
GREATER FRENCHTOWN/SOUTHSIDE COMMUNITY REDEVELOPMENT PLAN

(FORMERLY KNOWN AS THE: TALLAHASSEE COMMUNITY REDEVELOPMENT PLAN)

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This community redevelopment plan is intended serve as a strategy to guide the activities of Tallahassee's Community Redevelopment Agency within a designated redevelopment area.

Clarification of the goals of the community redevelopment plan is being initiated through a continuing process that seeks to collect input from community residents, businesses and organizations. This process is intended to be holistic in that it addresses the full range of issues of importance to residents. It is collaborative in that it is intended to bring together a full range of people including residents, neighborhood institutions and businesses, service organizations, and government officials.

Community assets and community goals are being identified through a thoughtful and inclusive process that includes meetings and workshops designed to ensure that each participant has the opportunity to share ideas and opinions.

These meetings and workshops are taking place at the Smith-Williams Neighborhood Service Center, the Lincoln Neighborhood Center, and in other settings with the assistance of the Institute of Urban Policy and Commerce at Florida A&M University.

The Gaines Street Vitalization Committee, which the City Commission has recognized as its advisory committee on Gaines Street and the All Saints area, has had an important role in defining a vision for that very important opportunity to combine new development within an historic context.

Introduction

The development element is guided by the community's assets and goals, and is a strategic document relating to the physical development of the community (land use, open space, housing, and transportation).

An important outcome of the development element is a model for community collaboration and developing each neighborhood's capacity to plan, take action and work together with other neighborhoods on a redevelopment area-wide advisory committee

The investment element proposes the location and magnitude of redevelopment, forecasts the tax increment revenues that will result from redevelopment, and indicates the uses to which tax increment revenues can be put.

The neighborhood impact element describes the expected impact of redevelopment on schools, relocation, traffic, parking, the environment, and community facilities.

The residential policy element describes the goals of affordable housing, the relation of new neighborhoods to the plan, housing relocation policy, and safeguards for affordable housing.

A wide ranging list of community assets is emerging from workshops and meetings with community representatives.. These assets represent important building blocks for neighborhood improvement strategies. Among identified assets are:

- **The history, continuity, stability and longevity of the community.** The area represents neighborhoods having strong roots and desire to survive.
- **Neighborhood institutions.** Churches, neighborhood associations, community centers, and other community organizations organize people, express their collective wisdom, and increasingly take action to make the community a better place.
- **A sense of community.** People use words like 'community pride,' 'strong communication,' and 'willingness to work for collaborative partnerships,' to describe the sense that people feel a sense of community within the area.
- **Location.** Proximity to the center of the city, to government, to major universities, and to shopping and services is a unique asset of the area, and contributes to its convenience.
- **Physical design and facilities.** People express approval of traditional building styles, access to public transportation, infrastructure that is in place, and the pedestrian friendly scale of development.
- **Services.** Schools that serve the area, health and recreation centers, and small neighborhood businesses are considered assets that improve the lives of residents.
- **Housing Affordability.** Residents recognize that the area's affordability facilitates diversity, serves young and old, and is an important ingredient in neighborhood stability.

Community Assets

At the same workshops where community assets are being identified, residents are challenged to articulate a vision of their neighborhoods twenty years in the future. From many ideas, seven goals are identified. Based on the frequency with which residents mentioned them, these seven goals are placed in order of priority.

Principle Goals of Community Residents

- A thriving community economic base that generates a diverse range of good jobs in all sectors of the economy.
- Quality, affordable housing in the redevelopment area for the people who presently reside there.
- Social services for those in need to make the area a caring and safe place for all.
- Education, especially to fully support the development of youth at all stages.
- Broad citizen participation that facilitates an active role for citizens in decisions affecting redevelopment of their neighborhoods.
- A transportation system that is responsive to residents' needs, including safety for residents who do not drive.
- Ample open space, parks and landscaping that contributes to an attractive, healthy community.

Community Vision

A vision statement, which follows on the next page, has been prepared to express these goals in the words of the neighborhood's residents.

Community-Wide Goals

In addition to the goals articulated for the neighborhoods, redevelopment can affect the larger goals of the community, especially since some of the most important parts of the redevelopment area are major entries and corridors leading to the state capitol, the downtown area, and two major universities.

Redevelopment of these major entries and corridors, Gaines Street, Tennessee Street, and Monroe Street can contribute to achieving the objectives of the entire community. Their redevelopment can create opportunities to provide a mix of land uses in the center of the city that serves major institutions and the public interest by permitting people to live within a short distance of major employment centers.

Our Community's Vision by the Residents of Tallahassee's Redevelopment Area

Our vision places priority on economic development, quality affordable housing, security for the those most in need, and enhanced education for youth. We want to make sure that these are achieved with broad citizen participation..

A thriving economic base.

We envision that each neighborhood will have a marketplace where small businesses are owned by neighborhood residents. Assisted by availability of business loans and business education, neighborhood businesses will provide opportunities. Residents will have an opportunity to learn business skills. Youth will learn how to start their own businesses.

Our community will have no unemployment and no poverty because residents will be prepared and trained for skilled jobs. Some of those jobs will provide goods and services beyond our neighborhood. For example, some of our residents may work in neighborhood facilities such as a museum that serves visitors, a distribution center that serves universities, or business services center that serves downtown offices.

Because our neighborhood will have thriving businesses, there will be no vacant buildings. Instead, a neighborhood marketplace will provide for local needs. Examples include a seafood store, a bakery, clothing stores, and personal services such as shoe repair. A bank should be included among services, and outdoor restaurants will help to achieve a rich mix of activities.

Quality, affordable housing.

Quality housing that is affordable to all residents is very important to the future of our community. The elimination of existing sub-standard housing is one of our top priorities, and with added financial resources, we would like to improve and restore older homes.

