



RENEW ARLINGTON

CRA REDEVELOPMENT PLAN

DRAFT PLAN
OCTOBER 16, 2015

RENEW ARLINGTON

CRA REDEVELOPMENT PLAN

PREPARED FOR:
THE CITY OF JACKSONVILLE



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PREPARED FOR:
THE CITY OF JACKSONVILLE



RENEW ARLINGTON CRA REDEVELOPMENT PLAN

THE HONORABLE LENNY CURRY

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ACKNOWLEDGEMENTS

THE STUDY TEAM EXTENDS OUR SINCERE THANKS TO THE NUMEROUS GROUPS, INDIVIDUALS, CITY AND STATE DEPARTMENTS AND AGENCIES, WHO PROVIDED NEEDED INPUT INTO THE PREPARATION OF THIS REDEVELOPMENT PLAN:

OFFICE OF ECONOMIC DEVELOPMENT
PLANNING DEPARTMENT
HOUSING AND NEIGHBORHOOD DIVISION
PUBLIC WORKS
JACKSONVILLE SHERIFF'S OFFICE
JACKSONVILLE TRANSPORTATION AUTHORITY
JACKSONVILLE ELECTRIC AUTHORITY
JACKSONVILLE FIRE AND RESCUE DEPARTMENT
CODE ENFORCEMENT
FLORIDA DEPARTMENT OF TRANSPORTATION
ARLINGTON CPAC
DUVAL COUNTY SCHOOL BOARD
MURPHY LAND (PRIVATE)
NORTHMARQ CAPITAL (PRIVATE)
WAKEFIELD BEASLEY (PRIVATE)
JACKSONVILLE UNIVERSITY REPRESENTATIVES

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CHAPTER 1 FINDINGS OF NECESSITY

1.1 BACKGROUND

The City of Jacksonville, as part of its Renew Arlington initiative, desires to create a Community Redevelopment Area and Master Plan for three major commercial corridors University Boulevard, Merrill and Arlington Roads, within the Arlington community. The overall area has been subject to several recent redevelopment planning efforts including:

- Arlington Town Center Vision Plan – 2005
- Old Arlington Neighborhood Action Plan – 2007
- Greater Arlington/Beaches Vision Plan – 2010,
- Ongoing Jacksonville Electric Authority (JEA), Jacksonville Transportation Authority and Florida Department of Transportation studies,
- The area has been designated an Urban Priority Area in the City’s 2030 Comprehensive Plan which designates areas in need to redevelopment.

On May 22, 2015, the City of Jacksonville retained Strategic Planning Group, Inc. as lead consultant in cooperation with their consultant team, Genesis Group and Acuity Design Group, LLC, to consider the creation of a Community Redevelopment Area. The Strategic Planning Group, Inc. prepared a Finding of Necessity Report which was unanimously adopted by City Council on August 11, 2015.

1.2 FINDING OF NECESSITY

Per Florida Statutes, Chapter 163, Part III, before the City can create a Community Redevelopment Area, Community Redevelopment Plan and Redevelopment Trust Fund; it must first determine that the proposed Community Redevelopment Area (CRA) shows evidence of slum or blight as defined by the Statute. The means of providing such evidence is Findings of Necessity (FoN) Report. The Finding of Necessity is the first of several steps that must be undertaken before the proposed CRA is approved as a Community Redevelopment Area.

Chapter 163, Part III lists a number of criteria that must be met in order for an area to be designated as “Slum or Blighted”. To be defined as “Slum” an area needs to meet one or more of the three definitions of Slum; or meet two or more of the fourteen (14) conditions of “Blight”. The Statue also states that in the case that all taxing districts that are subject to the Statute are in agreement that the area is blighted only one blight criteria needs to be met. The fact that the City of Jacksonville is a consolidated City/County and that they are the only Taxing Authorities subject to this effort; then only one condition of blight needs to be defined. That said, this Findings of Necessity Report while not finding “Slum” conditions, has identified a minimum of six (6) of the 14 conditions necessity to define the proposed CRA as “Blighted”.

The six (6) conditions of blight are:

- 1 Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities. (Section 163.340 [8] a., F.S.)
- 2 Faulty lot layout in relationship to size, adequacy, accessibility, or usefulness. (Section 163.340 [8] c, F.S.)
- 3 Unsanitary or unsafe conditions. (Section 163.340 [8] d, F.S.)
- 4 Deterioration of site or other improvements. (Section 163.340 [8] e, F.S.)
- 5 Inadequate or outdated building patterns (Section 163.340 [8] f, F.S.)
- 6 Incidents of Crime. (Section 163.340 [8] j, F.S.)

1.3 INTENT OF THE COMMUNITY REDEVELOPMENT PLAN

The Renew Arlington Redevelopment Plan is intended to serve as a framework for guiding development and redevelopment of the Renew Arlington Community Redevelopment Area over the next 25 years. This Plan incorporates the overall goals and objectives of the numerous redevelopment studies for the area. This Plan addresses financing and implementation strategies, as well as management and administration opportunities. These strategies will continue to be refined as they are implemented. It is clearly intended that special assessments and other revenues may need to be used in conjunction with available increment revenues to achieve stated goals. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study and action by the CRA as specific projects are initiated, refined and implemented.

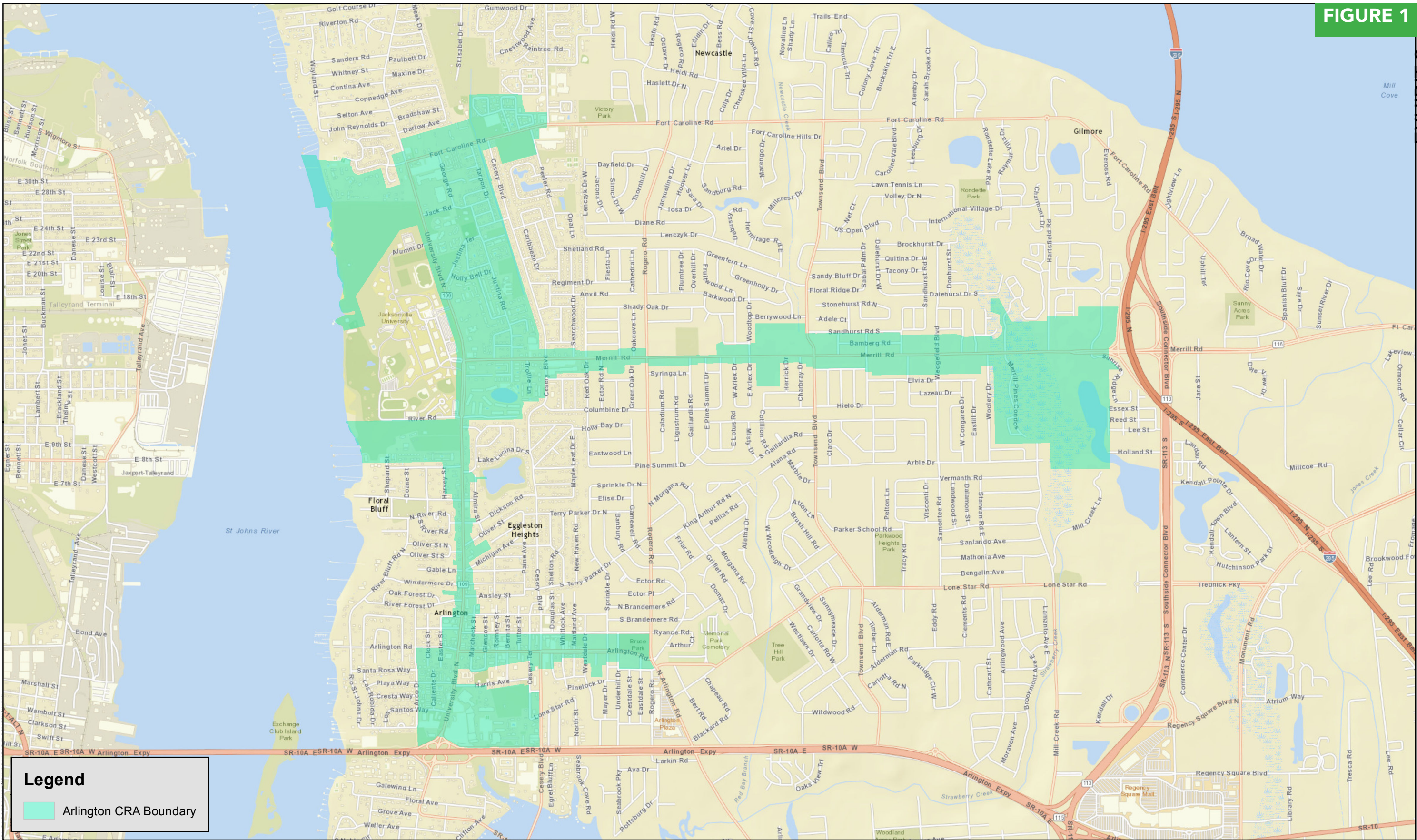
The Plan’s focus is mitigation or correction of infrastructure, transportation and community safety as documented in the University Blvd./Merrill/Arlington Rd. Finding of Necessity Report. The Community Redevelopment Area was amended after the Finding of Necessity to remove the campus portion of the Jacksonville University. The new Community Redevelopment Area is shown on Figure 1.

1.4 LEGAL DESCRIPTION

The full legal description, as well as aerial maps showing the boundaries, are found in Appendix A.



FIGURE 1



Legend

Arlington CRA Boundary



1 IN. = 2,000 FT.

0 500 1,000 2,000 FEET

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CHAPTER 2 COMMUNITY REDEVELOPMENT PLAN ADOPTION

2.1 PREPARATION OF COMMUNITY REDEVELOPMENT PLAN

The Community Redevelopment Act, Section 163.360(4), Florida Statutes (2012), states that a municipality or Community Redevelopment Agency (CRA) may itself prepare or cause to be prepared a Community Redevelopment Plan.

The Community Redevelopment Plan will be submitted to the Jacksonville City Council for review and approval to create a Community Redevelopment Area and CRA, and establish a Redevelopment Trust Fund. This Plan has been prepared at the direction of the Office of Economic Development and represents a collaborative effort between and among City staff (various departments), JEA, the Jacksonville Transportation Authority (JTA), the Florida Department of Transportation (FDOT), local residents and the consultants.



Community input and direction were provided from numerous workshops since 2005, where the elected officials, City staff and citizens came together to begin the discussion of the area’s Vision for the future including the commercial corridors. These interactive workshops were the initial step in the visioning process and developing a unified strategy to overcome barriers, such as blighted areas along the corridors, safety, and commercial real estate decay. The Plans and Visions, including; Arlington Town Center Vision Plan – 2005, Old Arlington Neighborhood Action Plan – 2007, and the Greater Arlington/Beaches Vision Plan – 2010, were approved through the City Council process and used as the foundation for this Master Plan.

Town Center Vision Plan

University Boulevard

City of Jacksonville
Planning and Development Department
Town Center Program
Phase I Initiative

April 2005



Program is administered by the City of Jacksonville Planning and Development Department.

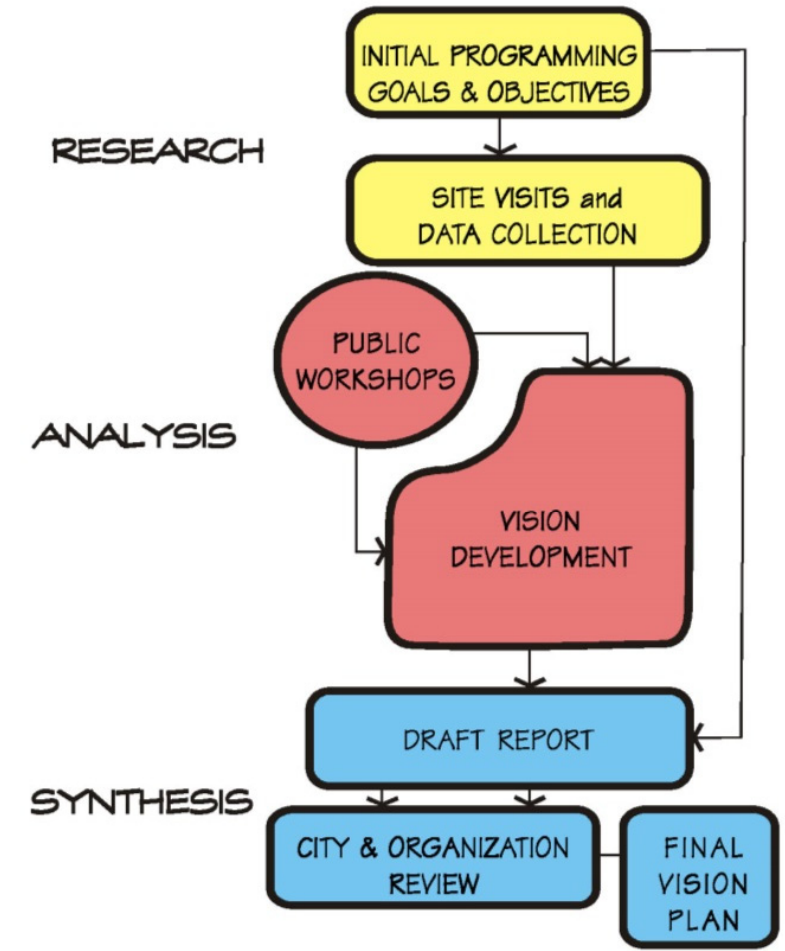
Mission

The mission of this project is to develop a Vision for the University Boulevard corridor that satisfies the needs and desires of the local community while incorporating the realities of cost, conditions, and other constraints. A neighborhood workshop was conducted on January 27, 2005 to gather community ideas and opinions. This Vision Plan report is a direct result of that input.

Planning Process

To generate a Vision, the City formed a Project Team composed of staff from the Planning and Development Department, and profes-

TOWN CENTER VISION PLAN-2005



```
graph TD; A[INITIAL PROGRAMMING GOALS & OBJECTIVES] --> B[SITE VISITS and DATA COLLECTION]; B --> C((PUBLIC WORKSHOPS)); C --> D[VISION DEVELOPMENT]; D --> E[DRAFT REPORT]; E --> F[CITY & ORGANIZATION REVIEW]; F --> G[FINAL VISION PLAN]; A --> D; B --> E; C --> E; E --> A; E --> B; E --> C; E --> D; E --> F; E --> G
```

RESEARCH

ANALYSIS

SYNTHESIS

University Boulevard Town Center Vision Plan

The Old Arlington Neighborhood Action Plan

Mayor John Peyton

District 7
Councilperson Pat Locket-Felder

District 1
Councilperson Lake Ray

District 2
Councilperson Lynette Self

Planning & Development Department
Acting Director Brad Thoburn



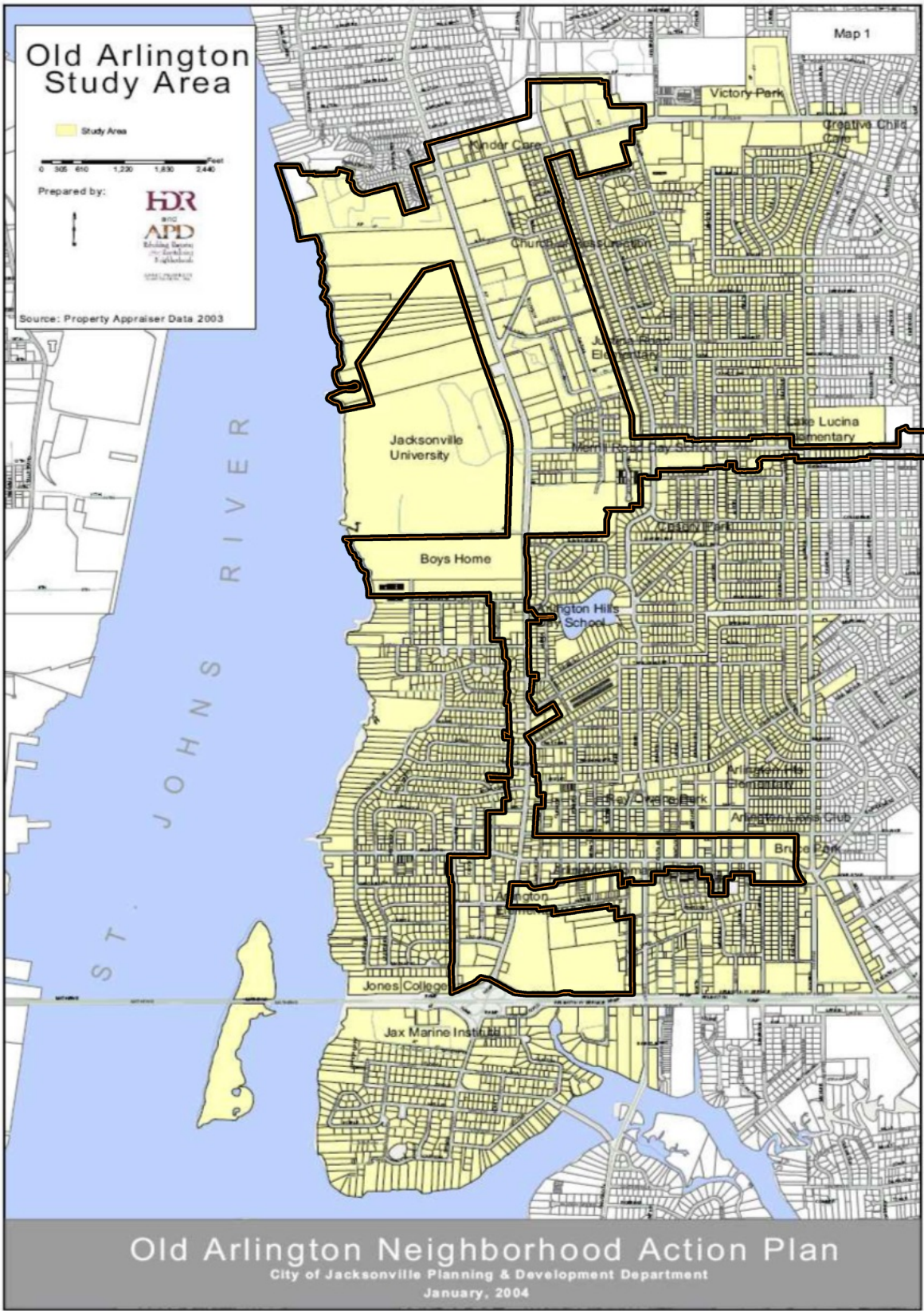
HDR

APD
Rebuilding, Restoring
& Revitalizing
Neighborhoods

ASSET PROPERTIES
DISPOSITIONAL, INC.

J. M. Dickson, Inc.

July 2007*



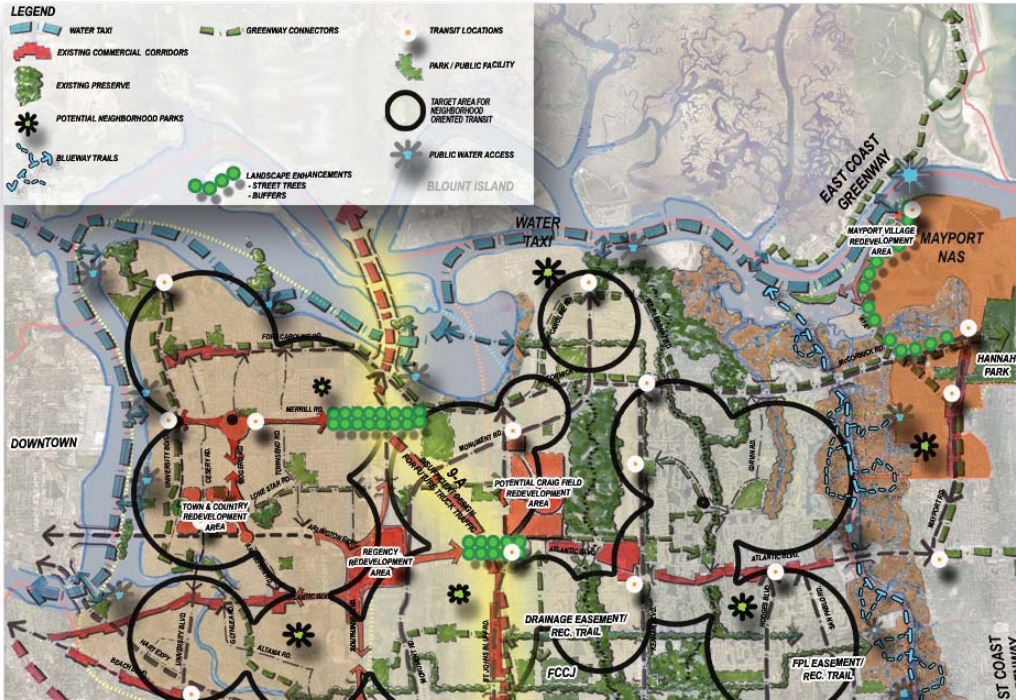
OCTOBER 2010

Greater Arlington/Beaches Vision Plan

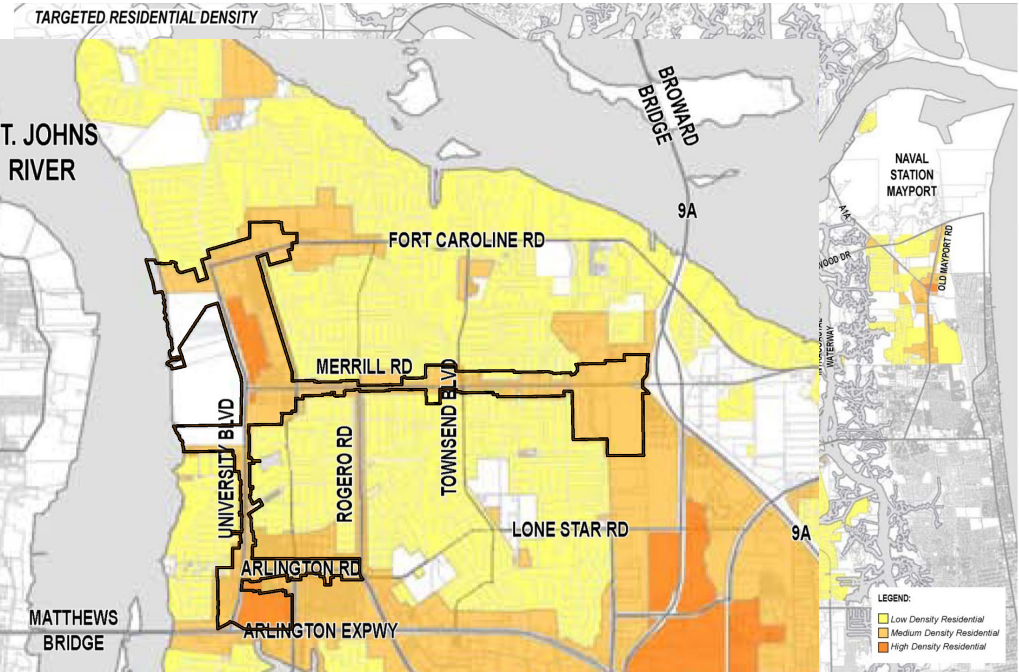
CITY OF JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT



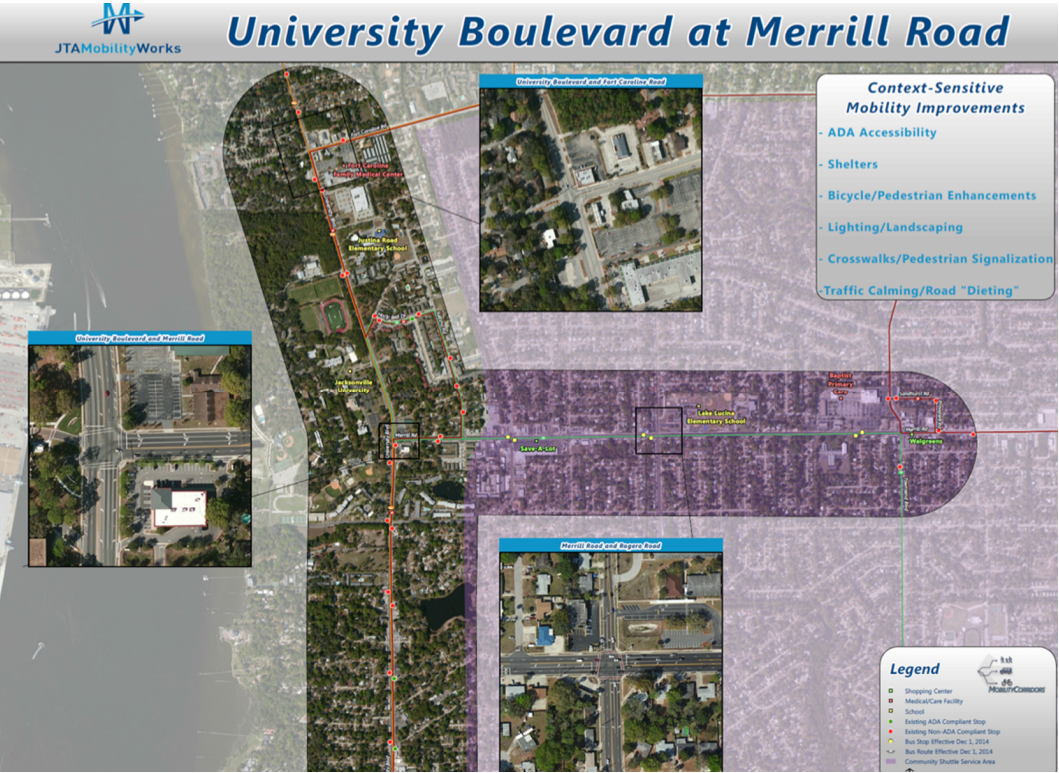
THE GREATER ARLINGTON/BEACHES VISION PLAN - 2010



GREATER ARLINGTON , BEACHES VISION PLAN DIAGRAM OF COMMUNITY DEFINED OPPORTUNITIES AND EXISTING CONDITIONS



GREATER ARLINGTON, BEACHES VISION SUMMARY OF TARGET FUTURE RESIDENTIAL DENSITIES WITH THE ARLINGTON CRA BOUNDARY OVERLAY.



JTA MOBILITY WORKS CORRIDOR STUDY-2015

Infrastructure



Buildings



Standards

- Street Parking + -
- Landscape Elements
- Period Lighting
- Pedestrian Values
- Traffic Calming
- Civic Art & Gateways
- Water & Sewer
- Underground Utilities
- Improve Mobility
- Advance Character of Neighborhood
- Alternative Intersections
- Alternative Routes & Multi-mode Design
- Parks & Open Space

- Cultural Resources
- Infill Opportunities
- Home Ownership
- Site Planning & Design
- Complementary Renewal
- Scale & Character
- Medium & High Residential Density
- Mixed-Use Opportunity

- Overlay District
- Commercial Signage
- Architectural Style
- CPTED
- Code Enforcement
- Materials & Colors
- Economic Growth
- Revitalize & Redevelop

Crime & Safety

Transportation & Mobility

Infrastructure Improvements



The currently established JTA Complete Streets program will provide support for needed improvements and maintenance of established road right of way conditions within a portion of University Blvd. and Merrill Road. To the degree that the JTA program can provide compatible improvements within the CRA boundary, shared financial resources and coordinated construction plans may occur. The Complete Streets programed improvements will require further transportation analysis of proposed lane reductions and intersection control options, median openings and the ability for U-turn movements along the corridors.

All relevant prior community derived reports are summarized by listing the defined values, issues, and needs under the master plan implementation components of Infrastructure + Building + Standards.

The CRA Master Plan will address each master plan component within the context of the legal purpose and funding parameters of the CRA which in principle is formed to address Crime & Safety, improve Transportation & Mobility and implement Infrastructure Improvements.

In support of this Master Plan effort, a public-at-large meeting was held on September 17, 2015 to present the vision, improvements and catalyst sites for the Community Redevelopment Area (CRA).

2.2 PROCEDURE FOR CONSIDERING AND ADOPTING THE PLAN

The Community Redevelopment Act, Section 163.360, Florida Statutes (2012), outlines the procedure for considering and adopting the Renew Arlington Redevelopment Plan.

Once developed, this Plan must be forwarded to the Planning Commission through the Planning and Development Department for review and recommendation as to its conformity within the Comprehensive Plan. Upon reviewing this Plan, the City Planning Commission is expected to recommend action for the City Council to consider with respect to the conformity of the proposed Community Redevelopment Plan with the Comprehensive Plan.

The next step is to submit the Community Redevelopment Plan to the Jacksonville City Council for review and approval to create a Community Redevelopment Area and establish a Redevelopment Trust Fund.

2.3 COMMUNITY REDEVELOPMENT AGENCY POWERS

Upon City Council approval to create a Community Redevelopment Agency (CRA), and the City of Jacksonville Council acting as the CRA will adopt a Community Redevelopment Plan and establish a Redevelopment Trust Fund, and carry out the implementation of the Plan, or amended or modified Plan, as specified by Section 163.356, 163.360, 163.361 and 163.387, Florida Statutes (2012).

The City Council of the City of Jacksonville shall assume its capacity as the governing body of the Renew Arlington CRA, pursuant to Section 163.356 and 163.357, Florida Statutes (2012). The Community Redevelopment Advisory Board shall consist of the five to nine members, pursuant to Section 163.357(1)(c), Florida Statutes (2012). If the City Council appoints a CRA Advisory Board, such Advisory Board shall meet monthly or as required to facilitate CRA activities and shall meet prior to meetings of the CRA in order to review and provide recommendations on matters to be considered by the CRA.



RENEW ARLINGTON PUBLIC MEETING - SEPTEMBER 17, 2015

CHAPTER 3 REDEVELOPMENT VISION, OBJECTIVES AND STRATEGIES

3.1 APPROACH

This Chapter presents the vision for the Community Redevelopment Area. In addition, this Chapter identifies potential objectives and strategies, and lays a foundation for the programs and projects to be considered by the City of Jacksonville, and the Jacksonville City Council acting as the CRA and private enterprise in implementing this vision.

Costs or budgets provided in the Renew Arlington Redevelopment Plan are estimates, and are expected to be refined as additional research, plans, and documents are prepared to implement the particular objectives, strategies, and resulting programs and projects. The costs given for budgeting purposes establish the framework for the financial planning analysis.

Costs or budgets should not be construed as exclusively the burden of the public sector. They are intended as recommended total costs with potential allocations to the public and private sectors assigned on the basis of the encouragement of private enterprise as a tool to carry out a significant portion of this Plan and apparent benefit, value, revenues or other relevant factors.

3.2 VISION FOR THE COMMUNITY REDEVELOPMENT AREA

The vision for the Community Redevelopment Area focuses on creating sustainable commercial/mixed-use corridor that offer visitors and residents a high quality local destination with a safe transportation network, pedestrian connections and public space/recreation facilities in a manner that promotes a positive environment for the City of Jacksonville. At the same time, redevelopment efforts shall be complimented with providing suitable housing to all, with supporting infrastructure without impacting the City’s ability to provide an adequate level of service within the Community Redevelopment Area.

The Community Redevelopment Area is envisioned to include of a mix of retail stores, such as markets, antiques shops, restaurants, art galleries, professional offices and service businesses with residential or office above these commercial uses.

Commercial corridors will develop as the improvements in infrastructure, rehabilitation of structures and other beautification efforts such as landscapes and streetscapes occur. Gateways will be developed at key intersections to identify entry into the CRA.

The intent of this Plan is to serve as a framework for guiding development and redevelopment in the Community Redevelopment Area. This Plan identifies redevelopment objectives, and lays the foundation for programs and capital projects to be undertaken. They will reverse and remove the trends in the blighted conditions within the Community Redevelopment Area. This Plan addresses financing and implementation strategies as well as management and administrative opportunities. These programs, projects, funding and financing strategies as well

as the management and administration opportunities will continue to be refined as they are implemented. It is clearly intended that special assessments and other revenues may be used in conjunction with available increment revenues to achieve stated goals. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study as specific programs and projects are initiated, refined and implemented. The focus of this Plan is on mitigation/correction of the various blighted area conditions documented in the adopted Finding of Necessity Report. Changing social, physical and economic conditions could warrant the modification of this Plan. The redevelopment Plan specifically addresses the three major themes derived from the prior studies and workshops: (1) Infrastructure, (2) Transportation, and (3) Safety (CPTED). If the Plan is modified, the CRA must comply with Section 163.361, Florida Statutes (2012).

A Conceptual Diagram was developed as part of this Redevelopment Plan to establish the foundation for planned improvements within the Community Redevelopment Area (see Figure 2-see page 14).

The elements shown in the Conceptual Diagram may be relocated or realigned in future planning initiatives, so long as modifications are generally consistent with the vision articulated in this Plan. The Conceptual Diagram will consistently be re-evaluated and developed into a base Master Plan. This Master Plan will guide the redevelopment of the Community Redevelopment Area as it relates to function and aesthetics. The City of Jacksonville’s Land Development Code (LDC) shall address the Community Redevelopment Area’s urban design framework.

Catalytic Redevelopment areas within the CRA are identified within Figure 2C-page 16 where substantial potential exists for new private development and civic elements in strategic locations that are adjacent to either major institutional centers or at locations adjacent to regional circulation patterns.

The Town & Country Super Block (52.6 acres) Catalytic redevelopment has regionally significant frontage on Arlington Expressway that may undergo reconstruction during the CRA timeframe.

Specific transit improvements in the long range transportation plan call for a BRT linkage from downtown to the Beaches with a multi-mode/BRT station in the area between University and Southside Blvd.

The CRA super block with appropriate urban standards will provide for the potential of a Transit Oriented Development TOD with the co-location of the proposed BRT station to this parcel. Coordination with JTA/TPO for specific site selection within the CRA and fronting Arlington Expressway is recommended.

The Catalytic Redevelopment defined super block area along Arlington Expressway/University/Cesery requires new access improvements, drainage improvements, utilities and electric line relocation as well as new park/open space to be incorporated into future mixed-use development patterns.

The Catalytic Redevelopment area along I-295 and Merrill Road is regionally significant from a drainage conveyance and stormwater management perspective. This area also has potential to provide green way linkage and new community scale parks and open space in addition to new roadway connectivity and private development parcels oriented to the regional exposure and gateway potential.

The Catalytic Redevelopment parcels along University Blvd. have the potential to provide University centric mixed use, student housing, market housing, services and assisted living as well as institutional functions. New utility capacity, drainage systems and transportation improvements are the significant infrastructure requirements.

