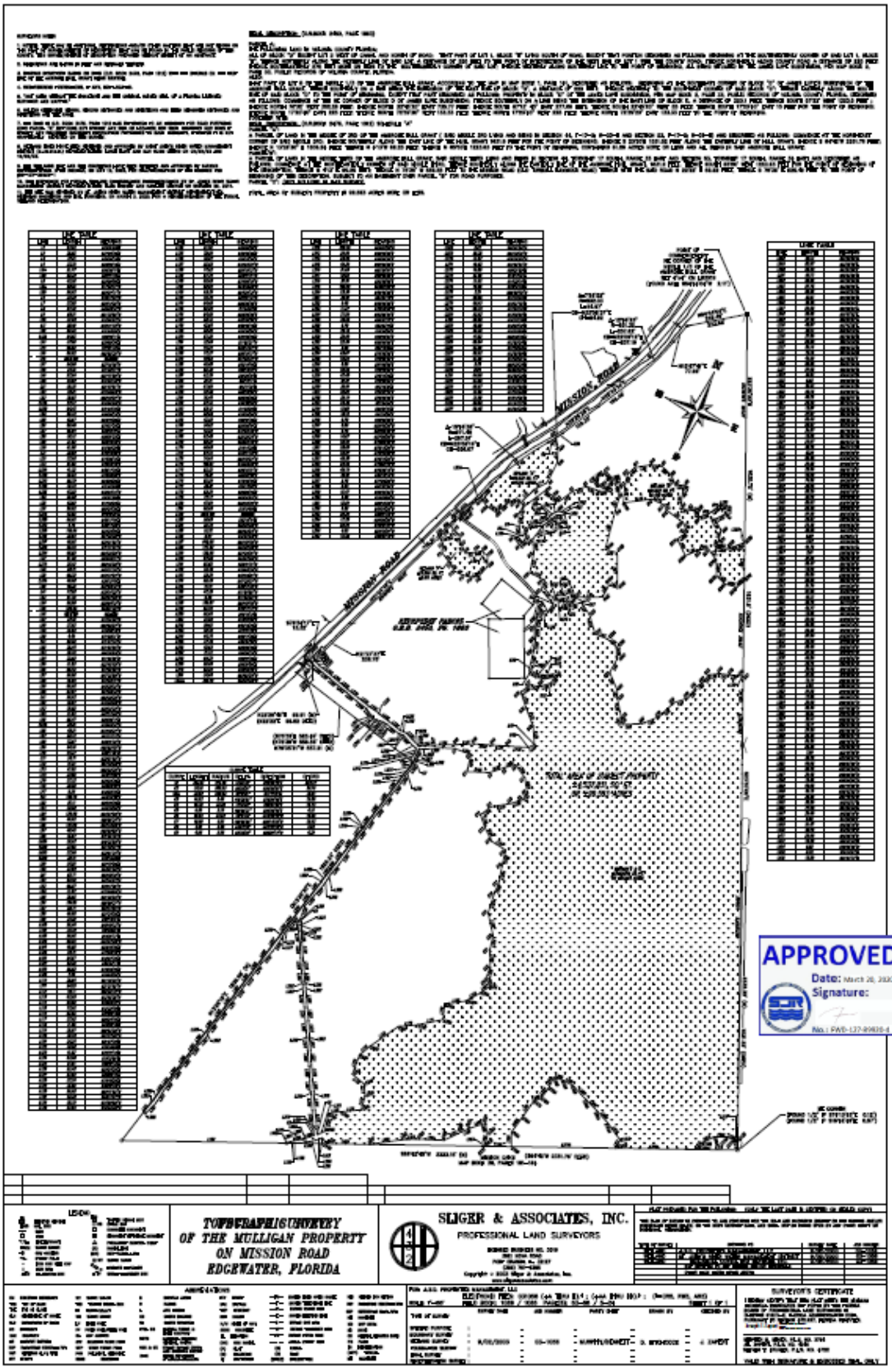
Incorporating the Oakwood Cove site into the Turnbull Creek–Old Mission Regional Resilience Corridor Project allows the corridor to be advanced as a multi-benefit regional infrastructure investment addressing transportation, flood protection, and environmental goals simultaneously. This approach supports reduced roadway and neighborhood flooding, improved reliability during storm events, improved water quality treatment prior to discharge into Turnbull Creek, enhanced eligibility for resilience and environmental funding, and reduced long-term maintenance associated with roadside drainage constraints.

Exhibit 2 – Oakwood Cove Stormwater Opportunity Site



Oakwood Cove Parcel ID 734406060010 identified as a potential regional stormwater retention and treatment site supporting Old Mission Road corridor improvements within the Turnbull Creek drainage basin.

DRAFT


MISSION ROAD
APPROVED
Date:
Signature:
TOPOGRAPHIC SURVEY
OF THE MULLIGAN PROPERTY
ON MISSION ROAD
EDGEWATER, FLORIDA
SLIGER & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS

Date Received	Date (Action Taken)	Date Expired	Permit/Application	Applicant/Permittee	Comments
07/25/2003	06/28/2004 (issued)	06/28/2009	FWD 89920-1	ASD Properties Management LLC	Formal Wetland Determination by Biological Consulting Services, Inc.
01/30/2009	10/06/2009 (issued)	10/06/2014	FWD 89920-2	ASD Properties Management LLC	Renewal of Formal Wetland Determination by Biological Consulting Services, Inc.
09/15/2014	02/03/2015 (issued)	02/03/2020	FWD 89920-3	Mission Oaks, LLC	Formal Wetland Determination by Biological Consulting Services, Inc. per survey received 1/14/2015.
01/28/2020	03/23/2020 (issued)	03/23/2025	FWD 89920-4	Mission Oaks, LLC	Formal Wetland Determination by Biological Consulting Services, Inc. per survey received 3/20/2020, see attached.
12/06/2004	11/08/2005 (issued)	03/08/2016	ERP 96539-1	ASD Properties Management LLC	Construction of a 136-lot mobile home park over 100 acres with 7 stormwater ponds.
09/26/2013	11/21/2014 (Withdrawn)	N/A	ERP 96539-2	Mission Oaks, LLC	Modification for an additional 10 acres and 15 lots, stormwater managed with 2 new wet detention areas.
11/09/2015	02/21/2017 (issued)	02/21/2022	ERP 96539-3	Mission Oaks, LLC	Modification for an additional 10.0 acres and 110 lots, resulting in a complete project re-design per the plans received 9/21/2026.
01/21/2022	04/08/2022 (issued)	02/21/2027	ERP 96539-4	Mission Oaks, LLC	Minor modification for a 5-year extension per plans received 9/21/2016.

