



**JACKSONVILLE INTERNATIONAL AIRPORT
COMMUNITY REDEVELOPMENT AREA
PLAN AMENDMENT**

Prepared for:

City of Jacksonville, Florida

JIA Community Redevelopment Agency

NOVEMBER 29, 2012

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Plan Amendment Purpose

This Plan Amendment is to supplement the original and current Jacksonville International Airport (JIA) Community Redevelopment Area (CRA) Plan, prepared January 31, 1993 (Ordinance NO. 93-159-57 adopted March 3, 1993). The purpose of this JIA CRA Plan Amendment is designed to accomplish several tasks by providing current data and analysis as well as documentation and projections to satisfy statutory requirements outlined in Chapter 163, Part III, Sections 163.360, 163.361 and 163.362, Florida Statutes.

Per the City's assessment of the JIA CRA Plan, it has been determined that the current JIA CRA Plan requires the following updates:

- Residential Use Element, shortages of affordable housing, if any, and replacement and/or relocation remedies, if indicated.
- Neighborhood Impact Assessment of traffic and transportation, environmental quality, facilities, and matters affecting the physical and social quality of the neighborhood.
- Census data for the existing JIA CRA.
- A detailed statement and provision of all anticipated planned projects, including the construction of two (2) proposed roadway improvement projects: (1) the North Access Road Improvement Project; and (2) the Duval Road Expansion Improvement Project.
- A detailed statement of projected costs of the proposed roadway improvement projects, being the North Access Road Improvement Project and the Duval Road Expansion Improvement Project; amount to be expended and any anticipated indebtedness to be repaid with the Tax Increment Finance (TIF) revenues from the JIA CRA Redevelopment Trust Fund.

It is also understood that in addition to updating the existing data of the JIA CRA Plan as listed above, it is necessary to address a previously proposed boundary expansion of the JIA CRA to include two parcels of land in their entirety (RE Nos. 108113-0005 and 108113-0300), otherwise referred to as the Pecan Park Road North Parcel (755.21 acres). *NOTE: The southern portion of Parcel No. 108113-0300 is currently included in the JIA CRA. While Parcel No. 108113-0005 and the northern half of Parcel No. 108113-0300 are not currently included in the JIA CRA boundary, the Redevelopment Area Trust Fund, or the JIA CRA Plan, they were the subject of two different reports: a **Finding of Necessity Report (2009-330-A)** dated January 22, 2009; and the **North Jacksonville Action Plan** dated November 10, 2010.*

The City of Jacksonville, through Resolution 2009-330, "found and determined that there was a need for a community redevelopment agency to carry out the redevelopment of the Pecan Park Road North Parcel." Note that at the time of the adoption and approval of the *Finding of Necessity Report*, the Jacksonville Economic Development Commission (JEDC) was the sole community

redevelopment agency for the City. Currently, the Jacksonville City Council is the CRA agency, with a seven (7) member JIA CRA Board of Directors as a recommending body.

As stated in Resolution 2009-330, Section 3:

The JEDC shall review the Finding of Necessity Report and shall make recommendations to the City Council regarding implementing any changes in the boundaries of the redevelopment area to add land to the redevelopment area, or whether or not to include the development and implementation of community policing innovations modification of the Plan for the JIA CRA.

As stated in the North Jacksonville Action Plan:

*A request to amend the existing boundary has been received. The subject parcel[s] consists of 755.21 additional acres and is adjacent to the northeast boundary of the JIA CRA and is illustrated in Exhibit A (**See Exhibit 2 of this Plan Amendment**). It was determined that the Finding of Necessity clearly demonstrated six blighted conditions exist thereby meeting the criteria of Chapter 163, Part III, F.S. as required for a boundary change. Review and approval [of the Finding of Necessity Report] was received by the JEDC and the Jacksonville City Council with the approval of Resolution 2009-330. Further, this plan recommends the annexation of 755.21 additional acres to the existing boundary.*

While the Finding of Necessity Report was approved by Jacksonville City Council in 2009, the subject parcels consisting of approximately 755.21 acres, known as the Pecan Park Road North Parcel, have not been adopted into the JIA Community Redevelopment Area, the Trust Fund or the JIA CRA Plan. The last action taken on these parcels was the JEDC's *North Jacksonville Action Plan* prepared and presented by JEDC staff to the JEDC Board and the JIA Community Redevelopment Agency Board with the above recommendations to annex, or include into the boundary; both boards recommended for approval to annex the 755.21 acres.

The City is requiring that this Plan Amendment assess the following for the proposed parcels totaling approximately 755.21 acres, referred to as the Pecan Park North Parcel:

- Residential Use Element, shortages of affordable housing, if any, and replacement and/or relocation remedies, if indicated.
- Neighborhood Impact Assessment of traffic, environmental quality, facilities, and matters affecting the physical and social quality of the neighborhood.
- Exhibits reflecting the existing redevelopment area in relationship to the proposed boundary expansion area and a parcel profile reflecting land use.

The City may use these data provided to determine if formal annexation of the Pecan Park North Parcel (proposed expansion parcels) are appropriate to incorporate into the JIA CRA.

By approving this JIA CRA Plan Amendment, the City is allowing for updated information, data and analysis, and roadway projects to be incorporated into the JIA CRA Plan; and to bring the JIA CRA Plan into compliance with Chapter 163, Part III of the Florida Statutes and the City of Jacksonville Ordinance Code. Approval of this Plan Amendment will not incorporate the proposed parcels (755.21 acres) into the JIA CRA boundary, the JIA CRA Trust Fund or the JIA CRA Plan. The JIA CRA Agency Board and the Jacksonville City Council must take additional action to approve and incorporate the proposed boundary (755.21 acres) into the JIA CRA.

Next possible actions are as follows: (a) approve this JIA CRA Plan Amendment to update the JIA CRA Plan with no further action of annexation of proposed boundary (755.21 acres); or (b) approve this JIA CRA Plan Amendment to update the JIA CRA Plan and approve the annexation of the proposed boundary (755.21 acres) by way of additional legislation.

JIA CRA Background

The legislative history of the creation, adoption and amendment of the JIA CRA boundary, agency, plan and its trust fund in summary are as follows:

- By way of City of Jacksonville **Ordinance 90-406-242**, the Finding of Necessity was performed identifying the JIA CRA as a “blighted area” as required by Sections 163.335, 163.340, 163.355, Florida Statutes; having been adopted on July 24, 1990.
- By way of City of Jacksonville **Ordinance 90-407-243**, the City of Jacksonville resolved that there was a public need to create a Community Redevelopment Agency, as a recommending body to the Jacksonville City Council, as well as oversee proposed projects, CRA Trust Fund allocations, JIA CRA Plan amendments, and implementation of all activities within the JIA CRA; having been adopted July 24, 1990.
- By way of City of Jacksonville **Ordinance 90-409-293**, the City of Jacksonville established the Community Redevelopment Agency for the JIA CRA.
- By way of City of Jacksonville **Ordinance 93-159-57**, the City of Jacksonville adopted the Jacksonville International Airport Community Redevelopment Area Plan; and established the Redevelopment Trust Fund, directing the Tax Collector to establish the 1993 Tax Assessment as the base, or “frozen value”, for the increment as required by section 163.387, Florida Statutes; having been enacted on February 23, 1993 and approved on March 3, 1993.
- By way of City of Jacksonville **Resolution 93-2098-523**, amending Resolution 90- 406-242, the City of Jacksonville corrected technical and scrivener’s errors in the boundary legal description for the Jacksonville International Airport Redevelopment Area.
- By way of City of Jacksonville **Resolution 94-290-83**, amending Resolution 90-406-242 as amended, the City of Jacksonville provided a new legal description for the Jacksonville International Airport Redevelopment Area that can be more easily traced in public records.
- By way of City of Jacksonville **Ordinance 2009-330-A**, the City of Jacksonville found that a necessity existed for the rehabilitation, conservation or redevelopment of blighted areas known as Pecan Park Road North Parcel, consisting of approximately 755.21 acres. A *Finding of Necessity Report* was adopted proposing the inclusion of the Pecan Park Road North Parcel (two subject parcels proposed for inclusion into the CRA boundary) into the JIA CRA Plan was adopted May 26, 2009 and approved May 29, 2009.

JIA CRA Description

The Jacksonville International Airport (JIA) Community Redevelopment Area (CRA) was created in 1993 through the adoption of Ordinance No. 93-159-57 in accordance with the requirements of Chapter 163, Part III, Community Redevelopment Act of 1969, Florida Statutes, as amended. The JIA CRA consists of approximately 14,245 acres in the North District encompassing the eastern portion of the JIA and surrounding parcels of land to the north, west and south. The JIA CRA boundary is defined by the following roadways and/or approximate territories (**Exhibit 1**):

- Northern boundary is located approximately 1,700 +/- feet north of Pecan Park Road.
- Southern boundary is located along Dunn Avenue.
- Eastern boundary is located along Interstate 95, State Route 9A and Main Street/U.S. Highway 17
- Western boundary is located through the core of the Jacksonville International Airport, culminating at its southwestern most terminuses of Irma Road and Dunn Avenue.

Proposed Boundary Expansion

A fundamental function of CRA's is to not only establish the original redevelopment area but to examine the boundary as needs and conditions change for the purpose of possible boundary expansion. The Pecan Park Road North parcel is identified in the JIA CRA Plan Amendment *Finding of Necessity Report* (Ordinance 2009-330) Study Area Boundaries and Site Characteristics section. NOTE the parcel identified in the Report has since been split into two parcels; the Real Estate Numbers are updated in this boundary description:

The subject parcels consist of 755.21 acres and are identified by the Duval County Property Appraiser as Real Estate Numbers 108113-0005 and 108113-0300. These parcels have the following boundaries: Interstate 95 to the west, the JIA CRA to the south, CSX Railroad to the east, and the Timucuan Ecological and Historic Preserve to the north. The following Exhibits 1 and 2 titled JIA CRA Boundaries (Existing Boundary) and JIA CRA Boundaries (Proposed Boundary). The subject parcels are adjacent to the northeast boundary of the JIA CRA. The subject parcels have frontage along Interstate 95 and the CSX Railroad, and no roadway frontage along the north, south or eastern boundary. The only access is from the south to Pecan Park Road through lands located in the northern portion of the JIA CRA.

The subject parcels are presently classified as Timberland (Property Use Code 5600) by the Duval County Property Appraiser. The parcels are vacant and there are no structures on them. The land use and zoning designations are: 108113-0300 Mixed Use/Planned Unit Development; and 108113-0005 Light Industrial/Planned Unit Development. The Pecan Park Regional Activity Center (Ordinance 2008-247) is comprised of these two parcels.

