September 2014

Avon Park, Florida Main Street Redevelopment Area Expansion

Findings of Necessity Report

LARUE PLANNING & MANAGEMENT SERVICES, INC.

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INTRODUCTION AND LEGAL FRAMEWORK

Purpose

This report provides the required findings of slum and blight as identified in Section 163, Part III, Florida Statutes (F.S.), the "Redevelopment Act," in order to enable the expansion of the existing Avon Park Main Street Redevelopment Area (MSCRA), to include additional portions of the City of Avon Park. This is the first step in an ongoing series of steps designed to stimulate economic development, enhance and improve existing communities and assist redevelopment activities within the MSCRA.

Establishing the basis for expanding the MSCRA in accordance with Section 163.355, F.S. requires a detailed examination of existing land use characteristics, socioeconomic conditions, and other indicators. Working with the City of Avon Park, LaRue Planning and Management, Inc. assembled background data, conducted field surveys, and analyzed the information in a manner consistent with Florida Statutes.

This report was undertaken for the purposes of inventorying and documenting the existing conditions of slum or blight in the City of Avon Park as part of an effort to determine and justify expansion of boundaries for the existing MSCRA. The information included in this document satisfies the minimum requirements of the State of Florida for a Finding of Necessity to expand the MSCRA per Chapter 163, Part III, Florida Statutes (F.S.).

The initial field work for the Finding of Necessity for the expansion of the MSCRA was conducted in December 2013 with subsequent research regarding land use, land values and other site conditions to assess conditions of slum and blight in the Study Area (Map 1. Study Area**).** The Study Area (excluding the existing MSCRA) consists of approximately 568 acres and generally follows thusly: south of Palmetto Street, east of Hart Avenue, north of Cornell Street and west of Verona Avenue.

This analysis will focus on the land-based resources of the study area and its ability to generate economic return and local tax revenues pursuant to the area undergoing significant redevelopment. As a general matter, land-based resources that are in a state of physical decline, are underutilized, or are improperly used may significantly limit a local jurisdiction's ability to remain competitive in a larger economic context and may in the long term negatively affect the jurisdiction's overall financial condition and the level of services it can provide its residents.

Local governments that are highly dependent upon ad-valorem tax revenues are the most vulnerable in these situations. Real property assets that are physically or functionally deteriorated or that do not meet today's contemporary development requirements are limited in their ability to generate ad-valorem taxes. The physical character and utility of these real property assets, along with the services required to sustain them, are key factors in determining a community's economic health.

General Description of the Proposed Expansion Area Boundaries

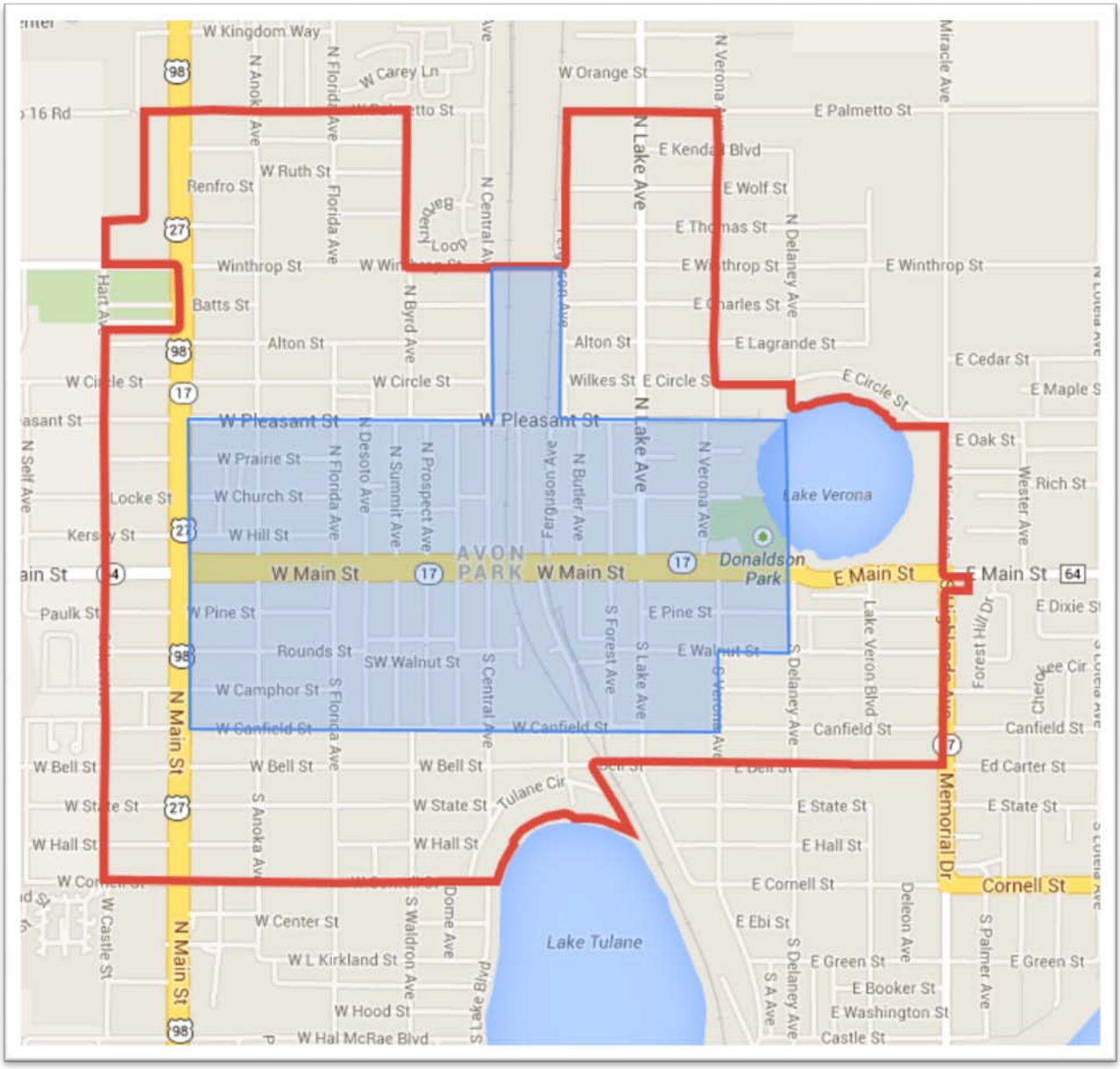
In general, the boundaries of the MSCRA are proposed to be expanded towards the west, north and south to include a larger land area proximate to US Highway 27, north of Pleasant Street, and south of Bell Street. The area to the west includes commercial and industrial development that have stagnated or declined, are underutilized because of location or services and have elements of blight. Neighborhoods north of Main Street are in need of infrastructure improvements. The area considered for expansion to the south shows underutilized property particularly several large areas within this predominantly residential area that currently contain agricultural uses which do not fit existing zoning or land use.

Map 1. Study Area

Source: LaRue Planning, 2014. <u>NOTE: This is a generalized map of the areas to be included, a more detailed legal description will be completed prior to adoption of the updated CRA Plan. The legal description will be submitted to the Highlands County Property Appraiser for establishing properties to be included / excluded for new base year purposes.</u>

Throughout this document the terms, "expanded Main Street Community Redevelopment Area," "expanded MSCRA," or "MSCRA" or "expanded CRA" are used to identify the total 898-acre area of the combined CRA and the area to be added. (Map 2). The term "Study Area" refers specifically to the proposed expansion area. The majority of data and analysis presented here is also specific to the Study Area unless otherwise specified.

Map 2. Study Area Overlay of Main Street CRA



Source: LaRue Planning, 2014

Requirements for Expanding Existing Area Boundaries or Timeframe

In Florida, the establishment of a Community Redevelopment Area (CRA) is governed by Chapter 163, Part III, F.S. The following section lays out the legislative action required to establish a redevelopment area.

> Section 163.355 Finding of necessity by county or municipality.—No county or municipality shall exercise the community redevelopment authority conferred by this part until after the governing body has adopted a resolution, supported by data and analysis, which makes a

legislative finding that the conditions in the area meet the criteria described in s. 163.340(7) or (8). The resolution must state that:

(1) One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in such county or municipality; and

(2) The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas, including, if appropriate, the development of housing which residents of low or moderate income, including the elderly, can afford, is necessary in the interest of the public health, safety, morals, or welfare of the residents of such county or municipality.

In Section 163.340 F.S., both terms, "slum" and "blight", are defined:

163.340 Definitions:
(7) "Slum area" means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:
(a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
(b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
(c) The existence of conditions that endanger life or property by fire or other causes.
(8) "Blighted area" means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:
(a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
(b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
(c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
(d) Unsanitary or unsafe conditions;
(e) Deterioration of site or other improvements;
(f) Inadequate and outdated building density patterns;
(g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
(h) Tax or special assessment delinquency exceeding the fair value of the land;
(i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
(j) Incidence of crime in the area higher than in the remainder of the county or municipality;
(k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
(l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;

(m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
(n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

However, the term "blighted area" also means any area in which at least one of the factors identified in paragraphs (a) through (n) are present and all taxing authorities subject to s. 163.387(2)(a) agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted. For purposes of qualifying for the tax credits authorized in chapter 220, "blighted area" means an area as defined in this subsection.

The MSCRA was created pursuant to Florida Statutes by Ordinance 822 in March 1988. The statutes include requirements should the CRA boundaries be expanded or contracted or the time frame for existence be extended. The following section of Florida Statutes prevails in these instances:

163.361 Modification of community redevelopment plans.—

(1) If at any time after the approval of a community redevelopment plan by the governing body it becomes necessary or desirable to amend or modify such plan, the governing body may amend such plan upon the recommendation of the agency. The agency recommendation to amend or modify a redevelopment plan may include a change in the boundaries of the redevelopment area to add land to or exclude land from the redevelopment area, or may include the development and implementation of community policing innovations.

(2) The governing body shall hold a public hearing on a proposed modification of any community redevelopment plan after public notice thereof by publication in a newspaper having a general circulation in the area of operation of the agency.

(3)(a) In addition to the requirements of s. 163.346, and prior to the adoption of any modification to a community redevelopment plan that expands the boundaries of the community redevelopment area or extends the time certain set forth in the redevelopment plan as required by s. 163.362(10), the agency shall report such proposed modification to each taxing authority in writing or by an oral presentation, or both, regarding such proposed modification.

(b) For any community redevelopment agency that was not created pursuant to a delegation of authority under s. 163.410 by a county that has adopted a home rule charter and that modifies its adopted community redevelopment plan in a manner that expands the boundaries of the redevelopment area after October 1, 2006, the following additional procedures are required prior to adoption by the governing body of a modified community redevelopment plan:

1. Within 30 days after receipt of any report of a proposed modification that expands the boundaries of the redevelopment area, the county may provide notice by registered mail to the governing body of the municipality and the community redevelopment agency that the county has competing policy goals and plans for the public funds the county would be required to deposit to the community redevelopment trust fund under the proposed modification to the community redevelopment plan.

2. If the notice required in subparagraph 1. is timely provided, the governing body of the county and the governing body of the municipality that created the community redevelopment agency shall schedule and hold a joint hearing co-chaired by the chair of the governing body of the county and the mayor of the municipality, with the agenda to be set

by the chair of the governing body of the county, at which the competing policy goals for the public funds shall be discussed. For those community redevelopment agencies for which the board of commissioners of the community redevelopment agency are comprised as specified in s. 163.356(2), a designee of the community redevelopment agency shall participate in the joint meeting as a nonvoting member. Any such hearing shall be held within 90 days after receipt by the county of the recommended modification of the adopted community redevelopment plan. Prior to the joint public hearing, the county may propose an alternative modified community redevelopment plan that meets the requirements of s. 163.360 to address the conditions identified in the resolution making a finding of necessity required under s. 163.355. If such an alternative modified redevelopment plan is proposed by the county, such plan shall be delivered to the governing body of the municipality that created the community redevelopment agency and the executive director or other officer of the community redevelopment agency by registered mail at least 30 days prior to holding the joint meeting.

3. If the notice required in subparagraph 1. is timely provided, the municipality may not proceed with the adoption of a modified plan until 30 days after the joint hearing unless the governing body of the county has failed to schedule or a majority of the members of the governing body of the county have failed to attend the joint hearing within the required 90-day period.

4. Notwithstanding the time requirements established in subparagraphs 2. and 3., the county and the municipality may at any time voluntarily use the dispute resolution process established in chapter 164 to attempt to resolve any competing policy goals between the county and municipality related to the community redevelopment agency. Nothing in this subparagraph grants the county or the municipality the authority to require the other local government to participate in the dispute resolution process.

(4) A modification to a community redevelopment plan that includes a change in the boundaries of the redevelopment area to add land must be supported by a resolution as provided in s. 163.355.

(5) If a community redevelopment plan is modified by the county or municipality after the lease or sale of real property in the community redevelopment area, such modification may be conditioned upon such approval of the owner, lessee, or successor in interest as the county or municipality may deem advisable and, in any event, shall be subject to such rights at law or in equity as a lessee or purchaser, or his or her successor or successors in interest, may be entitled to assert.

BACKGROUND

Existing Main Street Community Redevelopment Area Plan

The existing MSCRA was created in 1988 through statutorily defined actions by the City Council. The original area is shown in Map 3. The present MSCRA was selected because it "…constitutes the majority of commercial land within the boundaries of the City…" That position has now shifted to the US 27 corridor. That the commercial spine of the city has shifted is no surprise since it can more easily accommodate a higher number of automobiles and therefore, is now the preferred location for auto-dependent uses such as fast food restaurants and drive-through banking institutions.

Map 3. Existing Main Street Redevelopment Boundary

Source: LaRue Planning, 2014

The current MSCRA redevelopment plan called for certain activities to relieve the conditions of slum and blight and are generally described below:

Housing

In order to improve the quality of residential life for the citizens of Avon Park, single family neighborhoods should be protected from excessive noise, traffic and crime. To accomplish this task, dwellings may be graduated from the central business district in the following manner:

1. Multi-family housing bordering the central business corridor;
2. Mixed residential with single family units and duplexes bordering the multi-family housing; and
3. Single family housing buffered from normal business traffic.

This pattern of housing, providing buffer zones for single family residential areas, can be accomplished through changes to zoning. The creation of R-3 zones bordering the commercial

establishments on Main Street will limit traffic to this area. R-2 zones should be created immediately behind R-3 zones, followed by R-l.

Commercial

The revitalization of the central business district is necessary to maintain the economic viability of this area. The promotion of pedestrian traffic in this area will encourage continued patronage of the business establishments located in this area.

PHASE I:

Phase I revitalization shall focus on the core of the central business district located on Main Street between Verona Avenue and Forest Avenue. This phase shall consist of the following activities:

1. Removal of overhead wiring on Main Street placing electrical lines underground;
2. Replacement and widening of sidewalks on Main Street, making them accessible to physically handicapped persons and promoting outdoor cafes and activities;
3. Replacement of street lights to be in conformance with the historic style of the buildings in the targeted area;
4. Provision of benches, brick pavers, and planters; and
5. Acquisition of lands for public parking lots to serve the business district.

One proposed site for acquisition is the parcel of land at the northwest corner of Verona Avenue and Main Street which temporarily houses an auto dealership. The existing building will be demolished and the lot will then be paved with adequate drainage providing approximately 30 parking spaces. Landscaping will be performed to ensure compatibility with the surrounding area. The rear parking lot of the Jacaranda may be used under a lease arrangement allowing public parking in this area after clearance and repaving.

PHASE II:

Phase II is designed to complement the streetscape activities conducted in Phase I. The targeted area for Phase II begins at the corner of Pine Street and Lake Avenues, proceeds north to Main Street encompassing the south side of Main Street, and proceeds east to Verona Avenue. Similar activities will be conducted during this phase as outlined below.

1. Removal of overhead electrical lines and placement underground;
2. Replacement and widening of Sidewalks;
3. Replacement of street lights to conform to those installed during Phase I ;
4. Street paving on Lake Avenue; and
5. Provision of benches, planters, and brick pavers.

PHASE III:

Commercial revitalization activities for Phase III continue streetscape activities as sidewalks and lighting will be installed on Main Street from Delaney to Verona and from Forest to Butler. In addition, the north side of Main Street will be addressed from Lake to Butler. Again, all overhead wiring will be removed and placed underground.

PHASE IV:

Sidewalks will be replaced from Central Avenue to Desoto Avenue along Main Street and street lights will be installed. Overhead wiring will be placed underground. This phase will complete the commercial revitalization process.

In addition to the streetscape project, the City of Avon Park will operate a revolving loan fund for facade improvements on redevelopment area businesses composed of donations from local businesses and individuals.

Industrial

The location of heavy industrial establishments within the Community Redevelopment Area detracts from the central business district which depends on pedestrian traffic for its subsistence. In addition, this industrial area extends into the City's residential areas producing excessive noise, dust and traffic. Attempts to minimize the negative impacts of this area have been made by the City by placing commercial businesses between it and Main Street and by locating public buildings to the northeast of the industrial area.

Ideally, these businesses could be relocated west of U.S.27 into the airport industrial area. This area, previously annexed by the City, currently houses several industrial establishments including a large boat manufacturer and contains ample vacant space to house the construction firms in question. The relocation of the construction industry to this area would have little impacts to the airport area but would greatly enhance conditions in the Community Redevelopment Area.

One means of achieving this task is the issuance of Revenue Bonds for the acquisition of an alternate industrial site and relocation payments to affected businesses. Construction establishments would utilize these location payments for moving expenses to the airport industrial area providing opportunities for growth. The City of Avon Park would then sell or lease the land owned in the central business corridor to commercial firms wishing to do business in the area with proceeds applied toward the repayment of the bonds.