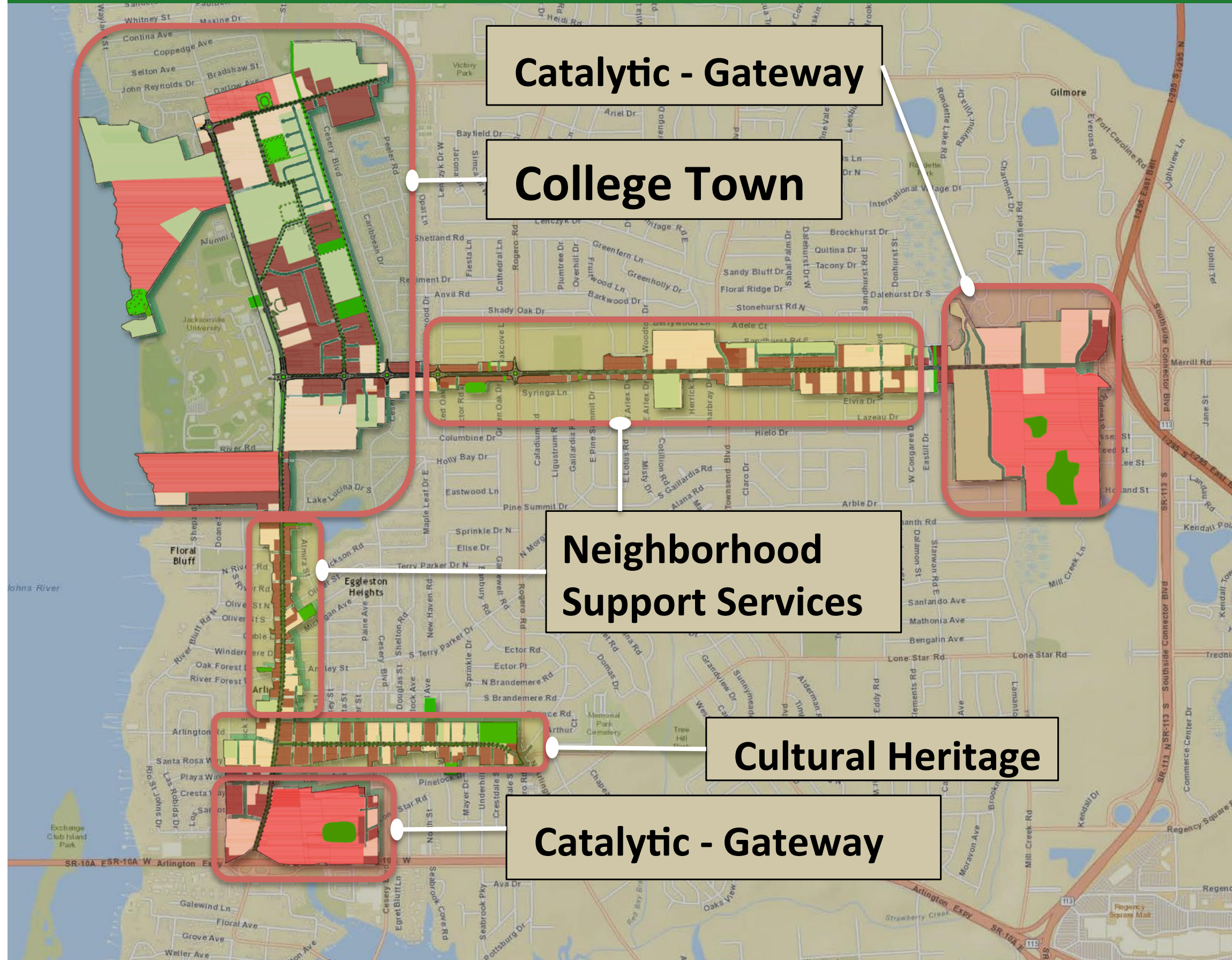
The composite Highest and Best use Figure 2B-page 15 highlights the range of parcel conditions within the CRA boundary and potential for highest and best use attainment within the structure and support of the CRA improvements and standards.

Parcels designated R-3 Redevelopment within Figure 2E-page 18 have substandard levels of building coverage/condition coupled with small parcel size and configuration utility restrictions that will generally require complete building and site redevelopment.

Parcels designated R-2 Retrofit within Figure 2G-page 20 have sufficient parcel size and utility that new building and site development conventions meeting CRA standards and current LDR’s can occur while retaining the majority of existing building improvements.

Parcels designated R-1 Renovation within Figure 2I-page 22 have normal levels of site coverage and parcel size and based on building conditions can be expected to undergo site and building renovation during the existence of the CRA.

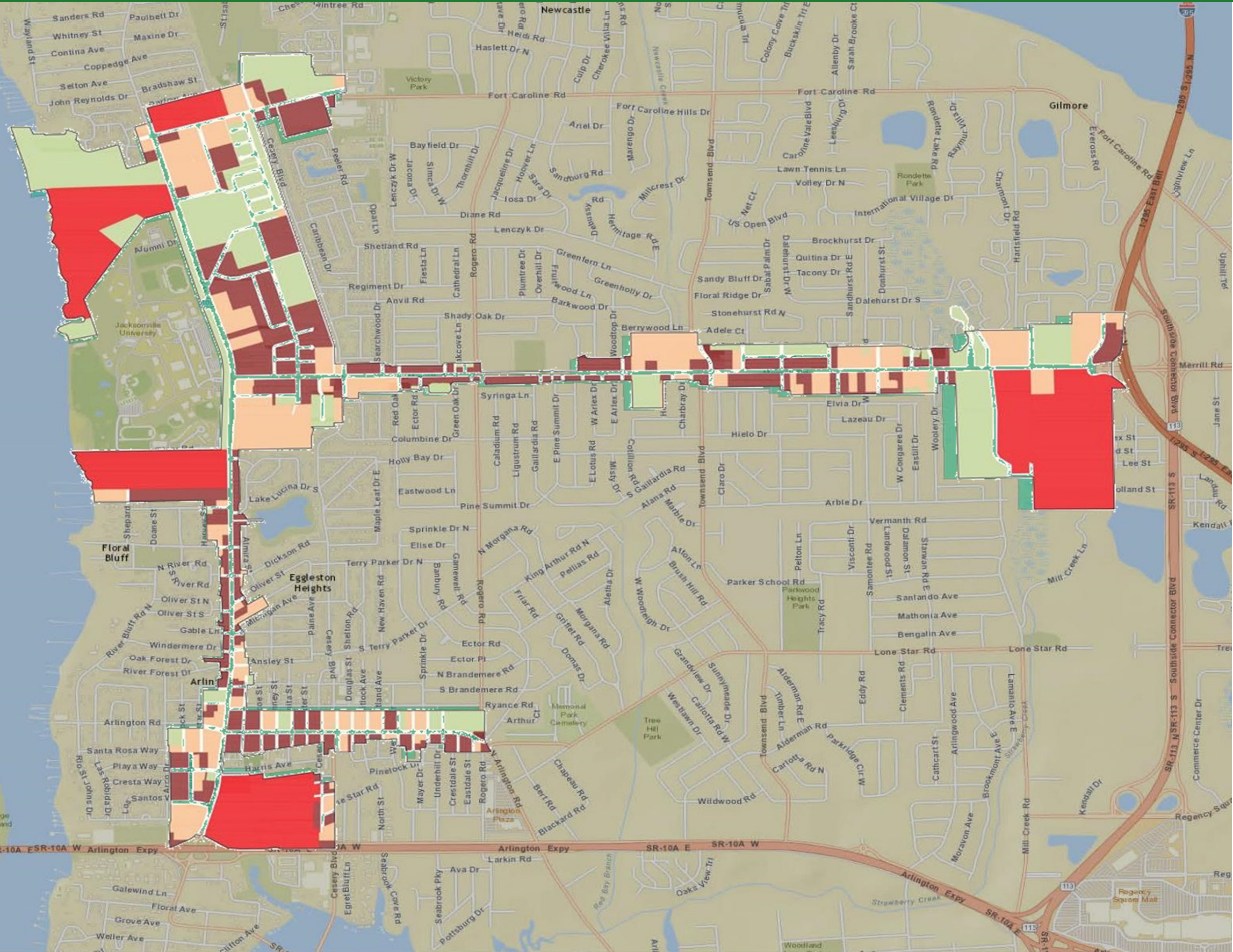
FIGURE 2A: REDEVELOPMENT PLAN CONCEPTUAL DIAGRAM (S)



RENEW Arlington CRA Master Plan conceptual diagram showing programmed infrastructure improvements, programmed drainage and open space elements, categories of projected redevelopment intensity and sub-market based orientation for future development and building typology along the corridors.

The plan is predicated on having three catalytic developments including the Town and Country Super Block, the Merrill Rd. / I-295 Gateway, and College Town. Portions of University Blvd. and Merrill Rd. corridors will be predominately neighborhood support services, while Arlington Rd. redevelopment will be based on a cultural heritage theme.

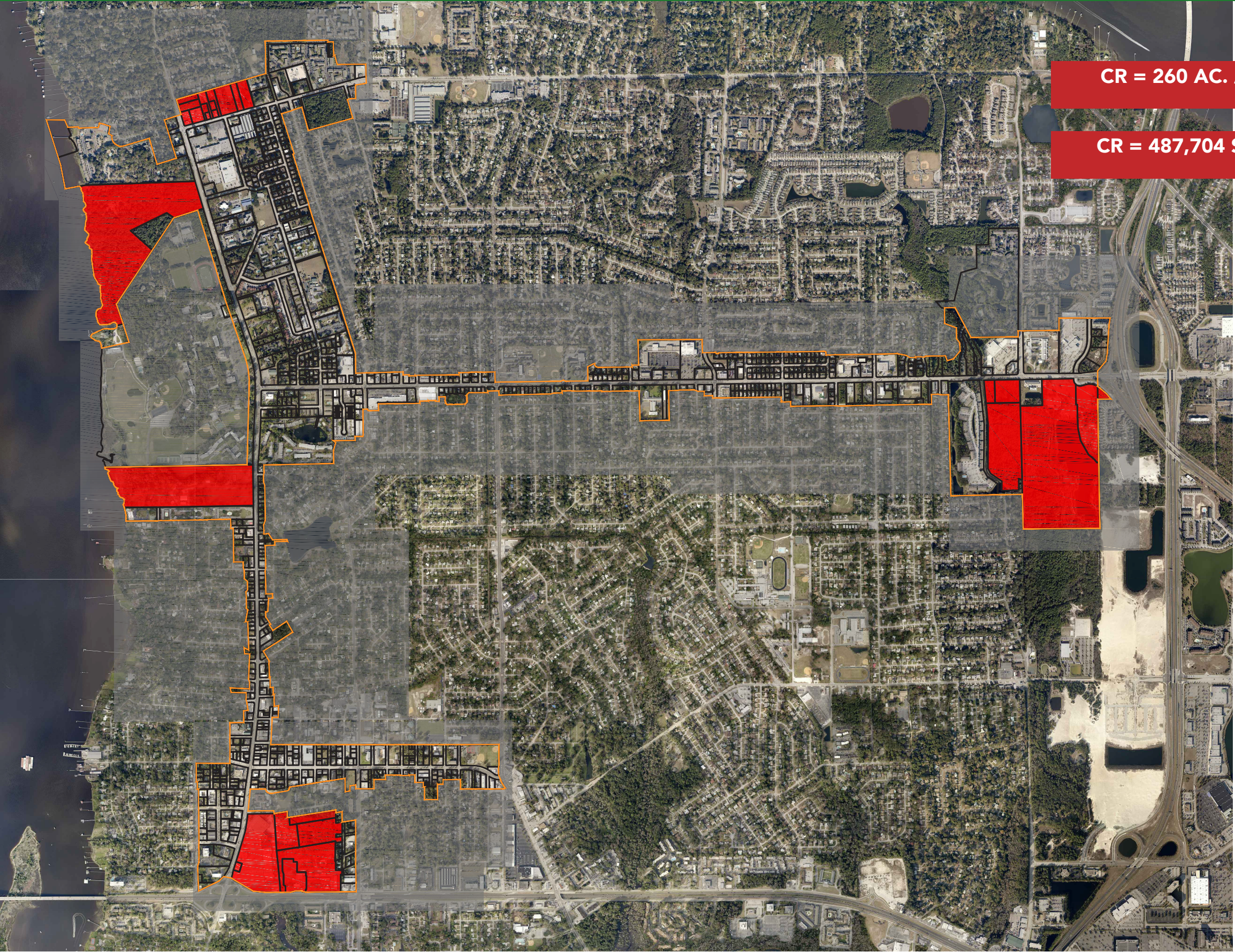
FIGURE 2B: REDEVELOPMENT PLAN CONCEPTUAL DIAGRAM (S)



Detailed parcel & building condition and coverage analysis was performed to determine the expected potential redevelopment intensity and character. Summary mapping of the 4 categories is provided as shown. GIS parcel level data files are also created to support projections of future growth in infrastructure or transportation needs within the CRA at the scale of the individual parcels.

EXHIBIT 2
PAGE 15 OF 71

FIGURE 2C: REDEVELOPMENT PLAN CONCEPTUAL DIAGRAM CATALYTIC PARCELS



CR = 260 AC. / 28 PARCELS

CR = 487,704 S.F. EXISTING

Parcel level analysis and classification of Catalytic Redevelopment (CR) parcels which exhibit large parcel acreage and very low intensity of land use in the existing condition. The scale and location of these parcels in proximity to regional transportation corridors and significant institutional land use creates opportunities to improve locally generated jobs, improve the jobs-to-housing balance, create new civic facilities and facilitate improved infrastructure scaled for the next 30 years.

HIGHEST & BEST USE POTENTIAL	
R-1	RENOVATION Building Facade Enhancements - Vehicular Use Area Enhancements w/ Landscape/Lighting/Site Furnishing to Support Existing Land Use and Service
R-2	RETROFIT New & Existing Building Improvements - Site & Vehicular Use Area Improvements to Support New Land Uses and Service
R-3	REDEVELOPMENT Substantial / Complete Building Replacement & Site Assemblage - to Support New Economic Uses & Building Typologies
CR	CATALYTIC REDEVELOPMENT Land Assembly w/ New Area Infrastructure, New Building Typology to Support Additional Economic Drivers, Job/Housing Balance, Shops, Services, Civic Elements and Parks

CRA **C-R** Catalytic – Example Tallahassee

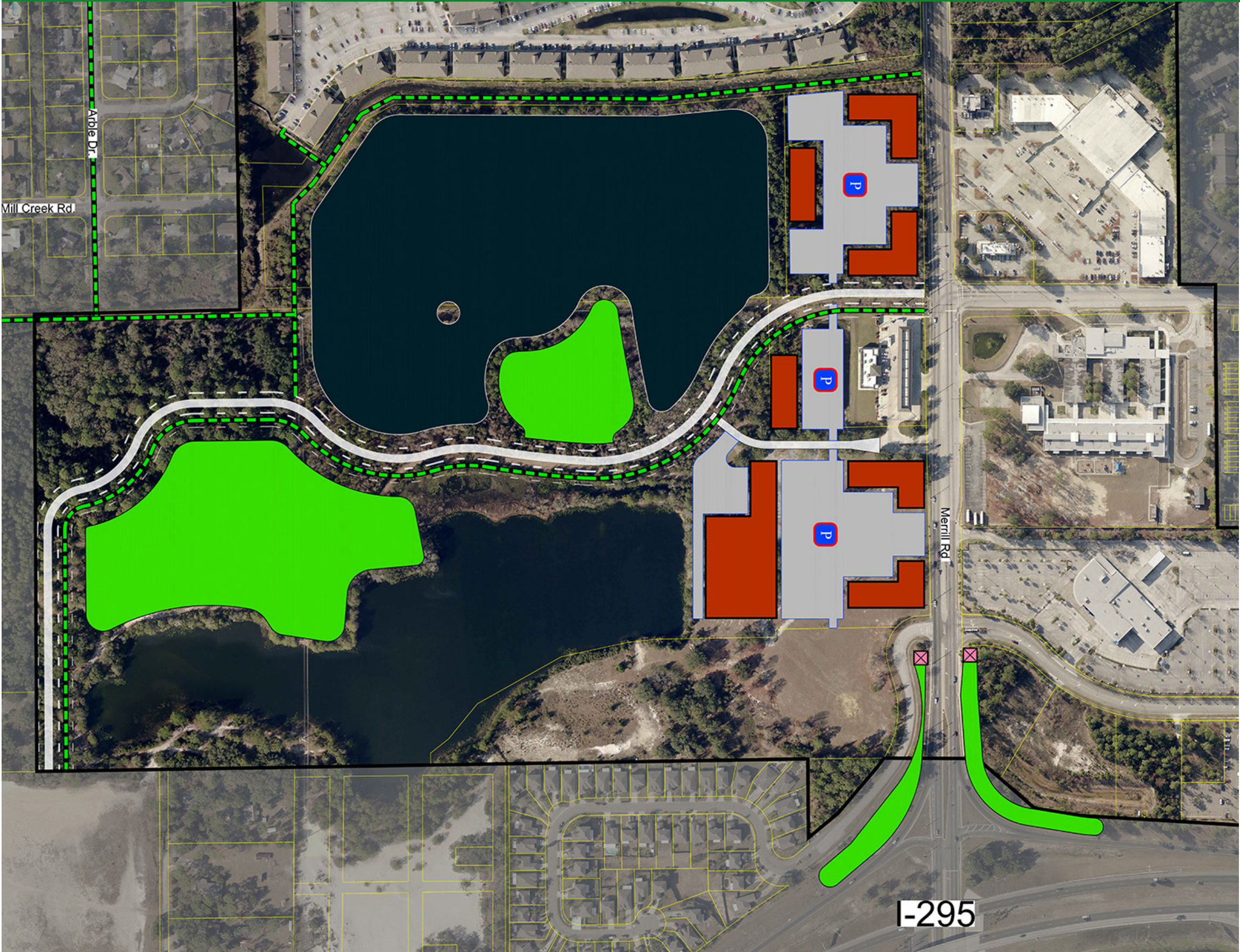
Area Wide Civic, Economic, Infrastructure Values

An example of catalytic redevelopment within a university context sub-market along the Gaines Street corridor in Tallahassee.

This type of mixed-use development is appropriate for the College Town District surrounding JU where shown and with the CR parcel category of highest & best use.



FIGURE 2E: REDEVELOPMENT PLAN CONCEPTUAL DIAGRAM I-295/MERRILL RD. EXAMPLE



Example of defined Catalytic Parcel scale opportunity occurring within the sub-market Catalytic-Gateway district near the intersection of Merrill road and I-295. The sub-area has the potential to accommodate larger scale business and corporate identity that is oriented to the regional transportation corridor of I-295. Supplemental opportunities for gateway landscape and vertical elements form a gateway identification for greater Arlington. Regional scale drainage improvements programmed by the City stormwater master plan combined with CRA infrastructure can incorporate open space and active park space as well as provide for greenway connections to the surrounding neighborhood, area schools and activity centers.

FIGURE 2F: REDEVELOPMENT PLAN CONCEPTUAL DIAGRAM / R-3 REDEVELOPMENT PARCELS



R-3 = 217 AC. / 496 PARCELS

R-3 = 1,847,956 S.F. EXISTING

R-3 defined parcels within the Neighborhood Support Services sub-market showing extensive amounts of dropped curb, poor building orientation and under-utilized site coverage combined with vacant parcels in the existing condition.

Proposed CRA infrastructure improvements along with new site development and building standards oriented towards supporting coordinated redevelopment opportunities to maximize economic return, improve safety for all modes of travel, and address site aesthetics and landscape buffers at the CRA boundary. Excessive driveway widths and number are addressed by applying new CRA defined access management standards with utilization of existing platted public ROW, where existing, to supplement shared cross-access potential as needed where small parcel assemblage does not occur.

HIGHEST & BEST USE POTENTIAL	
R-1	RENOVATION Building Facade Enhancements - Vehicular Use Area Enhancements w/ Landscape/Lighting/Site Furnishing to Support Existing Land Use and Service
R-2	RETROFIT New & Existing Building Improvements - Site & Vehicular Use Area Improvements to Support New Land Uses and Service
R-3	REDEVELOPMENT Substantial / Complete Building Replacement & Site Assemblage - to Support New Economic Uses & Building Typologies
CR	CATALITIC REDEVELOPMENT Land Assembly w/ New Area Infrastructure, New Building Typology to Support Additional Economic Drivers, Job/Housing Balance, Shops, Services, Civic Elements and Parks

RENEW Arlington CRA

Renovation, Retrofit, Redevelopment

Neighborhood
Support Services
R-3 Standards

Representative example of typical R-3 defined parcels within the Neighborhood Support Services sub-market showing extensive amounts of dropped curb, poor building orientation and under-utilized site coverage combined with vacant parcels in the existing condition.

Proposed CRA infrastructure improvements along with new site development and building standards oriented towards supporting coordinated redevelopment opportunities to maximize economic return, improve safety for all modes of travel, and address site aesthetics and landscape buffers at the CRA boundary. Excessive driveway widths and number are addressed by applying new CRA defined access management standards with utilization of existing platted public ROW, where existing, to supplement shared cross-access potential as needed where small parcel assemblage does not occur.

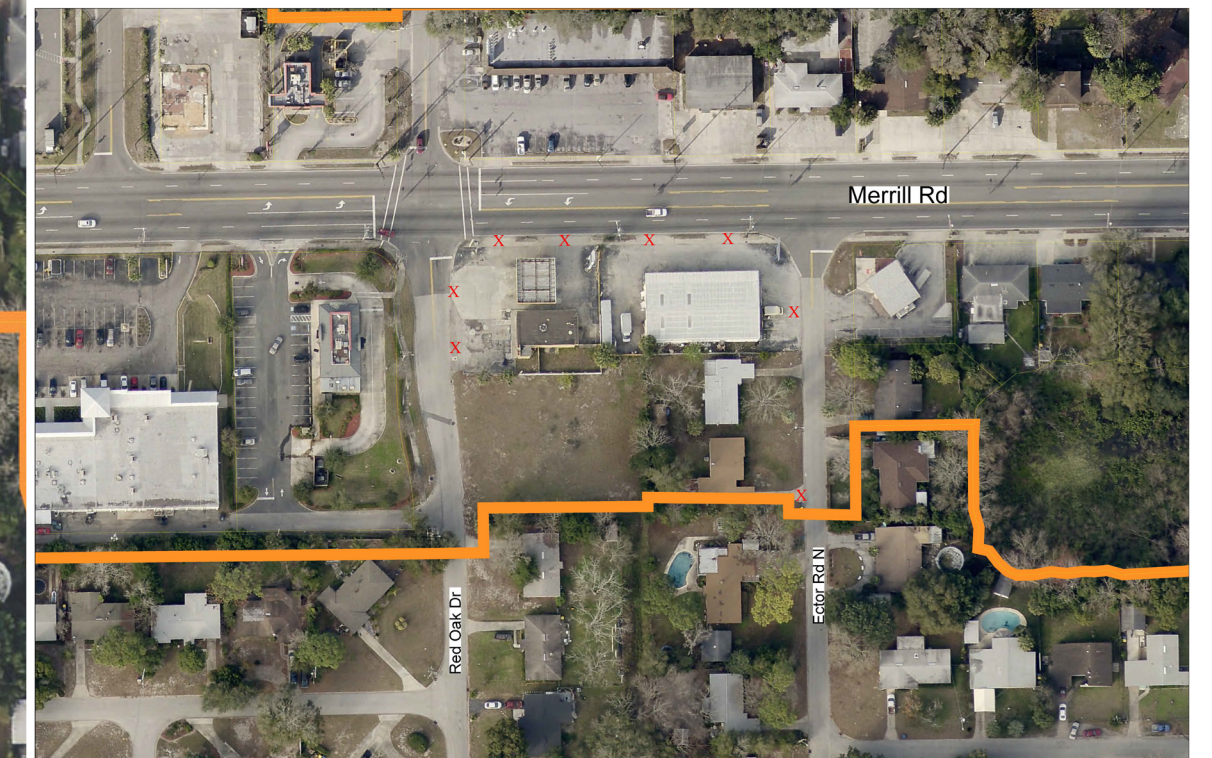
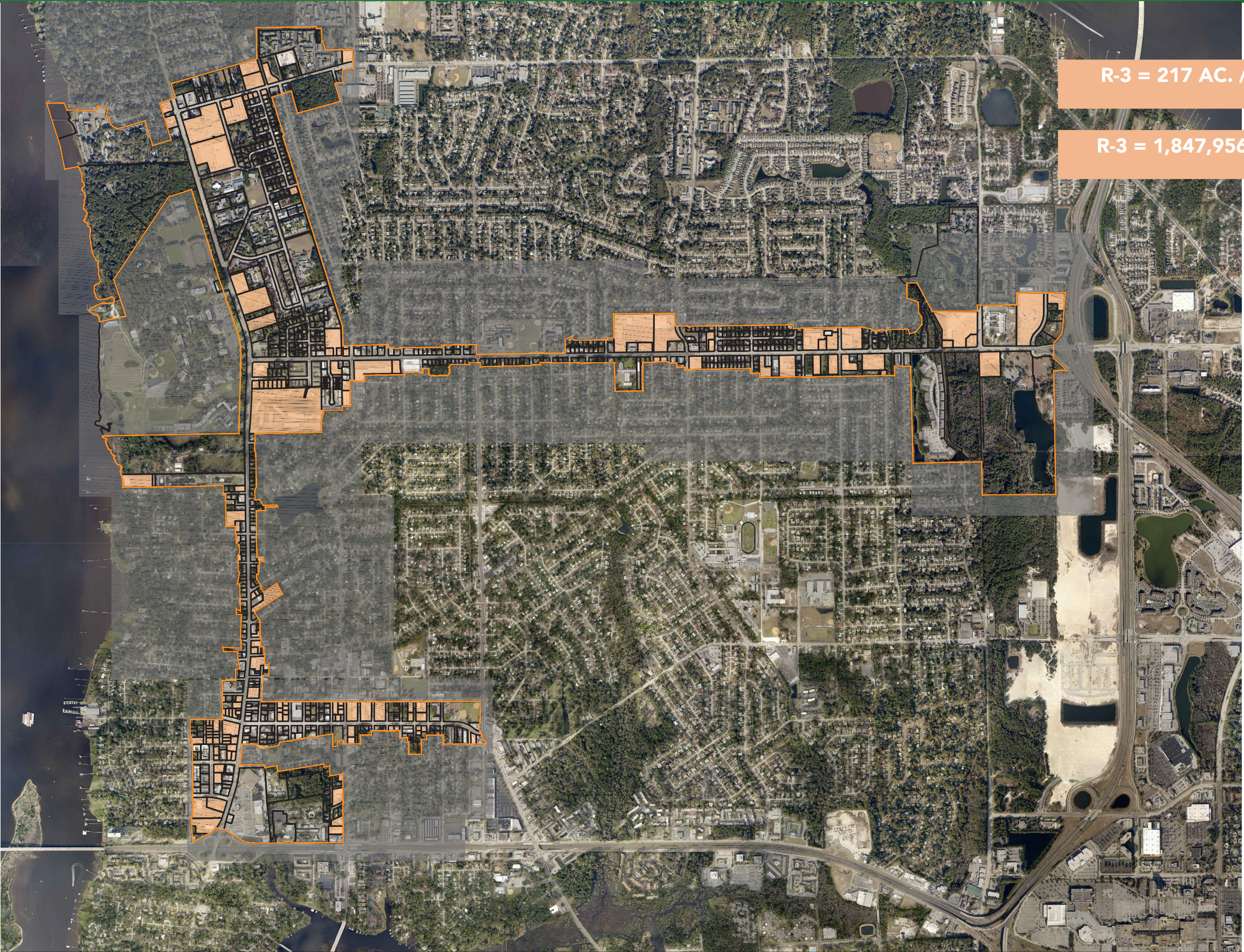


FIGURE 2H: REDEVELOPMENT PLAN CONCEPTUAL DIAGRAM R-2 PARCELS



R-3 = 217 AC. / 496 PARCELS

R-3 = 1,847,956 S.F. EXISTING

R-2 defined parcels within the Neighborhood Support Services sub-market showing extensive amounts of dropped curb, poor building orientation and under-utilized site coverage combined with vacant parcels in the existing condition.

Proposed CRA infrastructure improvements along with new site development and building standards oriented towards supporting coordinated redevelopment opportunities to maximize economic return, improve safety for all modes of travel, and address site aesthetics and landscape buffers at the CRA boundary. Excessive driveway widths and number are addressed by applying new CRA defined access management standards with utilization of existing platted public ROW, where existing, to supplement shared cross-access potential as needed where small parcel assemblage does not occur.

HIGHEST & BEST USE POTENTIAL	
R-1	RENOVATION Building Facade Enhancements - Vehicular Use Area Enhancements w/ Landscape/Lighting/Site Furnishing to Support Existing Land Use and Service
R-2	RETROFIT New & Existing Building Improvements - Site & Vehicular Use Area Improvements to Support New Land Uses and Service
R-3	REDEVELOPMENT Substantial / Complete Building Replacement & Site Assemblage - to Support New Economic Uses & Building Typologies
CR	CATALITIC REDEVELOPMENT Land Assembly w/ New Area Infrastructure, New Building Typology to Support Additional Economic Drivers, Job/ Housing Balance, Shops, Services, Civic Elements and Parks

RENEW Arlington CRA

Renovation, Retrofit, Redevelopment

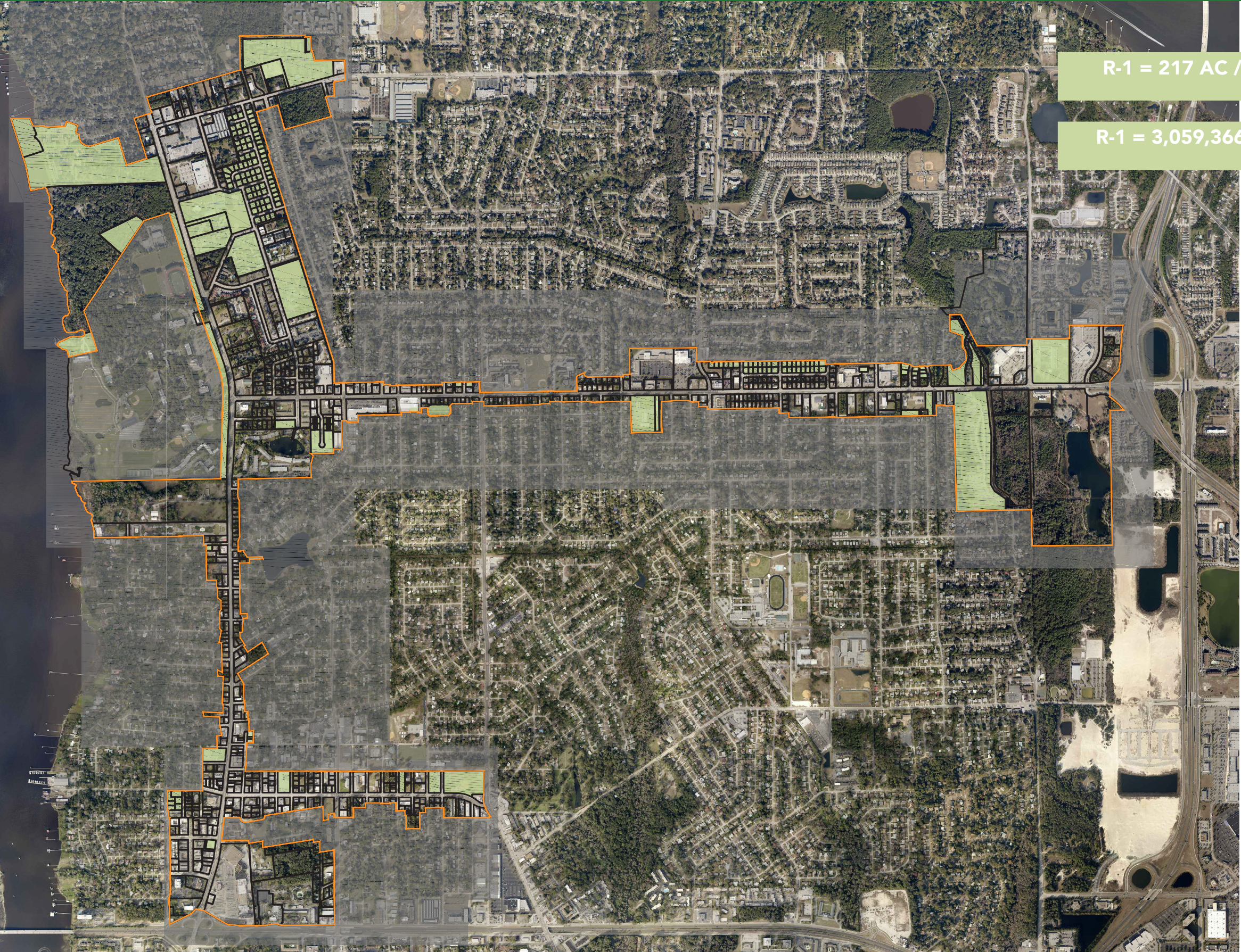
Neighborhood
Support Services

R-2 Standards

R-2 parcel level classification of buildings and site conditions that indicate normal site coverage and building conditions with a reasonable remaining serviceable life. Site and building conditions are expected to improve principally by facade improvements, better lighting, new landscape and screening of service areas and dumpsters. Signage and building color or other site renovation opportunities are expected over the term of the CRA formation.



FIGURE 2J: REDEVELOPMENT PLAN CONCEPTUAL DIAGRAM R-1 PARCELS



R-1 = 217 AC / 194 PARCELS

R-1 = 3,059,366 S.F. EXISTING

R-1 defined parcels within the Neighborhood Support Services sub-market showing extensive amounts of dropped curb, poor building orientation and under-utilized site coverage combined with vacant parcels in the existing condition.

Proposed CRA infrastructure improvements along with new site development and building standards oriented towards supporting coordinated redevelopment opportunities to maximize economic return, improve safety for all modes of travel, and address site aesthetics and landscape buffers at the CRA boundary. Excessive driveway widths and number are addressed by applying new CRA defined access management standards with utilization of existing platted public ROW, where existing, to supplement shared cross-access potential as needed where small parcel assemblage does not occur.