Exhibit 1 – JIA CRA Existing Boundary

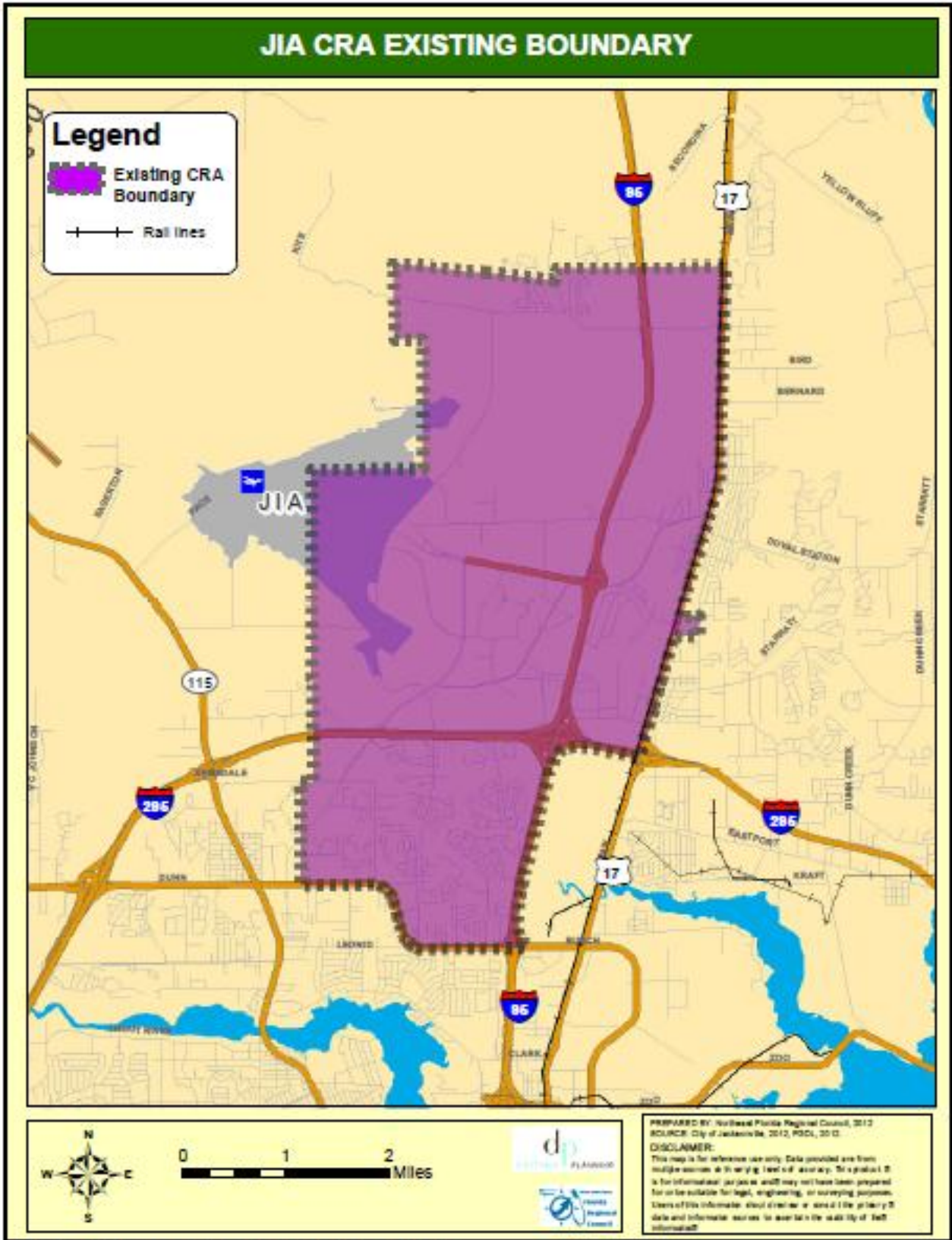
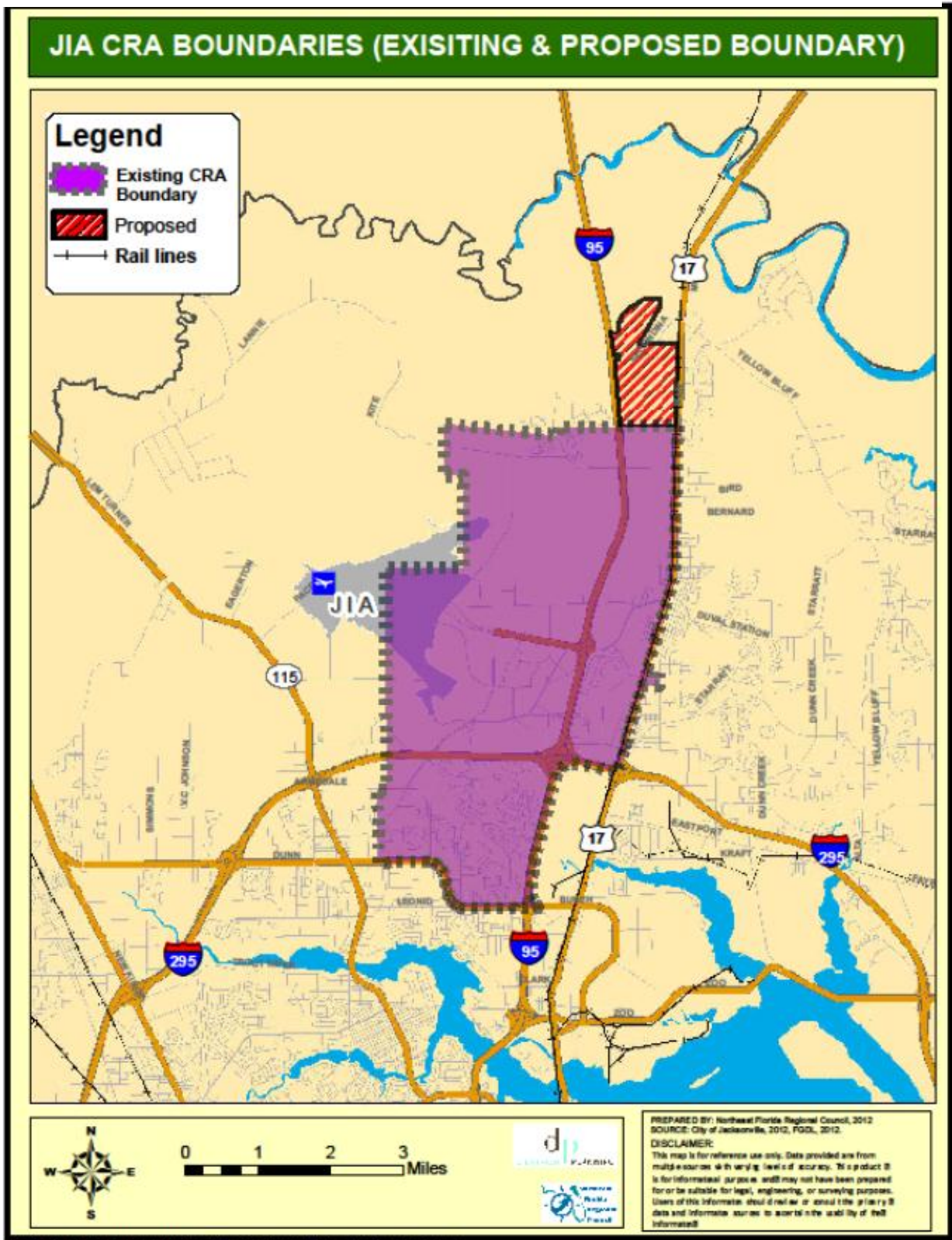


Exhibit 2 – JIA CRA Existing & Proposed Boundary



Demographics: Existing and Proposed JIA CRA Boundaries

The population and housing data provided in this section are from the *U.S. Census Bureau, Profile of General Population and Housing Characteristics 2010 Demographic Profile Data*. The income data is from the *2006-2010 American Community Survey 5-Year Estimates, Income In Past 12 Months (In 2010 Inflation-Adjusted Dollars)*. The reason the income data is not from the 2010 Census is due to the fact that the 2010 Census Data for Income will not be released until December, 2012 or January, 2013. NOTE: Total households*/housing units* vary per data sources by 12,174 households and housing units. The geographic regions identified are the following: Duval County, Florida; Census Tracts 103.01, 103.03 and 103.04, correlating with the JIA CRA existing and proposed boundaries with zip codes and real estate numbers depicted in **Exhibit 3**.

Geography: Duval County, Florida

SEX AND AGE

Total population: 864,263
 Median age (in years): 35.8
 65 years and older: 96,169
 Male population: 419,425
 Median age (in years): 34.4
 65 years and older: 39,745
 Female population: 444,838
 Median age (in years): 37.2
 65 years and older: 56,424

RACE

White: 526,044
 Black or African-American: 255,018
 American Indian and Alaska Native: 3,413
 Asian: 35,901
 Native Hawaiian/Other Pacific Islander: 794
 Two or more races: 24,666

HISPANIC OR LATINO

Total population: 65,398

RELATIONSHIP

In Households: 844,278
 In Group Quarters: 19,985

HOUSEHOLDS BY TYPE

Total households: 342,450*
 Family households: 218,254
 Non-Family households: 124,196
 Households with individuals under 18 years of age: 112,281
 Households with individuals 65 years of age and older: 72,440
 Average household size: 2.47 persons
 Average family size: 3.04 persons

HOUSING OCCUPANCY

Total housing units: 388,486*
 Occupied housing units: 342,450
 Vacant housing units: 46,036

HOUSING TENURE

Occupied housing units: 342,450
 Owner-occupied housing units: 211,077
 Renter-occupied housing units: 131,373

HOUSEHOLD INCOME

Total Households: 330,276*
 Median Income (dollars): 49,463
 Mean Income (dollars): 64,373

Geography: Census Tract 103.01, Duval County, Florida

SEX AND AGE

Total population: 4,120
Median age (in years): 39.2
65 years and older: 476
Male population: 2,236
Median age (in years): 37.4
65 years and older: 225
Female population: 1,884
Median age (in years): 41.5
65 years and older: 251

RACE

White: 2,969
Black or African-American: 1,012
American Indian and Alaska Native: 15
Asian: 27
Native Hawaiian and Other Pacific Islander: 2
Two or more races: 72

HISPANIC OR LATINO

Total population: 120

RELATIONSHIP

In Households: 3,505
In Group Quarters: 615

HOUSEHOLDS BY TYPE

Total households: 1,420*
Family households: 962
Non-Family households: 458
Households with individuals under 18 years of age: 428
Households with individuals 65 years of age and older: 348
Average household size: 2.47 persons
Average family size: 2.95 persons

HOUSING OCCUPANCY

Total housing units: 1,612*
Occupied housing units: 1,420
Vacant housing units: 192

HOUSING TENURE

Occupied housing units: 1,420
Owner-occupied housing units: 982
Renter-occupied housing units: 438

HOUSEHOLD INCOME

Total Households: 1,133*
Median Income (dollars): 51,898
Mean Income (dollars): 62,450

Geography: Census Tract 103.03, Duval County, Florida

SEX AND AGE

Total population: 6,459
Median age (in years): 32.4
65 years and older: 535
Male population: 3,009
Median age (in years): 29.4
65 years and older: 215
Female population: 3,450
Median age (in years): 34.6
65 years and older: 320

RACE

White: 1,473
Black or African-American: 4,644
American Indian and Alaska Native: 17
Asian: 87
Native Hawaiian and Other Pacific Islander: 1
Two or more races: 94

HISPANIC OR LATINO

Total population: 368

RELATIONSHIP

In Households: 6,350
In Group Quarters: 109

HOUSEHOLDS BY TYPE

Total households: 2,464*
Family households: 1,626
Non-Family households: 838
Households with individuals under 18 years of age: 1,014
Households with individuals 65 years of age and older: 360
Average household size: 2.58 persons
Average family size: 3.21 persons

HOUSING OCCUPANCY

Total housing units: 2,731*
Occupied housing units: 2,464
Vacant housing units: 267

HOUSING TENURE

Occupied housing units: 2,464
Owner-occupied housing units: 1,481
Renter-occupied housing units: 983

HOUSEHOLD INCOME

Total Households: 2,180*
Median Income (dollars): 48,438
Mean Income (dollars): 54,145

Geography: Census Tract 103.04, Duval County, Florida

SEX AND AGE

Total population: 7,255
Median age (in years): 35.8
65 years and older: 610
Male population: 3,303
Median age (in years): 33.0
65 years and older: 260
Female population: 3,952
Median age (in years): 37.4
65 years and older: 350

RACE

White: 444
Black or African-American: 6,580
American Indian and Alaska Native: 12
Asian: 35
Native Hawaiian and Other Pacific Islander: 3
Two or more races: 113

HISPANIC OR LATINO

Total population: 183

RELATIONSHIP

In Households: 7,077
In Group Quarters: 178

HOUSEHOLDS BY TYPE

Total households: 2,683*
Family households: 1,883
Non-Family households: 800
Households with individuals under 18 years of age: 1,100
Households with individuals 65 years of age and older: 408
Average household size: 2.64 persons
Average family size: 3.20 persons

HOUSING OCCUPANCY

Total housing units: 2,948*
Occupied housing units: 2,683
Vacant housing units: 265

HOUSING TENURE

Occupied housing units: 2,683
Owner-occupied housing units: 1,644
Renter-occupied housing units: 1,039

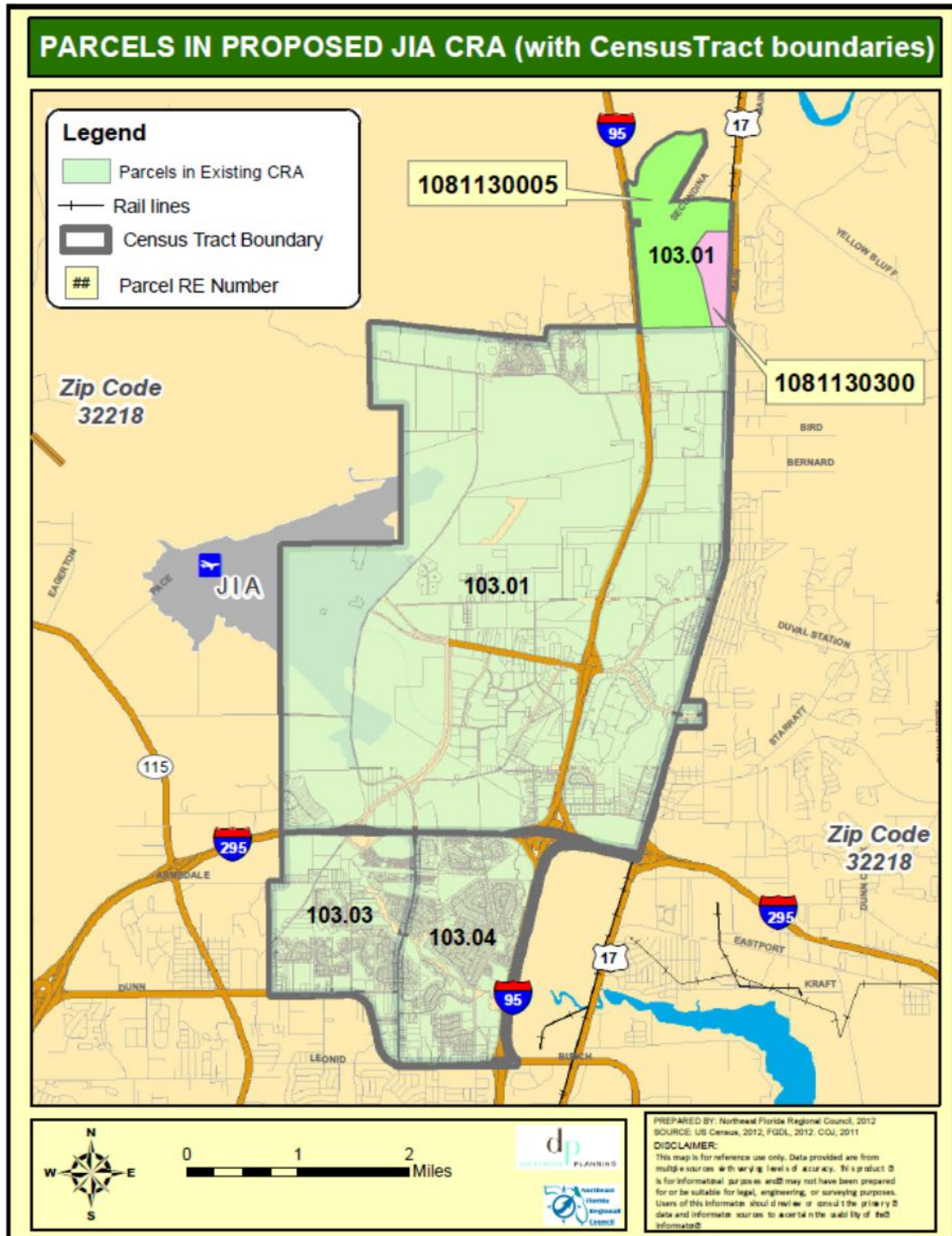
HOUSEHOLD INCOME

Total Households: 2,657*
Median Income (dollars): 50,671
Mean Income (dollars): 58,496

