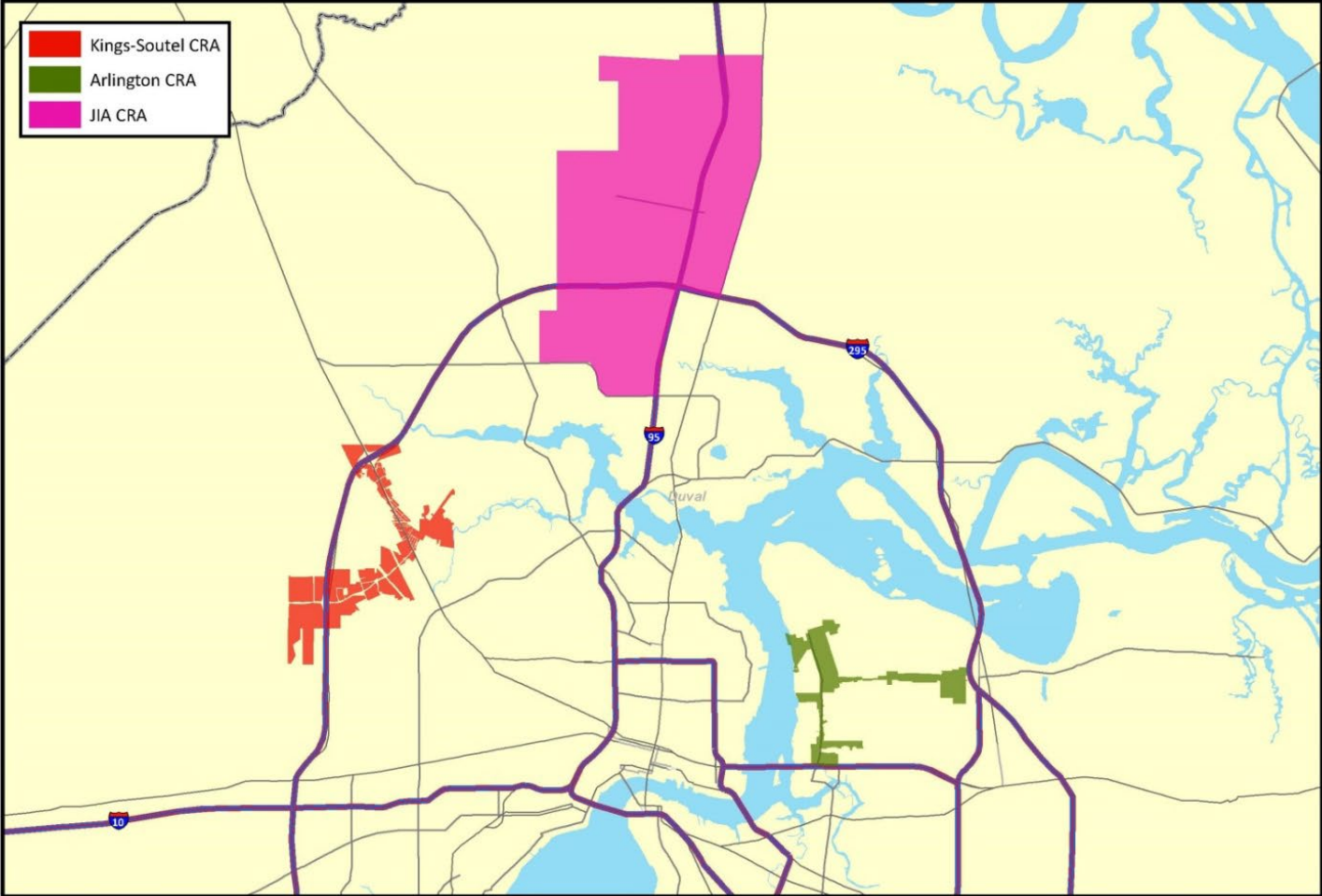


# COMMUNITY REDEVELOPMENT AGENCIES ANNUAL REPORTS 2023



-  Kings-Soutel CRA
-  Arlington CRA
-  JIA CRA



City of Jacksonville  
Community Redevelopment Areas



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**City of Jacksonville  
Community Redevelopment Agency  
Annual Reports  
Fiscal Year 2022/2023**

**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 2022/2023 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](http://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 REPORT

CRA Agency



## JIA CRA at a Glance

<b>CRA Area (Acres)</b>	<b>14,245</b>
<b>CRA Base Year</b>	<b>1993</b>
<b>Base Year Taxable Assessment</b>	<b>\$189,200,262</b>
<b>Current Taxable Assessment</b>	<b>\$1,865,036,748</b>
<b>Incremental Increase</b>	<b>\$1,675,836,486</b>
<b>Fiscal 2022/2023 TIF Revenue</b>	<b>\$18,017,010</b>

Jacksonville International Airport CRA Agency Board



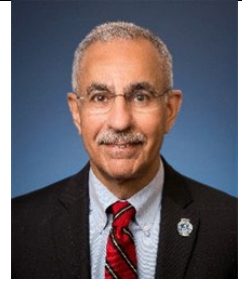
Hon. Terrance Freeman,  
Chair



Hon. LeAnna Cumber



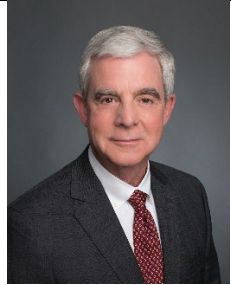
Hon. Danny Becton



Hon. Ron Salem



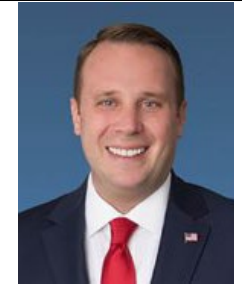
Hon. Reggie Gaffney, Vice Chair



Hon. Michael Boylan



Hon. Randy White



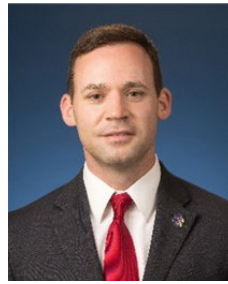
Hon. Kevin Carrico



Hon. Joyce Morgan



Hon. Ju'Coby Pittman



Hon. Rory Diamond



Hon. Matt Carlucci



Hon. Al Ferraro



Hon. Garrett Dennis



Hon. Randy DeFoor



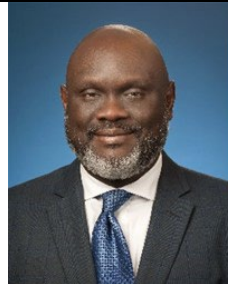
Hon. Nick Howland



Hon. Aaron Bowman



Hon. Brenda Priestly Jackson



Hon. Samuel Newby



## JIA CRA Highlights for 2022-2023

### Fiscal Year Allocations for Public Works Projects

Allocation of funding for the Harts Road Bridge Replacement Project and the Main Street Widening Project were approved via Resolution JIA/CRA-2023-01. Funding was also allocated to the Duval Road Widening via Resolution JIA/CRA-2023-02.

Pursuant to Sec. 106.341, Ordinance Code, the JIA/CRA Board allocated \$6,000,000 from “Unallocated Plan Authorized Expenditures” to existing Plan Authorized Expenditures as follows: \$4,500,000 to complete construction for the Harts Road Bridge project and \$1,500,000 to allow for the inclusion of a sidewalk crossing over the railroad tracks for the Main Street Widening Project. The Board also allocated \$1,783,627 from “Unallocated Plan Authorized Expenditures” and \$960,423 as part of fiscal year end cleanup to complete the design phase of the existing Duval Road Widening Project.

#### JIA CRA PUBLIC WORKS CAPITAL PROJECTS

PROJECT	PREVIOUSLY APPROVED BUDGET	REQUESTED ADDITIONAL FUNDING	TOTAL PROJECT COST	DESCRIPTION
Duval Road Widening	\$2,488,968	\$2,744,049	\$5,233,017	To fund the final design phase of the Duval Road Widening Project.
Main Street Widening	\$23,000,000	\$1,500,000	\$24,500,000	Widening of Main Street, from New Berlin Road to Max Leggett Parkway.
Harts Road Bridge Replacement	\$5,000,000	\$4,500,000	\$9,500,000	Construction of a replacement bridge at Harts Road.
<b>TOTAL</b>	<b>\$30,488,968</b>	<b>\$7,783,627</b>	<b>\$38,275,595</b>	

## **Ongoing Programs/Projects**

### **Jax North Apartments Owner, LLC (Resolution JIA/CRA 2021-01)**

On March 23, 2021, the JIA CRA Agency Board passed Resolution JIA/CRA-2021-01 with a unanimous vote of 14-0, and the City Council enacted Ordinance 2021-192-E on April 13, 2021, allocating \$250,000 to a TID Infrastructure Development Grant for Jax North Apartment Owners, LLC, a subsidiary of the Aventon Companies, to be used towards improvements to Ranch Road. The company proposes to develop a multifamily apartment project at 14670 Duval Road, comprised of 3-story buildings, detached parking, and resort-style amenities.

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.

#### **Project Status:**

The city allocated a TID Infrastructure Development grant not to exceed \$250,000, to be disbursed once the project infrastructure was completed. This program was 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 project is complete with a total disbursement of \$237,228.

