

COMMUNITY REDEVELOPMENT AGENCIES ANNUAL REPORTS 2021

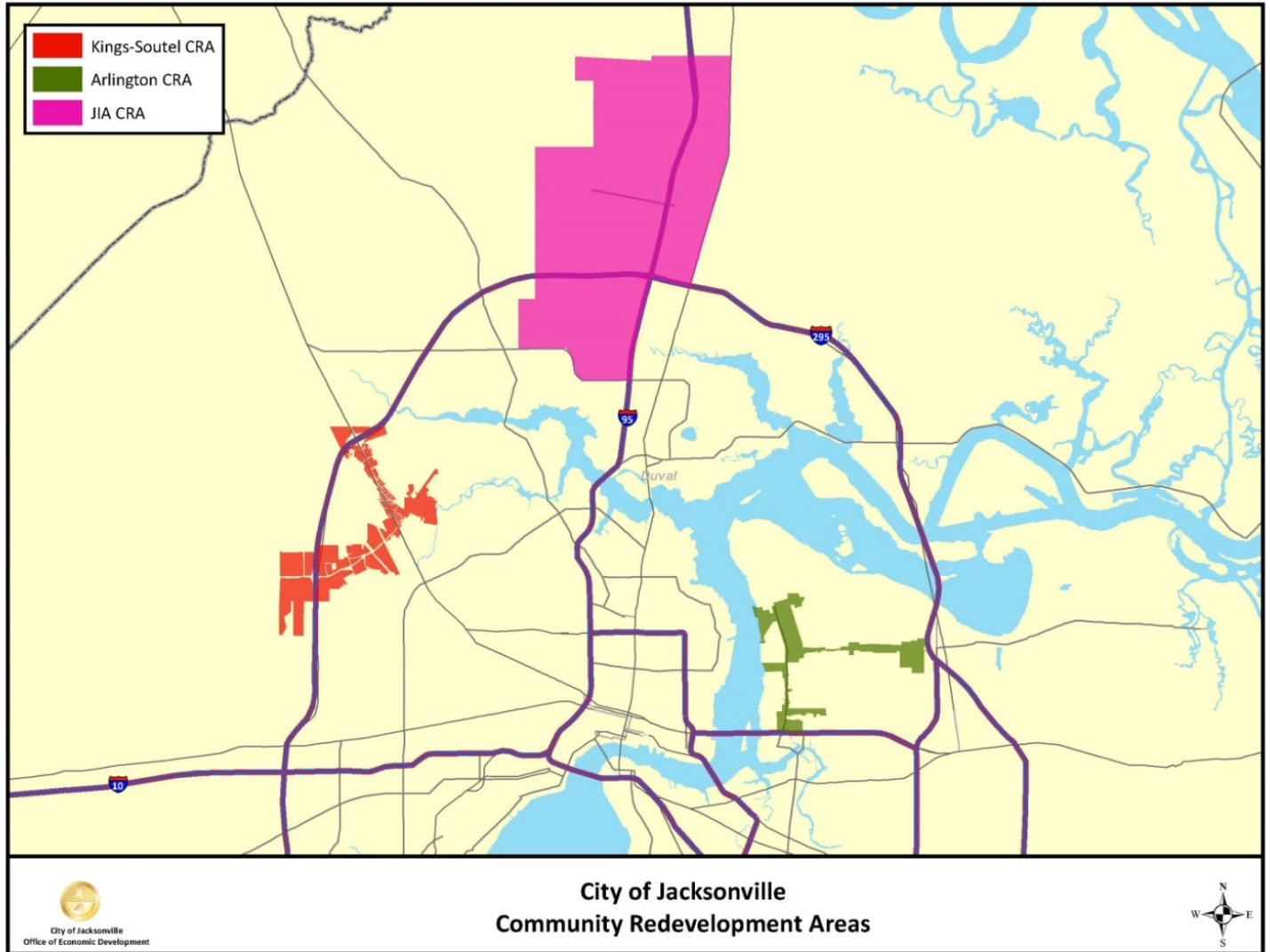


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**City of Jacksonville
Community Redevelopment Agency
Annual Report
Fiscal Year 2020/2021**

Required Report and Records

Pursuant to Chapter 163 of the Florida Statutes, the Community Redevelopment Agency (CRA) of the City of Jacksonville must file with the governing body on or before March 31st of each year, a report of its activity for the preceding fiscal year and the report shall include a complete financial statement setting forth its assets, liabilities, income, and operating expenses as of the end of such fiscal year. Once completed, a notice will be published in a newspaper of general circulation which states that the FY 2020/2021 CRA Annual Report has been filed and is available for review in the Office of Economic Development. The notice of publication will be placed in the Daily Record newspaper as a legal notice. In addition, the report will be available for review on the City's website (www.coj.net) Government/Community Redevelopment Area Board.

CRA Process

The City of Jacksonville follows the process of creating Community Redevelopment Areas (CRA) pursuant to Florida Statute 163, Part III. The process for creating a CRA is well defined. It must detail the deficiencies in the area meeting the statutory definition of blight, provide a Community Redevelopment Plan for eliminating the blight and establish a Tax Increment Financing District (TIF) as an ongoing revenue source supporting the projects described in the Plan. Tax increment financing is a unique tool available to cities and counties for redevelopment activities. It is used to leverage public funds to promote private sector activity in the targeted area. A broad overview of the process is outlined below:

1. **Finding of Necessity** – Blight is measured by meeting at least two criteria of 14 as stated in the statute supported with government statistics.
2. **Community Redevelopment Plan** – A master plan must be developed as the blueprint for solving the boundary area deficiencies. The CRA Plan will provide the guidelines for land acquisition, investment, development, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the CRA; zoning and planning changes, if any; land uses; maximum densities; building requirements, elementary schools in the area, housing, newly created office and retail, improved traffic, public transportation, public utilities, recreational and community facilities.

Examples of traditional projects include streetscapes and roadway improvements, building renovations, new building construction, flood control initiatives, water and sewer improvements, parking lots and garages, neighborhood parks, sidewalks and street tree plantings. The plan can also include redevelopment incentives such as grants and loans

for such things as façade improvements, sprinkler system upgrades, signs, and structural improvements. The redevelopment plan is a living document that can be updated to meet the changing needs within the Community Redevelopment Area; however, the boundaries of the area cannot be changed without starting the process from the beginning.

3. **Tax Increment Financing District (TIF)** -- A CRA is a dependent special district in which any future increases in property values are set aside to support economic development projects within that district. They are commonly used to focus economic development in a particular community in decline where funding sources for revitalization are challenged. This is accomplished by establishing a Tax Increment Financing (TIF) district. If it is listed in the Community Redevelopment Plan, TIF dollars can be used as a revenue source to a project if the project meets community criteria.

Background

Pursuant to the provisions of Chapter 163, Part III, Florida Statutes, on June 28, 2012, the City Council declared itself the Community Redevelopment Agency (CRA) when it approved Ordinance 2012-212-E. The Ordinance codified the determination that the City Council would be the redevelopment agency to implement the revitalization of the Community Redevelopment Area Plans for three active CRAs located in Duval County.

This action transfers the rights, powers, duties, privileges and immunities invested in the City Council acting as the CRA. Although the City Council members and the CRA members are the same, the CRA is a legal entity, separate, distinct and independent from the City Council. The CRA as an agency exists until dissolved by action of the City Council. The redevelopment efforts are guided by the CRA agency which is comprised of the 19 City Council members determined to revitalize the JIA, KingSoutel and Arlington neighborhoods. The CRA has direct oversight of redevelopment activities in all three redevelopment areas. The JIA CRA and the Renew Arlington CRAs also have seated Advisory Boards.

Further, on August 23, 2016, the City Council formed three separate CRA Agency Boards consisting of all City Council Members as its Board of Directors to provide oversight for the implementation of the Community Redevelopment Plans. The action taken is as follows:

- **Jacksonville International Airport Community Redevelopment Agency**
Resolution JIA/CRA-2016-01 approved the recommendation to the City Council as the governing body that the Council President serve as the Chair of the JIA/CRA and the district Council Member of the district encompassing the JIA/CRA Redevelopment Area serve as the Vice Chair. **Resolution JIA/CRA-2016-02** approved the bylaws for the JIA CRA Agency. **Resolution JIA/CRA-2016-03** adopted the FY2015-2016 reinstated budget pursuant to Section 163.387 F.S. **Resolution JIA/CRA-2016-04** adopted a FY2016-2017 proposed budget.

- KingSoutel Crossing Community Redevelopment Agency**
Resolution KSC/CRA-2016-01 approved the recommendation to the City Council as the governing body that the Council President serve as the Chair of the KSC/CRA and the district Council Member of the district encompassing the KSC/CRA Redevelopment Area serve as the Vice Chair. **Resolution KSC/CRA-2016-02** approved the bylaws for the KSC/CRA Agency. **Resolution KSC/CRA-2016-03** adopted the FY2015-2016 budget pursuant to Section 163.387 F.S. **Resolution KSC/CRA-2016-04** adopted a FY2016-2017 proposed budget.
- Renew Arlington Community Redevelopment Agency**
Resolution RA/CRA-2016-01 approved the recommendation to the City Council as the governing body that the Council President serve as the Chair of the RA/CRA and the district Council Member of the district encompassing the RA/CRA Redevelopment Area serve as the Vice Chair. **Resolution RA/CRA-2016-02** approved the bylaws for the RA/CRA Agency. **Resolution RA/CRA-2016-03** adopted the FY2015-2016 budget pursuant to Section 163.387 F.S. **Resolution RA/CRA-2016-04** adopted a FY2016-2017 proposed budget.

Staffing and Administrative Procedures

The Community Redevelopment Agency and City of Jacksonville annually approve a budget for Administrative Services to provide the staffing and administrative relationship between the City and the CRA for general office operations and implementation of the redevelopment plans for the three redevelopment areas. The Community Redevelopment Agency Bylaws establish the CRA's board composition, purpose and powers, meetings and notice requirements and administrative procedures. The CRA Board meets as required by Florida Statutes 163, Part III and 189.

This bill amends Chapter 55, Part 1, Section 55.108 *Ordinance Code* in reference to the powers and duties of the Downtown Investment Authority (DIA). Section 55.108 is amended to reflect that the Northbank Downtown CRA Trust Fund will maintain two separate accounting records for the Downtown East CRA and the Northside West CRA.

Chapter 106, Part 2, Subpart A, Section 106.204 *Ordinance Code* is amended to distinguish a distinct process by which CRA Boards propose their budgets. With this amendment, CRA Boards will submit a proposed budget by July 1 of each fiscal year which will include line items for operating expense and debt services, a plan authorized expenditure line item. Each CRA will submit to Council a budget schedule, containing all programs and capital projects, debt service reserves, carried over planned authorized expenditure accounts, all fund transfers, encumbered funds and unencumbered funds.

The newly created Chapter 106, Part 3, Subpart D *Ordinance Code* addresses appropriations for Community Redevelopment Agency Plan Authorized Expenditures.

- CRA Board shall have the authority to expend funds from any budget line item in an Approved CRA Budget, including the Plan Authorized Expenditures Budget Line Item, without further Council approval.
- Council appropriations to a CRA Board shall be held in the applicable CRA Trust Fund, which trust fund shall be an all-years fund.
- Prior to expenditures, the CRA Board Administrator will complete and sign a CRA Budget Transfer Form, which shall include the amount and description of the expenditure request. If the expenditure is a Plan Capital Project, the CRA Board Administrator must also complete a CRA Capital Project Information Sheet.
- A CRA Board may transfer funds between Board approved Plan Authorized Expenditures via a written board resolution in the same manner as required in Section 106.344 of this Subpart D without further Council approval.
- Any CRA Board approved funds for a specific Plan Authorized Expenditure or Future Years Debt Reduction expenditures shall carryover from fiscal year to fiscal year.
- Any additional revenues in excess of \$100,000 and received by each CRA Trust Fund during a fiscal year shall require further Council approval.

Ordinance 2018-555-E

On August 24, 2018, City Council approved Ordinance 2018-555-E. It amended Chapter 111, Part 6, Section 111.645 in reference to the Renew Arlington CRA Trust Fund, for which funds deposited into the Trust Fund shall be placed and accounted for in a separate interest bearing account and all accrued interest shall remain in the Trust Fund.

This bill created a new Chapter 111, Part 6, Section 111.641 *Ordinance Code* which referred to the Jacksonville International Airport CRA Trust Fund and a new Chapter 111, Part 6, Section 111.642 for the KingSoutel Crossing CRA Trust Fund. The City shall annually appropriate to these Trust Funds by January 1 of each year, commits and sets over for payment into the Fund a sum equal to the increment from the income, proceeds, revenues and funds of the City derived from, or held in connection with the CRA, and the City's undertaking and carrying out of any community redevelopment project therein. Such increment shall be determined and appropriated annually and shall be an amount equal to 95 percent of the difference between the amount of ad valorem taxes levied each year by the City on taxable real property and the amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for the City upon the total of the assessed value of the taxable real property in the CRA as shown upon the most recent tax assessment roll.

Chapter 500, Section 500.108, Section 500.112 and Section 500.114 *Ordinance Code*, were amended to clarify definitions and articulate agency powers and the expenditure of trust funds. Community Redevelopment Agency powers are subject to availability of funds in each Trust Fund and, as applicable, the approval of the City Council. A new Chapter 500, Section 500.116, *Ordinance Code* was created to adopt the "CRA Budget Transfer Form" and the "CRA Capital Project Information Sheet".

Further, this legislation created new chapters and amends exiting chapters of the Ordinance Code to streamline the budget and appropriation processes for CRAs for better efficiency.

Typically, when needed, meetings are held immediately preceding the City Council's meeting on the second or fourth Tuesday of the month. The budgets are provided for each of the three CRAs in the appropriate section of this report.

Community Redevelopment Plan Implementation

Each redevelopment area has its own Community Redevelopment Plan unique to each area with its specific needs and deficiencies that has been adopted by the City Council through the legislative process. The purpose of the Plans is to identify policies, strategies and goals that will remedy the conditions of blight that have been determined to exist within the Community Redevelopment Area and clearly stated in the Finding of Necessity. The strategies in all plans include short-term and long-term capital improvements, economic development and planning projects aimed at stimulating growth, creating jobs, and expanding the tax base through the redevelopment of the Community Redevelopment Areas.