Parcels in Proposed Boundary (with Census Tracts)

The proposed boundary contains two parcels of land (RE Nos. 108113-0005 and 108113-0300), otherwise referred to as the Pecan Park Road North Parcel. *NOTE: The southern portion of Parcel No. 108113-0300 is included in the JIA CRA.*

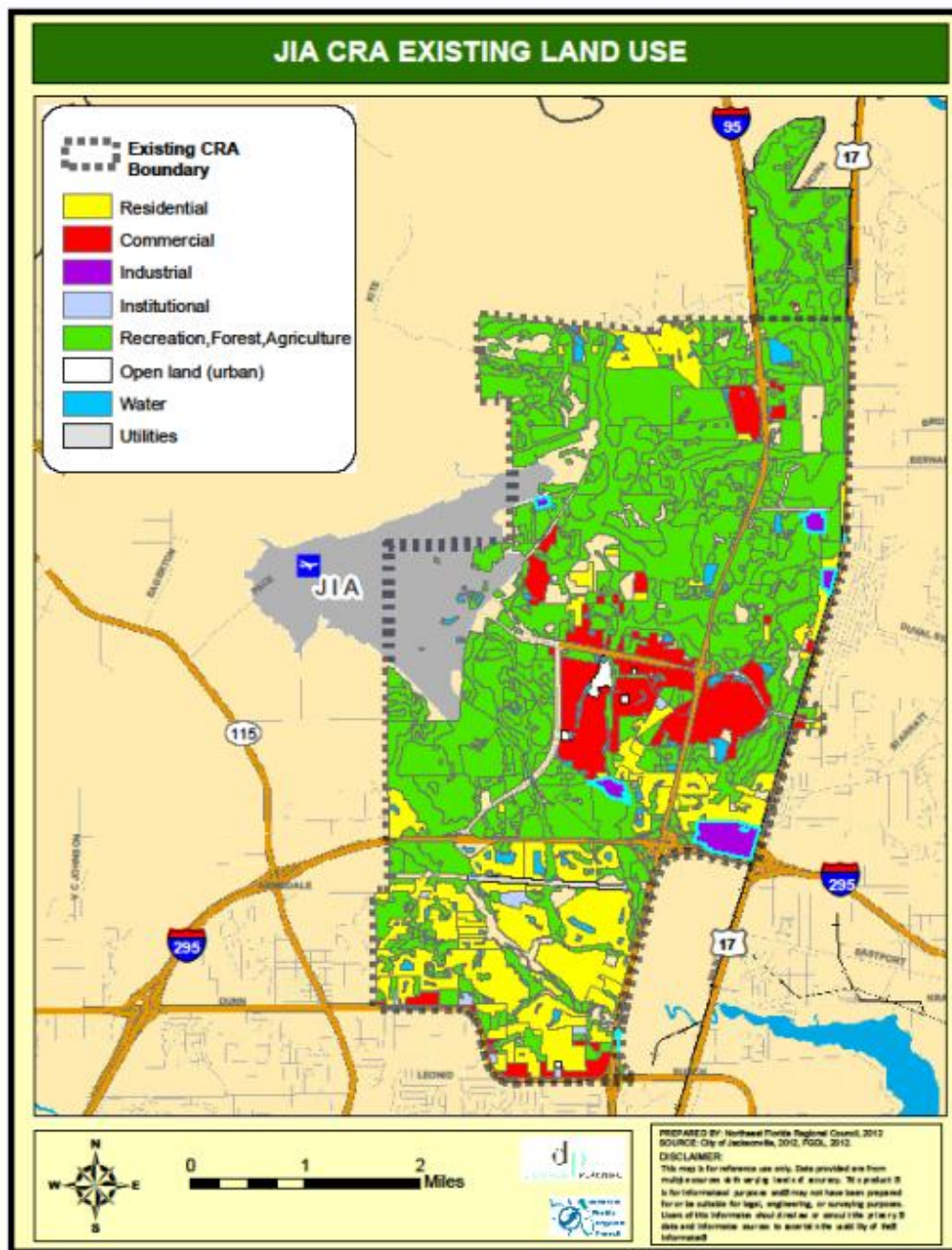
Exhibit 3 – Parcels in Proposed JIA CRA



JIA CRA Parcel Profile: Existing and Proposed Boundaries

Exhibit 4 depicts the general land use categories of the parcels of land in the existing boundary (14,245 acres) and the proposed boundary (755.21 acres). A majority of the lands are classified as agriculture, forest, wetlands, recreation and crop lands which are approximately 9,929 acres, or approximately 63 percent of the total acres in the JIA CRA. The remaining land uses are approximately 24 percent residential, 8 percent commercial, with some Industrial and Institutional lands that are less than 3 percent. The remaining 2 percent of the lands are classified as barren lands.

Exhibit 4 – JIA CRA Existing Land Use



Review of All Relevant Planning Documents

The focus of the City of Jacksonville on the JIACRA, the expansion area and the general North Jacksonville area is evidenced by the many planning initiatives undertaken in the area or impacting it since the designation of the CRA.

City of Jacksonville 2030 Comprehensive Plan Review

The JIACRA Redevelopment Plan Objectives, listed below, remain unchanged since plan approval in 1993.

- a. Acquire and remove structurally substandard and obsolete buildings in the project area detrimental to the safety or welfare of the community, including buildings exhibiting blighting influences causing physical and environmental deterioration.
- b. Acquire property where conditions of title, diverse ownership, lot layouts, or other conditions prevent the proper development of the property and where such acquisition is necessary to carry out this Redevelopment Plan.
- c. Increase the opportunities for both temporary and full time employment of Jacksonville residents.
- d. Improve the surrounding environment and replace, through new construction, deteriorated or obsolete buildings within the project area.
- e. Provide land for public and private development which will support and strengthen the City's commercial base (these development types may include low-medium density residential, light industrial, business park, office, community general commercial, retail, entertainment, hotel, parking recreation and open space uses).
- f. Strengthen the tax base of Jacksonville through new development in the Community Redevelopment Area.
- g. Increase Jacksonville's penetration of the economic activity generated by the growth of the JIA area of Jacksonville by developing additional commercial, residential, transportation and open space uses in the redevelopment area.
- h. Provide pedestrian linkages within the project area.
- i. Provide a strong visual image for the project area through consistently high quality of building design, open space plaza and park areas, and landscape treatment.
- j. Relocate existing uses, where necessary, in close consultation with these affected users and offer relocation opportunities pursuant to applicable law.
- k. Provide public improvements to complement and service new development, including needed utilities, including electric, water, sewer, and gas line extensions, street closings and changes, streetscape improvements, open space landscaping, pedestrian linkages, and parking.
- l. Provide the additional public services including roadways necessary to serve new development.

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

The City of Jacksonville 2030 Comprehensive Plan has been reviewed to ensure that the Redevelopment Plan Objectives remain consistent with overall community objectives as included in the Comprehensive Plan. The review indicates that there remains significant alignment between the Comprehensive Plan and the Redevelopment Plan. Where Comprehensive Plan goals have not substantively changed and there was a finding of consistency in 1993, the relevant goal is simply referenced. Goals are not referenced or included if they are not relevant to the Redevelopment Plan.

Historic Preservation Element

The Redevelopment Plan objectives remain consistent with Goal 1. Map HP 1 identifies several properties in the area that are currently on the Master Site File.

Housing Element

Goal 1 states: “The City shall develop stable, sustainable and definable neighborhoods which offer safe, sound, sanitary and energy efficient housing that is affordable to all its present and future residents.” The City has added two concepts, underlined above, to this goal since 1993. The goal of sustainable neighborhoods was added, along with that of energy efficient housing. The Redevelopment Plan objectives are consistent with these additions and the overall focus on redevelopment provides opportunities to address sustainability and energy efficiency in new construction.

Transportation Element *(formerly the Mass Transit and Traffic Circulation Elements)*

Goal 1 states: “Quality/Level of Service standards which meet the Florida Department of Transportation (FDOT) guidelines and reflect the driving habits and tolerance levels of the City's driving population shall be established.” Jacksonville has changed its focus from roads to citywide multi-modal mobility. The Redevelopment Plan objectives will be implemented in this context.

Goal 2 states: “Increase Existing Transportation Network Capacity - The traffic-carrying ability of the existing roadway network shall be optimized, and the traffic-carrying capability of any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency before considering the addition of through lane miles”.

Goal 3 states: “Increase Total Roadway Network Capacity - New lane-miles shall be added to the existing roadway network when necessary to ensure the safe, efficient movement of persons and goods. The addition of lane-miles will be accomplished, where possible, within the existing roadway rights-of-way.”

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

Goal 5 states: Transportation System Safety - The traffic circulation system shall be operated in a manner which values the safety of citizens as being of equal importance to efficiency and expedience of design and materials.”

Goal 6 states: “Economic Viability of Transit. The economic efficiency of the transit system shall be maximized while providing for the basic transportation needs of the transit dependent.” Improvements made in the redevelopment area since its inception and as part of this update have included a mix of improvements to existing roadways and additional road construction, as well as transit, pedestrian and bicycle improvements.

Goal 8 states: “Airport facilities shall be developed in an environmentally and economically sound manner which accommodate and encourage all types of aviation and aviation-related activity including business, commercial, instructional, military, personal and recreational. Provide the transportation infrastructure necessary for Cecil Field to become a major, diversified multi-modal manufacturing, warehousing, distribution and transportation center.” The Redevelopment Plan objectives further this goal.

Goal 9 states: “A comprehensive rail system will be developed to meet current and future needs and further economic growth in the City.”

Goal 10 states: “Intermodal Transportation Systems. Interagency coordination and implementation of an intermodal transportation system which integrates highway, mass transit, port, airport, rail, and other transportation modes and facilities shall be supported.”

Goal 11 states: “Responsibility to Community. An integrated transportation system shall be developed which will stimulate the economic development of the community, maximize compatibility of transportation facilities with the surrounding community, maximize options for flexibility in the future expansion of the system, and minimize the environmental impact of these transportation systems.” Rail is under consideration in Jacksonville, and connections through the Redevelopment Area and to JIA are possible in the future. The integration of multi-modal transportation into the greater community is consistent both with the focus of the City and with the Redevelopment Plan objectives.

Recreation and Open Space Element

The Redevelopment Plan remains consistent with Goals 1,2,3,6, and 7, which have not changed since 1993. Goal 8 now states: “The City shall improve citizens’ perception, involvement and participation in local recreational activities and provide services and programs for a residents of the City, including children, adults, seniors and visitors.” It is followed by Objective 8.3, which states: “The City shall improve its visual attractiveness, both through positive measures of orderly development and beautification and through consistent efforts to avoid, remove, or diminish the impact of unsightly features.” Redevelopment Plan objectives are clearly consistent with this section of the 2030 Comprehensive Plan.

Conservation Coastal Management Element

The Redevelopment Plan objectives remain consistent with Goals 1, 3, 4 and 5, and these goals have not substantively changed since 1993. Comprehensive Plan Goal 2 has been revised to add the underline portion that follows: “Preserve, conserve, appropriately use, protect, and improve the quality and quantity of current and projected water resources, including waters that flow into estuarine waters or oceanic waters, estuarine waters, groundwater, and other waters in the City. The City shall require that all water conservation options be fully explored and employed for new development.” A new Goal 13 states: “The City shall promote and encourage energy conservation in an effort to reduce greenhouse gas emissions and protect the environment.” Both of these goals are consistent with the objectives of the redevelopment plan, especially given its emphasis on new construction. Goal 7 now states: “The City shall make every reasonable effort to ensure the public safety, health, and welfare of people and property from the effects of coastal storm and hurricane damage.” While this language has been redrafted since 1993, the intent of preservation of life and property is consistent with Redevelopment Plan objectives.

Capital Improvements Element

Goal 1 regarding provision of adequate public services has been updated to reflect the 2030 Comprehensive Plan, and Redevelopment Plan remains consistent with this goal.