HIGHEST & BEST USE POTENTIAL	
R-1	RENOVATION Building Facade Enhancements - Vehicular Use Area Enhancements w/ Landscape/Lighting/Site Furnishing to Support Existing Land Use and Service
R-2	RETROFIT New & Existing Building Improvements - Site & Vehicular Use Area Improvements to Support New Land Uses and Service
R-3	REDEVELOPMENT Substantial / Complete Building Replacement & Site Assemblage - to Support New Economic Uses & Building Typologies
CR	CATALITIC REDEVELOPMENT Land Assembly w/ New Area Infrastructure, New Building Typology to Support Additional Economic Drivers, Job/ Housing Balance, Shops, Services, Civic Elements and Parks

3.3 REDEVELOPMENT OBJECTIVES AND STRATEGIES

In partnership with private enterprise and other governmental entities, the redevelopment initiative embodied in this Plan will reverse and remove the observed blighted conditions within the Community Redevelopment Area by leveraging public assets to improve the overall economic condition and the physical condition of the Community Redevelopment Area. Creating more safe, viable and sustainable commercial corridors along University Blvd/Merrill/Arlington Roads will greatly enhance the community's quality of life.

Strategic initiatives are to be identified and acted upon to address, reverse and remove the blighted conditions, which have substantially impaired reinvestment activity of the Community Redevelopment Area. Ultimately, the area will be substantially redeveloped and revitalized community focal point to the benefit of residents, businesses, property owners and visitors through implementation of this Redevelopment Plan.

Objectives have been identified as either "primary" or "community." The primary objectives are deemed the most important in addressing, removing, or mitigating blighted conditions within the Community Redevelopment Area identified in the Finding of Necessity Report. The community objectives are secondary to the principal focus of this Plan, and are intended to pave the way for the redevelopment. Objectives will be implemented as revenues or other resources permit. The objectives anticipate maximizing the use of private enterprise.

3.3.1 PRIMARY OBJECTIVES AND STRATEGIES

Primary Objective 1: Improve transportation facilities within the Community Redevelopment Area including sidewalks, crosswalks and bike paths/multi-use trails, as well as enhancing regional connection. These strategies will correct the blighted conditions of defective or inadequate street layout (Pg. 29 of the Finding of Necessity Report), and unsafe conditions (Pgs. 30, and 31) of the Finding of Necessity Report.

Strategies:

1. The transportation component for the Community Redevelopment Area will focus on developing an effective complete streets program.
2. The Primary Corridors along University Blvd/Merrill/Arlington Roads enables the creation of gateways into the Community Redevelopment Area. Explore designing three (3) gateways at the east end of Merrill Road, Merrill Road and University Boulevard, the south end of the Community Redevelopment Area at University and Arlington Expressway.
3. Roadway and streetscape improvements will improve safety, access and traffic flow for internal and regional connectors, provide for pedestrian and bicycle facilities and overall beautification. The following will be considered as guidelines for roadway and streetscape improvements:
 - Undertake roadway and streetscape improvements along the Primary Corridors (University Blvd/Merrill/Arlington Roads).
 - Explore innovative intersection designs to alleviate traffic congestion along University Blvd./Merrill/Arlington Roads), such as roundabouts, and ITS, signalization programing for better and effective management of the junction delays, etc. Specific intersection locations include the following:
 1. Arlington and Rogero
 2. University and Merrill
 3. University and Arlington
 4. University and Fort Caroline

5. Merrill and Justina/Stardust
6. Merrill and Red Oak
7. Merrill and Rogero
8. Merrill and Cesery

- Undertake roadway, sidewalk and lighting improvements on all other streets, and provide safe routes to schools.
- Implement roadway and streetscape improvements based on a phasing plan which emphasizes visual impact in addition to improved access and circulation.
- Provide the ability for vehicles, pedestrians and bicyclists to access an enhanced internal transportation network which connects, if applicable, the neighborhoods to services, and, commercial corridors.
- Develop and incorporate landscape and lighting design standards to create a safe and inviting environment.
- Integrate traffic calming techniques throughout the internal roadway system to enhance safety and facilitate a pedestrian/bicycle friendly environment. Traffic calming techniques may include the use of pavers or decorative concrete, raised pavement, roundabouts, change of landscape treatment and the creation of pedestrian nodes at major intersection, mid-block crossings and other locations where potential conflicts exist between vehicles, pedestrians and bicyclists. Creative options to cross major streets should be investigated. Pedestrian safety and crime prevention design standards should be employed along with aesthetic considerations when evaluating, designing and implementing pedestrian crossings.
- Traffic lights, crosswalks and regulatory/wayfinding signage will be used to enhance the safety of vehicles, pedestrians and bicyclists in key locations throughout the Community Redevelopment Area.
- Utilize Crime Prevention through Environmental Design (CPTED) guiding principles in the planning, development and design review of all projects public and private.

4. Improving transportation and pedestrian safety will positively transform the visual and real perception of Arlington. The CRA shall develop transportation and pedestrian safety design guideline and/or standards to focus on the following:

- Establish driveway spacing to prevent a motorist from encountering more than one conflict at a time.
- Address corner clearance and wherever practical control distance between driveways and the corner of an intersection.
- Develop driveway designs to allow vehicles to quickly exit the through lane.
- The use of driveway medians shall be encouraged to provide a safe space for pedestrians, help to guide motorists and allow beautification and signing opportunities.
- Promote shared parking and cross access easements to alleviate the traffic congestion along the three primary corridors.
- Use medians and other innovative design methods to reduce the turning movements across lanes, as well as provide a safe haven for pedestrians crossing the roadway.
- Develop and incorporate lighting and landscape standards to design a safe and inviting environment.
- Utilize Crime Prevention through Environmental Design (CPTED) guiding principles in the planning, development and design review of all projects public and private.

- Promote the Community Redevelopment Area through designing and implementing a signage and wayfinding system directing traffic to and from the Community Redevelopment Area, and the major connectors and destinations in the region.
- Explore opportunities to partner with the Transportation Planning Organization (TPO) to provide local and regional public transportation with its associated facilities, such as bus stops, shelters and hubs.

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 Community Redevelopment Area. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (Pg. 30 of the Finding of Necessity Report); and deterioration of site or other improvements (Pg. 30 of the Finding of Necessity Report).

Strategies:

- Concurrent with roadway construction and repaving activities, Jacksonville City Council acting as the CRA shall coordinate the delivery of infrastructure and utility improvements (i.e., drainage structures, underground and overhead utilities, etc.).
- The Jacksonville City Council acting as the CRA shall prepare and implement a stormwater management plan taking into consideration the impact of the existing roadways and parcels which have no prior drainage and retention facilities..
- Design retention and stormwater management features as amenities to the Community Redevelopment Area to provide positive aesthetics and function to community open space.
- The Jacksonville City Council acting as the CRA may accept “green infrastructure” for stormwater credits in site plans including Low Impact Development (LID) standards, permeable paving materials, green roofs, roof rainwater collection and infiltration to reduce development costs related to construction and to manage stormwater in a way that mimics natural stormwater management.
- Replace the undersized existing waterlines as necessary by developing a program to abandon existing septic systems beginning with those along University Blvd/Merrill/Arlington Roads and within the residential core adjacent to University Blvd/Merrill/Arlington Roads, along with the recommended gravity and force main improvements and replacements from the City's Waste Water Master Plan. The Jacksonville City Council acting as the CRA shall coordinate with JEA to install utility infrastructure to convert these existing systems to centralized facilities and service.
- Upgrade undersized waterlines (2-inches or smaller) to continue to provide adequate potable and fire flows for the customers served and to foster redevelopment.

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 (Pg. 30 of the Finding of Necessity Report); and deterioration of site or other improvements (Pg. 30 of the Finding of Necessity Report).

Strategies:

- The Redevelopment Plan’s Conceptual Diagram, developed as part of this project, is a planning tool which establishes the foundation for planned improvements within the Community Redevelopment Area (see Figure 1). The elements shown in the Conceptual Diagram may be relocated or realigned in future planning initiatives, so as long as modifications are generally consistent with the vision articulated in this Plan. The Conceptual Diagram will consistently be evaluated and developed into a base Master Plan. This Master Plan will guide the redevelopment of the Community Redevelopment Area as it relates to function and aesthetics. The City of Jacksonville LDC shall address the Community Redevelopment Area’s urban

design framework.

- The Jacksonville City Council acting as the CRA shall encourage the improved appearance and the design of the all projects both public and private. A document shall be prepared to present the development regulations and design standards in a simple manual format for public use. The manual shall address streetscape, architectural, site, landscape, signage, public art and open space to provide visual continuity, and a positive environment throughout an area for both new and existing facilities. The architectural style will be developed to enhance this section of Jacksonville. The City's Comprehensive Plan addresses the land use intent, intensities, densities, open space and conservation. The LDC shall balance aesthetic values with functional and economical realities, and create an attractive and safe environment for pedestrians, bicyclist and motorists.

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 defective or unsafe conditions (Pgs. 29 and 30 of the Finding of Necessity Report); and deterioration of site or other improvements (Pg. 29 of the Finding of Necessity Report).

Strategy:

- Modify any land development regulation that impact the incorporation of parking lot layout, building design, landscaping, signage, pedestrian connections and linkages between land uses through a functional cross access system.

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 faulty lot layout (Pg. 29 of the Finding of Necessity Report); unsafe conditions (Pgs. 29 and 30 of the Finding of Necessity Report); and deterioration of site or other improvements (Pg. 29 of the Finding of Necessity Report).

Strategies:

- Establish possible CRA matching improvement grants for projects such as facade, building improvements, signage and landscaping programs that meet specific criteria.
- Establish roadway beautification programs, such as Adopt-A-Median and Adopt-A-Right-of-Way to assist in the implementation and maintenance of landscaped areas within the commercial corridors.
- The commercial corridors shall be designed to provide safe vehicular access, as well as pedestrian and bicycle friendly streets.
- Jacksonville City Council acting as the CRA shall develop a streetscape plan for the commercial corridors. The Streetscape Plan may include site furnishings, lighting, landscaping, decorative pavers and signage. Roadway and streetscape planning must include a phasing/prioritization plan to construct the recommended improvements. The City of Jacksonville acting as the CRA in partnership with other agencies, as deemed appropriate will implement the Streetscape Plan.
- Innovative design which integrates environmentally sound best practices (e.g., green building design, dual water systems, and xeriscape) will be encouraged.

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, antiques 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 (Pg. 29 of the Finding of Necessity Report); unsafe conditions (Pg. 30 of the Finding of Necessity Report); and deterioration of site or other improvements (Pg. 30 of the Finding of Necessity Report).

Strategies:

1. Create an urban mixed-use zoning district classification specifically for the Community Redevelopment Area and incorporate a higher residential/commercial density and building height.
2. Prepare and adopt a zoning ordinance to include urban design/development standards for the land use relationships of the corridors. The standards will address the incorporation of human-scale aesthetics into street and building design. Building design and location shall reinforce a pedestrian-oriented character including linkages between land uses through a functional bicycle-pedestrian system.

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 (Pg. 29 of the Finding of Necessity Report); unsafe conditions (Pgs. 30 and 31 of the Finding of Necessity Report); and deterioration of site or other improvements (Pg. 30 of the Finding of Necessity Report).

Strategies:

1. The University Blvd/Merrill/Arlington Roads Corridor shall consist of a mix of retail stores, such as markets, antiques shops, restaurants, art galleries, professional offices and service businesses with medium to high density residential and office above these commercial uses.
2. University Corridor shall be developed to provide a destination place and identity for shopping. The Corridor shall be designed using mixed-use and pedestrian friendly principles of traditional urban design.
3. The Corridor shall be designed to provide for a pedestrian and bicycle friendly street and access network to promote safe, convenient and comfortable access.
4. Jacksonville City Council acting as the CRA shall develop a streetscape plan for the three Corridors. The Streetscape Plan may include site furnishings, lighting, landscaping, decorative pavers and signage/gateways. Roadway and streetscape planning must include a phasing/prioritization plan to construct the recommended improvements. The CRA in partnership with other agencies, as deemed appropriate will implement the Streetscape Plan.
5. Innovative design which integrates environmentally sound best practices (e.g., green building design, dual water systems, and xeriscape) will be encouraged.

Primary Objective 8: Explore land acquisition and parcel assembly programs to facilitate redevelopment 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 (Pgs. 29 and 30 of the Finding of Necessity Report).

Strategies:

1. Pursuant to the Community Redevelopment Act, Section 163.335(3), Florida Statutes (2012), all land acquisitions done for community redevelopment purposes are done for public purposes.
2. Set up an acquisition priority list of blighted properties to acquire for the proposed Corridors specifically the primary University and Merrill Boulevard commercial.
3. Pursuant to the Community Redevelopment Act, Section 163.360 (8) 4 (b), Florida Statutes (2012) - “In the event the area is to be developed in whole or part for nonresidential uses, the governing body determines that:
 1. Such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives”. In the future, the acquisition priority list may include other properties for projects that could mitigate blight within the Community Redevelopment Area as a whole. Based on this acquisition priority list, a time frame and preliminary acquisition costs shall be worked out. Strategies to acquire the individual properties on the priority list will be worked out on a case-by-case basis.
4. Provide incentives such as City of Jacksonville Council acting as the CRA funded infrastructure improvements for private properties or by aggregating specially targeted or adjacent lots with multiple owners to create a single owner.
5. When feasible, Jacksonville City Council acting as the CRA should encourage acquisition and subsequent redevelopment by the private market. If not, the City of Jacksonville Council acting as the CRA should explore the acquisition of critical properties in the Community Redevelopment Area to facilitate redevelopment. Other programs may include:
 - Map and index all commercial properties in the Community Redevelopment Area to provide detailed information on parcel boundaries, sizes and ownership.
 - Identify and inventory all relevant substandard properties.
 - Document and analyze over all parking demands and infrastructure constraints throughout the Community Redevelopment Area.
 - Document site criteria for modern mixed-use developments by business type to facilitate the understanding of contemporary developer site and parking requirements.
 - Jacksonville City Council acting as the CRA may facilitate aggregation and redevelopment of “problem” or constrained parcels or groups of parcels.
 - Jacksonville City Council acting as the CRA may assist in the purchase, sale, negotiation and coordination of land assembly. To assure the City’s and CRA’s success, public resources must be dedicated to fund the mapping and indexing of all properties in the Community Redevelopment Area; funding to research or otherwise obtain contemporary site development requirements; provision of City resources and staff time to negotiate acquisitions and public/private partnerships with potential developers; and, funding to finance land acquisitions by either the City or the CRA (some of which will be recovered or rolled over as properties are resold).
6. Identify catalyst sites to serve as important strategic assets to cause an early and precedent-setting change in the CRA and to spur other growth. Four (4) catalyst sites have been identified:
 - Town and Country/Hotel Parcels (referred to as the Town and Country Super Block)
 - Gazebo Shopping Center and environs
 - Church site and adjacent parcels at University Blvd. and Merrill Road.
 - Merrill Road Eastern Gateway

Primary Objective 10: 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 (Pg. 29 of the Finding of Necessity Report); unsanitary or unsafe conditions (Pg. 30 of the Finding of Necessity Report); and deterioration of site or other improvements (Pg. 30 of the Finding of Necessity Report).

Strategies:

1. Partnerships with the private sector and other governmental entities are critical to ensure the Community Redevelopment Area is redeveloped as a safe, viable and thriving commercial/mixed-use community. Such partnerships should provide capital resources, skills and expertise to manage and execute the Jacksonville City Council acting as the CRA's redevelopment initiatives.
2. The Jacksonville City Council acting as the CRA may include the formation of a Task Force to look into development proposals and incentives to promote quality development within the Community Redevelopment Area. The Task Force may also pro-actively look into property acquisition for this purpose. Increment revenues from the CRA may be used to help defray some of the cost of development and to encourage the kinds of development that will transform the Community Redevelopment Area into the community envisioned in this Plan.
3. The Jacksonville City Council acting as the CRA will target strategic development projects, solicit developers and property owners, negotiate a public/private development agreement, which sets forth terms and conditions involving the disposition of land, the nature of the prospective development, CRA incentives, the site plan, project schedule and other conditions pertaining to the project. "The following are fundamental components in this process:
 - a. Contact affected property owners to determine their level of interest in participating in proposed redevelopment activities.
 - b. Master plan targeted public/private projects, such as the reinforcing positive aspects of existing activity and providing attractive combinations of building masses and open spaces. These plans can then be used to illustrate the Jacksonville City Council acting as the CRA's intention for the site, facilitating proforma analysis when soliciting interest from the private sector.
 - c. Utilize "Best Practices" policies and procedures for developer solicitation and form strong public/private development agreements to enable strategic development on selected projects. Solicitation of developers would be through a formal request for qualifications (RFQ) or request for proposal (RFP) process publicly advertised to maximize exposure.

Primary Objective 11: Incorporate housing revitalization through housing maintenance programs and rehabilitation services. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (Pg. 30 of the Finding of Necessity Report); and deterioration of site or other improvements (Pgs. 29 and 30 of the Finding of Necessity Report).

Strategies:

1. By addressing the problems associated with substandard and dilapidated housing, the Jacksonville City Council acting as the CRA will mitigate contributing blighted conditions within the Community Redevelopment Area.
2. In the same manner, redevelopment efforts shall be to support affordable/workforce and student housing, redevelopment funds should be made available for programs and incentives aimed at the creation of new market-rate and multi-family dwelling units.

3. Promote Federal and State programs and incentive for homeowners to rehabilitate their homes.
4. Coordinate with all intergovernmental agencies to assist low income households with down payment and closing costs assistance. The assistance may be for the purchase of either an existing or new structure. Redevelopment funds may be used to augment the program or specially target new home construction as means for alleviating the shortage of appropriate housing.
5. Develop incentives for affordable multi-family alternatives. This may include the setup of a task force to review development proposals and incentives to promote quality appropriate multi-family housing development.
6. The Jacksonville City Council acting as the CRA shall work with the housing authority or other housing entities regarding development of housing within the Community Redevelopment Area.
7. Infrastructure improvements such as stormwater, wastewater and potable water make properties more amenable to development. The Jacksonville City Council acting as the CRA may undertake infrastructure improvements in partnership with private entities. If determined improving the infrastructure of certain properties is beneficial to the City for housing revitalization and blight mitigation within the Community Redevelopment Area, the Jacksonville City Council acting as the CRA may undertake capital improvements on these individual properties.

Primary Objective 12: 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 (Pg. 29 of the Finding of Necessity Report), roadways and public transportation facilities (Pg. 29 of the Finding of Necessity Report); faulty lot layout (Pgs. 29 and 30 of the Finding of Necessity Report); unsanitary or unsafe conditions (Pgs. 30 and 31 of the Finding of Necessity Report); and deterioration of site or other improvements (Pg. 30 of the Finding of Necessity Report).

Strategies:

1. It is important the Jacksonville City Council acting as the CRA identify and secure all effective sources of funding including, but not necessarily limited to, increment revenues, non-ad valorem assessments, public private partnerships and grant funding revenue.
2. The Jacksonville City Council may issue bonds, secure other financial instruments, seek grants, enter into public/private partnerships, and seek out other sources and alternatives to aid in implementing this Plan.

3.3.2 COMMUNITY OBJECTIVES AND STRATEGIES

Community Objective 1: Implement an aesthetic and planning review program to guide redevelopment and maintenance activities within the Community Redevelopment Area. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (Pg. 30 of the Finding of Necessity Report); and deterioration of site or other improvements (Pgs. 29 and 30 of the Finding of Necessity Report).

Strategies:

1. The Jacksonville City Council acting as the CRA will review, approve and oversee the development of design concepts and plans proposed by any property owner within the Community Redevelopment Area, and coordinate with effected land owners to ensure the integrity of the vision articulated in this Plan is achieved. The Jacksonville City Council acting as the CRA will assign dedicated staff to coordinate and approve all development plans proposed for properties located within the Community Redevelopment Area

2. The mixed-use redevelopment land use district ordinance will contain development/design standards for site, building, landscape, signage and public areas for the commercial properties along the three corridors. A development/design standards manual will be prepared in a concise yet user friendly format. The development/design manual will be used to assist developers, builders, property owners and individuals in preparing design/construction documents.
3. The Jacksonville City Council acting as the CRA will assign staff or personnel to oversee the integrity of the Jacksonville City Council's and CRA's vision of the Community Redevelopment Area during initial development. Subsequently, the Jacksonville City Council acting as the CRA may set up an overseeing authority, such as a technical review committee to assure the City's and CRA's design intent for the Community Redevelopment Area is maintained.
4. CPTED methods will be required for all private and public development parcels.

Community Objective 2: Ensure the Community Redevelopment Area is safe and clean over a period of time. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (Pg. 30 of the Finding of Necessity Report); and deterioration of site or other improvements (Pg. 30 of the Finding of Necessity Report).

Strategies:

1. The Community Redevelopment Act encourages “community policing innovations.” This concept is defined as policing techniques or strategies designed to decrease crime by reducing opportunities for, and increasing the perceived risks of engaging in, criminal activity through visible presence of law enforcement in the community, including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, and foot patrol or intensified motorized patrol. The Jacksonville City Council acting as the CRA will review these programs to improve the actual and perceived security, building safety and appearance of the Community Redevelopment Area.
2. The Jacksonville City Council acting as the CRA will identify, execute, and coordinate special maintenance standards and programs for public facilities, roadways, open space areas, entries, and commercial uses along the three corridors.
3. The Jacksonville City Council acting as the CRA may explore the concept of a Business Improvement District within the CRA for the purpose of enhancing services such as clean and safe programs including the development of an Ambassador program.

Community Objective 3: The Jacksonville City Council acting as the CRA may plan, design and deliver additional infrastructure improvements or services within the Community Redevelopment Area, if deemed those improvements enhance the quality or attractiveness of the Community Redevelopment Area especially with regard to public amenities. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (Pg. 30 of the Finding of Necessity Report); and deterioration of site or other improvements (Pg. 30 of the Finding of Necessity Report).

Strategies:

1. Such additional infrastructure may include undergrounding utilities in certain areas to achieve a desired visual impact, upgrading technology and telecommunications availability to attract businesses or the enhancement of landscape areas and the development of off-site signage. Such additional improvements will complement the redevelopment plans for the Community Redevelopment Area.
2. Additional services may include extraordinary right-of-way, acquiring public utility easements or other public area maintenance, planning and implementing cultural, charitable or place making activities and events and related services which showcase the Community Redevelopment Area.

Community Objective 4: Establish unique identity to promote the vision for the Community Redevelopment Area through branding and marketing programs. These strategies will correct the blighted conditions of deterioration of site or other improvements (Pgs. 29 and 31 of the Finding of Necessity Report).

Strategies:

1. Create a logo, identity package and website, which can be used to identify the Community Redevelopment Area.
2. The established brand shall be used on literature, banners, gateways and all types of promotional campaigns.
3. Support festivals, exhibits, performances and other special events designed to attract residents and visitors to the CRA.
4. Create a business recruitment package that is updated regularly with a listing of available properties, maps, building profiles, and information for current and planned events.

CHAPTER 4 STATUTORY COMPLIANCE

4.1 STATUTORY COMPLIANCE

The Community Redevelopment Act according to Sections 163.360 and 163.362, Florida Statutes (2012) requires every community redevelopment plan to contain specific information relevant to its particular redevelopment initiative. This Chapter supplements and addresses the informational requirements articulated in the Community Redevelopment Act and serves to further describe the objectives and strategies presented in this Plan to implement the redevelopment initiative envisioned by the City of Jacksonville for the Community Redevelopment Area.

Figure 2-page 14-15 shows by diagram the initiatives described in general terms in this Chapter. This Chapter and the referenced appendices are consistent with the requirements of the Community Redevelopment Act, Section 163.362(2), Florida Statutes (2012), and demonstrates by diagram and in text (1) the approximate amount of open space to be provided and street layout, (2) limitations on the type, size, height, number, and proposed use of buildings, (3) the approximate number of dwelling units, and (4) such property as is intended for use as public parks, recreation areas, streets, public utilities and public improvements.

The Development Plan discussed in Chapter 6 further describes the urban design intent and components of parks and open space, street layout, location of land uses including residential neighborhoods and properties that may receive public improvements.

4.2 APPROXIMATE AMOUNT OF PARKS AND OPEN SPACE

There is only one park facility, totaling 5.8 acres located within the Community Redevelopment Area. The Community Redevelopment Area has a shortage of park and open space as noted in the Greater Arlington/Beaches Vision Plan. There is an opportunity through redevelopment efforts to design a new park or parks in proximity to Justin Elementary School and provide connectivity of a bicycle path/multi-use trail to neighborhoods, recreation facilities, and commercial corridors. Coordination with the City of Jacksonville could provide connections to other parks within the greater Arlington area. Another opportunity may include specific areas reserved for retention as deemed appropriate by the Jacksonville City Council acting as the CRA. The CRA also has two historic cemeteries that could become a more functional part of the community as open space. Although partly within the CRA boundaries, the JU campus also contains an historic cemetery which could present safety (CPTED) issues. Collectively these areas identified for potential increased park space total 31.5 acres. In addition, public plazas or public squares are possible design alternatives for additional parks and open space, although such spaces may be privately managed in coordination with adjacent private properties and neighborhood events.

4.3 STREET LAYOUT

The transportation component for the Community Redevelopment Area is expected to focus both on vehicular and pedestrian traffic in a complete street form which creates a pedestrian and bicyclist friendly, convenient and safe environment. The ease of vehicle traffic through the Community Redevelopment Area enables the creation of gateways and wayfinding signage. The gateway and wayfinding signs will direct visitors and residents toward the area's new revitalized commercial corridors. The Community Redevelopment Area street improvements will enhance connectivity, introduce traffic calming, and produce pedestrian and bicycle amenities.

4.4 LIMITATIONS ON THE TYPE, SIZE, HEIGHT, NUMBER, DENSITY AND PROPOSED USE OF BUILDINGS BRIAN TO UPDATE

The Community Redevelopment Area will be redeveloped as a mixed-use commercial corridor, and distinct individual land use characteristics such as residential, commercial, industrial, public and recreational. The overall vision embodies sound planning and design principles, which focus on creating a pedestrian friendly and sustainable community. The following provides development parameters for the Community Redevelopment Area.

1. The Community Redevelopment Area shall include varying, residential neighborhoods offering a variety of housing options and price ranges. The existing residential densities will remain the same as specified in the COJ Comprehensive Plan -Future Land Use
- However, the Jacksonville City Council acting as the CRA may consider higher residential densities as incentives in the future to achieve the overall vision for the Community Redevelopment Area. Any density modifications shall require the City to initiate text amendments to the Future Land Use Element of the Comprehensive Plan.
2. University/Merrill/University Boulevards will be designed using the mixed-use and pedestrian friendly principals of traditional urban design, which will include a variety of non-residential uses including commercial, professional office, entertainment and professional service businesses uses. The CRA's incentive driven residential densities are expected to range from 24 to 48 dwelling units per acre.based upon location specific redevelopment zones. Non-residential uses are anticipated to have a floor area ratio (FAR) up to 2.0. The maximum building height shall be 52 feet for residential with ground floor mixed-use and maximum 40 feet for commercial/office mixed-use developments. (height measurement excludes roof and roof architectural elements)
3. Residential dwelling units will be allowed in the same buildings as office or commercial uses or multi-use development sites. Residential dwelling units must be located on a separate floor level from office or commercial uses on multi-use development sites, but may have entrance common areas or amenity spaces.
4. Multi-use development on the same parcel must be compatible with surrounding land uses.
5. Commercial uses shall be limited to areas specifically classified as allowing Commercial use on the City of Jacksonville's Future Land Use Map. Parcel assemblage of at least 1 acre is recommended for a sustainable commercial development.
6. Building design, including height and location, is expected to reinforce a pedestrian-oriented character and scale including linkages between land uses through a functional bicycle-pedestrian system.
7. Design/development standards unique to the CRA will be drafted and adopted as an overlay designation/district to properly guide land use relationships and provide design criteria for site and building design within the Community Redevelopment Area.
8. In general, the land uses shall abide by the overall goals, objectives, policies and standards, as outlines in the City of Jacksonville Comprehensive Plan.

4.5 INTENDED USE OF PROPERTY FOR PUBLIC PARKS, RECREATION AREAS, STREETS, PUBLIC UTILITIES AND PUBLIC IMPROVEMENTS

Public facilities such as parks, recreational facilities, bicycle paths/multi-use trails, streets and utilities shall be located throughout the community in a manner which offers a convenient and safe access to public services and facilities while enhancing the aesthetic character of the Community Redevelopment Area. Utility lines serving individual parcels shall be placed underground wherever feasible. If above ground structures such as water tanks, lift stations or transformer boxes must remain ground mounted within the Community Redevelopment Area, they should be located and treated in a manner that is safe and aesthetically pleasing and in accordance with all CPTED practices.

4.6 NEIGHBORHOOD IMPACT ELEMENT

The Community Redevelopment Act, Section 163.362(3), Florida Statutes (2012), requires if a Community Redevelopment Area contains low or moderate income housing a neighborhood impact element shall be prepared to describe the impact of the redevelopment upon the residents of the Community Redevelopment Area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services and the effect on school population. The creation of the Community Redevelopment Area is expected to generate minimum impacts to existing neighborhoods.

The greatest impact upon the current residents of the Community Redevelopment Area is in the area designated as the Urban Priority Area. The intent of this area is to be redeveloped as a traditional pedestrian oriented urban “downtown” with mixed land uses of commercial “Mom and Pop” facilities and multi-family residential. If a property is designated for development or acquisition, the process shall comply with City and County requirements and/or State statutes. Existing neighborhoods will predominately contain the same configuration; however, aesthetic improvements and connectivity will be implemented.

Secondary impacts on the residents relating to traffic circulation, environmental quality, availability of community services and facilities, effect on school population and other matters affecting the physical and social quality of the neighborhood are minimal. Impact may involve construction detours, noise and dust.

Overall, impacts are expected to be minimal while the benefits of redevelopment are long lasting adding higher quality of life to the Arlington’s residents and visitors.

Redevelopment planning efforts are focused on the improvement and strengthening of existing neighborhoods. Redevelopment planning efforts will not be directed towards large scale demolition and removal of existing structures. Rather, plans call for a systematic improvement through a concerted effort aimed at rehabilitating residential structures and infill development, creating identifiable neighborhoods.

4.7 REPLACEMENT HOUSING/RELOCATION

The Community Redevelopment Act, Section 163.362, Florida Statutes (2012), states the Community Redevelopment Plan shall assure that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the Community Redevelopment Area. The intent of this Plan is to create a revitalized mixed use commercial corridor, and improve existing distinct character areas, which promotes a positive image for the City of Jacksonville. While relocation is not anticipated, if relocation is required as a result of redevelopment activities, the City of Jacksonville will adhere to Section 421.55 of Florida Statutes (2012), and provide assistance to minimize hardships to those being displaced. Thereby, families seeking relocation will be granted reasonable opportunity to acquire decent, safe and sanitary replacement housing within the Arlington.

4.8 DEMOLITION, CLEARANCE AND SITE PREPARATION

The Developer is authorized to demolish, clear, or move buildings, structures, and other improvements from any real property acquired in the redevelopment project area, subject to approval by the City of Jacksonville and obtaining necessary permits.

The Jacksonville City Council acting as the CRA and other agencies (including State) are authorized to install and construct or cause to be installed or constructed the public improvements and public utilities necessary to carry out the Plan, subject to obtaining necessary permits.

4.9 DURATION

Consistent with the provisions of the Community Redevelopment Act, Section 163.362(10), Florida Statutes (2012), all redevelopment activities financed by increment revenues from the Redevelopment Trust Fund shall commence within 20 years after the fiscal year in which the Plan is approved or adopted. The duration of this Plan shall be for the maximum period allowed by the Community Redevelopment Act and shall expire and terminate at 11:59 p.m. on December 31 2035 unless extended by the City as evidenced by resolution of the City Council. This 20-year duration is necessary due to the extent of defunct infrastructure; and the low increment revenue projections, which will take nearly 10 years to start realizing appreciable revenue increment to use to leverage other funding sources for the improvements.

The City believes that it will take the full 20-years to realize the dollars necessary to undertake the redevelopment initiatives identified within the Plan. It is possible that economic conditions may improve more than what the increment revenue forecast currently demonstrates, as well as the City may be fortunate to acquire other funding sources, yet to be identified. The intent of 2035 review is to determine if the redevelopment objectives, initiatives and projects have been successful in reversing blight conditions as described within the “Finding of Necessity” and the Plan. If it is jointly determined that the CRA has accomplished the primary objectives outlined in the Plan, or most recent Plan Update, then the date for the sunset for the Community Redevelopment Area can be re-established for a period less than 40 years, but not less than 20 years.

4.10 REDEVELOPMENT PLAN MODIFICATION

The Renew Arlington Community Redevelopment Plan may be modified in a manner consistent with Section 163.361 Florida Statutes (2012). If the Jacksonville City Council acting as the CRA deems the Plan to be in the need to be amended, it shall make a recommendation to amend or modify. After providing proper notice, the City of Jacksonville shall hold a public hearing for all modifications.

CHAPTER 5 FINANCIAL ANALYSIS AND PLANNING

5.1 ESTIMATING INCREMENT REVENUES

Estimates of prospective increment revenues that might be derived from the Community Redevelopment Area and paid into the Renew Arlington Redevelopment Trust Fund (herein referred to as the "Redevelopment Trust Fund") were prepared by Strategic Planning Group, Inc. (SPG). The stream of prospective revenue is dependent on several factors, including the pace of redevelopment and development in the Community Redevelopment Area; the content of the development; assessed and taxable values; the millage levied against the taxable base; the rate of appreciation in the existing tax base; and the level of public intervention. Together, these many variables suggest a wide range of outcomes, all possible depending on the specific conditions imputed into the analysis

Input from the City of Jacksonville officials and staff generated a possible scenario for the increment revenue projections based on a very conservative format. The information outlined in this Chapter is suitable for planning purposes particularly given the range of valuations and estimated improvements costs; however, as the Plan is executed, continual input and examination will be required to refine and update this analysis.

5.2 METHODOLOGY AND APPROACH

The analysis is based on the preliminary 2015 tax roll as well as historic data obtained from the Duval County Property Appraiser and expectations about the Development Plan as discussed in Chapter 6. The data from the most recent assessment roll, used in connection with taxation by the Property Appraiser and the Tax Collector, will provide the base year taxable value. The base year will be determined using the assessment roll in use immediately prior to the adoption of the ordinance establishing the Redevelopment Trust Fund.