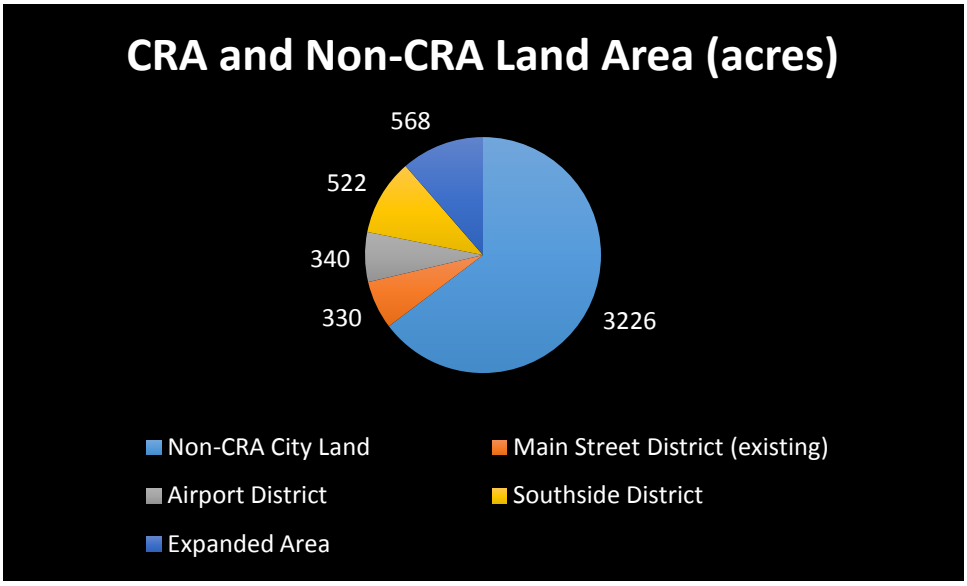
Expansion of the Existing Main Street Community Redevelopment Area

A more specific description of the expanded area is as follows:

> BEGINNING at the intersection of Tauton Road and US Highway 27 then southerly along the western right-of-way of US Highway 27 to the intersection of LaGrande street, then westerly along the northern right-of-way of LaGrande Street to the intersection with Hart Street, then south along the western right-of-way of Hart Street to the intersection with W. Cornell Street, then east along the southern right-of-way of W. Cornell Street to shoreline of Lake Tulane, then northeasterly along the northern shoreline of Lake Tulane to the railroad tracks, then northerly along the railroad property to a point of intersection with W. Bell Street, then east along the southern right-of-way of E. Bell Street continuing to the eastern right-of-way of S. Highlands Avenue; then north along the eastern right-of-way of S. Highlands Avenue then northerly to a point of intersection with E. Main Street, including the parcel described as Sunset Hills Resubdivision PB 2 – Pg 39 Lots 1-3 less road 341 right-of-way Block A, continuing northward to the intersection of Highlands Avenue with East Winthrop Street, then westerly to the shoreline of Lake Verona then along the northern shoreline of Lake Verona to a point intersecting with the extension of N. Delaney Avenue, then northerly to the north right-of-way of E. Circle Street; then westerly along the northern right-of-way E. Circle Street, to the intersection with N. Verona Avenue, then north along the eastern right-of-way of N. Verona Avenue to the intersection with E. Palmetto Street; then west along te northern right-of-way of E. Palmetto to the eastern right-of-way of the railroad, then southerly along said right-of-way to the intersection with Lawhon Street; then westerly approximately 1,300 feet to a point then north approximately 1,320 feet to the northern right-of-way of W. Palmetto, then west along the northern right-of-way of W. Palmetto approximately 2,330 feet, then southerly approximately 900 feet then westerly approximately 310 feet, then south approximately 400 feet to the northern right-of-way line of Tauton Road, then east along the northern right-of-way line of Tauton Road to the POINT OF BEGINNING.

This description will be further refined prior to sending to the Highlands County Property Appraiser to determine base year to the expanded area. This will be done during the course of the update to the MACRA Plan. The needs of each community must be assessed from time to time. Avon Park's CRA is now over 23 years old and has gone through minor changes within the last few years. However, the needs of the community surrounding the original MSCRA must now be considered for improvements, as well. The City of Avon Park is proposing to expand the current boundaries of its MSCRA by approximately 568 acres to a total of 898acres. If the MSCRA expansion is approved, the MSCRA will comprise 28 % percent of the entire land area within the City of Avon Park [see Chart 1. CRA and Non-CRA Land Area (acres)].

Chart 1. CRA and Non-CRA Land Area (acres)



Source: LaRue Planning, 2014

EXISTING CONDITIONS SUMMARY FOR STUDY AREA

Actions Consistent with Chapter 163, Part III, Florida Statutes

The information contained in this study confirms that slum and/or blight still exist within the existing MSCRA and are prevalent in areas that lie outside of the existing MSCRA. Areas of slum or blight that lie outside the existing MSCRA are proposed in this study to be included in an expanded MSCRA. Preparation of this study included a review of materials from various local, state, and federal agencies, as well as field observations in the existing Study Area, which confirmed that there has been no appreciable change in conditions since the plan was adopted.

The expansion of the MSCRA in the areas proposed will allow the City of Avon Park to lawfully exercise additional municipal powers to prevent and eliminate slum or blight conditions. These powers are identified in Chapter 163, Part III of F.S., and include, but are not limited to, the following authority: to raise funds and utilize those funds to spur redevelopment activity; to acquire property through voluntary methods of acquisition; to demolish and remove buildings and improvements; to install, construct or reconstruct streets, utilities, parks, playgrounds, and other public improvements; to dispose of property at a fair market value; to enter into buildings or property in order to make inspections, surveys, appraisals, soundings or test borings; and other activities authorized under Section 163.370 F.S.

The conditions of blight in the existing and expanded MSCRA can only be corrected through a multifaceted and coordinated use of municipal powers. The expansion of the MSCRA will allow Avon Park to focus its efforts on its downtown core and surrounding neighborhoods and businesses that have fallen into blighted conditions over time, as well as address several land use incompatibilities. Improvements in these core areas will halt the spread of blight and create an opportunity for redevelopment and reinvestment. The MSCRA expansion will allow the City to direct monies and efforts towards these areas through the guidance of a plan and an expanded list of funding sources. It will also allow the City to, once again, consider the manner in which incompatibilities can be removed or the incompatibilities minimized. In addition, the expansion will allow the City the opportunity to provide incentives to property owners and redevelopers of vacant land adjacent to the existing MSCRA.

Existing Land Uses

Nearly one-third of the existing land uses in the expanded MSCRA are residential uses and most of the residential uses are located away from the City's main corridors and separated from these corridors by commercial uses. This is consistent with the existing MSCRA. The intersection of US 27 and Main Street is a major node within the MSCRA and is surrounded by a mix of uses, with most consistent with current zoning and land use. The distribution of existing land uses within the expanded and existing MSCRA is shown in Chart 2. Future Land Use Categories as a Percentage of Proposed CRA Land, and depicted on Map 4.

Western Expansion

There are exceptions to consistency with zoning and land use, particularly in the western section of the proposed expansion area, where residential uses abut commercial and industrial uses without buffers. These residential uses, while grandfathered, must continue to meet conditions set forth in Article 7, Section 7.12.00 Nonconformities, of the City's Land Development Regulations. (see Maps 4 and 5 for land use and zoning designations)

Industrial uses are located on the periphery of the expanded MSCRA boundaries; i.e., along Hart Avenue and along the CSX Railway. Most park and community facilities land uses lay either within the existing MSCRA or outside the Study Area.

Southern Expansion

The proposed expansion to the south (to West Cornell St.) consists primarily of residential uses with the exception of highway commercial between US Highway 27 and Anoka Avenue; and several large parcels of agricultural land several blocks eastward of the highway. In many instances, low density residential abuts the highway commercial but remains consistent with the current zoning and land use. While this is not ideal (usually a buffer of medium density residential buffers the low density residential) it is typical of many smaller communities throughout the state that grew from "main street" corridors to "highway corridors".

Northern Expansion

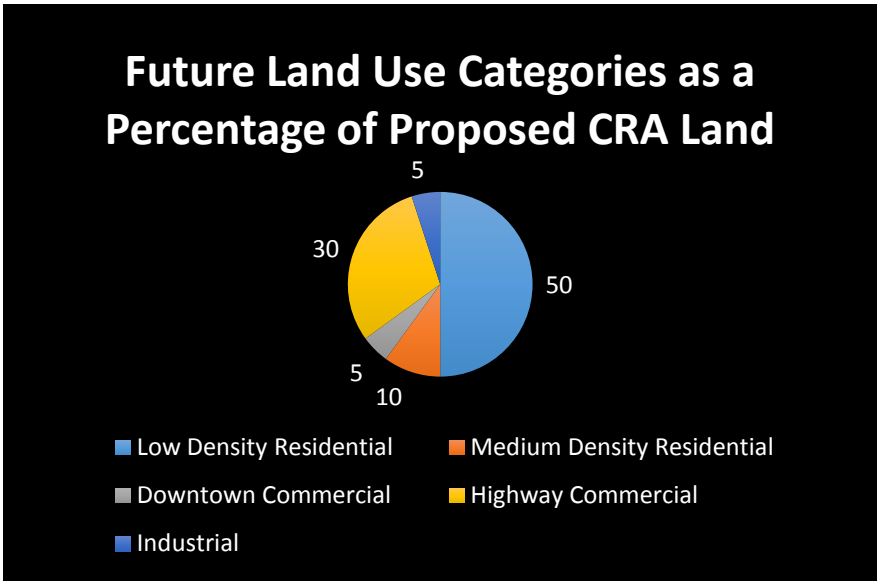
The northern area, proposed for expansion, is nearly all residential, with the exception of the commercial lands located near US Highway 27 and industrial along the rail road.

Future Land Uses

There are a total of 12 separate future land use designations within the City and eight (8) can be found in the existing and expanded MSCRA. The most prevalent land use designation is Low Density Residential, which makes up approximately 50 percent of all land in the MSCRA. The Commercial (Neighborhood, Downtown, and Highway) future land uses comprise 25 percent of the land in the MSCRA. The other land uses that exist in the MSCRA to a much lesser degree are: Medium Density Residential, Industrial, Public Buildings and Grounds, Recreation and Open Space, Unassigned (recently annexed from unincorporated Highlands County and using County designation), and Water Bodies.

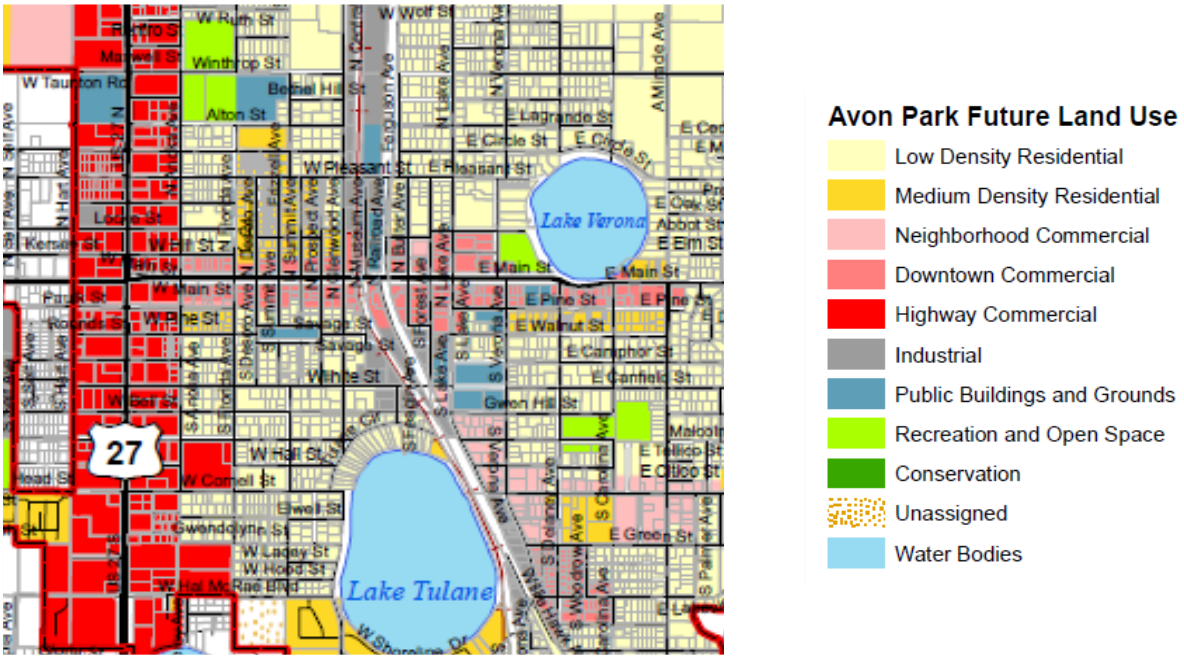
The MSCRA is designed to support a balanced mix of uses characterized by compact, pedestrian friendly design and neighborhood scale, and framed by architecture and landscape design appropriate to local history and ecology. The distribution of future land uses within the expanded and existing MSCRA is shown in Chart 2 and on Map 4, which are shown below.

Chart 2. Future Land Use Categories as a Percentage of Proposed CRA Land



Source: LaRue Planning, 2014

Map 4. Future Land Use Map in Proposed CRA Expansion Area



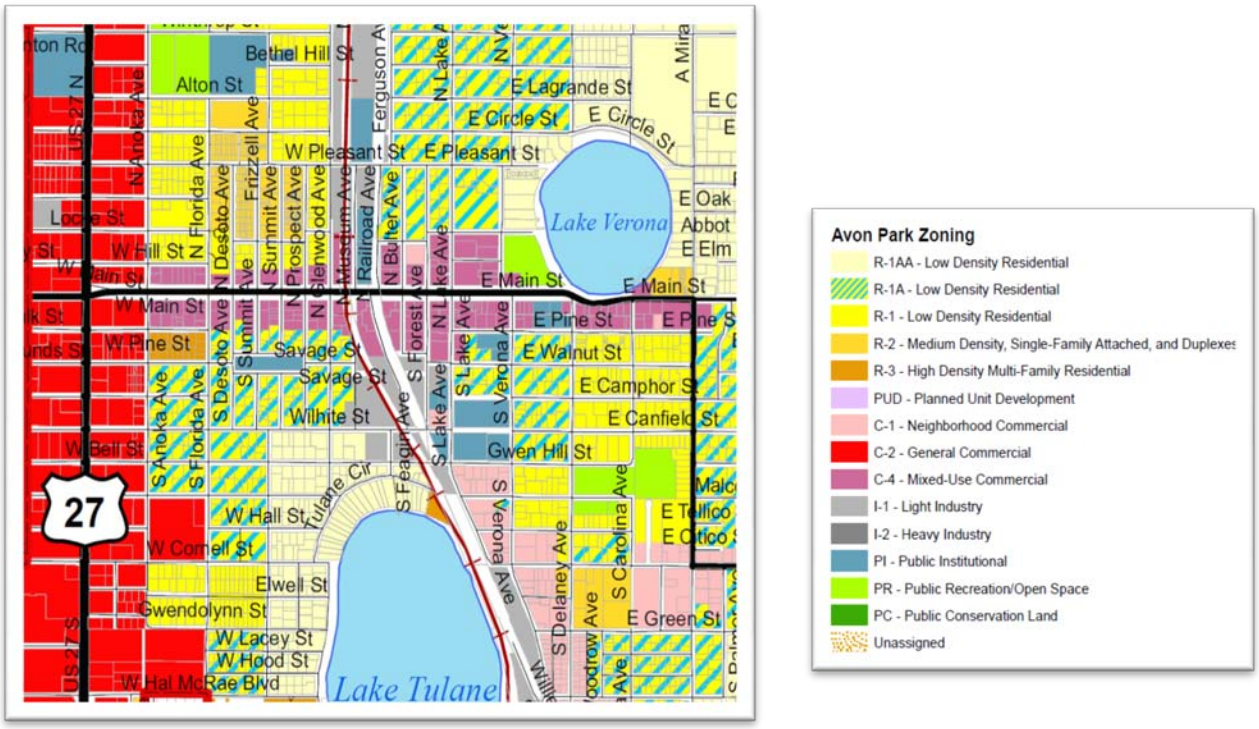
Source: LaRue Planning, 2014, CFRPC, 2010

Zoning Districts

The City of Avon Park maintains 15 separate zoning districts throughout the City. The expanded MSCRA contains nearly all 15: there are four (4) residential districts, three (3) commercial districts, one (1) industrial district, one (1) public institutional, and one (1) public recreational district. The distribution of zoning districts within the expanded and existing MSCRA is shown in Map 5.

The largest portion of the area to be added is comprised of residential zoning and most is designated for single family (north of Pleasant Avenue and east of Anoka Avenue). There is a significant amount of commercially zoned land, which is located primarily along US Highway 27 for one block east and west (generally Anoka Ave. to Hart Ave).

Map 5. Zoning Map of Proposed CRA Expansion Area



Source: LaRue Planning, 2014, CFRPC, 2010.

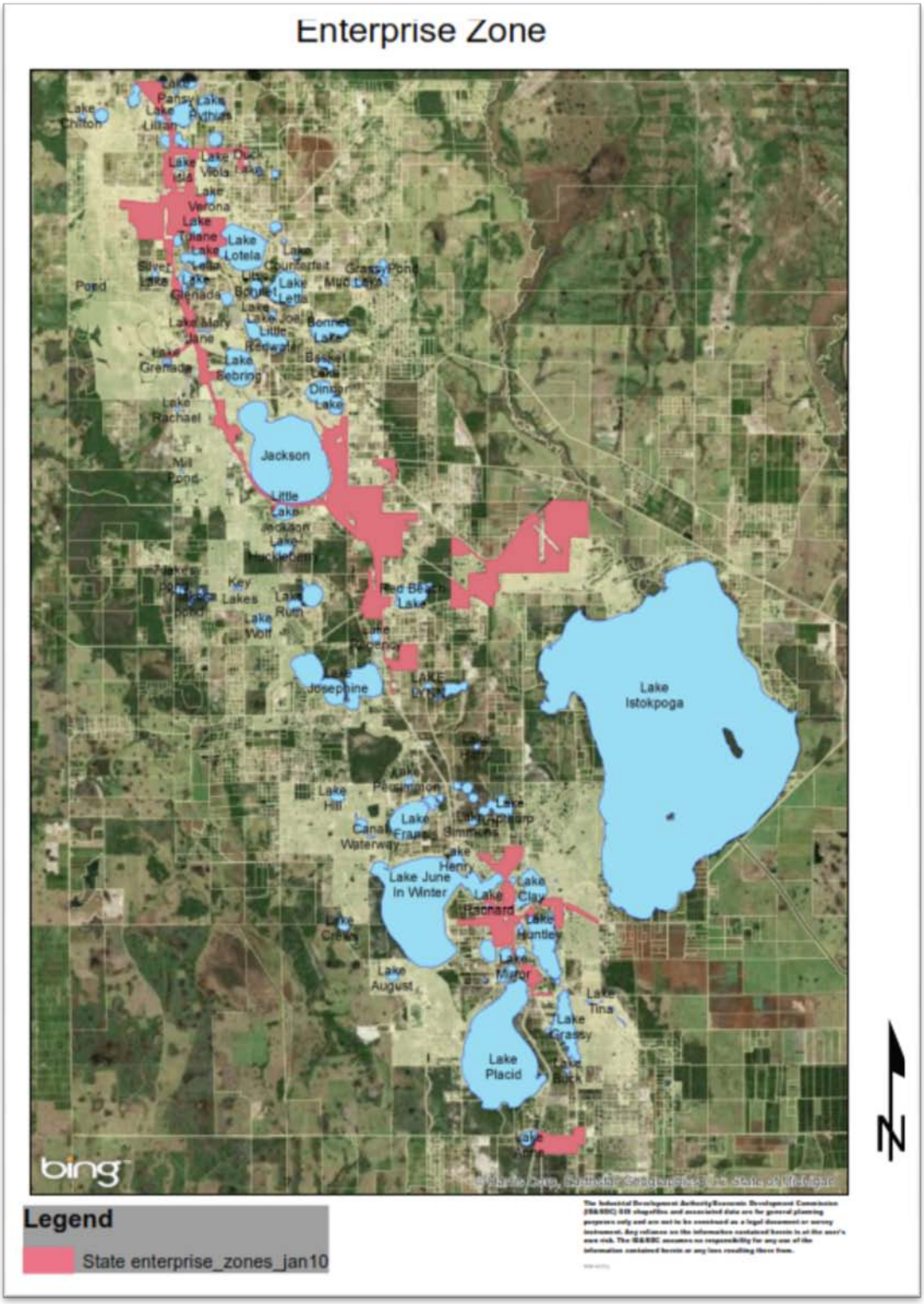
Brownfields Designation in the Proposed Expansion Area

A brownfield area means a contiguous area of one or more brownfield sites, some of which may not be contaminated, and which has been designated by a local government by resolution. Such areas may include all or portions of community redevelopment areas, enterprise zones, empowerment zones, and other such designated economically deprived communities and areas, and Florida Department of Environment Protection or the Environmental Protection Agency-designated brownfield pilot projects. 376.79(4), F.S.