### **Main Street Widening Project (Resolution JIA/CRA 2021-03)**

US-17 is currently a two-lane rural roadway with considerable development thru Oceanway and notable traffic growth in the area due to the success of the River City Marketplace area within the JIA CRA boundary. Traffic volumes along the corridor have increased from about 12,000 vehicles/day in 2010 to 18,000 vehicles/day in 2020.

There is a strong need for this corridor to be widened from two to four lanes due to the current conditions, safety issues, and anticipated future growth. The North Florida Transportation Planning Organization (TPO) has placed this corridor as a high priority to be widened from two to four lanes, from I-295 to SR-200. The logical plan is to begin widening from I-295 and work north as funding is available.

On June 22, 2021, the JIA CRA Agency Board, passed Resolution JIA/CRA-2021-03 with a unanimous vote of 13-0, allocating \$23,000,000, over a period of three fiscal years, to the widening of Main Street. The Agency Board authorized the development of a capital project to be known as the "Main Street Widening Project" and found that it is within the CRA

Redevelopment Area and in compliance with and furthers the purposes and objectives of the JIA/CRA Redevelopment Plan.

In partnership with the Florida Department of Transportation, the CRA would fund the project over a three-year period as follows: \$9 million in Fiscal Year 2021, \$7 million in Fiscal Year 2022 and \$7 million in Fiscal Year 2023. The project work plan comprises the following:

**COJ-JIA/CRA Funding of \$23,000,000**

Main Street from New Berlin Road to Max Leggett Parkway

- 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)
- Construction Katherine Street to Max Leggett Parkway FY 27/28: \$23,000,000 (\$8 M COJ + 12 M TPO + \$3 M FDOT)

Funding provided by City of Jacksonville: \$23,000,000

Funding provided by Florida Department of Transportation: \$9,500,000

Funding provided by North Florida Transportation Planning Organization: \$12,000,000

**Total Project Costs: \$44,500,000**

**Project Status:**

First payment made to FDOT in Fiscal Year 2021/2022. Awaiting FDOT invoicing for future payment. On February 14, 2023, the JIA/CRA Board allocated an additional \$1,500,000 towards the Project to allow for a sidewalk crossing over the railroad tracks on Cole Road West at Main Street to be added to the scope.

**Resolution JIA/CRA 2021-04**

On June 22, 2021, the JIA CRA Agency Board, passed Resolution JIA/CRA-2021-04 with a unanimous vote of 14-0, allocating funding to the following six (6) new Capital Projects. They are provided below with status.

<b>PROJECT</b>	<b>COST</b>	<b>DESCRIPTION</b>	<b>STATUS</b>
Turtle Creek Subdivision Traffic Calming	\$46,800	Preliminary Engineering - Prepare Conceptual Plan, define scope of work and create detailed project cost estimate.	Project completed.
Harts Road Traffic Calming	\$200,000	Preliminary Engineering - Prepare Conceptual Plan, define scope of work and create detailed project cost estimate.	Project completed.



Harts Road Bridge Repair	\$35,150	Construction of joint replacement, guardrail posts replacement, new pavement markings, pressure washing, and painting.	Project completed.
Biscayne Blvd. Bridge Repair	\$133,080	Construction of joint replacement, guardrail posts replacement, new pavement markings, pressure washing, and painting.	Project completed.
Ranch Rd Cross Drain Replacement – DSR Improvement	\$78,000	Preliminary Engineering - Prepare Conceptual Plan, define scope of work and create detailed project cost estimate.	Project completed.
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.	Project completed.
<b>TOTAL</b>	<b>\$512,282</b>		

**Duval Road Widening (Resolution JIA/CRA 2021-06)**

Allocation of \$2,343,743 in funding for the Duval Road Widening Project was approved with Resolution JIA/CRA-2022-04. On August 8, 2023, the JIA CRA Agency Board approved Resolution JIA/CRA-2023-02, allocating an additional \$2,744,049, in program funds to be allocated in the JIA CRA budget for the 2022/2023 fiscal year so that a sidewalk crossing over the railroad tracks on Cole Road West at Main Street could be added to the project scope.

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.

**Project Status:**

Public Works is negotiating scope and fee for final engineering design.

**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. 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.

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.

**Project Status:**

Due to supply chain issues, this project was delayed. Intersection improvements and signal construction started in late 2023 with final construction being completed in 2024.

**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). The JIA/CRA Agency Board allocated \$370,631 to this project in the 2017/2018 budget. An additional \$1,200,000 was allocated to the project during FY 2019/2020 to accommodate changes in the geometry of the intersection and the need for a mast-arm signal over Dunn Avenue.

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.

**Project Status:**

The new design is at 30 percent. 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 and working with FDOT on permitting. The start of construction will be based on approvals for all outstanding issues.

**Harts Road Bridge**

A RFQ was 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 Cedar Creek north of Dunn Avenue. The bridge is functionally obsolete and subject to fail. The intent is to fully fund the Bridge Development Report and Design that will prepare for future construction. Funding allocated to this project during FY 2018/2019 was \$3,000,000, with an additional \$2,000,000 added to the project in FY 2021/2022 pursuant to Resolution JIA/CRA-2022-01 and \$4,500,000 added to the project in FY 2022/2023 pursuant to Resolution JIA/CRA-2023-01.

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.

**Project Status:**

100% Plans and Specifications were submitted late summer 2023. Project was advertised in late 2023.

### **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.

#### **Project Status:**

FDOT is completing work on this project. Construction is 85% complete with final completion estimated for Spring/Summer 2024.

### **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. Pedestrian fatalities have 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. The JIA CRA Agency Board allocated \$1,100,000 towards the sidewalk project (aa) and \$695,000 towards the sidewalk project (bb) in FY 2018/2019.

#### **Project Status:**

For the sidewalk project (aa), construction started and at 50% work performed with completion expected in the fourth quarter of 2023. The Cole Road West (bb) project is under construction and the section from Woodland Drive to the east side of Main Street will be completed by FDOT as part of Main Street Widening Project.

The JIA CRA Agency Board also allocated funding towards roadway resurfacing projects (aa) and (bb) in FY 2018/2019 as follows: \$321,762.70 for (aa) and \$247,931.65 for (bb).

**Project Status:**

For the resurfacing road project, the Florida Department of Transportation is finishing the Cole Road Bridge project as stated above. The City is 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 projects.

**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.

The JIA/CRA Agency Board allocated \$575,250 to the project in FY 2018/2019 and added an additional \$1,524,750 in FY 2019/2020 due to the need to purchase right of way and temporary construction easements for pedestrian bridges.

**Project Status:**

Plans and permits are 99% complete. Still finalizing the acquisition of right of way and temporary construction easements for Pedestrian Bridges. Project now expected to bid in Fall of 2023. May need additional funding if bids exceed estimates.

**Ranch Road (dd) – Duval to Tradeport - Mobility Project**

Part of the four mobility projects which is solely for sidewalks. The JIA/CRA Agency Board allocated \$195,000 to the project in FY2019/2020.

**Project Status:**

Design is nearing completion. Still finalizing the acquisition of right of way and temporary construction easements that are being acquired with the Duval Road acquisitions so the project can be bid along with the Duval Road Sidewalk Project.

## **Ongoing Financial Obligations**

### **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.

<b># of Jobs to Be Created</b>	<b>Capital Investment</b>	<b>Intangibles</b>
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.

### **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 2022**

- Capital Investment -- \$1.79 million
- New Jobs Created -- 554

### **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 2022**

- Capital Investment -- \$278 million
- New Jobs Created – 4,050

**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 2022**

- Capital Investment -- \$3.3 million
- New Jobs Created -- 101

**River City Crossing (Uptown Signature)**

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
<b>Total</b>	<b>160</b>	<b>201,880</b>	<b>\$33,868,980</b>

**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 2022**

- Capital Investment -- \$13 million
- New Jobs Created – N/A

**Closure of Jacksonville International Airport CRA**

The Jacksonville International Airport Community Redevelopment Agency (JIA CRA) recommended to the Jacksonville City Council the termination of the JIA CRA with Resolution JIA/CRA-2023-03 for the reasons below:

- Approval of **Ordinance 2023-0496-E** terminated the existence of the Jacksonville International Airport Community Redevelopment Agency and provided for the allocation, transfer and/or disbursement of JIA CRA’s remaining funds. It directed the Office of Economic Development to coordinate with the Public Works Department to complete the remaining budgeted CRA projects.
- The JIA CRA was created meeting the state’s definition of blighted conditions in the JIA surrounding area by the City Council with Resolution 90-406-242 and the creation of the CRA boundaries, CRA plan and tax increment trust fund with Ordinance 93-159-57. By state law Community Redevelopment Areas have a maximum lifespan of 30 years. Fiscal Year 2022/2023 represents the 30th year of the CRA’s existence.