It is assumed, for the purposes of this Plan, the base year will reflect this sum as the base year valuation. However any differences that may occur through inclusion or exclusion are relatively immaterial in the context of total valuation. A higher or lower base sum would, of course affect the ultimate tax collections to some degree. The actual number will be officially certified by the Duval County Property Appraiser upon adoption of the Plan and the establishment of the Redevelopment Trust Fund as part of the statutorily required administrative process.

Specific increases in the tax base are shown in terms of expected development and its value. This expected development is based exclusively on past patterns of activity. These programmatic assumptions offer a baseline for comparison with future potential development.

For this analysis, the City of Jacksonville’s 2015 millage rate has been used, and it is held constant over the planning horizon. For the last several years, the operating millage of the City has been relatively unchanged.

As for the structure of the revenues which may accrue, only the taxable value(s) net of the base year taxable value is considered in calculating current or future increment revenues. The general procedures used to calculate available revenues are shown in the following equations:

1. Assessed values, including new construction, LESS exemptions or exclusions EQUAL current taxable values.
2. Current taxable values LESS established base year taxable values EQUAL net valuations subject to applicable jurisdictional millages.
3. Net valuations MULTIPLIED by applicable millages EQUAL increment revenues. Pursuant to the

Community Redevelopment Act, Section 163.387, Florida Statutes (2012), the maximum revenue available to the Redevelopment Trust Fund will be 95% of the calculated increment revenues. The financial indicators, assumptions and results used in preparing these increment revenues analysis are attached hereto as Appendix C.

5.3 INCREMENT REVENUE ANALYSIS

The availability of potential increment revenues is among the most attractive of the redevelopment tools provided in the Community Redevelopment Act. Increment revenues become available as the result of focused and continuing redevelopment activities within a community redevelopment area, and it may be used to fund or finance a variety of community redevelopment related capital and service initiatives.

This analysis focuses only on increment revenues, not other significant revenues and structural opportunities which can be leveraged, combined and deployed in concert with increment revenues and the leveraging affects they generate. A variety of local, state and federal programs may be connected to the increment revenues in a manner which leverages the increment revenues or obtains other dollars for redevelopment used for acquisition. Potentially, increment revenues may be used independently to service debt or they might be paired with a deliberately constructed non-ad valorem assessment program which leverages the expected flow of increment revenues and uses the investment revenues to offset or buy down special assessments used to finance capital improvements.

Increment revenue forecasts in an area of future concentrated ownership such as the Community Redevelopment Area are extremely vulnerable to imminent development, land amendment, permitting or any other activity which can quickly change the content of the tax roll. Once a generalized timing and development strategy is implemented, these projections will need to be re-examined periodically in the context of actual redevelopment and development activity at year 10, 15, 20 and every five years after to ensure revenue projects and appropriateness of projects. The revised increment revenues will be used to update the capital work program and the Plan.

The increment revenue analysis in Appendix B provides an insight required for planning purposes. This analysis should not be given any weight as a commitment or requirement by the City of Jacksonville or the Jacksonville City Council acting as the CRA to collect or expend any specific amount of increment revenues or to use any increment revenues to fund or finance any capital or service project.

5.4 INCREMENT REVENUE SCENARIOS

The scenarios for the increment revenue projections for the City of Jacksonville were based on a very conservative format. The first calculation (known as historic growth scenario) has a taxable property value increase over the 2005-2015 time period of 1.44607 percent. The second calculation was to identify major catalytic develops that are or could occur within four geographic areas (north JU parcel which is under private ownership, the Town and Country Super Block and the area to the north and east of JU referred to as College Town). These catalytic developments have a conservative taxable ad valorem value of \$300 million. The third calculation is the impact of the implementation of the capital improvement, CPTED, and streetscape on the corridors. These improvements should motivate the private sector to rehabilitate or redevelop properties within the Redevelopment Area. The impact of this is an increase in ad valorem revenues by an additional 1.5 percent annually beginning in 2019. Under these calculations, the CRA may receive approximately \$59 million over the next 20 years.

Any new major developments within the Community Redevelopment Area over this time period would generate additional increment revenues beyond those reflected in the existing calculations (see Appendix B).

CHAPTER 6 CAPITAL PLANNING

6.1 DEVELOPMENT PLAN

Using contemporary planning methods and urban design techniques, a conceptual diagram was developed to graphically depict the vision for the Community Redevelopment Area with vibrant urban mixed use commercial corridors; safe, viable and sustainable commercial corridors; pedestrian-friendly, affordable and attractive neighborhoods; and bicycle paths/multi-use trails connecting to services, recreation facilities, commercial.

The conceptual diagram was developed based on input and direction from the various visioning workshops, and recent public meetings. A public-at-large meeting was also conducted to present the vision, improvements and catalyst sites for the Community Redevelopment Area (see Figure 2-page 14-15). The conceptual diagram is the basis for preparing a capital plan and budget in addition to guiding future development within the Community Redevelopment Area.

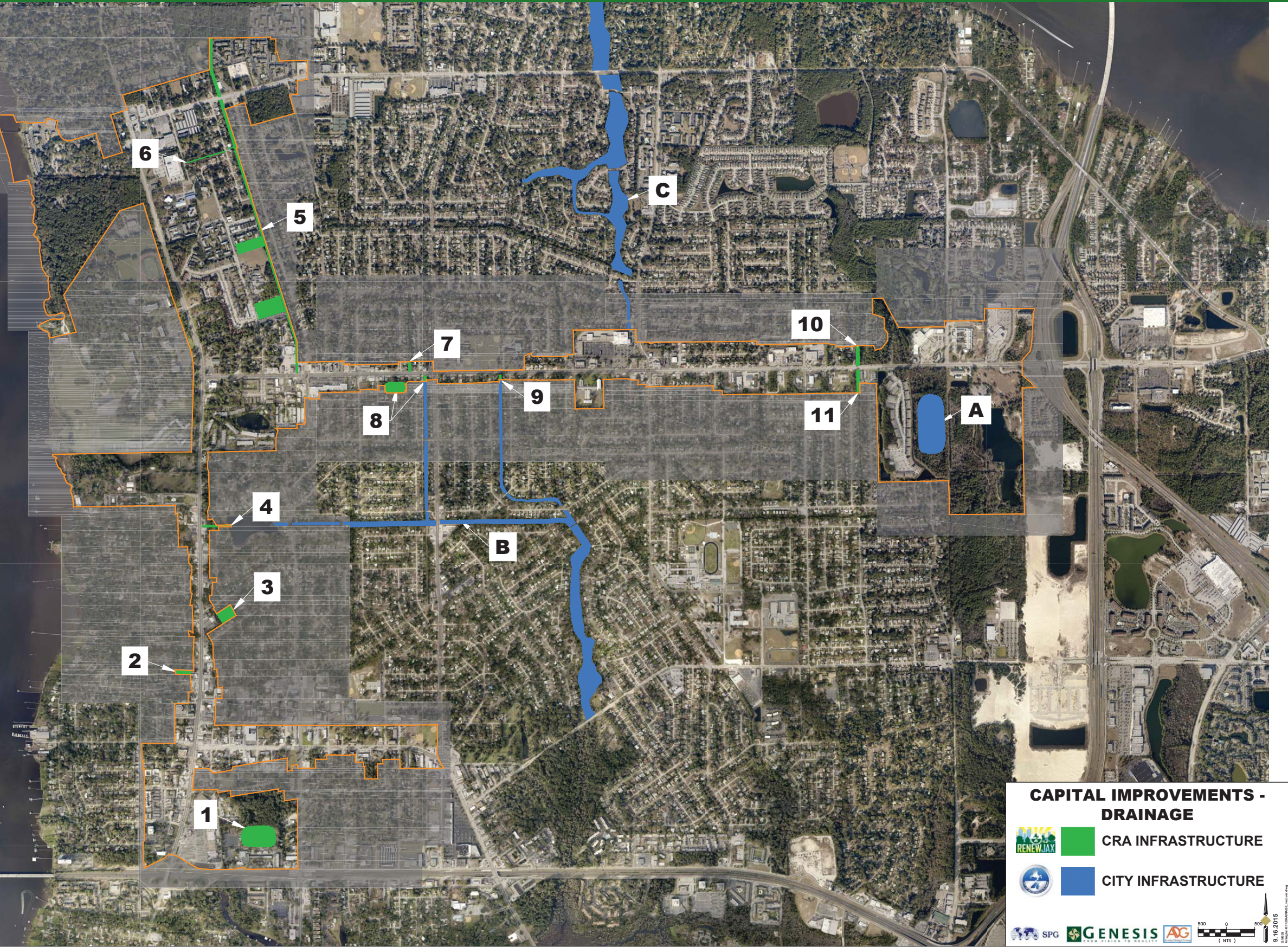
The Concept Plan was developed from more detail analysis of existing condition of stormwater management facilities, water and sewer facilities, utilities and most importantly the transportation network.

Central concepts represented in the conceptual diagram are as follows:

1. Explore innovative intersection designs to improve safety and alleviate traffic congestion along University/Merrill/Arlington corridors, such as roundabouts, signalization scheme for better and effective management of the junction delays, etc. Specific intersection locations include the following roads:
 1. Arlington and Rogero
 2. University and Merrill
 3. University and Arlington
 4. University and Fort Caroline
 5. Merrill and Justina/Stardust
 6. Merrill and Red Oak
 7. Merrill and Rogero
2. The redesign of Primary Corridors shall be enhanced in a manner, which promotes internal, as well as regional connectivity, overall community aesthetics and function by presenting the Arlington as a destination place. Streetscape plans should be implemented along the corridors.
3. The Primary Corridors must be appropriately landscaped, incorporate traffic calming features, and contain pedestrian and bicycle facilities including attractive bus shelters, bicycle lanes and safe crossings.
4. The Community Redevelopment Area internal access network will include pedestrian facilities and bicycle paths/multi-use trails, which enhances interconnectivity and promote the development of a traditional community.
5. Undertake roadway, sidewalk, street tree and lighting improvements on all other streets to provide safe and pedestrian friendly connections.
6. Opportunities should be provided to integrate gathering places through pedestrian connections, bike paths/multi-use trails, open space and streetscapes.

7. Wayfinding and community identification gateways should be provided at major entry points into the Community Redevelopment Area.
 - a. Wayfinding signs at strategic locations to direct visitors to key destination places.
 - b. Gateways at the north, the Merrill/I-295 intersection, Arlington and Rogero and University Boulevard and Merrill Road.
8. Create attractive, safe, viable and sustainable commercial corridors.
9. The Community Redevelopment Area will be redeveloped with mixed-use corridors with distinct character areas of mixed use, and commercial land uses.
10. The mixed-use Corridors incorporate a wide mix of retail stores, such as markets, antiques shops, restaurants and art galleries; professional offices; and service businesses with residential or office above these commercial uses.
11. Appropriate buffering techniques should be implemented between the higher density uses and the single family residential areas.
12. Potential redevelopment of catalyst sites to cause an early and precedent-setting change in the University Blvd/Merrill/Arlington Roads and to spur other growth.
13. The development of a water taxi program connecting downtown to JU will be located at JU and available to the general public as a method of transportation form Arlington to downtown.

FIGURE 3: STORM WATER



6.1.1 STORM WATER

Drainage analysis performed as part of the FoN report revealed that a majority of the developed parcels within the CRA do not have stormwater retention facilities as required by State regulations established in 1972. The redevelopment potential within the CRA can be enhanced by providing permitted drainage systems on an area wide basis. The location of these drainage systems may also serve to create neighborhood connectivity, linear green space and bike-ped facilities.

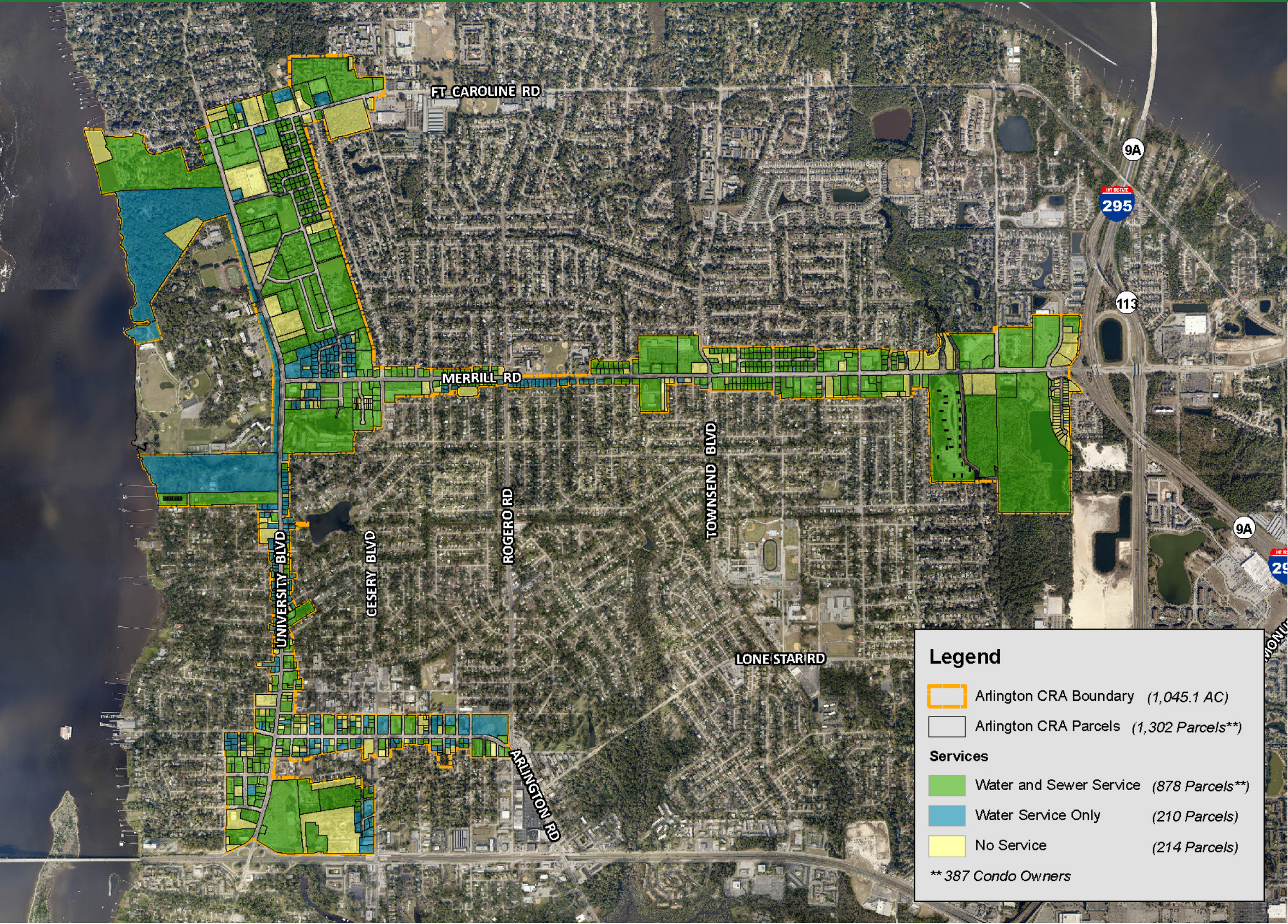
The exhibit shows the location and configuration of proposed drainage improvements servicing to create a system wide credit to support future parcel scale redevelopment.

FIGURE 3A: STORM WATER IMPROVEMENT EXAMPLES



The existing Justina Ditch with Right-of-Way (CRA drainage program #5) is needed to serve established neighborhoods but currently discharges untreated into the St. Johns river. Conversion of this ditch to a bio-swale along with new in-line storage facilities will create compensatory storage credits within the CRA. Additional improvements to add paved service drives and walkways, open space enhancements, landscape and lighting will provide for alternative modes of travel and improve connectivity between neighborhoods while conforming to CPTED principles. Linkage of bus shelter/transit with greenway trail heads at Merrill and Ft. Caroline will further transform the existing drainage ditch and unsafe condition into active open space with connections to the City Library, JU, and commercial nodes.

FIGURE 4: WATER SEWER



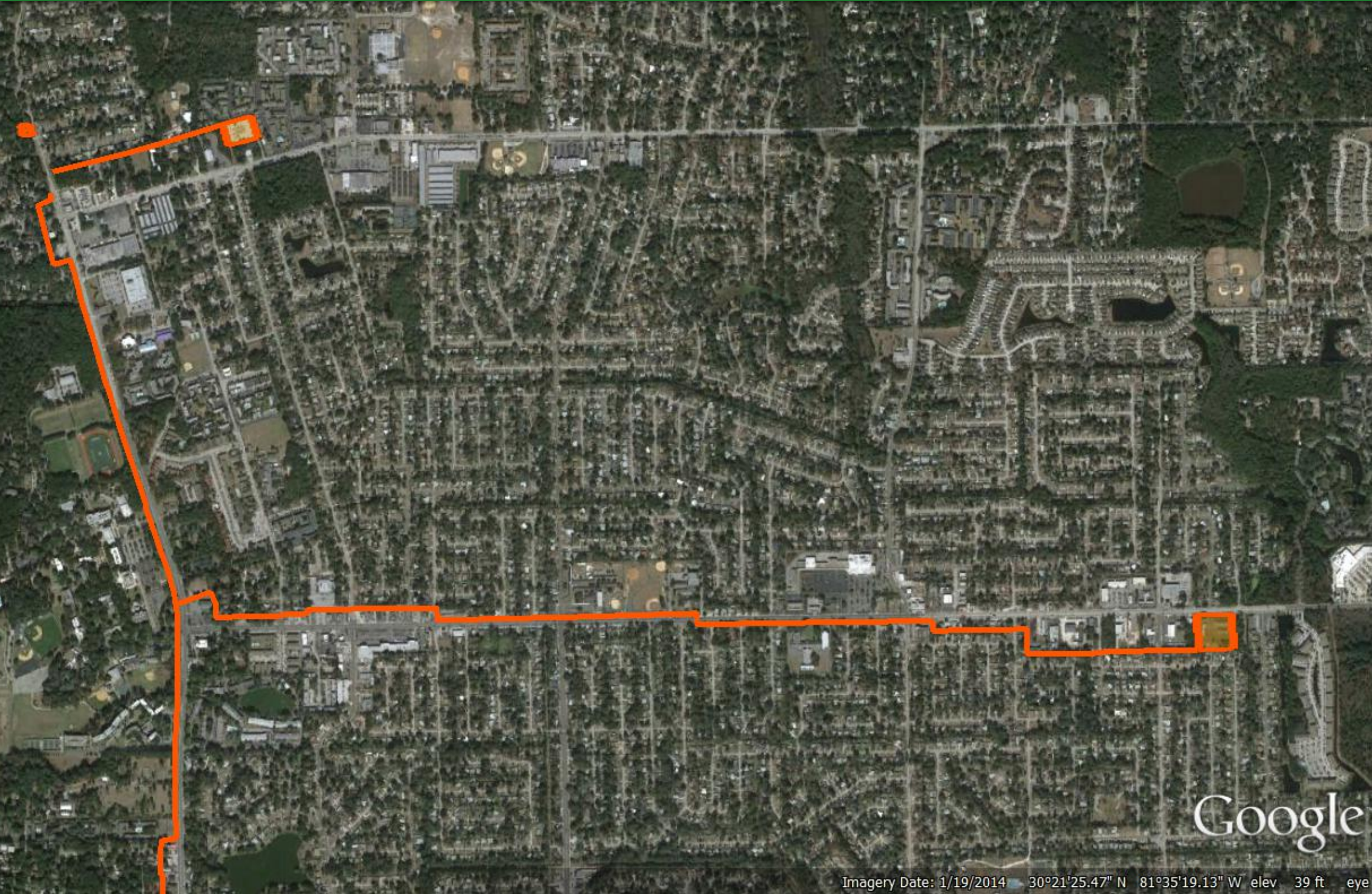
6.1.2 WATER SEWER

The existing development pattern and resulting patchwork water and sewer service has created numerous pockets of developed parcels and under developed parcels that do not have water or sewer service or do not have a cost feasible approach to extending capacity.

This requires new capacity projections and evaluation of the service line condition to serve for the next 25 years.

The exhibit shows the pattern of service deficiency, which has been provided to JEA along with projected new density and intensity of redevelopment programed for the CRA.

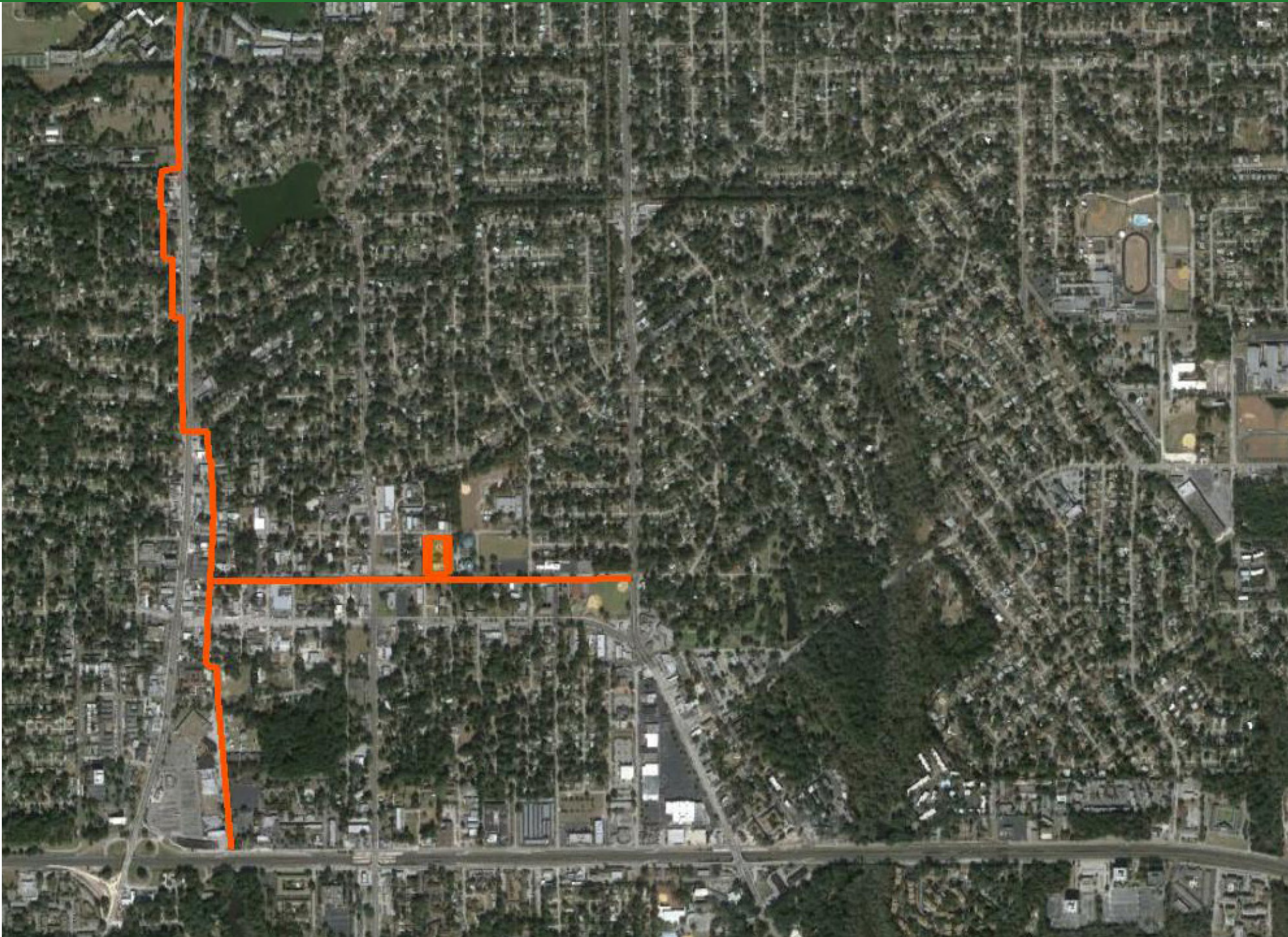
FIGURE 5: ELECTRICAL SERVICE - NORTHERN CRA



6.1.3 ELECTRICAL SERVICE

Electrical distribution, transformers and parcel service connections are currently located within the major road ROW's which creates sidewalk ADA conflicts, sight distance obstructions, and limits the potential for street trees and general aesthetics. The location of sub-stations within the CRA and adjacent to the CRA boundary provide the potential to relocate the overhead distribution lines and pole mounted transformers to the rear of commercial properties within a 10' easement collocated with new parcel to parcel connectivity and rear landscape buffers.

FIGURE 5A: ELECTRICAL SERVICE - SOUTHERN CRA



The exhibits show the location of the major sub-stations and future routing of the distribution system which can continue to serve the major roadway parcels by underground service connections or rear building overhead service connections.

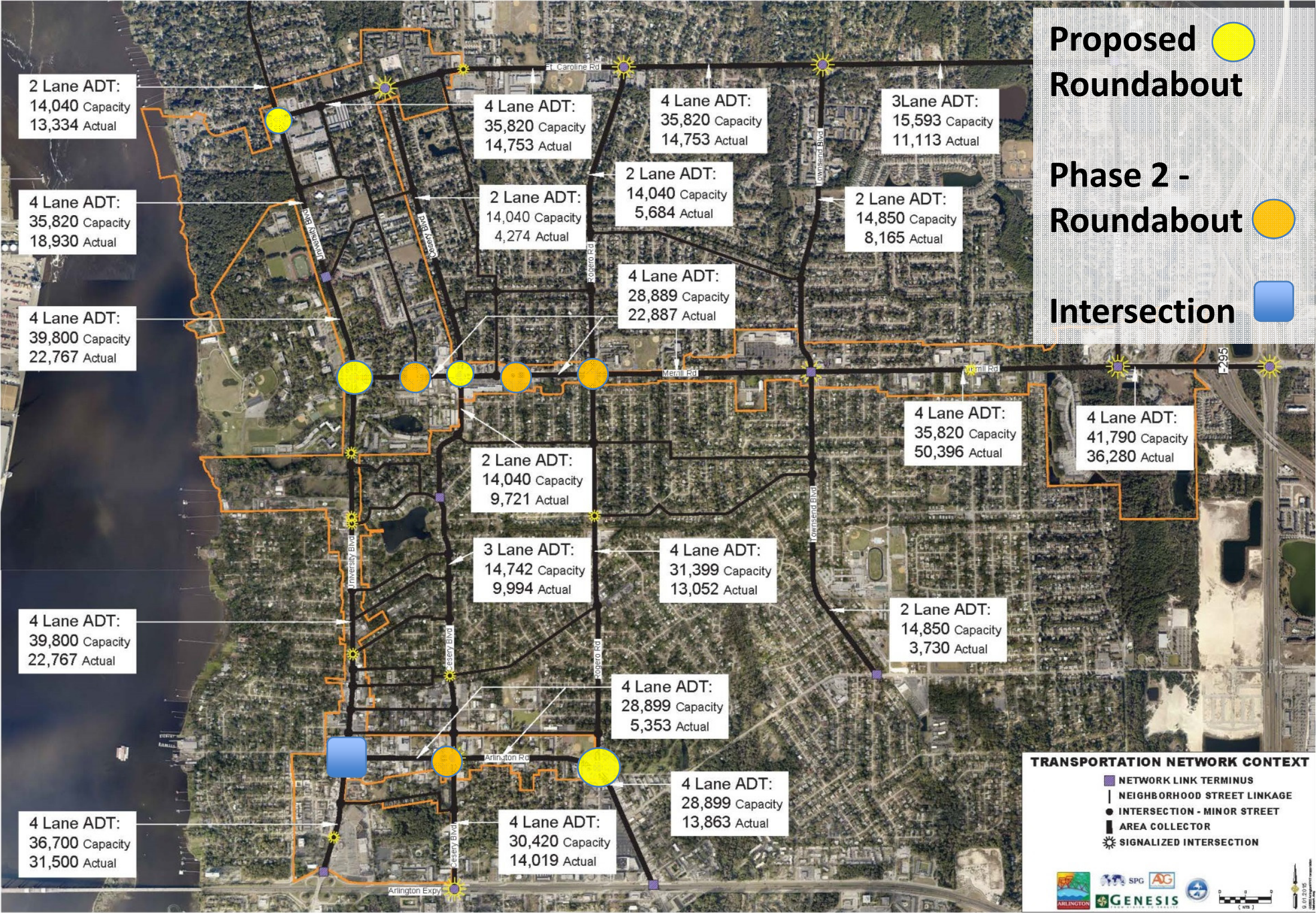
FIGURE 5B: ELECTRICAL SERVICES EXAMPLE OF RELOCATING ELECTRIC LINES TO REAR OF PARCELS



The reconstruction of Hendricks Avenue in San Marco also relocated street ROW overhead electric service poles and transformers to the rear of the parcels fronting Hendricks effectively blocking all view from the principal street. Side street views show the relationship of parcel service poles and overhead service connections to buildings where full underground service was not feasible or cost effective due to building or site constraints. Narrow rear utility easements and access from normal site circulation and parking enhance serviceability, while allowing for needed street trees along the sidewalks.



FIGURE 6: INTERSECTION CONTROL



6.1.4 TRANSPORTATION

The transportation network within the CRA was analyzed in context with area daily trip counts, and intersection data from prior studies and COJ data collection. The field conditions of existing improvements and the location and extent of dropped curb and driveways was documented to determine the potential for alternative lane configuration, traffic calming, and complete streets standards to support street reconstruction recommendations for all major road ROW within the CRA.

The exhibit indicates the actual observed Average Daily Trips and capacity for the CRA and surrounding road network. Driveway and drop curb data is located within the Technical Document.

The subject road cross sections indicate the best practices for complete ROW reconstruction considering traffic volumes, safety, pedestrian and bike modes, landscape and lighting enhancements.

FIGURE 6: INTERSECTION CONTROL - ADVANTAGES OF ROUNDABOUTS



U.S. Department of Transportation
Federal Highway Administration

U.S. Department of Transportation
Federal Highway Administration

What is a roundabout?

A roundabout is a one-way, circular intersection without traffic signal equipment in which traffic flows around a center island.

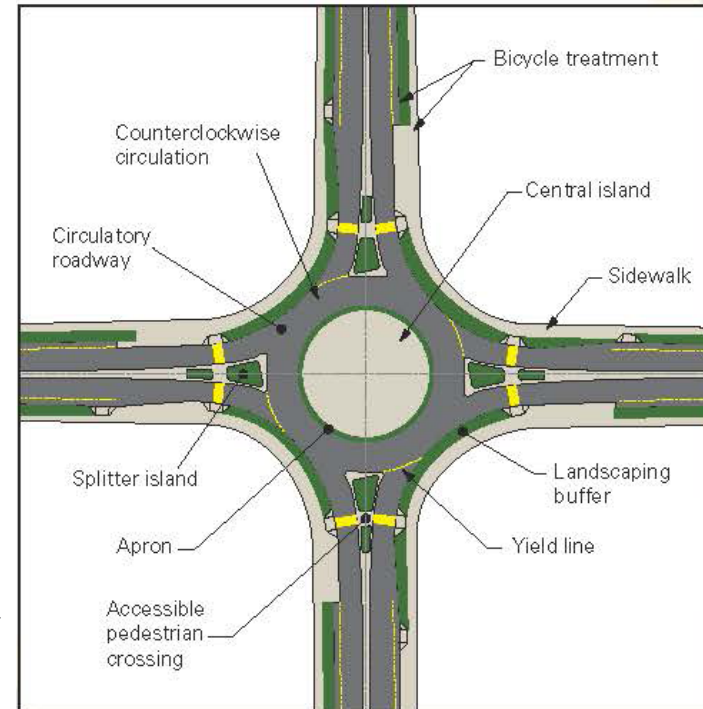
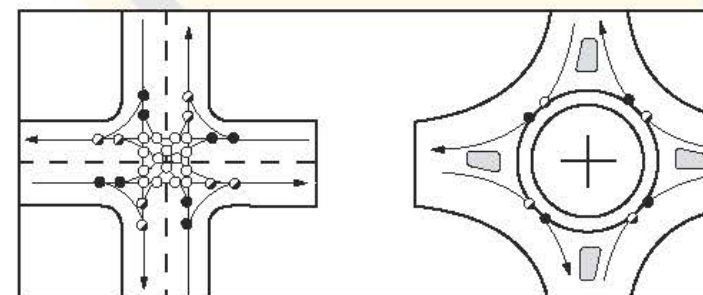


Illustration of potential conflict points in traffic intersections.

Through proper design, roundabouts can easily accommodate emergency and large sized vehicles. Drivers should behave in the same manner as they would on any other road if an emergency vehicle approaches: carefully move your vehicle as far right as possible and, if necessary, stop until the emergency vehicle passes.



Signaled intersection:
32 conflict points

Roundabout:
8 conflict points

All roundabouts have these features:

Yield-at-entry

- Traffic entering the circle yields to traffic already in the circle.

Traffic deflection

- Pavement markings and raised islands direct traffic into a one-way counterclockwise flow.

Geometric curvature

- The radius of the circular road and the angles of entry can be designed to slow the speed of vehicles.



Driving straight through a roundabout



Left-hand turn

Because the only movement allowed upon entry or exit from a roundabout is a right turn, the occurrence of crashes that result in injury is substantially reduced. Small-angle collisions, the type of collisions that can occur as a result of a right-hand turn, are typically less severe than other types of collisions.