We value single-family homes in a residential setting that is esthetically pleasing. We envision neighborhoods in which home ownership is encouraged, in order to promote neighborhood pride and stability.

Social services.

We envision social service facilities located within our community that meet basic human needs and utilize existing community resources. Some examples of social services are care for the elderly and the young, affordable health care, and services that overcome homelessness.

Together with these services, a safe neighborhood is necessary. A safe neighborhood is one in which people feel secure, because there is little crime, good police protection, and no drug abuse.

Education.

We would like to have a community in which youth are well educated. We want quality education that is achieved through better funding for schools and through a stronger curriculum. We would also like to see a variety of after-school programs that support and motivate youth. Music programs and libraries are examples.

We envision more emphasis on services for children, including pre-school preparation, quality day care, and after school activities.

We envision that our children will have access to computers and other information technologies that they will need to master.

Citizen participation.

We envision a relationship between local government and our community in which residents take a more active role, investing time and effort for the betterment of community life. In the community we envision, there will be ample opportunities for participation in decision-making that affects our neighborhoods.

A responsive transportation system.

We would like to see a transportation system that meets residents needs, particularly the need for safety and the needs of those who do not drive. We would like to see sidewalks built where they are missing. We can envision special transportation services for the elderly, perhaps a trolley service.

Ample open space, parks and landscaping.

Our neighborhood vision includes more green spaces and parks. Equally important is that these spaces be imaginatively designed, well-maintained, and accessible to residents. Water features such as a fountain in Strong-Howell Park or a swimming pool are desirable. Open space can help to bring people together for shared purposes. Recreational facilities support youth with safe, constructive activities. Public landscaping can help to create a better community image.

Community Responsive Economic Development

Residents place a high priority on economic development in the form of better jobs and business opportunities. They envision one or more 'marketplaces' providing employment and space for small businesses owned by neighborhood residents, such as food, clothing, and personal services stores.

Marketplace Centers

Compactly designed to create excitement, marketplace centers can reach their full potential by including:

- Commercial space (office space, banking facilities, retail stores, bed & breakfast inn). Offices can provide opportunities for new businesses to reach global markets through the internet. Stores, restaurants and cafes can be a crossroads for diverse cultures.
- Culture and entertainment (a cultural center, theaters, cafes and restaurants, night clubs, art galleries, history museums). These will attract visitors and help create employment.
- Residential space (apartments both for rent and for sale). Town houses and upper-story apartments can provide living for people who want to be in the thick of things.
- Public open space (for events or casual recreation). A public square can be a showcase for people and events. Shade trees and seating can provide a more attractive setting.

- Access and parking (comfortable bus-stops, ample on-street and off-street parking, and well-designed, high quality pedestrian walkways).

Marketplace centers are proposed in two locations: (1) on Macomb Street north of Tennessee Street, and (2) in the Gaines Street area. These locations would maximize potential market support by combining proximity to the universities with proximity to existing residential neighborhoods.

Tax increment financing

Development on Tennessee/Macomb Street, Gaines Street, and Monroe Street will generate tax revenues that can support affordable housing and other goals. Therefore, it is important to stimulate higher density residential and commercial development on those corridors early in the redevelopment process.

The CRA may encourage economic development by using tax increment funds to assist with repair and rehabilitation of buildings, acquisition and preparation of sites, and construction of public improvements. For example, such funds may create attractive facades on small retail stores, or may provide parking facilities for a marketplace center.

Land Use Regulations

Land for marketplace centers will need to be designated in the comprehensive plan and re-zoned. Land use regulations created for marketplace centers will allow compact mixed-use development, but at development densities that are consistent with the historical context and scale of adjacent neighborhoods and institutions.

Community Responsive Affordable Housing

Residents envision the elimination of substandard housing and improvement of older homes. They associate home ownership with neighborhood pride and stability, and many prefer single-family homes in an attractive residential setting.

Infill housing

Repair and rehabilitation of substandard housing is complemented by the City's infill housing strategy based on targeted 'model blocks.' This strategy responds well to the desire of residents for affordable, single-family homes and to the availability of infill sites within the redevelopment area. (Recent data indicates that 27% of the land in the redevelopment area is vacant).

Tax Increment Financing

The growth of tax increment revenues (primarily from development along the major corridors and in marketplace centers) will help to fund the infill housing strategy.

Tax increment funds will supplement other federal, state and local housing programs. An investment of tax increment funds in up to 800 rehabilitations and 300 new homes is anticipated. Tax increment will make it possible to expand the number of single family homes in the redevelopment area and eliminate vacant lots.

The stability provided by these new homes could further stimulate upgrading of the housing supply by encouraging restoration of older homes.

Land Use Regulations

Single-family detached houses occupy 32.5% (368 acres) of land in the redevelopment area, but the Residential Preservation zoning category, which is intended for single-family homes, covers only covers 30% (338 acres) of land.

Central Urban (CU) zoning, which permits a range of commercial and non-commercial land uses, covers 49% (548 acres), and the University Transition (UT) categories cover 13% (150 acres). Together CU and UT include about two dozen blocks where most of the land is in residential use.

Conversion of housing in the Central Urban and University Transition zones to non-residential use would put additional pressure on the supply of affordable housing. To reduce the potential for conversion, the redevelopment agency can deny financial support to development that would result in a loss of residential units. In addition, the city can consider selective expansion of the Residential Preservation zone and density bonuses to encourage residential investment in CU and UT areas.

Community Responsive Social Services

Residents envision social service facilities that meet basic needs of the elderly and the young, mobilize community resources, and promote a safe neighborhood.