In October of 2005, the City Council adopted Resolution #05-32 requesting that the Enterprise Zone under its jurisdiction be designated as a Brownfields Area. An Interlocal Agreement between the City and Highlands County was also approved at the same meeting. The Resolution and Interlocal Agreement are included in Appendix 1.

The purpose was to join Highlands County, the City of Sebring and Town of Lake Placid in petitioning the State to designate the established Enterprise Zone as a brownfield. The Enterprise Zone is shown below (Map 6).

Map 6. Highlands County Enterprise Zone



Source: CFRPC, 2010

What makes brownfields important to recognize, as part of a redevelopment program, is that they are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence, potential presence or the perception of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off green spaces and working lands.

It is estimated that there are over a million of these opportunities nationwide. A survey of cities across the United States reports an average of 134 sites per community and as many as 20,000 sites per state. Most of the sites are smaller properties, with an average size of 6.5 acres. (U.S. Conference of Mayors, Recycling America's Land, A National Report on Brownfields Redevelopment, January 2008.)

Typical brownfield sites include: gas stations, auto repair shops and dry cleaners. In the existing and proposed MSCRA, the following sites have been identified by Florida Department of Environment Protection (FDEP) and Highlands County as locations needing monitoring:

- 7 sites that are being monitored for air contaminants through FDEP Air Resource Management System.
- 10 sites that are being monitored for Compliance and Enforcement for a range of issues.
- 1 Ground Water Contamination Area.
- 192 County Small Quantity Generator sites.
- 1 Dry Cleaning Solvent Program Cleanup site.
- 25 Petroleum Contamination Monitoring sites.
- 9 Retail Petroleum facilities.
- 2 Solid Waste facilities.
- 38 Registered Storage Tank and Monitoring sites.

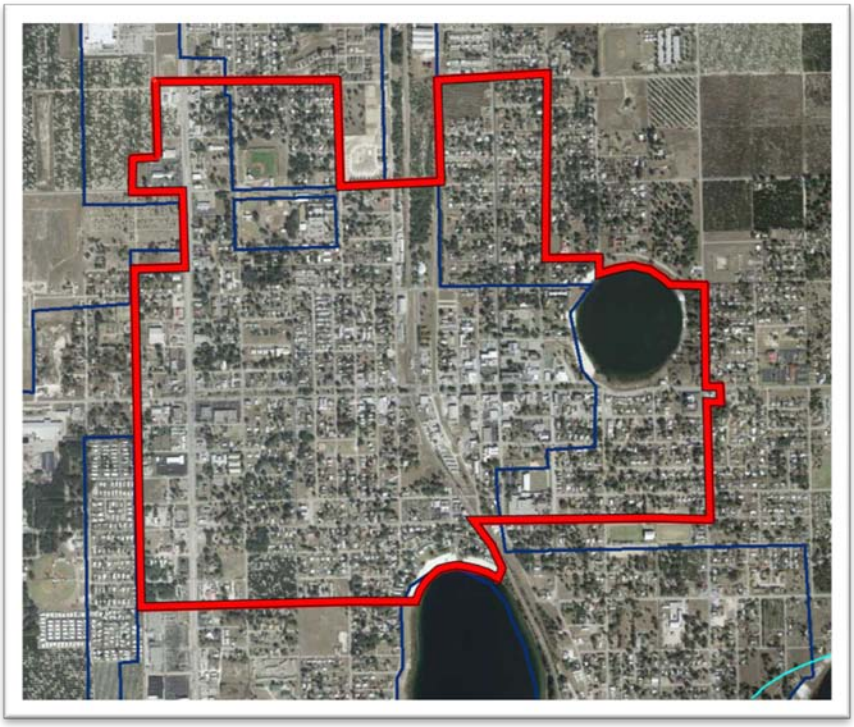
While it would appear that the number of sites being monitored is high, by definition, a brownfield designation does not mean contamination exists. However, the mere perception of contamination may severely reduce the potential of site redevelopment. The ultimate reuse of brownfield sites varies considerably, based on local economic and market conditions, community goals, and desires of property owners. Nationwide, the most common redevelopment uses are retail, housing, and open space.

Map 7, shows the extent of the Brownfields designation in relation to the proposed MSCRA expansion.

The designated administrator of the Brownfield is the Central Florida Regional Planning Council (CFRPC), with assistance from the Heartland Brownfields Revitalization Partnership (HBRP). This partnership assists local governments in cleaning up and generating economic development on abandoned or underused commercial and industrial sites. With funding from the Environmental Protection Agency's (EPA) brownfield program, and the cooperation of the property owners, sites were assessed for the historical potential for environmental contamination, and, if needed, field testing of soil, water and buildings was conducted. If sites prove to be contaminated, loan and subgrant funding through a Revolving Loan Fund, created with a cleanup grant from the EPA, is available.

The Revolving Loan Fund is managed by CFRPC staff with advice from the HBRP Steering Committee, composed of staff from local government and agencies, and a loan/subgrant advisory committee of business and financial representatives. Applications are available from the CFRPC staff which also provides assistance in preparing the loan or subgrant application, and obtaining cost estimates from a panel of eligible consultants.

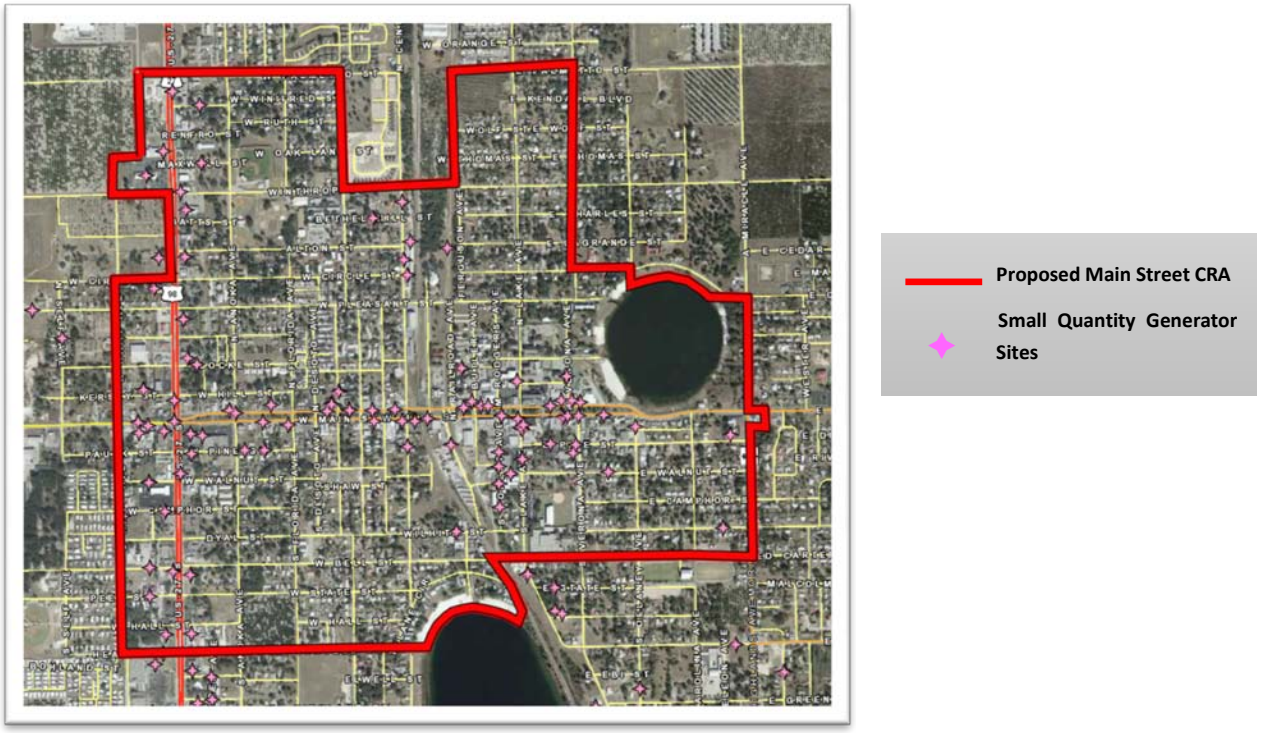
Map 7. Brownfields Area and Proposed Expanded CRA



Source: LaRue Planning, FDEP, 2014

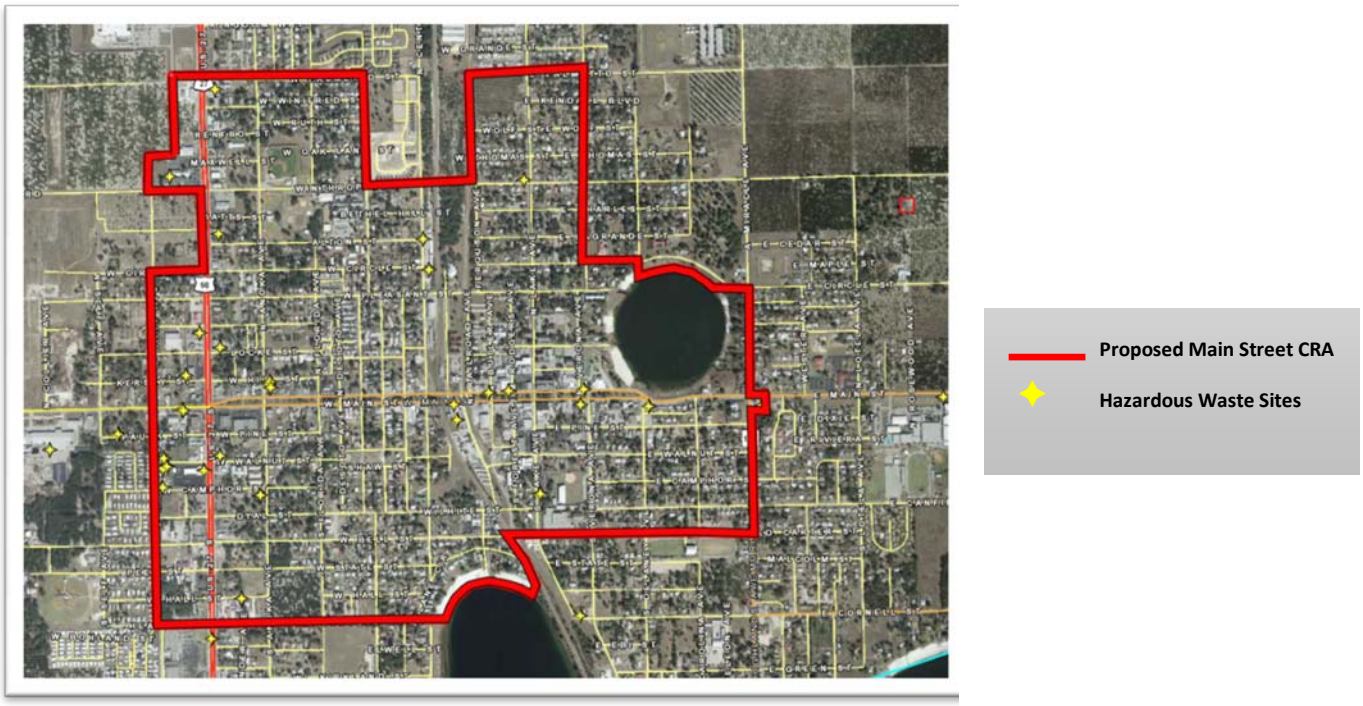
The following Maps (8 and 9), identify sites within the proposed MSCRA that have been identified by Florida Department of Environmental Protection (FDEP) as sites containing (or had contained) hazardous waste and are tracked by FDEP or the County (as FDEP's small quantities tracking entity).

Map 8. Highlands County Tracking of Small Quantity Generators



Source: LaRue Planning and Florida DEP, 2014

Map 9. Florida DEP Tracking of Hazardous Waste Sites



Source: LaRue Planning and Florida DEP, 2014

DESCRIPTION OF DETERIORATED OR INADEQUATE CONDITIONS

The neighborhoods comprising the largest portion of the proposed MSCRA expansion exhibit convincing evidence of deteriorated conditions. The area includes a mix of aging residential and a few newer single family and multi-family housing units. In several instances, particularly in the northwest section of the proposed area (between US 27 and Hart Avenue and north of Main Street) and the southwestern area (between US 27 and Hart Avenue north of Head Street) single-family and multi-family residential are interspersed with existing commercial and industrial uses, with the land designated for commercial or industrial on the Zoning and Future Land Use maps. (see Land Use Map 4 and Zoning Map 5). These existing residential uses sit on land subdivided to accommodate single-family residential development. This pattern further exacerbates the barriers to appropriate commercial redevelopment in these areas.

The combination of these two factors; i.e., existing land use and small parcel size present a deterrent to development. Future redevelopers would: 1) need to relocate the existing residents (buying out land owners); and 2) assemble enough of the small parcels to make a commercial development viable.

Commercial development also suffers from deteriorating conditions, including lack of adequate parking (for existing development), lack of adequate infrastructure such as drainage and sidewalks, and as noted above, often conflicts with adjacent residential development.

In addition, there are vacant lots that are overgrown and often serve as dumping grounds. Further, because these areas are representative of affordable housing, maintenance also becomes an issue. Homes that are in need of repair exist throughout the MSCRA, and the Study Area is no exception. This is a function of the homeowner (or property owner) not having the funds to maintain the property to certain community standards (see Code of Ordinances - Chapter 22 BUILDINGS AND BUILDING REGULATIONS, ARTICLE XIV and Chapter 74 PLANNING, ARTICLE III for required standards for buildings and yards).

Deteriorated infrastructure, including widespread deterioration of swales used for drainage, which is generally caused by inadequate off-street parking or lack of funding to establish appropriate drainage systems, exist throughout. Because there is a lack of infrastructure improvements, such as sidewalks and drainage, the street edges suffer, causing further deterioration on what may be previously considered adequate roadway surfaces. This is particularly noticeable in the area between North Delany Avenue and the railroad. Most pressing is the condition of underground utilities such as water and sewer. The City is currently updating their utility mapping to more easily identify the areas in critical need of replacement. Recent communications with Public Works reveals the majority of water lines are approaching their useful lifespan of 40 to 50 years old.

The area also exhibits a lack of consistent and well maintained sidewalks. Some of these conditions create an impediment to physically challenged residents of the area, as well as for school children walking to their neighborhood schools. Safe-ways to schools has always been a priority and should remain so, while improving pedestrian movements throughout the redevelopment area.

These general conditions, further exemplified by photographs in Appendix 2, are not only indicators of deteriorated or inadequate conditions, but also point to a more serious demographic and economic condition in the proposed MSCRA.

High housing (mortgage or rental rates), as a percentage of income in the residential markets; and, high poverty and unemployment rates are clearly borne out in the physical conditions of the area. These data are reinforced by extensive field survey results. The relationship between home owners and home renters provides another example of the potential, and in this case the reality, of the lack of maintenance creating blighting conditions. Map 9, illustrates the proportion of home owners

(homesteaded properties) to home renters (non-homesteaded residences) in Avon Park. The reality is that more than 35% of dwellings are occupied by renters, nearly 50% are owner-occupied.

Map 10. Homestead (red) vs. Non-homestead Residential (yellow)

Source: Highlands County Property Appraiser, 2014

Residential Market

The residential areas proposed for inclusion in the expanded MSCRA have several problems that call for a concentrated redevelopment plan. Structural deterioration, vacancy, absentee ownership are typical conditions that exist throughout the area. Some units are substandard. Many, particularly in the western and southern sections of the Study Area are incompatible with surrounding commercial or industrial use which further degrades the quality of life for the residents.

The residential component of the area to be included in the expanded MSCRA boundary is comprised mostly of three areas: Hart Avenue / US 27 corridor, Northern Main Street area, and Bell Street area. (see Map 6 for general limits of these areas). Additionally, a small amount of residential acreage north of East Main Street, along Highlands Avenue to Winthrop Street is being proposed for inclusion in the expanded Community redevelopment Area. The purpose for including these areas is because they are fairly large vacant properties that are suitable for both multi-family (East Main Street and Highlands) and low density residential (East Circle and Highlands Avenue).

Additionally, the northern section of the Study Area consists mainly of residential (with the exception of some commercial along US Highway 27). This area has seen some roadway improvements in recent years, but continues to need updated infrastructure such as continuous sidewalks, which is a critical need particularly because of the location of an elementary school and recreation facilities in this part of the Study Area.

The median home value in Avon Park is $65,200. Avon Park home values have gone up 6.9% over the past year. The median list price per square foot in Avon Park is $58, which is lower than the Sebring Metro average of $66. The median price of homes currently listed in Avon Park is $74,900 while the median price of homes that sold is $70,465. The median rent price in Avon Park is $500, which is lower than the Sebring Metro median of $750.

As housing cost increase, as a percentage of income, maintenance of the home decreases because there is less money to spend on up-keep. And even though over 60% of housing units in the City are

owner-occupied (2,371 units), these owners are spending a large percentage of their income on housing costs. Selected monthly costs, as a percentage of income, for owner-occupied units exceeded 35% for more than half of the units.

The same trend can be seen for rental units as well (1,580 units). The majority (55%) are spending more than 35% of their income on housing.

Mortgage delinquency is the first step in the foreclosure process. This is when a homeowner fails to make a mortgage payment. The percent of delinquent mortgages in Avon Park is 13.6%, which is higher than the national value of 8.0%. With U.S. home values having fallen by more than 20% nationally from their peak in 2007 until their trough in late 2011, many homeowners are now underwater on their mortgages, meaning they owe more than their home is worth. The percent of Avon Park homeowners underwater on their mortgage is 38.8%.

Commercial and Industrial Market

This is a depressed area. Vacancy rates and underutilized property of this level are a drain on the community because empty, unproductive, non-revenue contributing and underperforming, taxable sites cost more to maintain than what they produce. There is a domino effect that occurs in communities with vacant and underutilized commercial space. The properties become less attractive to potential commercial tenants, vacancy rates increase, businesses move elsewhere and the result is a downward spiral of property distress. Part of the expanded Community Redevelopment Area is located in an Enterprise Zone and could become a target for development in the future. The advantage of opening or expanding a business in such an area is the variety of tax incentives that are part of Enterprise Zone development for both business owners and their employees. However, the positive impacts of the Enterprise Zones have yet to be realized in the proposed expanded area of the Community Redevelopment Area. Retail in the expanded Main Street Community Redevelopment Area is limited to highway commercial.

There are two primary areas of commercial and industrial development that are proposed for inclusion in the expanded MSCRA boundaries. These include the area west of US Highway 27 (to Hart Avenue); and the area on the east side of Highway US 27, north and south of the existing MSCRA. In addition to these, there are a number of commercial or industrial areas that lie immediately adjacent to the existing MSCRA boundaries or to residential areas that are being proposed for inclusion in the expanded MSCRA. The most notable of these is the gas station / convenience store at the intersection of Main Street and Highlands Avenue and the tire recycler – Florida Tire Terminal – at the corner of Bell Street and Feagin Avenue.