Benefits of a roundabout:

Lives saved

- Up to a 90% reduction in fatalities
- 76% reduction in injury crashes
- 30-40% reduction in pedestrian crashes
- 75% fewer conflict points than four way intersections

Slower vehicle speeds (under 30 mph)

- Drivers have more time to judge and react to other cars or pedestrians
- Advantageous to older and novice drivers
- Reduces the severity of crashes
- Keeps pedestrians safer

Efficient traffic flow

- 30-50% increase in traffic capacity

Reduction in pollution and fuel use

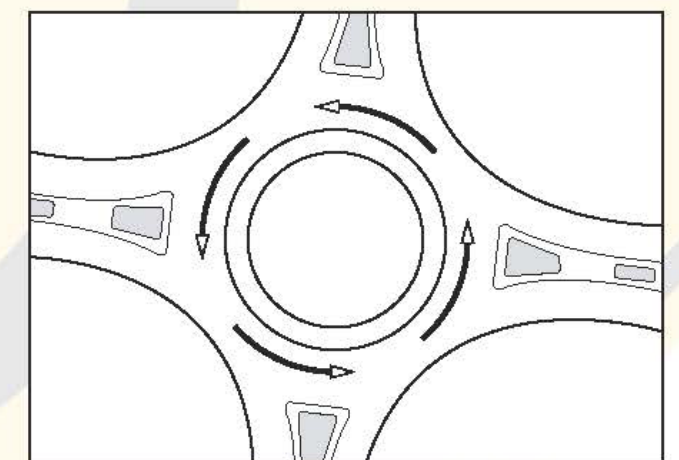
- Improved traffic flow for intersections that handle a high number of left turns
- Reduced need for storage lanes

Money saved

- No signal equipment to install and repair
- Savings estimated at an average of \$5,000 per year in electricity and maintenance costs
- Service life of a roundabout is 25 years (vs. the 10-year service life of signal equipment)

Community benefits

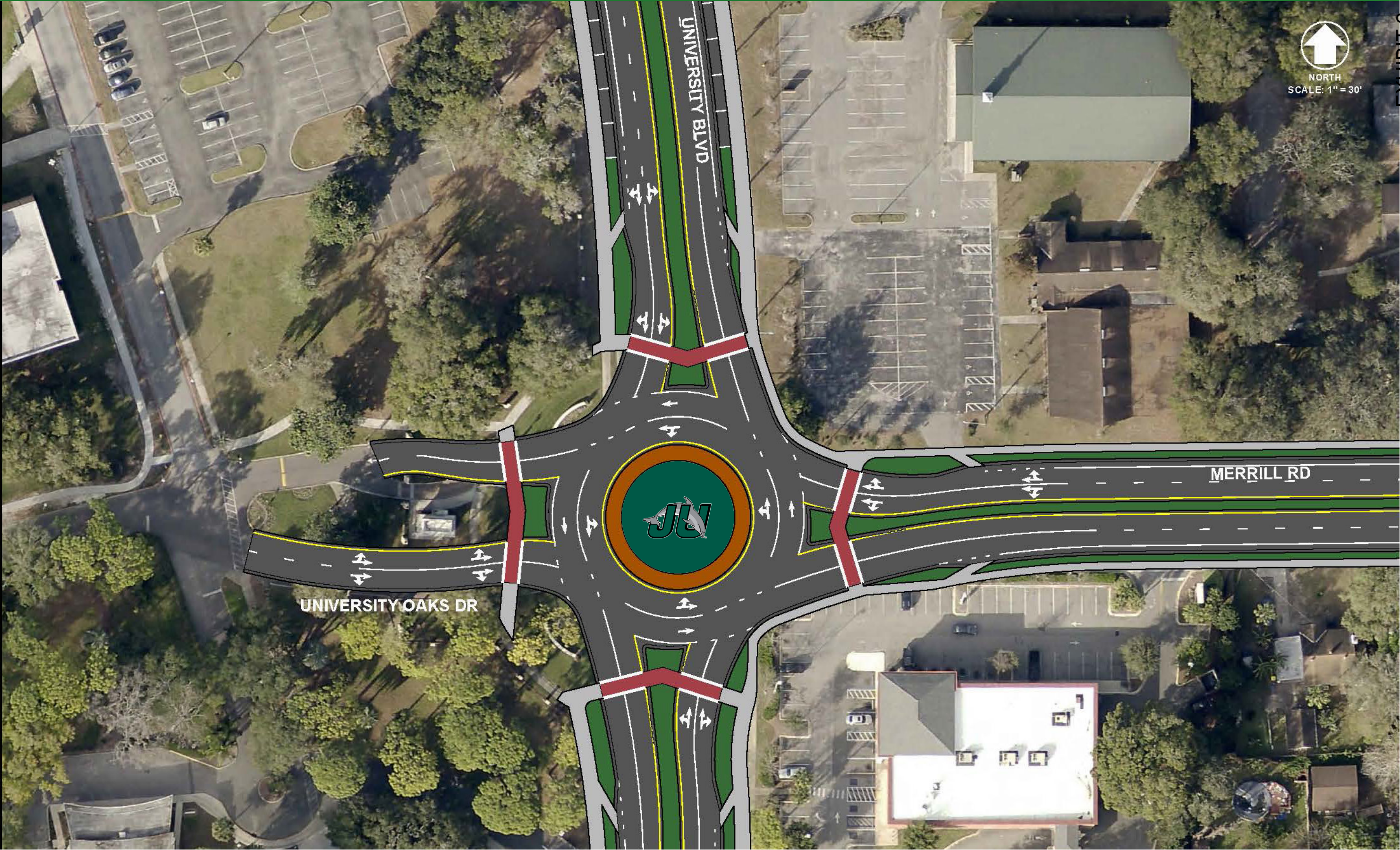
- Traffic calming
- Aesthetic landscaping



Continuous counterclockwise traffic flow

Roundabouts save lives...

FIGURE 6: INTERSECTION CONTROL - UNIVERSITY/MERRILL ROUNDABOUT (AT JU)



6.1.5 PARKS AND OPEN SPACE

As noted in the Greater Arlington/Beaches Vision Plan the greater Arlington community does not have sufficient parks. The Vision Plan noted numerous areas within the RDA that are underserved. The creation of a linear park (where the current Justina canal is located) with associated retention areas could also lend itself to enhanced park and open space for the communities on both sides of the old canal.

6.1.6 TELECOMMUNICATIONS (BROADBAND)

The College centric mixed land use and market potential of the College Town District will be enhanced by the provision of increased broadband internet service via new fiber optic connectivity and by the creation of free public wifi within the District. The proximity and scale of the JU campus, City Library and Public schools allow for the efficient coverage of municipal scale wifi mesh equipment. We further recommend that the additional internet fiber connection occur to the already established Florida Lambda Rail which locally connects major universities and health centers such as Mayo Clinic and UF/Shands.

Created in 2002, FLR is an “independent statewide fiber optical network owned and operated on behalf of partner universities and affiliates dedicated to producing knowledge and prosperity within the state of Florida through education and research activities that drive economic development,” as described on the FLR website. The network consists of over 1,500 miles of fiber optic trunk line, providing direct connectivity, up to 20 Gigabytes per second, to a wide range of domestic and international networks including the National LambdaRail (NLR). FLR provides direct connectivity to most major medical schools and medical research institutes around the state and is a highly reliable high speed transport platform. It provides an opportunity for affiliates to collaborate with colleagues around the world and enables member institutions, agencies and their partners to participate in advanced research, education and economic development activities.

The elements shown in the conceptual diagram may be relocated or realigned in future planning initiatives so long as modifications are generally consistent with the vision articulated in this Plan.

Project / Element	Project Cost 2015\$	Primary Responsibility / Funding	Support / Funding
Transportation - Mobility			
Arlington Road Reconstruction	\$2,175,000	CRA	JTA - Transit
University Blvd. S.	\$3,351,000	FDOT	CRA/JTA - Complete Street
University Blvd. N.	\$2,889,000	FDOT	CRA/JTA - Complete Street
Merrill Road W.	\$3,800,000	JTA - Complete Street	CRA
Merrill Road E.	\$2,660,000	CRA	JTA - Transit
FT. Caroline	\$874,000	CRA	JTA - Transit
Justina Rd. (1 mile)	\$2,510,000	CRA	JTA - Transit
Tarpon Dr. Extension N. (0.2 mile)	\$548,640	CRA	COJ - Transportation Impact Fees
Hartsfield Extension S. (0.62 mile)	\$1,700,000	CRA	COJ - Transportation Impact Fees
Los Santos Extension E. (0.4 mile)	\$1,100,000	CRA	COJ - Transportation Impact Fees
Cesery Terrace (0.27 mile)	\$740,700	CRA	COJ - Transportation Impact Fees
Major Intersection Improvements			
Arlington - Rogero (partial)	\$100,000	CRA	COJ - Rogero Town Center Program
Arlington - University (intersection)	\$150,000	CRA	JTA - Transit
University - Merrill (roundabout)	\$250,000	CRA	JTA - Complete Street
University - Ft. Caroline (roundabout)	\$350,000	CRA	FDOT
Merrill - Cesery (roundabout)	\$350,000	CRA	JTA - Complete Street
Arlington - Cesery (phase 2)	\$250,000	CRA	COJ/JTA
Merrill - Justina (phase 2)	\$150,000	CRA	JTA - Complete Street
Merrill - Red Oak (phase 2)	\$150,000	CRA	JTA - Complete Street
Merrill - Rogero (phase 2)	\$150,000	CRA	JTA - Complete Street
Planning Studies			
Detailed Design an Engineering	TBD	FDOT	CRA/JTA - Complete Street
Planning and Codification	TBD	JTA - Complete Street	CRA
	TBD	CRA	COJ
Subtotal (not including costs TBD)	\$24,248,340		

The elements shown in the conceptual diagram may be relocated or realigned in future planning initiatives so long as modifications are generally consistent with the vision articulated in this Plan.

	Project Cost \$2015	Primary	Secondary
Drainage Improvements			
1-11) Identified Locations (CRA Plan)	\$7,958,183	COJ - Storm water Utility	CRA
A) Identified Location (CRA Plan) (Strawberry Creek Sub basin Alt. 4) COJ - MSMP	\$10,257,000	COJ - Storm water Utility	CRA
Water / Sewer Improvements			
System capacity & Line Condition	TBD	JEA	CRA
Conversion of Sewage Treatment Facility	TBD	JEA	CRA
Electric Service & Distribution			
Relocation of Overhead Distribution	TBD	JEA	CRA
Underground Service connections	TBD	JEA	CRA
Fiber Optic Bandwidth Wi-Fi			
Connection to FL Lambda Rail Fiber	\$250,000	CRA	JU/Jones College
Public WiFi - College Town District	\$600,000	CRA	JU
Open Space / Parks			
Improvements / CPTED Identified	TBD	CRA	
Locations (CRA Plan)			COJ - Parks & Recreation
Gateway Elements / Landscape (4 Locations)	\$700,000	CRA	Old Arlington Inc, JU, COJ, FDOT, JTA
Miscellaneous			
Acquisitions of Easement and Properties	TBD	CRA	COJ
Appraisals	TBD	CRA	COJ
Grants	TBD	CRA	COJ
Façade Improvements	TBD	CRA	COJ
Event Planning	TBD	CRA	COJ
Administration Costs	TBD	CRA	COJ
Subtotal (not including costs TBD)	\$19,765,183		

6.2 CAPITAL PROJECTS

The Community Redevelopment Act, Section 163.362(4), Florida Statutes (2012), requires identification of publicly funded capital projects to be undertaken within the Community Redevelopment Area. Such capital projects may include, but not limited to the following:

Incentive programs to improve/upgrade building exteriors may be impactful to the area. At adoption of this Plan, it is difficult to identify with any great degree of specificity all capital projects necessary to realize the primary and community objectives contained in the Plan. As budgets and costs for the underlying infrastructure necessary to implement with the Jacksonville City Council acting as the CRA's vision are better developed and the Plan is implemented a more specific identification of all capital. The primary objectives are predominately capital based and it is the City's intent to concentrate their efforts on those improvements.

Consistent with the Community Redevelopment Act, Section 163.370(3), Florida Statutes (2012), increment revenues paid into the Redevelopment Trust Fund will not be used to pay for or finance capital improvements constructed within three (3) years of approval or adoption of this Plan.

The Community Redevelopment Area capital project work plan can be found in the technical document. The capital project work plan is subject to revisions, updates and prioritization as community redevelopment implementation occurs.

6.3 PROJECTED CAPITAL COSTS

The Community Redevelopment Act, Section 163.362(9), Florida Statutes (2012) requires the Plan to contain a detailed statement of projected costs related to the redevelopment initiative, including the amount to be expended on publicly funded capital projects in the Community Redevelopment Area and any indebtedness of the CRA and if the indebtedness is to be repaid with revenues from the Redevelopment Trust Fund. To implement the Plan, it will be necessary to combine both public and private sources of capital, using both long and short term financing options. All projects financed by or in part through increment revenues will commence prior to the sunset of the Community Redevelopment Area in year 2035.

The Capital Work Plan projects and dollar amounts are primarily based on past studies. The projects and numbers listed in the work plan and operating budget have been used for budgetary purposes only, and are considered to be relatively conservative. The recommended costs for capital improvement projects include design and construction costs, as well as contingent costs for additional studies, data manipulation or research needed to implement each project. The costs generally do not include costs of land acquisition and/or consolidation.

For planning purposes, the major capital components proposed within the Community Redevelopment Area are classified in the technical document.

It is anticipated the cost of major capital components in the Community Redevelopment Area, as well as administration costs, future studies, etc. will be satisfied through a combination of existing and future capital budget commitments, fees, fee related credits, increment revenues generated from the redevelopment construction within the Community Redevelopment Area. Conceptually, the linkages among these funds or resources will be articulated in a Redevelopment Agreement and/or an Interlocal agreement.

The various costs associated with implementing the Redevelopment Plan have been identified as being either primarily a public or private responsibility. Public costs are those necessary to ensure the general framework of the Development Plan is developed in the spirit and intention of the Community Redevelopment Area.

Those items identified as primarily public costs will be structured in a manner which private resources are committed in conjunction with or in advance of public resources. In some cases, public expenditures will not be required to support the Plan. In other cases, these expenditures can be phased in accordance with the scale of the redevelopment effort in a manner where costs are advantageously matched to the expected stream of increment revenues or other available revenues.

Due to the current and projected economic environment, demonstrated through the increment revenue forecasts (see Appendix B) and shortage of the dollars required to implement the intent of the Plan, it is critical that the City leverage the increment dollars with various financial programs to implement the projects, programs and services identified within this Plan. The CRA can package many financial programs in order to have enough resources, especially when newly enacted to jump-start the Plan. While the bond market is not strong for CRA's, many in Florida use a bank held Letter of Credit to fund large scale projects. Local governments commonly loan their CRA's start-up funds as well, paid back over time as the increment revenues grow from private investment.

The principal and interest on such advances, funds and indebtedness may be paid from tax increments or any other funds available to the CRA.

6.4 NON-CAPITAL PROGRAMS

After the creation of the CRA, resources can be used for administrative expenses and overhead of the CRA, and other non-capital programs, including the development and implementation of community policing innovations pursuant to Section 263.356(3)(d), Florida Statutes (2012). Such non-capital programs may include, but not limited to the following:

1. Regulatory, operational and management
2. Marketing, promotions, special events, economic development
3. Facade/property improvement grants

CHAPTER 7 GENERAL

7.1 COMMUNITY REDEVELOPMENT TRUST FUND

Once this Plan has been adopted, the Jacksonville City Council shall create a Community Redevelopment Advisory Board and establish a Redevelopment Trust Fund. The Redevelopment Trust Fund will receive all increment revenues, grants, gifts or revenues generated by redevelopment activities. The Redevelopment Trust Fund must remain in place until all indebtedness from redevelopment activities is paid.

The annual funding of the Redevelopment Trust Fund will result from additional incremental revenues collected in the Community Redevelopment Area by the City of Jacksonville. The increment available will be determined annually in an amount equal to 95% (ninety-five percent) of the difference between:

- 1. The amount of ad valorem taxes levied each year by the County, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of the Community Redevelopment Area; and
- 2. 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 County, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the Community Redevelopment Area as shown upon the most recent assessment roll used in connection with the taxation of such property by the County prior to the effective date of the ordinance providing for the funding of the Redevelopment Trust Fund.

7.2 SAFEGUARDS, CONTROLS, RESTRICTIONS OR COVENANTS

All redevelopment activities identified herein will not be initiated until they are found to be consistent with the Comprehensive Plan and applicable land development regulations.

In order to assure that redevelopment will take place in conformance with the projects, objectives and strategies expressed in this Plan, the CRA will utilize the regulatory devices, instruments and systems used by the City to permit development and redevelopment within its jurisdiction. These regulatory devices, etc., include but are not limited to the Comprehensive Plan, the Zoning Code, adopted design guidelines, performance standards and City authorized development review, permitting and approval processes and any other adopted codes, standards, and policies.

In order to leverage the increment revenues, the City of Jacksonville may contemplate the imposition of non-ad valorem assessments. The imposition of special assessments for capital improvements and essential services is covered by well settled case law and specific statutory provisions authorizing collection of non-ad valorem assessments on the same bill as ad valorem taxes. Such provisions require extraordinary notice to all affected property owners.

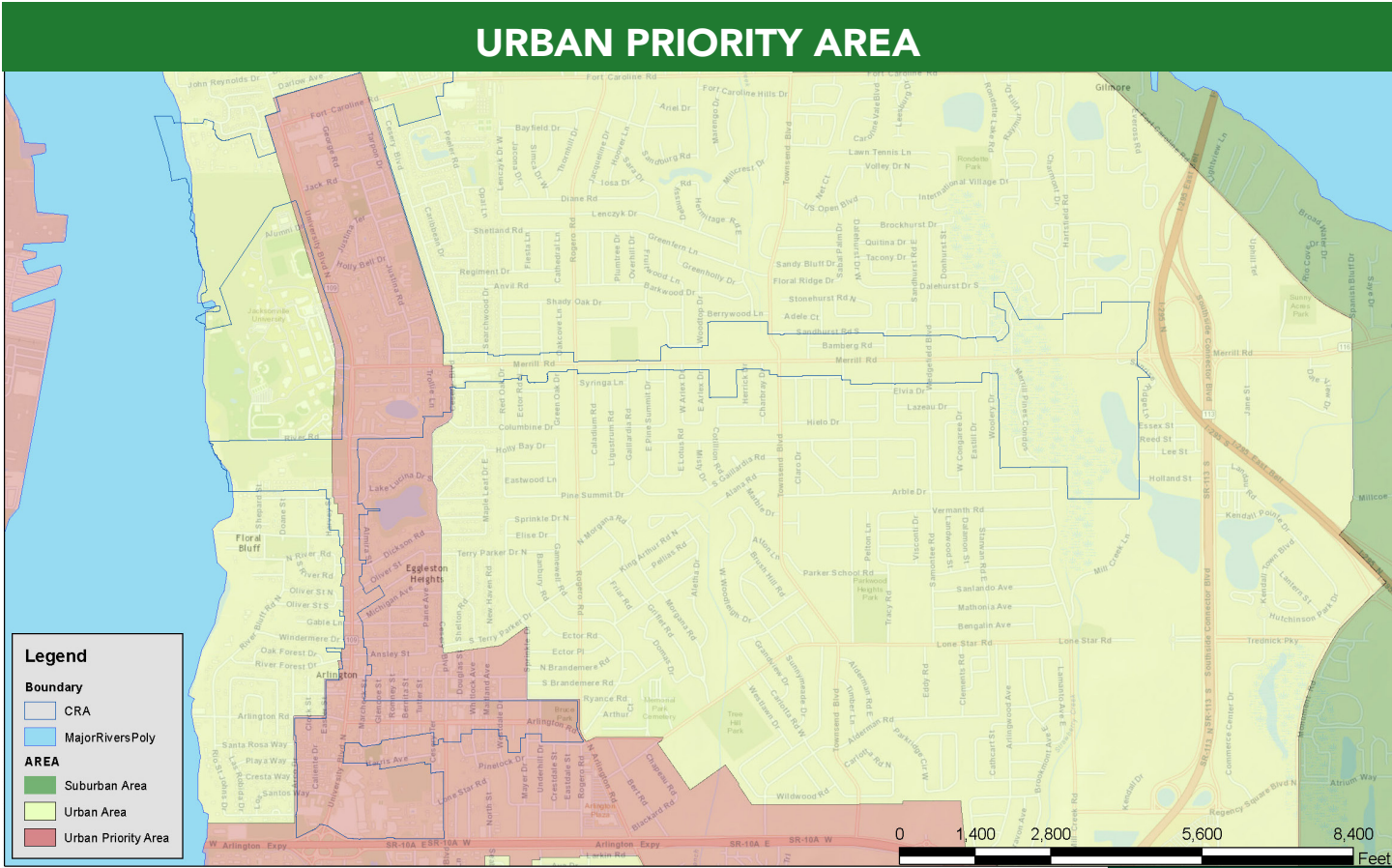
Issues concerning restrictions on any property acquired for community redevelopment purposes and then returned to use by the private sector will be addressed on a case-by-case basis to ensure all activities necessary to perpetuate the redevelopment initiative are advanced in a manner consistent with this Plan and any amendment hereto. Such restrictions or controls would be expected to be in the form of covenants running with any land sold or leased for private use as provided for in the Community Redevelopment Act, Section 163.380, Florida Statutes (2012).

7.3 CONSISTENCY WITH CITY OF JACKSONVILLE COMPREHENSIVE PLAN

This Plan articulates the vision for the Community Redevelopment Area as a safe, economically sustainable, accessible destination for residents and visitors with a vibrant urban mixed use University Blvd/Merrill/Arlington Roads; safe, viable pedestrian-friendly, multi-modal transportation system, affordable and attractive neighborhoods; and bicycle paths/multi-use trails connecting to services, recreation facilities, commercial corridors and the Corridors. These improvements will feature people oriented urban design principles. This Redevelopment Plan also encourages a mixture of housing types and price ranges to implement affordable to moderate rate housing initiatives.

In part, physical redevelopment activities can take place; however, developing the urban mixed use University Blvd/Merrill/Arlington Roads will require amendments to be approved and adopted by City Council. However, until such amendments take place, only those elements of this Community Redevelopment Plan which conform to the existing Comprehensive Plan should be implemented. With the expansion of the mixed-use land use designation, this Community Redevelopment Plan will be fully consistent with the Comprehensive Plan.

As shown by the following graphic showing the Arlington Area from the City’s 2030 Future Land Use Map, the University and Arlington corridors have been designated as Urban Priority Areas. Urban Priority Area designation is intended to identify and encourage areas in need of redevelopment and to employ urban development characteristics.



Urban Development Characteristics – Features which, when combined, provide a compact and connected development. Urban development characteristics typically include, but are not limited to: a network of connected streets and blocks interconnected with surrounding development and the existing and planned JTA Rapid Transit System (RTS) to the greatest extent possible; the provision of medium to high density residential and mixed uses, preferably vertically integrated within multistory buildings; buildings which are massed against and front both existing roadways and those that are created by the new development; off-street parking located behind or to the side of buildings to the greatest extent possible; and an interconnected pedestrian, bicycle and open space network.

Following are Goals, Objectives and Policies in the City of Jacksonville Comprehensive Plan, which are specifically addressed by the Community Redevelopment Plan. The usage of terms is direct quotes from the 2030 City of Jacksonville Comprehensive Plan.

FUTURE LAND USE ELEMENT (2030)

GOAL 1

To ensure that the character and location of land uses optimize the combined potentials for economic benefit and enjoyment and protection of natural resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation.

1.1.2

As depicted on the FLUM series, Development Areas have been established to determine appropriate locations for land uses and densities and consist of five tiers of development intensities ranging from high density infill development in the historic core to very low density in the outlying rural areas. These include: the Central Business District (CBD); the Urban Priority Area (UPA); the Urban Area (UA); the Suburban Area (SA); and the Rural Area (RA). These Development Areas determine differing development characteristics and a gradation of densities for each land use plan category as provided in the Operative Provisions of this element.

1.1.11

Encourage that new non-residential projects be developed in designated nodal and corridor development areas as provided in the Plan Category Descriptions of the 5 Operative Provisions, in appropriate commercial infill locations, or as a Transit Oriented Development (TOD), as described in this element.

1.1.13

Ensure that mixed and multi-use projects enhance, rather than detract from, the character of established developed areas by requiring site plan controlled zoning such as Planned Unit Developments (PUDs), TODs or TNDs for all mixed and multi-use projects and conforming with the following criteria:

1. The type of land use(s), density, and intensity is consistent with the provisions of the land use category, particularly the category's predominant land use;
2. The proposed development is in conformity with the goals, objectives, policies, and operative provisions of this and other elements of the 2030 Comprehensive Plan; and
3. The proposed development is compatible with surrounding existing land uses and zoning.

1.1.16

Require mitigation of adverse land use impacts on adjacent uses during development and redevelopment through:

1. Creation of like uses;
2. Creation of complementary uses;
3. Enhancement of transportation connections;
4. Use of noise, odor, vibration and visual/ aesthetic controls; and/or
5. Other appropriate mitigation measures such as requirements for buffer zones and landscaping between uses.

1.1.17

Require public and private infrastructure facilities to be located and designed in a manner that complements surrounding development

1.1.20A

Extensions of the Development Areas will be noted in each land use amendment where an extension is needed or requested concurrent with a Future Land Use Map Amendment. In addition, plan amendments shall meet the requirements as set forth in Policy 1.1.21 and 1.1.22.

Objective 1.2 Manage the use of land in the City by approving new development and redevelopment only if necessary public facilities are provided concurrent with the impacts of development. Ensure the availability of adequate land suitable for utility facilities necessary to support proposed development. Verify prior to development order issuance that all new development and redevelopment will be served with potable water, wastewater, solid waste disposal, stormwater management facilities, and parks that meet or exceed the adopted Levels of Service established in the Capital Improvements Element.

Policies 1.2.1

The City shall ensure that the location and timing of new development and redevelopment will be coordinated with the ability to provide public facilities and services through the implementation of growth management measures such as the

Development Areas and the Plan Category Descriptions of the Operative Provisions, development phasing, programming and appropriate oversizing of public facilities, and zoning and subdivision regulations.

1.2.8

Ensure that projected growth in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area will be provided with sufficient system capacity to obtain centralized wastewater and potable water, through implementation of the Capital Improvements Element, which shall be updated annually and shall be coordinated with the growth projections for the City.

1.2.9

Require new development and redevelopment in the Central Business District, Urban Priority Area, Urban Area, and Suburban Area to be served by centralized wastewater collection and potable water distribution systems when centralized service is available to the site. New septic tanks in this area maybe permitted only as interim facilities pursuant to the requirements of the Sanitary Sewer Sub-Element.

1.2.14

The City shall give priority consideration to use of properties acquired in the implementation of the Master Stormwater Management Plan for recreational purposes where facilities are of substantial size.

Objective 1.3 Continue to improve coordination between transportation and land use planning efforts in order to optimize transportation system capacity and promote high quality site designs.

Policies 1.3.1

For all new arterials and freeways or other limited access facilities constructed after 1991, and for all major arterials for which access and egress are to be reevaluated, the following guidelines are to be used in determining the spacing of driveways

1.3.2

No zoning variance to reduce the required front yard setback, as established by Land Development Regulations, located on a minor or major arterial or freeway shall be permitted without the written notification of the agency(s) responsible for the maintenance and construction of the adjacent roadway facilities. Said agency(s) shall be permitted adequate opportunity to respond to the variance request and concerns expressed shall be considered prior to variance determination.

GOAL 2

To enhance and preserve for future generations geographic areas with unique economic, social, historic or natural resource significance to the City.

Objective 2.1 Enhance protection of sites and structures of major historic and cultural significance in the City through enactment of improved regulatory controls and incentives and expansion of the duties of the Jacksonville Historic Preservation Commission (JHPC), or its successor.

2.1.3

Require the adaptive reuse of historic landmarks instead of demolition where physically, structurally, and economically feasible. Maintain a high quality of design for infill and new development within historic districts in order to preserve sites that are not designated in accordance with the provisions established in the Historic Preservation Element.

Objective 2.2 Through the use of neighborhood plans and studies, the City shall continue to maintain and implement an urban revitalization strategy for the City's blighted areas, and those areas threatened by blight, which will address maintenance, improvement or replacement of existing structures, permit the transition of run-down or grossly under-utilized commercial properties to alternate uses, and support the re-emergence of diverse urban neighborhoods.

2.2.2

All new neighborhood plans and studies shall require consideration of infrastructure needs and improvements to further redevelopment and investment in blighted areas

2.2.5

Develop incentive mechanisms to be used by the Housing and Neighborhoods and Planning and Development Departments to encourage redevelopment of physically or economically depressed areas. Use extension of public utilities and other capital improvement projects, and joint public-private projects, as catalysts to revitalize these areas

2.2.6

Use financial and regulatory incentives and local participation in related state and federal programs to encourage redevelopment and maintenance of declining areas. Develop regulatory incentives through the Planning and Development Department that will relax local site development standards in redevelopment areas and target neighborhoods in order to enhance the market feasibility of redevelopment projects. Such standards shall not adversely affect the existing cultural framework and character of the area nor result in any redevelopment or development approvals that are contradictory to community improvement efforts.

2.2.8

Encourage the redevelopment and revitalization of run-down and/or under-utilized commercial areas through a combination of regulatory techniques, incentives and land use planning. Adopt redevelopment and revitalization strategies and incentives for private reinvestment in under-utilized residential and/or commercial areas where adequate infrastructure to support redevelopment exists.

2.2.11

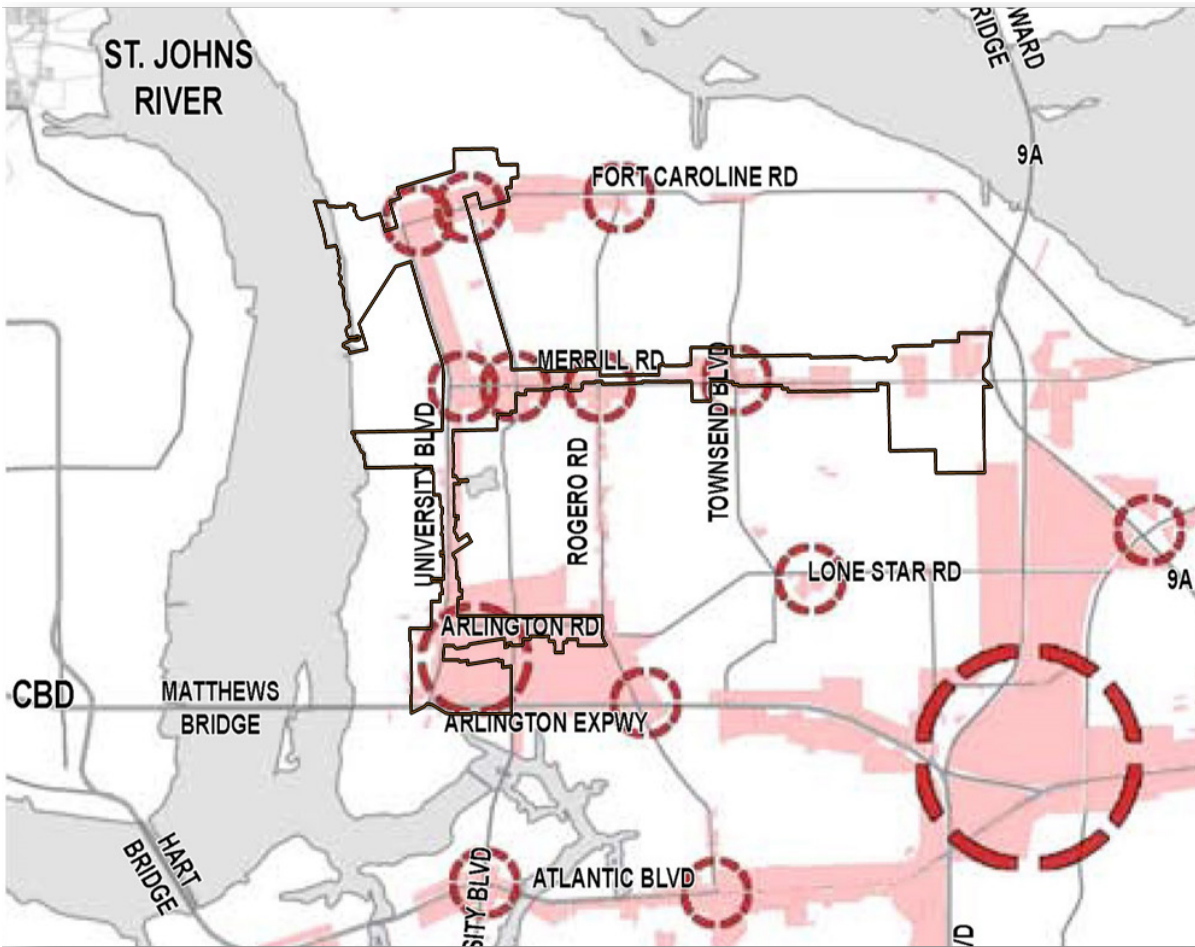
Encourage the reorientation of existing curb cuts and/or parking lots and garages in redeveloping areas to minimize the negative impacts of non-residential development on adjacent residential uses.

2.2.12

Adopt and implement plans through the Planning and Development Department, and Public Works Department to facilitate the provision of public facilities in conjunction with the location and timing of neighborhood and commercial redevelopment. Such plans should give priority to neighborhood and commercial redevelopment projects in those areas where conditions of physical, economic, and/or social blight exist.

CONSISTENCY WITH THE ARLINGTON/BEACHES VISION PLAN

The redevelopment plan is consistent with the Arlington/Beaches Vision Plan which identifies the corridors as Mixed Use Areas with specific Mixed Use nodes.



7.4 CONCLUSION

The Community Redevelopment Plan provides a framework for rehabilitation and redevelopment of the Community Redevelopment Area as an attractive, inviting, easily accessible and economically successful identifiable community, which promotes a positive image and identity for the Arlington neighborhood. This Plan deliberately and reasonably addresses the blighted area conditions observed, and finding of necessity determinations made, ratified, and confirmed by the City Council. To realize the redevelopment vision of the Plan, community leaders, business persons and residents are encouraged to support the redevelopment objectives and continue the commitment over time even through administrative changes in order for the vision to be successfully implemented into reality.

Realization of the Redevelopment Plan is a 20-year time certain effort. The CRA may be annually reviewed to include a report and budget. The City Council acting as the CRA may elect to update and amend the Plan every five years contingent on City review and approval.

This 20-year duration is necessary due to the extent of defunct infrastructure; and the low increment revenue projections, which will take nearly 10 years to start realizing appreciable revenue increment to use to leverage other funding sources for the improvements. It is further noted that the estimated increment revenues by year 20 will be an estimated \$59 million. It is important to note that the increment revenue estimates over the 25-year period fall short of the estimated costs to undertake the projects identified in the Plan to mitigate and reverse blight factors. The City believes that it will take the full 25-years to realize the dollars necessary to undertake the redevelopment initiatives identified within the Plan. It is possible that economic conditions may improve more than what the increment revenue forecast currently demonstrates, as well as the City may be fortunate to acquire other funding sources, yet to be identified. Understanding this, the City suggests completing a sunset review with the County in year 20 (2035). The intent of 2035 review is to determine if the redevelopment objectives, initiatives and projects have been successful in reversing blight conditions as described within the “Finding of Necessity Report” and the Plan. If it is jointly determined that the CRA has accomplished the primary objectives outlined in the Plan, or most recent updates, then the date for the sunset for the Community Redevelopment Area can be re-established for a period less than 20 years, but not more than 30 years.