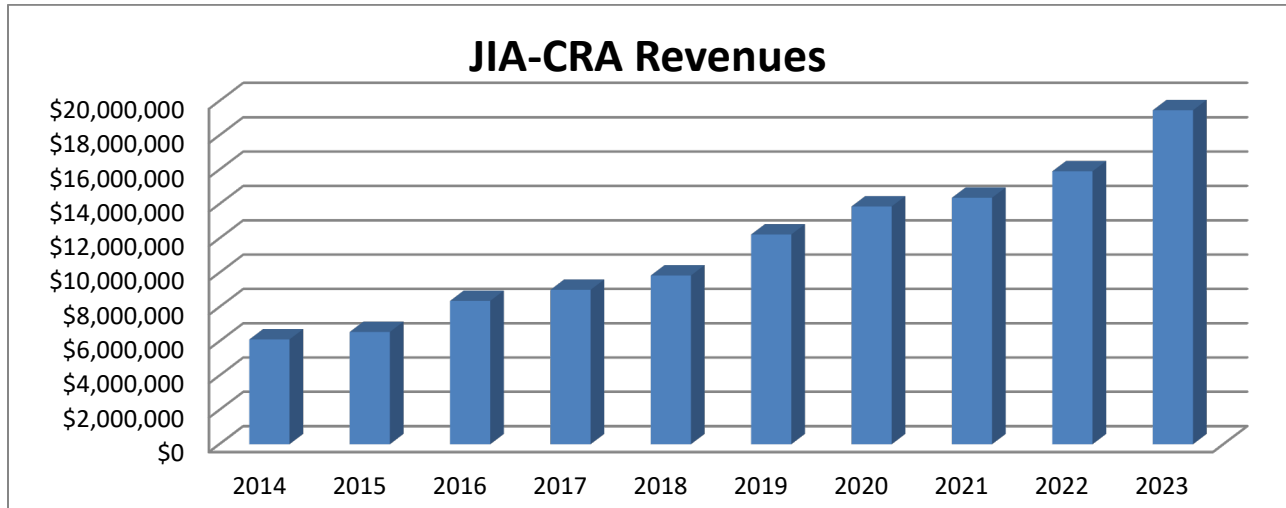


- The JIA CRA board passed its **Resolution 2023-03** declaring that the goals of the CRA plan have been accomplished and finding that the CRA's existence is no longer warranted. The JIA CRA issued a report summarizing the history and work of the CRA and outlining how the blighted conditions have been remediated and how the goals of the CRA plan have been met and is attached as **Exhibit A**.
- The report referenced above notes that the taxable value of land within the CRA boundary has increased from \$214,187,381 the 95-96 tax year to \$1,864,654,906 in 22-23 and that a total of \$173,066,378 in tax increment revenue has been collected for use in meeting the CRA plan goals. Substantial publicly funded projects accomplished within the CRA include construction of the JIA South Access Road, the I-95/Airport Road Interchange project, and the widening of Main Street and Duval Road. Notable private development activities include the expansion of Coach Leatherware, Majestic Realty Company, the development of several new hotels, the River City Marketplace, substantial growth within the Jacksonville International Tradeport, and attraction of Amazon and Wayfair distribution centers.

All remaining CRA obligations, including REV grants, QTI payments, and debt service, will become the responsibility of the General Fund.

**JIA CRA Tax Increment Revenues**

Fiscal Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
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	\$15,757,504	\$18,017,010
Investment Pool Earnings	\$0	\$0	\$0	\$0	\$0	\$546,584	\$757,442	\$314,418	\$150,645	\$1,446,514
<b>Total</b>	<b>\$6,114,494</b>	<b>\$6,550,133</b>	<b>\$8,361,067</b>	<b>\$9,006,395</b>	<b>\$9,841,964</b>	<b>\$12,230,122</b>	<b>\$13,862,772</b>	<b>\$14,367,059</b>	<b>\$15,908,149</b>	<b>\$19,463,524</b>



**JIA CRA Budget**

**JIA CRA TRUST FUND  
ORACLE FUND 10804  
FY 22/23 AMENDED BUDGET**

	<b>FY 22/23 AMENDED &amp; RESTATED BUDGET</b>
<b>REVENUES</b>	
Property Taxes	\$ 18,017,010
Investment Pool Earnings	1,446,514
<b>Total Revenues</b>	<b>\$ 19,463,524</b>
<b>EXPENDITURES</b>	
Administrative Expenses	
Professional and Contractual Services (not "Plan Professional Services")	\$ -
Travel	276
Local Mileage	0
OGC Internal Service	8,996
Advertising and Promotion	98
Office Supplies	0
Employee Training	0
Dues, subscriptions	175
Supervision Allocation	91,890
Annual Independent Audit	2,500
<b>Total Administrative Expenses</b>	<b>\$ 103,936</b>
Financial Obligations	
REV Grants	
Amazon	\$ 1,227,765
RAMCO	847,762
River City Crossing (RCC)	-
QTI Grants	
Mercedes Benz	1,800
Amazon	75,000
Debt Service - 2014 Special Revenue, RAMCO (Interest)	273,212
Debt Service - 2014 Special Revenue, RAMCO (Principal)	1,190,000
<b>Total Financial Obligations</b>	<b>\$ 3,615,539</b>
Plan Authorized Expenditures	
Main Street Widening	8,500,000
Harts Rd Bridge	4,500,000
Duval Road Widening	2,744,050
Unallocated Plan Authorized Expenditures	-
<b>Total Plan Authorized Expenditures</b>	<b>\$ 15,744,050</b>
<b>Total Expenditures</b>	<b>\$ 19,463,524</b>

# KINGSOUTEL CROSSING CRA REPORT

*CRA Agency*



## KingSoutel Crossing CRA at a Glance

<b>CRA Area (Acres)</b>	<b>2,300</b>
<b>CRA Base Year</b>	<b>2008</b>
<b>Base Year Taxable Assessment</b>	<b>\$71,064,917</b>
<b>Current Taxable Assessment</b>	<b>\$280,270,592</b>
<b>Incremental Increase</b>	<b>\$209,205,675</b>
<b>Fiscal 2022/2023 TIF Revenue</b>	<b>\$2,249,182</b>

**KingSoutel Crossing CRA Agency Board**



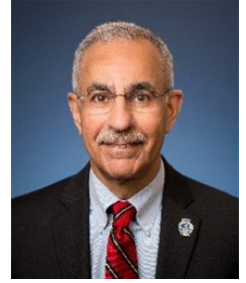
Hon. Terrance Freeman,  
Chair



Hon. LeAnna Cumber



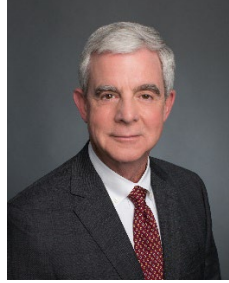
Hon. Danny Becton



Hon. Ron Salem



Hon. Brenda Priestly Jackson, Vice Chair



Hon. Michael Boylan



Hon. Randy White



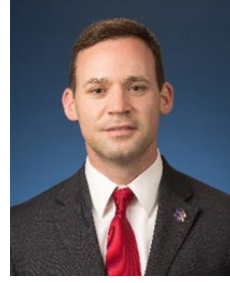
Hon. Kevin Carrico



Hon. Joyce Morgan



Hon. Reggie Gaffney



Hon. Rory Diamond



Hon. Matt Carlucci



Hon. Al Ferraro



Hon. Ju'Coby Pittman



Hon. Randy DeFoor



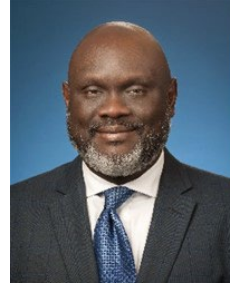
Hon. Nick Howland



Hon. Aaron Bowman



Hon. Garrett Dennis



Hon. Samuel Newby



### **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.

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.

## Ongoing Programs and Public Works Projects

### **KingSoutel Crossing CRA Public Art Program**

The Agency Board approved and authorized \$100,000 for the KSC/CRA Public Art 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.

The contract was executed, and the Cultural Council has begun following their program process of community engagement. They have been working in the community via the Northwest Citizens Planning Advisory Committee (CPAC), attendance at the Vice Chair JuCoby Pittman Town Hall meetings, attending the monthly KingSoutel Crossing Advisory Board meetings and with the circulation of two surveys within the community. They have explored many options and landed on a project at the Legends Center focusing on local community leaders as recommended by the constituency.

### **Project Status:**

Pursuant to Sec. 106.341, *Ordinance Code*, with Resolution 2023-01, the KSC/CRA Board allocated a total of \$20,000 from “Unallocated Plan Authorized Expenditures” to the existing KSC CRA Public Art Program, thereby amending the maximum indebtedness under the Agreement. A new timeline was approved with project completion expected in August 2024.

### **Tru by Hilton**

The KingSoutel Crossing Agency Board approved Resolution KSC/CRA-2022-01 with a unanimous vote of 15-0 approving the Economic Development Agreement between the City of Jacksonville and Prichard Hospitality, LLC, which includes a five-year, REV Grant for a maximum of \$290,000. The Board approved the development of the Prichard Hospitality project, as described in the Project Summary below which is in compliance with and furthers the purposes and objectives of the KSC/CRA Redevelopment Plan.

### **Project Summary**

Pritchard Hospitality purchased the 1.8-acre undeveloped site located at 4142 Perimeter Industrial Parkway, W on March 27, 2020, for the purpose of developing an 82-room mid-rise motel. The site is located within the KingSoutel Crossing Community Redevelopment Area.

When completed, the project will result in the creation of 10 full time equivalent jobs and add 82 new motel rooms at the intersection of I-295 and Pritchard Road within the CRA. The hotel rooms will be available to the public at market rate. The development cost of the project is estimated to be \$13,330,000. Presently there are no hotel/motel units within this development area to serve the businesses within this expanding commercial corridor.

The proposed motel will be the first new motel developed within the CRA since its inception. Typically, it takes three to five years for similar types of projects to reach breakeven and become profitable.