DRAF

07/14/2023	06/12/2026 (Admin Denial)	N/A	ERP 96539-5	Mission Oaks, LLC	Subdivide 109.965 acres into 112 single family lots with private streets maintained by the HOA. Project includes construction of new 50' right-of-way, pavement, curb, sidewalk, drainage, utilities, public lift station, and compensatory storage. Project inactive since 12/11/2024.

Observations from the SJWMD Permit History:

Based on January 24, 2022, ecological report prepared by Ecological Consulting Services, Inc., and a November 22, 2024, RAI response also from Ecological Consulting Services, Inc. for ERP Application 96539-5, the property contains approximately 49.83 acres of mixed hardwood wetlands and approximately 60.83 acres of live oak uplands. The ecological report also indicates that there is a low probability of property being used by state or federally listed protected species.

Note: As of June 15, 2026, the SJRWMD permit was denied.

Supporting Regional Stormwater Planning Context

Regional and local stormwater master planning efforts further support the need for coordinated stormwater improvements within the Turnbull Creek–Old Mission Road corridor, particularly in areas hydrologically connected to the Turnbull Creek and Gabordy Canal systems.

The New Smyrna Beach Citywide Stormwater Master Plan documents that Turnbull Creek is the largest tributary flowing through the central portion of the City and a primary drainage feature in the watershed. The study further confirms that the project drainage area includes portions of the Turnbull Creek watershed, representing a significant portion of the City's model domain. The plan also documents repeated flooding impacts associated with major storm events, including Hurricanes Ian (2022), Nicole (2022), and Milton (2024), resulting in widespread roadway flooding and inundation of structures.

The Volusia County Stormwater Management Master Plan Update identifies the Turnbull watershed as one of the County's defined drainage basins and emphasizes the need to improve stormwater systems to address flooding of roadways and structures and untreated stormwater discharges to impaired water bodies. The plan further notes that many legacy stormwater systems lack adequate treatment and conveyance capacity.

DRAF

Within the southern portion of the corridor, the Gabordy Canal watershed is directly relevant. The County's plan documents that this watershed drains portions of the City of Edgewater, City of New Smyrna Beach, and unincorporated Volusia County, conveys largely untreated stormwater runoff to Mosquito Lagoon, and experiences recurrent roadway and structural flooding. Mapping confirms that Old Mission Road, Josephine Street, Park Avenue, Massey Road, and ParkTowne Boulevard are located within or adjacent to this drainage system.

The City of Edgewater Comprehensive Stormwater and Flood Risk Reduction Master Plan further documents that the Turnbull Hammock and Turnbull Creek watersheds are influenced by historically altered drainage patterns and infrastructure that predates modern stormwater design standards. These conditions contribute to insufficient storage and conveyance capacity, localized flooding, and increased runoff associated with modern development patterns.

This regional planning context supports the need for corridor-scale stormwater infrastructure improvements and reinforces the opportunity to incorporate regional stormwater solutions, including the potential use of strategic sites such as the former Oakwood Cove subdivision for stormwater storage, treatment, and flood mitigation.

Existing Conditions on Old Mission Road

The following exhibits show Old Mission Road as it is today. Because the SR 44 and Mission Drive intersection is congested, and because Old Mission Road is narrow with a steep roadside ditch in several locations, some truck traffic traveling from I-4 to Edgewater businesses diverts to South Glencoe Road, Taylor Road, and West Park Avenue. South Glencoe Road and Taylor Road are urban local roadways with constrained geometry and sharp turns, making them inappropriate routes for heavy trucks. Improving Old Mission Road would help direct freight traffic to the appropriate corridor while improving safety for nearby neighborhoods, agricultural properties, and public facilities.

Volusia County provided these traffic counts:

Road Name	From	To	2025 AADT
Old Mission Rd.	SR 442	Park Ave.	5,210
Old Mission Rd.	Park Ave.	Josephine St.	8,440
Old Mission Rd.	Josephine St.	Mission Rd.	14,910
Old Mission Rd.	Mission Dr.	SR 44	990

- Westbound traffic counts were collected between 08/11/25 and 08/30/25.
- Eastbound traffic counts were collected between 10/13/25 and 11/16/25.

Exhibit 3 – Old Mission Road at Josephine Street (Existing Conditions)



Existing conditions at the Old Mission Road and Josephine Street intersection demonstrate the corridor's role in serving high-volume traffic movements, signalized operations, and complex turning activity at a key access point to nearby educational institutions such as the NSB High School, NSB Middle School and Daytona State College South Campus.

This northern node is a critical entry point to the corridor and supports school traffic, commuter traffic, and regional movements. The transition from a higher-activity signalized intersection into more constrained segments of Mission Drive / Old Mission Road underscores the need for corridor-wide improvements.

Exhibit 4 – Old Mission Road at Eslinger Road (Geometry Constraint)



Existing conditions at Old Mission Road and Eslinger Road illustrate horizontal curvature, limited shoulders, adjacent roadside hazards, and a constrained two-lane cross-section.