Future Land Use Element

The Redevelopment Plan objectives remain consistent with Goals 1, 2, 3 and 4 (as updated to reflect the 2030 Plan). Goal 2 has been expanded to include objectives and policies that enhance the compatibility of adjacent development with airport facilities. The 2030 Comprehensive Plan was updated to include the Pecan Park Regional Activity Center, which includes the area currently under consideration for expansion of the JIACRA, as policy 4.3.15. Goal 6 of the 2030 plan states: “To increase coordination between land use, transportation, and utility infrastructure.” The Redevelopment Plan, through its comprehensiveness and focus, provides an opportunity for implementation of this goal. A new Goal 7 states: “To consider the impact on the St. Johns River and its tributaries when reviewing development, land development regulations, public

infrastructure and investment, and other City actions that present opportunities for improving water quality health and the overall sustainability of Jacksonville within its environment.” This additional consideration can be made as plans consistent with the Redevelopment Plan are implemented. See also “Zoning and Land Use”, below.

Infrastructure Element

Aquifer Recharge Sub-element: The Redevelopment Plan objectives are still consistent with Goal 1. Goal 2 has been revised to state: “Manage and conserve potable water resources in the City through conservation and water reuse programs.” Again, a comprehensive redevelopment approach allows for implementation of improvements such as water reuse.

Drainage Sub-element: The Redevelopment Plan remains consistent with Goal 1.

Sanitary Sewer Sub-element: A new Goal 1 now states: “JEA shall provide for economically and environmentally sound regional wastewater collection and treatment systems which protect the public health and investment in existing facilities, promote beneficial land use and growth patterns, and discourage urban sprawl.” Again, a comprehensive approach to redevelopment will allow for implementation of this goal consistent with Redevelopment Plan objectives.

Solid Waste Sub-element: The Redevelopment Plan remains consistent with Goal 1.

Potable Water Sub-element: The 2030 Comprehensive Plan recognizes JEA as the potable water provider, but otherwise Goal 1 remains the same and the Redevelopment Plan is consistent with it.

Intergovernmental Coordination:

The Redevelopment Plan remains consistent with Goal 1, which calls for coordination with all levels of government. A new goal 2 has been added: “The City shall foster and encourage intergovernmental coordination for schools among the City, DCPS, and other municipalities, and other adjacent local governments, and regional, state, and federal governmental agencies.” A new Goal 3 has also been added: “To promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans with local land use plans.” Both of the new goals are consistent with the Redevelopment Plan objectives.

Public Schools and Facilities Element:

This element has been added to the 2030 Comprehensive Plan. Goal 2 in particular is consistent with the focused approach of a community redevelopment area: “Public School Facility Siting and Development: It is the goal of the City to maintain and enhance joint planning processes and procedures for coordination with the DCPS and the other municipalities of public education facilities for planning and decision-making regarding population projections, public school siting,

and the development of public education facilities concurrent with the residential development and other services.”

Other Planning Initiatives

DRIs: The area includes three Developments of Regional Impact, which indicates that three growth centers have been master planned and the impacts of growth mitigated through planning. These are the airport itself, the Jacksonville Tradeport and River City Marketplace.

Regional Activity Center: The proposed CRA expansion area is part of such a center. The Pecan Park Regional Activity Center is approximately 847.55 acres of mixed use, master planned community which consists of three component areas: a retail center including a mixture of retail, commercial and professional services and offices; an industrial center including a mixture of warehousing, distributions, and manufacturing; and a residential component including a mixture of lofts, condominiums and apartments.

Vision Plan: Each of Jacksonville’s six planning districts has a vision plan. The North Jacksonville Shared Vision and Master Plan is consistent with the DRIs and RAC in its recommended placement of a town center at River City Marketplace and a “power” center at the Pecan Park RAC. It also points out the transportation needs of the area.

Land Use and Zoning: The area includes land uses consistent with a developing area, ranging from agricultural to residential, commercial, light industrial, mixed use, and public facilities. These uses are matched by comparable zoning, with several PUD zonings reflecting developments planned to reflect site and surrounding conditions. Since the CRA was designated, Jacksonville has added features to its zoning code to enhance public safety, quality of life and long term viability of airports. Lands in the subject area therefore are subject to some use or height limitations if they are in close proximity to the airport or its runways. In addition, buildings in much of the area must be constructed to minimize interior noise from the airport, and purchasers of real property in the much of the area are required to be notified of the potential for airport-related noise.

Industrial Preservation: Portions of the JIACRA and the expansion area are designated either Industrial Sanctuary or Areas of Situational Compatibility. These categories are designed to protect the viability of industry in Jacksonville and the viability of current industrial uses. Land use changes and some aspects of new development in these areas are subject to a case-by-case review by city staff to ensure the goals of the comprehensive plan related to industry are met. Studies and Plans: Development in the area is considered in the context of several studies and plans:

- **Dunn Avenue Corridor Revitalization Plan** (detailed analysis and recommendations for this corridor)

- **North Area Transportation Study** (detailed analysis and priority recommendations for transportation improvements)
- **JACRA North Jacksonville Action Plan** (part of the plan update and proposed expansion of the CRA)
- **Pecan Park Regional Activity Center** (represents proposed boundary expansion)

Residential Use Element

Background and Demographics

The total acreage of the JIA CRA existing boundary is approximately 14,245 acres; residing in zip code 32218; and lies within 2 full Census Tracts (CTs), 103.03 and 103.04, and a portion of CT 103.01.

The portion of CT 103.01 that is currently residential is located just north of Pecan Park Road on the western side of Interstate 95. The remainder of CT 103.01 that is within the subject parcel boundary is developed as non-residential, consisting of either commercial or industrial development. CT 103.03 and 103.04 are densely developed with both single and multi-family residences, with Dunn Avenue serving as the commercial corridor at the fringe of the residential neighborhoods. This analysis of housing needs for low and moderate-income residents will focus primarily on these census tracts. In addition, any significant factors outside the CRA boundary that may impact the function of the CRA, its properties, infrastructure or social and physical neighborhood quality, will be identified.

According to the Profile of General Population and Housing Characteristics from the U.S. Census Bureau’s 2010 Demographic Profile Data, there are 17,834 residents living in 7,291 housing units within the 3 census tracts. Approximately 21% of the population is 62 years of age or older and almost 30% of the population is under the age of 19. Approximately 52% of the population is female, and almost 70% of the population is Black or African American.

CENSUS TRACT	TOTAL POPULATION	PERCENTAGE OF POPULATION IN SUBJECT AREA	MEDIAN AGE	AGE 19 & UNDER	PERCENTAGE OF POPULATION IN SUBJECT AREA	AGE 62 YRS & OLDER	PERCENTAGE OF POPULATION IN SUBJECT AREA
103.01	4120	23.1%	39.2	877	4.9%	1083	6.1%
103.03	6459	36.2%	32.4	2046	11.5%	1220	6.8%
103.04	7255	40.7%	35.8	2245	12.6%	1442	8.1%
	17834	100.00%		5168	29.0%	3745	21.0%

Source: Profile of General Population and Housing Characteristics, U.S. Census Bureau’s 2010 Demographic Profile Data

Household Composition and Income

While evaluating residential patterns and the potential demand for housing, it is also useful to review the household composition and size, as the majority of residential units are occupied by more than one person. Family households, being those with two or more related persons, make up the majority of household types in the three subject census tracts. Female head of household with children make up 22% of the total households in the subject area, which often signifies a single (lower-income) wage earner with affordable housing needs. There are also 369 seniors living alone in the three census tracts, which are notable since many seniors live on fixed income, and also have affordable housing needs. The following table summarizes the demographics of the three census tracts by Household.

CENSUS TRACT	TOTAL HOUSEHOLDS	FAMILY HOUSEHOLDS (HH)	PERCENTAGE OF TOTAL HOUSEHOLDS	FEMALE HEAD OF HOUSEHOLD WITH CHILDREN	PERCENTAGE OF TOTAL HOUSEHOLDS	AVERAGE HOUSEHOLD SIZE	HOUSEHOLDS LIVING ALONG, 65 YEARS OLD +
103.01	1420	962	67.7	136	9.6%	2.47	98
103.03	2464	1626	66	599	24.3%	2.58	142
103.04	2683	1883	70.2	742	27.7%	2.64	129
	6567	4471	68.1%	1477	22.5%		369

Source: Profile of General Population and Housing Characteristics, U.S. Census Bureau's 2010 Demographic Profile Data

The residential areas of the three CTs can be characterized as stable, with a mix of units built in the 1970's and 1980's. Several newer subdivisions were built in the late 1990's up through 2005 as well. The homes in the various neighborhoods appear to be mostly well-maintained, exhibiting aspects of neighborhood pride. Household income for the three CTs is listed in the chart below. It should be noted that the Duval County Median Income is \$49,463 is lower than that of the two of the three CTs.

CENSUS TRACT	MEDIAN HOUSEHOLD INCOME	MEAN HOUSEHOLD INCOME	MEDIAN INCOME WHITE HOUSEHOLD	MEDIAN INCOME BLACK HOUSEHOLD	MEDIAN INCOME SENIOR HOUSEHOLD	MARRIED COUPLE FAMILIES	PERCENT BELOW \$25,000
103.01	\$51,898	\$62,450	\$44,832	\$81,884	\$39,313	\$81,145	24%
103.03	\$48,438	\$58,496	\$49,671	\$49,643	\$29,531	\$62,303	23%
103.04	\$50,671	\$54,145	\$24,345	\$51,289	\$28,704	\$80,750	22%

Source: Median Income in the Past Twelve Months (In 2010 Inflation-Adjusted Dollars), U.S. Census Bureau

Housing Tenure

Housing tenure, a residential unit as owned or rented by the occupant, should be balanced in a geographic area, making available both homeownership and rental options to serve the various needs of the population in that region. The City of Jacksonville's homeownership rate citywide has been approximately 68% for several decades, although the current economic downturn has impacted homeownership, creating a slight decline. Citywide, the demand for rental units has increased as a result. It should be noted that rental units are comprised of a variety of housing types, including multifamily apartments, single-family detached homes, condominium units, and in some cases, congregate living.

There are 7,291 housing units within the 3 census tracts, of which 6,567 are occupied. Collectively, this means that approximately 10% of the subject area's housing stock is not currently occupied (exclusive of vacant foreclosed properties). A database maintained by the City of Jacksonville's Neighborhoods Department to track foreclosed properties, known as the Vacant Property Inventory, indicated that 1,333 properties were registered in the 32218 zip code between May 4, 2010 and October 17, 2012. These properties have been, or still are, in some state of the foreclosure process and comprise approximately 8% of the number of foreclosures within Duval County during that time period. The following is a summary of housing tenure and occupancy for the project area.

CENSUS TRACT	TOTAL OCCUPIED UNITS	OWNER-OCCUPIED UNITS	PERCENTAGE OF TOTAL UNITS	RENTER-OCCUPIED UNITS	PERCENTAGE OF TOTAL UNITS	VACANT UNITS FOR SALE	VACANT UNITS FOR RENT
103.01	1420	982	69.2%	438	30.8%	22	117
103.03	2464	1481	60.1%	983	39.9%	57	141
103.04	2683	1644	61.3%	1039	38.7%	38	171
	6567	4107	62.5%	2460	37.5%	117	429

Source: Profile of General Population and Housing Characteristics, U.S. Census Bureau's 2010 Demographic Profile Data

Neighborhood Indicators

There are a number of neighborhoods that are located within the boundaries of the subject area, including Pecan Park, Turtle Creek, Biscayne Estates and Biscayne Lakes, and several larger neighborhoods outside of, but proximate to the subject area, including San Mateo and Oceanway. A recent review of the City of Jacksonville's Code Enforcement database indicates that there has been a decline in insufficient property maintenance code violations in recent years. This factor is an indication that the neighborhoods are largely stabilized, with few absentee landlord issues. A field inspection conducted in mid-October 2012 largely confirmed this assertion, with the majority of blighting conditions located along commercial corridors rather than within the residential areas, despite the age of the existing housing stock. In a recent interview with the Chief of Municipal

Code Compliance for the City, Chief Kimberly Scott stated that “improvements in the last ten years have occurred, mostly due to establishment of new residential subdivisions, businesses, and roadways, primarily River City Market Place and development along Main Street, Airport Road, Yellow Bluff Road, and Duval Station Roads.”

Housing Value

According to www.city-data.com, the mean price for a detached home in the 32218 zip code in 2010 was \$200,551, and the estimated median value was \$158,086. Over the last several years, home prices for home sales have declined in this area: in the first quarter of 2008 the mean price for a home was \$180,000 – in the 1st quarter of 2012 the mean price for a home was slightly over \$100,000. This trend is consistent with what has happened with home values in other parts of the City. In November 2012, there were 172 single family homes for sale in 32218 with a sales price of \$160,000 or less; of these 57 were newly-built (never occupied) homes and 8 were available as a result of a foreclosure proceeding. In addition, there were another 80 homes in the pre-foreclosure process (Source: www.zillow.com). A field inspection conducted in November revealed to larger subdivisions that were platted, but not fully developed. Advertised home prices for these two new subdivisions listed housing prices starting at \$109,000-\$169,000.

Multi-family (Rental) Affordable Housing

There are 3 multi-family apartment communities within the subject area that are characterized as “subsidized”, meaning that they were built with little debt or no debt, and therefore can keep rents within the acceptable affordability range. These apartment communities are monitored monthly by the Florida Housing Finance Corporation, and occupancy reports are posted on the agency’s website at www.floridahousing.com. Mission Pointe Apartments on Biscayne Boulevard have a total of 388 units and maintain occupancy of about 92%. Hampton Ridge is a 110-unit apartment community on Harts Road which has 95% occupancy. Both apartment communities were funded through the sale of tax-exempt bonds in the last 10 years, and both have long-term affordability restrictions which require that rents remain affordable for low and moderate income families for 50 years. A field inspection in mid-October indicated that both properties were well maintained in accordance with the requirements of the bond holders.