Holistic Redevelopment

A holistic plan recognizes the interrelatedness of issues and addresses them more completely within a neighborhood setting. The capacity of a redevelopment agency to meet human needs in affordable health care, homelessness, elderly services, youth services and public safety is a good measure of its ability to adopt a holistic approach that goes beyond more traditional redevelopment issues such as land use and transportation. Redevelopment through a holistic approach attempts to create a community that provides a safety net for the most vulnerable and most needy.

Tax Increment Financing

Tax increment revenues may be used to fund capital improvements that serve holistic objectives. An example of such objectives is the need to address the needs of the elderly in new and creative ways through social service and health facilities and specialized housing.

For example, tax increment revenue would make it possible to apply a subsidy to create an assisted living facility for the elderly and disabled within the redevelopment area.

Collaborative Decision-making

Use of tax increment funds to meet social needs related to health, housing, elderly services and youth services will require decision-making that is close to the people in need. Later in the redevelopment plan, we will address recommendations for a more collaborative decision-making process. As a collaborative process of decision-making is implemented, decisions can be made on priorities for such spending.

In a holistic redevelopment plan, it is important to establish:

- a commitment to a collaborative decision-making process, and
- an intention to use tax increment revenues to fund investments that address social needs.

Community Responsive Education

Residents envision an educational system that provides all the services children need to emerge as well-educated citizens. To achieve this objective, they see this system providing care and education in a variety of ways: day care, pre-school, in-school, and after-school. They also recognize the importance of access to computers and information technology if today's youth are to be well-prepared.

The Learning Community

The new economy of the 21st century is increasingly one in which productivity and competitiveness are directly related to the ability to understand and use information. Recognizing the importance of learning to future success, Tallahassee has already been identified as a 'learning community.'

The thrust of the redevelopment area's education goal is to make use of all learning resources. In effect, creating a 'learning neighborhood' in which comprehensive educational support is provided.

The Leon County School Board can expect to collect an additional \$98 million dollars during the next 30 years as a result of redevelopment. This resource can fund the enhanced education favored by neighborhood residents in support of a 'learning neighborhood.' The CRA will seek an interlocal agreement with the school board

calling for specific investments for educational enhancements within the redevelopment area.

Supporting the Learning Neighborhood

The school board can support the community's education goal both directly through expenditure of its own tax increment, or indirectly by helping other investors to identify and serve educational objectives.

The school board is encouraged to prepare a strategic plan to guide use of its tax increment in the redevelopment area. In the strategic planning process, citizens and educators would develop workable models for educational investments to be funded from the school board's own tax increment revenue.

The strategic plan may also consider the potential to encourage educational investment as a component of private development. Examples would be day care centers, reading rooms, and computer learning centers.

Another strategic opportunity is the potential to enlist the talent, energy, and technologies of Florida A&M and Florida State universities and their thousands of students.

Community Responsive Transportation

Residents would like to see a transportation system that meets their special needs, particularly the need for pedestrian safety for those who do not drive. They envision more sidewalks for pedestrians and special transportation services for the elderly.

Pedestrian Safety

A sidewalk network exists in the redevelopment area, but it is incomplete. Many minor roads have no sidewalks, and even where sidewalks do exist, they are often narrow, very close to the road, and only found on one side of the street. Furthermore, the location of these sidewalks often switches from one side of the street to the other.

Public Transportation

Both scheduled bus service and demand-responsive transportation services for the disadvantaged are offered in the redevelopment area. However, several needs exist, including improved bus stop facilities, and improved availability of transportation services during nights and weekends. An improved sidewalk network would also serve people getting to the bus stop.

Parking

Parking issues are important both as an element in economic development and because it is desirable to control non-

residential parking in residential neighborhoods. The need for parking improvements is focused on the proposed higher density development.

Tax Increment Financing

Tax increment funds may be used for capital improvements including:

- Improvements to the pedestrian network. These include construction (or widening) of sidewalks, landscaped buffers, center islands, and crosswalk enhancements. Crosswalk enhancements involve lighting, walk signals, and pavement markings.
- Enhancements to scheduled bus service. Improved bus stops with seating, shelter, lighting, and route information.
- Improved demand-responsive services. Purchase of smaller buses or vans.
- Construction of parking garages in conjunction with higher density development will provide parking for visitors and residents

These improvements are intended to mitigate the impact of traffic that cuts through the neighborhoods.

Tax increment expenditures should be considered as a supplement to other more traditional funding sources. Nevertheless, a significant portion of tax increment expenditures can be expected to go into transportation improvements because they are so important to stimulating the economic development that is critical to the redevelopment process.

Community Responsive Open Space and Landscaping

Residents envision green spaces and parks that are imaginatively designed, well-maintained, and accessible. Residents recognize the importance of landscaping to creating a better community image, for example, with flower beds at neighborhood entrances, public fountains, and private gardens. They value public places that serve to bring people together to share their culture and experiences.



The Artful Neighborhood

Artful landscaping can have a transforming effect on a neighborhood. With landscaping, simple affordable houses on small lots can be transformed into homes that have charm and grace. With landscaping, urban commercial and apartment districts can become places that attract more people and are made more safe by the presence of more people. The photograph above illustrates the effect of landscaping on a medium density Florida neighborhood. Trees, ground-cover, and flowers form a welcoming entrance that doubles as a public park.

The transforming effect of landscaping requires a capital investment followed by an investment of time and maintenance. Although the required initial capital investment may not have been available in the past, in the future the resources of the redevelopment agency will open new possibilities.

Artful landscaping can become the signature of the redevelopment area in several ways.

- At major entrances to the redevelopment area, for example on Tennessee Street and on Gaines Street.
- Within each of the new marketplace centers where landscaped focal points can be places for celebrations of the neighborhood's culture, such as jazz festivals and multi-cultural food festivals.
- Around individual homes and apartments where neighborhood pride can have its most personal expression.
- In public parks, where ground covers and trees can provide a retreat and fountains a restful focal point.