This segment is one of the most important safety improvement locations along the corridor. Existing horizontal alignment and roadside conditions reduce sight distance and increase crash risk. Right-of-way reportedly acquired north and south of this intersection strengthens implementation readiness.

Example of traffic backup on June 15, 2026, with a truck in the ditch near Sugar Mill Campground, located just south of intersection of Josephine Street.





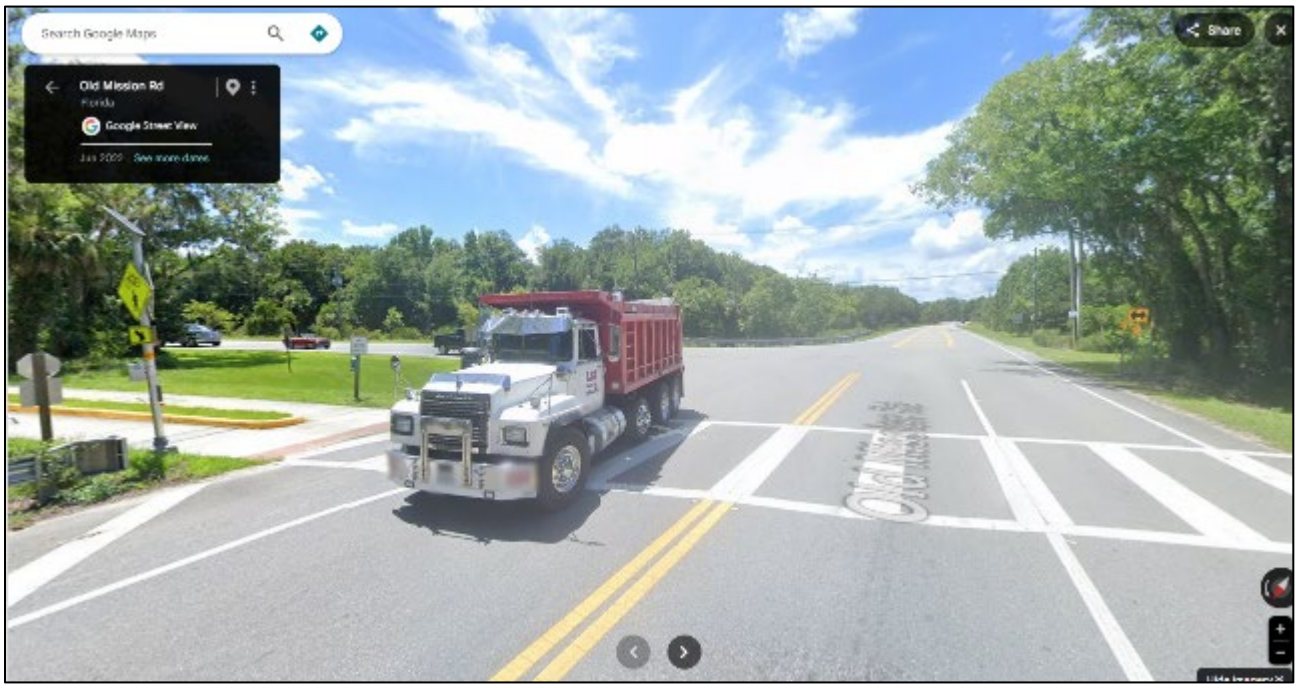
Exhibit 5 – Old Mission Road at Massey Road / Taylor Road Area



Typical roadway conditions near the Massey Road and Taylor Road area show a constrained two-lane corridor with turning movements, side-street access, and limited shoulder area.

This exhibit above, documents everyday operating conditions in the southern corridor, where residential access and through traffic occur without adequate turn-lane capacity or access management. These conditions are inconsistent with a corridor serving both industrial and residential growth areas.

Exhibit 6 – East Central Regional Rail Trail Crossing / Park Avenue Area



The East Central Regional Rail Trail crossing near Park Avenue illustrates direct interaction between heavy freight traffic and multimodal users on an at-grade crossing along Old Mission Road.

This location is a high-value safety and mobility node. The mix of trucks, trail users, and nearby intersection movements creates a direct multimodal conflict point that strengthens the corridor's eligibility for safety and Complete Streets-oriented funding.

Implementation Readiness and Corridor Preservation

Old Mission Road is not merely a conceptual roadway project. It is a corridor where implementation groundwork is already visible through documented right-of-way acquisition and dedication. This includes County-led acquisition work and City-supported preservation through development approvals. Together, these actions demonstrate local commitment, intergovernmental coordination, and a realistic path toward phased delivery.

- Bishop & Bishop parcel acquisition for safety improvements along Old Mission Road.
- Right-of-way provided to Volusia County through the Sandalwood / Smyrna Creek Preserve PUD agreement with the City of Edgewater.
- Right-of-way provided by Creekside Preserve
- Right-of-way provided to Volusia County through the Oak Leaf Preserve PUD agreement with the City of Edgewater.
- Potential strategic stormwater retention opportunity at the former Oakwood Cove subdivision in the Turnbull Creek basin.

DRAFT

Functional Classification and Funding Competitiveness

Based on corridor function, Old Mission Road should be evaluated for corridor-wide classification consistent with a Rural Major Collector. The corridor serves industrial employment land, connects activity centers, supports freight traffic, and provides regional connectivity. Corridor-wide classification consistency would better align with the roadway's actual function and support eligibility for state and federal funding programs.

The project aligns with common FDOT and federal funding priorities by delivering measurable benefits in safety, freight mobility, economic development, resilience, stormwater management, and multimodal conflict reduction. The documented evidence in this whitepaper supports a strong funding narrative for programming, legislative appropriations, and competitive grant applications.