**Project Rationale & Benefits:**

The City of Jacksonville desires to promote growth and revitalization within the KingSoutel Crossing Community Redevelopment Area (CRA). The Pritchard Road Tru by Hilton motel will introduce a new lodging option within the Pritchard Road commercial corridor and increase the commercial tax base.

<b>City of Jacksonville Funding</b>	<b>Pritchard Hospitality, LLC</b>	<b>Project Goals</b>
REV Grant 50% for 5 years, maximum grant \$290,000.	The Developer proposes to invest \$13,330,000 including mortgage financing totaling \$10,663,000 and up to \$2,667,000 cash equity. Project will create ten (10) new full-time equivalent hospitality industry jobs at an average wage of \$38,000 per year (\$18.27 per hour).	Introduce a new lodging development within the KingSoutel Crossing CRA generating 82 new motel rooms to support the Pritchard Road commercial corridor. The project will result in generating new ad valorem taxes to support the ever-changing infrastructure needs of this Community Redevelopment Area.

The REV Grant will be calculated to be equal to fifty (50%) percent of the incremental increase in ad valorem taxes over base year taxes. The term will be for five (5) years. Payment of the REV Grant is subject to documentation of a minimum private capital investment of \$10 million and the target capital investment is \$12.5 million. In the event the overall private capital investment is less than \$12.5 million the REV Grant will be proportionally reduced by the percentage less than the targeted investment of \$12.5 million. If the overall investment falls below \$ 10 million, the grant will be terminated.

**Project Status:**

Resolution KSC/CRA-2022-01 was approved with a maximum 50% REV Grant of \$290,000 over five-year period, beginning in Fiscal Year 2025.

**US 1 Watermain Project**

This project will install approximately 3,200 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:



**Project Status:**

The City Public Works Department is considering revising plans at the recommendation of JEA. The project is delayed while JEA works with Public Works to explore options for a possible redesign.

**KingSoutel Crossing Building Renovation Grant**

The Agency Board approved and authorized \$389,870 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.

**Project Status:**

Currently, one project has been completed, two are in various stages of completion and one awaiting Agreement execution. The available balance is \$292,667.

**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.

**Project Status:**

Project is ongoing. Completed segments have been invoiced. New locations have been identified and work has begun.

**New Kings Road Capital Improvements Project**

The Agency Board approved Resolution KSC/CRA-2022-03 with a unanimous vote of 16-0, allocating \$1,615,930 for the New Kings Road Improvements Project extending from Soutel Drive to Trout River Boulevard within the KSC/CRA and finds that it is in compliance with and furthers the purposes and objectives of the KSC/CRA Redevelopment Plan. An additional \$2,300,683 was allocated to the Project in FY 2022-2023 via Resolution KSC/CRA-2023-03.

This project was pulled straight from the 2017 CRA Redevelopment Plan Update Page 4-20, where it states that the CRA should actively work with the Florida Department of Transportation for New Kings Road/US 1 to incorporate Complete Streets and Context Sensitive Design practices and programs. Complete Streets programing takes vehicle dominated thoroughfares and redevelops them using decorative lighting, street furniture, landscaping of medians and ROW, multiuse paths, sidewalks, crosswalks and gateway features.

The project will run the duration of US 1 through the CRA boundary, from the intersection of Soutel Drive to Trout River Boulevard.

The project would be a phased project, beginning with analysis or an availability assessment including a ROW Survey, sidewalk assessment with a possible pedestrian connectivity plan, intersection traffic studies, and a look at landscaping and hardscape design using neighborhood design standards.

**Project Status:**

A Request for Proposals for the procurement of a Design-Build team was advertised. A team was selected and in contract negotiations with the City Public Works Department. Once finalized, work is expected to begin in Fiscal Year 2023/2024.

## **Consideration of Zoning Applications**

### **Application from Rezoning to PUD 2022-0855**

On Thursday, January 26, 2023, the KingSoutel Crossing Advisory Board opined, and recommended approval of the application as submitted with a unanimous vote of 4-0.

### **Application for Administrative Deviation AD-23-02**

On Thursday, February 23, 2023, the KingSoutel Crossing Advisory Board opined, and recommended deferral due to a lack of quorum of the Advisory Board.

### **Application for Rezoning Ordinance 2023-0296**

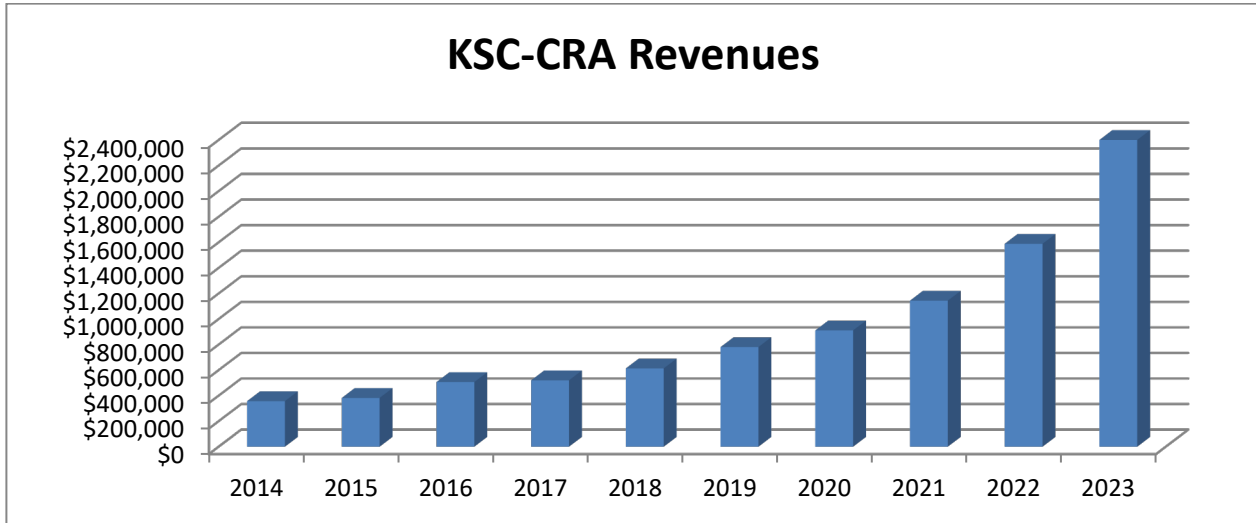
On Thursday, June 22, 2023, the KingSoutel Crossing Advisory Board opined, and recommended denial of the application as submitted with a vote of 4-0.

### **Application for Rezoning to PUD Ordinance 2023-0422**

On Thursday, August 24, 2023, the KingSoutel Crossing Advisory Board opined, and recommended deferral of the application as submitted with a unanimous vote of 4-0.

**KingSoutel Crossing CRA Tax Increment Revenues**

Fiscal Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Ad Valorem Taxes	\$356,929	\$382,010	\$506,351	\$516,632	\$612,758	\$706,457	\$832,400	\$1,143,912	\$1,575,217	\$2,249,182
Investment Pool Earnings	\$0	\$0	\$0	\$3,395	\$625	\$73,864	\$78,359	\$24,335	\$13,034	\$160,215
<b>Total</b>	<b>\$356,929</b>	<b>\$382,010</b>	<b>\$506,351</b>	<b>\$520,027</b>	<b>\$613,383</b>	<b>\$780,321</b>	<b>\$910,759</b>	<b>\$1,143,912</b>	<b>\$1,588,251</b>	<b>\$2,409,397</b>



**KingSoutel Crossing CRA Budget**

**KING SOUTEL CROSSING CRA TRUST FUND  
FUND 10805  
FY 22/23 AMENDED BUDGET**

**FY 22/23 AMENDED &  
RESTATED BUDGET**

**REVENUES**

Property Taxes	\$	2,249,182
Investment Pool Earnings		160,215
<b>Total Revenues</b>	<b>\$</b>	<b><u>2,409,397</u></b>

**EXPENDITURES**

Administrative Expenses		
Professional and Contractual Services (not "Plan Professional Services")	\$	-
Travel		566
Local Mileage		0
OGC Internal Service		7,518
Advertising and Promotion		98
Office Supplies		0
Employee Training		395
Dues, subscriptions		175
Supervision Allocation		77,461
Annual Independent Audit		2,500
<b>Total Administrative Expenses</b>	<b>\$</b>	<b><u>88,714</u></b>
Plan Authorized Expenditures		
KSC CRA Public Art Program		20,000
New Kings Road Capital Improvements		2,300,683
Unallocated Plan Authorized Expenditures	\$	-
<b>Total Plan Authorized Expenditures</b>	<b>\$</b>	<b><u>2,320,683</u></b>
<b>Total Expenditures</b>	<b>\$</b>	<b><u>2,409,397</u></b>

# RENEW ARLINGTON CRA REPORT

CRA Agency



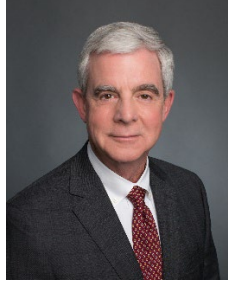
## Renew Arlington CRA at a Glance

<b>CRA Area (Acres)</b>	<b>1,239</b>
<b>CRA Base Year</b>	<b>2015</b>
<b>Base Year Taxable Assessment</b>	<b>\$210,342,375</b>
<b>Current Taxable Assessment</b>	<b>\$427,646,096</b>
<b>Incremental Increase</b>	<b>\$217,303,721</b>
<b>Fiscal 2022/2023 TIF Revenue</b>	<b>\$2,336,244</b>

**Renew Arlington CRA Agency Board**



Hon. Terrance Freeman, Chair



Hon. Michael Boylan



Hon. Danny Becton



Hon. Ron Salem



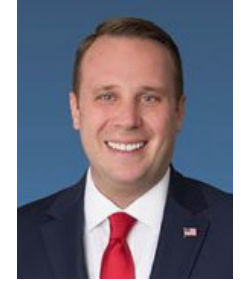
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## **The Creation of the Renew Arlington Community Redevelopment Area**

### **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.

## **Fiscal Year Allocations for Programs/Public Works Projects**

### **Art in Public Places**

The Renew Arlington Agency Board approved Resolution RA/CRA-2023-01 authorizing the allocation and transfer of \$41,300 in funding to the art in public places trust to provide funding required for maintenance and enhancements upon completion of the public art installation in the new turbo roundabout located at the intersection of University Boulevard and Merrill Road.