Tax Increment Financing

The redevelopment agency can use tax increment to assist with landscape planning, site preparation, and the cost of installing plant material. Landowners, businesses and residents would then be responsible for continuing maintenance.

Community Collaboration

Neighborhood residents consistently indicate that they want a more active role in decisions affecting them. A collaborative process involving all community stakeholders has emerged as an effective means for more responsive planning and for safeguarding implementation of the plan.

Options for Citizen Involvement

A recent survey of 72 redevelopment agencies in Florida found that most have citizen representation through an advisory committee or through representation on the agency itself. Those citizen advisory committees differ in the range of duties and responsibilities that they assume. But among their duties may be found,

- Informing residents and businesses of redevelopment agency activities.
- Reviewing citizen input relating to redevelopment agency activities.
- Serving as an advocate for residents and businesses.
- Reviewing land development applications within the redevelopment area.
- Reviewing capital expenditures within the redevelopment area.
- Making policy recommendations to the redevelopment agency.

Tallahassee's community redevelopment agency consists of the mayor and four city commissioners, plus two county commissioners. Within the area, the Gaines Street Vitalization Committee has served for several years as a committee of stakeholders actively involved in planning the future of the Gaines Street corridor.

During a recent community workshop, stakeholders in the Tallahassee redevelopment area expressed interest in several alternative formats for participation in the redevelopment agency. These alternatives included:

- An advisory committee of community stakeholders.
- A redevelopment agency composed of both community stakeholders and elected officials.
- A redevelopment agency composed of community stakeholders.

Neighborhood Planning Capacity

The Gaines Street Vitalization Committee is a useful model for future collaboration within the redevelopment area. The committee composed of stakeholders has developed a capacity to work as citizen planners assisting professional planners to develop a detailed plan. The committee has developed the capacity to stay active in the implementation of the plan. The Gaines Street experience suggests that other neighborhoods in the redevelopment area could develop a capacity to assist with detailed planning and implementation of plans.

If the various neighborhoods in the redevelopment area were to follow the Gaines Street Vitalization Committee's model, then

each neighborhood would develop a capacity to plan and help to implement plans.

The capacity building process can include a focus on developing neighborhood action plans and identifying aspects of redevelopment that particularly affect each neighborhood.

Early action projects that provide success will be a priority and provide a basis for more extensive undertakings.

The Area-wide Advisory Committee

Each neighborhood organization participating in an action program would send an official representative to an area-wide advisory committee.

The area-wide advisory committee would meet regularly to review the progress of the redevelopment agency, coordinate neighborhood action programs and make recommendations relating to the redevelopment agency's policies, programs, and capital investment.

Collaborative Model

It is recommended that the redevelopment agency continue to develop its collaborative model within the redevelopment area. During the next year, neighborhood organization's can be identified and offered assistance to develop the capacity to plan and implement plans and the area-wide advisory committee can be formed.



Investment

Location of Development

Identification of sources of future tax increment revenues has been assisted by consideration of neighborhood goals and other on-going planning such as the Gaines Street vitalization effort and Blueprint 2000. Achieving community objectives will require investment that assists in economic development, improving the supply of affordable housing, and other community objectives such as excellence in social services and education, active citizen participation, a balanced transportation system, and enhanced open space and landscaping.

Consistent with community objectives, the redevelopment plan includes the following redevelopment projects.

Affordable infill housing. Approximately 500 affordable infill housing units will be built over a 20 year period, requiring a development of approximately 25 units per year.

Responding to community objectives these units will be, for the most part, single-family detached houses that are similar in scale to existing houses in the vicinity. Primarily, these units will be built on vacant lots that dot the 1450 acres of the redevelopment area. Repair and rehab of existing homes will complement the construction of infill housing.

All Saints neighborhood. The All Saints neighborhood will be revitalized with 2 and 3 story dwelling units that can serve as convenient housing for residents who wish to live near to downtown, the state offices, and the universities. Between 150 and 200 such units would provide market-rate housing. The All Saints area can also include compatible commercial activity such as cafes, small restaurants, some retail and service businesses and home occupations.

More intensive commercial, hotel and office buildings can be located around the edges of All Saints on Gaines Street, on Railroad Avenue (Wahnish Way), and between Gaines Street and the Civic Center.



Gaines Street corridor. An urban neighborhood is proposed on the south side of Gaines Street between Railroad Avenue and Lake Bradford Road. Laid out in a traditional grid pattern, a neighborhood of 3 to 6 -story apartments (above stores) could be linked to both FSU and FAMU by a shuttle, allowing both students and staff to commute daily without driving private vehicles.

Ground floor stores would encourage walking to most routine activities and create jobs for residents of nearby neighborhoods.

Besides allowing some students and staff to commute daily without driving private vehicles, a new urban neighborhood in this location could relieve student demand for housing in existing neighborhoods. Another plus is that the intensity of proposed development (approximately 1150 dwelling units and 140,000 square feet of commercial development) would generate incremental tax revenue that could contribute to better schools in other neighborhoods.

The remainder of the Gaines Street corridor from Railroad Avenue to Martin Luther King Boulevard offers an opportunity for mixed use development including retail, offices, and entertainment with a new hotel as the largest structure, plus 150 additional apartments.

Altogether, proposed development in the Gaines Street corridor can generate about half of total tax increment.

Macomb marketplace center. Residents value economic development that will create small business opportunities. Proposed redevelopment on Macomb Street west of Tennessee Street can be adapted to this objective to include a variety of commercial, entertainment, and office activities and would include about 100,000 square feet of development plus parking.

Tennessee Street. The Tennessee Street corridor, like Gaines Street, offers an opportunity to develop another new neighborhood with 3 to 6 story apartment buildings above ground floor retail. Such development would allow residents to walk to

the FSU campus across a traffic-calmed Tennessee Street or on overhead walkways.