A third property, Forest Lake Apartments on Harts Road, has 150 units, but with a very low occupancy of 64%, despite the fact that this property also is required to keep rents at affordable levels. It appears that there is a great deal of deferred maintenance of the building, which is consistent with the low occupancy levels and could be a contributing factor in the high vacancy rate. The newly built market-rate apartments across the street most likely have contributed to the low occupancy at Forest Lake, as renters are more likely to choose a newer property over one that was built in the early 1990’s if the rents are comparable. There are several other apartment

communities within the subject area with affordable rents, as well as a Congregate Living Center on Harts Road specifically designed to provide affordable assisted living for seniors.

RENTAL APARTMENT COMMUNITIES			
		OCCUPANCY	RENT
Mission Pointe	388 units	92%	\$599-\$799
Hampton Ridge	110 units	95%	\$699
Forest Lake	150 units	64%	\$699
Ansley at Harts	226 units	95%	\$599-\$875
River Oaks	288 units	unknown	\$499-\$750
Avesta Highlands	120 units	unknown	\$555-\$795
Mirador at River City	276 units	unknown	\$805-\$1,350

Summary and Conclusion

According to the Jacksonville International Airport DRI 2011 Adequate Housing Analysis, prepared by Prosser Hallock in April 2011, “there is an adequate supply of affordable housing to meet the projected demand.” This DRI housing analysis was performed based upon a 10-mile driving radius of the JIA. This project area encompasses the JIA CRA; however, it did not provide the housing data per Census Tract, only in aggregate methodology of the study area. Therefore, this Plan Amendment addresses the specific housing data per the JIA CRA boundary exclusively to analyze the housing needs for low and moderate-income residents.

The data collected for this Plan Amendment supports this assertion. As noted above, the rents are modest in all but one of the apartment communities. Given the vacancy rates provided from the 2010 U.S. Census, as well as the current occupancy reports provided by the Florida Housing Finance Corporation, it appears that the supply of affordable rental units still exceeds demand for rental units. There also exists an adequate supply of for-sale housing within the affordable sales prices range of \$100,000 to \$200,000 throughout the 3 Census Tracts, with the ability to affordably build-to-suit within the 2 newer subdivisions that have already received City approvals.

There should be no relocation issues as a result of the proposed development within the JIA CRA. Should the demand for affordable housing increase due to further development within the JIA CRA, there is adequate capacity within the existing residential land use category to build an additional 1,000 dwelling units.

Neighborhood Impact Assessment

The following sections identify how the JIA CRA neighborhood is impacted by transportation, environmental quality, public schools, public parks, libraries, emergency shelters, hospitals, the airport, and the social and physical quality of life.

Transportation

The JIA CRA transportation network was evaluated using the North Florida Transportation Organization (North Florida TPO), Jacksonville Transportation Authority (JTA) and Florida Department of Transportation adopted long range transportation roadways projects list. Other documents were evaluated to assess relevant transportation circulation within the JIA CRA, and include the North Jacksonville Action Plan (2010), North Area Transportation Study (2009), and the North Jacksonville Shared Vision Plan (2003).

Every five years, the TPO updates the region's Long Range Transportation Plan to guide decision making and investment in our transportation system. Transportation projects must be included in the plan to receive state and federal funding, and all projects in the Plan must have the projected cost and funding source identified. The Plan is required to have at least a 20-year time horizon and address major road, transit, freight, bike and pedestrian needs.

The JIA CRA existing boundary is forecasted to have one segment, US 17, deficient by the year 2035 (**See Exhibit 11**). The roadway deficiency will be addressed with future lane expansion as identified in the 2035 Needs Plan. The CRA will be complemented with a future proposed Bus Rapid Transit route and a commuter rail line along the eastern boundary of the existing CRA.

Environmental Quality

Petroleum Discharge Sites and Brownfields

According to the City of Jacksonville's Environmental Quality Division and the Florida Department of Environmental Protection (FDEP), there are approximately 49 petroleum discharge sites that lie within the JIA CRA area, primarily along Dunn Avenue and Airport Roads and at JIA. No petroleum discharge sites are known to be located within the proposed boundary expansion parcels to the northeast of the JIA CRA. The majority of the discharge sites are in various stages of cleanup: assessment, remediation, and monitoring. Due to low priority scores, some of the petroleum sites on the state cleanup program are not currently within funding range. Additional information on the petroleum sites can be obtained from the OCULUS data management database on the FDEP website (<http://dwmedms.dep.state.fl.us/Oculus/servlet/login>). The Contamination Locator Map on the FDEP website can provide locational information on the discharge sites and links to the OCULUS database: (<http://webapps.dep.state.fl.us/DepClnup/welcome.do>).

One brownfields project, the former Jacksonville Raceway Area Brownfield Area on Pecan Park Road, is included within the JIA CRA and is adjacent to the proposed boundary expansion parcels. The FDEP Site ID for the project is BF160803001. No additional information on the status of the project is available in Environmental Quality Division's files.

Noise

The southern portion of the JIA CRA is located within the JIA Air Installation Compatibility Use Zone (AICUZ) 60dB noise contour. Such areas do have planning and construction limitations and restrictions regarding development. Additional information is provided in the section titled *Review of All Planning Documents*, sub-section's *City of Jacksonville 2035 Comprehensive Plan and Land Use and Zoning* of this Plan Amendment.

Public Facilities

The following sub-sections identify the various public facilities located in or relatively closely outside the JIA CRA boundary. The public facilities include schools, parks, libraries, emergency shelters, hospitals, and social and physical quality of life. These public facilities serve the citizenry that lives, works and visits the JIA CRA neighborhood. **See Exhibit 5.**

Public Schools

Biscayne Elementary (located in JIA CRA)

Enrollment: 617

CAPACITY: 667

Free and Reduced Lunch: 78%

State Grade 2012, D

Garden City Elementary

Enrollment: 583

CAPACITY: 642

Free and Reduced Lunch: 70%

State Grade 2012, B

Oceanway Elementary

Enrollment: 610

CAPACITY: 680

Free and Reduced Lunch: 72%

State Grade 2012, D

Highlands Middle

Enrollment: 843

CAPACITY: 1,250

Free and Reduced Lunch: 81%

State Grade 2012, C

Pine Estates Elementary

Enrollment: 303

CAPACITY: 364

Free and Reduced Lunch: 86%

State Grade 2012, C

Highlands Elementary

Enrollment: 407

CAPACITY: 536

Free and Reduced Lunch: 86%

State Grade: A

Oceanway Middle

Enrollment: 1250

CAPACITY: 1009

Free and Reduced Lunch: 46%

State Grade: B

Parks

Ray Greene Park

Highlands Park

Menlo Park

Garden City Elementary School Park

Oceanway Center and Park

Halfmoon Park

Garden City Park

San Mateo Neighborhood Park

Library

Highlands Branch Library serves the JIA CRA area.

Shelters

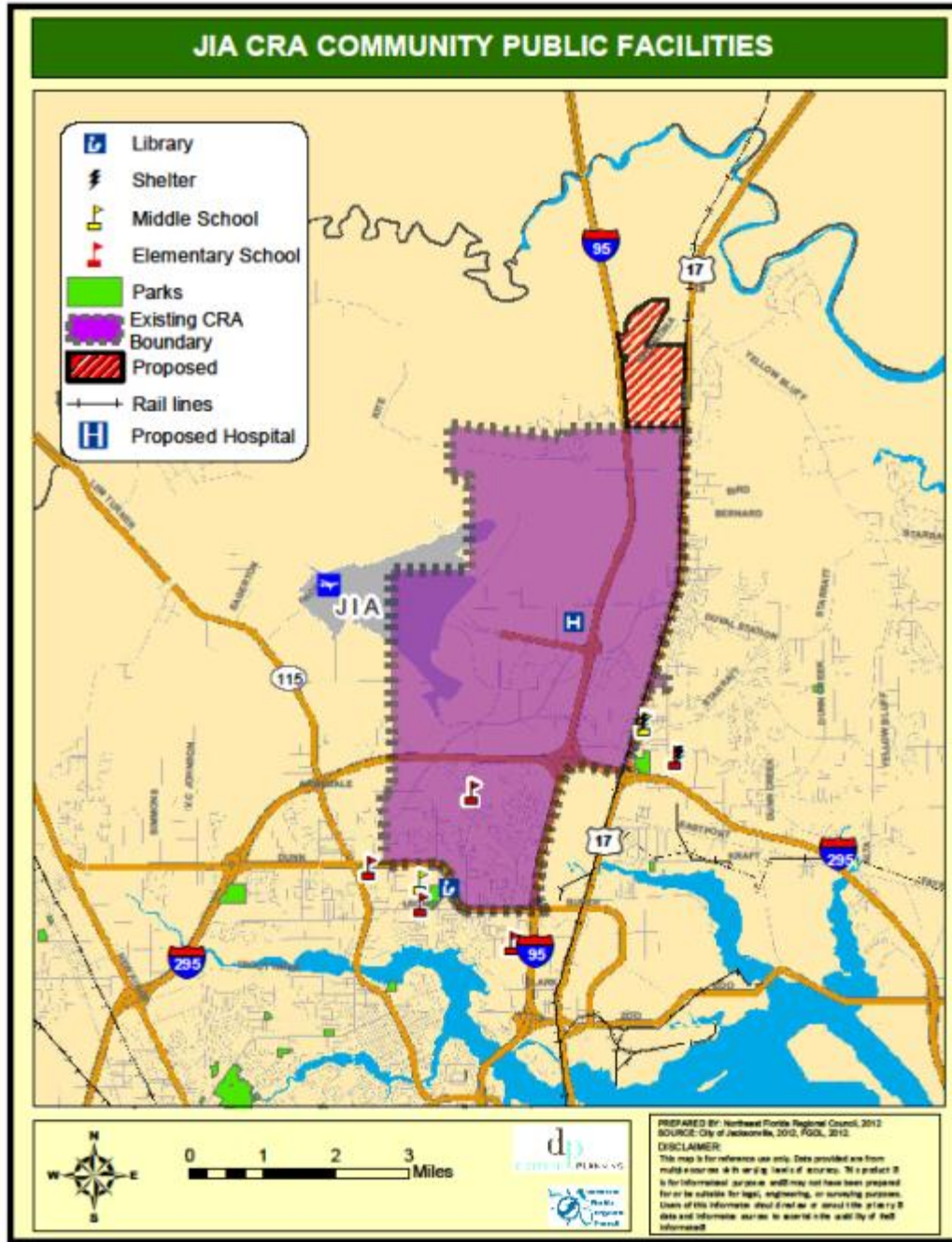
Oceanway Elementary and Oceanway Middle schools serve as the emergency shelters for the JIA CRA area.

Shands Hospital

Shands Hospital is planning a 100 bed medical center at the northeast corner of I-95 and Duval Road, adjacent to the River City Marketplace. Shands anticipates that the hospital, once constructed, will employ 350 people and that construction will cost approximately \$125 million. The Florida Agency for Health Care Administration approved the provisional certificate of need for the hospital in late 2011. An appeal was filed by another hospital, but construction of the first, outpatient phase of the project is proceeding.

JIA CRA COMMUNITY PUBLIC FACILITIES – The public facilities include schools, parks, libraries, emergency shelters, and hospitals, which are depicted in **Exhibit 5**.

Exhibit 5 – JIA CRA Community Public Facilities



Jacksonville International Airport

The JAA supports the efforts of the JIA-CRA and its focus on creating economic development and attracting jobs in its defined area. The CRA has been successful in identifying important infrastructure projects that has facilitated significant compatible improvements in the area east of Jacksonville International Airport.

With respect to the FDOT's North Access Road Project, the JAA has supported this project since its inception. This proposed additional transportation corridor will provide an alternate access for commercial traffic from the north to JIA and the International Tradeport. The JAA has provided significant property as Right of Way for this project.

As a result of the continuing success and development of River City Market Place, of which JIA-CRA infrastructure dollars played a major part, the JAA has become concerned with the growing congestion of airport traffic at the interchange of I-95 and Airport Rd. Consequently, FDOT, the JAA and the JIA-CRA has funded a transportation study (being performed by RS&H) to identify a cost feasible solution to the current flyover plan.

Social and Physical Quality of Life

While a great deal has changed for the better in the 19 years since the original Community Redevelopment Plan in 1993, the area continues to improve as a result of the CRA and the focus it provides to the entire north side of Jacksonville.

The commercial and industrial sectors within the CRA have grown substantially and provided a much needed infusion of new and up-to date buildings that added positively to the business character of the community. Moreover, the growth of allied businesses within the CRA is trending toward a critical mass that will provide additional synergies and economies of scale.

While a majority of the residential structures within the CRA are circa 1970s and 1980s, new construction up through 2005 provided an enhanced mix of housing opportunities. Additional housing opportunities within the CRA provide for an enhanced ability for people to both live and work within the area. In addition, housing changes which have occurred since the original plan was adopted have provided for enhanced diversity within the boundaries of the plan racially, economically and socially. However, as the CRA continues to provide the opportunity for new employment, the housing market will need to respond in order to accommodate the mix of people who are employed within the area.