The three CRAs have Advisory Boards in place and meet on a regular basis. All Advisory Board Members are confirmed through City Council and are required to attend ethics training, which includes instruction and Florida Sunshine Laws. Advisory Board meetings are publicly noticed and open to the public.

Tax Increment Finance (TIF) districts were established at the time the Community Redevelopment Plans were adopted, pursuant to the Community Redevelopment Act (Florida Statutes 163.387). No TIF revenues may be expended unless those funds are expended in accordance with an adopted Community Redevelopment Plan for the specific redevelopment area and approved by the CRA Board. The following Community Redevelopment Plans with TIF accounts are currently in effect:

- 1993 Jacksonville International Airport Community Redevelopment Area
- 2008 KingSoutel Crossing Community Redevelopment Area
- 2015 Renew Arlington Community Redevelopment Area

Jacksonville International Airport

CRA Agency



JIA CRA at a Glance

CRA Area (Acres)	14,245
CRA Base Year	1993
Base Year Taxable Assessment	\$189,200,262
Current Taxable Assessment	\$1,510,940,558
Incremental Increase	\$1,321,740,296
Fiscal 2020/2021 TIF Revenue	\$14,367,059

Jacksonville International Airport CRA Agency Board

			
Hon. Tommy Hazouri, Chair	Hon. LeAnna Cumber	Hon. Danny Becton	Hon. Ron Salem
			
Hon. Reggie Gaffney, Vice Chair	Hon. Michael Boylan	Hon. Randy White	Hon. Kevin Carrico
			
Hon. Joyce Morgan	Hon. Ju'Coby Pittman	Hon. Rory Diamond	Hon. Matt Carlucci
			
Hon. Al Ferraro	Hon. Garrett Dennis	Hon. Randy DeFoor	Hon. Samuel Newby
			
Hon. Aaron Bowman	Hon. Brenda Priestly Jackson	Hon. Terrance Freeman	

JIA CRA Highlights for 2021

Redevelopment Projects

Safariland (Project Safety)

The Safariland Group, which currently has approximately 350 employees in Jacksonville, is a premier manufacturer of protective equipment for law enforcement, military and public safety end-users. Safariland, which has over 50 years of experience in the protective equipment marketplace, distributes its products both domestically and internationally.

Safariland is a high-impact target industry business (manufacturing) and has stated that the combination of the State of Florida and City of Jacksonville incentives is a material factor in its consideration to expand its operation in Jacksonville, Florida.

# of Jobs to Be Created	Capital Investment	Intangibles
152 new jobs (52 jobs at average wage of \$44,065 and 100 jobs at an average wage of \$33,000) no later than Dec. 31, 2018.	Estimated investment of \$2.5 million in building upfit, manufacturing equipment, IT infrastructure and equipment, furniture, etc.	Adds to Jacksonville's manufacturing job base. Preserves 350 existing jobs. Will increase import and export activity at Jaxport.

JIA CRA Objectives:

The proposed project furthers the following Community Redevelopment Plan Objectives, included in the JIA CRA Plan:

- **3.c.** Increase the opportunities for both temporary and full-time employment of Jacksonville residents;
- **3.f.** Strengthen the tax base of Jacksonville through new development in the Community Redevelopment Area; and
- **3.g.** Increase Jacksonville's penetration of the economic activity generated by the growth of the JIA area of Jacksonville by developing additional commercial, residential, transportation and open space uses in the redevelopment area.

Project Rationale & Benefits:

Supporting Safariland's expansion will grow Jacksonville's higher wage job opportunities and tax base. It will also further secure the company and their existing 350 jobs, locally. The 152 new jobs to be created are primarily for the manufacturing of apparel and equipment for law enforcement, military and public safety personnel, which will be utilized by entities in those respective fields, throughout the world. Additional annual payroll to the Jacksonville area will be over \$5.5 million (excluding benefits).

Overall Incentives: \$876,400

Project Annual Survey 2021

- Capital Investment -- \$1.7 million
- New Jobs Created -- 569

Amazon (Project Rex)

Amazon was approved for a large state-of-the-art fulfillment center facility in North Jacksonville, just south of the Jacksonville International Airport. The Company plans to create at least 1,500 jobs by the end of 2019, and 500 of the proposed jobs will have an average annual salary of \$50,000. Amazon has more than 20 years of experience in the retail and ecommerce markets and currently employs more than 200,000 people worldwide.

The facility now completed is located within the boundaries of the Jacksonville International Airport (JIA) Community Redevelopment Area (CRA). The project will provide the opportunity to address the issue of high unemployment in and around the JIA CRA area. The unemployment rate in certain areas near the proposed project site exceeds 15 percent. All 1,500 of the proposed full-time company jobs will have access to medical benefits upon hire, and the opportunity to participate in numerous other company fringe benefits after being employed for one year, including tuition assistance and company stock awards.

# of Jobs To Be Created	Capital Investment	Intangibles
500 jobs @ \$50,000 average wage, and 1,000 additional jobs, no later than December 31, 2019.	Estimated capital investment of approximately \$200 million in equipment, furniture, land and real estate improvements.	Establishment of a state-of-the-art fulfillment center, which will provide an abundant amount of job opportunities for residents in an economically distressed area of Jacksonville.

Project Rationale & Benefits:

Amazon will expand job opportunities in Jacksonville at various wage levels. Additional annual payroll to the Jacksonville area is anticipated to be more than \$51 million annually (excluding benefits). Residents of Jacksonville's high unemployment areas have had an opportunity to apply for many of these jobs. Project Rex has made a significant capital investment, adding to the City's commercial tax base. Project Rex will also add to the growing list of large distribution companies establishing a facility in Jacksonville.



Project Annual Survey 2021

- Capital Investment -- \$276,000,000
- New Jobs Created – 6,026

Mercedes Benz (Project Grace)

Mercedes Benz USA committed to an expansion to its existing footprint within the Jacksonville International Airport Community Redevelopment Area (JIA CRA) versus moving its engineering services team to Atlanta. Mercedes agreed to retain 30 existing and add 54 engineering jobs, over two years at an average wage of \$66,098.

# of Jobs to Be Created	Capital Investment	Intangibles
54 new jobs @ \$66,098 average wage no later than Dec. 31, 2018.	Estimated minimum of \$2.1 million in IT equipment, furniture, real estate improvements, etc.	Adds to Jacksonville's engineering services job base.

Project Rationale & Benefits:

Mercedes Benz will expand Jacksonville's higher wage job opportunities and tax base. It will also further secure the company and their existing 30 jobs, locally. The 54 new jobs to be created are primarily engineering services jobs for the manufacturing industry. Additional annual payroll to the Jacksonville area will be over \$3.5 million annually (excluding benefits). Mercedes's expansion project supports the manufacturing businesses that have established operations in Jacksonville.



Project Annual Survey 2021

- Capital Investment -- \$3.3 million
- New Jobs Created -- 110

River City Crossing

The project includes the following: a Retirement/Nursing Home, Office Medical, Office, Restaurant Class II, a Bank, Warehouse/Flex Space, Multi-Family/Senior Living and a Convenience Store/Gas Station utilizing 162.56 acres with 581,880 square feet of new development. It will be constructed in two phases. The developer projects to create approximately 350 new jobs for the total project area with 160 jobs meeting the Targeted Industry requirement.

In addition to project private capital investment, there is an estimated \$4,828,434 of supporting infrastructure that will be realized during the build-out of this project. Of the total project, the following uses qualify for city assistance and represent a total private capital investment of **\$33,868,980**.

PROPERTY USE	EMPLOYMENT	DESIGN SQUARE FOOTAGE	PRIVATE CAPITAL INVESTMENT
Office Medical	100	100,380	\$27,457,950
Office	30	7,500	\$600,000
Bank	10	7,500	\$2,829,375
Warehouse, Flex Space	20	86,500	\$2,981,655
Total	160	201,880	\$33,868,980

Project Rationale & Benefits:

Supporting this project will expand job opportunities in Jacksonville at various wage levels within the boundary of the JIA CRA. The project location will make jobs accessible to residents in some of Jacksonville's high unemployment areas. The River City Crossing development project will make a significant capital investment and reduce the amount of vacant land within the CRA, adding to the City's commercial tax base for years to come.

Project Incentives:

- 50% REV Grant @ 10 years: \$1,843,265
- TID Infrastructure Grant: \$200,000
- City Total: \$2,043,265

Project Annual Survey 2021

- Capital Investment -- \$1.8 million
- New Jobs Created -- 6

Farm Share, Inc.

Farm Share is a non-profit statewide charitable food bank and packing house with a distribution hub in Jacksonville, Florida whose mission is that no person goes hungry and no food goes to waste. Farm Share distributed more than 100 million pounds of food to Florida's 67 counties through warehouses in Jacksonville, Florida City, Homestead, Pompano Beach and Quincy, Florida, and, specifically, distributed nearly 12 million pounds of food to persons in need in Duval County last fiscal year ending June 30, 2020.

The JIA CRA Board approved a grant in the not to exceed amount of \$253,382 from the JIA CRA Trust Fund to Farm Share to fund up to a one-year lease of Jacksonville warehouse space located within the boundaries of the JIA/CRA.

The Board cited that a grant to Farm Share, Inc., as described in the Funding Agreement, is in compliance with, and furthers the purposes and objectives of the JIA/CRA Redevelopment Plan, regarding Purpose of the Plan, Community Redevelopment Plan Objectives (found on page 3 of the Plan) as follows:

- (c) Increase the opportunities for both temporary and full-time employment of Jacksonville residents; and
- (g) Increase Jacksonville's penetration of the economic activity generated by the growth of the JIA area of Jacksonville by developing additional commercial, residential, transportation and open space uses in the redevelopment area.

Public Works Projects

I-95 Airport Road Project

The JIA CRA Agency Board approved the utilization of JIA CRA funds for the construction of the I-95/Airport Road project, which is identified in the Redevelopment Plan and beneficial to the City. The required outlay was \$7 million. Project fund distribution would require that the \$7 million be allocated between two budget years. The allocation included \$2.5 million in the FY16/17 budget and \$4.5 in the FY 17/18 budget.

This project complies with the existing JIA Community Redevelopment Plan as follows:

- Increase Jacksonville's penetration of economic activity generated by the growth of the JIA area of Jacksonville by developing additional commercial, residential, transportation and open space uses in the redevelopment area;
- Provide the additional public services including roadways necessary to serve new development;
- Enhance the image of the JIA area, the Northside and the Jacksonville area in general through the redevelopment of the area.

Additionally, this project is expressly identified on pages 26-28 of the plan as follows:

- “The Plan specifies alterations to the circulation system for the JIA area in Exhibit A-CRP-4, Proposed Circulation Plan. This proposal is designed to achieve four major changes in the area:
 - a) Improvements to dangerous intersections such as the one at Airport Road and I-95, and provision of alternative routes to lessen traffic congestion...

Specifically, the following street improvements are required to fully and adequately implement the Plan:

1. Airport Road, from the JIA property line to east of I-95
8. Airport Road/Duval Road and I-95 Interchange Modifications

A project description/status is as follows:

Interchange improvements began last summer in 2019 at Interstate 95 and Airport Road. Improvements at the interchange will extend from Airport Center Drive to west of Duval Road and will include:

- Widening the ramps and roadway of the interchange
- Roadway reconstruction at Duval Road and Airport Road
- Roadway resurfacing
- Drainage installation and improvements
- Sidewalk construction and repairs
- ADA upgrades
- Overhead sign installations

This project has been completed as illustrated in **Exhibit A**.

Armsdale Road Sidewalk and Lighting Project

The JIA CRA Agency Board approved \$1,800,573 in the 2016/2017 JIA CRA budget that allowed for the construction of the Armsdale Road/Duval Road Improvements, specifically the Armsdale Road/Duval Road Intersection Improvements, the Armsdale Road Curve Improvements and the Duval Road Sidewalk Project Phases I and II, as shown in **Exhibit B**. The JIA CRA Agency Board also approved \$3,300,000 in program funds to be allocated in the JIA CRA budget for the 2017/2018 fiscal year so that the remaining subprojects within the Armsdale Road/Duval Road Improvements: Armsdale Road Sidewalk Phases I, II, and III, can be completed within the next three years.

The Board approved the project improvements and noted that they are consistent with the JIA CRA, and construction of said improvements are in compliance with, and furthers the purposes and objectives of, the JIA CRA Community Redevelopment Plan as follows:

1. Paragraph 3 - Community Redevelopment Plan Objectives
 - (h) Provide pedestrian linkages within the project area;
 - (k) Provide public improvements to complement and service new development, including needed utilities, including: electric, water, sewer and gas line extensions, street closings and changes, streetscape

improvements, open space landscaping, pedestrian linkages, and parking;
and

- (m) Enhance the image of the JIA area, the Northside and the Jacksonville area in general through the redevelopment of the area.

2. Paragraph 4 – Conformance to Community Objectives, through the Comprehensive Plan:

- Traffic Circulation Element Goals 4-7;
- Capital Improvements Element Goal 1

Bidding was delayed to add interim intersection and traffic signalization improvements at Duval Road. Construction is estimated to begin in the Spring of 2022.

Duval Road Planning and Development Study

This proposed project for consideration consists of engineering design and all other professional services necessary for pavement widening and pedestrian improvements on Duval Road from Dunn Avenue to I-295. The purpose of this project is to study the need and feasibility of widening Duval Road from its current two lane rural cross section to a four lane or five lane urban cross section with improved drainage and traffic signals. Funding has not been allocated to this project, but is proposed as follows:

- A. All design recommendations shall, as may be applicable, be consistent with:
- The City's Master Storm Water Management Plan
 - The City's Land Development Procedures Manual
 - Manual on Uniform Traffic Control Devices
 - FDOT Minimum Standards for Design, Construction and Maintenance of Streets and Highways
 - Florida's Design Criteria for Resurfacing, Restoration and Rehabilitation (RRR) of Streets and Highways
 - FDOT Design Standard Index
- B. Consultant's services on this project may be in three phases: Study Phase, Final Design and Professional Services and during Construction (PSDC), with separate negotiated fees for each phase. The original agreement for Consultant's services will be for the Study Phase. At the City's option, upon successful completion of the Study Phase, the Consultant's services may be terminated or extended to include Final Design. Again, at the City option, upon successful completion of the Final Design, the consultant's services may be terminated or extended to include PSDC.
- C. It is intended that Consultant's services will result in all studies, designs, drawings, specifications, permits and other documents needed for the City to determine the improvements needed (including utility adjustments), acquire necessary rights of way

and easements, obtain required permits, seek bids, and contract for construction of the project.