Right-of-Way Acquisitions

Exhibit 7 – Bishop & Bishop Right-of-Way Acquisition Map

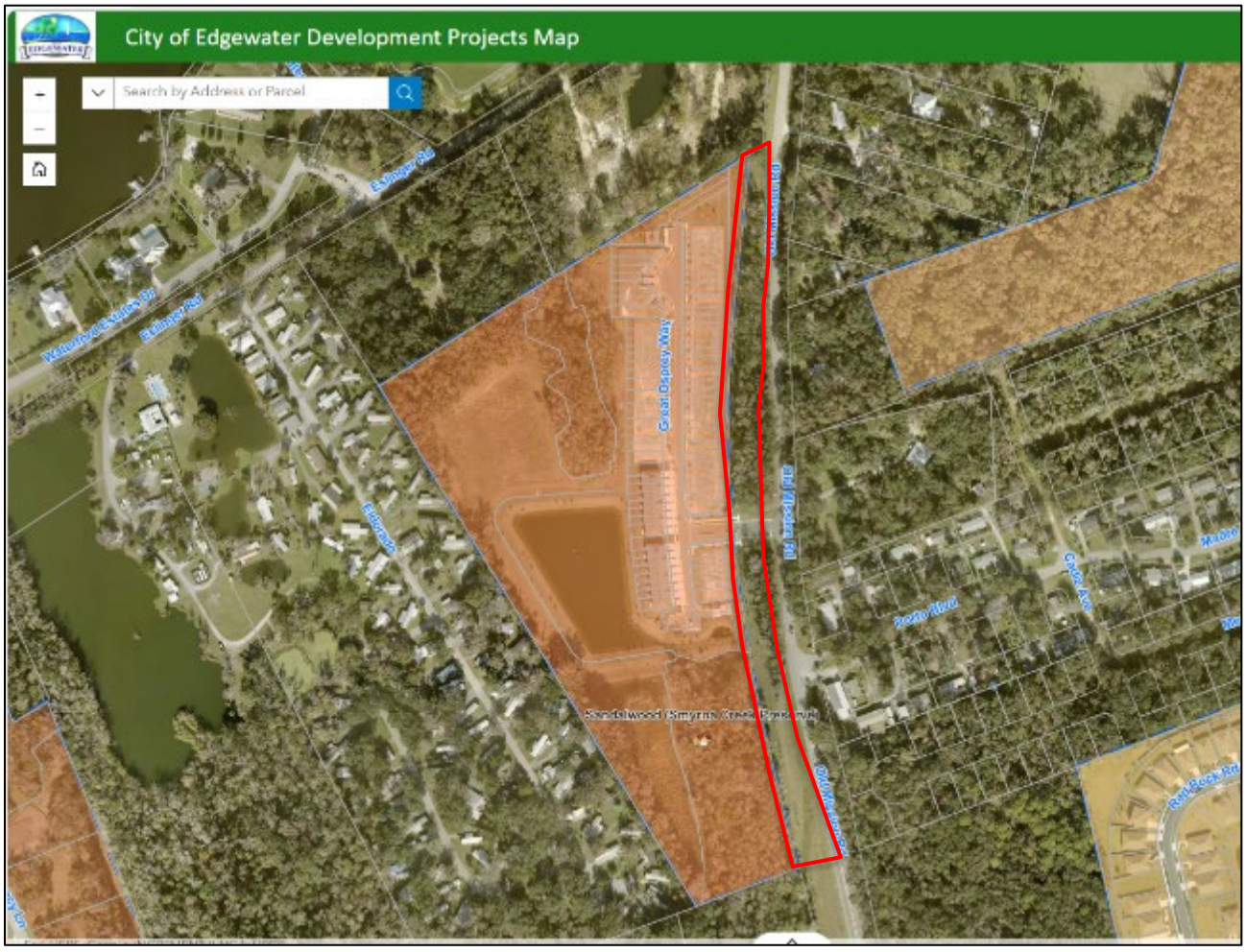


Volusia County Public Works safety improvement map showing owner parcels and the area to be acquired along Old Mission Road for roadway safety improvements.

This exhibit demonstrates active right-of-way acquisition activity for Old Mission Road. The acquisition area focuses on a constrained segment where additional width is needed to improve safety, geometry, and future corridor function. This materially improves project readiness and deliverability.