Retail opportunities have expanded within the CRA with the development of River City Marketplace and other nearby retail outlets. These businesses provide job and shopping opportunities for CRA residents as well as for the entire north side. River City Marketplace also has

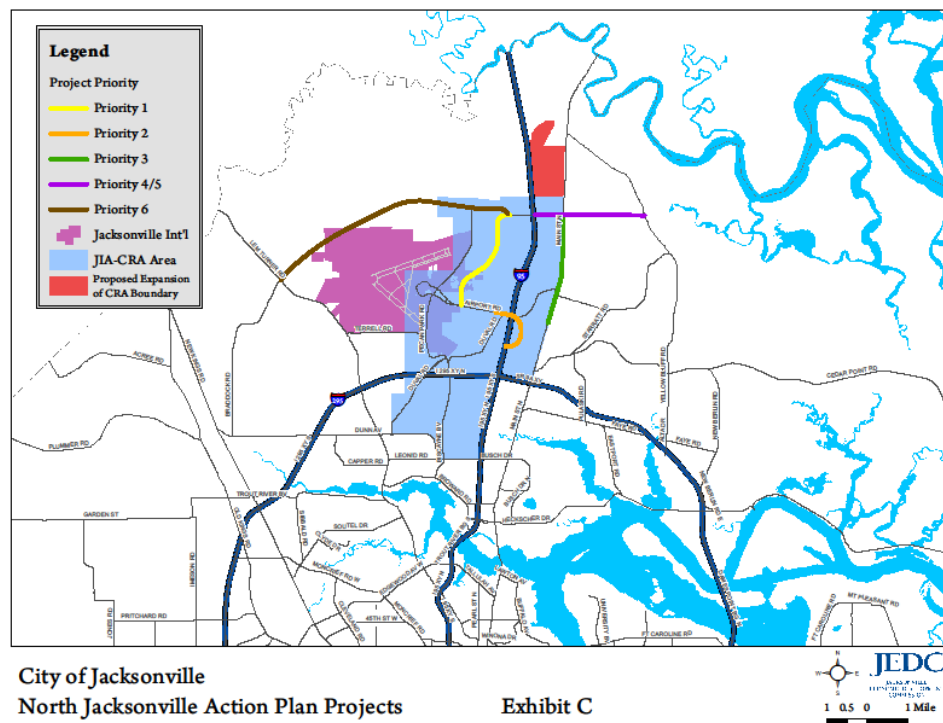
become a hub of social interaction for the community particularly with the location of Hollywood Theaters and numerous dining establishments in the area.

Finally, while significant transportation improvements have been implemented, which makes accessibility to and within the CRA easier, additional improvements are and will be needed to correct existing and projected deficiencies.

North Jacksonville Action Plan

The JEDC prepared the *North Jacksonville Action Plan (See Exhibit 6)* on November 10, 2010 for the purpose of updating the reasons for why the JIA CRA Redevelopment Area, Trust Fund and Plan were created. The Action Plan outlines current conditions and new developments. Additionally, the Action Plan acknowledges the approval and adoption of the *Finding of Necessity Report (Ordinance 2009-330)* which identified blighted conditions per the Florida Statutory requirements. The *Finding of Necessity Report* proposes that the subject parcels (755.21 acres) that were examined for blight be included into the JIA CRA. The Action Plan, amongst other initiatives, references the proposal of an expansion of the boundary to include the 755.21 acres. The Action Plan highlights its major employers and recognizes future endeavors further described in various vision plans, master plans, transportation plans, PD&E Studies, corridor studies, and the relationship and proximity to the Jacksonville International Airport and JAXPORT. The Action Plan culminates with TIF projections, recommended projects, and exhibits of those recommended projects and the proposal of a boundary expansion. **Exhibit 6** depicts prioritized roadway projects for the JIA CRA.

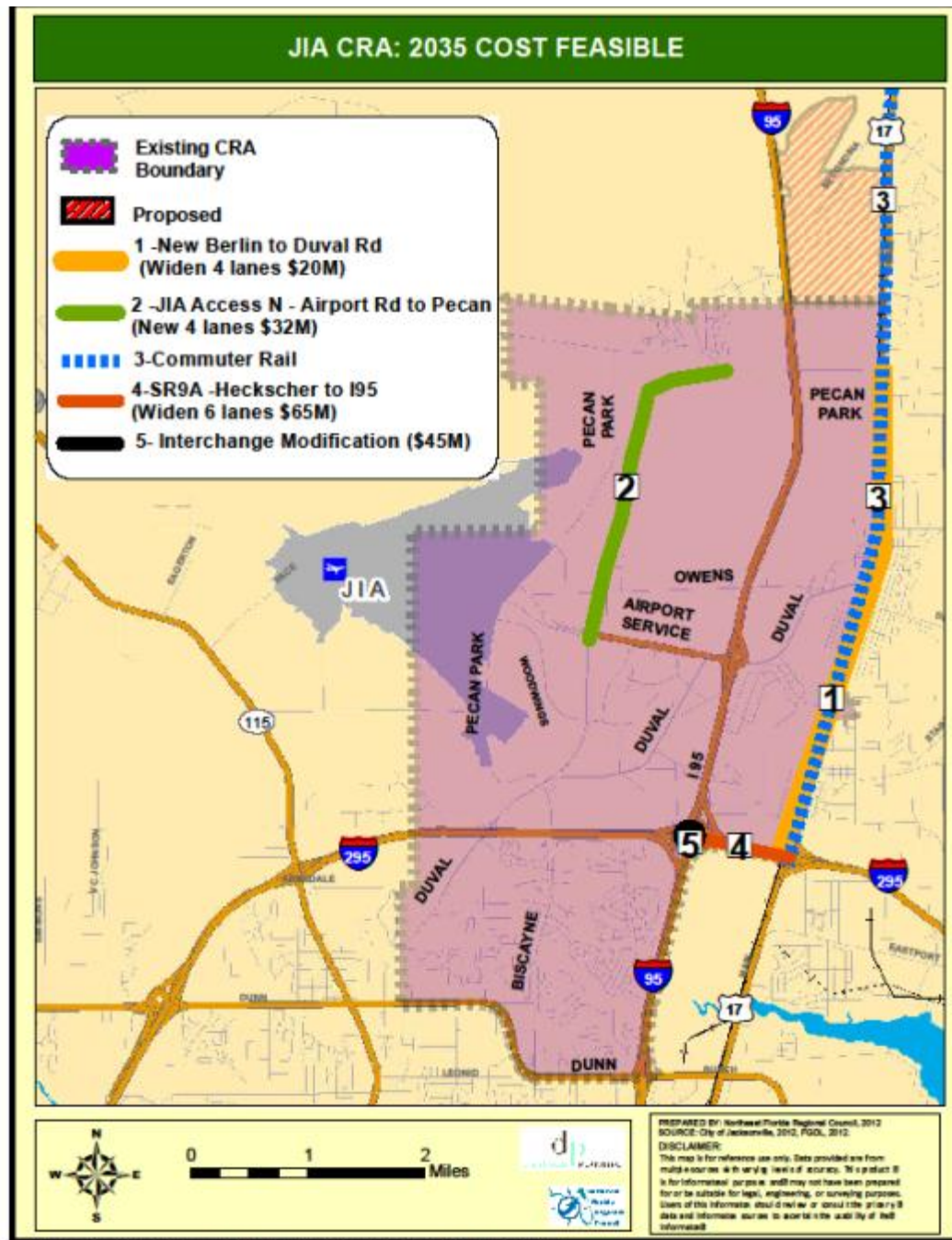
Exhibit 6 – Prioritized Roadway Projects



Transportation Review

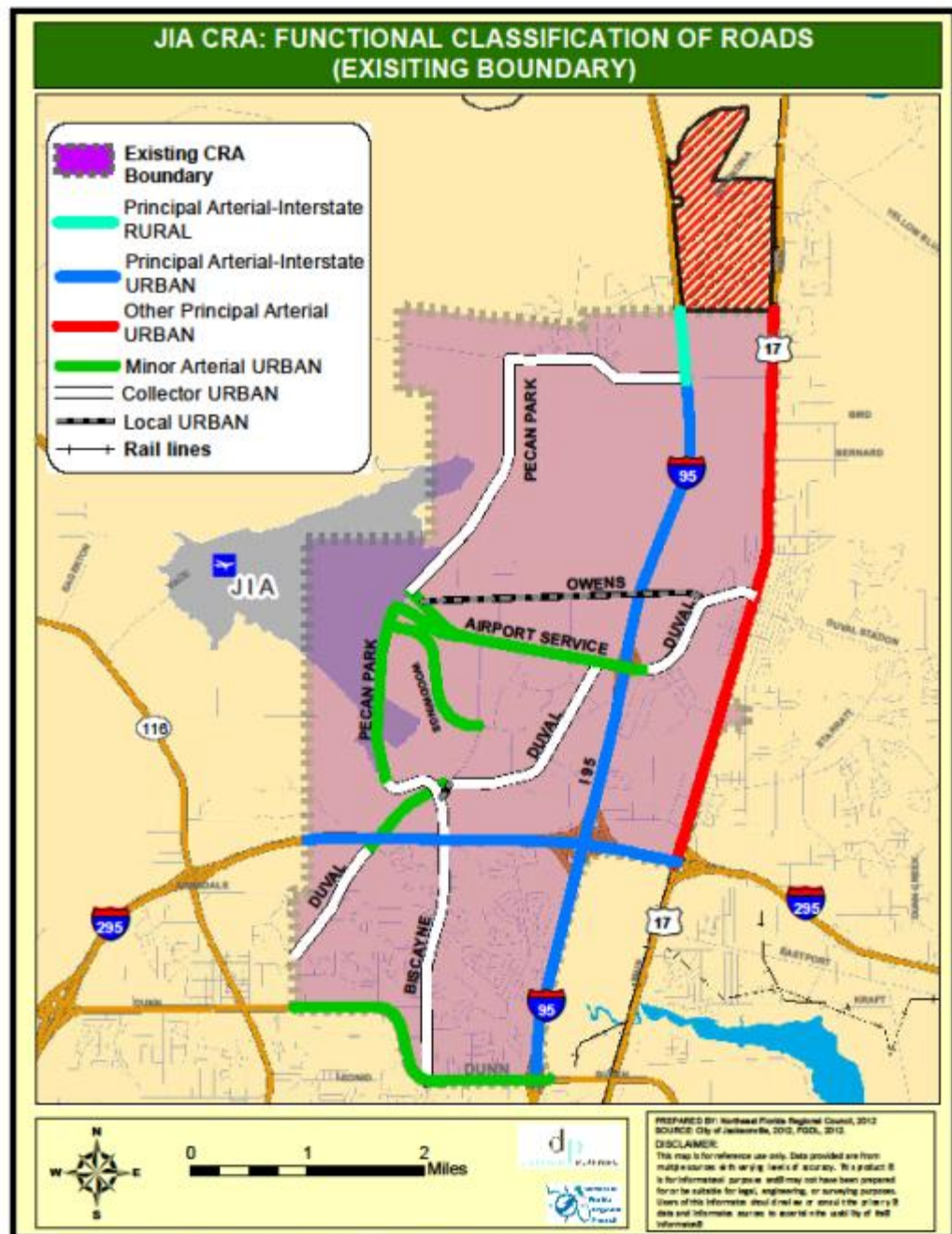
JIA CRA 2035 COST FEASIBLE - Cost Feasible Plan establishes the priorities for needed mobility projects and underscores the value the community places on investments in various modes of travel. Cost Feasible Plan identifies revenue in five-year increments as well as the development of project costs to reflect future year costs. **Exhibit 7** depicts the 2035 Cost Feasible projects within the JIA CRA boundaries for both existing and proposed.