- D. A detailed Scope of Services defining the exact performance requirements and schedules for completion of each phase will be developed during negotiations with the selected Consultant to establish terms of the agreement for professional services and consultant's fee.

PD&E Study is 98% complete. Public involvement meetings had to be postponed due to COVID-19 and the overall project was put on hold due to a lack of Design Phase funding. One or two more community meetings need to be held prior to finalizing the Study and proceeding with final design.

Marsh Hen Road Improvements

The primary goal of the project is to reconstruct a roughly 500 linear foot portion of Marsh Hen Drive at the Pickett Branch drainage crossing, while raising the road elevation in order to minimize future flooding of the road. In addition, the drainage crossing will be analyzed and upgraded, as necessary, to maintain pre-existing drainage flows. The project is located on the north side of Jacksonville along Marsh Hen Drive approximately 0.75 miles west of I-95 and 1.25 miles north of SR 104 (Dunn Avenue). Funding allocated to this project during this fiscal year was \$300,000.

The Board approved the project improvements and noted that they are consistent with the JIA CRA, and construction of said improvements are in compliance with, and furthers the purposes and objectives of, the JIA CRA Community Redevelopment Plan stated on page 27 as follows:

- c. Improvements to the local circulation system by vacating and/or improving various streets within the area; and
- d. Emphasis of major thoroughfares and intersections to improve vehicular movement within the area.

This project was completed.

Dunn/Armsdale Intersection Improvements

This project consists of full design and construction of Traffic Signal with full pedestrian crosswalk and pedestrian signals. It will completely realign the south leg of the intersection and convert the south leg to two-way traffic (currently one way). Funding allocated to this project during this fiscal year was \$370,631.

The Board approved the project improvements and noted that they are consistent with the JIA CRA, and construction of said improvements are in compliance with, and furthers the purposes and objectives of, the JIA CRA Community Redevelopment Plan stated on page 27 as follows:

- c. Improvements to the local circulation system by vacating and/or improving various streets within the area; and

- d. Emphasis of major thoroughfares and intersections to improve vehicular movement within the area.

Design is at 30 percent. Additional funding of \$1,200,000 was added to the project due to the changing geometry of the intersection and the needed mast arm signal over Dunn Avenue. Signal plans for this project are still being developed and the City continues to work with the Charter School for a temporary construction easement. The Florida Department of Transportation (FDOT) is requiring a right-in, right-out modification to the intersection project. The start of construction will be based on approvals for all outstanding issues.

Harts Road Bridge

A RFQ has been advertised to hire a Design Build contractor to build a replacement of the Harts Road Bridge. The project will include 110 linear feet of bridge over the Cedar Creek north of Dunn Avenue. The bridge is functionally obsolete and subject to scour. The intent is to fully fund the Bridge Development Report and Design that will prepare for future construction. Funding allocated to this project during this fiscal year was \$3,000,000.

The Board approved the project improvements and noted that they are consistent with the JIA CRA, and construction of said improvements are in compliance with, and furthers the purposes and objectives of, the JIA CRA Community Redevelopment Plan stated on page 27 as follows:

- c. Improvements to the local circulation system by vacating and/or improving various streets within the area; and
- d. Emphasis of major thoroughfares and intersections to improve vehicular movement within the area.

The Public Works Department procured the bridge engineering firm SVP to begin design work. The goal is to replace the bridge and remove it from the flood zone.

Cole Road Bridge Project

This project was incorporated into the Florida Department of Transportation's (FDOT) I-95 widening project, which includes a bridge over I-95 at Cole Road. The design includes a sign that says "Jacksonville", to be seen by travelers heading south on I-95. Additional features included in the project are as follows:

- Addition of a bike lane on Cole Road through the project.
- Addition of a sidewalk along the North side of Cole Road through the project.
- Barrier separation between the roadway the sidewalk through the project.

The project results in the widening of Cole Road over the I-95 bridge structure to accommodate the additional width for the bike lane and sidewalk. It also includes additional MSE wall and widening of the elevated roadway on MSE wall approaching the overpass bridge. Further, it increases the pavement area to accommodate the bike lane as well as construction of the sidewalk, in addition to minor drainage modifications and extension.

Design costs are included in the project. Preliminary costed estimates for these improvements is \$2,274,867. CEI is estimated at \$500,000 for total project cost of \$2,800,000.

The Board determined that the development of the Cole Road Project is in compliance with, and furthers the purposes and objectives of the JIA CRA Redevelopment Plan as follows:

1. Page 4:
 - h) Provide pedestrian linkages within the project area;
 - k) Provide public improvements to complement and service new development, including needed utilities also including: electric, water, sewer and gas line extensions, street closings and changes, streetscape improvements, open space landscaping, pedestrian linkages and parking.
2. Page 7:

Goal 4: Establish Non-Motorized Transportation Network – The establishment and use of an interconnected system of right-of-way, which provides for the safe movement of pedestrians and bicyclists throughout the City, shall be supported.

Goal 7: Transportation System Safety – The traffic circulation system shall be operated in a manner which values the safety of its citizens as being of equal importance to efficiency and expedience of design and materials.

Project is on track with completion expected in late 2022.

Cole Road Mobility Projects aa), bb), and cc)

Cole Road and Cole Road West (aa and bb)

The current cross section of Cole Road from Duval Road to Cole Road west is a rural two-lane roadway with swales for drainage and no sidewalks. Cole Road West to Main Street is a three lane rural cross section with swales and no sidewalks. This roadway has been in need of resurfacing for a while and the neighbors there have been very vocal about the desire and need for both pavement improvements and sidewalks. Recently, a hit-and-run pedestrian fatality occurred at the intersection of Cole Road and Spaulding Road in this area devoid of sidewalks. New residential development on Cole Road such as the Broxton Bay Apartments and Lennar Homes on the north side of the road will add additional residents, kids being picked up by school buses and the need for sidewalk connections. The new sidewalks and resurfacing will greatly improve the safety of the residents in this area.

The sidewalks proposed for funding by the JIA CRA on Cole Road will be in conjunction with new sidewalk being constructed by COJ on the Cole Road Bridge over I-95 that is designed to include a sidewalk/multi use path.

For the sidewalk project (aa), the construction was bid and awarded with construction anticipated to start in the first quarter of 2022 and, the Cole Road West (bb) project has been delayed due to the need for railroad pedestrian crossing, gravity wall and hand railing was inadequate; and, therefore, the project could not move forward. The JIA CRA Board appropriated an additional \$1.2

million to fund this required work. The section from Woodland Drive has been bid and awarded. Construction is anticipated to begin in late Spring 2022.

For the resurfacing road project, the Florida Department of Transportation is finishing the Cole Road Bridge project as stated above. Awaiting completion of the bridge project in order to avoid multiple agencies with multiple contractors working in this area. Once FDOT completes the bridge expansion project, the City will begin the road project. Project completion is anticipated in late 2022.

Duval Road (cc)

Duval Road from Airport Road to Biscayne Blvd. is a two-lane rural cross section with swales for drainage and no sidewalks.

Existing development on the north end of Duval Road includes several hotels and restaurants and on the south end includes large warehouse employment centers which are attracting pedestrian traffic but there are no sidewalk facilities to accommodate customers or employees of any these developments.

The sidewalks proposed for funding by the JIA CRA on Duval Road will provide needed connectivity with the new sidewalk being constructed by FDOT on Airport Center Drive which continues under I-95 to sidewalk on Max Leggett Parkway and will provide continuous access to River City Marketplace to pedestrians coming from Duval Road.

Ranch Road (dd)

Part of the four mobility projects which is solely for sidewalks. Design is nearing completion.

Resurfacing will be conducted as part of the project scope for (aa), (bb), and (cc). Only sidewalks will be constructed on (dd). Project design is approaching 100 percent. Acquisition of right of way is required for pedestrian bridge and an additional \$1,101,838 is needed for total project funding for (cc). Additional funding of \$50,000 for (dd) is required for project completion.

The Board determined that the following Mobility Corridor Projects comply with, and further the purposes and objectives of the JIA CRA Redevelopment Plan.

- Duval Road-Airport to Biscayne-Roadway Resurfacing-Mobility “cc”,
- Duval Road-Airport to Biscayne-Sidewalks-Mobility “cc” (partially funded in the FY2018-2019 Amended Budget)

Page 4: JIA CRA Redevelopment Plan

- h) Provide pedestrian linkages within the project area;
- k) Provide public improvements to complement and service new development, including needed utilities also including: electric, water, sewer and gas line extensions, street closings and changes, streetscape improvements, open space landscaping, pedestrian linkages and parking.

Page 7: JIA CRA Redevelopment Plan

Goal 4: Establish Non-Motorized Transportation Network – The establishment and use of an interconnected system of right-of-way, which provides for the safe movement of pedestrians and bicyclists throughout the City, shall be supported.

Goal 7: Transportation System Safety – The traffic circulation system shall be operated in a manner which values the safety of its citizens as being of equal importance to efficiency and expedience of design and materials.

Miscellaneous Public Works Projects

On August 11, 2020, the JIA CRA Board approved the allocation and transfer of funding for new plan authorized expenditures to resurface portions of **Harts Road and Biscayne Blvd, and to provide streetlights on a portion of Biscayne Blvd** using the solicitation of competitive proposals and award of contracts through the procurement code.

The Board found that the following Public Works capital projects comply with, and further the purposes and objectives of the JIA CRA Redevelopment Plan as stated below:

- Harts Road Resurfacing: Dunn Ave N to Cul-De-Sac South of I-295;
- Biscayne Blvd Resurfacing: Dunn Ave North to first intersection with Duval Rd.; and
- Biscayne Blvd Street Lights: Duval Rd South to Dunn Ave.

Page 4: JIA CRA Redevelopment Plan

h) Provide pedestrian linkages within the project area.

k) Provide public improvements to complement and service new development, including needed utilities also including: electric, water, sewer and gas line extensions, street closings and changes, streetscape improvements, open space landscaping, pedestrian linkages and parking.

Page 7: JIA CRA Redevelopment Plan

Goal 4: Establish Non-Motorized Transportation Network – The establishment and use of an interconnected system of right-of-way, which provides for the safe movement of pedestrians and bicyclists throughout the City, shall be supported.

Goal 7: Transportation System Safety – The traffic circulation system shall be operated in a manner which values the safety of its citizens as being of equal importance to efficiency and expedience of design and materials.

Page 12: JIA CRA Redevelopment Plan: Transportation

a) To lessen traffic congestion on major thoroughfares adjoining neighborhoods and the safety hazards connected with congestion.

Page 27: JIA CRA Redevelopment Plan

c) Improvements to local circulation system by vacating or improving various streets within the area; and

d) Emphasis of major thoroughfares and their intersections to improve vehicular movement within the area.

Pursuant to Sec. 106.341, *Ordinance Code*, the JIA/CRA allocated from “Unallocated Plan Authorized Expenditures” to Plan Capital Projects a total of \$1,850,000, in the following amounts:

- \$900,000 for the Harts Road Resurfacing: Dunn Ave N to Cul-De-Sac South of I-295 Project;
- \$900,000 for the Biscayne Blvd Resurfacing: Dunn Ave North to first intersection with Duval Rd. Project; and
- \$50,000 to the Biscayne Blvd Street Lights: Duval Rd South to Dunn Ave Project.

This project was completed.

Aventon JAX North

The developer proposed the development of a multifamily garden apartment project located at 14670 Duval Road utilizing 18.88 acres in the JIA CRA boundary area. The project will consist of 3-story buildings with 324, one, two and three bedroom apartment homes and detached parking. This type of product, will be unique in this underserved area. It includes high-end amenities such as a resort size pool, cabanas, activity lawn with outdoor yoga/fitness space, dog park and pet spa, boardwalk and trail, electric car charging, remote workstations and a state of the art fitness center. Construction began during the second quarter of 2021.

The improvements to Ranch Road will include removing the existing asphalt and base material, and installing a new road base material and asphalt, with a 1' wide concrete ribbon installed on either side of the roadway. Additionally, the slopes of drainage ditches will be dressed and sodded, and the bellies of the ditches will be re-graded to improve drainage flow. Finally, vegetation will be removed to open the view corridor along the road. Overall, the improvements will bring this section of Ranch Road to City standards, improve the appearance of the roadway and surrounding areas, and improve the safety and functionality of the roadway.

The city will be providing a TID Infrastructure Development grant of \$250,000, to be disbursed once the project infrastructure is complete. This program is designed to attract economic development to CRA areas of the city by providing infrastructure improvements to create opportunities for businesses that will generate new jobs and increase the tax base within the CRA. The Board found that the development of Ranch Road Improvements project is in compliance with, and furthers the purposes and objectives of the JIA/CRA Redevelopment Plan as stated below:

Section A (Purpose of the Plan), as follows: Paragraph 3 - Community Redevelopment Plan Objectives

- (c) Increase the opportunities for both temporary and full-time employment of Jacksonville residents;
- (f) Strengthen the tax base of Jacksonville through new development in the Community Redevelopment Area; and

- (k) Provide public improvements to complement and service new development, including needed utilities, including: electric, water, sewer, and gas line extensions, street closings and changes, streetscape improvements, open space improvements, landscaping, pedestrian linkages, and parking.

Main Street (US 17) Widening Project

Main Street is currently a two-lane rural roadway with considerable development through the Oceanway area and notable traffic growth in the area due to the success of the River City Marketplace area. It was recommended that a five-lane urban section with a multi-use trail be constructed. The Agency Board approved and authorized the development of a capital project to be known as the “Main Street Widening Project” and found that it is within the JIA/CRA Redevelopment Area and in compliance with, and furthers the purposes and objectives of the JIA/CRA Redevelopment Plan as follows:

Page 5: Regarding Ports, Aviation, and Related Facilities – Goal 5: An integrated system shall be developed which will stimulate the economic development of the community, maximize compatibility of transportation facilities with the surrounding community, maximize options for flexibility in the future expansion of the system, and minimize the environmental impact of these transportation systems.

Page 6: Regarding Traffic Circulation – Goal 2: Increase Existing Transportation Network Capacity– The traffic-carrying ability of the existing roadway network shall be optimized and the traffic-carrying capacity of any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency before considering the addition of through-lane miles.

Page 7: Regarding Traffic Circulation - Goal 3: Increase Total Roadway Network – New lane miles shall be added to the existing roadway network when necessary to ensure the safe, efficient movement of persons and goods. The addition of lane miles will be accomplished where possible, within the existing roadways right-of-way.