Conditions in these areas include poor site layout, inadequate parking and deteriorated or missing infrastructure, particularly missing are sidewalks and drainage. In addition, the area between Highway US 27 and Hart Avenue has a large number of residential units that are incompatible with both zoning and land use for this area. The small lots that were previously sub-divided for housing now provide a deterrent for larger scale commercial or industrial development because of the need to assemble several small parcels. Finally, instances of structural deterioration were observed on a number of sites.

According to the City, the expansion area is definitely in need of upgrades to the water main and sewer systems. All the water mains are aging and can benefit from an upgrade to the water distribution system. The sewer system is in similar need of an upgrade. Specifically in the northern expansion area.

General Description of physical deterioration including data and photos.

Field observation clearly shows that the Study Area exhibits extensive physical deterioration of residential and non-residential structures and sites. Likewise, aging and incomplete infrastructure

provides a weak and inadequate framework upon which to improve community conditions. Infrastructure deterioration includes broken sidewalks, obstructions in walkways, unpaved roads or roads in poor condition, and widespread lack of a stormwater system. Inadequate and unsafe access for physically challenged. Aging, dilapidated and obsolete housing conditions are prevalent in many areas and the area exhibits a general lack of street landscaping.

Description of existing and planned infrastructure improvements

The major problems within the MSCRA in 1988 were the incompatibility of land uses, lack of visual appeal, and older infrastructure. The improvements called for upgrading water and sewer, sidewalk improvements, undergrounding overhead utilities, "buying-out" existing industrial uses (to limit land use incompatibilities), and new street lights. It would appear that improvements funded and constructed by the City and CRA have been limited to sidewalk improvements, parking improvements and façade grants.

The City continues to upgrade its infrastructure, particularly with targeted replacement of older galvanized water lines found throughout the city. And while many of the targeted improvements have been done, particularly along Main Street; with limited funds, a major overhaul of the utility systems remains an on-going process; while the issue of land use incompatibility may exist for years to come because of the extreme cost of relocation of established businesses.

In a brief update to the 1988 Plan, completed in 2011, the update continued to call for infrastructure improvements, with parking improvements continuing to be a main priority, particularly along the historic "Mile Long Mall."

The improvements anticipated for the expanded area are very similar to those mentioned in the original plan for Main Street area. However, the difference is, in many cases, that the facilities are not just obsolete but nonexistent; i.e., sidewalks and drainage, while the same issue of land use incompatibility still exists in both the current MSCRA and the proposed expansion area.

The following excerpts (Tables 1 and 2 and Chart 3), from the Avon Park "5 YEAR CAPITAL IMPROVEMENT PLAN PROPOSED FY 2012-2013 THRU FY 2016-2017" provides a brief description of planned improvements. The full report is included as Appendix 3.

Table 1. Summary: Appropriations by Functional Area

	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017
Transportation	$221,000	$150,000	$654,991	$400,000	$200,000
Parks & Recreation	220,000	200,000	200,000	200,000	220,000
General Gov't.	25,000	515,587	840,000		
Water/Sewer	495,000	560,000	460,000	560,000	550,000
Airport	80,000	300,000	75,000	150,000	1,800,000
Solid Waste		230,000	215,000	215,000	
Total	**$1,041,000**	**$1,955,587**	**$2,444,991**	**$1,525,000**	**$2,770,000**

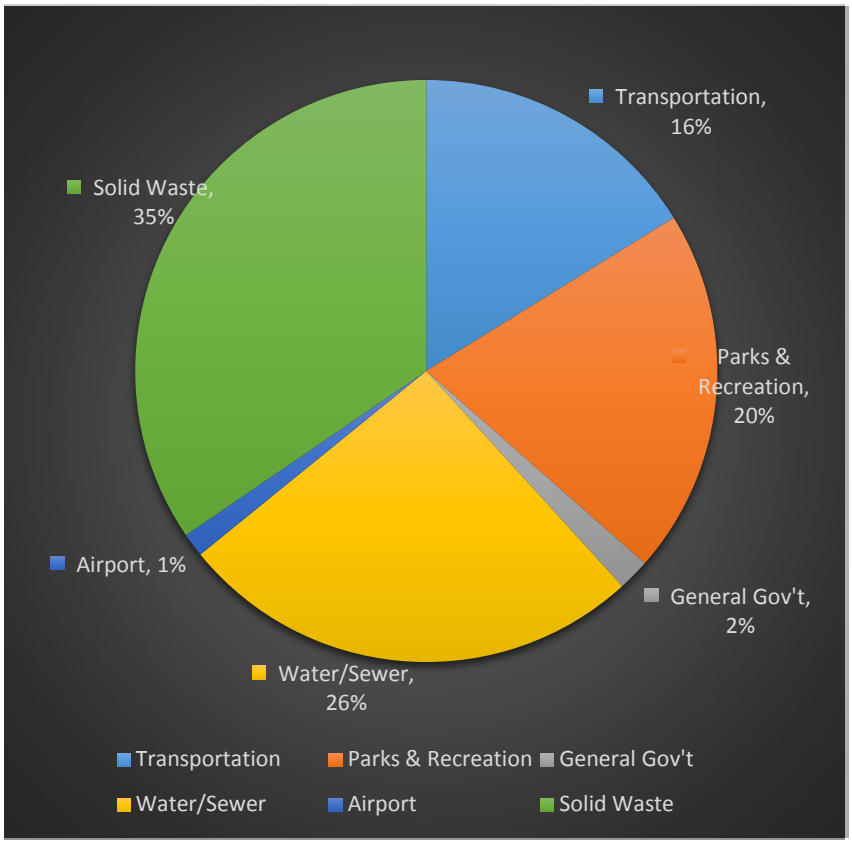
Source: City of Avon Park, FL., 2013

Table 2. Transportation Expenditures

PROJECTS	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017
Street Improvements	75,000	100,000	100,000	100,000	100,000
Sidewalks & Curbs	50,000	50,000	50,000	100,000	100,000
Storm water/Drainage	96,000		504,991	200,000	
Total Projects	**$221,000**	**$150,000**	**$654,991**	**$400,000**	**$200,000**
REVENUE SOURCES					
SWFMWD					
Infrastructure Surtax	221,000	150,000	654,991	400,000	200,000
Total Revenues	**$221,000**	**$150,000**	**$654,991**	**$400,000**	**$200,000**

Source: City of Avon Park, FL., 2013

Chart 3. Use of Funds



Source: City of Avon Park, FL., 2013

Projects that continue to improve the physical facilities of the MSCRA and the City will help establish a consistency of conditions throughout. High standards and consistency of facilities elevates the perception, if not the reality, that the City is making a progressive attempt to improve the development climate. Developers need to feel comfortable going into a redevelopment process that there won't be any surprises when it comes to infrastructure, often times the most expensive piece of the development puzzle.

The City has completed a survey of all roadways within its corporate limits to establish baseline data for future expenditures in the CIP (FY 2015 CIP is included in Appendix 3 and the Roadway Evaluation is included in Appendix 4). It should be noted that roads listed as "Poor" have been paved in FY 2010/2011. Information about pavement condition and performance is critical to the decision making that occurs to successfully manage highway pavements. Accurate and timely data is used to assess system performance and deterioration, identify maintenance and reconstruction needs, and determine financing requirements.

Of particular note in the Roadway Evaluation are the columns "Pavement Width" and "Overall Condition Index". These columns, along with the "Overall Condition Rating" are useful in determining: 1) consistency of the pavement width with the requirements set out in the Land Development Regulations (Table 3); 2) the general condition of the road surface; and 3) providing an estimate of the lifespan of the road surface.

Table 3. Land Development Regulations – Pavement Widths

Pavement Widths

Type of Street	Curb and Gutter
Major Arterial	48 feet
Local Streets	20-22 feet

Source: Avon Park, Land Development Regulations, 2010

According to the recent study by the City: Avon Park Road Evaluations, only two (2) of streets in the Study Area have pavements less than the require width. In terms of the "Pavement Condition Index" (PCI), a roadway segment with a PCI = 80 is considered "good" condition, with a projected life span is 12 years from the evaluation date; a roadway segment with a PCI from 65 to 79 is considered "fair" condition, with a projected life span of eight (8) years from the evaluation date; and any roadway segment with a PCI of less than 60 is indicative that repaving is needed within two years. Finally, a PCI of less than 30 is indicative of serious and immediate pavement problems.

According to the evaluation, there were 28 roadway segments in "poor" condition within the City (three within the Study Area), but these have already been or are scheduled to be repaved, as noted earlier. However, of the 151 roadway segments listed in "fair" condition, 53 have a PCI between 50–60, and thirty-six percent (36%) of these roadway segments are found in the Study Area. This is critical information, since the estimated life expectancy of a roadway segment in "fair" condition with a PCI of 60 or less would need repaving within two (2) years, not eight (8). Therefore the CRA

must plan for these roadway segments to be repaved within the next two (2) years, if the CRA is to maintain roadways in "good" condition, which is an important factor in attracting development.

Finally, an estimate of the roadway segments listed in "fair" condition (with a PCI between 60 and 80) in the Study Area, concluded that nearly 24% fall within the range needing repaving within eight (8) years.

Table 4. Roadway Conditions in Study Area

Roadway Condition	Total Segments Evaluated	Total Segments in Study Area	Percent of Total Segments Evaluated
Unpaved	4	0	0
Poor	28	3	11
Fair	151	45	30
Good	42	7	17

Source: LaRue Planning, 2014

Description of the impact that the CRA will have on physical conditions.

The CRA will establish a renewed opportunity to bring about beneficial change in the communities of Avon Park through the proposed expansion of existing boundaries. The inclusion of parcels east and west of US Highway 27 will allow larger tracts of land to be developed with consistent uses (as opposed to many inconsistent uses located in these areas today, such as scattered residential) and the expansion of borders to include existing commercial and industrial areas will allow the MSCRA to consider incentives to owners of private vacant parcels that may require further assistance with development. The expansion will also provide an opportunity for the MSCRA to assist in parcel assembly in areas where residential is inappropriate, allowing commercial users to develop on lots that meet current code. With each parcel that can be redeveloped, an opportunity will be created to bring the parcel up to current standards including standards for parking, street layout, and accessibility.

An important component of the expanded MSCRA plan will be a targeted planning effort that includes master planning many of the areas surrounding commercial and industrial districts. This will allow for public facility improvements and the creation of well-defined districts based on commonality and functional relationships. The development of an updated master plan will also have the added benefit of improving predictability and lowering risk for the private development community. This is important because many of the current issues are, in part, caused by a lack of available private and public funds.

FINDINGS OF SLUM AND BLIGHT FACTORS PRESENT IN STUDY AREA

Below is a summary of the findings of slum and blight factors based on criteria from Section 163.340, Florida Statutes (F.S.). These factors, with the exception of brownfields, are immediately apparent upon any visual inspection of the Avon Park Study Area. Of the fourteen (14) conditions indicative of blight listed in the Redevelopment Act, our analysis indicates that six (6) of the conditions exist in the Study Area and are retarding the area's immediate and longer term social, economic and physical development. These conditions are a constraint for any significant development or redevelopment within the Study Area. Florida Statutes requires that at least two criteria be satisfied.

The existence of conditions that endanger life or property (Sec. 163.340 (7)(c), F.S.).

While most observable concerns are noted below in the discussion about indicators of blight, a major concern in the Study Area (and the existing MSCRA) is that which cannot be seen. As noted earlier, the majority of the Study Area is located within a designated Brownfield. While this designation does not mean the entire area has some form of contamination, the more likely scenario is that a developer will perceive it to be contaminated and will not want to take the extra steps of doing environmental studies to find out. Therefore, this becomes a heavy burden to overcome unless a concerted effort is made by the CRA to offer incentives to potential developers. These incentives will most likely come from the many available through brownfields programs at the state and federal level; but the CRA must make potential developers aware of them.

Predominance of defective or inadequate street layout (Sec. 163.340(8)(a), F.S.)

Many of the roadways within the study area lack sidewalks or curb and gutter facilities. The parking facilities for many of the commercial structures in the Study Area do not meet current code requirements. For the most part, parking is both off-street and on-street, with several parcel using unpaved surfaces for the commercial facilities. There are no public parking lots of consequence in the study area.

While there is adequate traffic capacity for the existing development with a good grid system network in the Study Area adjacent to US Highway 27; the conflicts between commercial and residential traffic is exacerbated by the land use incompatibilities between residential and commercial.

Finally, there are numerous roadway segments that must be upgraded within the next few years and failure to do so could cause additional expenses and reduce the likelihood of redevelopers considering Avon Park.

Faulty lot layout in relation to size, adequacy, accessibility, or usefulness (Section 163.340(8)(c), F.S.)

The Study Area includes only one or two relatively large areas of undeveloped land that is easily developable. The majority of the area is characterized by individual lots; some that don't meet code because of their relatively small size based on the development of allowable uses, which would need aggregation for redevelopment. Some of the lots are platted with small street frontages (particularly in the northwest between Hart Avenue and US Highway 27), which precludes commercial usefulness (these lots have Commercial FLUM and Zoning designations).

In several other instances, the land has not been subdivided and remains vacant or used for agricultural purposes, particularly east of US Highway 27 and north of Hal McRae Blvd.

Many of the lots in the Study Area are inadequate in size, especially in the zoning districts that allow commercial and higher density residential uses. The existing development that has occurred within the Study Area is typically highway oriented and is fairly consistent with surrounding development, with the exception of the areas identified as conflicts between existing uses and FLUM and Zoning categories.

Unsanitary or unsafe conditions (Section 163.340(8)(d), F.S.)

The housing stock is old and deteriorating within the Study Area, especially the portion that is inconsistent with current Zoning (between Hart Avenue and US 27). Maintenance is an issue in most of the residential single-family in the southern Study Area, while in the northern section housing conditions seem to be fair to good. This most likely is the result of higher rental units in the southern section versus more homeownership in the northern section.

There are a significant number of houses with non-conforming setbacks, which could contribute to safety problems. Code enforcement has not kept pace in the study area and several homes and commercial properties, if not condemned for rehabilitation or demolition, will be a cause of concern for public health and safety in the short and long-term.

Deterioration of site or other improvements (Section 163.340(8)(e), F.S.)

Most buildings within the study area are over 30 (mean construction year for residential is 1970) years old and show clear signs of deterioration and decline. Houses and commercial structures show many signs of decline, including holes in walls, peeling paint, broken windows and porches, and collapsing roofs. Many developed and vacant parcels are characterized by unkempt yards, broken and rusted chain link fences, and cracked driveways if paved – acting as storage locations for junk. The primary concern is deterioration in context and setting, which will discourage long-term sustainability and lead to a reduction in useful life more rapidly than would be the case in stable residential and commercial environments. Left unchecked, these problems will continue to escalate and contribute to further deterioration within the Study Area.

Inadequate and outdated building density patterns (Section 163.340(8)(f), F.S.)

Conditions of inadequate and outdated building patterns are literally self-evident based on the most casual inspections of the Study Area. The current development is drastically below the allowable density limits. Some of the older houses are inadequate in size to meet the needs of today's families, while having a higher resident count than surrounding areas; and in many cases the deterioration is too severe for rehabilitation. The areas zoned for multi-family residential use, commercial use or mixed residential and commercial use have been developed primarily as low-density single-family residential dwellings, as evidenced by the numerous locations of single-family units in in appropriate zoning districts.

Diversity of ownership or defective or unusual conditions (Section 163.340(8)(m), F.S.)

Given the high percentage of individually owned lots (both homesteaded and non-homesteaded) in the Study Area, the pattern of small lots and the demands of the contemporary market on building requirements, it will be difficult for private interests to acquire sufficient property to alter the established patterns of development and uses.

CONCLUSION

It is the conclusion of this study that multiple criteria exist within the Study Area that would characterize the area to have conditions of slum and blight. The existence of these conditions have been confirmed, and therefore the study area meets the statutory requirements of a Finding that a redevelopment area can be created or expanded.

The information summarized in this report is sufficient for the City of Avon Park to acknowledge the described conditions and to adopt a resolution that declares the rehabilitation, redevelopment and conservation of the study area is in the interest of public health, safety, morals and welfare. The proposed expansion area is a logical extension of the existing Main Street Community Redevelopment Area that will provide the City with a more meaningful basis for a redevelopment master plan than currently exists.

Next Steps

Identifying a specific community redevelopment area, determining that such an area is a blighted area as required by the Redevelopment Act, and including the expanded Study Area as part of the responsibilities of the existing Avon Park Redevelopment Agency are the next logical steps the City of Avon Park faces.

The Florida Statutes lays out the required steps for amending the existing Community Redevelopment Plan to include the Study Area:

> 163.361 Modification of community redevelopment plans.—
>
> (1) If at any time after the approval of a community redevelopment plan by the governing body it becomes necessary or desirable to amend or modify such plan, the governing body may amend such plan upon the recommendation of the agency. The agency recommendation to amend or modify a redevelopment plan may include a change in the boundaries of the redevelopment area to add land to or exclude land from the redevelopment area, or may include the development and implementation of community policing innovations.
>
> (2) The governing body shall hold a public hearing on a proposed modification of any community redevelopment plan after public notice thereof by publication in a newspaper having a general circulation in the area of operation of the agency.
>
> (3)(a) In addition to the requirements of s. 163.346, and prior to the adoption of any modification to a community redevelopment plan that expands the boundaries of the community redevelopment area or extends the time certain set forth in the redevelopment plan as required by s. 163.362(10), the agency shall report such proposed modification to each taxing authority in writing or by an oral presentation, or both, regarding such proposed modification.

In plain language,

1. The City Council adopts a Resolution concurring with the Findings that slum and blight exist in the Study Area.
2. The City Council authorizes the Community Redevelopment Agency to undertake the creation of an updated CRA Plan.
3. The Community Redevelopment Agency adopts a Resolution recommending amending the boundaries, time frame, and redevelopment plan and forwards the amended CRA Plan to the Local Planning Agency for consistency review with the Avon Park Comprehensive Plan and forwards its conclusion to the City Council.

4. The City Council then must hold a public hearing to adopt the amended CRA Plan, including sending notices to all taxing authorities of its intent on amending the CRA Plan.

The Community Redevelopment Plan must conform to a variety of criteria established in Section 163.360, F.S. Further, the Community Redevelopment Plan must contain certain elements articulated in 163.362, F.S. Collectively, it is the purpose of such elements to serve as a legal framework for activating strategies, which would contain or eliminate these slum and blighted conditions, remove such conditions and promote development and or redevelopment that facilitates sound, sustainable growth in the Avon Park Community Redevelopment Area.

The Community Redevelopment Plan should not be a capital improvement plan in the typical sense, but rather a framework for creating and implementing a redevelopment strategy that complies with the dictates of the Redevelopment Act. The completion of a Community Redevelopment Plan must not only meet the legal requirements of the Redevelopment Act but must also foster and facilitate the attraction of capable and cooperative redevelopment partners. Ideally these partners would come from the community of Avon Park and Highlands County.