This concept would permit 700 dwelling units and about 87,000 square feet of related retail space in the area between Dewey Street and Macomb Street.

(A variation of this proposal is a development spanning the air rights over Tennessee Street and containing a thousand-space parking garage covered by a neighborhood with 1700 dwelling units, plus stores and open space.)

Development on Tennessee Street, like that on Gaines Street, is an opportunity to allow some students and staff to commute daily without driving private vehicles, relieve the pressure of student demand for housing in neighborhoods and create substantial incremental tax revenues that could be used to support education in other neighborhoods.

The proposed Tennessee Street urban neighborhood could generate more than 20% of total tax increment.

South Monroe Street. The Monroe Street corridor includes both short range and long-range development opportunities to replace obsolete commercial structures with a mixed use pattern of residential and commercial development at urban densities more suitable to its in-town location.

Short range opportunities. The South Monroe/Adams corridor presents an opportunity for stores, offices, and entertainment together with apartments that would be close to Florida A&M University, the capitol center, and downtown. 190,000

square feet of commercial space and 200 apartments are proposed for South Monroe.

Long range opportunities. The South Monroe/Adams corridor presents an opportunity for a new urban neighborhood containing 3 to 6 story apartments above ground floor commercial space. Growth in the student population of nearby Florida A&M University would create a strong market. Student residents would be able to walk to campus and ground floor business space would create an economic development opportunity for neighborhood residents. Tax increment has not been included from this

Magnitude of development

Tallahassee’s redevelopment area includes 1450 acres of inner city neighborhoods and commercial districts. In the next 20 years, taxable new construction within the redevelopment area is proposed to include over 2800 residential units.

long-range opportunity, but it would rival the tax generating potential of the proposed Tennessee Street urban neighborhood.

North Monroe Street. North Monroe can provide space for some additional commercial/office development to replace older buildings. Apartments can take advantage of proximity to shopping and to Lake Ella. An additional 60,000 square feet of commercial/office space and 100 apartments are proposed for North Monroe.

Tharpe Street. Additional retail stores and offices (48,000 square feet) are envisioned to infill Tharpe Street.

Over 1 million square feet of commercial development are proposed, including over 600,000 square feet of retail stores, restaurants and entertainment, over 250,000 square feet of offices, and 220,000 square feet of hotel space.

Residential Development

Location	Future housing	Dwelling-units
Various neighborhoods	Single-family detached and attached units infilled in neighborhoods.	505
All Saints neighborhood	2 and 3 story attached units in a revitalized urban neighborhood	188
Gaines Street	4-story apartment buildings with stores on the first floor in newly a designed urban neighborhood	1300
Tennessee Street	4-story apartment buildings with stores on the first floor in newly a designed urban neighborhood	700
Adams/Monroe corridor	Medium and high density apartments	200
Total		2893

Commercial Development

Location	Future commercial development	Square-feet
Macomb Street	Retail stores, offices, entertainment	101,000
Gaines Street	Retail stores, offices, entertainment, hotels	596,000
Tennessee Street	Retail stores, offices, entertainment	87,000
North Monroe	Retail stores, offices	60,000
South Monroe	Retail stores, offices, entertainment	190,000
Tharpe Street	Retail stores, offices	48,000
Total		1,082,000

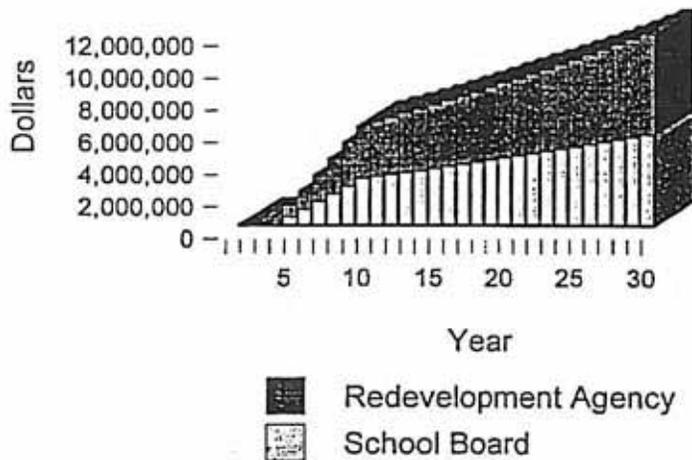
Tax increment revenues

Tax increment is the revenue that will result from a change in the taxable value of property. As value of property rises due to redevelopment investments, increased property taxes will be available to repay the public infrastructure costs associated with redevelopment. The city and county governments will contribute incremental revenues, but the school board will keep its revenues.

Proposed redevelopment will add \$316 million to the taxable base over 20 years. In 30 years incremental tax revenues are projected to total \$204 million dollars of which \$106 million would be deposited to the redevelopment agency for redevelopment activities. The remaining \$98 million would flow to the school board. As redevelopment projects are completed, annual growth of the incremental revenues will accelerate over the first ten years after adoption of the redevelopment plan, and annual incremental revenue is projected to

Annual Tax Increment

Tallahassee Redevelopment Area



reach \$6 million by the 10th year.

After the tenth year, annual revenue will continue to rise, reaching \$8.9 million by the 20th year, and peaking at \$12 million in the 30th year when the tax increment fund will expire.

The redevelopment agency's \$106 million revenue flow can be spent as it accumulates, however, the common practice among redevelopment agencies is to invest in capital

improvements early in the redevelopment process using borrowed money that will be repaid by the tax increment revenue stream.

The \$98 million revenue flow to the school board should be invested in the redevelopment area and will provide a unique opportunity to upgrade inner-city educational performance to levels reached by the rest of the system.