APPENDIX A
LEGAL DESCRIPTION
& MAPS

EXHIBIT 2
PAGE 49 OF 71

LEGAL DESCRIPTION
UNIVERSITY BOULEVARD/MERRILL ROAD CORRIDOR REDEVELOPMENT AREA
CITY OF JACKSONVILLE, DUVAL COUNTY, FLORIDA

A part of the City of Jacksonville, being located in Townships 1 and 2 South, Range 27 East, Duval County, Florida, being more particularly described as follows:

Begin at the southwest corner of Tract "C", being on the easterly right of way line of Arco Drive, per Arlington Commercial Center as recorded in Plat Book 28, Page 55 of the Public Records of Duval County, Florida; Thence northerly along said easterly right of way line of Arco Drive to the southerly line of Lot 10, Block 13 per Arlington Heights Second Subdivision of Alderman Realty Co. as recorded in Plat Book 5, Page 83 of said Public Records; Thence westerly along said southerly line to the easterly right of way line of Bretta Street (Hickory per said plat of Arlington Heights); Thence northerly along said easterly right of way line of Bretta Street to the southerly right of way line of Arlington Road (St. John's Street per said plat of Arlington Heights); Thence easterly along said southerly right of way line of said Arlington Road to the northwest corner of Block 17 per said plat of Arlington Heights and easterly right of way line of Easter Street (Hemlock per said plat of Arlington Heights); Thence north along said easterly right of way line of Easter Street to the northwest corner of Block 19 per said plat of Arlington Heights and the southerly right of way line of Macy Avenue (Arlington per said plat of Arlington Heights); Thence easterly along said southerly right of way line of Macy Avenue to the southerly prolongation of the westerly line of Lot 5, Block 22 per said plat of Arlington Heights; Thence northerly along said prolongation and the westerly line of said Lot 5 to the southerly line of Block 1 per River Forest Unit No. 1 as recorded in Plat Book 21, Page 47 of said Public Records; Thence easterly along said southerly line of Block 1 per said plat of River Forest Unit No. 1 and the southerly line of Block 1 per River Forest Unit No. 1 Addition as recorded in Plat Book 23, Page 74 of said Public Records to the westerly line of Lot 13 per said plat of River Forest Unit No. 1 Addition; Thence northerly along said westerly line of Lot 13 to the southerly right of way line of River Forest Drive per said plat of River Forest Unit No. 1 Addition; Thence northerly across said River Forest Drive to the northerly right of way line of said River Forest Drive and the westerly line of Lot 30 per said plat of River Forest Unit No. 1 Addition; Thence northerly along said westerly line of Lot 30 to the southerly line of Lot 32 per said plat of River Forest Unit No. 1 Addition; Thence westerly along said southerly line of Lot 32 to the westerly line of said Lot 32; Thence northerly along said westerly line of Lot 32 to the southerly line of Block 3 per River Forest Unit No. 3 as recorded in Plat Book 21, Page 68 of said Public Records; Thence easterly along said southerly line of Block 3 per said plat of River Forest Unit No. 3 to the westerly line of Lot 1, Block 3 per said plat of River Forest Unit No. 3; Thence northerly along said westerly line of Lot 1 to the southerly right of way line of Windermere Drive per said plat of River Forest Unit No. 3; Thence northerly across said Windermere Drive to the northerly right of way line of said Windermere Drive and the westerly line of Lot 3, Block 2 per said plat of River Forest Unit No. 3; Thence northerly along said westerly line of Lot 3, and the westerly line of Lot 2 and Lot 1, Block 2 per said plat of River Forest Unit No. 3 to the southerly right of way line of Gable Lane per said plat of River Forest Unit No. 3; Thence northerly across said Gable Lane to the northerly right of way line of said Gable Lane and the

westerly line of Lot 1, Block 1 per said plat of River Forest Unit No. 3; Thence northerly along said westerly line of Lot 1, Block 1 to the southerly line of Block 3 per River Forest Unit No. 6 as recorded in Plat Book 26, Page 89 of said Public Records; Thence westerly along said southerly line of Block 3 to the westerly line of the easterly 75.00 feet of Lot 14, Block 3 per said plat of River Forest Unit No. 6 per Official Records Book 12606, Page 2392 of said Public Records; Thence northerly along said westerly line of easterly 75.00 feet of Lot 14 to the northeasterly line of said Lot 14; Thence southeasterly along said the northeasterly line of 14 to the westerly line of Lot 17, Block 3 per said plat of River Forest Unit No. 6; Thence northerly along said westerly line of Lot 17 and the westerly line of Lot 16, Block 3 per said plat of River Forest Unit No. 6 to the southerly right of way line of Oliver Street per said plat of River Forest Unit No. 6; Thence northerly across said Oliver Street to the northerly right of way line of said Oliver Street and the westerly line of Lot 14, Block 1 per said plat of River Forest Unit No. 6; Thence northerly along said westerly line of Lot 14, and the westerly line of Lot 15 and Lot 16, Block 1 per said plat of River Forest Unit No. 6 to the southerly line of Block 4 per River Forest Unit No. 4 as recorded in Plat Book 22, Page 27 of said Public Records; Thence westerly along said southerly line of Block 4 to the westerly line of Lot 31, Block 4 per said plat of River Forest Unit No. 4; Thence northerly along said westerly line of Lot 31, and the westerly line of Lot 30, Lot 29, and a part of the westerly line of Lot 28, Block 4 to the southernmost point of Lot 26, Block 4 per said plat of River Forest Unit No. 4; Thence northwesterly along the southwesterly line of Lot 26 to the westerly line of Lot 26, Block 4 per said plat of River Forest Unit No. 4; Thence northerly along said westerly line of Lot 26 to the southerly right of way line of Dickson Road (North River Road per said plat of River Forest Unit No. 4); Thence northerly across said Dickson Road to the northerly right of way line of said Dickson Road and the westerly line of Lot 16, Block 2 per said plat of River Forest Unit No. 4; Thence northerly along said westerly line of Lot 16; Thence northeasterly along the northwesterly line of said Lot 16 to the westerly line of Lot 14, Block 2 per said plat of River Forest Unit No. 4; thence northerly along said westerly line of Lot 14, and the westerly line of Lot 13 and Lot 12, Block 2 per said plat of River Forest Unit No. 4 to the southwesterly line of Lot 11, Block 2 per said plat of River Forest Unit No. 4; Thence northwesterly along said southwesterly line of Lot 11 and the southwesterly line of Lot 9, Block 2 per said plat of River Forest Unit No. 4 to the westerly line of said Lot 9; Thence northerly along said westerly line of Lot 9 to the southerly right of way line of Floral Bluff Road (Floral Bluff Avenue per said plat of River Forest Unit No. 4); Thence northerly across said Floral Bluff Road per said plat of River Forest Unit No. 4, and per plat of Floral Bluff as recorded in Plat Book 1, Page 92 of said Public Records to the northerly right of way line of said Floral Bluff Road and the westerly line of Lot 7, Block A per said plat of Floral Bluff; Thence northerly along said westerly line of Lot 7 to the southerly line of Lot 10, Block A per said plat of Floral Bluff; Thence westerly along said southerly line of Lot 10 to the easterly right of way line of Harvey Street per said plat of Floral Bluff; Thence northerly along said easterly right of way line of Harvey Street to the southerly right of way line of Burdette Road (Burdette Avenue per Official Records Book 8063, Page 1438 of said Public Records); Thence westerly along said southerly right of way line of Burdette Road to the west right of way line of Harvey Street per Official Records Book 10069, Page 1353 of said Public Records; Thence northerly across said Burdette Road to the northerly right of way line of said Burdette Road and the westerly line of land per Official Records Book 15384, Page 1960 of said Public Records; Thence northerly along said westerly line of

land per Official Records Book 15384, Page 1960 to the southerly line of Parcel 1 per Official Records Book 16555, Page 883 of said Public Records; Thence westerly along said southerly line of Parcel 1 to the easterly right of way line of Shepard Street per said Official Records Book 16555, Page 883 of said Public Records; Thence westerly across said Shepard Street to the westerly right of way line of said Shepard Street and the southerly line of the Common Area of Arlington By The River Condominium Association Inc. per Official Records Book 5670, Page 334 of said Public Records; Thence westerly along said southerly line of the Common Area to the St. Johns River; Thence northerly along the St. Johns River to the northerly line of land per Official Records Book 16822, Page 1713 of said Public Records; Thence easterly along said northerly line of land per Official Records Book 16822, Page 1713 to a point being 100.00 feet west of the westerly right of way line of University Boulevard (State Road 109), when measured perpendicularly; Thence northerly along a line parallel with the westerly right of way line of said University Boulevard (State Road 109), being 100.00 feet west of the westerly right of way line of said University Boulevard, when measured perpendicularly, to a southerly line of land per Official Records Book 14781, Page 2267 of said Public Records; Thence westerly along said southerly line of land per Official Records Book 14781, Page 2267; Thence continue along said land per Official Records Book 14781, Page 2267 southwesterly and southerly to the southerly most line of land per said Official Records Book 14781, Page 2267; Thence southerly along an extension of the preceding line per said Official Records Book 14781, Page 2267, through land of Jacksonville University, a distance of 334 feet, more or less; Thence westerly along and across the southerly limits of the existing asphalt loop drive, and northerly of the existing Jacksonville University Marine Science building to the St. Johns River; Thence northerly along the St. Johns River to the southerly line of land per Official Records Book 9415, Page 2339 of said Public Records; Thence westerly along said southerly line per Official Records Book 9415, Page 2339 to the Bulkhead Line per said Official Records Book 9415, Page 2339; Thence northerly along said Bulkhead Line to the southerly line of land per Official Records Book 13972, Page 2322 of said Public Records; Thence northerly along the westerly line of land per said Official Records Book 13972, Page 2322 to the northerly line of land per said Official Records Book 13972, Page 2322; Thence easterly along said northerly line of land per Official Records Book 13972, Page 2322 to the easterly line of land per said Official Records Book 13972, Page 2322; Thence southerly along said easterly line of land per Official Records Book 13972, Page 2322 to the northerly line of land per said Official Records Book 9415, Page 2339; Thence easterly along said northerly line of land per said Official Records Book 9415, Page 2339 to the southwest corner of Tract 171 Recreation Area per plat of Marsh Creek as recorded in Plat Book 38, Page 58 of said Public Records; Thence easterly along the southerly line of said plat of Marsh Creek, also being the northerly line of said Official Records Book 9415, Page 2339 to the southeast corner of Lot 75 per said plat of Marsh Creek; Thence northerly along the easterly line of said Lot 75 and the easterly line of Lot 74 per said plat of Marsh Creek to the southwest corner of Lot 64 per said plat of Marsh Creek; Thence Northerly along the westerly line of said Lot 64 to the southerly right of way line of Fort Caroline Road per said plat of Marsh Creek; Thence northerly across said Fort Caroline Road to the northerly right of way line of said Fort Caroline Road and the westerly line of Lot 63 per said plat of Marsh Creek; Thence northerly along said westerly line of Lot 63 per said plat of Marsh Creek to the northerly line of said Lot 63 per said plat of Marsh Creek; Thence easterly along said northerly line

of Lot 63 per said plat of Marsh Creek to the westerly right of way line of University Boulevard; Thence easterly along a prolongation of said northerly line of Lot 63 per said plat of Marsh Creek to the easterly right of way line of said University Boulevard; Thence northerly along said easterly right of way line of University Boulevard to the southerly line of the plat of University Park Unit No. 2 as recorded in Plat Book 28, Page 48 of said Public Records; Thence easterly along said southerly line of University Park Unit No. 2 to the southeast corner of said plat of University Park Unit No. 2; Thence easterly along the northerly line of the F. Richard Grant, Section 52, Township 1 South, Range 27 East to the easterly line of Official Records Book 4923, Page 576 of said Public Records; Thence northerly along said easterly line of Official Records Book 4923, Page 576 to the westerly prolongation of the northerly line of land per Official Records Book 15785, Page 1567 of said Public Records; Thence easterly along said prolongation of the northerly line of Official Records Book 15785, Page 1567 and also said northerly line of Official Records Book 15785, Page 1567 to its easterly termination; Thence southerly along an easterly line of said land per Official Records Book 15785, Page 1567 to the north line of Parcel Number 2 per Official Record Book 14479, Page 1478; Thence easterly along said northerly line of Parcel Number 2 per Official Record Book 14479, Page 1478 and the northerly line of Parcel Number 1 per Official Record Book 14479, Page 1478 to the easterly line of said Parcel Number 1 per Official Record Book 14479, Page 1478; Thence southerly along said easterly line of Parcel Number 1 per Official Record Book 14479, Page 1478 to the northerly line of Section 52, Township 1 South, Range 27 East per Official Records Book 15785, Page 1567; Thence easterly along said northerly line of Section 52 per Official Records Book 15785, Page 1567 to the northeasterly corner of said Section 52 per Official Records Book 15785, Page 1567 and the westerly line of land per Official Records Book 2531, Page 522; Thence southerly along said westerly line of land per Official Records Book 2531, Page 522 to the southerly line of land per said Official Records Book 2531, Page 522; Thence easterly along said southerly line of land per said Official Records Book 2531, Page 522 to the westerly right of way line of University Club Boulevard; Thence southerly along said westerly right of way line of University Club Boulevard and its southerly prolongation across Fort Caroline Road to the southerly right of way line of said Fort Caroline Road; Thence westerly along said southerly right of way line of Fort Caroline Road to the easterly line of land per Official Records Book 15061, Page 367 of said Public Records; Thence southerly along said easterly line of land per Official Records Book 15061, Page 367 to the southerly line of land per said Official Records Book 15061, Page 367; Thence westerly along said southerly line of land per Official Records Book 15061, Page 367 to the easterly right of way line of Peeler Road; Thence westerly across said Peeler Road to the westerly right of way line of said Peeler Road; Thence southerly along said westerly right of way line of Peeler Road to the northerly line of Colonial Heights as recorded in Plat Book 30, Page 77 of said Public Records; Thence westerly along said northerly line of Colonial Heights to the easterly line of Block 22 Arlington Hills Unit No. Seven-A as recorded in Plat Book 28, Page 17 of said Public Records; Thence northerly along said easterly line of Arlington Hills Unit No. Seven-A to the northerly line of Lot 3, Block 22 per said plat of Arlington Hills Unit No. Seven-A; Thence westerly along said northerly line of Lot 3, Block 22 to the easterly right of way line of Cesery Boulevard; Thence westerly across said Cesery Boulevard to the westerly right of way line of said Cesery Boulevard and the northerly line of Lot 62, Block 1 per said plat of Arlington Hills Unit No. Seven-A; Thence westerly along said northerly line of Lot

62, Block 1 to the westerly line of Block 1 of said plat of Arlington Hills Unit No. Seven-A; Thence southerly along said westerly line of Block 1 Arlington Hills Unit No. Seven-A and the westerly line of Block 1 Arlington Hills Unit No. Seven as recorded in Plat Book 27, Page 99 of said Public Records to the southerly line of Lot 1 of said Block 1 Arlington Hills Unit No. Seven; Thence easterly along said southerly line of Block 1 Arlington Hills Unit No. Seven to the westerly right of way line of Cesery Boulevard; Thence easterly across said Cesery Boulevard to the easterly right of way line of said Cesery Boulevard and the southerly line of Block 2 of said Arlington Hills Unit No. Seven; Thence easterly along said southerly line of Block 2 Arlington Hills Unit No. Seven to the westerly right of way line of Searchwood Drive per said plat of Arlington Hills Unit No. Seven; Thence easterly across said Searchwood Drive to the easterly right of way line of said Searchwood Drive and the southerly line of Block 5 of said Arlington Hills Unit No. Seven; Thence southerly along the easterly right of way line Searchwood Drive to the northerly line of land per Official Records Book 16393, Page 1460 of said Public Records; Thence easterly along said northerly line of land per Official Records Book 16393 to the westerly line of Block 19 Lake Lucina Unit No. 8 as recorded in Plat Book 26, Page 55 of said Public Records; Thence southerly along said westerly line of Block 19 Lake Lucina Unit No. 8 to the northerly line of Tract "A" per said plat of Lake Lucina Unit No. 8; Thence easterly along said the northerly line of Tract "A" per said plat of Lake Lucina Unit No. 8 to the westerly right of way line of Red Oak Drive per said plat of Lake Lucina Unit No. 8; Thence easterly across said Red Oak Drive to the easterly right of way line of said Red Oak Drive and the northerly line of Tract "B", Block 24 of said plat of Lake Lucina Unit No. 8; Thence easterly along said northerly line of Tract "B", Block 24 of said plat of Lake Lucina Unit No. 8 and along the northerly line of Lot 14 through Lot 9, inclusive, Block 24 of said plat of Lake Lucina Unit No. 8 to the westerly right of way line of Holly Point Drive per said plat of Lake Lucina Unit No. 8; Thence northerly along said westerly right of way line of Holly Point Drive to a westerly prolongation of the northerly line of Lot 12, Block 25 of said plat of Lake Lucina Unit No. 8; Thence easterly along said northerly line of Lot 12, Block 25 of said plat of Lake Lucina Unit No. 8 to the westerly line of a 40 foot Right of Way For Drainage and Utilities per said plat of Lake Lucina Unit No. 8; Thence across said 40 foot Right of Way For Drainage and Utilities to the easterly line of said 40 foot Right of Way For Drainage and Utilities and the northerly line of Lot 15, Block 25 of said plat of Lake Lucina Unit No. 8; Thence easterly along said northerly line of Lot 15, Block 25 of said plat of Lake Lucina Unit No. 8 to the westerly right of way line of Oakcove Lane per said plat of Lake Lucina Unit No. 8; Thence across said Oakcove Lane to the easterly right of way line of said Oakcove Lane and the northerly line of Lot 12, Block 26 per said plat of Lake Lucina Unit No. 8; Thence easterly along said northerly line of Lot 12 and the northerly line of Lot 15, Block 26 per said plat of Lake Lucina Unit No. 8 to the westerly right of way line of Rogero Road per said plat of Lake Lucina Unit No. 8; Thence southerly along said westerly right of way line of Rogero Road per said plat of Lake Lucina Unit No. 8 to the northerly right of way line of Merrill Road; Thence easterly along said northerly right of way line of Merrill Road to the westerly line Lot 29, Block 40 Lake Lucina Unit No. 12 as recorded in Plat Book 29, Page 35 of said Public Records; Thence northerly along said westerly line of said Lot 29, Block 40 and the westerly line of Lot 15, Block 40 of said Lake Lucina Unit No. 12; to the northwesterly line of said Lot 15, Block 40; Thence northeasterly along said northwesterly line of said Lot 15, Block 40 to the southwesterly right of way line of Corkwood Road per said plat of Lake Lucina Unit No. 12; Thence southeasterly and easterly along the

southwesterly and southerly right of way line of said Corkwood Road and the easterly prolongation of said southerly right of way line of Corkwood Road to the easterly right of way line of Woodtop Drive per Lake Lucina Unit No. 13 as recorded in Plat Book 30, Page 67; Thence northerly along said easterly right of way line of Woodtop Drive to the northerly line of Lot 3, Block 43 of said plat of Lake Lucina Unit No. 13; Thence easterly along said northerly line of Lot 3, Block 43 to the easterly line of said Lot 3, Block 43; Thence northerly along the easterly line of Lots 4 through Lot 8, inclusive, Block 43 of said plat of Lake Lucina Unit No. 13 to the southerly line of Lot 10, Block 43 of said plat of Lake Lucina Unit No. 13; Thence easterly along said southerly line of Lot 10, Block 43, the southerly line of Lot 11 through Lot 21, inclusive, Block 43 and the southerly line of a 35 foot Right of Way For Drainage and Utilities, Block 43, all per said plat of Lake Lucina Unit No. 13, and the southerly line of Lot 22, Block 43 Colonial Park Unit No. 1 as recorded in Plat Book 32, Page 68 of said Public Records to the westerly right of way line of Townsend Boulevard per said plat of Colonial Park Unit No. 1; Thence southerly along said westerly right of way line of Townsend Boulevard to a westerly prolongation of the southerly right of way line of Sandhurst Road South per Arlington Hills Unit No. 8-B as recorded in Plat Book 30, Page 21 of said Public Records; Thence easterly along said westerly prolongation of the southerly right of way line of Sandhurst Road South and the southerly right of way line of said Sandhurst Road per Arlington Hills Unit No. 8-B to the westerly right of way line of Provident Road per Arlington Hills Unit Eight as recorded in Plat Book 29, Page 4 of said Public Records; Thence easterly across said Provident Road per Arlington Hills Unit Eight to the easterly right of way line of said Provident Road per Arlington Hills Unit Eight; Thence easterly along the southerly right of way line of Sandhurst Road per said Arlington Hills Unit Eight to the westerly right of way line of Landsdowne Drive per said Arlington Hills Unit Eight; Thence easterly across said Landsdowne Drive Arlington Hills Unit Eight to the easterly right of way line of Landsdowne Drive per said Arlington Hills Unit Eight; Thence easterly along the southerly right of way line of Sandhurst Road per said Arlington Hills Unit Eight to the westerly right of way line of Wycombe Drive West per said Arlington Hills Unit Eight; Thence southerly along said westerly right of way line of Wycombe Drive West Arlington Hills Unit Eight to the westerly prolongation of the southerly line of Lot 6, Block 6 per said Arlington Hills Unit Eight; Thence easterly along said westerly prolongation of the southerly line of Lot 6, Block 6 Arlington Hills Unit Eight to the easterly right of way line of said Wycombe Drive West Arlington Hills Unit Eight and the southerly line of said Lot 6, Block 6 Arlington Hills Unit Eight; Thence easterly along said southerly line of said Lot 6, Block 6 Arlington Hills Unit Eight, the southerly line of Lot 7 through Lot 13, inclusive, Block 6 per said Arlington Hills Unit Eight, and the southerly line of Lot 1, Block 1 Arlington Hills Unit No. Ten as recorded in Plat Book 31, Page 37 of said Public Records to the westerly right of way line of Wedgefield Boulevard per said Arlington Hills Unit No. Ten; Thence easterly across said Wedgefield Boulevard per said Arlington Hills Unit No. Ten to the easterly right of way line of said Wedgefield Boulevard and the southerly line of Lot 1, Block 4 per said Arlington Hills Unit No. Ten; Thence easterly along said southerly line of Lot 1, Block 4 Arlington Hills Unit No. Ten and the southerly line of Lot 2 through Lot 6, inclusive, Block 4 Arlington Hills Unit No. Ten to the westerly right of way line of Lauderdale Drive East per said Arlington Hills Unit No. Ten; Thence southeasterly across said Lauderdale Drive East Arlington Hills Unit No. Ten to the easterly right of way line of Lauderdale Drive East per said Arlington Hills Unit No. Ten and the northerly line of Lot 18, Block 5 per said Arlington Hills Unit No. Ten; Thence

easterly along said northerly line of Lot 18, Block 5 Arlington Hills Unit No. Ten to the westerly line of Lot 3 Fort Hammock as recorded in Plat Book 44, Page 50 of said Public Records; Thence northerly along said westerly line of Lot 3 Fort Hammock to the northerly line of said Lot 3 Fort Hammock; Thence easterly along said northerly line of said Lot 3 Fort Hammock to the westerly right of way line of Fort Wilderness Trail per said Fort Hammock; Thence easterly across said Fort Wilderness Trail Fort Hammock to the easterly right of way line of Fort Wilderness Trail per said Fort Hammock and the southerly right of way line of Rocky Fort Trail per said Fort Hammock; Thence easterly along said southerly right of way line of Rocky Fort Trail Fort Hammock to the westerly line of Lot 42 per said Fort Hammock; Thence southerly along said westerly line of Lot 42 Fort Hammock to the southerly line of said Lot 42 Fort Hammock; Thence easterly along the southerly line of said Lot 42 per Fort Hammock to the southeasterly line of Lot 41 Fort Hammock; Thence northeasterly along the southeasterly line of said Lot 41 Fort Hammock and the southeasterly line of Lot 40 per said Fort Hammock to the easterly line of Lot 40 Fort Hammock; Thence northerly along the easterly line of said Lot 40 Fort Hammock and the easterly line of Lot 39 per said Fort Hammock to the northeasterly line of Lot 39 Fort Hammock; Thence northwesterly along said northeasterly line of Lot 39 Fort Hammock and the northeasterly line of Lot 38 per said Fort Hammock to the easterly line of Lot 29 per said Fort Hammock; Thence northerly along said easterly line of Lot 29 per Fort Hammock to the northeasterly line of Lot 28 per said Fort Hammock; Thence northwesterly along said northeasterly line of Lot 28 per Fort Hammock to the easterly line of Lot 26 line per said Fort Hammock; Thence northerly along said easterly line of Lot 26 and the easterly line of Lot 25 per said Fort Hammock to the southerly line of a 75 foot Duval County right of way for drainage purposes (Official Records Book 2716, Page 1108 Parcel 2) per said Fort Hammock; Thence continue northerly, along a prolongation of said easterly line of Lot 25 per Fort Hammock, across said 75 foot Duval County right of way for drainage purposes (Official Records Book 2716, Page 1108 Parcel 2) per Fort Hammock to the northerly right of way line of said 75 foot Duval County right of way for drainage purposes (Official Records Book 2716, Page 1108 Parcel 2) per Fort Hammock; Thence easterly along said northerly right of way line of 75 foot Duval County right of way for drainage purposes (Official Records Book 2716, Page 1108 Parcel 2) per Fort Hammock to the northeasterly line of said 75 foot Duval County right of way for drainage purposes (Official Records Book 2716, Page 1108 Parcel 2) per Fort Hammock; Thence southeasterly along said northeasterly right of way line of 75 foot Duval County right of way for drainage purposes (Official Records Book 2716, Page 1108 Parcel 2) per Fort Hammock to the northwest corner of land per Official Records Book 16064, Page 2460 of said Public Records; Thence easterly along the northerly line of said land per Official Records Book 16064, Page 2460 to the westerly right of way line of Hartsfield Road; Thence northerly along said westerly right of way line of Hartsfield Road to the westerly prolongation of the northerly line of land per Official Records Book 1616, Page 175; Thence easterly across said Hartsfield Road along said prolongation of the northerly line of land per Official Records Book 1616, Page 175 to the easterly right of way line of said Hartsfield Road; Thence easterly along said northerly line of land per Official Records Book 1616, Page 175 to the westerly line of Lot 8 Dames Point Crossing Unit Two as recorded in Plat Book 57, Page 15 of said Public Records; Thence northerly along said westerly line of Lot 8 Dames Point Crossing Unit Two to the northerly line of land per Official Records Book 15630, Page 938 of said Public Records; Thence easterly along

said northerly line of land per Official Records Book 15630, Page 938 to the westerly right of way line of Dames Point Crossing Boulevard per said Dames Point Crossing Unit Two; Thence across said Dames Point Crossing Boulevard per Dames Point Crossing Unit Two to the easterly right of way line of said Dames Point Crossing Boulevard per Dames Point Crossing Unit Two and the northerly line of land per Official Records Book 13971, Page 52 of said Public Records; Thence easterly along said northerly line of land per Official Records Book 13971, Page 52 to the easterly line of said Dames Point Crossing Unit Two; Thence southerly along said easterly line of Dames Point Crossing Unit Two to the northerly line of Merrill Road at the southeast corner of Lot 1 Dames Point Crossing Unit Two; Thence southerly across Merrill Road to the southerly right of way line of Sunrise Ridge Lane and the northeast corner of Tract "B" per Lakeside At Merrill as recorded in Plat Book 67, Page 187 of said Pubic Records; Thence southeasterly along the southwesterly right of way line of Sunrise Ridge Lane to the southerly line of land per Official Records Book 8961, Page 1455 of said Pubic Records; Thence westerly along said southerly line of land per Official Records Book 8961, Page 1455 to the easterly line of said Lakeside At Merrill; Thence southerly along said easterly line of Lakeside At Merrill and the easterly line of land per Official Records Book 6138, Page 2066 to the southerly line of said Official Records Book 6138, Page 2066; Thence westerly along said southerly line of Official Records Book 6138, Page 2066 to the westerly line of said Official Records Book 6138, Page 2066; Thence northerly along said westerly line of Official Records Book 6138, Page 2066 to the easterly prolongation of the southerly line of Merrill Pines, A Condominium per Official Records 13923, Page 1719; Thence westerly along said southerly line of Merrill Pines, A Condominium per Official Records 13923, Page 1719 to the westerly line of Merrill Pines, A Condominium per Official Records 13923, Page 1719; Thence northerly along said westerly line of Merrill Pines, A Condominium per Official Records 13923, Page 1719 to the northerly line of Lot 46 per Arlington Hills Unit 12-A as recorded in Plat Book 33, Page 78 of said Public Records; Thence westerly along said northerly line of Lot 46 per Arlington Hills Unit 12-A to the easterly right of way line of Woolery Drive per said Arlington Hills Unit 12-A; Thence across said Woolery Drive to the westerly right of way line of said Woolery Drive per Arlington Hills Unit 12-A and the northerly line of Lot 1 per said Arlington Hills Unit 12-A; Thence westerly along said northerly line of Lot 1 per Arlington Hills Unit 12-A to the westerly line of said Arlington Hills Unit 12-A; Thence southerly along said westerly line of Arlington Hills Unit 12-A to the easterly prolongation of the northerly line of Block 1 per Arlington Hills Unit No. 9-C as recorded in Plat Book 30, Page 50 of said Public Records; Thence westerly along said northerly line of Block 1 per Arlington Hills Unit No. 9-C and the northerly line of Block 1 per Arlington Hills Unit No. 9-A as recorded in Plat Book 30, Page 2 of said Public Records to the easterly right of way line of Wedgefield Boulevard per said Arlington Hills Unit No. 9-A; Thence westerly across said Wedgefield Boulevard per said Arlington Hills Unit No. 9-A to the westerly right of way line of Wedgefield Boulevard per said Arlington Hills Unit No. 9-A and the northerly line of Lot 1-A per said Arlington Hills Unit No. 9-A; Thence westerly along said northerly line of Lot 1-A per said Arlington Hills Unit No. 9-A and the northerly line of Block 2 per Arlington Hills Unit No. 6-D as recorded in Plat Book 28, Page 97 of said Public Records to the easterly right of way line of Kingstree Drive West per said Arlington Hills Unit No. 6-D; Thence westerly across said Kingstree Drive West per said Arlington Hills Unit No. 6-D to the westerly right of way line of Kingstree Drive West per said Arlington Hills Unit No. 6-D and the northerly line of Lot 1, Block 1 per said Arlington