APPENDICES

APPENDIX 1. HIGHLANDS COUNTY BROWNFIELDS INTERLOCAL

RESOLUTION NO. 05-06-130

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF HIGHLANDS COUNTY, FLORIDA DESIGNATING THE STATE DESIGNATED HIGHLANDS COUNTY ENTERPRISE ZONE NUMBER 2801 WITHIN ITS JURISDICTION AS A BROWNFIELD AREA TO IMPROVE THE PUBLIC PARTICIPATION AND RECEIVE PUBLIC COMMENT ON REHABILITATION AND DEVELOPMENT OF THE DESIGNATED BROWNFIELD AREA, FUTURE LAND USE, LOCAL EMPLOYMENT OPPORTUNITIES, COMMUNITY SAFETY AND ENVIRONMENTAL JUSTICE, AUTHORIZING THE CLERK TO NOTIFY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION OF SAID DESIGNATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Florida Legislature created the Brownfields Redevelopment Act (Section 376.77-376.85, Florida Statutes) in 1997 to encourage the reuse and development of Brownfield sites, which are sites that are generally abandoned, idled or under-used industrial or commercial properties where expansion or redevelopment is complicated by actual or perceived contamination, and provided for a Brownfield Program to facilitate development and redevelopment of these site; and

WHEREAS, Highlands County seeks to participate in Florida's Brownfield Program and designate parcels of land to be included in a Brownfield area; and

WHEREAS, if there is actual contamination of a Brownfield Site within the Brownfield Area the Person Responsible for Brownfield Site Rehabilitation must enter into a Brownfield Site Rehabilitation Agreement with Florida Department of Environmental Protection and accept public commentary and review of site rehabilitation plans for a Brownfield Advisory Committee; and

WHEREAS, Highlands County has already appointed an Enterprise Zone Development Agency that oversees development in the Enterprise Zone and could serve as the Brownfield Advisory Committee.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HIGHLANDS COUNTY FLORIDA that:

1. The above recitals are true and correct and are adopted by this Resolution.
2. The parcels of land within Enterprise Zone Number ~~2081~~ 2801 more particularly depicted on the attached map are designated a Brownfield Area.
3. The Enterprise Zone Development Agency is hereby designated to serve ex officio as the Brownfield Advisory Committee.

4. The Clerk shall notify the Florida Department of Environmental Protection of this designation by transmitting a copy of this Resolution and related Interlocal Agreements to the Florida Department of Environmental Protection.

5. This Resolution shall be effective upon adoption.

PASSED AND ADOPTED by a majority of the Highlands County Board of County Commissioners meeting on the 7th day of March, 2006.

BOARD OF COUNTY COMMISSIONERS SEAL

Robert F. Bullard, Chairman
Highlands County, Florida

Attest: ROBERT JAMISON Deputy Clerk
FOR L.E. "Luke" Booker, Clerk

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CITY OF AVON PARK
Highlands County, Florida

Office of the Mayor
110 East Main Street
Avon Park, Florida 33825

August 2, 2006

Department of Environmental Protection
Attn: Mel Reinhart, Brownfield Coordinator
South District
P.O. Box 2549
Fort Myers, FL 33902-2549

Dear Mr. Reinhart:

The City of Avon Park requests that the Enterprise Zone under its jurisdiction be designated as a Brownfields Area. The City Council adopted Resolution #05-32 at its meeting on the 24th of October, 2005. An Interlocal Agreement between the City of Avon Park and Highlands County was approved at the same meeting.

Attached is a copy of the Public Hearing advertisement to consider the resolution for the Brownfields Area Designation in the form established in paragraph 166.041 (3) © of the Florida Statutes. The Interlocal Agreement is also attached.

A map is attached that delineates the designated areas, along with a legal description, and total acreage. We respectfully request that we receive a Brownfields Area Designation that will overlay our Enterprise Zone area.

Sincerely,

Thomas A. Macklin
Mayor

Office: 863-452-4403 Fax: 863-452-4413

HIGHLANDS TODAY • THURSDAY, FEBRUARY 23, 2006 • 13A

NOTICE OF DESIGNATION OF BROWNFIELDS AREA IN THE STATE DESIGNATED HIGHLANDS COUNTY ENTERPRISE ZONE 2801

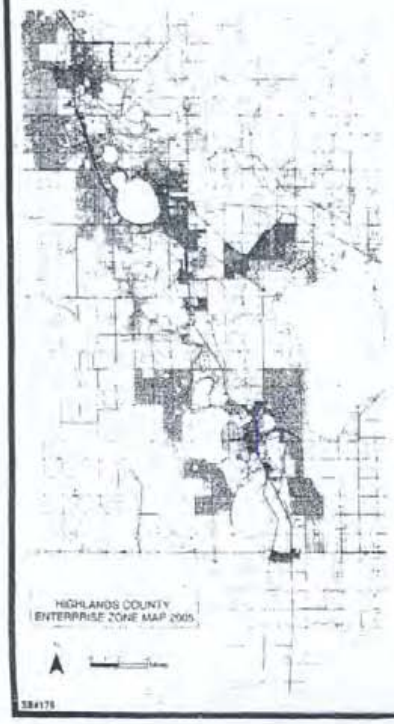
The Board of County Commissioners of Highlands County, Florida, proposes to adopt the following by ordinance or resolution:

RESOLUTION

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF HIGHLANDS COUNTY, FLORIDA, DESIGNATING THE STATE DESIGNATED HIGHLANDS COUNTY ENTERPRISE ZONE NUMBER 2801 WITHIN ITS JURISDICTION AS A BROWNFIELD AREA TO IMPROVE THE PUBLIC PARTICIPATION AND RECEIVE PUBLIC COMMENT ON REHABILITATION AND DEVELOPMENT OF THE DESIGNATED BROWNFIELD AREA, FUTURE LAND USE, LOCAL EMPLOYMENT OPPORTUNITIES, COMMUNITY SAFETY AND ENVIRONMENTAL JUSTICE, AUTHORIZING THE CLERK TO NOTIFY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION OF SAID DESIGNATION; AND PROVIDING FOR AN EFFECTIVE DATE.

The subject property is located as shown on the map below.

The Highlands County Board of County Commissioners will hold a public hearing concerning the proposed enactment of the above titled resolution. The public hearing will be held on March 7, 2006, at 9:00 a.m., or as soon thereafter as can be heard, in the Commission Chambers of the County Government Center, 600 South Commerce Street, Sebring, Florida. Copies of the proposed resolution may be inspected at the County Administrator's Office. Interested parties may appear at the meeting and be heard in respect to the proposed ordinance.



Any person who might wish to appeal any decision made by the Board of County Commissioners of Highlands County, Florida, in public hearing or meeting is hereby advised that they will need a record of the proceedings, and for such purpose, they may need to ensure that a verbatim record of the proceedings is made which will include the testimony and evidence upon which such appeal is to be based.

The Board of County Commissioners of Highlands County, Florida, does not discriminate upon the basis of any individual's disability status. This non-discriminatory policy involves every aspect of the Board's functions, including one's access to, participation, employment or treatment in its programs or activities. Anyone requiring reasonable accommodation as provided for in the Americans with Disabilities Act or Section 286.26, Florida Statutes, should contact Mr. Fred Carino, ADA Coordinator, at (863) 402-6509.

BOARD OF COUNTY COMMISSIONERS
OF HIGHLANDS COUNTY, FLORIDA
By: Bob Bullard, Chairman

ATTEST:
L.E. "Luke" Brooker, Clerk

This Interlocal Agreement is made between the City of Avon Park, 110 East Main Street, Avon Park, Florida 33825, hereinafter referred to as the "CITY", and HIGHLANDS COUNTY, a political subdivision of the State of Florida, ~~411~~ 600 South ~~Eucalyptus Street,~~ Commerce Avenue, Sebring, Florida 33870, hereinafter referred to as the "COUNTY".

WHEREAS, the COUNTY and the CITY are working together on the designation of an area as a Brownfield Area pursuant to the Brownfield Redevelopment Act (F.S Sections 376.77-376.85) of 1997.

NOW, THEREFORE, IN CONSIDERATION of the mutual covenants and conditions contained herein, the CITY and the COUNTY hereby agrees as follows:

1. The purpose of this Interlocal Agreement is to provide for the mutual efforts of the COUNTY and the CITY in implementing the Brownfield program.

2. The parties agree that the COUNTY and the CITY will cooperate together in the implementation of the Brownfield program.

3. The parties agree that neither party will obligate the other, financially or otherwise, in implementing the enterprise zone program.

4. This Interlocal Agreement shall become effective upon execution by the CITY and the COUNTY and shall remain in effect for a term of one year. Unless revoked by either party prior to expiration, this Interlocal Agreement shall automatically renew for successive one year terms. This Interlocal Agreement may be terminated by either party at any time by written notice delivered to the other party.

1

5. This Interlocal Agreement has been executed pursuant to Section 163.01, et seq., Florida Statutes.

6. This Interlocal Agreement represents the entire agreement of the parties. Any alterations, variations, changes, modifications or waivers of provisions of this Interlocal Agreement shall only be valid when they have been reduced to writing duly signed by each of the parties hereto, and attached to the original of this Interlocal Agreement.

7. This Interlocal Agreement is binding upon the parties, their successors, and their assigns.

DATED this 24th day of October, 2005

Witnesses:

Print Name: SARAH ADELT

Print Name: Cheryl Tietjen

CITY OF AVON PARK

By: Thomas Macklin, Mayor

DATED this 7th day of March, 2006

Attest:

By: ROBERT JAMISON Deputy Clerk
FOR L.E. "Luke" Brooker, Clerk

SEAL

BOARD OF COUNTY COMMISSIONERS OF HIGHLANDS COUNTY, FLORIDA

By: ~~Andrew Jackson, Chairman~~
ROBERT BULLARD, Chairman

BOARD ATTORNEY
APPROVED AS TO FORM AND LEGAL SUFFICIENCY

2

A RESOLUTION OF THE CITY OF AVON PARK, FLORIDA DESIGNATING THE STATE DESIGNATED HIGHLANDS COUNTY ENTERPRISE ZONE WITHIN ITS JURISDICTION AS A BROWNFIELD AREA, TO IMPROVE THE PUBLIC PARTICIPATION AND RECEIVE PUBLIC COMMENT ON REHABILITATION AND DEVELOPMENT OF THE DESIGNATED BROWNFIELD AREA, FUTURE LAND USE, LOCAL EMPLOYMENT OPPORTUNITIES, COMMUNITY SAFETY AND ENVIRONMENTAL JUSTICE, AUTHORIZING THE CITY CLERK TO NOTIFY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION OF SAID DESIGNATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Florida Legislature created the Brownfield Redevelopment Act (F.S. Section 376.77-376-85) in 1997 to encourage the reuse and development of Brownfield sites, which are sites that are generally abandoned, idled or under-used industrial or commercial properties where expansion or redevelopment is complicated by actual or perceived contamination, and provided for a Brownfield Program to facilitate development and redevelopment of these site; and

WHEREAS, the City of Avon Park seeks to participate in Florida's Brownfield Program and designate parcels of land to be included in a Brownfield area; and

WHEREAS, if there is actual contamination of a Brownfield Site within the Brownfield Area the Person Responsible for Brownfield Site Rehabilitation must enter into a Brownfield Site Rehabilitation Agreement with Florida Department of Environmental Protection and accept public commentary and review of site rehabilitation plans for a Brownfield Advisory Committee; and

WHEREAS, Highlands County has already appointed an Enterprise Zone Development Agency that oversee development in the Enterprise Zone and could serve as the Brownfield Advisory Committee, the City of Avon Park hereby requests both the County and the Agency to accept this responsibility; and

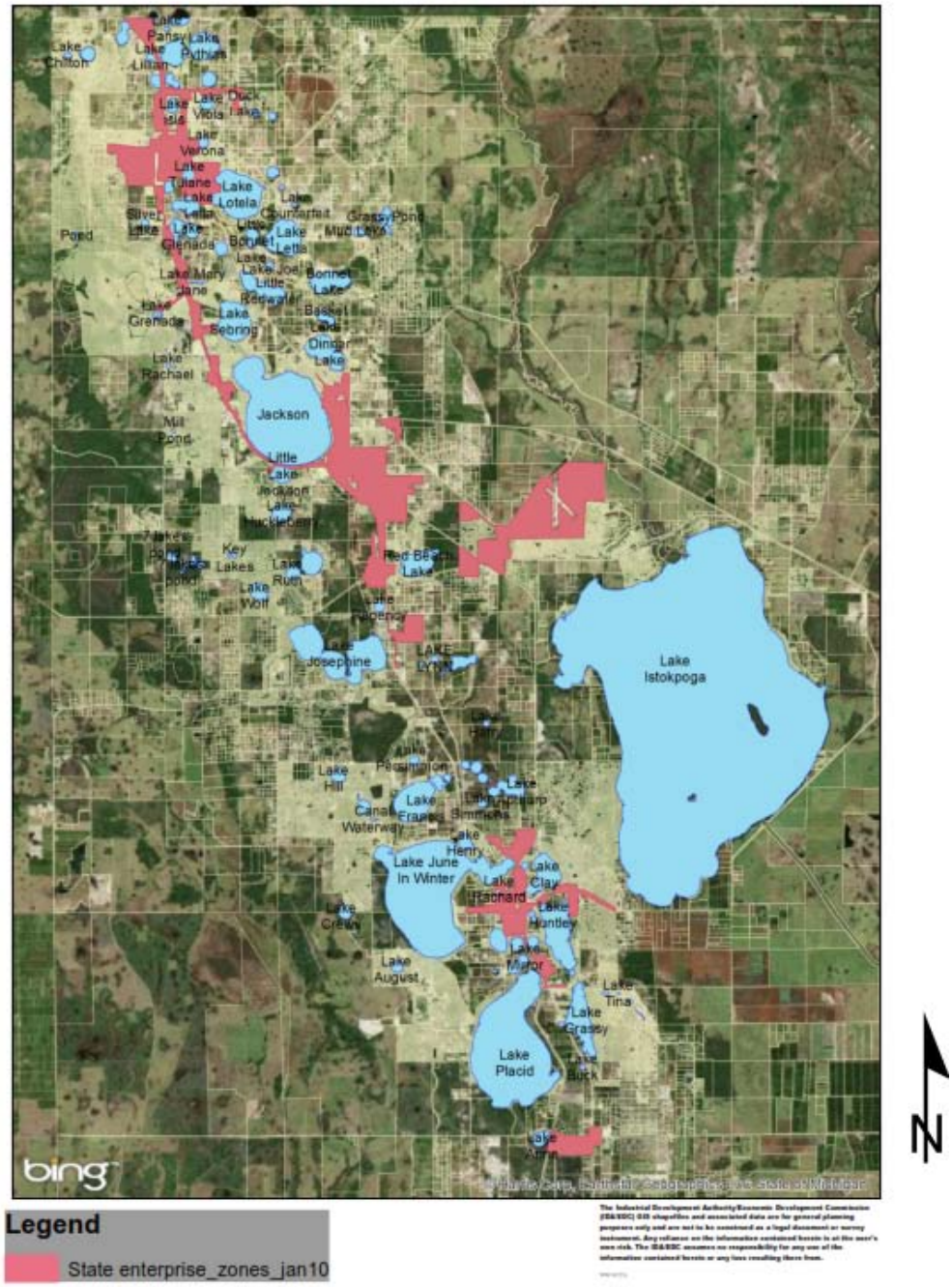
NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AVON PARK that the parcels of Enterprise Zone designated land within the City of Avon Park boundaries and jurisdiction, legal descriptions and maps of which are attached, are designated a Brownfield Area:

PASSED AND ADOPTED by a majority of the City of Avon Park City Council at its meeting on the 24th day of October, 2005.

Thomas Macklin, Mayor
City of Avon Park, Florida

Attest:
Sarah Adelt
City Clerk

Enterprise Zone



Nov-02-2005 12:31pm From- T-668

NOTICE OF DESIGNATION OF BROWNFIELD AREA IN THE STATE DESIGNATED HIGHLANDS COUNTY ENTERPRISE ZONE

RESOLUTION 05-32

A RESOLUTION OF THE CITY OF AVON PARK FLORIDA DESIGNATING THE STATE DESIGNATED HIGHLANDS COUNTY ENTERPRISE ZONE WITHIN ITS JURISDICTION AS A BROWNFIELD AREA, TO IMPROVE THE PUBLIC PARTICIPATION AND RECEIVE PUBLIC COMMENT ON REHABILITATION AND DEVELOPMENT OF THE DESIGNATED BROWNFIELD AREA, FUTURE LAND USE, LOCAL EMPLOYMENT OPPORTUNITIES, COMMUNITY SAFETY AND ENVIRONMENTAL JUSTICE, AUTHORIZING THE CITY CLERK TO NOTIFY THE FLORIDA DEPARMENT OF ENVIRONMENTAL PROTECTION OF SAID DESIGNATION; AND PROVIDING FOR AN EFFECTIVE DATE.

The City Council of the City of Avon Park will hold A PUBLIC HEARING on October 24, 2005 concerning the proposed enactment of the above titled resolution. The Public Hearing will be held at 6:00 PM or as soon thereafter as can be heard, in the Council Chambers, 321 E. Pine St, Avon Park, Florida 33825. Copies of the proposed resolution may be inspected at the City Clerk's Office. Interested parties may appear at the meeting and be heard in respect to the proposed ordinance.