Exhibit 8 – Sandalwood / Smyrna Creek Preserve PUD Right-of-Way Preservation

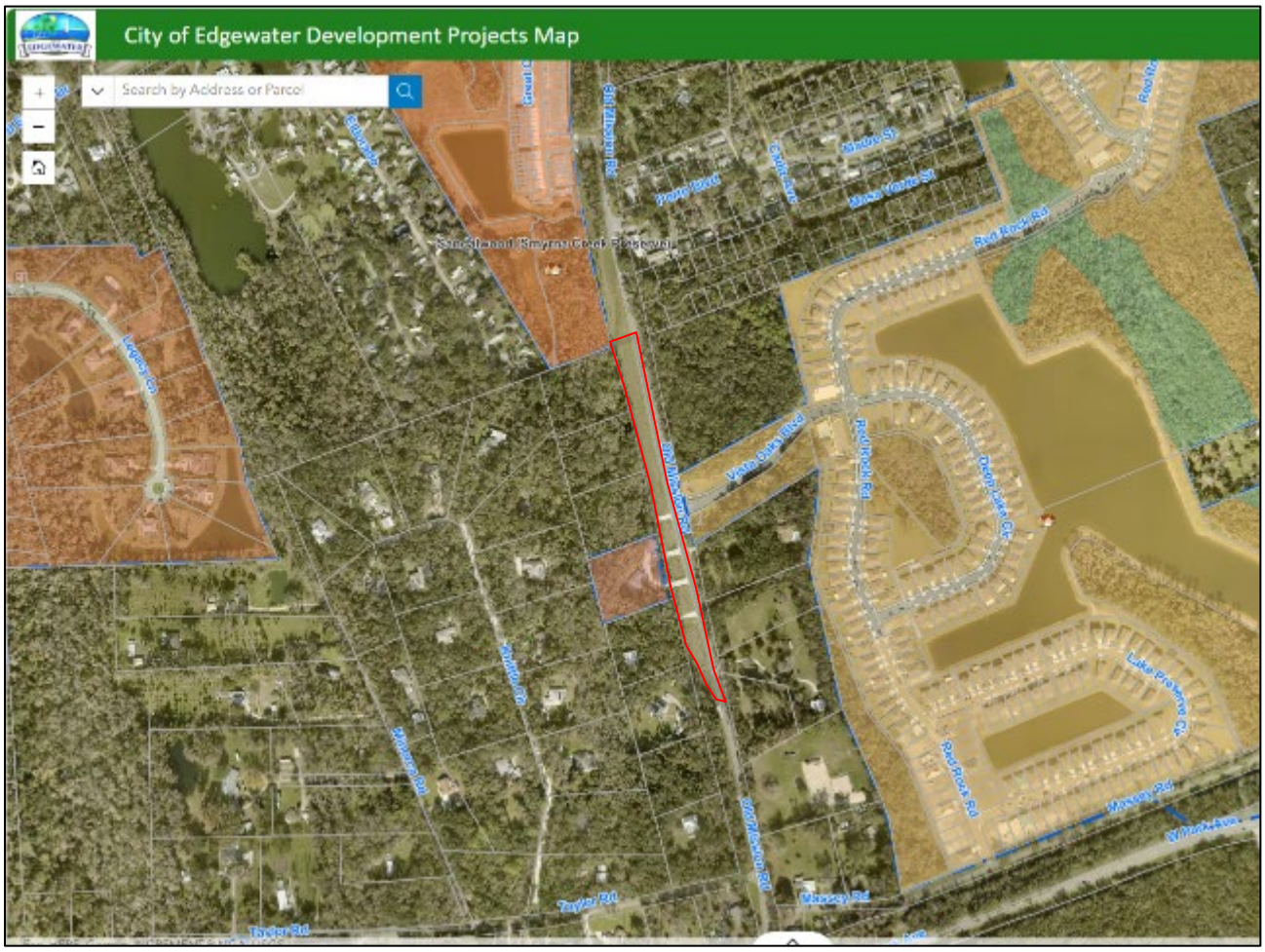
DRAFT



City of Edgewater development map showing the Sandalwood / Smyrna Creek Preserve project fronting Old Mission Road, where right-of-way was provided to Volusia County through the PUD approval process.

This map demonstrates that corridor preservation has already occurred through local land use approvals. The City of Edgewater's development review process has supported future widening by reserving frontage along Old Mission Road.

Exhibit 9 – Oak Leaf Preserve PUD Right-of-Way Preservation



City of Edgewater development map showing Oak Leaf Preserve fronting Old Mission Road, where right-of-way was provided to Volusia County as part of the PUD agreement.

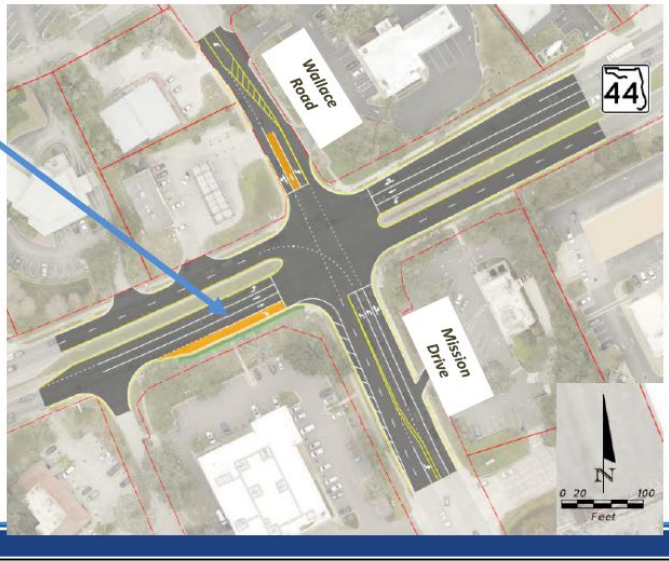
This exhibit, together with the Sandalwood map, the Bishop acquisition map, and the Oakwood Cove opportunity site, shows a consistent pattern of corridor preservation, stormwater planning opportunity, and right-of-way readiness. These actions support a phased implementation strategy and reduce future delivery risk.

Add Creekside Preserve image showing right of way to the County (Ryan / Joey)

FDOT

Mission Drive/Wallace Road Improvements

- Add exclusive EB right turn lane – follow up "Phase 2" to previous Mission/Wallace project
- Next Steps
  - Currently under design
  - Detailed survey underway
- Construction Cost Estimate
  - Approx. $185K to $220K



FDOT

Canal Street Realignment & Business Access Road

- Improvements
  - Introduce curve along Canal Street tying into SR 44 with single SBR
  - 20' wide business "driveway"/access road
  - Extend driveways for direct access to SR 44
- Construction Cost Estimate
  - Approx. $560K to $650K