Hills Unit No. 6-D; Thence westerly along said northerly line of Lot 1, Block 1 per Arlington Hills Unit No. 6-D, the northerly line of a 50 foot right of way for drainage and utilities, and the northerly line of Block 1 per Arlington Hills Unit No. Six-A as recorded in Plat Book 28, Page 26 of said Public Records to the easterly line of Block 2 per Arlington Hills Unit No. Six as recorded in Plat Book 27, Page 85 of said Public Records; Thence northerly along said easterly line of Block 2 per Arlington Hills Unit No. Six to the northerly line of Lot 5, of said Block 2 per Arlington Hills Unit No. Six; Thence westerly along said northerly line of Lot 5, Block 2 per Arlington Hills Unit No. Six to the easterly right of way line of Landsdowne Drive per said Arlington Hills Unit No. Six; Thence westerly, along a westerly prolongation of said northerly line of Lot 5, Block 2 per Arlington Hills Unit No. Six, across said Landsdowne Drive per Arlington Hills Unit No. Six to the westerly right of way line of Landsdowne Drive per said Arlington Hills Unit No. Six; Thence northerly along said westerly right of way line of Landsdowne Drive per Arlington Hills Unit No. Six to the southerly right of way line of Elvia Drive, being the northeast corner of Block 4 per said Arlington Hills Unit No. Six; Thence northerly to the northerly right of way line of said Elvia Drive at said westerly right of way line of Landsdowne Drive, being the southeast corner of Block 1 per said Arlington Hills Unit No. Six; Thence westerly along said northerly right of way line of said Elvia Drive, Block 1 per Arlington Hills Unit No. Six to the easterly right of way line of Townsend Boulevard (Malinda Boulevard per said Arlington Hills Unit No. Six), being the southwest corner of Tract "A", Block 1 per said Arlington Hills Unit No. Six; Thence westerly, along a westerly prolongation of said northerly right of way line of Elvia Drive per Arlington Hills Unit No. Six, across said Townsend Boulevard (Malinda Boulevard per said Arlington Hills Unit No. Six) to the westerly right of way line of Townsend Boulevard (Malinda Boulevard, Block 1 per Arlington Hills Unit Five as recorded in Plat Book 26, Page 93 of said Public Records; Thence northerly along said westerly right of way line of Townsend Boulevard (Malinda Boulevard, Block 1 per Arlington Hills Unit Five) to the southerly line of Lot 4, said Block 1 Arlington Hills Unit Five; Thence westerly along said southerly line of Lot 4, Block 1 and the southerly line of Lot 30 per said Arlington Hills Unit Five to the westerly line of land per Official Records Book 9016, Page 2210 of said Public Records; Thence northerly along said westerly line of land per Official Records Book 9016, Page 2210 to the southerly line of Lot 2, Block 1 per said Arlington Hills Unit Five; Thence westerly along said southerly line of Lot 2, Block 1 per Arlington Hills Unit Five and the southerly line of Lot 1, Block 1 per said Arlington Hills Unit Five to the easterly right of way line of Charbray Drive per said Arlington Hills Unit Five; Thence northwesterly across said Charbray Drive per Arlington Hills Unit Five to the westerly right of way line of Charbray Drive per Arlington Hills Unit Five and the southerly line of Lot 1, Block 2 per said Arlington Hills Unit Five; Thence westerly along said southerly line of Lot 1, Block 2 per Arlington Hills Unit Five and the southerly line of Lot 20, Block 2 per said Arlington Hills Unit Five to the westerly right of way line of Herrick Drive per Arlington Hills Unit Five and the southerly line of Lot 1 per Arlington Hills Unit Five-A as recorded in Plat Book 27, Page 29 of said Public Records; Thence southwesterly along said southerly line of Lot 1 per Arlington Hills Unit Five-A and its westerly prolongation to the easterly line of Tract "A" per said Arlington Hills Unit Five-A; Thence southerly along said easterly line of Tract "A" per Arlington Hills Unit Five-A to the northerly line of Block 3 per said Arlington Hills Unit Five; Thence westerly along said northerly line of Block 3 per Arlington Hills Unit Five to the easterly line of Arlington Hills Annex as recorded in Plat Book 29, Page 13 of said Public Records; Thence northerly along said easterly line of Arlington Hills Annex to

the southerly line of Lot 34 per said Arlington Hills Annex; Thence westerly along said southerly line of Lot 34 per Arlington Hills Annex to the easterly right of way line of Arlex Drive East per said Arlington Hills Annex; Thence westerly across said Arlex Drive East to the westerly right of way line of said Arlex Drive East per said Arlington Hills Annex and the southerly line of Lot 35 per said Arlington Hills Annex; Thence westerly along said southerly line of Lot 35 per Arlington Hills Annex and the southerly line of Lot 60 per said Arlington Hills Annex to the easterly right of way line of said Arlex Drive West per said Arlington Hills Annex; Thence westerly across said Arlex Drive West per Arlington Hills Annex to the westerly right of way line of said Arlex Drive West per Arlington Hills Annex and the southerly line of Lot 1 per said Arlington Hills Annex; Thence westerly along said southerly line of Lot 1 per Arlington Hills Annex to the easterly line of Block Four, Arlington Hill Unit 3-A as recorded in Plat Book 25, Page 24 of said Public Records; Thence northerly along said easterly line of Block Four, Arlington Hill Unit 3-A to the southerly line of Lot 1, Block Four per said Arlington Hill Unit 3-A; Thence westerly along said southerly line of Lot 1, Block Four per Arlington Hill Unit 3-A to the easterly right of way line of Columbine Drive North (Columbine Street East per said Arlington Hill Unit 3-A); Thence westerly across said Columbine Drive North (Columbine Street East per said Arlington Hill Unit 3-A) to the westerly right of way line of said Columbine Drive North (Columbine Street East per said Arlington Hill Unit 3-A) and the southerly line of Lot 1, Block Two per said Arlington Hill Unit 3-A; Thence westerly along said southerly line of Lot 1, Block Two per Arlington Hill Unit 3-A and the southerly line of Lot 2 and Lot 3, Block Two per said Arlington Hill Unit 3-A to the easterly right of way line of Pine Summit Drive East (Gaillardia Road East per said Arlington Hill Unit 3-A); Thence westerly across said Pine Summit Drive East (Gaillardia Road East per said Arlington Hill Unit 3-A) to the westerly right of way line of said Pine Summit Drive East (Gaillardia Road East per said Arlington Hill Unit 3-A) and the southerly line of Lot 1, Block One per said Arlington Hill Unit 3-A; Thence westerly along said southerly line of Lot 1, Block One per said Arlington Hill Unit 3-A to the easterly line of Arlington Hills No. 3 as recorded in Plat Book 24, Page 89 of said Public Records; Thence westerly along a westerly prolongation of said southerly line of Lot 1, Block One per Arlington Hill Unit 3-A to the easterly line of Block 3 per said Arlington Hills No. 3; Thence southerly along said easterly line of Block 3 per Arlington Hills No. 3 to the southerly line of Lot 1, Block 3 per said Arlington Hills No. 3; Thence westerly along said southerly line of Lot 1, Block 3 per said Arlington Hills No. 3 to the easterly right of way line of Gaillardia Road per said Arlington Hills No. 3 and the southerly line of Lot 12, Block 2 per said Arlington Hills No. 3; Thence westerly along said southerly line of Lot 12, Block 2 per said Arlington Hills No. 3 and Lot 11 through Lot 1, inclusive, Block 2 per said Arlington Hills No. 3 to the easterly right of way line of Rogero Road per said Arlington Hills No. 3; Thence westerly across said Rogero Road per said Arlington Hills No. 3 to the westerly right of way line of said Rogero Road per said Arlington Hills No. 3 and the southerly line of land per Official Records Book 13406, Page 966 of said Public Records; Thence westerly along said southerly line of land per Official Records Book 13406, Page 966 to the westerly line of Block 1 per said Arlington Hills No. 3; Thence southerly along said westerly line of Block 1 per Arlington Hills No. 3 to the easterly prolongation of the southerly line of Lot 38, Block One Arlington Hills Unit 3-B as recorded in Plat Book 26, Page 22 of said Public Records; Thence westerly along said easterly prolongation of the southerly line of Lot 38, Block One Arlington Hills Unit 3-B and the southerly line of Lot 38 through Lot 35, inclusive, Block

One per said Arlington Hills Unit 3-B to the easterly line of Lot 34, Block One per said Arlington Hills Unit 3-B; Thence southerly along said easterly line of Lot 34, Block One per said Arlington Hills Unit 3-B to Philips Lake; Thence southerly, westerly, and northerly along said Philips Lake to the southerly line of Lot 27, Block One per said Arlington Hills Unit 3-B; Thence westerly along said southerly line of Lot 27, Block One per Arlington Hills Unit 3-B to the easterly right of way line of Ector Road North per said Arlington Hills Unit 3-B; Thence southerly along said easterly right of way line of Ector Road North per Arlington Hills Unit 3-B to the southerly line of Lot 26, Block One per said Arlington Hills Unit 3-B; Thence westerly, along a westerly prolongation of the southerly line of said Lot 26, Block One per said Arlington Hills Unit 3-B, across said Ector Road North per Arlington Hills Unit 3-B to the westerly right of way line of Ector Road North per said Arlington Hills Unit 3-B; Thence northerly along said the westerly right of way line of Ector Road North per Arlington Hills Unit 3-B to the southerly line of Lot 13, Block Four per said Arlington Hills Unit 3-B; Thence westerly along said southerly line of Lot 13, Block Four per Arlington Hills Unit 3-B to the easterly line of Lake Lucina Unit No. 7 as recorded in Plat Book 25, Page 85 of said Public Records; Thence southerly along said easterly line of Lake Lucina Unit No. 7 to the easterly prolongation of the northerly line of Lot 1, Block 12 per said Lake Lucina Unit No. 7; Thence westerly along said easterly prolongation of the northerly line of Lot 1, Block 12 per Lake Lucina Unit No. 7 to the easterly right of way line of Red Oak Drive per said Lake Lucina Unit No. 7; Thence southerly along said easterly right of way line of Red Oak Drive per Lake Lucina Unit No. 7 to the easterly prolongation of the northerly line of Block 18 per said Lake Lucina Unit No. 7; Thence westerly along said prolongation of the northerly line of Block 18 per said Lake Lucina Unit No. 7 and the northerly line of Block 18 per said Lake Lucina Unit No. 7 to the westerly line of Lot 9, Block 18 per said Lake Lucina Unit No. 7; Thence southerly along said westerly line of Lot 9, Block 18 per said Lake Lucina Unit No. 7 to the northerly right of way line of Greenberry Lane per said Lake Lucina Unit No. 7; Thence westerly along said northerly right of way line of Greenberry Lane per Lake Lucina Unit No. 7 to the easterly right of way line of said Cesery Boulevard per Lake Lucina Unit No. 7; Thence northerly along said easterly right of way line of Cesery Boulevard per Lake Lucina Unit No. 7 to the easterly prolongation of the southerly line of land per Official Records Book 14742, Page 1283 of said Public Records; Thence westerly, along said prolongation of the southerly line of land per Official Records Book 14742, Page 1283, across said Cesery Boulevard per Lake Lucina Unit No. 7 to the westerly right of way line of Cesery Boulevard per Lake Lucina Unit No. 7; Thence southerly along said westerly right of way line of Cesery Boulevard per Lake Lucina Unit No. 7 to the northerly line of Lot 1, Block 14 per said Lake Lucina Unit No. 7; Thence westerly along said northerly line of Lot 1, Block 14 per Lake Lucina Unit No. 7 to the westerly line of Lot 1, Block 14 per said Lake Lucina Unit No. 7; Thence southerly and westerly along said Block 14 per said Lake Lucina Unit No. 7 to the easterly line of land per Official Records Book 8368, Page 1362; Thence southerly along said easterly line of land per Official Records Book 8368, Page 1362 to the southerly line of land per said Official Records Book 8368, Page 1362; Thence westerly along said southerly line of land per Official Records Book 8368, Page 1362 to the easterly line of Lot 1, Block 3 per Lake Lucina Unit No. 1 as recorded in Plat Book 22, Page 35 of said Public Records; Thence southerly along said easterly line of Lot 1, Block 3 per Lake Lucina Unit No. 1 to the northerly right of way line of Liddell Lane per said Lake Lucina Unit No. 1; Thence southerly across said Liddell Lane per Lake Lucina Unit No. 1 to the northerly right of way line of

said Liddell Lane per Lake Lucina Unit No. 1 and the easterly line of Lot 1, Block 1 per said Lake Lucina Unit No. 1; Thence southerly along said easterly line of Lot 1, Block 1 per Lake Lucina Unit No. 1 to the northerly line of Lot 25, Block 1 per said Lake Lucina Unit No. 1; Thence southerly along the easterly line of said Lot 25, Block 1 per Lake Lucina Unit No. 1 to the northerly line of Lot 24, Block 1 per said Lake Lucina Unit No. 1; Thence southerly along the easterly line of said Lot 24, Block 1 per Lake Lucina Unit No. 1 and the easterly line of Lot 23 through Lot 17, inclusive, Block 1 per said Lake Lucina Unit No. 1 to the northerly line of Lot 16, Block 1 per said Lake Lucina Unit No. 1; Thence southerly along the easterly line of said Lot 16, Block 1 per Lake Lucina Unit No. 1 to the northerly line of Lot 15, Block 1 per said Lake Lucina Unit No. 1; Thence southerly along the easterly line of said Lot 15, Block 1 per Lake Lucina Unit No. 1 to the northerly right of way line of Lake Lucina Drive per said Lake Lucina Unit No. 1; Thence southerly across said Lake Lucina Drive per Lake Lucina Unit No. 1 to the southerly right of way line of said Lake Lucina Drive per Lake Lucina Unit No. 1 and the easterly line of Lot 1, Block 5 per said Lake Lucina Unit No. 1; Thence easterly along said southerly right of way line of said Lake Lucina Drive per Lake Lucina Unit No. 1 to the northeasterly line of Lot 2, Block 5 per said Lake Lucina Unit No. 1; Thence southeasterly along said northeasterly line of Lot 2, Block 5 per Lake Lucina Unit No. 1 to the southerly line of said Lot 2, Block 5 per Lake Lucina Unit No. 1, also being the southerly line of Lot 3, Block 5 per Lake Lucina Unit No. 2 as recorded in Plat Book 22, Page 49 of said Public Records; Thence easterly along said southerly line of Lot 3, Block 5 per Lake Lucina Unit No. 2 to Lake Lucina; Thence southerly along said Lake Lucina to the northerly line of land per Official Records Book 8865, Page 398 of said Public Records; Thence westerly along said northerly line of land per Official Records Book 8865, Page 398 to the easterly right of way line of Almira Street (Almira Avenue per Egleston Heights as recorded in Plat Book 1, Page 75 of said Public Records); Thence southerly along said easterly right of way line of Almira Street to the easterly prolongation of the southerly line of Lot 1, Block 5 per said Egleston Heights; Thence westerly, along said easterly prolongation of the southerly line of Lot 1, Block 5 per said Egleston Heights, across said Almira Street to the westerly right of way line of said Almira Street and the southerly line of Lot 1, Block 5 per said Egleston Heights; Thence westerly along said southerly line of Lot 1, Block 5 per Egleston Heights to the easterly line of Lot 4, Block 5 per Egleston Heights; Thence southerly along said easterly line of Lot 4, Block 5 per Egleston Heights and the easterly line of line Lot 6 and Lot 8, Block 5 per Egleston Heights to the northerly line of land per Official Records Book 12793, Page 1758 of said Public Records; Thence southerly along said easterly line of land per Official Records Book 12793, Page 1758 to the northerly right of way line of Floral Bluff Road (Floral Bluff Avenue per said Egleston Heights); Thence southerly across said Floral Bluff Road to the southerly right of way line of said Floral Bluff Road and the easterly line of Lot 2, Block 6 per said Egleston Heights; Thence southerly along said easterly line of Lot 2, Block 6 per Egleston Heights and the easterly line of Lot 4, Lot 6, Lot 8, Lot 10, Lot 12, and Lot 14, Block 6 per said Egleston Heights to the northerly line of land per Official Records Book 13060, Page 109 of said Public Records; Thence easterly along said northerly line of land per Official Records Book 13060, Page 109 to said westerly right of way line of Almira Street; Thence southerly along said westerly right of way line of Almira Street to the northerly right of way line of Dickson Road (Carl Street per said Egleston Heights); Thence westerly along said northerly right of way line of Dickson Road to the northerly prolongation of the easterly line of land per Official Records Book 6077, Page

156 of said Public Records; Thence southerly, along said northerly prolongation of the easterly line of land per Official Records Book 6077, Page 156, across said Dickson Road to the southerly right of way line of said Dickson Road and said easterly line of land per Official Records Book 6077, Page 156; Thence southerly along said easterly line of land per Official Records Book 6077, Page 156 to the northwesterly line of Lot 5, Block 1 per Jacqueline's Subdivision First Addition as recorded in Plat Book 24, Page 34 of said Public Records; Thence southwesterly along said northwesterly line of Lot 5, Block 1 per Jacqueline's Subdivision First Addition to the northeasterly line of Lot 4, Block 1 per Jacqueline's Subdivision First Addition; Thence westerly along the northerly line of said lot 4, Block 1 per Jacqueline's Subdivision First Addition to the easterly line of Lot 1, Block 1 per said Jacqueline's Subdivision First Addition; Thence southerly along said easterly line of Lot 1, Block 1 per Jacqueline's Subdivision First Addition to the northerly line of Lot 3, Block 1 per said Jacqueline's Subdivision First Addition; Thence southeasterly along the northeasterly line of said Lot 3, Block 1 per said Jacqueline's Subdivision First Addition to the northwesterly right of way line of Oliver Street per said Jacqueline's Subdivision First Addition; Thence southeasterly, along a southeasterly prolongation of said northeasterly line of said Lot 3, Block 1 per said Jacqueline's Subdivision First Addition, across said Oliver Street to the southeasterly right of way line of said Oliver Street per Jacqueline's Subdivision First Addition; Thence southwesterly along said southeasterly right of way line of Oliver Street per Jacqueline's Subdivision First Addition to the northeasterly line of Lot 3, Block 2 per said Jacqueline's Subdivision First Addition; Thence southeasterly along said northeasterly line of Lot 3, Block 2 per said Jacqueline's Subdivision First Addition to the northerly line of land per Official Records Book 16579, Page 826 of said Public Records; Thence easterly along said northerly line of land per Official Records Book 16579, Page 826 to the easterly line of land per said Official Records Book 16579, Page 826; Thence southerly along said easterly line of land per Official Records Book 16579, Page 826 to the southerly line of land per said Official Records Book 16579, Page 826; Thence westerly along said southerly line of land per Official Records Book 16579, Page 826 to the northeasterly line of Lot 1, Block 3 per said Jacqueline's Subdivision First Addition; Thence southeasterly along said northeasterly line of Lot 1, Block 3 per Jacqueline's Subdivision First Addition to the northwesterly right of way line of Michigan Avenue per said Jacqueline's Subdivision First Addition; Thence southeasterly, along a southeasterly prolongation of said northeasterly line of Lot 1, Block 3 per Jacqueline's Subdivision First Addition, across said Michigan Avenue to a northerly prolongation of the easterly line of Lot 17, Block 16 per said Egleston Heights; Thence southerly, along said northerly prolongation of the easterly line of Lot 17, Block 16 per said Egleston Heights, across Wiltshire Street (Seminole Street per said Egleston Heights) to the northerly right of way line of said Wiltshire Street and said easterly line of Lot 17, Block 16 per said Egleston Heights; Thence southerly along said easterly line of Lot 17, Block 16 per Egleston Heights and the easterly line of Lot 18, Block 16 per said Egleston Heights to the northerly right of way line of Windermere Drive (Cherokee Street per said Egleston Heights); Thence easterly along said northerly right of way line of Windermere Drive to the northerly prolongation of the easterly line of Lot 17, Block 18 per said Egleston Heights; Thence southerly, along said northerly prolongation of the easterly line of Lot 17, Block 18 per Egleston Heights, across said Windermere Street to the southerly right of way line of said Windermere Street and said easterly line of Lot 17, Block 18 per Egleston Heights; Thence southerly along said easterly line of Lot 17, Block 18 per Egleston Heights to the

northerly line of Lot 16, Block 18 per said Egleston Heights; Thence easterly along said northerly line of Lot 16, Block 18 per Egleston Heights to the easterly line of said Lot 16, Block 18 per Egleston Heights; Thence southerly along said easterly line of Lot 16, Block 18 per Egleston Heights to the northerly right of way line of Ansley Street (Osceola Street per said Egleston Heights); Thence easterly along said northerly right of way line of Ansley Street to the northerly prolongation of the easterly line of Lot 5 per Plat Of Karl L. Olsens Sub-Division as recorded in Plat Book 9, Page 2 of said Public Records; Thence southerly, along said northerly prolongation of the easterly line of Lot 5 per Plat Of Karl L. Olsens Sub-Division, across said Ansley Street to the southerly right of way line of said Ansley Street and said easterly line of Lot 5 per Plat Of Karl L. Olsens Sub-Division; Thence southerly along said easterly line of Lot 5 per Plat Of Karl L. Olsens Sub-Division to the northerly line of Lot 1, Block 8 per Arlington Heights as recorded in Plat Book 4, Page 19 of said Public Records; Thence easterly along said northerly line of Lot 1, Block 8 per Arlington Heights to the easterly line of Lot 1, Block 8 per Arlington Heights; Thence southerly along said easterly line of Lot 1, Block 8 per Arlington Heights and the easterly line of Lot 2 through Lot 5, Block 8 per said Arlington Heights to the northerly right of way line of Macy Avenue (Arlington Avenue per said Arlington Heights); Thence westerly along said northerly right of way line of Macy Avenue per Arlington Heights to the easterly right of way line of Marcheck Street (1st Street per said Arlington Heights), being the southwest corner of Block 8 per said Arlington Heights; Thence southerly across said Macy Avenue to the southerly right of way line of Macy Avenue per said Arlington Heights and said easterly right of way line of Marcheck Street per Arlington Heights, being the northwest corner of Block 7 per said Arlington Heights; Thence southerly along said easterly right of way line of Marcheck Street per Arlington Heights to the northerly right of way line of Commerce Street (Main Street per said Arlington Heights), being the southwest corner of Block 7 per said Arlington Heights; Thence southerly across said Commerce Street to the southerly right of way line of said Commerce Street per Arlington Heights and the easterly right of way line of said Marcheck Street per said Arlington Heights, being the northwest corner of Block 6 per said Arlington Heights; Thence easterly along said southerly right of way line of Commerce Street per Arlington Heights to the westerly right of way line of Rogero Road per State Of Florida State Road Department Right Of Way Map Duval County Section 72500-2615; Thence southerly along said westerly right of way line of Rogero Road per State Of Florida State Road Department Right Of Way Map Duval County Section 72500-2615 to the northerly right of way line of Arlington Road (Arlington Avenue per said State Of Florida State Road Department Right Of Way Map Duval County Section 72500-2615); Thence southerly, across said Arlington Road to the southerly right of way line of said Arlington Road; Thence southerly along said westerly right of way line of Arlington Road to the northerly right of way line of Groveland Drive; Thence westerly along said northerly right of way line of Groveland Drive (James Avenue per said Arlington Heights), to the easterly right of way line of Underhill Drive (14th Street per said Arlington Heights), being the southwest corner of Block 72 per said Arlington Heights; Thence northerly along said easterly right of way line of Underhill Drive per said Arlington Heights to the easterly prolongation of the southerly line of land per Official Records Book 16333, Page 2183 of said Public Records; Thence westerly, along said easterly prolongation of the southerly line of land per Official Records Book 16333, Page 2183, across said Underhill Drive per Arlington Heights to the westerly right of way line of said Underhill Drive per Arlington Heights and the southerly line of land per Official Records Book 16333, Page

2183; Thence westerly along said southerly line of land per Official Records Book 16333, Page 2183 and the southerly line of land per Official Records Book 11513, Page 2171 of said Public Records to the easterly right of way line of Mayer Drive (13th Street per said Arlington Heights); Thence westerly, along the westerly prolongation of said southerly line of land per Official Records Book 11513, Page 2171, across said Mayer Drive per Arlington Heights to the westerly right of way line of said Mayer Drive per Arlington Heights; Thence southerly along said westerly right of way line of Mayer Drive per Arlington Heights to the southerly line of Lot 11, Block 55 per said Arlington Heights; Thence westerly along said southerly line of Lot 11, Block 55 per said Arlington Heights to the easterly line of Lot 8, Block 55 per said Arlington Heights; Thence southerly along said easterly line of Lot 8, Block 55 per said Arlington Heights, the westerly line of Lot 9, Block 55 per said Arlington Heights, and the westerly line of Lot 1 through Lot 3, inclusive, Block 8 per Arlington Shores as recorded in Plat Book 23, Page 95 of said Public Records to the northerly line of Lot 4, Block 8 per said Arlington Shores; Thence westerly along said northerly line of Lot 4, Block 8 per Arlington Shores and the northerly line of Lot 5 and Lot 6, Block 8 per said Arlington Shores to the easterly line of Lot 8, Block 8 per said Arlington Shores; Thence northerly along said easterly line of Lot 8, Block 8 per Arlington Shores and the easterly line of Lot 9 and Lot 10, Block 8 per said Arlington Shores and the easterly line of Lot 9, Block 46 per said Arlington Heights to the southerly line of Lot 10, Block 46 per Arlington Heights; thence westerly along said southerly line of Lot 10, Block 46 per Arlington Heights to the westerly line of Lot 10, Block 46 per said Arlington Heights; Thence northerly along said westerly line of Lot 10, Block 46 per Arlington Heights and the westerly line of Lot 11, Block 46 per Arlington Heights to the southerly line of Lot 6, Block 46 per said Arlington Heights; Thence westerly along said southerly line of Lot 6, Block 46 per Arlington Heights to the easterly right of way line of Westdale Drive (11th Street per said Arlington Heights); Thence westerly, along the westerly prolongation of said southerly line of Lot 6, Block 46 per Arlington Heights, across said Westdale Drive per Arlington Heights to the westerly right of way line of said Westdale Drive per Arlington Heights; Thence northerly along said westerly right of way line of said Westdale Drive per Arlington Heights to the southerly line of Lot 16, Block 45 per said Arlington Heights; Thence westerly along said southerly line of Lot 16, Block 45 per said Arlington Heights to the easterly line of Lot 4, Block 45 per said Arlington Heights; Thence southerly along said easterly line of Lot 4, Block 45 per said Arlington Heights to the southerly line of land per Official Records Book 8010, page 1983 of said Public Records; Thence westerly along said southerly line of land per Official Records Book 8010, page 1983 to the easterly right of way line of Maitland Avenue (10th Street per said Arlington Heights); Thence westerly, along the westerly prolongation of said southerly line of land per Official Records Book 8010, page 1983, across said Maitland Avenue per said Arlington Heights to the westerly right of way line of Maitland Avenue per said Arlington Heights; Thence northerly along said westerly right of way line of Maitland Avenue per Arlington Heights to the southerly line of Lot 16, Block 36 per said Arlington Heights; Thence westerly along said southerly line of Lot 16, Block 36 per Arlington Heights and the southerly line of Lot 3, Block 36 per said Arlington Heights to the easterly right of way line of Whitlock Avenue (9th Street per said Arlington Heights); Thence westerly, along the westerly prolongation of said southerly line of Lot 3, Block 36 per said Arlington Heights, across said Whitlock Avenue per said Arlington Heights To the westerly right of way line of said Whitlock Avenue per Arlington Heights; Thence southerly along said westerly right of way line of said Whitlock Avenue

per Arlington Heights to the southerly line of Lot 14, Block 35 per said Arlington Heights; Thence westerly along said southerly line of Lot 14, Block 35 per said Arlington Heights and the southerly line of Lot 5, Block 35 per said Arlington Heights to the easterly right of way line of Douglas Street (8th Street per said Arlington Heights); Thence southerly along said easterly right of way line of Douglas Street per Arlington Heights to the southerly line of Block 35 per said Arlington Heights; Thence westerly across said Douglas Street to the westerly right of way line of said Douglas Street per said Arlington Heights and the southerly line of Lot 4, Block 29 per said Arlington Heights; Thence westerly along said southerly line of Lot 4, Block 29 per Arlington Heights and the southerly line of land per Official Records Book 13544, Page 290 of said Public Records to the easterly right of way line of Cesery Boulevard per State Of Florida State Road Department Right Of Way Map State Road No. (S-109)109 Duval County Section 72540-2602; Thence westerly, along the prolongation of said southerly line of land per Official Records Book 13544, Page 290, across said Cesery Boulevard per said State Of Florida State Road Department Right Of Way Map to the westerly right of way line of said Cesery Boulevard; Thence northerly along said westerly right of way line of said Cesery Boulevard per said State Of Florida State Road Department Right Of Way Map to the southerly line of land per Official Records Book 13044, Page 812 of said Public Records; Thence westerly, southerly, and westerly again along line of land per said Official Records Book 13044, Page 812 to the easterly right of way line of Cesery Terrace per said Official Records Book 13044, Page 812; Thence northerly along said easterly right of way line of Cesery Terrace per said Official Records Book 13044, Page 812 to the southerly line of Arlington Heights per said Arlington Heights; Thence westerly along said southerly line of Arlington Heights per Arlington Heights to the northeast corner of land per Deed Book 1386, Page 252 of said Public Records; Thence westerly, southwesterly, westerly again, northwesterly, and westerly again along the northerly line of said land per Deed Book 1386, Page 252 and the northerly line of lands per Deed Book 210, Page 552 of said Public Records, less the road (being Arlington Elementary School parcel) to the easterly right of way line of University Boulevard per State Of Florida State Road Department Right Of Way Map Section 72110-2501 State Road No.109 Duval County; Thence southerly along said easterly right of way line of University Boulevard per State Of Florida State Road Department Right Of Way Map Section 72110-2501 to the northerly right of way line of Harris Avenue; Thence easterly along said northerly right of way line of Harris Avenue to a point of deflection to the left; Thence southerly across said Harris Avenue to the southerly right of way line of said Harris Avenue, also being a point of deflection to the left; Thence easterly along said southerly right of way line of Harris Avenue to the westerly line of Lot 29 per Harris Addition To Arlington, Florida as recorded in Plat Book 5, Page 88 and Plat Book 7, Page 9 of said Public Records; Thence southerly along said westerly line of Lot 29 per Harris Addition To Arlington, Florida to the southerly line of said Harris Addition To Arlington, Florida per Harris Addition To Arlington, Florida; Thence easterly along said southerly line of said Harris Addition To Arlington, Florida per Harris Addition To Arlington, Florida to the westerly line of land per Deed Book 1390, Page 486 of said Public Records; Thence southerly along said westerly line of Deed Book 1390, Page 486 to southerly line of land per said Deed Book 1390, Page 486; Thence easterly along said southerly line of land per Deed Book 1390, Page 486 to the westerly right of way line of Cesery Terrace; Thence southerly along said westerly right of way line of Cesery Terrace to the southerly right of way line of Ashite Street; Thence easterly, along the easterly projection of said southerly

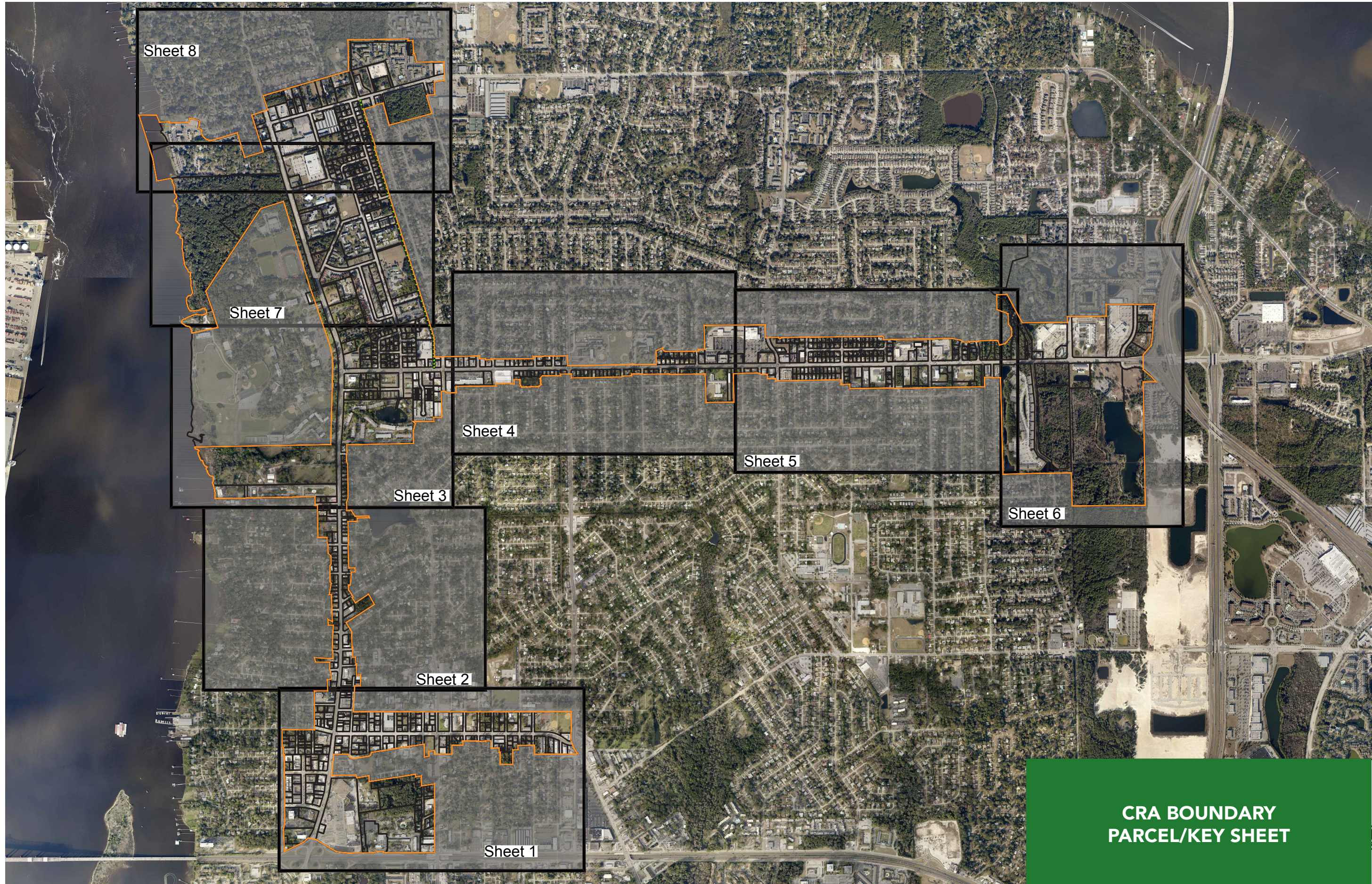
right of way line of Ashite Street, across said Cesery Terrace to the easterly right of way line of Cesery Terrace; Thence easterly along said southerly right of way line of Ashite Street to the westerly right of way line of said Cesery Boulevard per State Of Florida State Road Department Right Of Way Map State Road No. (S-109)109 Duval County Section 72540-2602; Thence southerly along said westerly right of way line of Cesery Boulevard per State Of Florida State Road Department Right Of Way Map State Road No. (S-109)109 Duval County Section 72540-2602 to the northerly right of way line of State Road No. 115 (Arlington Expressway) per State Of Florida State Road Department Right Of Way Map Section 7204-178 Road No. (A1A) 10 Duval County; Thence westerly along said northerly right of way line of State Road No. 115 (Arlington Expressway) per State Of Florida State Road Department Right Of Way Map Section 7204-178 Road No. (A1A) 10 Duval County to the southwest corner of land per Deed Book 1706, Page 369 of said Public Records; Thence westerly across University Boulevard to said northerly right of way line of State Road No. 115 (Arlington Expressway) per State Of Florida State Road Department Right Of Way Map Section 7204-178 Road No. (A1A) 10 Duval County; Thence westerly along said northerly right of way line of State Road No. 115 (Arlington Expressway) per State Of Florida State Road Department Right Of Way Map Section 7204-178 Road No. (A1A) 10 Duval County to the southwest corner of land per Official Records Book 14661, Page 374 of said Public Records; Thence northerly along the westerly line of land per said Official Records Book 14661, Page 374, the westerly line of land per Official Records Book 659, Page 277 of said Public Records, and the westerly line of land per Official Records Book 313, Page 581 of said Public Records to the Point Of Beginning.

I Hereby Certify That To The Best Of My Knowledge And Belief This Legal Description Is True, Accurate, And Was Prepared Under My Direction. I Further Certify That Said Legal Description Is In Compliance With The Standards Of Practice As Set Forth By The Florida Board Of Professional Surveyors And Mappers, Pursuant To Section 472.027, Florida Statutes.