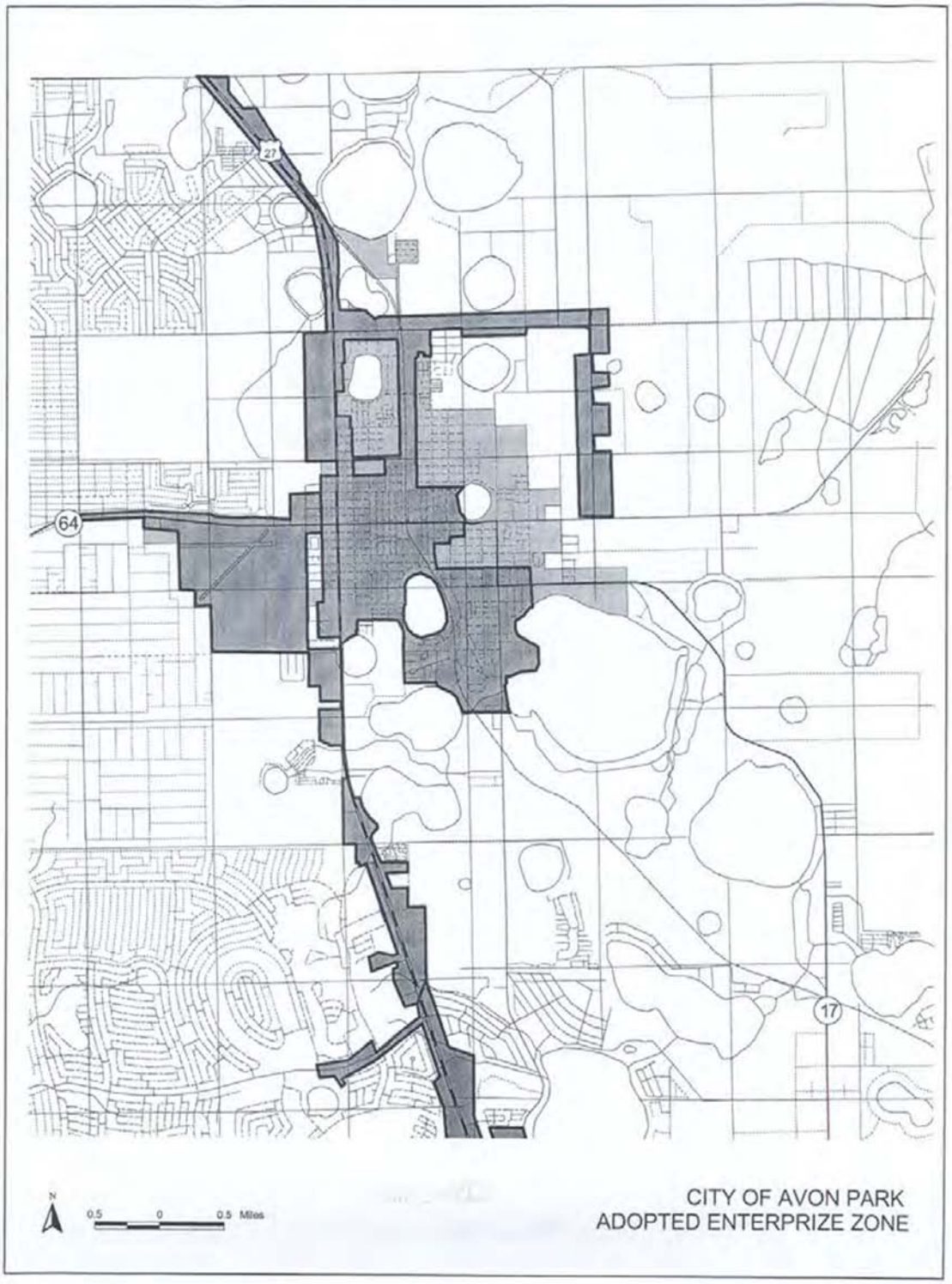
If a person decides to appeal any decision made by City Council with respect to any matter considered he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceeding is made, which includes the testimony and evidence upon which the appeal is to be based.

Special Requirements: If you require special aid or services as addressed in the Americans with Disabilities Act, please Contact the City Clerk's office at 452-4403.

City of Avon Park, Highlands County, Florida

By: Sarah Adelt
City Clerk

10/14/2005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CITY OF AVON PARK
ADOPTED ENTERPRIZE ZONE

APPENDIX 2. PHOTOGRAPHS OF DETERIORATED CONDITIONS AND OTHER INDICATORS OF BLIGHT

Hart Ave. - Lack of sidewalks and no drainage

Peel Street – Dirt parking lot, no sidewalks, no drainage

Hart Ave. and State St. – Lack of sidewalks and drainage

US 27 – nonconforming parking

Florida Ave. and Bell St. – lack of sidewalks and no drainage

W. Hall St. and S. Hart Ave. – water accumulation and poor drainage in general

E. Bell St. and S. Delany Ave. – no sidewalks along park, lack of drainage

W. Circle St. and Florida Ave. – missing sidewalks within blocks of a school.

E. Bell St. and S. Waldron Ave. – dirt parking and accumulation of junk

E. LaGrande St. – Dirt parking, no sidewalks

Alleyway off of Lake Verona Blvd. near E. Main St. – Unpaved and no drainage

West Ruth St dirt driveways and pavement edge

East LeGrande – trash dumping

E. Palmetto - Pavement Conditions

APPENDIX 3. AVON PARK CAPITAL IMPROVEMENTS PROGRAM FY 2015

CITY OF AVON PARK

5 YEAR CAPITAL IMPROVEMENT PLAN PROPOSED

FY 2012-2013 THRU FY 2016-2017

CAPITAL IMPROVEMENT PLAN

INTRODUCTION

This document provides the residents of Avon Park and City Staff with the City's adopted Capital Improvement Plan (CIP) for a five-year period through the fiscal year ending September 30, 2017.

The CIP is the City's financial plan of proposed capital projects, their costs, and timing over a five-year period. The CIP is designed to meet City infrastructure needs. The CIP is reviewed and updated annually.

The CIP focuses on the acquisition, construction, and renovation of public facilities and on the funding of such, with special attention to both long-term borrowing and short-term debt. The CIP is presented to the Mayor and City Council, concurrently with the operating budget. The CIP can be modified during the year as needs, priorities and resources change.

Capital expenditures included as projects in the CIP should:

- Have a long useful life, or add to the physical infrastructure and capital assets of the City, or enhance the productive capacity of services.
- Be related to current or potential infrastructure projects.
- Have an estimated total cost of $50,000 or more.

Capital improvements are programmed and scheduled based on the City's projected financial ability to purchase and maintain the project. Each project is analyzed to determine its financial impact on operations, operating expenditures and revenues. The City finances capital projects in a variety of ways: general obligation bonds/ notes, revenue bonds, grants and cash.

Each year the CIP is prepared from project requests submitted by the various departments of the City. The requests require a project description, justification, cost estimates, implementation schedule and statement of impact on the City's annual operating budget. With the preparation of the project request, the Budget/Accounting Supervisor and City Manager obtain information concerning financial resources. After compilation of the request, the Budget/Accounting Supervisor and City Manager review projects.

The first year of the five-year CIP is the capital budget. The budget is adopted by the City Council with the adoption of the annual operating budget. There is no commitment to expenditures or appropriations beyond the year of the CIP.

The Capital Improvement Plan for year ending 2013-2017 totals **$9,736,578.**

CIP Summary
Proposed
5-Year Capital Improvement Plan
FY 2013-2017

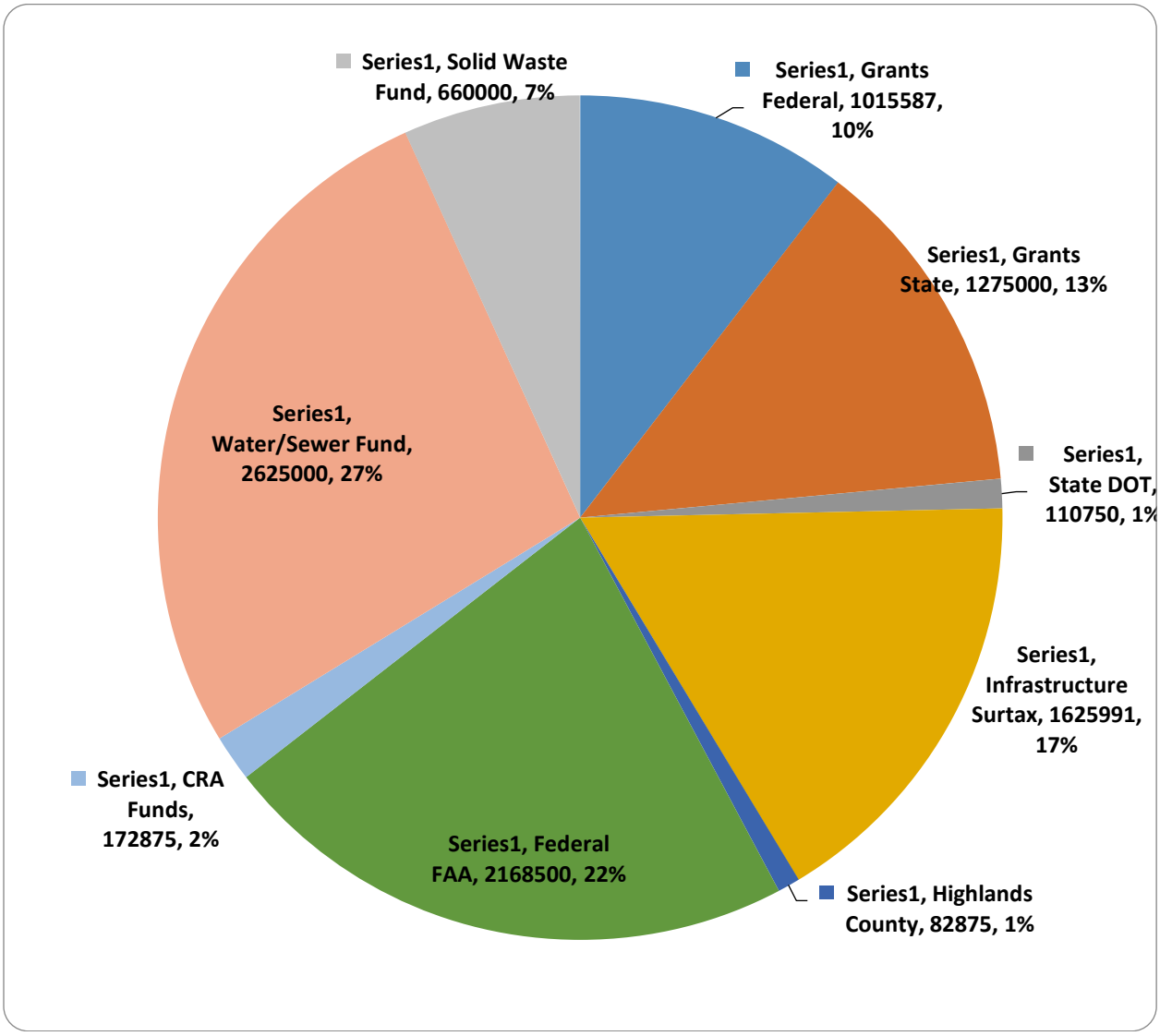
Summary: Appropriations by Functional Area

	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017
Transportation	$221,000	$150,000	$654,991	$400,000	$200,000
Parks & Recreation	220,000	200,000	200,000	200,000	220,000
General Gov't.	25,000	515,587	840,000		
Water/Sewer	495,000	560,000	460,000	560,000	550,000
Airport	80,000	300,000	75,000	150,000	1,800,000
Solid Waste		230,000	215,000	215,000	
Total	**$1,041,000**	**$1,955,587**	**$2,444,991**	**$1,525,000**	**$2,770,000**

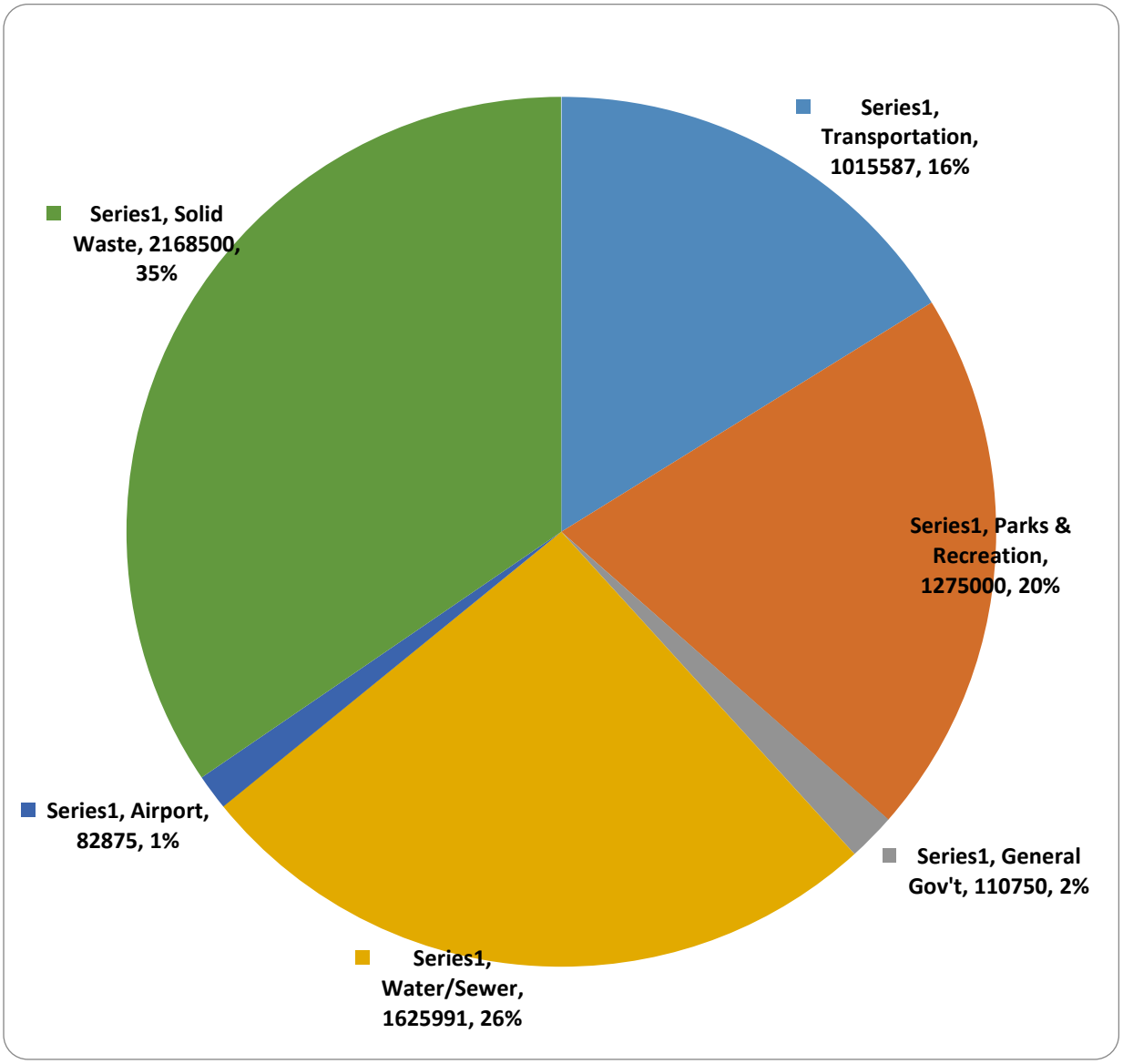
Funding Sources: Estimated Revenues

	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017
Grants Federal		265,587	750,000		
Grants State	225,000	450,000	200,000	200,000	200,000
SWFMWD					
State DOT	2,000		60,000	3,750	45,000
Infrastructure Surtax	221,000	150,000	654,991	400,000	200,000
Highlands County	21,000	30,000	7,500	1,875	22,500
Airport Enterprise Fund					
Fed. FAA	76,000	240,000		142,500	1,710,000
Fed. FEMA					
Capacity fees					
CRA Funds	1,000	30,000	97,500	1,875	42,500
Developer/residential					
Water/Sewer Fund	495,000	560,000	460,000	560,000	550,000
Solid Waste Fund		230,000	215,000	215,000	
Septage revenue					
Solid Waste Reserves					
Total	**$1,041,000**	**$1,955,587**	**$2,444,991**	**$1,525,000**	**$2,770,000**

Where the Money Comes From (Sources)
FY 2013-2017



Where the Money Goes (Uses)
FY 2013-2017



TRANSPORTATION:

Street Improvements Multi-Year Project:

Street Improvements

The Street Department will continue the road improvement program inside the City limits. This will improve our roads and help the flow of traffic. Projects include but are not limited to paving all City owned dirt roads, maintain all roads which will extend their useful life. Reconstruct and line all roads within the City limits. The estimated cost is $75,000 and will be funded entirely out of the Infrastructure Surtax. This project is expected to commence and be completed in the year 2014.

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Sidewalks and Curbs Multi-Year Project:

Sidewalks – New and Replace

The Street Department will continue to construct, and replace sidewalks inside the City limits. This will improve our potential hazard for insurance claims due to broken sidewalks. As the City annexes in property, we will need to look at areas we can improve by constructing new sidewalks. The estimated cost is $50,000 and will be funded entirely out of the infrastructure Surtax. This project is expected to commence and be completed in the year 2014.

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Storm water/Drainage Multi Year Project:

Storm water/Drainage Improvements

Improvement to the storm water/drainage will correct nuisance flooding, corrective maintenance, infrastructure replacement and upgrade, and water quality costs. The City is faced with increasing state and federal requirements for management of storm water runoff. The county is experiencing relatively rapid population growth and development that will further strain the capabilities of the existing storm water systems and will likely add significant additional maintenance and management responsibilities. This phase would include the following project locations: East Circle, and North Delaney, East Pleasant at Lake Verona, East Circle and East Circle and Lake Verona. The estimated cost for the engineering is $96,000 and will be funded by Infrastructure Surtax. This project is expected to commence and be completed in the year 2013. The City must fund the project; and after construction starts, then the District SWFWMD will reimburse 75% of these costs.

Storm water/Drainage Improvements

Improvement to the storm water/drainage will correct nuisance flooding, corrective maintenance, infrastructure replacement and upgrade, and water quality costs. The City is faced with increasing state and federal requirements for management of storm water runoff. The county is experiencing relatively rapid population growth and development that will further strain the capabilities of the existing storm water systems and will likely add significant additional maintenance and management responsibilities. This phase would include the Lake Verona Water Quality Project. The estimated cost is $504,991 and will be funded by Infrastructure Surtax. This project is expected to commence and be completed in the year 2015.

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Improvement to the storm water/drainage will correct nuisance flooding, corrective maintenance, infrastructure replacement and upgrade, and water quality costs. The City is faced with increasing state and federal requirements for management of storm water runoff. The county is experiencing relatively rapid population growth and development that will further strain the capabilities of the existing storm water systems and will likely add significant additional maintenance and management responsibilities. This phase would include the development of a water quality model and accurate inventory of all basins, inlets, and outfalls. The model will be GIS base, and would provide a means for the City to evaluate drainage, and water quality issues. The projected cost for this project is estimated at $200,000 for fiscal year 2016.

TRANSPORTATION

PROJECTS	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017
Street Improvements	75,000	100,000	100,000	100,000	100,000
Sidewalks & Curbs	50,000	50,000	50,000	100,000	100,000
Storm water/Drainage	96,000		504,991	200,000	
Total Projects	**$221,000**	**$150,000**	**$654,991**	**$400,000**	**$200,000**
REVENUE SOURCES					
SWFMWD					
Infrastructure Surtax	221,000	150,000	654,991	400,000	200,000
Total Revenues	**$221,000**	**$150,000**	**$654,991**	**$400,000**	**$200,000**

PARKS AND RECREATION:

Durrah Martin Field:

This field is heavily used for many baseball/softball activities and has a fenced area with play structures for smaller children. The use of FRDAP funds ($200,000) will be used to enhance Durrah Martin Field in year ending 2013. RPAC funds totaling $20,000 will be sought to match FRDAP for a total project cost of $220,000.•

Lake Tulane Playground

The Lake Tulane beach area has historic significance to the City of Avon Park. The lake has been proven to be one of the oldest lakes in North America. The restrooms are in need of repair. The park is large and has capacity to provide expanded recreational use. The park can be developed to include additional pavilions, a child playground area, parking and beach refurbishment. The project would be for year ending 2014 and would be funded by the Florida Recreation Development Assistance Program (FRDAP) for $200,000.•

Memorial Field:

Phase II:

This is the most heavily used recreation location in the city. A FRDAP grant totaling $200,000 for playground equipment replacement and additions; refurbishing of old infrastructure and site furnishings will be sought in year ending 2015. •

Lucy Derkman Softball Complex:

The Lucy Derkman Softball Complex currently is used for women's softball activities. This project will provide new playground equipment, walkways, shade structures and other infrastructure. This project will cost $200,000 and is scheduled for **year ending 2016** and will be funded through the FRDAP grant. •

Donaldson Park Improvements

Donaldson Park has had many numerous upgrades in the past several years. The park size allows for continued improvements. A $200,000 FRDAP grant will be sought for refurbishment of tennis courts, pavilions, fencing and other infrastructure improvements. This project will cost $220,000 and is scheduled for year ending 2017 and will be funded through a FRDAP grant. Additional funding from the Main Street CRA will be sought totaling $20,000 for a total project cost of $220,000

• These items are for informational purposes only and will not be used for purposes of determining concurrency

PARKS AND RECREATION

Project	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017
Memorial Field			200,000		
Lucy Derkman Softball				200,000	
Mall Development					
Donaldson Park					220,000
Boat Ramp					
Head Field					
Durrah Martin	220,000				
Lake Tulane		200,000			
TOTAL PROJECTS	**$220,000**	**$200,000**	**$200,000**	**$200,000**	**$220,000**
REVENUE SOURCES	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017
State Grants	200,000	200,000	200,000	200,000	200,000
Highlands County	20,000				
Community Redevelopment Funds					20,000
TOTAL REVENUES	**$220,000**	**$200,000**	**$200,000**	**$200,000**	**220,000**

GENERAL GOVERNMENT:

Avon Park Museum Survey and Planning:

The Avon Park museum depot is a registered historic building. The building lies within the cultural core of the City. The building was originally constructed as a railroad depot. Since its construction in 1925 it has undergone cosmetic changes and interior structural changes. The City will seek $25,000 from the Florida Division of Cultural Affairs for architectural/engineering plans in year ending 2013. •

• These items are for informational purposes only and will not be used for purposes of determining concurrency.