Page 12: Regarding: Transportation in the San Mateo, Pecan Park and Oceanway neighborhoods
a) To lessen traffic congestion on major thoroughfares adjoining neighborhoods and the safety hazards connected with congestion.

Page 27: Regarding Proposed Circulation -

- c) Improvements to local circulation system by vacating or improving various streets within the area; and
- d) Emphasis of major thoroughfares and their intersections to improve vehicular movement within the area.

Project Budget Main Street from New Berlin to Max Leggett Parkway - \$23,000,000 (COJ funding)

PD&E FY 21/22 -- \$500,000 (COJ)

Design FY 22/23 -- \$5,000,000 (\$2.5 M COJ + \$2.5 M FDOT)

Construction from New Berlin Road to Katherine Street FY 23/24 -- \$12,000,000 (COJ) Right-of-Way from Katherine Street to Max Leggett FY 23/24 -- \$4,000,000 (FDOT)

COJ \$23,000,000
FDOT \$9,500,000
TPO \$12,000,000
Total \$44,500,000

Resolution JIA/CRA-2021-04

The JIA/CRA approved and authorized six new capital projects allocating \$512,282 in total funding from the FY20/21 Budget and found that the development of these six capital projects within the JIA/CRA, are in compliance with, and further the purposes and objectives of the JIA/CRA Redevelopment Plan as follows:

Page 5: Regarding Ports, Aviation, and Related Facilities – Goal 5: An integrated system shall be developed which will stimulate the economic development of the community, maximize compatibility of transportation facilities within the surrounding community, maximize options for flexibility in the future expansion of the system, and minimize the environmental impact of these transportation systems.

Page 7: Goal 7: Regarding Transportation System Safety. The traffic circulation system shall be operated in a manner which values the safety of its citizens as being of equal importance to efficiency and expedience of design and materials.

Page 12: a) To lessen traffic congestion on major thoroughfares adjoining neighborhoods and the safety hazards connected with [sic] conjection.

Page 10: Regarding Utilities - Drainage Sub-Element. To encourage the provisions of a stormwater management system which will increase the efficiency of the existing systems, create regional facilities where appropriate and improve water quality by reducing non-point sources of pollution.

The projects are as follows:

PROJECT	COST	DESCRIPTION
Turtle Creek Subdivision Traffic Calming	\$35,000	Preliminary Engineering - Prepare Conceptual Plan, define scope of work and create detailed project cost estimate.
Harts Road Traffic Calming	\$200,000	Preliminary Engineering - Prepare Conceptual Plan, define scope of work and create detailed project cost estimate.
Harts Road Bridge Repair	\$35,150	Construction of joint replacement, guardrail posts replacement, new

		pavement markings, pressure washing, and painting.
Biscayne Blvd. Bridge Repair	\$133,080	Construction of joint replacement, guardrail posts replacement, new pavement markings, pressure washing, and painting.
Drainage – Ranch Road Cross Drain Replacement (between Airport Rd-Owens Rd) DSR Improvement	\$78,000	Preliminary Engineering - Prepare Conceptual Plan, define scope of work and create detailed project cost estimate.
Drainage – 935 Turtle Creek Dr. N – Drainage pipe lining DSR Improvement	\$31,052	Preliminary Engineering - Prepare Conceptual Plan, define scope of work and create detailed project cost estimate.
TOTAL	\$512,282	

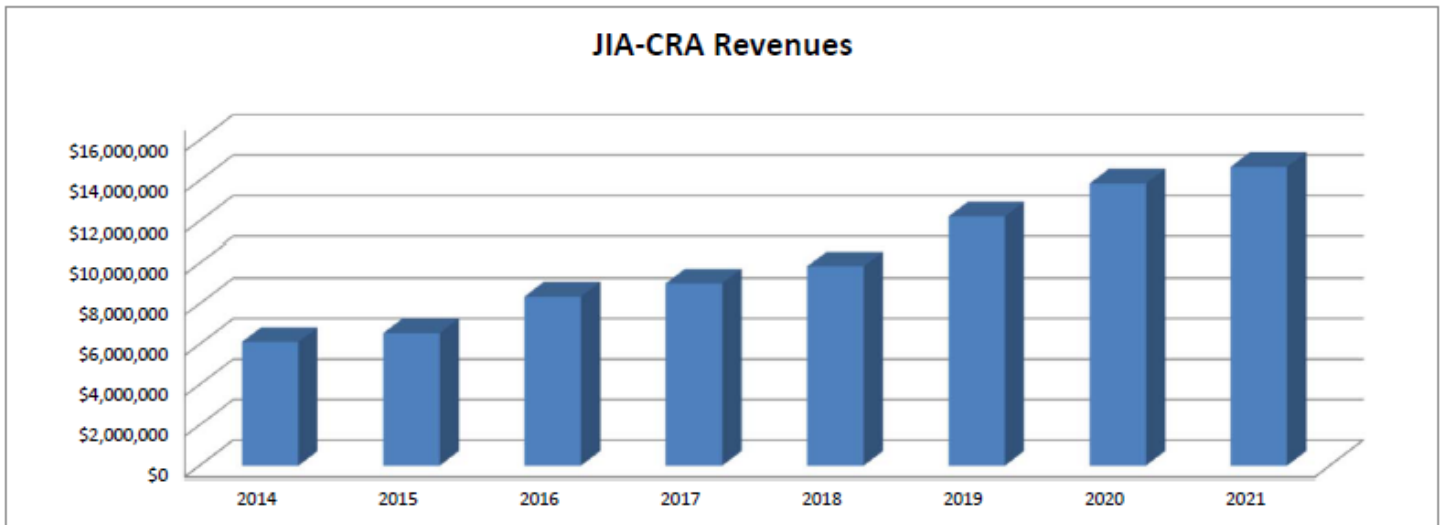
Year End Unallocated Plan Authorized Expenditures

At the year-end, there was a balance of \$2,373,439.29 left unprogrammed. This unallocated balance did not include interest earnings or projections once annual financial obligations and administrative expenses were complete, which totaled \$640,092.17. The total balance at fiscal year-end that lapsed to the General Fund was \$3,013,531.46.

JIA CRA Tax Increment Revenues

Jacksonville International Airport (JIA) CRA Tax Increment Revenues

Fiscal Year	2014	2015	2016	2017	2018	2019	2020	2021
Ad Valorem Taxes	\$6,114,494	\$6,550,133	\$8,361,067	\$9,006,395	\$9,841,964	\$11,683,538	\$13,105,330	\$14,367,059
Investment Pool Earnings	\$0	\$0	\$0	\$0	\$0	\$546,584	\$757,442	\$314,418
Total	\$6,114,494	\$6,550,133	\$8,361,067	\$9,006,395	\$9,841,964	\$12,230,122	\$13,862,772	\$14,681,477



JIA CRA Budget

**JIA CRA TRUST FUND
ORACLE FUND 10804
FY 20/21 AMENDED & RESTATED BUDGET**

	FY 20/21 AMENDED & RESTATED BUDGET
REVENUES	
Property Taxes	\$ 14,367,059
Investment Pool Earnings	\$ 314,418
Total Revenues	\$ 14,681,477
EXPENDITURES	
Administrative Expenses	
Professional and Contractual Services (not "Plan Professional Services")	\$ -
Travel	-
Local Mileage	-
OGC Internal Service	4,918
Advertising and Promotion	126
Office Supplies	0
Employee Training	126
Dues, subscriptions	175
Supervision Allocation	95,354
Annual Independent Audit	2,500
Total Administrative Expenses	\$ 103,200
Financial Obligations	
REV Grants	
Amazon	\$ 1,352,575
RAMCO	744,355
River City Crossing (RCC)	-
QTI Grants	
Mercedes Benz	16,200
Amazon	75,000
Safariland	-
Farm Share, Inc.	253,382
Ranch Road TID Infrastructure Development Grant	250,000
Debt Service - 2014 Special Revenue, RAMCO (Interest)	422,590
Debt Service - 2014 Special Revenue, RAMCO (Principal)	1,074,028
Total Financial Obligations	\$ 4,188,131
Future Years Debt Reduction	\$ -
Total Future Years Debt Reduction	\$ -
Plan Authorized Expenditures	
Main Street Widening	9,000,000
Ranch Rd Cross Drain Replacement – DSR Improvement	78,000
Harts Road Traffic Calming	200,000
Harts Road Bridge Cleanup	35,150
Biscayne Blvd Bridge Cleanup	133,080
935 Turtle Creek Dr N Drainage Pipe Lining – DSR Improvement	31,050
Turtle Creek Subdivision Traffic Calming	46,800
Biscayne Blvd Sewer Connection	50,000
Duval Road-Airport to Biscayne-Sidewalks-Mobility cc	480,791
Unallocated Plan Authorized Expenditures	335,275
Total Plan Authorized Expenditures	\$ 10,390,145
Total Expenditures	\$ 14,681,477

KINGSOUTEL CROSSING

CRA Agency



KingSoutel Crossing CRA at a Glance

CRA Area (Acres)	2,300
CRA Base Year	2008
Base Year Taxable Assessment	\$71,064,917
Current Taxable Assessment	\$176,302,506
Incremental Increase	\$105,237,589
Fiscal 2020/2021 TIF Revenue	\$1,143,912

KingSoutel Crossing CRA Agency Board



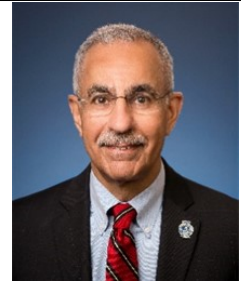
Hon. Tommy Hazouri, Chair



Hon. LeAnna Cumber



Hon. Danny Becton



Hon. Ron Salem



Hon. Brenda Priestly Jackson, Vice Chair



Hon. Michael Boylan



Hon. Randy White



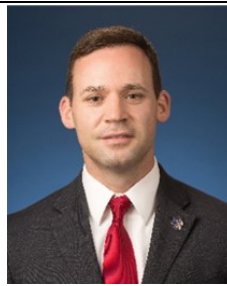
Hon. Kevin Carrico



Hon. Joyce Morgan



Hon. Reggie Gaffney



Hon. Rory Diamond



Hon. Matt Carlucci



Hon. Al Ferraro



Hon. Ju'Coby Pittman



Hon. Randy DeFoor



Hon. Samuel Newby



Hon. Aaron Bowman



Hon. Garrett Dennis



Hon. Terrance Freeman

KingSoutel Crossing Community Redevelopment Area

The KingSoutel Crossing Community Redevelopment Area (CRA) was created to jumpstart housing, retail and commercial development in an underserved area in Northwest Jacksonville. There is significant market demand if the blighted conditions can be remedied and mitigated. The plan was themed to create new town centers at key locations with access to transit, establish minimum standards for services, strengthen existing neighborhoods and create attractive gateways that establish quality of character and identify communities. The plan was organized into four districts for redevelopment. Strategies for the four districts include:

- Creation of gateways, wayfinding signs and streetscape improvements
- Development of large catalyst projects to attract clients
- Creation of mixed-use and pedestrian oriented “placemaking projects”
- Develop Kings Road District as a major gateway into downtown Jacksonville from the North.

Need for a Community Redevelopment Plan Update

The KingSoutel Crossing Agency Board agreed that the existing redevelopment plan was only satisfactory in its approach to solving blighted issues within the boundary area because it was dated, and market conditions and policies had evolved. It was decided that a Redevelopment Plan update was necessary to better target blighted conditions resulting in future redevelopment in the area.

Therefore, the KingSoutel Crossing Community Redevelopment Agency authorized the Office of Economic Development to procure professional services not to exceed \$125,000 to fulfill the contract to Update/Revise the Redevelopment Plan pursuant to Resolution KSC/CRA-2016-03 adopting a revised FY 2015-2016 restated budget pursuant to Section 163.387. The subject area comprised approximately 2,300 acres. Based on current market analysis and an evaluation of the existing conditions within the boundary, the consultant was charged with recommending if a specific element should be updated, deleted or added to more effectively implement the Plan and further, the consultant would reference statutorily how all new strategies will eliminate blight and add to the tax base within the CRA.

An excerpt from the Plan is as follows:

“The Plan Update presents a “Renewed Vision” for the CRA that was developed with consideration of the inventory and analysis of existing conditions within the community redevelopment area. In order to provide consistency and continuity, portions of this Plan Update include components previously identified as part of the Finding of Necessity Reports that led to the creation of the CRA. The Plan Update identifies assets and challenges within the CRA and seeks to provide quality environments and places for businesses, residents, and visitors alike. Many of the challenges identified will not be solved overnight or event in the short-term, but will instead lead to the action plan for implementation purposes which is derived by the prioritization of the needs and objectives. This Plan Update was also developed through an extensive engagement

process, onsite-field inspections, market and economic analysis, and review of other plans and initiatives.”

There were three community meetings, which were held on July 13, 2017, November 2, 2017 and November 30, 2017. All meetings were thoroughly advertised and posted on the OED webpage. Additionally, flyers were circulated throughout the community via the Northwest Citizens Advisory Committee (CPAC) and other community organizations to advertise all meetings and gatherings. The KingSoutel Crossing Plan Update can be located in its entirety by visiting: www.jaxdevelopment.org, and selecting from the menu: “Community Redevelopment Agency (CRA),” then “KingSoutel Crossing CRA,” and then “Plan Update.”

On February 13, 2018, the Plan Update was approved by City Council with Ordinance 2018-12-E, reaffirming the need to create a living document that modified the existing plan to meet the current day challenges and obstacles.

Gateway Soutel Norfolk Project

The Soutel Place District was once a thriving area with successful retailers serving the surrounding neighborhoods and community. With its premier location within the CRA boundary, it has the potential to become a pedestrian-oriented shopping corridor with a mix of shops and commercial opportunities. The KingSoutel Crossing CRA Agency Board approved a Scope of Services for the Gateway Soutel Norfolk project. The Agency Board confirmed that it was in compliance with, and furthers the purposes and objectives of the KingSoutel Crossing CRA Community Redevelopment Plan as follows:

2. KingSoutel Crossing Community Redevelopment Plan Page 25:
 - The Soutel Place District once served as a more vibrant commercial area for the surrounding neighborhoods. It is the only district along the corridor that has potential to become a more pedestrian-oriented shopping street providing a mix of shops, entertainment, civic and recreational uses, and housing. The development and placemaking projects should be pursued to serve as catalyst for other investments.
3. KingSoutel Crossing Community Redevelopment Plan Pages 33 and 34:
 - The Soutel and Norfolk intersection is another opportunity to create a gateway from the neighborhoods.