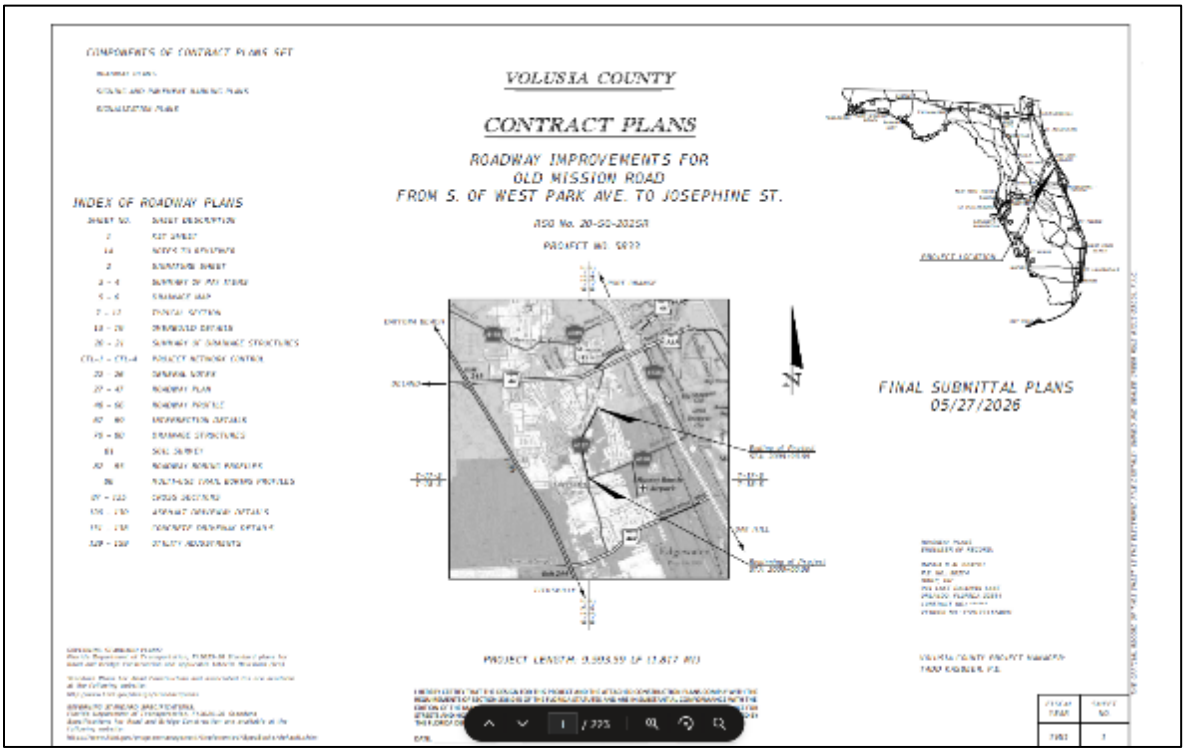
Volusia County Identified Projects for Old Mission Road from Josephine Street to West Park Avenue

For FY 2025–2026, Volusia County has funded $2.5 million for alignment work to shift the roadway away from the existing canal between Josephine Street and West Park Avenue.

Volusia County's FY 2025–2026 five-year plan includes an upgrade to the traffic signal at 413 Old Mission Road and Josephine Street. Funding is to be determined; estimated cost: $715,000.

Volusia County is also planning to add a 10-foot trail from West Park Avenue to Eslinger Road, with $1,100,000 identified in FY 2025–2026 and an additional $400,000 for right-of-way acquisition.

Engineering and design plans for the above projects, including associated drainage work as part of a comprehensive approach, were sent to the cities for review on June 15, 2026.



Also found in Volusia County's 5-year Plan: [Capital Improvement Plan FY 2025-26]

The plan also identifies construction work on Josephine Street / 10th Street from Old Mission Road to Tatum Street, with an estimated cost of $7,150,000 and timing to be determined.

ADD: Reference and possible conceptual drawing Stanley proposed roundabout at Mango Tree Drive, ParkTowne Boulevard, and West Park Avenue. (Ryan)

DRAFT

East Central Florida Regional Planning Council Submitted EDA Grant Application for SEV Infrastructure Gap Analysis Study

This was a priority project identified during the 2025 Southeast Volusia Regional Economic Development Summit, hosted by the Southeast Volusia Chamber of Commerce. The summit included elected officials and staff from New Smyrna Beach, Edgewater, Oak Hill, and Volusia County. ECFRPC worked with the three cities and Volusia County to submit the EDA grant application. If awarded, the study is expected to take approximately 18 months, with each participating entity committed to an estimated $11,000 cost share.

Scope of Work for the EDA Grant:

Known collectively as the Southeast Volusia Coalition (SEV), the cities of Edgewater, New Smyrna Beach, Oak Hill, and Volusia County have been collaborating to increase the economic prospects of this part of the county since 2016. With assistance from the East Central Florida Regional Planning Council (ECFRPC), the Southeast Volusia Chamber of Commerce, and other stakeholders, SEV leadership has completed several important milestones. These include the holding of several stakeholder engagement events, the adoption of the Volusia County Commercial Space Industry Opportunity Overlay (2021), and the completion of the Southeast Volusia Economic Development Strategic Plan (2022). One of the plan's strategies calls for the development of a regional infrastructure plan, which seeks to identify potential projects needed to further economic development opportunities. This plan's development has become even more critical as the area has experienced severe flooding events afflicting the region over the past three years, especially impacting areas that support the workforce and the space industry supply chain. In fact, the area of focus for this proposal has been identified as a priority area for flood impacts in the Multi-Regional Planning and Mitigation Assessment project conducted by the ECFRPC and funded through the Florida Commerce CDBG-MIT program.

As currently envisioned, the SEV Space Industry Overlay Area Infrastructure Gap Analysis Plan will be comprised of the following main activities:

- Key Site Inventory: Identification of key parcels (sites) within the overlay area to identify strategic sites most likely to attract aerospace companies and their suppliers. The inventory will include information about the sites' main characteristics including size, ownership, entitlements, and environmental constraints, among others. City and County staff input will be essential for initial and final considerations.

DRAFT

Public Engagement: Host a series of workshops with key stakeholders to review the viability of these properties to attract aerospace and other industries. Key stakeholders will include city and county staff, utility providers, major landowners, transportation providers, target industry representatives, major employers, among others. The ECFRPC will present the results of the inventory and engage with stakeholders to identify infrastructure needs to make key areas viable for economic development. The project team will work with these stakeholders to understand existing infrastructure, environmental constraints and other considerations to identify and prioritize up to 12 strategic space industry overlay parcels to evaluate

regarding a deeper dive into infrastructure needs to make these parcels ready for investment and to create more resilient infrastructure for existing industries. The findings from these sessions will be supplemented with interviews as needed.