Use of increment revenues

Under Florida legislation, increment revenues can be used for the following purposes when directly related to redevelopment:

- Administrative and overhead expenses incidental to a redevelopment plan.
- Redevelopment planning and analysis.
- Acquisition of real property in the redevelopment area.
- Clearance and preparation of redevelopment sites, and relocation costs.
- Repayment of indebtedness and payment of expenses incidental to indebtedness.
- Development of affordable housing within the redevelopment area.
- Development of community policing innovations.
- Construction streets, utilities, parks, public areas, parking garages, and other improvements necessary to carrying out the redevelopment plan.

Tax increment financing may supplement, but not entirely fund capital improvements within the redevelopment area. For example, estimated unfunded road costs on Gaines Street are between \$54 to \$60 million.

Funding should be sought from various traditional sources, but may be supplemented by tax increment when permitted by law. Among the local expenditures whose funding may be supported by tax increment are:

- Encouraging economic development by using tax increment funds to assist with repair and rehabilitation of buildings, acquisition, clearance and preparation of redevelopment sites, relocation costs and construction of public improvements and infrastructure, including air rights development.
- Support for affordable housing including repair and rehabilitation of housing units and related infrastructure, acquisition, clearance and preparation of redevelopment sites, relocation costs, construction of new housing units and infrastructure, and assistance with affordable housing loans.
- Services to the elderly population, including housing, social service, and health facilities.
- Educational facilities to serve the youth of the redevelopment area. However, much of the educational expenditure can be made by the school board instead of the redevelopment agency. Expected increased revenues to the school board of \$98 million will enable it to make an additional educational investment in the inner-city having a net present value of \$33 million.
- Capital improvements to pedestrian systems, public transportation facilities, construction or reconstruction of streets and related infrastructure, parking

facilities, overhead walkways and platforms, streetscape improvements, and traffic calming facilities.

Major transportation investments will be needed on corridors that serve as major entrances into the city (Gaines Street in particular since it serves as an entrance from the airport). Creation of urban neighborhoods near Gaines Street and Tennessee Street can have substantial benefit in terms of better land use/transportation efficiency and will produce substantial tax increment. But these new urban neighborhoods will require investment in infrastructure including new streets that link into existing avenues, parking structures to absorb cars that will be owned by residents, and a transit system to efficiently take advantage of proximity to FSU, FAMU and downtown.

- Neighborhood landscaping and park development, including implementation of the Cascades Linear Greenway within the redevelopment area.
- Stormwater management projects to implement the stormwater master plan within the redevelopment area.
- Revision of land development regulations within the redevelopment area to provide more choices in the zoning categories available.
- Project and neighborhood planning within the redevelopment area. Such planning is already underway with respect to the Gaines Street corridor, but needs to begin in other neighborhoods soon after adoption of the redevelopment plan. It

will be important to continue to involve neighborhood residents in such planning.

- Initiation of an early action project developed with the involvement of neighborhood residents and at a scale that can be fully accomplished within one year.

Expenditures related to implementation of the redevelopment plan may be funded with increment revenues, or by indebtedness to which increment revenues have been pledged. The increment revenue projections can serve as a guide to the magnitude of such indebtedness.

Repayment of indebtedness

If the redevelopment agency were to borrow against the increment revenue stream in order to accelerate capital improvements, it would be important to know the *net present value* of the increment revenue stream. Assuming a 6% discount rate, the net present value of the redevelopment agency's 30-year revenue stream is \$36 million.

In other words, if indebtedness of \$36 million were incurred in the first year, repayment could be supported with the expected 30-year revenue stream. However, there are many other ways in which capital borrowing could be structured since it will not all be needed in the first year. For example, if \$23.5 million were borrowed in year one, it could be repaid in 20 years, allowing another \$39.8 million to be borrowed in year 20 and repaid in ten years.

Increment revenues are commonly pledged with other funds (such as utility revenues) to obtain the best possible terms when financing infrastructure.

Neighborhood Impact

Although a redevelopment program is undertaken to eliminate community blight and initiate community improvements, a realistic assessment of the impacts of redevelopment may reveal unintended consequences that should be mitigated. The results of this assessment indicate that redevelopment can have very beneficial impacts on schools, traffic congestion, and air pollution, but there will be a need to mitigate impacts on storm drainage, relocation, parking, and recreational facilities.

During the planning process, a community workshop was held to identify impacts of concern to residents of the redevelopment area. These and other concerns were studied in greater detail. Impacts that especially concerned residents included:

- impact on schools
- relocation
- impact on health and emergency services
- rising property values
- increased housing rents and prices
- more traffic
- parking shortages
- noise
- impact on recreation facilities
- air pollution

Impact on schools

Public schools serving redevelopment area are currently under-capacity in enrollment and will be able to absorb additional children that

may reside in the area as a result of redevelopment. Under-capacity is 1541 in affected elementary schools, 1117 in affected middle schools, and 441 in affected high schools. The number of school age children within the redevelopment area is expected to increase by 524 over a 20-year period, attributable to primarily to infill dwelling units that will be added. Additional student-occupied dwelling units will add relatively few children.

The impact on operating expense for the county school system will be minimal as any additional school age children residing in the redevelopment area would otherwise be living elsewhere in Leon County.

Redevelopment will produce nearly \$100 million in additional tax revenues to the county school system during the first 30 years of redevelopment. The school board is encouraged to pledge these funds to an ambitious program to raise educational achievement within the inner-city to levels comparable to other areas of the county.

This program can begin with a development by the school board of a strategic plan to use these future incremental tax revenues on educational enhancement within the inner-city. Possible educational enhancements include small community schools located within the redevelopment area, magnet schools, pre-kindergarten education, after-school programs, computer literacy programs, and adult education.

Redevelopment can only fully succeed when prospective residents are convinced that their children will not be handicapped by going to school in the inner-city.