The City of Jacksonville Public Works Office is overseeing the project and has consulted with Eisman & Russo (E&R).

The project is located along Norfolk Boulevard on the northwest side of Jacksonville, just south of the Trout River between New Kings Road (SR 15) and Lem Turner Road (SR 115). The site is further illustrated in the Location Map in Exhibit E. The project limits will extend along Norfolk Boulevard from Fredricksburg Avenue to Rochdale Road, approximately 0.3 miles, and will include the Soutel Drive intersection. This section of Norfolk Boulevard is part of the Jean A. Lewis Parkway, as designated by the Jacksonville City Council.

Project Goal

The current scope will consist of performing an initial concept alternatives analysis and then using the selected concept to prepare a Design-Build Criteria Package for the COJ's use in soliciting bids for the desired project. This Criteria Package will contain the following items:

- Proposed typical sections along Norfolk Boulevard
- Conceptual roadway and intersection improvement plans
- Estimated material quantities

The new roadway will be confined to the existing right of way along Norfolk Boulevard. The proposed typical section will consist of a 12 foot raised median with 11 foot lanes and seven foot parallel parking spaces along Norfolk Boulevard from Fredricksburg Avenue to Rochdale Road. The sidewalk on both sides of the road is in good condition. Current plans are for it to remain, largely, in place. At the intersection of Soutel Drive and Norfolk Boulevard, the existing turning movements will be maintained in the southbound direction of Norfolk Boulevard, while a right turn lane and through-left turning movements will be added in the northbound direction. Northbound and southbound access in and out of the AME Housing Agency property at 9050 Norfolk Blvd will be maintained.

The existing strain poles will be replaced with signal mast arms that will be chosen based on the Community Redevelopment Plan's "Wayfinding Program". Signal and mast arm design and placement will not be included in the current scope of work. Brick paver crosswalks will be constructed as well as new ADA compliant curb ramps. The goal is to enhance and improve the intersection for safety but also to make it aesthetically pleasing and create a pedestrian oriented area. Parallel parking will be added along both sides of Norfolk Boulevard to serve Ebenezer United Methodist Church, as well as a new pedestrian crossing at Williamsburg Avenue for church visitors. E&R will coordinate with JTA regarding improvements to the three existing bus stops within the project limits. In previous fiscal years \$839,724 was allocated to this project. In fiscal year 2017/2018 an additional \$572,478 was allocated for a total of \$1,412,202.

Additional funding was approved for this project. The sidewalk was found to be damaged during the City preconstruction review. The engineering plans and subsequent JBCCI construction plans did not show removing and reconstructing this sidewalk. The plan sidewalk work in this area is confined to the immediate Norfolk Blvd. & Soutel Rd. Intersection area. This work required removal and replacement of isolated sidewalk areas in various locations on the project. The KingSoutel Crossing Agency Board approved an additional \$12,000 for project completion.

This project was completed. See **Exhibit C** for a project Illustration and current intersection pictures.

Soutel Drive Safety & Beautification Enhancements Project

On August 11, 2020, the KingSoutel Crossing CRA Agency Board approved a FY 2019/2020 Amended and Restated Budget with a unanimous vote allocating the remaining \$747,317.66 in

the Unallocated Plan Authorized Expenditures account to a new capital project to be known as the Safety & Beautification Enhancements project for a portion of Soutel Drive.

The Board determined that the development of a Safety & Beautification Enhancements project for the portion of Soutel Drive between Norfolk Boulevard and New Kings Road was in compliance with, and furthers the purposes and objectives of the KingSoutel Crossing CRA Redevelopment Plan as follows:

Page IV-17 Encourage Public Realm Improvements – Pedestrian Safety Improvements, Streetscape Renewal and Beautification, Additional Gateway Improvements, Traffic Flow and access interconnectivity of walkways, ensure that long-term agreements are in place to maintain streetscape improvements.

Pursuant to Sec. 106.341, *Ordinance Code*, the KSC/CRA allocated \$821,287 from “Unallocated Plan Authorized Expenditures” to Plan Authorized Expenditures for the development of a capital project. Referencing the Plan, the Agency Board concurred that a key element of attracting new development to the CRA is improving the investment image of the community through the implantation of key realm improvement projects.

This project was cancelled, and the funding was returned to Unallocated Plan Authorized Expenditures.

US 1 Watermain Project

This project will install approximately 3200 feet of 18” HDPE WM under the I-295 interchange using Horizontal Directional Drilling (HDD) to the maximum extent (length) practical. The new 18” HDPE pipe shall connect to an existing 18” HDPE pipe located just north of the southbound entrance ramp to I-295 and extend beyond the north bound exit ramp of I-295 to approximately 800 feet north of Gilchrist Road where it will connect with the watermain constructed in 2016. The completion of this watermain along US 1 will encourage development by providing dependable potable water service to properties along the US 1 Corridor.

The KSC Agency Board approved and authorized \$1,300,000 for the development of a capital project to be known as the “U.S. 1 Watermain Project,” and found that it is within the KSC/CRA Redevelopment Area, and in compliance with and furthers the purposes and objectives of the KSC/CRA Redevelopment Plan as follows:

Plan Update Page IV-25 -- Utilities

The ability to connect to public infrastructure and utilities is a key factor in site selection for private investors and businesses to either expand and /or relocate to an area. The availability of utilities including water and wastewater is generally reviewed when determining a community's economic strengths and weaknesses for attracting and retaining job-generating, revenue producing businesses and industries. Utility services can promote and facilitate the development and reuse of existing properties within a community and the Agency can assist in their funding, upgrade, and construction. Infrastructure improvements such as stormwater, wastewater, and

potable water make properties more amenable to development. The Agency may undertake infrastructure improvements in partnership with private entities, if determined improving the infrastructure of certain properties is beneficial to the CRA for housing revitalization and blight mitigation.

KingSoutel Crossing Building Renovation Grant

The Agency Board approved and authorized \$357,838 for the Building Renovation Grant Program within the KSC/CRA and finds that the development of the new program is in compliance with and furthers the purposes and objectives of the KSC/CRA Redevelopment Plan as follows:

- Page IV-13 – Commercial Façade Improvement Program – The purpose of the Commercial Façade Improvement Program is to encourage commercial property owners to upgrade their properties by improving the external appearance of their businesses. The grant is a matching, reimbursable grant providing commercial property owners/tenants with a more visually appealing property.
- Page IV-18: The Community Redevelopment Agency should encourage property owners to reinvest and remove potential impediments to redevelopment in the CRA. The Agency should work with businesses and property owners to improve the look and occupancy levels of commercial and light industrial properties. Attract new and retain existing business by decreasing renovation costs incurred for modernizing retail space in older, commercial properties.

The Building Renovation Grant Program is designed to provide commercial or retail building renovation funding assistance for existing businesses within the KingSoutel Crossing Community Redevelopment Area (CRA). In this defined area, the insufficient infrastructure coupled with degrading structures has become an obstacle to business location and expansion. The collateral/equity in the buildings in these areas do not translate into enough to get traditional financing/loans to make improvements and thus the buildings continue to degrade. The public investment in the structures in strategic areas not only will provide the gap in equity to get traditional financing for upgrades; it will stabilize the real estate and has the potential to translate into enhanced sales and/or customers for many of the businesses in this area. Furthermore, these renovations can help in reducing blight and creating positive momentum toward community redevelopment. Criteria is as follows:

- The business/property must be located within KingSoutel Crossing Community Redevelopment Area (CRA).
- The business/property must meet all required zoning restrictions.
- The property must be in good standing with the City and have no outstanding liens or violations.
- The program matches one dollar of City funding for every one dollar of eligible capital investment cost (including contributions of materials with documented receipts) borne by the owner/tenant up to a maximum of \$50,000.
- The funds reimburse the property owner/business owner upon the completion of the project.

- Funds may be used for capital investments to exterior of existing buildings (including permanent minor additions, painting, staining, masonry repairs, repairing or replacing cornices, entrances, doors, windows, decorative details and awning, signage, roofing, fixed equipment) as well as decorative fencing (not chain-link), landscaping elements required by City Code – Ch. 656 Zoning Code-Part 12 and permanently affixed exterior lighting. Funds may not be used for residential property, building permits, acquisition of property, tangible personal property, working capital, inventory or refinancing of existing debt.
- Businesses eligible for the Building Renovation Grant Program must strive to utilize City approved Jacksonville Small and Emerging Business Program (JSEB) for renovation work associated with this grant.
- Business structures receiving Building Renovation Grant funds must be in compliance with all existing city, state, and federal building codes and regulations and permitting requirements as a prerequisite to the receipt of funds.
- Grant eligibility is limited to one address per year.

Lighting in the KSC/CRA

The Agency Board approved and authorized \$100,000 for the lighting project within the KSC/CRA and finds that the development of the new program is in compliance with and furthers the purposes and objectives of the KSC/CRA Redevelopment Plan as follows:

- Page IV-14 -- Implement CPTED Standards -- Crime Prevention Through Environmental Design is defined as "the proper design and effective use of the built environment that can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life." CPTED addresses crime problems through controlling the environment. The use of sidewalks, pavement, lighting and landscaping to clearly guide the public to and from entrances and exits.
- Page IV-20 -- Improve and Maintain Streetscapes and Park Spaces --- Implementing streetscape improvements adds to a quality sense of place. The aesthetic enhancements are not only pleasing and make people feel comfortable in the CRA, but it increases an areas walkability. Develop a streetscape plan including site furnishings, lighting, landscaping, decorative pavers and signage.

This project was created with the collaboration of City of Jacksonville Traffic Engineering Division and the JEA. The funding will cover the costs of new equipment, minimal labor for installation with the possibility for decorative lighting along some corridors of the CRA boundary.

Art in Public Places

The Agency Board approved and authorized \$100,000 for the Art in Public Places Program within the KSC/CRA and finds that the development of the new program is in compliance with and furthers the purposes and objectives of the KSC/CRA Redevelopment Plan as follows:

- Pg. IV-23 – Culture, Arts and Education --- Cultural projects and spaces, the arts, and education enhance the experience of being and going into this community. This Agency

may seek to provide support to cultural, artistic, educational, civic and park and open space programming projects that promote the community, and which draw attention and people to the CRA.

The Art in Public Places project will follow the process as outlined in **Exhibit D**.

Consideration of Zoning Applications

Ordinance 2021-0042, Application for Planned Unit Development (PUD) – On Thursday, February 25, 2021, the KingSoutel Crossing Advisory Board opined, and recommended approval of the application as submitted with a unanimous vote of 4-0.

Application E-20-84 – On Thursday, May 6, 2021, the KingSoutel Crossing Advisory Board opined, and recommended approval of the application as submitted with a unanimous vote of 4-0.

Administrative Deviation AD 21-05 – On Thursday, May 6, 2021, the KingSoutel Crossing Advisory Board opined, and recommended approval of the application as submitted with a unanimous vote of 4-0.

Administrative Deviation AD 21-17 – On Thursday, May 6, 2021, the KingSoutel Crossing Advisory Board opined, and recommended approval of the application as submitted with a unanimous vote of 4-0.

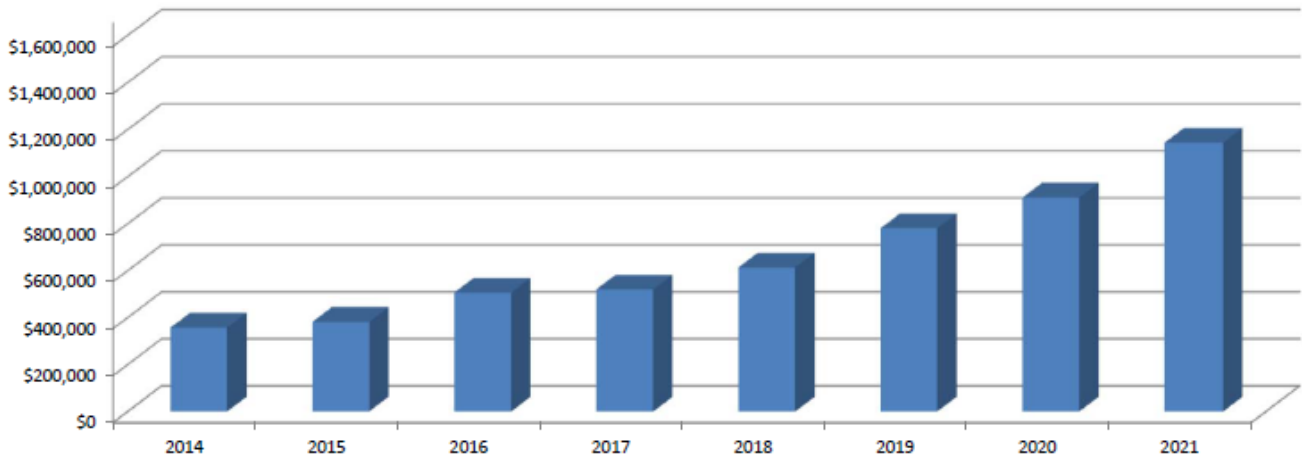
Application T-3469 – On Thursday, May 6, 2021, the KingSoutel Crossing Advisory Board opined, and recommended approval of the application as submitted with a unanimous vote of 4-0.