Gap Analysis: Develop an infrastructure needs analysis for the identified areas or sites. This would include an evaluation of whether infrastructure deployment and expansion can be achieved in a manner that is technically, fiscally, and environmentally feasible. The analysis will examine infrastructure feasibility, environmental constraints, and considerations such as flooding, system capacity and readiness, and regulatory constraints. This analysis will include cost estimates of identified key infrastructure such as water, sewer, electricity, and roadways.

Final Report: The ECFPRC will develop a final document that includes the previous information as well as a set of recommendations for elected officials and City staff regarding investment priorities. A list of potential funding sources will also be developed.

SEV Infrastructure Gap Analysis Scope of Work and Costs

Tasks	Tasks Description	Total Cost	Estimated Time to Complete
Site Inventory	Develop an inventory of strategic sites most likely to attract aerospace companies, and other supply chain industries that support these companies. The inventory will include information about the sites' main characteristics including size, ownership, entitlements, and environmental constraints, among others.	$32,000	4 months
Public Engagement	Host a minimum of 2 workshops with key stakeholders (utility providers, major landowners, transportation providers, target industry representatives, major employers) to review and identify infrastructure needs and key areas or properties of focus. The findings from these sessions will be supplemented with interviews as needed.	$30,000	4 months
Gap Analysis	The ECFRPC will subcontract an engineering firm that will be charged with developing an infrastructure needs analysis to estimate the costs of connecting key areas to infrastructure (water, sewer, electricity, and roadways, etc.). The contractor will also participate in the public engagement workshop to ensure context and understanding of needs.	$250,000	6 months
Final Report	Develop final document that incorporates the three previous deliverables into one document and provides an infrastructure strategy to identify recommendations in readiness tiers (short, mid and long term), as well as funding opportunities for identified projects.	$10,000	4 months
Total		$322,000*	18 months

*With an 80/20 cost share, the estimated match per SEV partner, including the ECFRPC, is $11,000.

Regional Policy and Economic Development Alignment

For County Council, the message is straightforward: this corridor is not simply another road project. It is one of the clearest opportunities to convert adopted economic development strategy into a visible, fundable public improvement. For grant reviewers, the same point can be stated more formally: Turnbull Creek–Old Mission Regional Resilience Corridor is strongly aligned with existing regional and municipal planning documents that emphasize collaboration, development readiness, and infrastructure investment as prerequisites for economic competitiveness.

Regional and Municipal Planning Context

The Southeast Volusia Economic Development Strategic Plan emphasizes unified collaboration between the Southeast Volusia cities and Volusia County, pursuit of funding opportunities, workforce development, and site readiness. Those themes align directly with the role of the Turnbull Creek–Old Mission Regional Resilience Corridor in serving industrial land, improving freight access, and strengthening development readiness for future employers.

At the municipal level, the economic development materials for New Smyrna Beach, Edgewater, and Oak Hill emphasize site development, coordination with regional partners, and preparation of commercial and industrial properties for future investment. That planning direction is consistent with the function of Old Mission Road as a supporting corridor for industrial and employment land.

This publication-level version also includes a high-level framework for integration of the City of Edgewater Economic Development Plan, the City of Oak Hill Economic Development Plan, City of New Smyrna Beach Economic Development Plan, and the Volusia County Economic Development Plan. The policy argument remains the same across those jurisdictions: long-term economic competitiveness depends on transportation readiness, coordinated infrastructure investment, and reliable access to employment lands.

Commercial Space Industry Opportunity Overlay Alignment

The Commercial Space Industry Opportunity Overlay framework is an especially important policy anchor for the corridor. The CSIOO strategy is intended to position Volusia County for aerospace and advanced manufacturing growth by enabling targeted industrial uses and aligning local planning with regional economic opportunity. In practical terms, that strategy depends on transportation infrastructure capable of supporting freight movement, supplier access, and workforce connectivity.

Turnbull Creek–Old Mission Regional Resilience Corridor should therefore be described as one of the transportation backbones necessary to operationalize the CSIOO vision across Volusia County and partner jurisdictions, including New Smyrna Beach, Edgewater, and Oak Hill.

Aerospace and Advanced Manufacturing Growth Trends

The case for Turnbull Creek–Old Mission Regional Resilience Corridor expansion is further supported by broader industry trends, particularly in the aerospace and advanced manufacturing sectors. The Bryce commercial space supply chain materials identify current and future commercial space activity

in Florida and include a dedicated section on supply chain characterization and Volusia County impacts. The same materials discuss likely Tier 3 and Tier 4 suppliers and profile suppliers likely to be of greatest interest to Volusia County.

At a high level, those findings reinforce an important point for this corridor: Southeast Volusia's opportunity is tied not only to launch activity, but also to the distributed supplier, manufacturing, and logistics network that supports that activity. Old Mission Road functions as a practical connector between employment lands, workforce areas, and regional routes. In that context, corridor improvements strengthen the region's ability to compete for aerospace-adjacent manufacturing and supplier growth already anticipated in broader space-economy planning.

Requested Action: Regional Commitment and Implementation Partnership

The Southeast Volusia Manufacturing & Technology Coalition (SEVMTC), together with participating communities, stakeholders, and local businesses, is requesting a coordinated regional commitment to advance the widening to 4-lanes of Old Mission Road and the related stormwater improvements needed within the Turnbull Creek–Old Mission corridor. The intent is to treat these transportation, drainage, flood protection, and economic development needs as one comprehensive corridor program that may be delivered in logical phases.

SEVMTC is asking Volusia County and the Cities of New Smyrna Beach, Edgewater, and Oak Hill to designate appropriate staff representatives to work jointly on project scoping, phasing, funding strategy, stormwater coordination, and implementation readiness.