Relocation impact

Within the redevelopment area over 300 structures have been identified as in a state of major deterioration or dilapidation. Rehabilitating these structures will in many cases require at least temporary relocation of the occupants. However, much of the new construction of infill housing will take place on vacant lots and will not require relocation.

Additional commercial buildings are located in the Gaines Street corridor and the Tennessee Street corridor where important redevelopment objectives would require their demolition. In those cases, commercial relocation will be required.

To minimize relocation impact the redevelopment agency will provide supportive services and equitable financial treatment to any individuals, families, and businesses subject to relocation. When feasible, relocation impact can be mitigated by assisting relocation within the immediate neighborhood and by seeking opportunities to relocate within new buildings that will contain residential and commercial space.

Traffic impact

Due to housing development planned for Gaines Street and Tennessee Street, some students and staff will be able to commute daily without driving private vehicles. Each automotive trip eliminated per apartment will result in 2000 automotive trips eliminated by all the apartments proposed for Gaines Street and Tennessee Street.

Net traffic impact from the redevelopment plan will be related to the following factors:

- Planned residential and commercial development in the Gaines Street and Tennessee Street areas will be within an easy walk or shuttle ride to campus. This development can reduce the number of automotive trips to campus by students who otherwise would live miles from campus.
- Commercial development of 108,000 square feet on North Monroe and 190,000 square feet on South Monroe can be expected to add moderately to volumes experienced on those thoroughfares.
- Traffic resulting from 300 hotel rooms will add moderately to traffic volumes on Gaines Street.
- Traffic resulting from 400 infill housing units will be dispersed over a wide network of streets.

Major portions of the redevelopment area (portions of Gaines Street, Tennessee Street, Monroe Street and Macomb Street) are already included in the transportation concurrency exception area established in the city's comprehensive plan. Additional transportation concurrency exceptions are possible under policies contained in the comprehensive plan, and will be needed throughout the redevelopment area to promote economic development.

Parking impact

- Redevelopment of the Gaines Street and Tennessee Street corridors can be expected to require 2000 to 3000 parking spaces in parking garages which will be supported at least partially by user

charges. Tax increment funds may be used to supplement the capital cost of these garages.

- A combination of private off-street parking supplemented by on-street parking is expected to provide adequate parking for infill housing, and for development along the Monroe Street and Tharpe Street corridors without use of tax increment revenues.

Environmental impact

Air quality.

Vehicular traffic is the primary source of air pollutants in the redevelopment area. In the absence of redevelopment, many students and others would be commuting every day by car and contributing to air pollution. However, planned redevelopment will eliminate many automotive trips that would otherwise be made. Even after taking into account a modest increase in traffic generation from some activities in the redevelopment scenario, a net improvement in air quality is expected when comparing redevelopment with non-redevelopment scenarios.

Water quality.

There are two major water quality issues: increased stormwater runoff and water pollution. In any development, the amount of impervious surfaces can be expected to increase (impervious surfaces are paved materials such as streets, sidewalks and rooftops). An increase in impervious surfaces reduces the amount of land available for infiltration, thus resulting in greater

stormwater flows and volumes. In addition, the amount of time in which the stormwater can reach threatening levels is decreased, resulting in a greater potential for flood damage.

As redevelopment takes place the stormwater impact can be mitigated by following the recommendations contained in the *Blueprint 2000* report. These include:

- Constructing stormwater management facilities to store and treat runoff from past development.
- Constructing community, rather than site-based facilities, that are sized to accommodate future development.
- Acquiring remaining natural wetlands and floodplains to naturally store and treat stormwater.
- Integrating stormwater treatment systems into recreational greenways and designing them to resemble natural amenities.

The greatest potential for impact on storm water is from redevelopment in the Gaines Street corridor and the Tennessee/Macomb area. However, these redevelopments will also produce most of the tax increment revenue, and those incremental revenues can be used to construct facilities that mitigate storm water runoff.

The major medium for water pollution in the CRA will be increased stormwater runoff that can degrade surface and groundwater resources. Sources of water pollution include housing and businesses that generate increased levels of litter, pesticides, fertilizers and pollution from automobiles (pollutants

from automobiles include gasoline, oil, antifreeze and other chemicals).

The redevelopment agency may mitigate water pollution by encouraging development designs that minimize the sources of stormwater runoff from litter, pesticides, and fertilizers. Pollutant from automobiles will be reduced by minimizing dependence on automobiles through redevelopment that allows residents to walk or use a shuttle to commute to the universities or downtown. In this respect the higher intensity/low auto dependent developments in the redevelopment plan will have a net positive effect on water pollution.

Vegetation and wildlife.

Vegetation within the redevelopment area is largely of an urban landscape character with minimal natural areas. The existing urban pattern has already diminished wildlife to those that are adaptive to urban settings: birds and some mammals such as raccoons and squirrels. Redevelopment will make it possible to afford more intensive landscaping which will have a positive impact on the vegetative and wildlife environment.

Noise.

The redevelopment plan does not call for introduction of any activities that would be more noisy than at present. Should any additional noise be generated from vehicular traffic, the redevelopment agency can mitigate it by street design that encourages steady, moderate speeds instead of rapid acceleration and high speeds and by installation of landscaping.

Impact on community facilities

Elderly services.

In the redevelopment area the focus is on re-housing elderly residents who already live in the area, producing little or no net impact on the need for public transit, or on the need for emergency and health services. Construction of housing for the elderly may have a very small relocation impact, not likely to be more than relocation of five families. Any relocation impact can be mitigated by the redevelopment agency's relocation assistance policies.

Recreational facilities.

Additional non-student population will generate a need for an additional 3.3 acres of recreational land, of which 1.7 additional acres will be needed north of Tennessee Street and 1.6 acres south of Gaines Street. The additional open space is to be located in 'vest-pocket parks' (dispersed sites as small as $\frac{1}{4}$ acre), using approximately \$1.3 million of tax increment funds for the capital investment.