The Board is empowered to authorize projects within the RA/CRA and found that the use of the funds for the Art is in compliance with, and furthers the purposes and objectives of the Renew Arlington CRA Redevelopment Plan on page 25 as follows: 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. As a strategy, the Jacksonville City Council acting as the CRA shall encourage the improved appearance and the design of all projects both private and public.

**Project Status:**

Project completed. Illustrations of the Obelisk can be found in **Exhibit B**.

**Ongoing Projects/Programs****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.

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.

**Project Status:**

Over the years the RA/CRA has allocated funding to the Mandatory Compliance Grant Program. Resolution RA/CRA-2023-03 was approved, allocating an additional \$1,926,569.49 to the program. The status of the program at the end of the fiscal year is provided in the following table.

Total Funding Allocated To-Date	\$6,934,518.13
Funds Disbursed Program Development	\$23,565.82
Funds Disbursed for Completed Contracts	\$478,054.63
Remaining Balance	\$6,432,897.68
Contracts Encumbered	\$1,527,562.55
Available Funding	\$4,905,335.13

**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.

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.

**Project Status:**

Site work is advancing on the College Park project as illustrated in **Exhibit C** and other permits are currently under review. Installment payments one and two have been issued.

### **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.

#### **Project Status:**

The turbo roundabout project was completed in the fourth quarter of 2021 with a ribbon cutting on February 10, 2022. The Corridor Planning Study is complete. Working with JTA on segment of Merrill Road and University Blvd with an expected project start during Fiscal Year 2025/2026.

### **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.

**Project Status:**

Lane elimination study determined that lane elimination is feasible. Striping plans are finished and have been sent to the CRA for comment. A Request for Proposals was advertised twice with no response. Working with a contractor to add additional items to the scope making the project feasible. As required a request for additional funding for road resurfacing will be needed for road resurfacing.

**Consideration of Zoning Applications**

**Application for Rezoning Ordinance 2022-0899**

On Wednesday, January 11, 2023, the Renew Arlington Advisory Board opined, and recommended approval of the application as submitted with a vote of 7-0.

**Application Minor Modification to a PUD 2022-0713-E**

On Wednesday March 8, 2023, the Renew Arlington Advisory Board opined, and recommended approval of the application with conditions with a vote of 4-1.

**Application for Administrative Deviation AD-23-05**

On Wednesday March 8, 2023, the Renew Arlington Advisory Board opined, and recommended approval by a vote of 5-0.

**Application for Land Use Amendment L-5805-23-C**

On Wednesday June 14, 2023, the Renew Arlington Advisory Board opined, and recommended a deferral until the applicant could receive better guidance from the Planning Department.

**Application of Rezoning 2023-0368**

On Wednesday July 19, 2023, the Renew Arlington Advisory Board opined, and recommended approval by a unanimous vote of 8-0.

**Application of Rezoning 2023-0328 with Companion Waiver of Minimum Required Road Frontage WRF-23-07**

On Wednesday July 19, 2023, the Renew Arlington Advisory Board opined, and recommended denial of both applications by a unanimous vote of 8-0.

**Application for Administrative Deviation #5070**

On Wednesday August 9, 2023, the Renew Arlington Advisory Board opined, and recommended approval by a unanimous vote of 7-0.

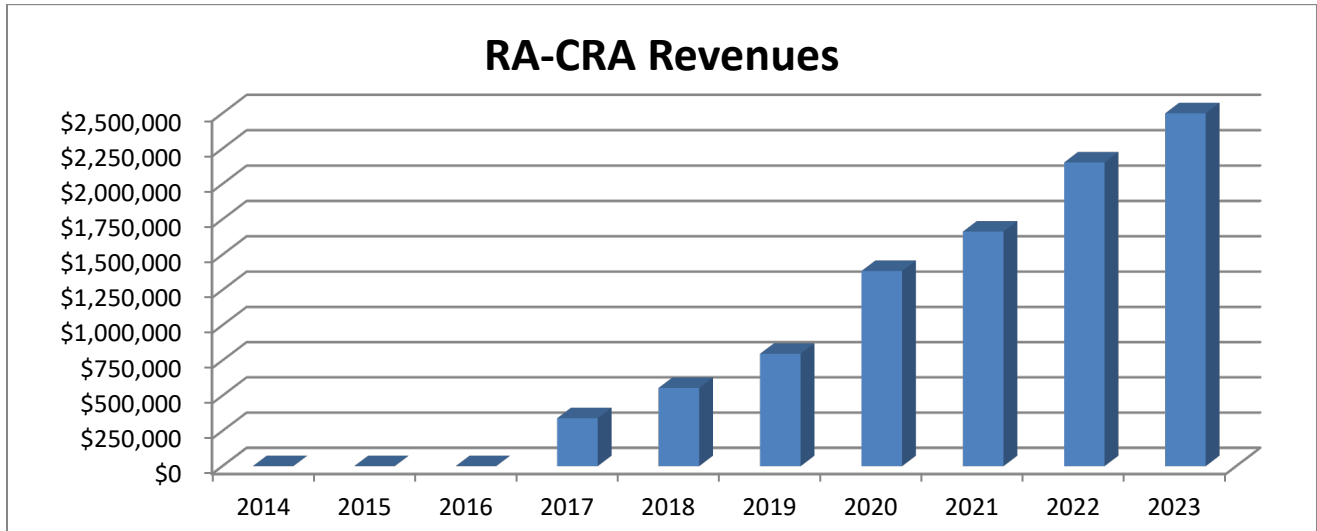
**Application for Rezoning Exception and Companion AD-23-36**

On Wednesday August 9, 2023, the Renew Arlington Advisory Board opined, and recommended deferral by a unanimous vote of 7-0.



**Renew Arlington CRA Tax Increment Revenues**

Fiscal Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Ad Valorem Taxes	\$0	\$0	\$0	\$336,758	\$554,676	\$754,156	\$1,314,768	\$1,663,292	\$2,129,222	\$2,336,244
Investment Pool Earnings	\$0	\$0	\$0	\$3,395	\$625	\$43,316	\$69,921	\$38,086	\$22,999	\$229,676
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$340,153</b>	<b>\$555,301</b>	<b>\$797,472</b>	<b>\$1,384,689</b>	<b>\$1,663,292</b>	<b>\$2,152,221</b>	<b>\$2,565,920</b>



**Renew Arlington CRA Budget**

**ARLINGTON CRA TRUST  
FUND 10806  
FY 22/23 AMENDED BUDGET**

**FY 22/23 AMENDED &  
RESTATED BUDGET**

**REVENUES**

Property Taxes	\$	2,336,244
Investment Pool Earnings		229,676
<b>Total Revenues</b>	<b>\$</b>	<b><u>2,565,920</u></b>

**EXPENDITURES**

<b>Administrative Expenses</b>		
Professional and Contractual Services	\$	-
Salaries Part Time		81,922
Medicare Tax		1,199
Lump Sum Payment - Not Pensionable		-
General Liability Insurance		387
Travel		414
Local Mileage		0
OGC Internal Service		17,360
Advertising and Promotion		98
Office Supplies		0
Employee Training		445
Dues, subscriptions		175
Supervision Allocation		93,550
Annual Independent Audit		2,500
<b>Total Administrative Expenses</b>	<b>\$</b>	<b><u>198,051</u></b>
<b>Financial Obligations</b>		
903 University Blvd, LLC: College Park TID Grant	\$	400,000
<b>Total Financial Obligations</b>	<b>\$</b>	<b><u>400,000</u></b>
<b>Plan Authorized Expenditures</b>		
Mandatory Compliance Grant Program (MCPG)		1,926,569
Interfund Transfer Out to Art in Public Places Trust		41,300
Unallocated Plan Authorized Expenditures	\$	-
<b>Total Plan Authorized Expenditures</b>	<b>\$</b>	<b><u>1,967,869</u></b>
<b>Total Expenditures</b>	<b>\$</b>	<b><u>2,565,920</u></b>

**City of Jacksonville**  
**Annual Comprehensive Financial Reports (ACFR)**

The City of Jacksonville is required to complete annual Annual Comprehensive Financial Reports by June 30 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 – Jacksonville International Airport CRA Closure Report**



# **Jacksonville International Airport Community Redevelopment Area**

## **2023 End of Term Report**

September 2023

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1-1

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## EXECUTIVE SUMMARY

The Community Redevelopment Act (Act), Chapter 163, Part III, Florida Statutes (F.S.), provides legislative authority for local governments to use bold new approaches to overcoming the burdens of slum and blighted areas within the state. The Act outlines a comprehensive program that provides the legal framework and financing mechanisms local governments can undertake to overcome the deterioration so common to older areas of Florida's cities. Through enactment of the Community Redevelopment Act of 1969, the Legislature recognized that slum and/or blighted areas impose a costly burden on local communities in terms of service requirements and the reduced tax revenues, thus authorizing local governments to designate areas as Community Redevelopment Areas (CRAs) when certain conditions are present. Slum and blighted conditions also menace the general health, safety, morals, and welfare of area residents.