Avon Park Museum Refurbish:

This project is a continuation of the museum survey and planning project. Pending a favorable grant application for engineering and architectural fees, staff will then apply for $250,000 for the rehab of the Museum Depot building. This project will commence if awarded in year 2014. •

Alt St Rd 17 Pedestrian Safety:

A multi-use path has been constructed along Memorial / Alt St Rd 17 from College Drive to Cornell. Additional multi-use path is needed to compliment and extend a bike route to AP High School. A transportation enhancement grant has been sought and expected to be funded for year ending 2014. Total amount of grant is $265,587

Neighborhood Revitalization:

A Community Development Block Grant (CDBG) will be submitted for installation of sidewalks and mitigation infrastructure in the residential areas along South portions of the City of Avon Park. Total cost of this project is $840,000 with $750,000 from CDBG grant and $90,000 from Southside CRA. If awarded, project will commence in year 2015. •

GENERAL GOVERNMENT

Project	**FY 2012-2013**	**FY 2013-2014**	**FY 2014-2015**	**FY 2015-2016**	**FY 2016-2017**
Avon Park Museum Refurbish		250,000			
Neighborhood Revitalization			840,000		
Avon Park Museum Survey & Planning	25,000				
Alt St Rd 17 Pedestrian Safety		265,587			
TOTAL PROJECTS	**$25,000**	**$515,587**	**$840,000**	**$**	**$**

REVENUE SOURCES					
Federal Grants		265,587	750,000		
State Grants	25,000	250,000			
Infrastructure Surtax					
CRA Funds			90,000		
TOTAL REVENUES	**$25,000**	**$515,587**	**$840,000**	**$**	**$**

WATER/SEWER:

Lift Station Rehabilitation:

2014-Master Lift Station Upgrades at Public Works:

The master lift station pumps all sewer to the City's wastewater treatment plant. This pump station was constructed in the 1980s and needs replacement pumps and mechanical upgrades. The projected construction cost for 2014 is approximately $60,000 and will be entirely funded out of the water/sewer fund.

2015-North Lake & Lake Tulane Lift Station Upgrades:

The projected cost for these improvements to replace the existing mechanical equipment, piping improvements and electrical control panel is $150,000 for both facilities and will be entirely funded out of the water/sewer fund.

Avon Park Lakes Water Line Multi Year Project:

Avon Park Lakes Water Line Phase I:

This project is to continue to expand the City's utilities into other densely populated areas. The projected cost of this project is $50,000. This project is expected to commence and be completed in the year 2015 and will be entirely funded out of the water/sewer fund.

Avon Park Lakes Water Line Phase II:

This project is to continue to expand the City's utilities into other densely populated areas. The projected cost of this project is $50,000. This project is expected to commence and be completed in the year 2016 and will be entirely funded out of the water/sewer fund.

Avon Park Lakes Water Line Phase III:

This project is to continue to expand the City's utilities into other densely populated areas. The projected cost of this project is $50,000. This project is expected to commence and be completed in the year 2017 and will be entirely funded out of the water/sewer fund.

Fire Hydrant R/M Program Phase IV:

The project is to replace five (5) of the non-stemmed fire hydrants with new Dry Barrel hydrants fitted with 5 inch Storz and cap and continue preventative maintenance on our fire hydrants located throughout the city. Preventative maintenance results in both efficient and cost effective asset management. The estimated cost of the project is $50,000 and will be funded entirely out of the water/sewer fund. This project is expected to commence and be completed in the year 2014.

Wastewater Treatment Plant Rehabilitation:

Headworks Mechanical Equipment:

This project will consist of the installation of a new bar screen at the WWTP headworks structure. The projected equipment and construction costs are $200,000 in 2014 and will be paid out of the water/sewer fund.

Meter Replacement Program Multi Year Project:

Meter Replacement Program:

To continue to provide for accurate water measurement, thus generating additional revenue. This will aid in bringing the City of Avon Park entire water system to a complete standardized system. The estimated cost of this project is $40,000 and will be paid out of the water/sewer fund in 2014.

Meter Replacement Program:

To continue to provide for accurate water measurement, thus generating additional revenue. This will aid in bringing the City of Avon Park entire water system to a complete standardized system. The estimated cost of this project is $40,000 and will be paid out of the water/sewer fund in 2015.

Meter Replacement Program:

To continue to provide for accurate water measurement, thus generating additional revenue. This will aid in bringing the City of Avon Park entire water system to a complete standardized system. The estimated cost of this project is $40,000 and will be paid out of the water/sewer fund in 2016.

Water Line Rehabilitation Multi Year Project:

Water Line Rehabilitation Phase I:

The project is to replace old galvanized transmission and distribution lines. This will accomplish by work performed in four quadrants of the City. Work location will be determined by known problem areas, as well as being complaint driven (low volume). The estimated cost is $20,000 and will be funded entirely out of the water/sewer fund. This project is expected to commence and be completed in the year ending 2013.

Water Line Rehabilitation Phase II:

The project is to replace old galvanized transmission and distribution lines. This will accomplish by work performed in four quadrants of the City. Work location will be determined by known problem areas, as well as being complaint driven (low volume). The estimated cost is $30,000 and will be funded entirely out of the water/sewer fund. This project is expected to commence and be completed in the year ending 2014.

Water Line Rehabilitation Phase III:

The project is to replace old galvanized transmission and distribution lines. This will accomplish by work performed in four quadrants of the City. Work location will be determined by known problem areas, as well as being complaint driven (low volume). The estimated cost is $30,000 and will be funded entirely out of the water/sewer fund. This project is expected to commence and be completed in the year ending 2015**.**

Water Line Rehabilitation Phase IV:

The project is to replace old galvanized transmission and distribution lines. This will accomplish by work performed in four quadrants of the City. Work location will be determined by known problem areas, as well as being complaint driven (low volume). The estimated cost is $30,000 and will be funded entirely out of the water/sewer fund. This project is expected to commence and be completed in the year ending 2016.

Wastewater Collection System Multi Year Project

Wastewater Collection System Rehabilitation Phase I:

The older sections of the gravity sewer transmission system should be lined to minimize infiltration, preserve its integrity and prevent system failures. For this purpose, we recommend budgeting and developing a work program of $40,000 annually. This project is expected to commence and be completed in the year ending 2014.

Wastewater Collection System Rehabilitation Phase I:

The older sections of the gravity sewer transmission system should be lined to minimize infiltration, preserve its integrity and prevent system failures. For this purpose, we recommend budgeting and developing a work program of $40,000 annually. This project is expected to commence and be completed in the year ending 2015.

Wastewater Collection System Rehabilitation Phase I:

The older sections of the gravity sewer transmission system should be lined to minimize infiltration, preserve its integrity and prevent system failures. For this purpose, we recommend budgeting and developing a work program of $40,000 annually. This project is expected to commence and be completed in the year ending 2016.

Water Treatment Facilities

2014-Construction of two new Water Wells:

This project will consist of an estimated cost of $500,000 to drill two new municipal drinking water wells. One well would be located at the Glenwood Water Plant. The second well would be located at the Bell Street Water Plant.

WATER/SEWER FUND

Project	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017
Lake Damon	200,000	150,000			
Avon Park Lakes		50,000	50,000	50,000	
Lift Station Upgrades	60,000		150,000		
Crystal Lake Water Trtmnt Plt Upgrade	60,000				
Fire Hydrant R/M		50,000			
Meter Replacement		40,000	40,000	40,000	
Grouper Booster Pump Station			150,000	400,000	550,000
Waterline Rehabilitation	20,000	30,000	30,000	30,000	
Wastewater Treatment Rehabilitation	85,000	200,000			
U.S. Hwy. # 27 Relocation	70,000				
Wastewater Collection System		40,000	40,000	40,000	
TOTAL PROJECTS	**$495,000**	**$560,000**	**$460,000**	**$560,000**	**$550,000**

REVENUE SOURCES	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017
SWFWMD grant					
State Grants					
Capacity fees					
Developer/Residential					
City Funding WS	495,000	560,000	460,000	560,000	550,000
WstWtr Septage Rev.					
TOTAL REVENUES	**$495,000**	**$560,000**	**$460,000**	**$560,000**	**$550,000**

SOLID WASTE:

Grapple Truck:

The sanitation department will purchase a grapple truck. This unit is used to pick up vegetation and bulk items which cannot be loaded into the garbage truck. This will help with the growth of the City and decrease repair costs. The estimated cost is $170,000 and will be funded out of the Solid Waste Fund. This project is expected to commence and be completed in year ending 2014.

Garbage Truck:

The sanitation department will purchase a new garbage truck. This will be part of the five year replacement program for large equipment. The estimated cost is $215,000 and will be funded out of the Solid Waste Fund. This project is expected to commence and be completed in year ending 2015.

Front End Loader Truck:

The sanitation department will purchase a new garbage truck to continue working on a five year replacement program of large equipment. This will help with the growth of the City and decrease repair costs. The estimated cost is $215,000 and will be funded out of the Solid Waste Fund. This project is expected to commence and be completed in year ending 2016.

SOLID WASTE

Project	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017
Garbage Truck			215,000	215,000	
Front End Dumpster Truck		230,000			
TOTAL PROJECTS	**$0**	**$230,000**	**$215,000**	**$215,000**	**$0**

REVENUE SOURCES					
City Funds		230,000	215,000	215,000	
TOTAL REVENUES	**$0**	**$230,000**	**$215,000**	**$215,000**	**$0**

AIRPORT:

Rehabilitate Runway 5-23 (Phase 1 Design)

This project will provide for the design of a project to rehabilitate the existing asphalt on Runway 5-23. Airfield pavements typically have life expectancy of approximately 15 years. By the year 2015, the Runway 5-23 pavement will be approaching its life expectancy. The design will identify the most cost effective method for rehabilitating the runway pavement.

The projected cost of the design is $80,000. It is anticipated that the FAA will provide 95 percent of the cost in the amount of $76,000; the Florida Department of Transportation will fund 2.5 percent in the amount of $2,000; and the remaining 2.5 percent split evenly between the City of Avon Park Airport CRA Fund and Highlands County in the amount of $1,000 each.

This project is expected to commence by year ending 2013.

Service Road:

Service Road project (design and construction) is expected to commence in 2014. Project cost is estimated at $240,000 and funded through FDOT. Local match is $60,000; Avon Park Airport CRA $30,000 and Highlands County $30,000, for a total project cost of $300,000.

Parallel Taxiway to Runway (9-27) 10-28 (Environmental Assessment):

An environmental assessment component is included in this project. This project would increase safety and is expected to commence in year 2015. State FDOT is funding $60,000 and a local split with $7,500 from CRA and County $7,500. Total cost for this project is $75,000.

Parallel Taxiway to Runway 10-28 (Phase 1 Design)

Project will commence in 2016 with funding from the FAA of $142,500, State FDOT funding $3750 and a Local split of $1,875 from CRA and Highlands County of $1,875. Total cost of project is $150,000.

Parallel Taxiway to Runway 10-28 (Phase II Construction)

This project Construction will commence in 2017 with funding from the FAA $1,710,000, State FDOT funding $45,000 and a Local split with $22,500 from CRA and County $22,500 (Total $1,800,000).

Runway (4-22) 5-23 Extension:

Due to a re-prioritization of projects, and the high cost associated with extending Runway 5-23 (in excess of $4,000,000), the project has been moved to year 2020.

AIRPORT

Project Name	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	FY 2016-2017
Service Road (Design and Construct)		300,000			
Parallel Taxiway to Runway 10-28(Environmental Assessment)			75,000		
Parallel Taxiway to Runway 10-28 (Phase 1 Design)				150,000	
Parallel Taxiway to Runway 10-28 (Phase II Construction)					1,800,000
Runway 5-23 (Phase 1 Design)	80,000				
TOTAL PROJECTS	**$80,000**	**$300,000**	**$75,000**	**$150,000**	**$1,800,000**
REVENUE SOURCES					
Federal (FAA)	76,000	240,000		142,500	1,710,000
Federal (FEMA)					
State (FDOT)	2,000		60,000	3,750	45,000
State (SWFWMD)					
Highlands County	1,000	30,000	7,500	1,875	22,500
Airport CRA Fund	1,000	30,000	7,500	1,875	22,500
Airport Enterprise Fund					
Infrastructure Fund					
TOTAL REVENUES	**$80,000**	**$300,000**	**$75,000**	**$150,000**	**$1,800,000**

APPENDIX 4. AVON PARK ROADWAY ANALYSIS

AVON PARK ROAD EVALUATIONS

Description	Location Description	Length (mi)	Pavement Width	Overall Condition Rating	CONDITION INDEX:	DWELLINGS /USERS:
FOGLE AVE	TULANE DR TO ERNEST E SIMS ST	0.15	12	UNPAVED	10	5
ELDER BLACK ST	WILLIAMS /GRAY CT TO C LOVE ST	0.09	18	UNPAVED	10	0
WOODMERE DR	US 27 TO THE EAST	0.04	18	UNPAVED	20	4
KATHLEEN ST	N LAKE AVE TO THE WEST	0.03	20	RECONSTRU	25	4
MELROSE AVE	MONROE ST TO THE SOUTH	0.12	22	POOR	35	42
WRAY AVE	MONROE ST TO THE SOUTH	0.11	24	POOR	35	34
NO STREET SIGN	N LAKE AVE TO THE WEST (JUST SOUTH OF KATHLEEN ST)	0.08	22	POOR	35	25
E STATE ST	S LAKE AVE TO S VERONA AVE	0.1	20	POOR	35	6
C LOVE ST	WILLIAMS / GRAY CT TO WILLIAMS / GRAY CT	0.12	20	POOR	35	3
MANORS DR	N LAKE AVE TO TROPICAL AVE	0.09	24	POOR	40	36
N LAKE ISIS DR	NORTON ST TOLAKE ISIS AVE	0.3	16	POOR	40	11
NORTON ST	CENTRAL AVE TO LAKE ISIS DR	0.08	16	POOR	40	5
N TROPICAL AVE	W MONROE ST TO THE SOUTH	0.12	24	POOR	45	18
S FLORIDA AVE	W BELL ST TO HAL MCRAE BLVD	0.36	20	POOR	45	14
LAKE VERONA BLVD	GWEN HILL ST TO E WALNUT ST	0.18	18	POOR	45	10
BARLOW AVE	LAKE DR TO SR 17	0.16	20	POOR	45	5
S BUTLER AVE	ROWE ST TO E MAIN ST	0.1	18	POOR	45	5
LAKE ISIS DR	CR 17A TO THE SOUTH	0.16	18	POOR	45	4
TULANE AVE	ALICE NELSON AVE TO ERNEST E SIMS ST	0.06	20	POOR	45	2
W ORANGE ST	N LAKE AVE TO THE WEST	0.14	20	POOR	50	35
WHITNER ST	N LAKE AVE TO THE WEST	0.1	18	POOR	50	15
MARYLAND AVE	CR 64 TO CUL DE SAC	0.11	20	POOR	50	13
ELM ST	WESTER AVE TO DEAD END	0.07	20	POOR	50	11
W PINE ST	S ANOKA AVE TO S FLORIDA AVE	0.12	20	POOR	50	10
FLORIDA AVE	CR 17A TO PALM DR	0.16	18	POOR	50	8
ODESSA AVE	KEMPTON ST TO ERNEST E SIMS ST	0.13	16	POOR	50	6
W STATE ST	S FLORIDA AVE TO US 27	0.24	20	POOR	50	6
W HALL ST	US 27 TO S ANOKA AVE	0.12	20	POOR	50	4
RAINBOW ST	WILLIAMS / GRAY CT TO DEAD END	0.07	20	POOR	50	3
STIVENDER AVE	W CORNELL ST TO THE SOUTH	0.09	18	POOR	50	3
KEMPTON ST	S VERONA AVE TO ODESSA AVE	0.04	16	POOR	50	2
LOTELA AVE	E GREEN ST TO SR 17	0.12	20	POOR	50	2
N CENTRAL AVE	W MAIN ST TO WINTHROP ST	0.48 ft	24	FAIR	55	100
S LAKE AVE	E MAIN ST TO S VERONA AVE	0.56	22	FAIR	55	100
S VERONA AVE	ERNEST E SIMS ST TO GWEN HILL ST	0.7	20	FAIR	55	100
W CIRCLE ST	HART AVE TO CENTRAL AVE	0.6	20	FAIR	55	69
N DESOTO AVE	W PLEASANT ST TO W MAIN ST	0.22	20	FAIR	55	48
EMMANUEL AVE	LAKE ISIS AVE TO WINTHROP ST	0.43	18	FAIR	55	43
N VERONA AVE	E PLEASANT ST TO	0.62	20	FAIR	55	32
W RAYMOND ST	N LAKE AVE TO THE WEST	0.11	18	FAIR	55	32
SOUTH CAROLINA AVE	E STATE ST TO MEMORIAL DR	0.85	20	FAIR	55	31
E CHARLES ST	N LAKE AVE TO LAKE VERONA AVE	0.35	20	FAIR	55	27
PENIEL AVE	LAKE ISIS AVE TO PALMETTO ST	0.19	20	FAIR	55	25
BETHEL AVE	LAKE ISIS AVE TO PALMETTO ST	0.18	20	FAIR	55	24
E THOMAS ST	N LAKE VERONA BLVD TO N LAKE AVE	0.36	20	FAIR	55	23
E WOLF ST	N LAKE AVE TO N DELANEY AVE	0.24	20	FAIR	55	23
FEAGIN AVE	W BELL ST TO TULANE CIRCLE	0.02	20	FAIR	55	20
W PRAIRIE ST	FLORIDA AVE TO CITY LIMITS	0.23	20	FAIR	55	19
LACEY ST	FLORIDA AVE TO WALDRON AVE	0.11	20	FAIR	55	15
CHEROKEE CIRCLE	S LOTELA AVE TO E CANFIELD ST	0.18	20	FAIR	55	14