Exhibit 7 – 2035 Cost Feasible Projects



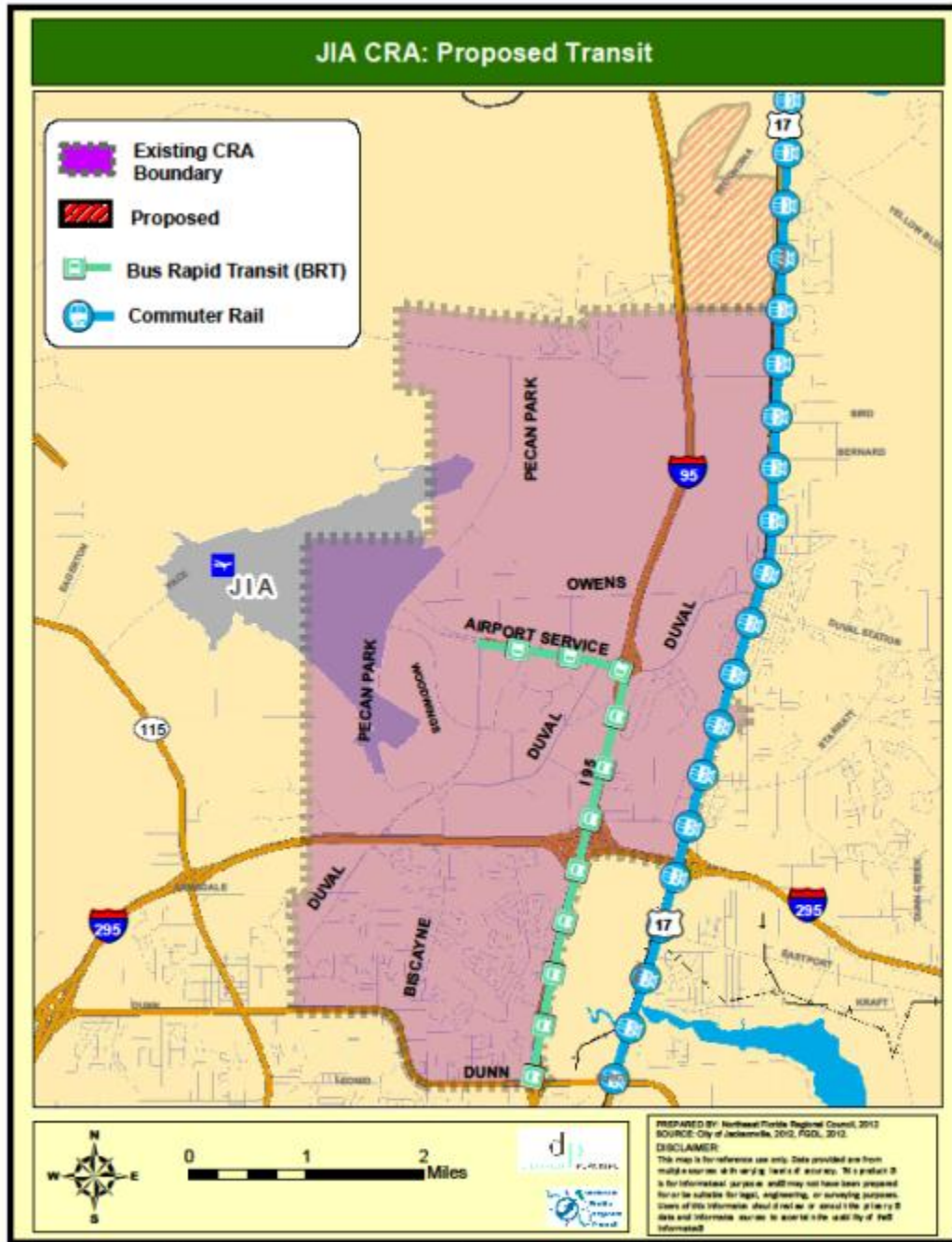
JIA CRA FUNCTIONAL CLASS EXISTING AND PROPOSED - Exhibit 9 includes the roadways with the JIA CRA boundaries and graphically illustrates the dataset containing the Functional Classification from the February 2011 version of the Florida Department of Transportation Roads Characteristics inventory (RCI) dataset. Functional Classification provides information on the assignment of roads into systems according to the character of the service they provide in relation to the total road network. The principal purpose of roadway classification is to establish the relativity of candidate roads in the overall hierarchy of roadways. Functional classification is used for planning, budgeting, programming, and for fiscal management. The CRA consists predominantly of highways, principal and minor arterial roads with connection to collector and local roads.

**Exhibit 9 –
Functional
Classification of
Roads**



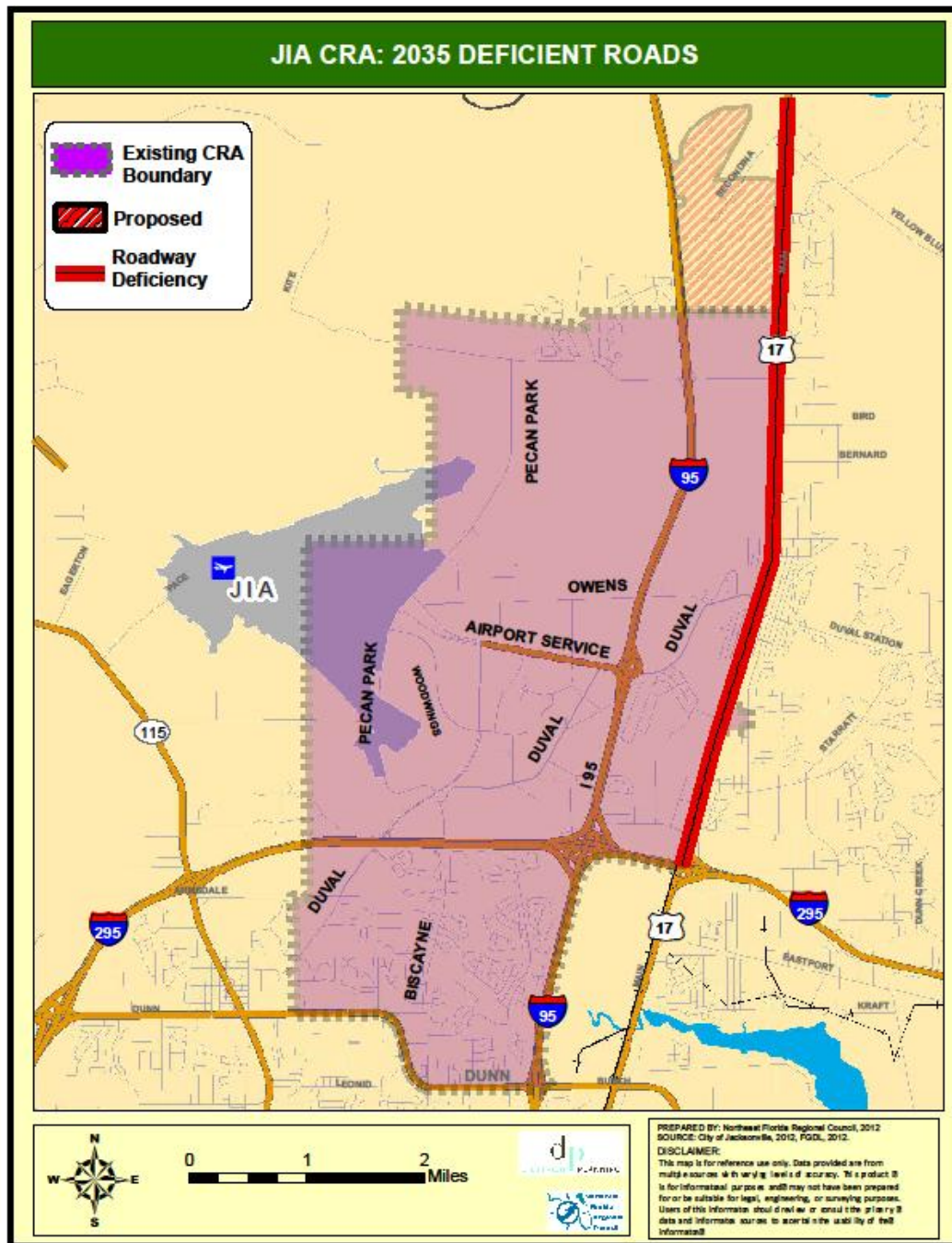
JIA CRA TRANSIT - Exhibit 10 are projects from the North Florida TPO Long Range Transportation Plan 2035. There are two proposed transit systems, the first is a Bus Rapid Transit (BRT) line, and the other is a Commuter Rail line along U.S. 17.

Exhibit 10 – Proposed Transit



JIA CRA DEFICIENT - Exhibit 11 shows roads exceeding the level of service for a roadway within the JIA CRA. The determination of deficient roadways is made by the local government. A “transportation deficiency,” is defined in Section 163.3180(5)(h)3.e., F.S., means a facility or facilities on which the adopted level of service standard is exceeded by existing committed and vested trips, plus additional projected background trips from any source other than the development project under review. US 17 is anticipated to be deficient in the year 2035.

Exhibit 11 – Deficient Roads



Proposed Roadway Projects

There are two roadway projects being proposed for the JIA CRA by way of City of Jacksonville Ordinance 2012-492: (1) the North Access Road Improvement Project; and (2) Duval Road (Max Leggett Parkway) Improvement Project. The following describes the proposed projects and the associated proposed funding:

North Access Road

The North Access Road Improvement Project consists of three segments within the existing JIA CRA: construction of the North Access Road; improvements to the Interstate 95 and Pecan Park Road interchange; and Pecan Park Road improvements. The total project cost for construction and inspection to complete these three roadway improvements is \$30.5 million. There will be no indebtedness to the JIA CRA Trust Fund as the funds will not be leverage by the issuance of bonds. The funding for the project is proposed to be provided from three sources:

- The North Florida TPO allocation of approximately \$10-\$11 million to be provided in the FDOT's Fiscal Year 2015/2016.
- Funding from the JIA CRA Trust Fund in the amount of approximately \$3.4 million per year for a total amount of \$10 million to be provided in Fiscal Years 2014/2015, 2015/2016, and 2016/2017.
- The Florida Department of Transportation will provide \$6 million to be provided in Fiscal Year 2015/2016; and \$4 million to be provided in Fiscal Year 2016/2017.

Construction = \$26.5 million

Construction Engineering Inspection = \$4 million

Total Cost for construction and inspection = \$30.5 million

Duval Road Expansion (Max Leggett Parkway)

The Duval Road Improvement Project (recently re-named the Max Leggett Parkway) is located within the existing boundary of the JIA CRA, and extends approximately 1.2 miles, located between Airport Center Drive and US 17/Main Street. The existing roadway consists of a 2-lane rural section with open roadside drainage ditches, and the majority of the existing right-of-way being 60 feet in width. The roadway crosses a CSX Railroad line near the intersection of US 17.

The roadway reconstruction project will provide for a 4-lane urban roadway section, including left-turn storage and deceleration lanes as required, and a closed drainage system with a storm water management facility providing for storm water treatment and attenuation. Other associated roadway improvements will occur along Airport Center Drive. Several intersections will be signalized in accordance with a completed traffic study that was reviewed and approved by the City of Jacksonville. The railroad crossing will be completely re-built and upgraded to meet current

CSX and FDOT design and construction standards. Additional right-of-way required for the road widening was acquired resulting in a minimum new right-of-way width of 110 feet. All newly acquired right-of-way has been purchased and deeded to the City of Jacksonville.

The roadway construction plans have been reviewed and approved by the City of Jacksonville, and all federal, state and local permits have been acquired.

The total project cost for construction and inspection to complete this roadway improvement is \$10.6 million. The project has been privately funded, in part, with reimbursement via fair share assessments and/or mobility fees collected by the City of Jacksonville. The portion of funding for the project that will be allocated from the JIA CRA TIF Trust Fund is \$3.4 million, to be provided in the Fiscal Year 2013/2014. There will be no indebtedness to the JIA CRA Trust Fund as the funds will not be leverage by the issuance of bonds.