Before the Act was enacted, local governments were limited in encouraging improvements in blighted areas through development management plans and selected local controls. The Community Redevelopment Act provides authority to initiate desired private development and the financial means to pay the costs of public improvements, while also assisting in funding key portions of the private effort. To take advantage of the increased authority conferred by the Act, a local government must follow statutory procedures for declaring areas in need of redevelopment through a slum and blight study (Finding of Necessity), establishing redevelopment powers, preparing a redevelopment plan, instituting a trust fund and designating, if necessary, a tax increment financing district.

The Jacksonville City Council approved Resolution 90-406-242, designating the Jacksonville International Airport (JIA) area as a blighted area as defined in Section 163.340 of Florida Statutes. The JIA Community Redevelopment Area (CRA) comprises 22.25 square miles containing approximately 14,245 acres. The Community Redevelopment Plan for the JIA CRA was adopted in Fiscal Year 1992/1993. With a term of 30 years, closure of the JIA CRA is scheduled for September 30, 2023. A map of the area boundary can be found in **Exhibit A**.

## 1.0 AUTHORITY AND PURPOSE OF REPORT

This report was prepared to provide an assessment of the Jacksonville International Airport Community Redevelopment Area (JIA CRA), which is classified by the State of Florida as a Dependent Special District, with respect to the redevelopment goals established in the 1992 Community Redevelopment Plan and the 2012 Plan Amendment. A Dependent Special District meets at least one of the following criteria:

- The special district's governing body membership is identical to a single county or a single municipality's governing body membership. Although the membership is identical, the governing bodies are separate governing bodies.
- All members of the special district's governing body are appointed by the governing body of a single county or a single municipality.
- During their unexpired terms, the special district's governing body members are subject to removal at will by the governing body of a single county or a single municipality.
- The special district has a budget that requires approval through an affirmative vote by the governing body of a single county or a single municipality.
- The special district has a budget that can be vetoed by the governing body of a single county or a single municipality.

A county or municipality may dissolve by ordinance a special district created by the county or municipality. Debts and assets of a dissolved special district are transferred to the local general-purpose government.

The assessment focuses on the progress made towards achieving the goals and objectives of the Community Redevelopment Plan, through implementation of projects and initiatives by the Community Redevelopment Agency, as well as other public and private investment in the area. It is intended to provide a summarized history of the JIA CRA in accordance with the closure of the JIA CRA.



## 2.0 BACKGROUND

There are currently over 220 CRAs within the State of Florida. The 14,245-acre Jacksonville International Airport (JIA) CRA was established in 1993 by City Council to rectify blighted conditions found in the defined boundary and is the largest by land area in the state. At the base year of 1993, the taxable value in the JIA CRA was \$189,200,262. Since that time, remarkable growth in the area has occurred and numerous private and public projects have been completed; many with assistance provided by the JIA CRA.

In the years since the JIA CRA was established, significant development has occurred, and the area has become an asset to the North Jacksonville community with respect to commerce, housing and jobs. While there are several projects that received funding generated from JIA CRA tax increment revenue, highlights include the expansion of Coach Leatherware, Majestic Realty Company, the development of several new hotels, the River City Marketplace, substantial growth within the Jacksonville International Tradeport, attraction of Amazon and Wayfair distribution centers, construction of the JIA South Access Road, the I-95/Airport Road Interchange project, and the widening of Main Street and Duval Road to mention a few. The opening of the University of Florida (UF) Health North facility can be directly attributed to the growth produced by the JIA CRA.

Projects and activities undertaken by the JIA CRA Redevelopment Agency have focused, in large part, on transportation improvements related to and conducted in accordance with the 1992 Community Redevelopment Plan (Plan) and the subsequent 2012 Plan Amendment. Because of recent developments and growth in the area, the blight conditions cited when the JIA CRA was first conceptualized are not representative of today's conditions.

### 3.0 CRA ESTABLISHMENT IN FLORIDA

A Community Redevelopment Area (CRA) is a targeted area within the community where the governing county or municipality has determined that there is a need for redevelopment due to the existence of slum or blight conditions. CRAs are classified by the State of Florida as Dependent Special Districts.

#### 3.1 Conditions of Blight

A blighted area is as an area in which there are a substantial number of deteriorated or deteriorating structures; in which conditions, as indicated by government-maintained statistics or other studies, endanger life or property or are leading to economic distress; and in which two or more of the stated 14 blighted factors, as defined in Florida Statutes, are present. The following blighted conditions were identified for the JIA CRA:

- Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
- A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality; and
- Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.

#### 3.2 Creation of a CRA

The first step in creating a CRA is formally identifying that slum or blight conditions exist within the targeted area and establishing the boundary for the area. This is done through the adoption of a Finding of Necessity (Section 163.355, F.S.), which is a detailed assessment of the proposed redevelopment boundary area with respect to slum or blight conditions. If the governing body (i.e. City Council) accepts the Finding of Necessity, the next step is to establish a Community Redevelopment Agency (Agency)\_to carry out the redevelopment activities and programs to resolve the slum or blight.

The Agency is responsible for creating a Community Redevelopment Plan (Plan) to present to the governing body of the county or municipality for approval. The Plan must provide physical information to include: a legal description of the boundaries; diagrams to reflect open space, street

layout, uses and applicable limitations, dwelling units, and public spaces within the redevelopment area. Additionally, the Plan must identify project types that can be undertaken to reduce or eliminate the specified slum or blight conditions stated in the Finding of Necessity. The Plan must also identify the overall goals, objectives, and solutions for solving blight and thus attracting redevelopment within the area boundary.

The Plan is a living document that can be updated to meet changing needs within the CRA. However, the boundaries of the CRA are fixed and cannot be altered without preparing a new Finding of Necessity and starting the process from the beginning (Section 163.361, F.S). When a Plan is approved by the governing body, the Agency then administers the activities and programs offered within the CRA.

### **3.3 TIF and the Redevelopment Trust Fund**

The next step, in accordance with the Community Redevelopment Act, is to create a Redevelopment Trust Fund. The trust fund is the revenue source available to the Agency to implement projects identified in the Plan through Tax Increment Financing (TIF). Pursuant to Section 163.362 F.S., revenues generated by the CRA can only be used for projects and initiatives outlined in the Plan to be undertaken within the CRA. Additionally, for the City of Jacksonville, the use of TIF revenues must be in compliance with Ordinance 2018-555-E. In accordance with Section 163.387(6), F.S., moneys in the trust fund can be used for the following purposes:

- Administrative expenses necessary to the implementation of the CRA
- Expenses of redevelopment planning, surveys and financial analysis
- Acquisition of real property in the CRA
- Site preparation including relocation of residents
- Issuance costs and principal & interest payments on any indebtedness
- The development of affordable housing within the CRA
- The development of community policing innovations
- Expenses necessary to exercise the powers granted under Section 163.370, F.S.

The funds deposited in the Redevelopment Trust Fund may be expended only within the boundary of the CRA pursuant to the Plan, (Section 163.387(6), F.S). The TIF is established with a base year and the assessed values of properties within the CRA are frozen upon the adoption date of the Plan, thereby creating a baseline value or frozen value. The base year for the JIA CRA is

1993 and the baseline value is \$189,200,262. Up to 95 percent of any property tax revenues generated on the increased value of real property, referred to as the increment, within the CRA are captured as revenue. A record of the JIA CRA Trust Fund can be found in **Exhibit B**.

## 4.0 CHANGES IN THE JIA CRA

There have been numerous positive changes in the JIA CRA since its inception in 1993, including rebuilt or expanded roads and utilities, expanded services and commercial base, expanded housing options, and increased employment opportunities. Review of the program goals indicate that significant accomplishments have been made across the entire boundary since 1993.

The pages in this section provide a comprehensive legislative summary, as well as a compilation of the goals and objectives as stated in the JIA CRA Redevelopment Plan.