PRESLEY BLVD	N LAKE LOTELA AVE TO WESTER AVE	0.12	20	FAIR	55	14
E OAK ST	WESTER AVE TO A0RACLE AVE	0.12	20	FAIR	55	13
FERGUSON AVE	W WOLF ST TO PLEASANT ST	0.38	20	FAIR	55	12
N LAKE LOTELA AVE	E CIRCLE ST TO CR 64	0.25	18	FAIR	55	12
PALM DR	CR 17A TO THE SOUTH	0.12	21	FAIR	55	10
ABBOT ST	A MIRACLE AVE TO WESTER AVE	0.11	20	FAIR	55	9
RUTH ST	N ANOKA AVE TO EMMANUEL AVE	0.12	20	FAIR	55	9
W LAGRANDE ST	FERGUSON AVE TO N LAKE AVE	0.12	20	FAIR	55	9
WINFRED ST	N ANOKA AVE TO EMMANUEL WAY	0.11	20	FAIR	55	9
WILKES ST	FERGUSON AVE TO N LAKE AVE	0.12	20	FAIR	55	8
E STATE ST	S VERONA AVE TO SOUTH CAROLINA AVE	0.24	20	FAIR	55	7
E LAGRANDE ST	N LAKE VERONA BLVD TO	0.36	20	FAIR	55	6
SAVAGE ST	S GLENWOOD AVE TO TYNER AVE	0.1	20	FAIR	55	5
BATTS ST	US 27 TO ANOKA AVE	0.11	20	FAIR	55	4
ROBERT BRITT ST	RAILROAD ST TO JIM RODGERS AQVE	0.1	20	FAIR	55	4
WOODLAWN AVE	CEDAR ST TO E CIRCLE ST	0.09	20	FAIR	55	4
S PINECREST AVE	BEN HICKS AVE TO JOE HILTON ST	0.06	20	FAIR	55	2
N DELAWARE AVE	CR 17A TO ROYAL DR	0.25	21	FAIR	60	68
KINGDOM WAY	US 27 TO EMMANUEL AVE	0.24	20	FAIR	60	54
E CAMPHOR ST	S VERONA AVE TO CHEROKEE CIRCLE	0.51	20	FAIR	60	41
N GLENWOOD AVE	W PLEASANT ST TO W MAIN ST	0.22	20	FAIR	60	31
W HILL ST	CITY LIMITS TO FLORIDA AVE	0.25	20	FAIR	60	31
WINTHROP ST	CITY LIMITS TO N LAKE AVE	0.74	20	FAIR	60	30
S PROSPECT AVE	W MAIN ST TO WILHITE ST	0.24	20	FAIR	60	25
S PALMER AVE	SR 17 TO LAKEVIEW DR	0.24	20	FAIR	60	15
W HOOD ST	S WALDRON AVE TO S FLORIDA AVE	0.11	20	FAIR	60	14
ALICE NELSON AVE	CUMMINGS AVE TO STRONG AVE	0.2	20	FAIR	60	10
ELDER ST	N LAKE AVE TO FERGUSON AVE	0.12	20	FAIR	60	10
N LAKE VERONA BLVD	W RAYMOND ST TO W PLEASANT ST	0.24	20	FAIR	60	10
E CEDAR ST	N LAKE LOTELA AVE TO WWODLAWN AVE	0.1	20	FAIR	60	9
REDDICK ST	YOUNG ST TO MARSHALL ST	0.09	20	FAIR	60	8
S WILLOW AVE	SR 17 TO TO DEAD END	0.12	18	FAIR	60	8
S SUMMIT AVE	S MAIN ST TO EDDIE CANNON ST	0.12	20	FAIR	60	5
BETHEL HILL ST	BYRD AVE TO CENTRAL AVE	0.12	22	FAIR	60	4
QUEEN COWARD AVE	ERNEST E SIMS ST TO HATCHER ST	0.19	46	FAIR	60	3
EDDIE CANNON ST	S DESOTO AVE TO S GLENWOOD AVE	0.24	20	FAIR	60	2
E CANFIELD ST	CITY LIMITS TO S VERONA AVE	0.74	20	FAIR	65	100
E CORNELL ST	MEMORIAL DR TO S LAKE AVE	0.36	22	FAIR	65	100
N CENTRAL AVE	CR 17A TO WINTHROP ST	1	22	FAIR	65	100
N LAKE AVE	CR 17A TO E MAIN ST	1.48	24	FAIR	65	100
S DELANEY AVE	E MAIN ST TO ERNEST E SIMS ST	1.01	24	FAIR	65	100
W BELL ST	US 27 TO S LAKE AVE	0.74	20	FAIR	65	100
W HAL MCRAE BLVD	CITY LIMITS TO S LAKE BLVD	0.57	20	FAIR	65	100
ALTON ST	US 27 TO CENTRAL AVE	0.48	20	FAIR	65	43
N PROSPECT AVE	W PLEASANT ST TO W MAIN ST	0.22	20	FAIR	65	36
E CIRCLE ST	N LAKE AVE TON LAKE LOTELA AVE	0.76	20	FAIR	65	32
S CENTRAL AVE	W MAIN ST TO TULANE CIRCLE	0.26	20	FAIR	65	21
S GLENWOOD AVE	WILHITE ST TO W MAIN ST	0.24	20	FAIR	65	19
WILHITE ST	S FLORIDA AVE TO THE EAST	0.38	20	FAIR	65	18

W CAMPHOR ST	US 27 TO S FLORIDA AVE	0.24	20	FAIR	65	17
FOREST HILL CT	FOREST HILL DR TO FOREST HILL DR	0.16	20	FAIR	65	13
GWEN HILL ST	LAKE VERONA BLVD TO S LAKE AVE	0.37	20	FAIR	65	13
S LOTELA AVE	SR 17 TO CR 64	0.5	20	FAIR	65	13
E CHURCH ST	JIM RODGERS AVE TO THE EAST	0.22	24	FAIR	65	11
FOREST HILL DR	CR 64 TO E CAMPHOR ST	0.18	20	FAIR	65	11
W WOLF ST	N LAKE AVE TO FERGUSON AVE	0.11	20	FAIR	65	11
STRONG AVE	ALICE NELSON AVE TO WILLIAMS / GRAY CT	0.14	20	FAIR	65	9
WILLIAMS / GRAY CT	HATCHER AVE TO HATCHER AVE	0.42	20	FAIR	65	9
E MAPLE ST	N LAKE LOTELA AVE TO CUL DE SAC	0.12	20	FAIR	65	8
DELANEY LN	TULANE DR TO SOUTH LAKE BLVD	0.07	18	FAIR	65	7
OVERLOOK TER	E CORNELL ST TO MALCOLM ST	0.12	20	FAIR	65	7
LAKE DR	S TODD DR TO BARLOW AVE	0.11	20	FAIR	65	5
SEMINOLE AVE	E CANFIELD ST TO CHEROKEE CIRCLE	0.09	20	FAIR	65	4
W CAMPHOR ST	HART AVE TO US 27	0.12	20	FAIR	65	2
HUSKEE ST	MALCOLM ST TO E CANFIELD ST	0.12	20	FAIR	65	1
S TODD DR	SR 17 TO LAKE DR	0.13	20	FAIR	65	1
ROYAL DR	US 27 TO THE EAST	0.1	18	FAIR	70	56
E WALNUT ST	MEMORIAL DR TO S FOREST AVE	0.54	20	FAIR	70	50
W CORNELL ST	S LAKE BLVD TO US 27	0.5	20	FAIR	70	50
FAIRVIEW TER	MALCOLM ST TO E CORNELL ST	0.12	20	FAIR	70	40
N ANOKA AVE	WINTHROP ST TO LAKE ISIS AVE	0.47	20	FAIR	70	34
TULANE CIRCLE	W CORNELL ST TO THE NORTH AND EAST	0.34	20	FAIR	70	34
W HALL ST	S FLORIDA AVE TO TULANE CIRCLE	0.23	20	FAIR	70	32
JOE HILTON ST	DEAD END TO S DELANEY AVE	0.35	18	FAIR	70	28
N DELANEY AVE	E CIRCLE ST TO E KENDALL	0.37	20	FAIR	70	23
BEN HICKS ST	S DELANEY AVE TO BOAT RAMP	0.39	18	FAIR	70	22
S WALDRON AVE	W HAL MCRAE BLVD TO WILHITE ST	0.5	20	FAIR	70	21
W STATE ST	S FLORIDA AVE TO TULANE CIRCLE	0.27	20	FAIR	70	20
N BYRD AVE	WINTHROP ST TO W PLEASANT ST	0.25	20	FAIR	70	18
W PEEL ST	HART TO US 27	0.12	20	FAIR	70	15
BILL HEAD ST	N DESOTO AVE TO N GLENWOOD AVE	0.15	20	FAIR	70	13
W THOMAS ST	FERGUSON AVE TO N LAKE AVE	0.12	24	FAIR	70	13
LAWHON ST	FERGUSON AVE TO N LAKE AVE	0.12	20	FAIR	70	11
SHAW ST	S GLENWOOD AVE TO S DESOTO AVE	0.14	20	FAIR	70	10
LAKE VERONA BLVD	E WALNUT ST TO E MAIN ST	0.12	18	FAIR	70	6
S SUMMIT AVE	SHAW ST TO WILHITE ST	0.1	20	FAIR	70	5
TERRY DR	OFF HIBISCUS AVE	0.14	20	FAIR	70	5
N BUTLER AVE	E MAIN ST TO W PLEASANT ST	0.23	20	FAIR	70	4
W MONROE ST	N LAKE AVE TO TROPICAL AVE	0.09	20	FAIR	70	4
WAYCROSS ST	N LAKE AVE TO N VERONA AVE	0.1	20	FAIR	70	3
WILHITE ST	S LAKE AVE TO S FOREST AVE	0.05	20	FAIR	70	3
BRADBURY ST	US 27 TO HART AVE	0.12	20	FAIR	70	1
HIBISCUS AVE	SR 17 TO TERRY DR	0.19	20	FAIR	70	1
LAKEVIEW DR	E GREEN ST TO THE SOUTH	0.06	20	FAIR	70	1
LAKE ISIS AVE	US 27 TO N LAKE AVE	0.77	16	FAIR	75	100
S ANOKA AVE	W MAIN ST TO WL KIRKLAND ST	0.62	22	FAIR	75	100
PALMETTO ST	US 27 TO N CENTRAL AVE	0.48	20	FAIR	75	78
PALMETTO ST	A0RACLE AVE TO N LAKE AVE	0.49	22	FAIR	75	50
WL KIRKLAND ST	S ANOKA AVE TO S LAKE BLVD	0.37	20	FAIR	75	34
SHORELINE DR	S LAKE BLVD TO TULANE DR	0.36	22	FAIR	75	33
W WALNUT ST	US 27 TO S FLORIDA AVE	0.29	20	FAIR	75	30
LOCKE ST	CITY LIMITS TO FLORIDA AVE	0.35	20	FAIR	75	23
MARGARET DR	N LAKE AVE TO N LAKE AVE	0.19	22	FAIR	75	23

S DESOTO AVE	W MAIN ST TO WILHITE ST	0.24	20	FAIR	75	21
S FLORIDA AVE	W BELL ST TO W MAIN ST	0.3	24	FAIR	75	21
E HAL MCRAE BLVD	S VERONA AVE TO MEMORIAL DR	0.3	22	FAIR	75	18
LASSITER ST	CAROLINA AVE TO S LAKE AVE	0.31	20	FAIR	75	16
E WASHINGTON ST	MEMORIAL DR TO WOODROE ST	0.18	18	FAIR	75	15
HEAD ST	HART AVE TO US 27	0.11	20	FAIR	75	15
MALCOLM ST	MEMORIAL DR TO S LOTELA AVE	0.24	20	FAIR	75	15
W HALL ST	HART AVE TO US 27	0.11	20	FAIR	75	15
E GREEN ST	LOTELA AVE TO S VERONA AVE	0.57	20	FAIR	75	14
S WOODROE ST	E HAL MCRAE BLVD TO E GREEN ST	0.12	20	FAIR	75	12
DYAL ST	US 27 TO S FLORIDA AVE	0.24	20	FAIR	75	11
E DIXIE ST	S LOTELA AVE TO S LANTANA AVE	0.09	20	FAIR	75	10
E RIVEIRIA ST	S LANTANA AVE TO S LOTELA AVE	0.09	20	FAIR	75	10
LAKEVIEW DR	S PALMER AVE TO MEMORIAL DR	0.06	20	FAIR	75	10
JIM RODGERS AVE	E MAIN ST TO W PLEASANT ST	0.23	20	FAIR	75	9
S FOREST AVE	E MAIN ST TO WILHITE ST	0.24	22	FAIR	75	9
DURRANCE ST	US 27 TO N ANOKA AVE	0.11	20	FAIR	75	8
ERNEST E SIMS ST	FOGLE AVE TO CUMMINGS AVE	0.13	22	FAIR	75	8
HATCHER ST	MEMORIAL DR TO STRONG AVE	0.33	20	FAIR	75	8
E RICH ST	WESTER AVE TO N LOTELA AVE	0.12	20	FAIR	75	7
GWENDOLYN ST	S ANOKA AVE TO S FLORIDA AVE	0.12	20	FAIR	75	7
GRANDVIEW TER	MALCOLM ST TO CUL DE SAC	0.05	20	FAIR	75	6
ROUNDS ST	US 27 TO HART AVE	0.12	20	FAIR	75	6
S LANTANA AVE	CR 64 TO E RIVIERA ST	0.09	20	FAIR	75	6
SEMINOLE AVE	SR 17 TO E GREEN ST	0.12	18	FAIR	75	6
E EBI ST	S DELANEY AVE TO S LAKE AVE	0.09	18	FAIR	75	5
KERSEY ST	HART AVE TO US 27	0.11	20	FAIR	75	5
MORRILL ST	S ANOKA AVE TOUS 27	0.12	20	FAIR	75	5
DOME AVE	WL KIRKLAND ST TO CORNELL	0.12	20	FAIR	75	4
LAKESIDE PARK AVE	TULANE DR TO SHORELINE DR	0.04	22	FAIR	75	4
RENFRO ST	US 27 TO N ANOKA AVE	0.11	20	FAIR	75	4
W BELL ST	CITY LIMITS TO US 27	0.12	20	FAIR	75	4
W PINE ST	US 27 TO S ANOKA AVE	0.12	20	FAIR	75	4
GIDDENS ST	N GLENWOOD AVE TO N CENTRAL AVE	0.04	20	FAIR	75	1
S PINELAND AVE	E GREEN ST TO E HAL MCRAE BLVD	0.12	16	FAIR	76	13
S LAKE BLVD	CITY LIMITS TO W CORNELL ST	0.41	20	GOOD	80	100
S VERONA AVE	E MAIN ST TO GWEN HILL ST	0.25	38	GOOD	80	100
TULANE DR	S LAKE BLVD TO VERONA AVE	0.5	22	GOOD	80	100
W PLEASANT ST	CITY LIMITS TO LAKE VERONA	1.01	22	GOOD	80	100
N ANOKA AVE	W MAIN ST TO WINTHROP ST	0.47	22	GOOD	80	80
A0RACLE AVE	S 17 TO PALMETTO ST	0.73	20	GOOD	80	50
E PINE ST	S LAKE TO AVE MEMORIAL DR	0.49	40	GOOD	80	36
SAM ASBURY AVE	CR 17A TO ROYAL DR	0.25	21	GOOD	80	29
E BOOKER ST	S WOODROE AVE TO MEMORIAL DR	0.18	18	GOOD	80	26
ED CARTER ST	S LOTELA AVE TO MEMORIAL DR	0.24	20	GOOD	80	20
WINFRED ST	EMMANUEL WAY TO CUL DE SAC	0.13	22	GOOD	80	20
ERNEST E SIMS ST	CITY LIMITS TO MEMORIAL DR	0.33	22	GOOD	80	18
RUTH ST	EMMANUEL AVE TO CUL DE SAC	0.12	22	GOOD	80	18
FRED CONNER ST	MEMORIAL DR TO S DELANEY AVE	0.24	20	GOOD	80	14
OAK LANE ST	EMMANUEL AVE TO THE EAST	0.11	22	GOOD	80	14
E KENDALL BLVD	N DELANEY AVE TO N LAKE AVE	0.25	20	GOOD	80	13
TULANE AVE	ERNEST E SIMS ST TO TULANE DR	0.1	22	GOOD	80	13

LEO JEFFERSON AVE	SOUTH CAROLINA AVE TO ERNEST E SIMS ST	0.1	20	GOOD	80	8
W HOOD ST	S WALDRON AVE TO S LAKE BLVD	0.11	20	GOOD	80	8
TELLICO ST	MEMORIAL DR TO CUL DE SAC	0.06	20	GOOD	80	7
WOODLAWN AVE	CR 64 TO E CIRCLE ST	0.24	20	GOOD	80	7
AVENUE A	E GREEN ST TO E HAL MCRAE BLVD	0.12	16	GOOD	80	6
METCALF ST	CUMMINGS AVE TO TULANE AVE	0.09	22	GOOD	80	6
N RAILROAD ST	E MAIN ST TO W PLEASANT ST	0.22	20	GOOD	80	5
PAULK ST	US 27 TO HART AVE	0.11	20	GOOD	80	5
CHEROKEE AVE	E GREEN ST TO SR 17	0.12	20	GOOD	80	4
YOUNG ST	REDDICK ST TO BRIDGEWATER ST	0.06	20	GOOD	80	4
ELWELL ST	S WALDRON AVE TO S LAKE BLVD	0.12	20	GOOD	80	3
OAKDALE AVE	YATES DR TO SR 17	0.1	20	GOOD	80	3
PALMDALE AVE	SR 17 TO YATES AVE	0.1	20	GOOD	80	2
TOWNSEND ST	US 27 TO S ANOKA AVE	0.12	20	GOOD	80	2
YATES DR	PALMDALE AVE TO OAKDALE AVE	0.06	20	GOOD	80	0
N SUMMIT AVE	W PLEASANT ST TO	0.22	20	GOOD	85	26
E ORANGE ST	N LAKE AVE TO THE EAST	0.18	20	GOOD	85	19
LACEY ST	S LAKE AVE TO WALDRON AVE	0.11	20	GOOD	85	15
DUNCHRIS DR	SR 17 TO CUL DE SAC	0.09	20	GOOD	85	12
MAXWELL ST	US 27 TO N ANOKA AVE	0.12	20	GOOD	85	5
FEAGIN AVE	WILHITE ST TO W BELL ST	0.05	22	GOOD	85	3
ROWE ST	S BUTLER AVE TO S FOREST AVE	0.05	24	GOOD	85	3
STRONG AVE	ALICE NELSON ST TO ERNEST E SIMS ST	0.08	22	GOOD	85	1
SW WALNUT ST	S FOREST AVE TO RXR	0.06	20	GOOD	85	1
E CEDAR ST	WOODLAWN AVE TO A MIRACLE AVE	0.14	20	GOOD	90	1
MUSEUM AVE	W MAIN ST TO W PLEASANT ST	0.22	20	GOOD	95	4