KingSoutel Crossing CRA Tax Increment Revenues

KingSoutel Crossing (KSC) CRA Tax Increment Revenues

Fiscal Year	2014	2015	2016	2017	2018	2019	2020	2021
Ad Valorem Taxes	\$356,929	\$382,010	\$506,351	\$516,632	\$612,758	\$706,457	\$832,400	\$1,143,912
Investment Pool Earnings	\$0	\$0	\$0	\$3,395	\$625	\$73,864	\$78,359	\$24,335
Total	\$356,929	\$382,010	\$506,351	\$520,027	\$613,383	\$780,321	\$910,759	\$1,143,912

KSC-CRA Revenues



KingSoutel Crossing CRA Budget

**KING SOUTEL CROSSING CRA TRUST FUND
FUND 10805
FY 20/21 AMENDED & RESTATED BUDGET**

	FY 20/21 AMENDED & RESTATED BUDGET
REVENUES	
Property Taxes	\$ 1,143,912
Investment Pool Earnings	\$ 24,335
Total Revenues	\$ 1,168,247
EXPENDITURES	
Administrative Expenses	
Professional and Contractual Services (not "Plan Professional Services")	\$ -
Travel	-
Local Mileage	-
OGC Internal Service	11,458
Advertising and Promotion	126
Office Supplies	122
Employee Training	184
Dues, subscriptions	175
Supervision Allocation	80,871
Annual Independent Audit	2,500
Total Administrative Expenses	\$ 95,437
Financial Obligations	\$ -
Total Financial Obligations	\$ -
Future Years Debt Reduction	\$ -
Total Future Years Debt Reduction	\$ -
Plan Authorized Expenditures	
Gateway Soutel Norfolk Project	12,000
US1 Watermain Project	478,713
Lighting Project	100,000
Public Art Program	100,000
Building Renovation Grant Program	358,113
Unallocated Plan Authorized Expenditures	23,983
Total Plan Authorized Expenditures	\$ 1,072,809
Total Expenditures	\$ 1,168,247

RENEW ARLINGTON

CRA Agency



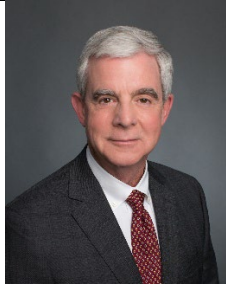
Renew Arlington CRA at a Glance

CRA Area (Acres)	1,239
CRA Base Year	2015
Base Year Taxable Assessment	\$210,342,375
Current Taxable Assessment	\$363,361,878
Incremental Increase	\$153,019,503
Fiscal 2020/2021 TIF Revenue	\$1,663,292

Renew Arlington CRA Agency Board



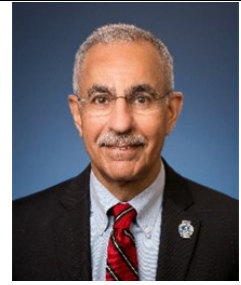
Hon. Tommy Hazouri, Chair



Hon. Michael Boylan



Hon. Danny Becton



Hon. Ron Salem



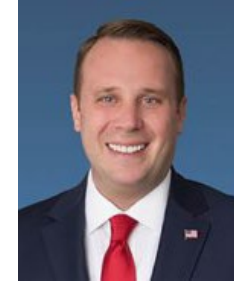
Hon. Joyce Morgan, Vice Chair



Hon. Reggie Gaffney



Hon. Randy White



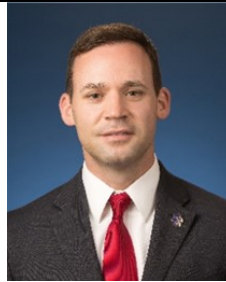
Hon. Kevin Carrico



Hon. Al Ferraro



Hon. Ju'Coby Pittman



Hon. Rory Diamond



Hon. Matt Carlucci



Hon. Aaron Bowman



Hon. Garrett Dennis



Hon. Randy DeFoor



Hon. Samuel Newby



Hon. LeAnna Cumber



Hon. Brenda Priestly Jackson



Hon. Terrance Freeman

The Creation of the Renew Arlington Community Redevelopment Area

Background

The City of Jacksonville, through the Office of Economic Development, created a working group to develop a strategy to revitalize the Arlington area to create an environment that is welcoming, attractive, safe and walkable for students and residents in this traditional community. This working group grew into the Renew Arlington initiative that entails a comprehensive review of transportation, public utilities, housing, lighting, land use and zoning issues, public safety, neighborhood retail, and infrastructure including the development of a near-term to long-term plan for transforming the community. Renew Arlington represents the commitment of the City of Jacksonville, Jacksonville University, community organizations, citizens and other interested stakeholders to work collectively for the betterment of Arlington.

The community of Arlington is a historic area of Jacksonville that seeks to enhance its livability, business environment, and infrastructure but understands the need to create and follow a comprehensive plan to achieve its goal. The first element of this enhancement was to determine the current status of the area. A preliminary analysis of the University Blvd/Merrill/Arlington Road corridor indicated that in the subject corridors:

- The area needs a plan to avoid decay and declining property values.
- An attractive center or focal point is needed for the community.
- Tools need to be employed effectively to prevent economic and social degradation.
- Safety and ease of access needs to be improved for pedestrians in general, but especially for schoolchildren and seniors.
- Area blight must be addressed satisfactorily.

These conditions outlined above are reflective of the challenge of revitalizing Arlington. Although there have been multiple plans in the last decade that sought to create these enhancements, these plans did not significantly change conditions. To create a favorable long-term environment, the establishment of a Community Redevelopment Area will support Arlington revitalization, improve infrastructure, integrate Jacksonville University students with Arlington neighborhoods; reduce blight and crime; improve housing; support sustainable business, and create walkable, pedestrian friendly corridors.

Opportunities

Despite the challenges, long term success is promising due to the significant opportunities presented in the Arlington community:

- College/university community – Jacksonville University provides community entertainment and educational opportunities through Division I collegiate sports, fine art and theater, speakers and lectures.
- Proximity – the neighborhood is 10 minutes or less from the city center and 15-20 minutes from the beaches.

- Access to the river – Arlington has miles of St. Johns riverfront and includes boat ramps, sailing, marine commerce, community parks and national monuments.
- Architecturally distinct – the neighborhood boasts the largest post-modern bungalow architecture in the City.
- Natural beauty – the area in the City with rolling hills and headlands, the oak-canopied riverfront neighborhood is recognized for its natural beauty and topography.

Current Status

In accordance with the Community Redevelopment Act, Section 163.360, Florida Statutes (2012), the Renew Arlington Community Redevelopment Agency was created by the approval of Ordinance 2015-738-E on December 15, 2015. The vision for the Community Redevelopment Area (CRA) focuses on creating a sustainable mixed-use commercial corridor with walkable streets that offer visitors and residents a high-quality local destination with a safe transportation network, pedestrian connections and public space. The CRA is envisioned to include a mix of retail stores, restaurants, art galleries, professional offices and service businesses with residential or offices above the commercial uses.

PLAN OF ACTION

Highlights of Primary Objectives

Primary Objective 1: Improve transportation facilities within the CRA including sidewalks, crosswalks, and bike paths/multi-use trails, as well as enhancing regional connections. These strategies will correct the blighted conditions of defective or inadequate street layout and unsafe conditions of the Finding of Necessity.

Primary Objective 2: Identify and promote a workable means to fund, finance and deliver utility and infrastructure improvements needed to promote the redevelopment effort of the CRA. These strategies will correct the blighted conditions of unsanitary or unsafe conditions and deterioration of site or other improvements.

Primary Objective 3: Deliver an overall urban design and infrastructure initiative, which enhance basic utilities and creates a positive identity in design elements such as gateways, streetscapes, signage and furnishings. These strategies will correct the blighted conditions of unsanitary or unsafe conditions and deterioration of site or other improvements.

Primary Objective 4: Ensure land development regulations do not inhibit the redevelopment of attractive, safe, viable and sustainable commercial corridors along University Blvd./Merrill/Arlington Roads. These strategies will correct the blighted conditions of unsanitary or unsafe conditions and deterioration of site or other improvements.

Primary Objective 5: Create attractive, safe, viable and sustainable commercial corridors along University Blvd./Merrill/Arlington Roads. These strategies will correct the blighted conditions of defective or inadequate street layout and unsafe conditions of the Finding of Necessity.

Primary Objective 6: Ensure regulatory measures are in place to promote the redevelopment of vibrant urban mixed-use corridors consisting of retail stores, such as markets, antique shops, restaurants, art galleries, professional offices and service businesses with residential or office above these commercial uses. These strategies will correct the blighted conditions of faulty lot layout and unsafe conditions and deterioration of site or other improvements.

Primary Objective 7: Create a vibrant quaint urban “Commercial Corridor” area with mixed-use developments. These strategies will correct the blighted conditions of faulty lot layout, unsafe conditions and deterioration of site or other improvements.

Primary Objective 8: Explore land acquisition and parcel assembly programs to facilitate development of the CRA and the primary commercial corridor along the University/Merrill/Arlington Corridors only for Public purposes. These strategies will correct the blighted conditions of faulty lot layout in relation to size, adequacy, accessibility or usefulness as well as stormwater management.

Primary Objective 9: Establish one or more public/private partnerships to encourage and use expertise of private enterprise to implement the redevelopment vision. These strategies will correct the blighted conditions of faulty lot layout, unsafe conditions and deterioration of site or other improvements.

Primary Objective 10: Incorporate housing revitalization through housing maintenance programs and rehabilitation services. These strategies will correct the blighted conditions of unsanitary or unsafe conditions and deterioration of site or other improvements.

Primary Objective 11: Establish a creative, equitable, efficient and practical funding and financing mechanism to properly implement this Plan. These strategies will correct the blighted conditions of defective or inadequate street layout, roadways and public transportation facilities, faulty lot layout, unsanitary or unsafe conditions and deterioration of site or other improvements.

Renew Arlington Advisory Board

Ordinance 2015-738-E established the Renew Arlington Advisory Board to act as an Advisory Board to the Agency Board. The Advisory Board consists of seven members appointed into the following categories:

- Category 1: One member shall be a representative of the planning, landscape architecture or architecture fields.
- Category 2: One member shall be a business owner within the CRA boundary.
- Category 3: One member shall be in the banking, insurance, or finance profession.
- Category 4: One member shall be from the marketing, public relations, or advertising profession.
- Category 5: Two members shall be citizens representing the general public that live within a 1 mile radius of the CRA boundary, and east and south of the river.

- Category 6: One member shall be in the public policy/economic development profession, but shall not be a registered lobbyist with the City of Jacksonville.
- Category 7: Two members shall own at least one commercial parcel within the CRA boundary.

Renew Arlington Advisory Board Members serving for FY 2021, are as follows:

Captain Matthew Tuohy, Chair
 Steve Matchett, Vice Chair
 Randy Goodwin , Member
 Raj Adhikari, Member
 Danyeull Newkirk, Member
 Dedee Harper, Member
 Monty Selim, Member
 Bandele Onasayna, Member
 Ramsey Salem, Member

Renew Arlington Zoning Overlay

As a newly created CRA with limited financial resources, the Renew Arlington Advisory Board's primary focus during its first year was to establish good planning practices and lay the framework for guiding future development. As one of their first initiatives to reverse and remove existing trends contributing to blight, they decided to implement strategies within the plan that would not require TIF but would greatly impact the conditions within the boundary.

Following the Plan, Primary Objective 6 states: Ensure Regulatory measures are in place to promote the redevelopment of vibrant urban mixed use corridors consisting of retail stores, such as markets, antique shops, restaurants, art galleries, professional offices and service businesses with residential or office above these commercial uses. This strategy will correct the blighted conditions of faulty lot layout (Pg. 29 of the Finding of Necessity); and deterioration of site or other improvements (Pg. 30 of the Finding of Necessity).

Ordinance 2019-239-E was introduced in the first quarter of 2019. The purpose of the Zoning Overlay requirements is to protect and enhance the Arlington CRA's unique aesthetic and physical appearance; improve property values; promote an environment that is visually appealing and safe for vehicular, bicycle and pedestrian traffic; and promote appropriate redevelopment of blighted areas. This will be done by amending the zoning ordinance to include urban design development standards for the land use relationships of the corridors.

Additionally, an amendment to the Ordinance mandated that relief be provided to the property owners, who were required to comply with the five-year amortization period for signs, fencing and landscaping in the form of a grant. It stated that lawfully existing fencing, signage and landscaping shall meet the requirements of the Ordinance the later of December 31, 2024 or five years plus 90 days after a grant program to help mitigate the cost of the compliance is approved the Renew Arlington Agency Board.

Creation of the Mandatory Compliance Grant Program (MGCP)

In response to the Zoning Overlay, staff created a Zoning Overlay Mandatory Compliance Grant Program (MGCP) that was approved with Resolution RA/CRA 2020-01 on January 28, 2020 by the Renew Arlington Agency Board. This program addresses the Council's requirement when the Zoning Overlay was established, that a grant program be created to assist affected property owners in meeting the mandatory compliance elements by setting forth the process by which property owners will interface with the Planning Department regarding compliance.

The objective of the Renew Arlington Overlay Mandatory Compliance Grant Program (MGCP) is to rejuvenate an area of commercial development by providing nonresidential, commercial or retail renovation funding assistance in the form of grants for existing, eligible nonresidential applicants located within the Renew Arlington Community Redevelopment Area. The grant is designed to aid those Applicants whose property was not in compliance with the newly established standards as of July 1, 2019, with the Zoning Overlay elements of fencing, signage, and landscaping/landscape buffers.

The grant will cover 100 percent of the awarded allowance or the actual cost, whichever is less, under each category. Project costs exceeding the awarded allowance will be funded by the Applicant.

Over the years the RA/CRA has allocated \$ 2,031,926.46 to the Mandatory Compliance Grant Program. Resolution RA/CRA-2021-02 was approved allocating an additional \$1,302,266 to the program providing a total program balance of \$3,334,192.46.

American Plumbing d/b/a Firehouse Properties

The owner of the properties submitted two applications to the MGCP for fencing and landscape/landscape buffers. They will be a part of the renovation of two horribly blighted parcels into a redevelopment show piece on Arlington Road.

The Agency Board found that the American Plumbing Project was in compliance with, and further the purposes and objectives of the RA/CRA Redevelopment Plan as stated below:

- Primary Objective 7: Create a vibrant quaint urban "Commercial Corridor" area with mixed-use developments.
- The University Blvd/Merrill/Arlington Roads Corridor shall consist of a mix of retail stores, such as markets, antique shops, restaurants, art galleries, professional offices and service businesses with medium to high density residential and offices above these commercial uses.
- Primary Objective 9: Establish one or more public/private partnerships to encourage the uses and expertise of private enterprise to implement the redevelopment vision. Partnerships with the private sector and other governmental entities are critical to ensure the Community Redevelopment Area is redeveloped as a safe, viable and thriving commercial/mixed-use community.

The Agency Board approved and allocated \$345,805 towards the American Plumbing MCGP Agreements.

College Park

The owner of the properties submitted three applications to the MCGP for signage, fencing and landscape/landscape buffers. College Park, formerly Town and Country Shopping Center, is located in the Renew Arlington Community Redevelopment Area (RA/CRA) at the intersection of the Arlington Expressway and University Blvd. at the foot of the Mathews Bridge. It is comprised of approximately 19 acres of redevelopment potential.