### 4.1 Legislative Summary: Boundary, Agency, Plan and Trust Fund

<u>ORD/RES</u>	<u>Summary Language</u>
90-406-242	Enacted 7/24/1990 and determined that blight conditions existed within the JIA CRA area; specifically noting inadequacies in transportation infrastructure
90-407-243	Enacted 7/24/1990 and resolved that there is a need for a Community Redevelopment Agency to oversee the development of a redevelopment plan for the JIA CRA
90-409-293	Enacted 7/24/1990 and established the Community Redevelopment Agency for the redevelopment area
93-159-57	Adopted 3/3/1993. This established the Community Redevelopment Plan and Redevelopment Trust Fund, delegated authority to the Community Redevelopment Agency, and established 1993 as the base year for the TIF
93-2098-523	Adopted 1/11/1994 and amended 90-406-242 to correct technical and scrivener's errors on the boundary legal description
94-290-83	Adopted 4/26/1994 and amended 90-406-242 to provide a new legal description for the JIA CRA boundary
2003-1048-E	Enacted 9/23/2003 and found that analyses and recommendations contained in the North Jacksonville Shared Vision and Master Plan, which are specific to the JIA CRA, meet the spirit and intent of a "general neighborhood redevelopment plan" for the redevelopment area
2009-330-A	Adopted 5/26/2009 and determined that blight conditions existed within the 755.21 acres of the Pecan Park Road North Parcel (Finding of Necessity)

- 2012-212-E Enacted 6/26/2012, at which time City Council designates itself as the Community Redevelopment Agency for the JIA CRA. The JIA Area Redevelopment Agency continues to exist in an advisory capacity
  
- 2012-601-E Enacted 11-13-12 and found that the CRA plan had insufficiencies regarding the following: residential uses and shortages of affordable housing; census data; neighborhood impact assessments of traffic, environmental quality, facilities, and matters affecting the physical and social quality of the neighborhoods; infrastructure project descriptions of two roadway projects, their detailed costs, and TIF revenues to be allocated or indebted; and exhibits reflecting the proposed boundary expansion area's traffic diagrams and roadway improvement projects. As a result, the City desired completion of a CRA Plan Amendment to incorporate these updates into the CRA Plan
  
- 2012-492-E Enacted 12-11-12 and modified the Plan to include the Duval Road Expansion Project, the North Access Road Project and to include a Residential Use, Neighborhood Impact and Affordable Housing Element. The Plan was expressly amended not to include the expansion of the CRA area to the Pecan Park Road North Parcel

#### 4.2 Planning and Programming Objectives / Primary Objectives

Table 4-1 below lists the planning and programming objectives to guide the JIA CRA in eliminating blighted factors.

<b>Table 4.1-JIA CRA Community Redevelopment Plan - Planning &amp; Programming Objectives</b>
<ul style="list-style-type: none"> <li>- Acquire and remove structurally substandard and obsolete buildings in the project area</li> <li>- Acquire property where conditions of title, diverse ownership, lot layouts, or other conditions prevent the proper development of the property</li> <li>- Increase opportunities for both temporary and full-time employment</li> <li>- Improve the surrounding environment and replace deteriorated or obsolete buildings</li> <li>- Provide land for public and private development which will support and strengthen the City's commercial base</li> <li>- Strengthen the tax base of Jacksonville through new development in the CRA</li> <li>- Increase Jacksonville's penetration of the economic activity generated by the growth of the JIA area by developing additional commercial, residential, transportation and open space uses</li> <li>- Provide pedestrian linkages within the CRA</li> <li>- Provide a strong visual image for the CRA through high quality of building design, open space plaza and park areas, and landscape treatment</li> <li>- Relocate existing uses, where necessary, in close cooperation with these affected users</li> </ul>



- Provide public improvements to complement and service new development, including needed utilities, street closings and changes, streetscape improvements, open space landscaping, pedestrian linkages and parking
- Provide additional public services including roadways necessary to serve new development
- Enhance the image of the JIA area, the Northside and Jacksonville area in general

The Plan was reported to be in compliance with all requirements of the Community Redevelopment Act and conformed to the 2010 Comprehensive Plan. The Plan was intended to help to achieve the goals and objectives of the 2010 Comprehensive Plan for the JIA CRA as well the objectives cited by the City of Jacksonville Department of Housing and Urban Development's (now known as the Housing and Community Development Division) Housing Assistance and Urban Renewal Plan. The plan was also intended to achieve benefits for San Mateo, Oceanway and Pecan Park neighborhoods.

The planning and programming objectives list in Table 4-1 were distilled into primary Plan objectives, which include the provisions listed in Table 4-2 below.

<b>Table 4-2 – JIA CRA Community Redevelopment Plan - Primary Objectives</b>
<ul style="list-style-type: none"> <li>- The acquisition and removal of structurally substandard and obsolete buildings in the CRA will free up CRA land for new and more productive commercial and residential development</li> <li>- The acquisition of property where conditions of title, diverse ownership, lot layouts, or other conditions prevent the proper development of the property will make this land available for more productive development</li> <li>- The provision of public improvements associated with the redevelopment of the CRA will result in an improved vehicular circulation plan and the improvement of identified priority intersections</li> <li>- Redevelopment of the CRA will improve the image of the JIA area and surrounding Jacksonville by replacing deteriorated or obsolete buildings or land in economic disuse with new and competitive development, by providing needed streetscape improvements, and by providing landscaped open space park areas and pedestrian linkages</li> <li>- The provision of increased public services will further the stated goal of maintaining the high level of services in police protection, fire protection, street lighting, and waste collection</li> <li>- Redevelopment of the CRA will provide presently underutilized land for public and private development which will support and strengthen the City's commercial base by increasing the area's penetration of the market for new commercial and residential uses, increasing economic values and increasing tax revenues</li> </ul>

## 5.0 RESOLUTION OF BLIGHT CONDITIONS

The primary objective in the establishment of the JIA CRA was to eliminate blight conditions in the redevelopment area and encourage private development. A way to measure the success of meeting this goal is to revisit the blight conditions cited when the JIA CRA was established in 1993 and determine the degree to which these conditions exist today.

The JIA CRA Community Redevelopment Plan reiterates the blight conditions from the Finding of Necessity that existed at the time the CRA was established. The language used to describe these blight conditions does not coincide precisely with the language used to define “blighted area” in Section 163.340(8), F.S. The status of each of these blight conditions (Enabling Conditions) as they may exist today in the JIA CRA is discussed in Sections 5.1 through 5.3 below.

### 5.1 Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities

Considering the dramatic increase in taxable values recognized by the CRA between 1993 and 2022, during the past several years the Agency Board recommended resolving many of the outstanding transportation and pedestrian deficiencies by approving road projects which promote better circulation for residents and commerce within the JIA CRA. Transportation studies funded by the JIA CRA were used to identify a significant number of transportation projects needed within the boundary, which have been constructed, are under construction, or have been funded for completion.

Notable roadway improvements since 1993 include: the completion of I-295, construction of the JIA South Access Road, improvements to Airport Center Drive and Max Leggett Parkway, construction of the JIA North Access Road, on-going I-95/I-295 interchange improvements, Harts Road improvements, several Mobility Projects, as well as the widening of Main Street from New Berlin Road to Max Leggett Parkway and Duval Road from I-295 south to the JIA boundary. Coupled with the significant private development that has occurred in the JIA CRA, the taxable value of real property within the boundary has increased by over 885% during the life of the CRA thus far.



**5.2 A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality**

There are a number of neighborhoods located within the boundaries of the subject area, including Pecan Park, Turtle Creek, Biscayne Estates and Biscayne Lakes. Additionally, there are several larger neighborhoods outside of the boundary but proximate to the JIA CRA, including San Mateo and Oceanway. The development of River City Market Place continues to serve as a catalyst for the area. Further, improvements that have occurred in the last fifteen years, mostly due to establishment of new residential subdivisions, businesses, and roadways, primarily development along Main Street, Airport Road, Yellow Bluff Road, and Duval Station Roads have met the goals and objectives as previously stated.

After review of the current conditions, it was concluded that the neighborhoods are largely stabilized with few absentee landlord issues. It was also determined that the majority of blight conditions located along commercial corridors, rather than within the residential areas, have been greatly resolved. At this time, there is no evidence that there is a greater number of violations of the Florida Building Code in the JIA CRA than the number of violations recorded in the remainder of the City.

**5.3 Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area**

There is no evidence in the supporting documents to substantiate the JIA CRA's designation of this area as blighted due to the referenced conditions. Anecdotal evidence indicates that there is currently no hindrance to redevelopment due to diversity of land ownership or other defective or unusual conditions of title. Right of way acquisition and/or acquisition of other properties needed for planned road improvements have not surfaced as a critical issue for implementation of these projects.

Present conditions in the JIA CRA do not support the assertion that the specific findings of blight noted in the Finding of Necessity exist throughout the area today. However, these blighted conditions may certainly still exist in pockets of the JIA CRA as with any area of the community.