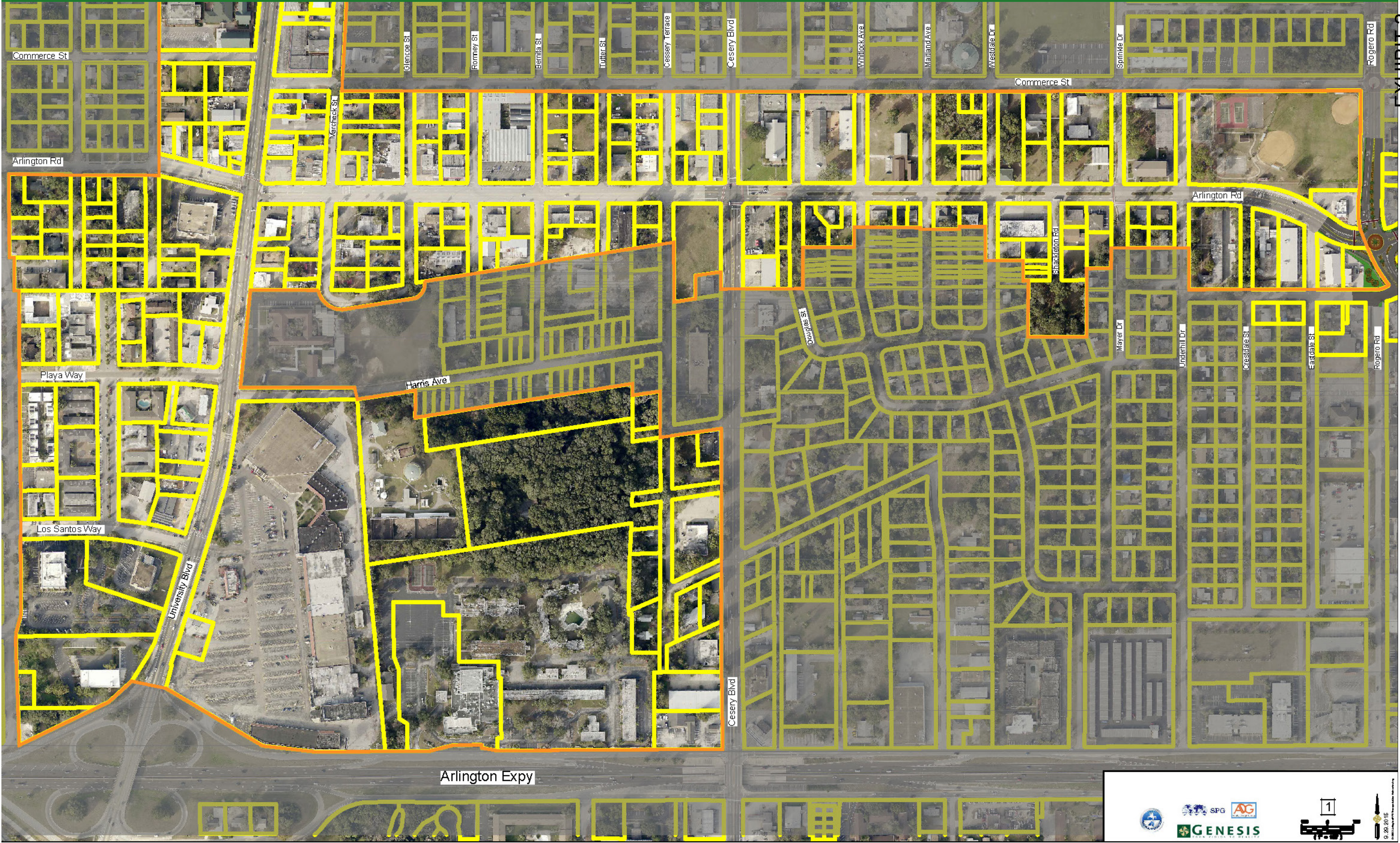
 10/01/15
John A. Anderberg Date

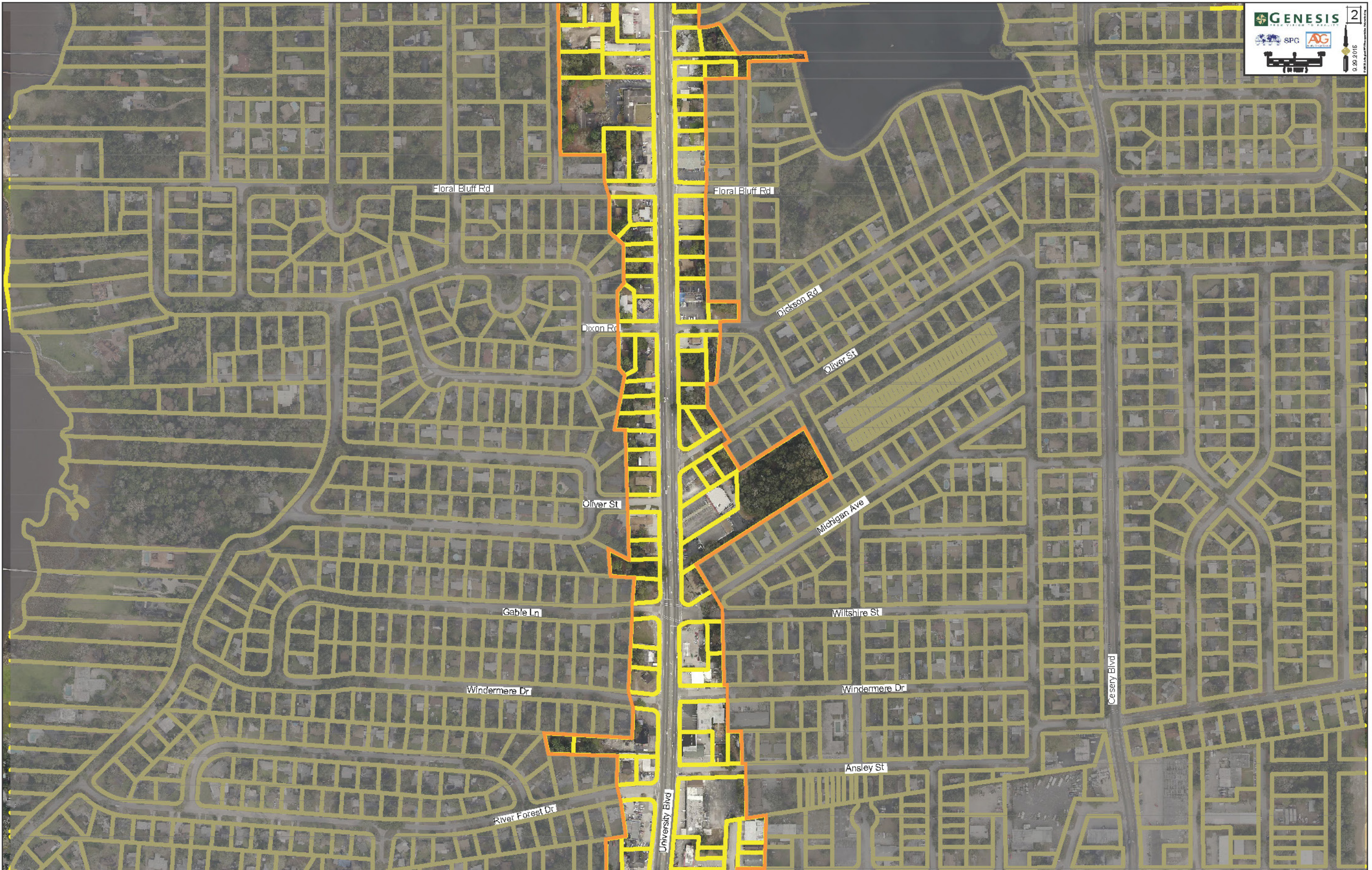
Florida Professional Surveyor And Mapper No. 5881
8001 Belfort Parkway, Suite 200
Jacksonville, Florida, 32256
(904) 641-0123

This Description And Copies Thereof Are Not Valid Without The Surveyor's Signature And Original Raised Seal.

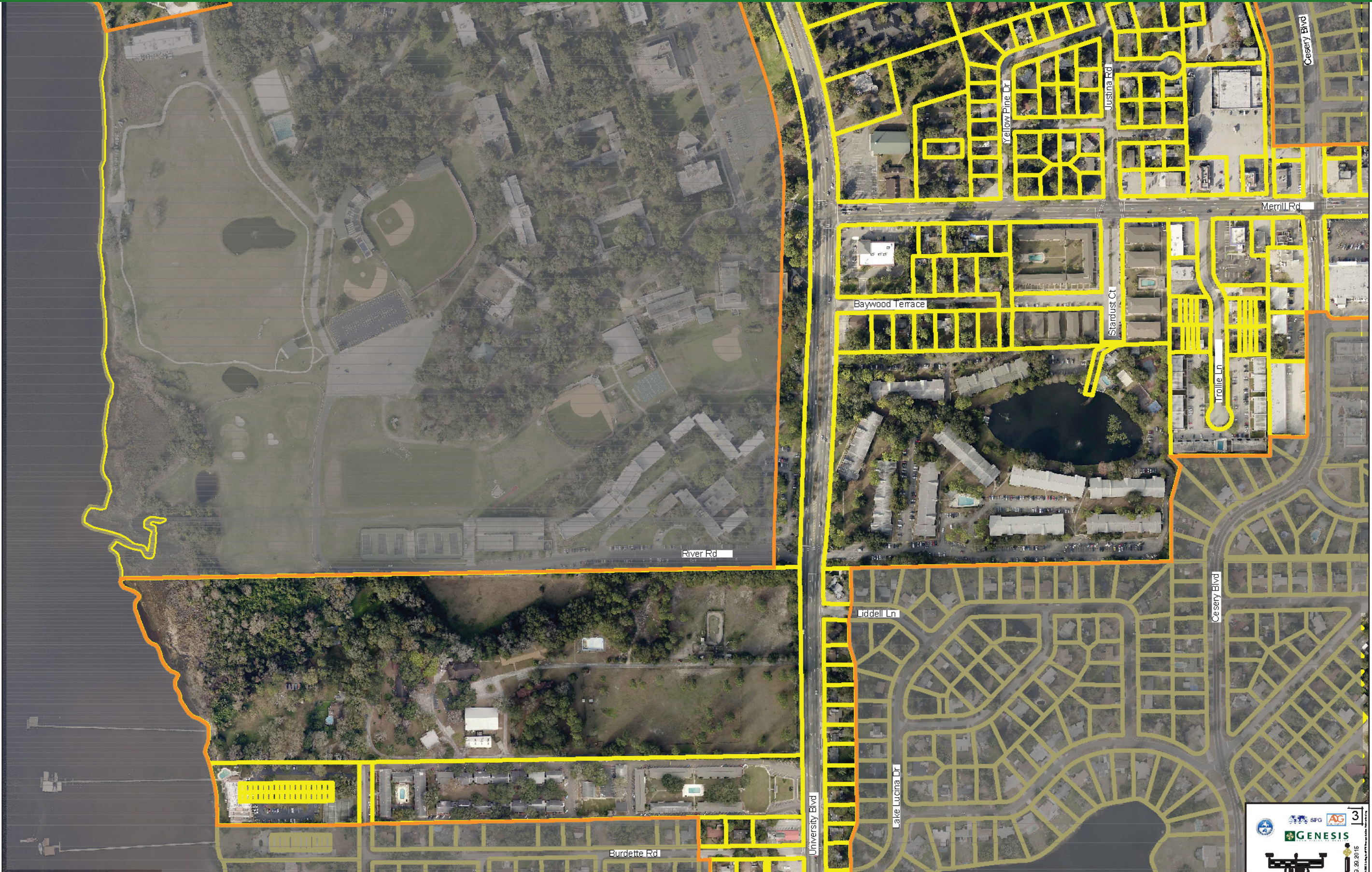


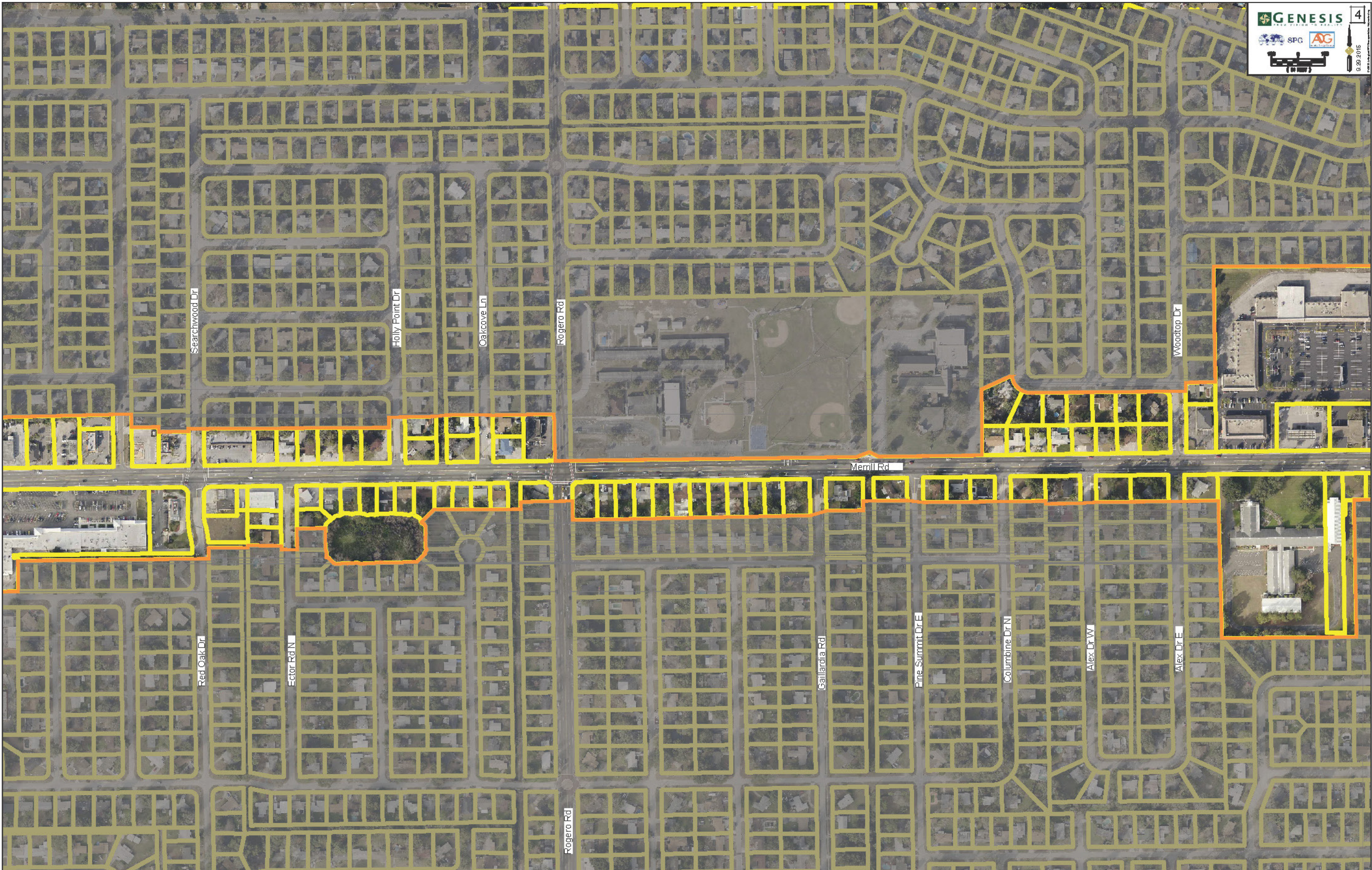
**CRA BOUNDARY
PARCEL/KEY SHEET**





SHEET 2





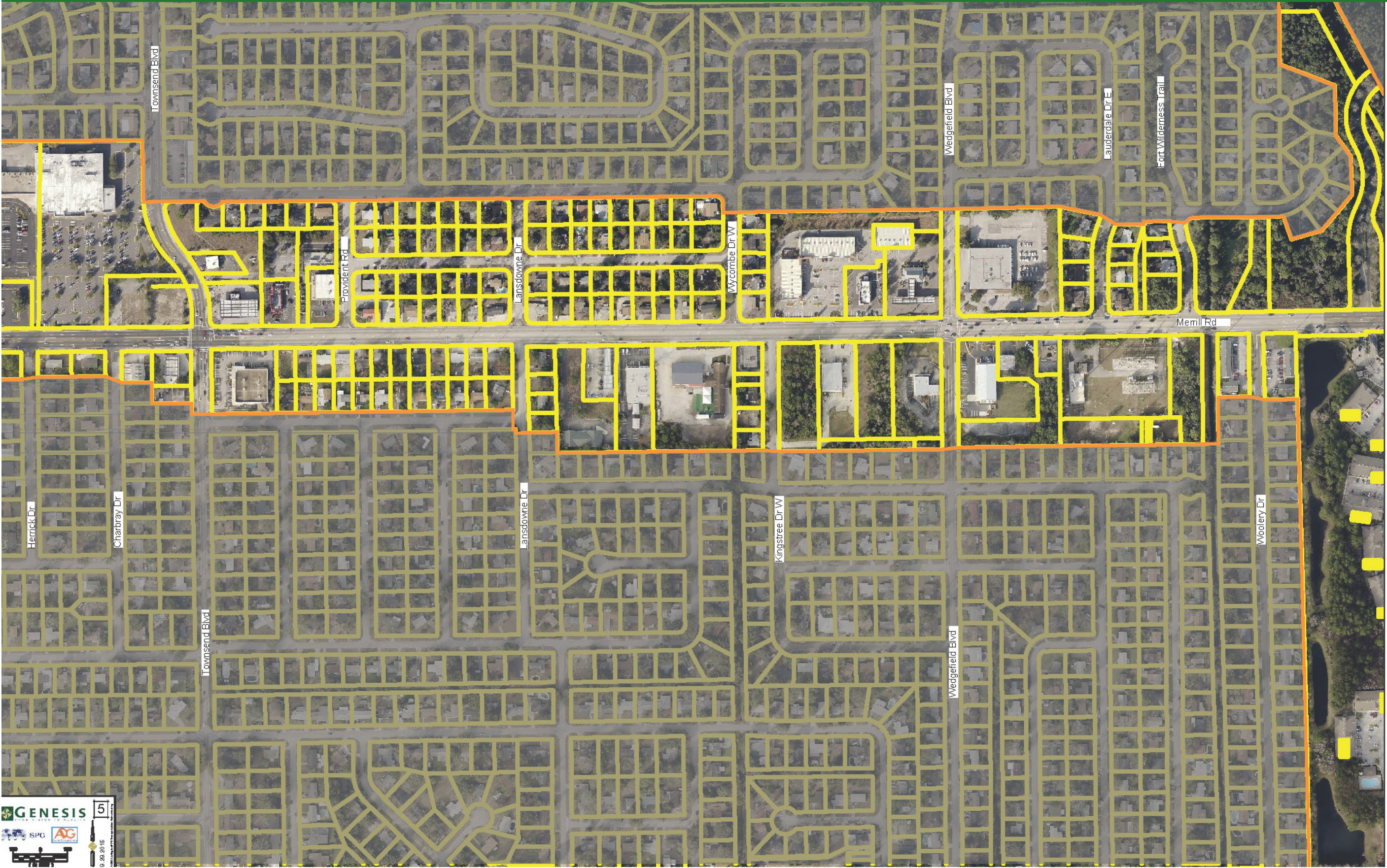

NEW VISION TO REALTY




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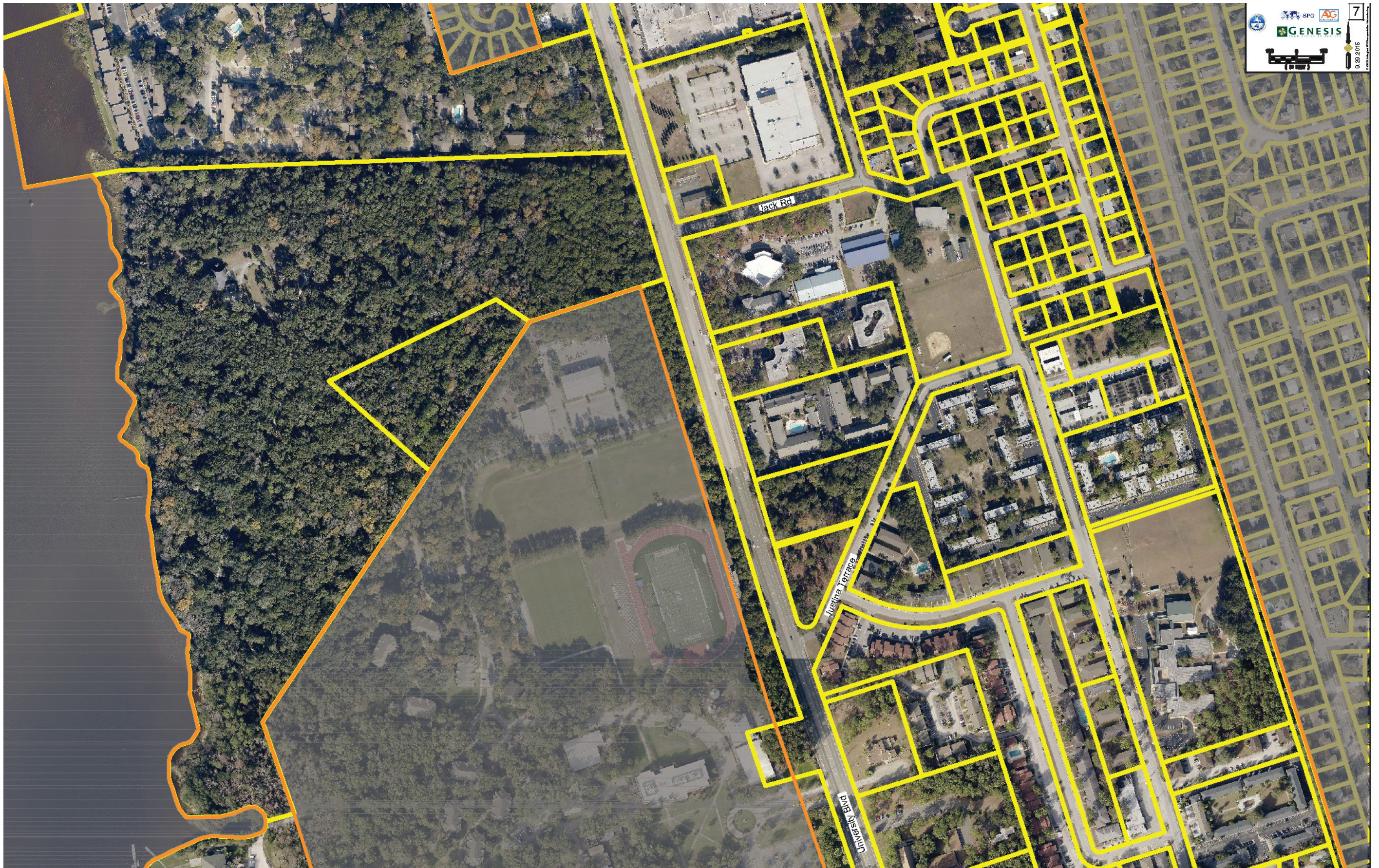
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SHEET 4

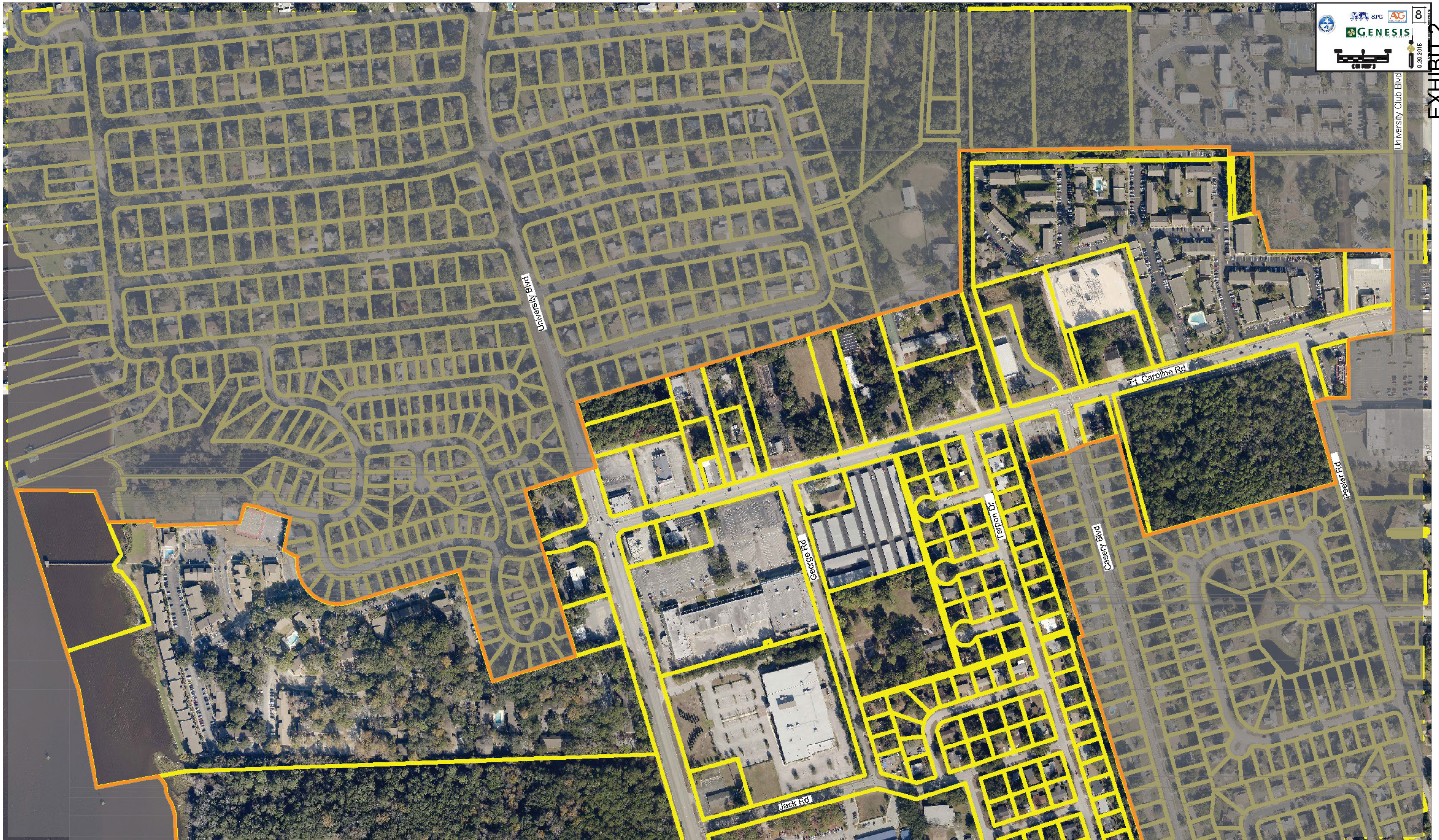




SHEET 6



SHEET 7

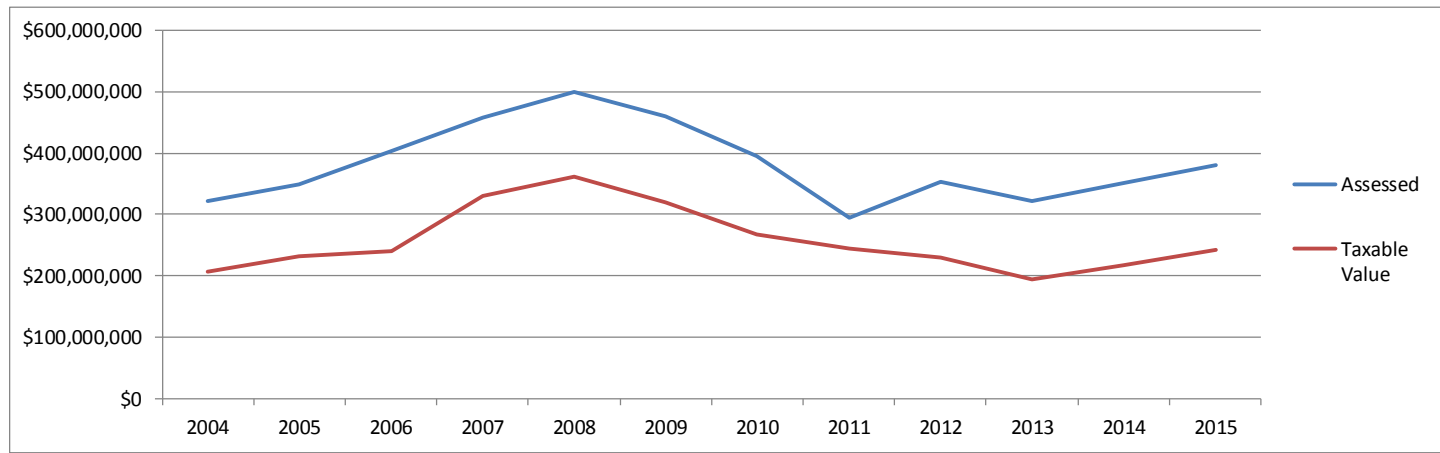


SHEET 8

APPENDIX B TAX INCREMENT FINANCING

EXHIBIT 2
PAGE 68 OF 71

The RDA corridors’ taxable property values (which ad valorem taxes are calculated) have fluctuated significantly since 2004 as a direct reflection of the “Great Housing Bubble” and the “Great Recession”. If those effects are negated, the 2004-2015 annual rate of growth was 1.45 percent.



SOURCE: CITY OF JACKSONVILLE; STRATEGIC PLANNING GROUP, INC., 2015

For the purpose of this analysis, the historic 2004-2015 annual growth rate was used to forecast normal taxable values without consideration of the creation of a CRA.

The 2015 taxable value of the RDA is \$241.2 million. By 2035 the Taxable Value of the RDA under normal growth would be \$321.4 million or an increase (incremental growth of \$80.2 million which would generate nominal tax revenues.

	Base Year	Taxable Value	TIF Base
2016	\$241,201,180	\$244,689,113	\$3,487,933
2017	\$241,201,180	\$248,227,484	\$7,026,304
2018	\$241,201,180	\$251,817,022	\$10,615,842
2019	\$241,201,180	\$255,458,467	\$14,257,287
2020	\$241,201,180	\$259,152,570	\$17,951,390
2021	\$241,201,180	\$262,900,093	\$21,698,913
2022	\$241,201,180	\$266,701,807	\$25,500,627
2023	\$241,201,180	\$270,558,496	\$29,357,316
2024	\$241,201,180	\$274,470,956	\$33,269,776
2025	\$241,201,180	\$278,439,993	\$37,238,813
2026	\$241,201,180	\$282,466,424	\$41,265,244
2027	\$241,201,180	\$286,551,081	\$45,349,901
2028	\$241,201,180	\$290,694,804	\$49,493,624
2029	\$241,201,180	\$294,898,449	\$53,697,269
2030	\$241,201,180	\$299,162,881	\$57,961,701
2031	\$241,201,180	\$303,488,979	\$62,287,799
2032	\$241,201,180	\$307,877,636	\$66,676,456
2033	\$241,201,180	\$312,329,756	\$71,128,576
2034	\$241,201,180	\$316,846,257	\$75,645,077
2035	\$241,201,180	\$321,428,069	\$80,226,889

SOURCE: CITY OF JACKSONVILLE; STRATEGIC PLANNING GROUP, INC., 2015

The CRA Redevelopment Plan contains several large “catalytic” developments; including development on the Town and County Super Block, residential and other development on the parcel of land immediately north of Jacksonville University (privately owned), and College Town (which includes lands north and east of JU). These developments conservatively should have a taxable value in excess of \$300 million.

As a result of the creation and implementation of the CRA, including capital improvements (drainage, streetscape, traffic improvements) as well as implementing Crime Prevention through Environmental Design (CPTED), should result in the private sector investing in the RDA through rehabilitation and redevelopment. The results of which, should result in an additional annual increase in property taxable values (over and above the normal growth forecast) of 1.5 percent beginning in 2019.

The following Table shows the Tax Increment Revenues (TIF) projected over the next 20 years. Based on these assumptions, the RDA should generate at least \$59 million in TIF revenue.

Taxable Value		Increased Taxable Value							
Historic Growth:	Catalytic		Historic and	via CRA		95% Gross	Base Line Year	General Fund	
2005-2015	Developments	Note	Catalytic	Improvements	Gross Taxable	Taxable	Value	Millage	
1.44607%				1.5%		95%		11.4419	
2016	\$244,689,113	\$30,000,000		\$244,689,113		\$244,689,113	\$232,454,657	\$241,201,180	-\$100,077
2017	\$248,227,484		1	\$278,227,484		\$278,227,484	\$264,316,110	\$241,201,180	\$264,479
2018	\$251,817,022			\$281,817,022		\$281,817,022	\$267,726,171	\$241,201,180	\$303,496
2019	\$255,458,467	\$70,000,000	2	\$355,458,467	\$5,331,877	\$360,790,344	\$342,750,827	\$241,201,180	\$1,161,921
2020	\$259,152,570			\$434,152,570	\$6,512,289	\$440,664,859	\$418,631,616	\$241,201,180	\$2,030,141
2021	\$262,900,093		3	\$512,900,093	\$7,693,501	\$520,593,594	\$494,563,915	\$241,201,180	\$2,898,951
2022	\$266,701,807	\$75,000,000		\$516,701,807	\$7,750,527	\$524,452,334	\$498,229,717	\$241,201,180	\$2,940,895
2023	\$270,558,496		4	\$570,558,496	\$8,558,377	\$579,116,873	\$550,161,030	\$241,201,180	\$3,535,088
2024	\$274,470,956			\$574,470,956	\$8,617,064	\$583,088,020	\$553,933,619	\$241,201,180	\$3,578,253
2025	\$278,439,993	\$50,000,000	5	\$578,439,993	\$8,676,600	\$587,116,593	\$557,760,763	\$241,201,180	\$3,622,043
2026	\$282,466,424			\$582,466,424	\$8,736,996	\$591,203,420	\$561,643,249	\$241,201,180	\$3,666,466
2027	\$286,551,081			\$586,551,081	\$8,798,266	\$595,349,347	\$565,581,880	\$241,201,180	\$3,711,532
2028	\$290,694,804			\$590,694,804	\$8,860,422	\$599,555,226	\$569,577,465	\$241,201,180	\$3,757,249
2029	\$294,898,449			\$594,898,449	\$8,923,477	\$603,821,926	\$573,630,829	\$241,201,180	\$3,803,627
2030	\$299,162,881			\$599,162,881	\$8,987,443	\$608,150,324	\$577,742,808	\$241,201,180	\$3,850,676
2031	\$303,488,979			\$603,488,979	\$9,052,335	\$612,541,314	\$581,914,248	\$241,201,180	\$3,898,405
2032	\$307,877,636			\$607,877,636	\$9,118,165	\$616,995,801	\$586,146,011	\$241,201,180	\$3,946,824
2033	\$312,329,756			\$612,329,756	\$9,184,946	\$621,514,702	\$590,438,967	\$241,201,180	\$3,995,944
2034	\$316,846,257			\$616,846,257	\$9,252,694	\$626,098,951	\$594,794,003	\$241,201,180	\$4,045,774
2035	\$321,428,069			\$621,428,069	\$9,321,421	\$630,749,490	\$599,212,016	\$241,201,180	\$4,096,324
		\$300,000,000							\$59,008,021

Footnote: (1) JU Student Housing (2) Unannounced development North parcel (3) Phase 1 Town Country Superblock (4) Phase 2 Superblock (5) College Town



RENEW ARLINGTON

CRA REDEVELOPMENT PLAN

EXHIBIT 2
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DRAFT PLAN September 29, 2015