The Agency Board found that the American Plumbing Project was in compliance with, and further the purposes and objectives of the RA/CRA Redevelopment Plan as stated below:

- Primary Objective 7: Create a vibrant quaint urban “Commercial Corridor” area with mixed-use developments.
- The University Blvd/Merrill/Arlington Roads Corridor shall consist of a mix of retail stores, such as markets, antique shops, restaurants, art galleries, professional offices and service businesses with medium to high density residential and offices above these commercial uses.
- Primary Objective 9: Establish one or more public/private partnerships to encourage the uses and expertise of private enterprise to implement the redevelopment vision. Partnerships with the private sector and other governmental entities are critical to ensure the Community Redevelopment Area is redeveloped as a safe, viable and thriving commercial/mixed-use community.

The Agency Board approved and allocated \$1,308,052 towards the College Park MCGP Agreements.

Status of the Program

Agreements executed to date: 6 (3-College Park, 2-Firehouse, 1 Chanatry0/Fencing)

- Projects underway: 6
- Available balance: \$1,703,599.82
- Agreements being routed for city signatures: 2 (Smart Tire/Signage, Cargo Transmissions/Signage)
- Pending balance once pending are executed: \$1,682,419.82
- Projects in Agency Review/Renew Arlington Design Review (RADR): 5 (Johns Automotive, Chanatry, Smart Tire, Cargo Transmissions, Hair Formation) 14 applications
- Projects in staff review: 6 (Lake Lucina/Red Oak Plaza, Tires R Us, Angelo’s, The Carpenter Center, Idea Academy, Publix, McDonalds) 15 applications
- Hair formations came out of RADR (01/14/2021) for Zoning (11/15/2021)

Note: RADR Team or 10 sets are in Agency Review or the Planning Dept. and can take 60 plus days to get approvals.

College Park Tax Increment District (TID) Infrastructure Grant Project

College Park, formerly Town and Country Shopping Center, is located in the Renew Arlington Community Redevelopment Area (RA/CRA) at the intersection of the Arlington Expressway and University Blvd. at the foot of the Mathews Bridge. It is comprised of approximately 19 acres of redevelopment potential. The proposed redevelopment project consists of a mixed-use approach that could include a grocer, retail, open air food court and a residential component.

College Park is intended to be developed with a minimum of 50 new residential units (and a maximum of 90 new residential units) and redevelopment of the existing 187,361 square feet of retail/restaurant space. The developer is planning the Project in four (4) phases: (i) rerouting, repaving, and landscaping the parking lot, (ii) installation of a new façade on the retail portion of the Project, (iii) construction of the new residential units, and (iv) construction of the shipping container food court.

Town and Country Shopping Center was built in 1953. Now the center is dated, underutilized, and is in need of redevelopment. Further, its proximity to downtown, Jacksonville University, and the beaches gives it the potential to be a highly desirable area to live and work.

College Park is designated in the Renew Arlington Community Redevelopment Plan as a “Catalyst Area”, one of four in the RA/CRA. Redeveloping the site will have a major impact on the community offering a new identity and sense of place. It would also send a strong message that investment in Arlington is on track, making it an attractive consideration for other potential investors looking to explore opportunities in Arlington.

JWB Companies, submitted a proposal to redevelop the property as a mixed-use enterprise. 903 University Blvd., LLC has purchased the property with a redevelopment plan to invest approximately \$18,500,000-\$22,000,000 into the revitalization of the property. Plans call for a big box grocer, construction of residential units, development of a new open-air food court and general property improvements.

The Developer is eligible for incentives from the Tax Increment District Infrastructure Development grant (the “TID Grant”).

- An aggregate amount not to exceed two million dollars (\$2,000,000) to fund the infrastructure improvements for the Project. The maximum payment shall not exceed \$400,000 for the first year. If the maximum amount is not expended from year to year, eligible costs can roll over to the next year during the maximum five-year period. Developer becomes eligible for the grant based on performance as a reimbursement for completed and documented infrastructure improvements.
- The TID Grant and any other incentives will run with title to the Property.
- The total project costs are projected to be approximately \$21,000,000 after property acquisition. The “Minimum Project Cost Threshold” will be \$16,000,000. If the total Project costs fall below the Minimum Project Cost Threshold, then the total TID Grant of \$2,000,000 shall be reduced by the percentage the total project costs fall below the Minimum Project Cost Threshold. For example, if the total Project costs are \$15,000,000,

then the TID Grant would be \$1,875,000 (93.75% of the total \$2,000,000, because \$15,000,000 is 93.75% of the minimum total Project costs.

- Developer shall commence construction of the College Park redevelopment within six months after the latter of final approval by the City of Jacksonville of or execution of a Redevelopment Agreement for the Project. Developer shall complete construction within 30 months after commencement.

An estimated 50 full-time, 37 part-time jobs and 80 construction jobs will be created. Estimated capital investment of approximately \$21,000,000 in land, building and construction improvements. The project is projected to take approximately 30 months from beginning to completion.

Supporting this project will redevelop an underperforming and blighted property in the historic Arlington neighborhood bordering downtown. It will eliminate blighted conditions in the area and provide goods and services to the residents in the community. Additionally, residents of the Arlington area will have an opportunity to apply for the jobs created with the redevelopment of this project.

The Agency Board found that the redevelopment of the former Town and Country Shopping Center as the “College Park Project is with the RA/CRA Redevelopment Area and is in compliance with, and furthers the purposes and objectives of the RA/CRA Redevelopment Plan as stated below:

- Primary Objective 7: Create a vibrant quaint urban “Commercial Corridor” area with mixed-use developments.
- The University Blvd Corridor shall consist of a mix of retail stores, such as markets, antique shops, restaurants, art galleries, professional offices and service businesses with medium to high density residential and offices above these commercial uses.
- University Corridor shall be developed to provide a destination place and identity for shopping and shall be designed using mixed-use and pedestrian friendly principals of traditional urban design.
- Primary Objective 8: Identify catalyst sites to serve as important strategic assets to cause an early and precedent-setting change in the CRA and to spur growth.
- Primary Objective 9: Establish one or more public/private partnerships to encourage the uses and expertise of private enterprise to implement the redevelopment vision.
- Partnerships with the private sector and other governmental entities are critical to ensure the Community Redevelopment Area is redeveloped as a safe, viable and thriving commercial/mixed-use community.

The RA/CRA approved and authorized a TID Grant for a not to exceed amount of \$2,000,000, payable in increments of up to \$400,000 per year over the course of five years, based on documented expenses, beginning in Fiscal Year 2021/2022.

Site work has begun on the College Park project as illustrated in **Exhibit E**.

Complete Streets Mobility Corridors Program

Renew Arlington Redevelopment Plan Primary Objective 1: Improve transportation facilities within the CRA including sidewalks, crosswalks, and bike paths/multi-use trails, as well as enhancing regional connections. These strategies will correct the blighted conditions of defective or inadequate street layout and unsafe conditions of the Finding of Necessity.

The Mobility Corridors program is intended to target safety, mobility and accessibility improvements along transit corridors through comprehensive planning and design. The University Blvd./Merrill Rd. intersection was recognized as an area of need due to crash data identifying the area as unsafe. The City's approach to addressing this corridor is to provide Complete Streets that addresses all travel modes with the corridor and with potential redevelopment that is planned or envisioned.

A complete corridor assessment was performed on University Blvd. and Merrill Road. Observed issues and opportunities included:

- High motor vehicle speeds
- Excessive and unnecessary curb cuts
- Inadequate accommodations for persons with disabilities
- Sidewalk obstructions
- Limited transit waiting facilities
- Lack of pedestrian buffer
- Lack of crossing opportunities
- Lack of bicycle facilities

The Phase I Turbo Roundabout project is ongoing with design at 100% complete. The project lead was JTA, who had been acting as the contractor for the Florida Department of Transportation (FDOT), who was the owner of the road until 2020. FDOT began working with the City of Jacksonville to transfer a portion of University Blvd. including the footprint of the Turbo Roundabout to the City of Jacksonville causing delays in the project start. The project transfer was complete in 2020 and the City of Jacksonville has acquired a portion of University Blvd.

The project commenced in the fall of 2020, completed in the fourth quarter of 2021 with a ribbon cutting scheduled for early 2022. The project is illustrated in **Exhibit F**.

Merrill Road Comprehensive Traffic Analysis

This Task Work Order describes the proposed scope of work for providing engineering services by Metric Engineering, Inc. (Metric) to the City of Jacksonville. Metric will perform a full traffic analysis along Merrill Road to determine the existing corridor operations and recommend improvements. The project limits are from just east of University Boulevard to the western limits of the I-295 interchange. Only Merrill Road and its immediate side street approaches will be studied in depth; however, recommendations may be made that tie in side streets and alternative corridors. The nature of this study will be comprehensive; using existing studies performed on

the corridor as a basis and building upon those studies. Coordination with multiple agencies will also occur, to ensure that the recommendations for the corridor are inclusive of all elements. The intent of the completed study for this task is to provide engineering justification supported by the traffic operations to recommend alternatives for improving the safety and efficiency of the corridor as a whole. All proposed alternatives will be within the existing public right-of-way. The associated activities to be performed under this Task Work Order include the following services:

- Initial Review and Data Collection
- Volumes and Level of Service (LOS) Analysis
- Safety Analysis
- Multimodal Analysis
- Reporting
- Management, Coordination and Outreach

The study was completed and being utilized for procurement of the design phase of the Complete Streets Mobility Project on Merrill Road.

Arlington Road Restriping Project

A new Roadway & Mobility project was approved by the Agency Board. As written in the CRA Plan, it would change the current configuration of Arlington Road which is currently a four-lane road. The new design would include a dedicated left turn lane, bicycle lanes and parallel parking on both sides of the road. Also included in the design would be a “safe zone” for pedestrians crossing the street to have a secure space to stop in the center of the median. The estimated cost is \$5.5 million per mile.

This is a “Trial by Stripe” method consisting of removing the current striping/paint on the asphalt and possibly removing some asphalt and repainting it to replicate the repurposing road project as mentioned in the CRA Plan. The project would act as a trial area for motorists/pedestrians and provides us with data that can be used in the design when a full construction project is considered.

The project would improve pedestrian safety and traffic flow. The restriping program is painting the bike lanes a continuous green on Arlington Road to improve overall safety. The restriping program includes on street parking, raised medians, dedicated bike lanes and crosswalks. This would be completed without changing the width of roadway between the existing curbs.

- There is the potential in this proposal to add 90 on-street parking spaces. The cost of adding on-street parking in place of a parking lot is considerably lower.
- With Complete Streets, medians will be raised and landscaped.
- Every other block would have a left turn lane in place of a continuous turn lane.
- Coordination with JTA on bus stops.
- The project could also connect with the Core 2 Coast Loop as it takes shape in the future.

The RA/CRA approved and authorized \$150,000 in total funding from the FY20/21 Budget for the development of a capital project named the Arlington Road Restriping Project (Phase I) for a portion of Arlington Road from University Blvd. to Cesery Blvd.

Consideration of Zoning Applications

Ordinance 2021-0196, Application for Planned Unit Development (PUD) – On Wednesday, March 10, 2021, the Renew Arlington Advisory Board opined, and recommended approval of the application as submitted with a unanimous vote of 6-0.

Administrative Deviation AD 21-19 – On Wednesday, May 26, 2021, the Renew Arlington Advisory Board opined, and recommended approval of the application as submitted with a unanimous vote of 8-0.

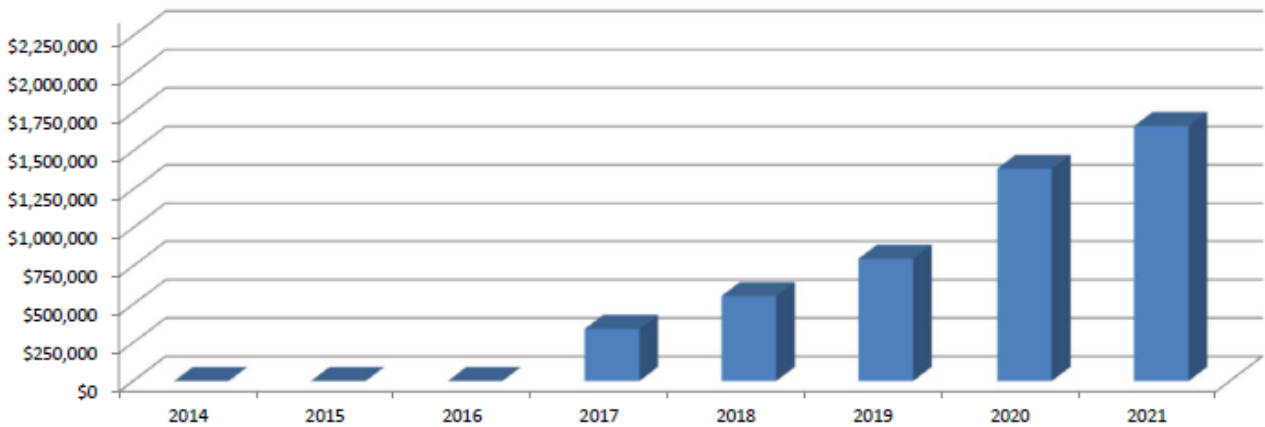
Application E-2021-0434 – On Wednesday, August 11, 2021, the Renew Arlington Advisory Board opined, and recommended approval of the application as submitted with a unanimous vote of 6-0.

Renew Arlington CRA Tax Increment Revenues

Renew Arlington (RA) CRA Tax Increment Revenues

Fiscal Year	2014	2015	2016	2017	2018	2019	2020	2021
Ad Valorem Taxes	\$0	\$0	\$0	\$336,758	\$554,676	\$754,156	\$1,314,768	\$1,663,292
Investment Pool Earnings	\$0	\$0	\$0	\$3,395	\$625	\$43,316	\$69,921	\$38,086
Total	\$0	\$0	\$0	\$340,153	\$555,301	\$797,472	\$1,384,689	\$1,663,292

RA-CRA Revenues



Renew Arlington CRA Budget

**ARLINGTON CRA TRUST
FUND 10806
FY 20/21 AMENDED & RESTATED BUDGET**

	FY 20/21 AMENDED & RESTATED BUDGET
REVENUES	
Property Taxes	\$ 1,863,292
Investment Pool Earnings	\$ 38,086
Total Revenues	\$ 1,701,378
EXPENDITURES	
Administrative Expenses	
Professional and Contractual Services (not "Plan Professional Services")	\$ -
Salaries Part Time	60,975
Medicare Tax	884
Travel	-
Local Mileage	-
OGC Internal Service	15,000
General Liability Insurance	12
Advertising and Promotion	126
Office Supplies	-
Employee Training	529
Dues, subscriptions	175
Supervision Allocation	97,478
Annual Independent Audit	2,500
Total Administrative Expenses	\$ 177,680
Financial Obligations	\$ -
Total Financial Obligations	\$ -
Future Years Debt Reduction	\$ -
Total Future Years Debt Reduction	\$ -
Plan Authorized Expenditures	
Arlington Road Restriping	\$ 150,000
Mandatory Compliance Grant Program	1,332,839
Unallocated Plan Authorized Expenditures	40,859
Total Plan Authorized Expenditures	\$ 1,523,699
Total Expenditures	\$ 1,701,378

City of Jacksonville
Comprehensive Annual Financial Reports (CAFR)

The City of Jacksonville is required to complete annual Comprehensive Annual Financial Reports by March 31 of each year. This report includes an audit of the Community Redevelopment Areas and can be located on the following link:

<http://www.coj.net/departments/finance/accounting/comprehensive-annual-financial-reports>

Reading these reports online requires Adobe Acrobat Reader. If you do not have Acrobat Reader, you may link to [Adobe](#) for a free download. Note: These are large files and may take several minutes to download.