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

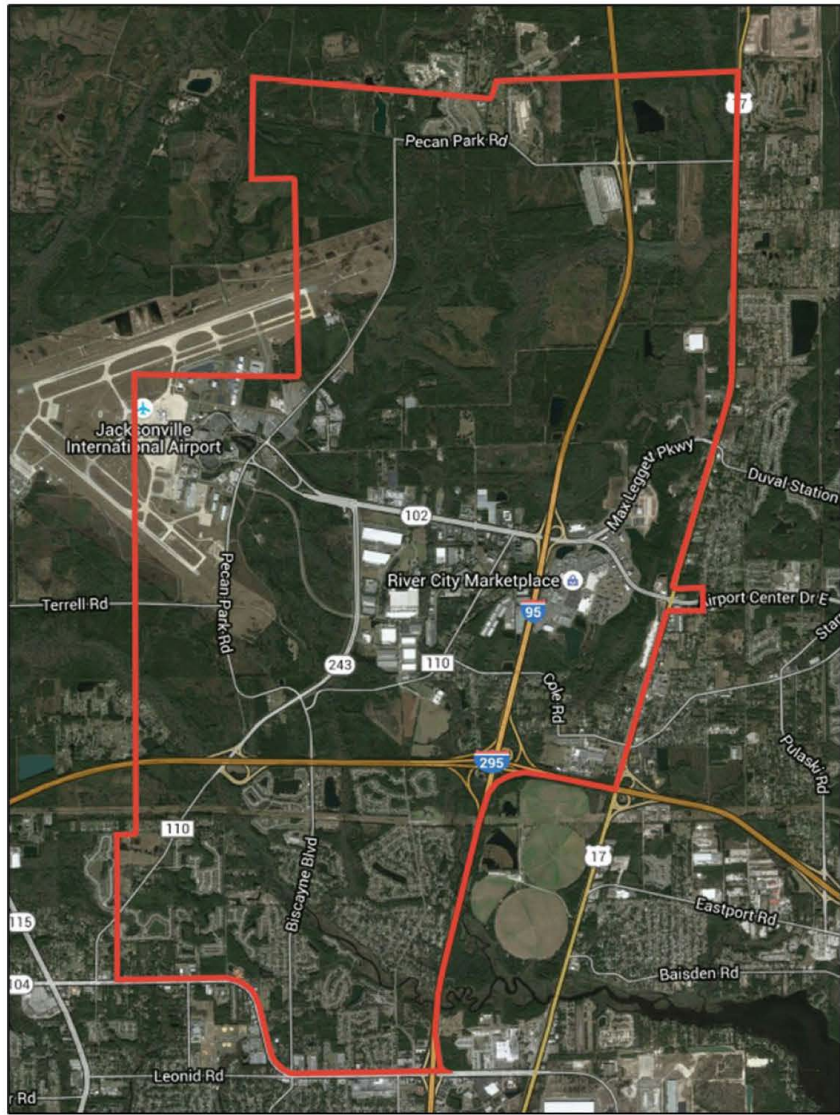
The goal of a CRA is to transform designated blighted areas into vibrant, thriving commercial areas and neighborhoods. The accomplishment of the JIA CRA can be measured by the reduction of the conditions of blight, by the funded and completed projects, and by the collective actions taken towards reaching the stated CRA Master Plan Program Goals.

The formation of the CRA beginning in 1990 utilized the existence of the three conditions of blight documented to allow for CRA planning, administration, and funding per Florida statutes. It was these defined blight conditions within the specific CRA legal boundary that supported the approval and execution of a large range of projects, all of which assisted in meeting the general goals and objectives stated in the JIA CRA Redevelopment Master Plan.

The CRA activities to eradicate blight conditions since the adoption of the Master Plan in 1993, along with regional economic growth and improved conditions to date, conclude that this CRA has largely accomplished the elimination of the defined blight conditions and no longer exhibits the three conditions of blight which provide the foundation for all other CRA activity. Therefore, the CRA Board and the City of Jacksonville conclude that the JIA CRA sunset and accordingly direct future responsibility for the remaining financial obligations and related decisions to the City.

CRA closure requires both financial accountability and text amendment/modification to the Comprehensive Plan in addition to notice and adoption of local resolution by the CRA Board/City Council. Financial accountability includes TIF revenue commitments, Public/Private Development Agreements, Contractual obligations, and expense reimbursement for CRA related activities past and projected through closure. Additional consideration may exist for any remaining TIF Trust fund balance disbursement.

**Exhibit A  
JIA CRA  
Boundary**

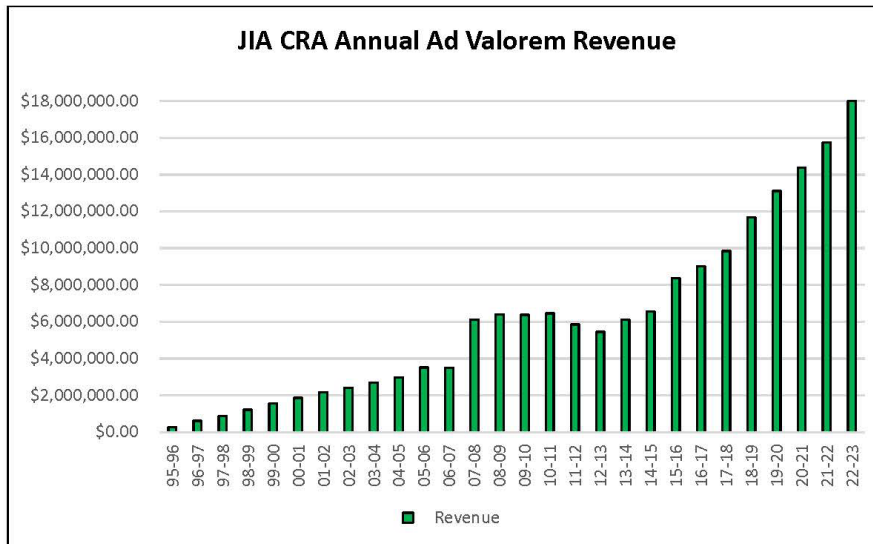
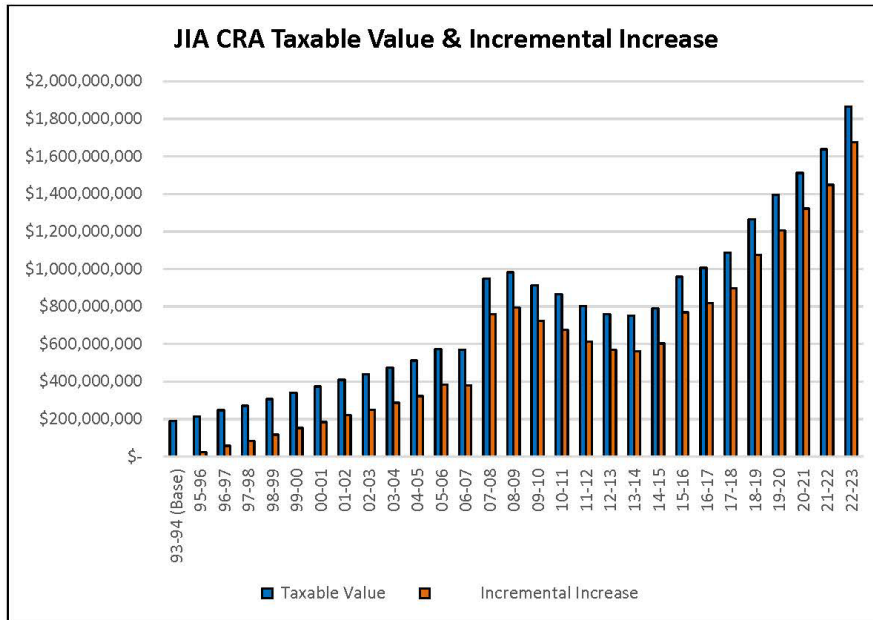


**Exhibit B**  
**JIA CRA Trust Fund**

Year	Taxable Value	Incremental Increase	Revenue
95-96	\$214,187,381.00	\$24,987,119.00	\$263,954.00
96-97	\$247,684,800.00	\$58,484,538.00	\$615,975.00
97-98	\$272,081,054.00	\$82,880,792.00	\$865,183.00
98-99*	\$306,983,120.00	\$117,782,858.00	\$1,221,409.00
99-00	\$341,885,185.00	\$152,684,923.00	\$1,561,006.00
00-01	\$374,380,767.00	\$185,180,505.00	\$1,855,936.00
01-02	\$410,034,811.00	\$220,834,549.00	\$2,170,621.00
02-03	\$438,295,632.00	\$249,095,370.00	\$2,405,452.00
03-04	\$475,863,105.00	\$286,662,843.00	\$2,679,670.00
04-05	\$512,568,495.00	\$323,368,233.00	\$2,976,121.00
05-06	\$572,794,757.00	\$383,594,495.00	\$3,516,603.00
06-07	\$570,310,763.00	\$381,110,501.00	\$3,490,210.00
07-08	\$947,629,523.00	\$758,429,261.00	\$6,112,860.00
08-09	\$982,917,243.00	\$793,716,981.00	\$6,397,276.00
09-10	\$913,192,202.00	\$723,991,940.00	\$6,377,692.00
10-11	\$866,716,067.00	\$677,515,805.00	\$6,459,121.00
11-12	\$803,294,966.00	\$614,094,704.00	\$5,854,493.00
12-13	\$760,069,939.00	\$570,869,677.00	\$5,442,406.00
13-14	\$751,721,339.00	\$562,521,077.00	\$6,114,494.00
14-15	\$792,029,791.00	\$602,829,529.00	\$6,550,133.00
15-16	\$958,504,409.00	\$769,304,147.00	\$8,361,067.00
16-17	\$1,006,320,538.00	\$817,120,276.00	\$9,006,395.00
17-18	\$1,086,323,886.00	\$897,123,624.00	\$9,841,964.00
18-19	\$1,264,062,061.00	\$1,074,861,799.00	\$11,683,538.00
19-20	\$1,394,864,007.00	\$1,205,663,745.00	\$13,105,330.00
20-21	\$1,510,940,558.00	\$1,321,740,296.00	\$14,367,059.00
21-22	\$1,637,212,099.00	\$1,448,011,837.00	\$15,757,505.00
22-23	\$1,864,654,906.00	\$1,675,454,644.00	\$18,012,905.00
		<b>Total Revenue</b>	<b>\$173,066,378.00</b>
<i>Sources: City of Jacksonville Council Auditor's Office</i>			
* Estimated			



### Exhibit B, Continued



**Exhibit B – Renew Arlington Obelisk**





**Exhibit C – College Park**