Exhibit 12 – North Access Road Improvement Project

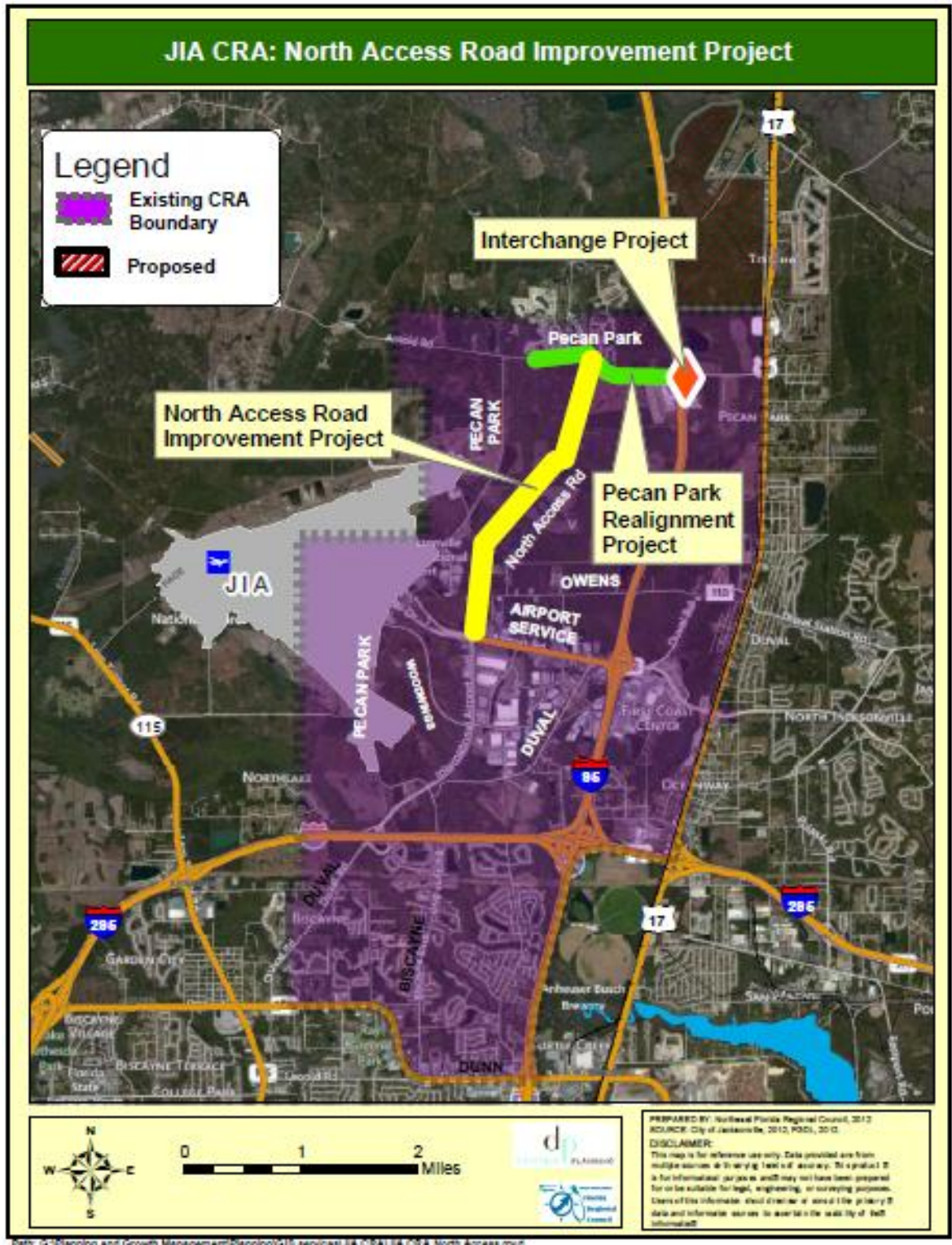
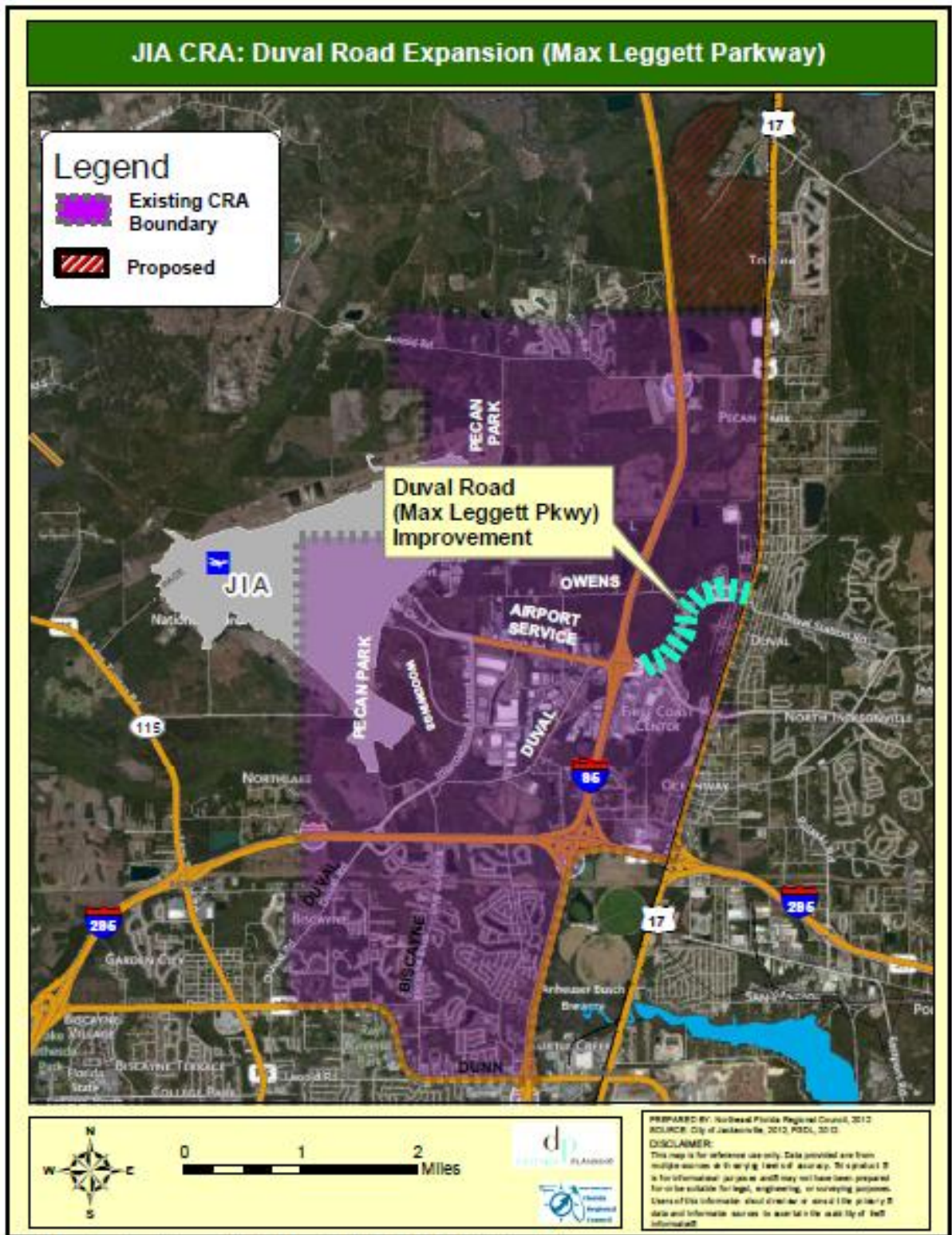


Exhibit 13 – Duval Road Expansion Project (Max Leggett Parkway)



Jacksonville International Airport Area Redevelopment
Tax Increment District Projections

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
	APPROVED BUDGET	APPROVED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET	PROPOSED BUDGET
TAXABLE VALUES & RATES													
Base Year	1993	1993	1993	1993	1993	1993	1993	1993	1993	1993	1993	1993	1993
Preliminary Taxable Values	\$ 865,716,057	\$ 803,354,966	\$ 760,069,939	\$ 757,570,638	\$ 775,347,345	\$ 783,100,818	\$ 790,931,625	\$ 806,750,463	\$ 822,885,472	\$ 839,343,182	\$ 856,130,045	\$ 873,252,646	\$ 890,717,699
Less Taxable Value in Base Year	189,200,352	189,200,352	189,200,352	189,200,352	189,200,352	189,200,352	189,200,352	189,200,352	189,200,352	189,200,352	189,200,352	189,200,352	189,200,352
Taxable Value Incremental Increases	\$ 877,515,805	\$ 814,084,794	\$ 670,869,587	\$ 678,470,378	\$ 686,147,083	\$ 693,900,466	\$ 701,731,664	\$ 817,550,201	\$ 833,685,210	\$ 850,142,830	\$ 866,929,788	\$ 884,052,384	\$ 701,617,437
Operating Millage Rates	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353
Collection Rate	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
REVENUES													
Ad Valorem Taxes - GF / O&D	\$ 8,459,121	\$ 6,854,483	\$ 6,442,408	\$ 6,514,888	\$ 6,686,054	\$ 6,861,872	\$ 6,738,829	\$ 6,887,458	\$ 6,041,280	\$ 6,198,180	\$ 6,358,188	\$ 6,521,437	\$ 6,887,841
Debt Repayment Revenue (Coach)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$ 8,459,121	\$ 6,854,483	\$ 6,442,408	\$ 6,514,888	\$ 6,686,054	\$ 6,861,872	\$ 6,738,829	\$ 6,887,458	\$ 6,041,280	\$ 6,198,180	\$ 6,358,188	\$ 6,521,437	\$ 6,887,841
EXPENDITURES													
Debt Service:													
Banico	\$ 1,107,721	\$ 1,106,229	\$ 1,110,356	\$ 1,085,775	\$ 1,084,975	\$ 1,084,975	\$ 1,083,625	\$ 1,088,375	\$ 1,087,375	\$ 1,086,625	\$ 1,084,125	\$ 1,084,875	\$ 1,087,750
HUD Section 108 (1984, Coach	\$ 507,098	\$ 532,984	\$ 547,097	\$ 510,172	-	-	-	-	-	-	-	-	-
HUD Section 108 (1986, Sally Beauty	89,875	42,902	-	-	-	-	-	-	-	-	-	-	-
Fiscal Agent Fees	810	810	810	810	810	810	810	810	810	810	810	810	810
Contrib. to JTA - Acosta North CED Lot	4,054,054	3,725,348	-	96,872	85,654	-	-	-	-	-	-	-	-
Transfer to General Fund	89,552	71,210	1,739,087	1,693,629	1,174,263	1,170,039	1,083,625	1,086,375	1,087,375	1,086,625	1,084,125	1,084,875	1,087,750
HUD Section 108, 1997, Body Armor	5,859,121	5,469,493	1,739,087	1,693,629	1,174,263	1,170,039	1,083,625	1,086,375	1,087,375	1,086,625	1,084,125	1,084,875	1,087,750
Total debt service	600,000	385,000	3,703,319	3,821,239	4,413,791	4,491,333	4,653,004	4,801,061	4,953,885	5,111,536	5,274,073	5,436,562	5,600,191
REV available after obligations	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Obligations													
Entel International	-	-	-	-	-	-	-	-	-	-	-	-	-
Real Estate Acq (Appraisals/Surveys)	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Airport Road Sidewalk Improvements	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Administration & Consultants	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
RAM/CO	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Portion of North Jar Master Plan	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Marketing Program	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Redevelopment Area Grant Program	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Development Infrastructure	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Household Finance	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Total other	600,000	385,000	405,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Total Expenditures	\$ 6,459,121	\$ 6,854,483	\$ 2,144,087	\$ 2,995,829	\$ 1,674,288	\$ 1,670,088	\$ 1,488,826	\$ 1,488,376	\$ 1,487,376	\$ 1,488,826	\$ 1,484,126	\$ 1,484,876	\$ 1,487,750
Carryover/Reserve	-	-	\$ 3,288,318	\$ 3,425,288	\$ 4,013,791	\$ 4,081,833	\$ 4,253,004	\$ 4,401,081	\$ 4,653,885	\$ 4,711,536	\$ 4,874,073	\$ 5,036,562	\$ 5,200,191

JIA CRA Proposed (755.21 acres) Tax Increment District Projections

Jacksonville International Airport (JIA) Community Redevelopment Area (CRA)											
TIF PROJECTIONS FOR PROPOSED BOUNDARY EXPANSION (755.21 acres)											
	TITLE HOLDER	TITLE HOLDER	TITLE HOLDER	TITLE HOLDER	TITLE HOLDER	TITLE HOLDER	TITLE HOLDER	TITLE HOLDER	TITLE HOLDER	TITLE HOLDER	TITLE HOLDER
TAXABLE VALUE & RATES											
Base Year	2013	2013	2013	2013	2013	2013	2013	2013	2013	2013	2013
Preliminary Taxable Rates	\$ 49,942,517	\$ 78,855,780	\$ 107,269,618	\$ 135,683,453	\$ 164,097,291	\$ 194,417,178	\$ 229,327,964	\$ 260,635,325	\$ 291,966,554	\$ 323,258,309	\$ 354,964,915
Less Taxable Value in Base Year	\$ 174,907	\$ 174,907	\$ 174,907	\$ 174,907	\$ 174,907	\$ 174,907	\$ 174,907	\$ 174,907	\$ 174,907	\$ 174,907	\$ 174,907
Taxable Value Increment Increases	\$ 49,767,610	\$ 78,680,873	\$ 107,094,711	\$ 135,508,546	\$ 163,922,384	\$ 194,242,271	\$ 229,153,057	\$ 260,460,418	\$ 291,791,647	\$ 323,083,402	\$ 354,790,008
Operating Millage Rates	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353	10.0353
Collection Rate	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
REVENUES											
Ad Valorem Taxes - GF/GSD	\$ 426,961	\$ 749,586	\$ 1,020,992	\$ 1,291,874	\$ 1,562,760	\$ 1,851,815	\$ 2,187,289	\$ 2,483,100	\$ 2,781,806	\$ 3,080,127	\$ 3,382,232

Appendix

Comprehensive Plan Consistency

PLANNING AND DEVELOPMENT DEPARTMENT



November 29, 2012

Mr. Paul Crawford
Acting Executive Director
Office of Economic Development
City Hall at St. James
117 West Duval Street, Suite 275
Jacksonville, FL 32202

RE: Jacksonville International Airport Community Redevelopment Area (JIA/CRA)
Plan Amendment

Dear Mr. Crawford:

The Planning and Development Department has reviewed the Jacksonville International Airport Community Redevelopment Area Plan Amendment for consistency with the City's 2030 Comprehensive Plan. The Department review finds the JIA/CRA Plan Amendment to be consistent with the 2030 Comprehensive Plan.

Should you have any questions regarding the Department's review, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Calvin L. Burney, Sr.", is written over a faint, light blue background.

Calvin L. Burney, Sr.
Director

CLB/sjs.112912

Reference List

- Jacksonville International Airport (JIA) Community Redevelopment Area (CRA) Plan (1993)
- City of Jacksonville's 2035 Comprehensive Plan
- City of Jacksonville's Zoning Code
- City of Jacksonville's North Jacksonville Vision Plan
- Jacksonville Economic Development Commission's North Jacksonville Action Plan (2010)
- North Area Transportation Study (2009)
- North Florida TPO 2035 Long Range Transportation Plan
- Florida Department of Transportation, Five-Year Work Program
- Jacksonville International Airport Development of Regional Impact (DRI)
- Jacksonville International Airport DRI 2011 Adequate Housing Analysis
- River City Development of Regional Impact
- Jax Tradeport Development of Regional Impact
- Pecan Park Road Regional Activity Center Planned Unit Development
- Vacancy and Occupancy Report: Florida Housing Finance Corporation (www.floridahousing.com)
- City of Jacksonville's Vacant Property Inventory
- City of Jacksonville's Code Enforcement Database
- www.zillow.com
- U.S. Census Bureau, Profile of General Population and Housing Characteristics 2010 Demographic Profile Data
- U.S. Census 2006-2010 American Community Survey 5-Year Estimates, Income In Past 12 Months (In 2010 Inflation-Adjusted Dollars).