Requested Commitments Include:

- Confirm a shared regional priority to four-lane Old Mission Road from Josephine Street in New Smyrna Beach to West Park Avenue in Edgewater.
- Advance the corridor as a multi-benefit project addressing safety, freight movement, stormwater management, flood protection, water quality, and job-supporting economic development.
- Coordinate transportation planning with regional stormwater opportunities, including evaluation of the former Oakwood Cove property as a potential retention and treatment asset.
- Develop a phased implementation strategy that aligns available right-of-way, current planning work, design readiness, and funding opportunities.
- Identify lead and supporting roles for Volusia County, New Smyrna Beach, Edgewater, Oak Hill, SEVMTC, SEV Chamber of Commerce and regional partners.

Funding and Phasing Considerations

Potential funding strategies should be organized around project phases, including planning and design, right-of-way acquisition, stormwater land acquisition, roadway construction, multimodal improvements, and long-term resilience benefits. Funding opportunities to evaluate include:

- EDA-supported infrastructure gap analysis submitted by the East Central Florida Regional Planning Council.
- Resilient Florida funding for acquisition or planning related to the Oakwood Cove stormwater opportunity site.
- Resilient Florida planning, stormwater, and infrastructure grant opportunities, with potential regional support from ECFRPC.
- Florida Job Growth Grant Fund opportunities tied to job creation, industrial site readiness, freight access, and workforce connectivity.
- 2026 Wildlife Crossing Program, which authorized $80,000,000 per year for 2026 through 2030 by the BUILD America 250 Act. The Old Mission Road crossing of Turnbull Creek may qualify for wildlife crossing funding if the Oakwood Cove property is acquired, in conjunction with our ongoing Turnbull Creek Preservation purchases.
- Additional state, federal, and legislative funding sources that align transportation safety, resilience, water quality, and economic development outcomes.

Recommended Next Steps

1. Confirm the corridor limits and shared project scope from Josephine Street in New Smyrna Beach to West Park Avenue in Edgewater, including widening to four-lanes, safety, drainage, multimodal, and stormwater components.
2. Map existing right-of-way acquisitions, dedications, and preservation areas to identify near-term segments that can advance into design, permitting, or construction funding.
3. Evaluate the former Oakwood Cove subdivision as a regional stormwater retention and treatment opportunity that can support corridor widening, flood protection, and water quality goals.
4. Convene Volusia County, New Smyrna Beach, Edgewater, Oak Hill, FDOT, ECFRPC, and SEVMTC partners to coordinate functional classification review, cost estimates, watershed impacts, project phasing, and funding strategy.
5. Prepare a grant- and legislative-ready project package that frames the corridor as a multi-benefit investment in freight reliability, industrial site readiness, flood protection, school access, multimodal safety, resilience, and job growth.

DRAFT

Implementation Timeline

The following timeline provides a practical phased pathway for advancing the Turnbull Creek–Old Mission Regional Resilience Corridor from regional commitment to project delivery. Timeframes are intended to be flexible and may be accelerated or adjusted based on funding availability, right-of-way readiness, permitting requirements, and intergovernmental coordination.

Phase	Estimated Timeframe	Primary Actions	Expected Outcome
Phase 1: Regional Commitment and Scoping	0–6 months	Confirm corridor limits, designate lead and supporting agency staff, establish a regional working group, confirm shared project objectives, and identify priority data needs.	Documented regional commitment, agreed project scope, and clear intergovernmental coordination structure.
Phase 2: Data Collection, Right-of-Way Review, and Stormwater Evaluation	6–12 months	Compile traffic counts, crash history, drainage data, flood impact information, existing right-of-way records, development dedication records, and stormwater opportunity sites, including Oakwood Cove.	Baseline technical record supporting project phasing, funding applications, and preliminary design assumptions.
Phase 3: Planning, Concept Development, and Funding Strategy	12–18 months	Develop planning-level alternatives, preliminary cost estimates, functional classification support, resilience benefits, economic development justification, and a coordinated funding strategy.	Grant- and legislative-ready project package suitable for FDOT, state, federal, resilience, and economic development funding opportunities.
Phase 4: Design, Environmental Review, and Permitting	18–36 months	Advance engineering design, drainage modeling, environmental review, stormwater design, utility coordination, multimodal safety elements, and required local, state, and federal permits.	Project segments ready for construction funding, permitting approvals, and phased implementation.
Phase 5: Right-of-Way, Stormwater Land Acquisition, and Construction Readiness	24–42 months	Complete remaining right-of-way acquisition, evaluate or acquire stormwater land where appropriate, finalize construction documents, update cost estimates, and prepare bid-ready packages by segment.	Priority corridor segments positioned for construction appropriation, grant award, or inclusion in capital improvement programming.
Phase 6: Phased Construction and Long-Term Delivery	36 months and beyond	Construct improvements in logical segments based on funding, safety priority, right-of-way readiness, drainage benefits, and coordination with related roadway or stormwater projects.	Progressive delivery of a safer, more resilient, four-lane regional corridor that supports freight movement, flood protection, water quality, multimodal access, and job growth.

This phased approach allows partner agencies to advance near-term planning, funding, and design work while preserving flexibility for segment-by-segment delivery. It also strengthens competitiveness for grant and legislative funding by demonstrating that the corridor has a defined scope, regional support, documented infrastructure need, and a realistic path toward implementation.

Conclusion

Old Mission Road is a high-leverage corridor improvement opportunity with a strong real-world evidence base. The maps and field screenshots included in this document show that the corridor's current physical condition does not match its operating role, while right-of-way actions already taken demonstrate that the project is feasible and actively advancing. The policy alignment section also makes clear that this project is consistent with regional and local planning direction emphasizing collaboration, funding pursuit, workforce development, site readiness, and aerospace-related growth trends. Adding a coordinated stormwater and flood protection strategy—supported by the potential use of the former Oakwood Cove subdivision—further strengthens the project's value as a corridor-scale resilience and infrastructure investment.