Exhibit A – I-95/Airport Road Project



Exhibit B - Armsdale Road Sidewalk/ Lighting Project

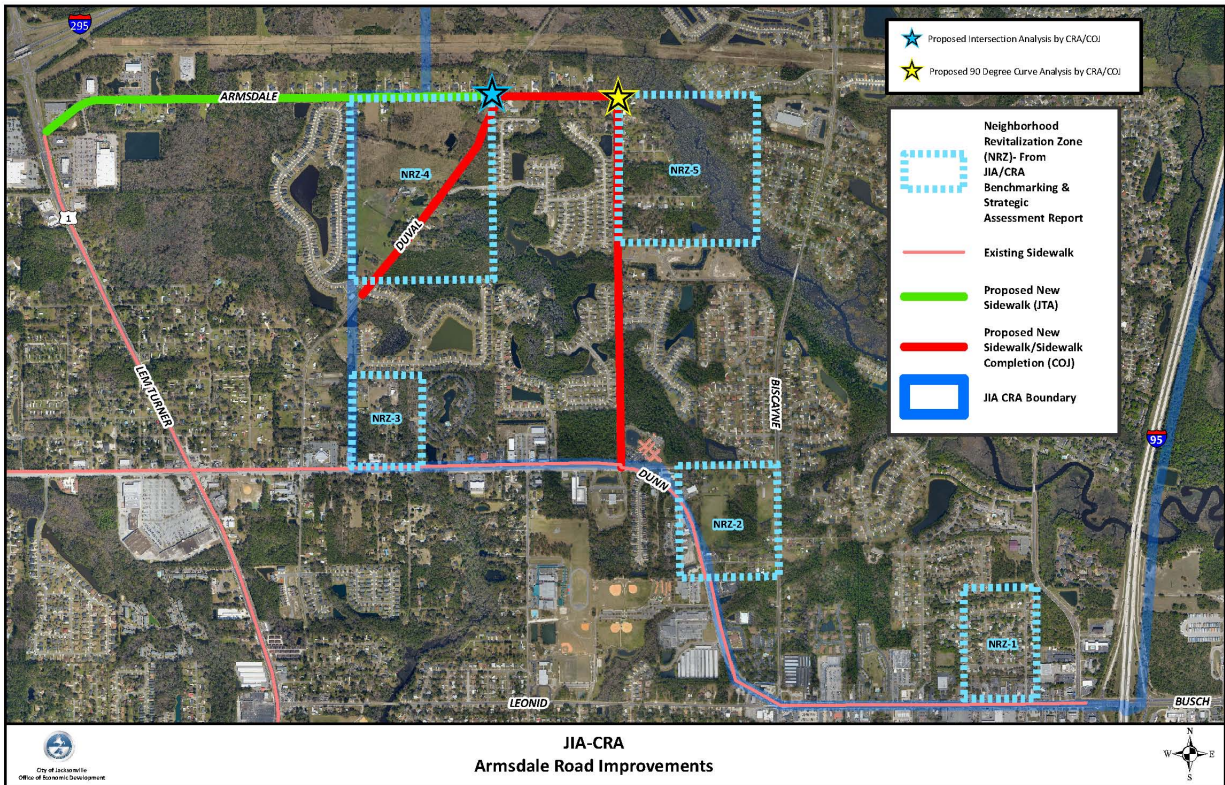


Exhibit C – Gateway Norfolk Soutel Road Project

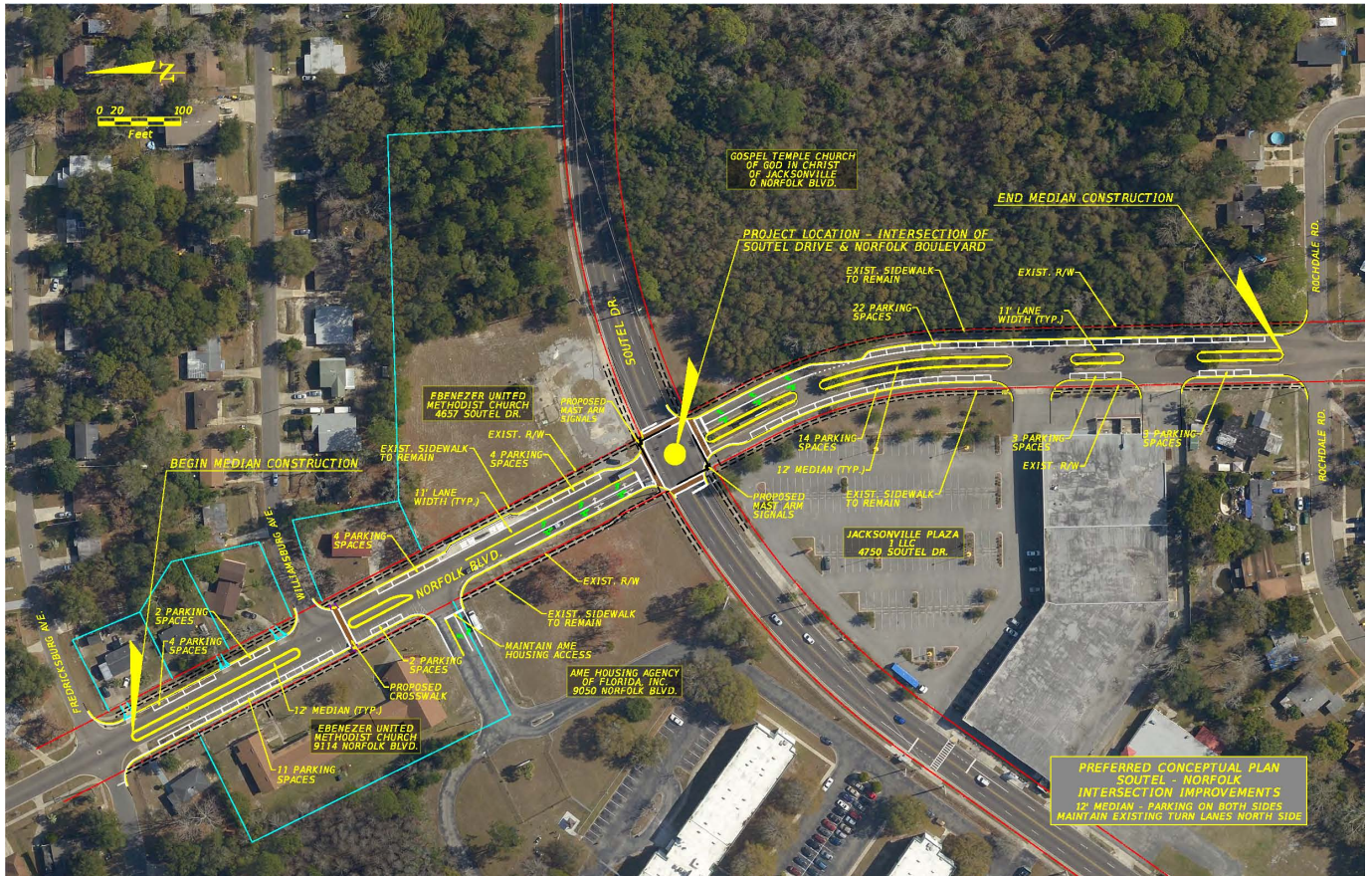


Exhibit C – Gateway Norfolk Soutel Road Project (continued)



Before



During Construction



After

Exhibit D – Cultural Council Art in Public Places Program



Art in Public Places Project Process

The purpose of this document is to summarize the phases of a Public Art Trust-funded project (.75% allocated dollars/Capital Improvement Project (CIP)). The organization of the sections below follow the chronological steps taken by the project manager of a project.

- I. FUNDING ALLOCATION through APP ORDINANCE (COJ Procurement)¹**
 1. Funding will need to be allocated to the Art in Public Places Trust Fund through legislation and City Council approval.
 2. The total project budget is separated into three types of sub-accounts
 - a. 80% of total budget: Public Art
 - b. 10% of total budget: Administrative Fee
 - c. 10% of total budget: Ongoing Maintenance for the artwork
- II. PROJECT PLANNING**
 1. Preliminary Meetings
 2. Stakeholder Coordination
- IV. CALL TO ARTISTS**
 1. The project manager, in coordination with the Public Art Program Director, and any project sponsor, will draft a Call to Artist (CTA). The CTA will be approved by the Art in Public Places Committee prior to distribution to the public.
- V. PANELS/ COMMITTEES**
 1. Coordination of an Art Selection Panel
 2. ASP candidates must be approved by the Art in Public Places Committee (APPC).
 3. APPC must also certify that the ASP completed the selection process appropriately before CCGJ staff can move forward to contract negotiations.

*** Technical Group meetings may occur in between ASP meetings for Schematic Design OR Final Design approvals.
- VI. ARTIST SELECTION PROCESS**
 - Art Selection Panels are coordinated and scheduled according to the project's Master Performance Schedule. They must be held in a publicly accessible space, publicly noticed, and recorded through audio and minutes.
 - The frequency and quantity of ASP meetings averages 4-6.
 1. Introductory/ Evaluation Training meeting
 2. Round 1 Scoring (ex. narrow pool of applicants down to 15-20)
 3. Round 2 Scoring (ex. narrow pool of applicants down to 5-10)

¹

https://library.municode.com/fl/jacksonville/codes/code_of_ordinances?nodeId=TITVADPE_CH126PRCO_PT9ARPUPL_S126.904FU

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4. Finalist Scoring (ex. determine a finalist AND alternate artist)
5. Schematic Design Approval
6. Final Design Approval

VII. **ARTIST CONTRACTING & PAYMENT PROCESSING (also refer to the Procurement Summary)**

1. **Vendor Registration:** the commissioned artist must be a registered vendor of the City in order to receive payment.
 2. **Administrative Award Request:** The Public Art Program Coordinator will submit required materials to the City's Procurement Department for approval and Administrative Award Bid # assignment.
 3. **Payment Requests:** The Admin Award approval packet is submitted to Public Works accounting along with qualifications contract, and the first Milestone payment invoice (once contract is executed through CCGJ).
- CCGJ staff will contact the selected artists and provide an official letter of acceptance to commission them for the project scope. Contract negotiations may begin once the artist has accepted the offer.
 - Within the contract, CCGJ details required milestones prior to each artist payment. Each milestone lists the tasks and actions that must be completed before any invoices from the artist can be processed for payment. They can differ from project to project, however they typically look like:

EXHIBIT B
SAMPLE PAYMENT SCHEDULE AND MILESTONES
FOR FABRICATION AND INSTALLATION PHASE

Milestone	Payment Amount
Upon execution of the Agreement, Submission of W-9, The Community Engagement Plan, (assigned letter describing the community engagement activities during the Design Phase. (As set out in body of Agreement)	\$3,500
Upon delivery of the Design Proposal (As set out in body of Agreement)	\$5,000
Issuance of Design Approval Notice and after Compliance with requirements of Section 2.4.1.1, including, without limitation, certificates of insurance.	\$20,000
Upon CCGJ's determination that Artist has complied with the requirements of Section 2.4.5.2. (Substantial Completion and delivered any required engineering drawings as in Section 2.4.2.2)	\$6,000
Installation and execution by Artist and CCGJ and the City of the Final Completion Report.	\$6,300
TOTAL BUDGET	\$40,800

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VIII. DESIGN PHASE

- There are three phases within the Design Phase:
 1. **Preliminary Design Concepts**
 2. **Schematic Design and Engineering**
 - a. The artist will work with a structural engineer (If necessary) to determine the exact needs to execute the design and ensure the safety of the artwork.
 - b. The schematic design will be reviewed and approved by the Technical Group/Team.
 - c. Revisions are to be made if necessary prior to Final Design.
 3. **Final Design**
 - a. The Final Design will be reviewed and approved by the Art Selection Panel.
 - b. Any final revisions/additions that are recommended by the Art Selection Panel must be made to the Final Design for approval.

IX. FABRICATION PHASE

- The Project Manager is responsible for checking in with the artist periodically to ensure that the artwork's fabrication is on schedule according to the Project Performance Schedule.
- The artist should provide photos, video, and samples if possible to the Project Manager throughout the fabrication phase.

X. INSTALLATION PHASE

- The Project Manager will coordinate with the artist a date(s) to install the artwork.
 - a. The install should be documented via photos or video for archiving and PR purposes.
- The Project Manager will ensure that the site is ready for installation.
- The artist will coordinate with the Project Manager the shipment and delivery of the artwork to the site.
- Final Inspection from the Project Manager and COJ shall be scheduled prior to the Dedication Ceremony.

XI. DEDICATION CEREMONY

- The Project Manager will coordinate a date to hold the Dedication Ceremony. Consideration of the following stakeholders should be key: the Artist, Mayor's Office, Council Member of that district, ASP, APPC, CCGJ Board, CPAC or neighborhood groups involved, and any other project stakeholders.

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- It is not always necessary, however, a physical invitation may be appropriate for announcing the Dedication Ceremony.
- The Dedication Ceremony should be well documented via photo, video, live broadcast on social media platforms, etc.

XII. CLOSEOUT

- The Program Coordinator will coordinate with the Project Manager the Project Closeout.
- The following are the required materials needed to complete the closeout, the Project Manager will assist with acquiring specific items for closeout.

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Exhibit E – College Park



Exhibit F – Renew Arlington Turbo Roundabout