Additional student population, located in new urban neighborhoods on Gaines Street and Tennessee Street can be served in part by recreational facilities already located on campus. Small parks totaling 4.4 acres will be needed, of which 3 acres would be in the Gaines Street corridor and 1.4 acres in the Tennessee Street corridor, utilizing approximately \$1.8 million in tax increment funds.

Other services.

The redevelopment process will encourage the development of neighborhood organizations with greater capacity to initiate and operate new services to residents. More effective neighborhood organizations can focus on services to youth, the elderly, and other populations needing special services by utilizing the talents and energy of neighborhood residents.

Other impacts

There is a concern among neighborhood residents for students bidding up the residential rents, which in turn raises property values and taxes. The redevelopment agency can help to address the causes of this concern by building housing targeted to traditional neighborhood residents and by providing students with alternative neighborhoods.

- The agency will assist traditional neighborhood residents through development of affordable single-family houses on infill sites. Residents who own their homes they will be protected by Article VII of the Florida Constitution which provides that the assessed value of a homestead cannot increase by more than 3% or the change in the consumer price index (CPI) whichever is less.
- The agency will initiate development of urban neighborhoods in the Gaines Street and Tennessee Street corridors that will provide housing for four to five thousand students. These neighborhoods will be designed to be more attractive to students by enabling them to reach campus without a car and by providing them with a stimulating social environment.

Residential Policy

Goals of affordable housing

The goals of affordable housing within the redevelopment area have been expressed most eloquently by its residents. Those goals include:

- quality housing
- affordability to all residents
- elimination of substandard housing
- improvement and restoration of older homes
- single-family homes in an esthetically pleasing residential setting
- facilitation of home ownership

These goals are consistent with the Tallahassee-Leon County Comprehensive Plan which seeks to ensure housing opportunities for all citizens in safe, attractive and desirable neighborhoods.

Achieving the goal of quality affordable housing will require repair and rehabilitation of deteriorated housing units, supplemented by construction of new housing units. A survey of building conditions found that 18% of housing units in the redevelopment area exhibit deterioration. Of those, approximately 800 need minor repair and approximately 300 may need major repair or complete replacement.

Achieving the goal of quality housing can be assisted by the use of tax increment funds. Tax increment can supplement federal, state

and local housing programs, allowing a larger number of housing units to be improved.

Existing residents of the redevelopment area have consistently expressed a preference for single-family detached houses and home ownership. Tax increment funds can be used to assist families who otherwise would be renters, to eventually own their own homes.

To respond to the needs of residents of neighborhoods within the redevelopment area, the affordable housing goal of the redevelopment plan is to assist in repair of 800 houses and construction of 500 affordable new homes. The latter will include both replacement of dilapidated houses and construction of homes on vacant lots.

New neighborhoods

An important residential component of the redevelopment plan is construction of new urban neighborhoods to absorb growing demand for housing for students and people who work downtown or at the universities.

These new neighborhoods will be located in the Gaines Street corridor, the Tennessee Street corridor, and eventually in the South Monroe Street corridor. The chosen locations will permit residents to walk or ride a shuttle to FAMU, FSU, the capitol center, and downtown.

These corridors are presently commercial in character, but much of the land use pattern is obsolete, and the land could be much more intensively used. The neighborhoods envisioned in this plan will have a traditional urban grid street pattern and contain residential buildings of 3 to 6 stories, many with commercial activity on the first floor.

The land use pattern of these new neighborhoods will permit thousands of dwelling units and hundreds of commercial business as well. The locations and land use intensity that is planned will make a significant contribution to traffic reduction and a cleaner environment because residents will not need to drive every day. They will also reduce the pressure of student growth on housing rents and prices in existing neighborhoods and reduce the need for parking on the university campuses.

Housing relocation policy

Residential relocation is expected to affect over 300 households, primarily as a result of major repair or replacement of dilapidated housing. There will be little residential relocation resulting from new construction, since most new housing will be built on vacant lots or lots currently in non-residential use.

The redevelopment agency will provide supportive services and equitable financial treatment to any individuals or families subject to relocation. When relocation is necessary, relocated families will be given preference for new or restored housing, assisted with subsidies, financing, and rent vouchers, and assisted in relocating within the immediate neighborhood or within the redevelopment project.

Relocation payments and assistance will be made on a uniform basis to all those eligible without regard to race, color, religion, handicap, sex, age or source of income. Persons to be displaced will be afforded the opportunity of participating in the formulation

of relocation plans and will be provided full information relating to program or project activities which may have an impact on the residents of the project or program area.

Arrangements will be made to provide relocation assistance in accordance with the needs of those to be displaced, including social services counseling, guidance assistance, and referrals, as well as housing counseling.

Safeguarding affordable housing

To achieve affordable housing goals the redevelopment agency will implement a strategy of repair of existing housing and infill of new housing. This strategy will help to achieve the community's goals because it:

- permits cost reduction by using existing public infrastructure
- permits access to low-cost public transportation
- encourages rehabilitation and maintenance of surrounding housing
- maintains and strengthens neighborhood social and support networks

An repair and infill strategy is feasible because most houses are not in an advanced stage of deterioration, and there is an ample supply of vacant lots (constituting 27 percent of all land in the redevelopment area).

The redevelopment agency will encourage the City of Tallahassee to amend land development regulations to facilitate development of affordable housing units. Among the techniques that may be used to encourage affordable housing are flexible regulations governing the placement of the building on the lot, reduced off-street parking

requirements, and guidance within the ordinance on appropriate housing styles. The redevelopment agency will encourage the city to review the effect of Central Urban (CU) zoning on maintenance and production of affordable housing within the area. The redevelopment agency will respond to amendments of land development regulations by investing available tax increment revenues in affordable housing.

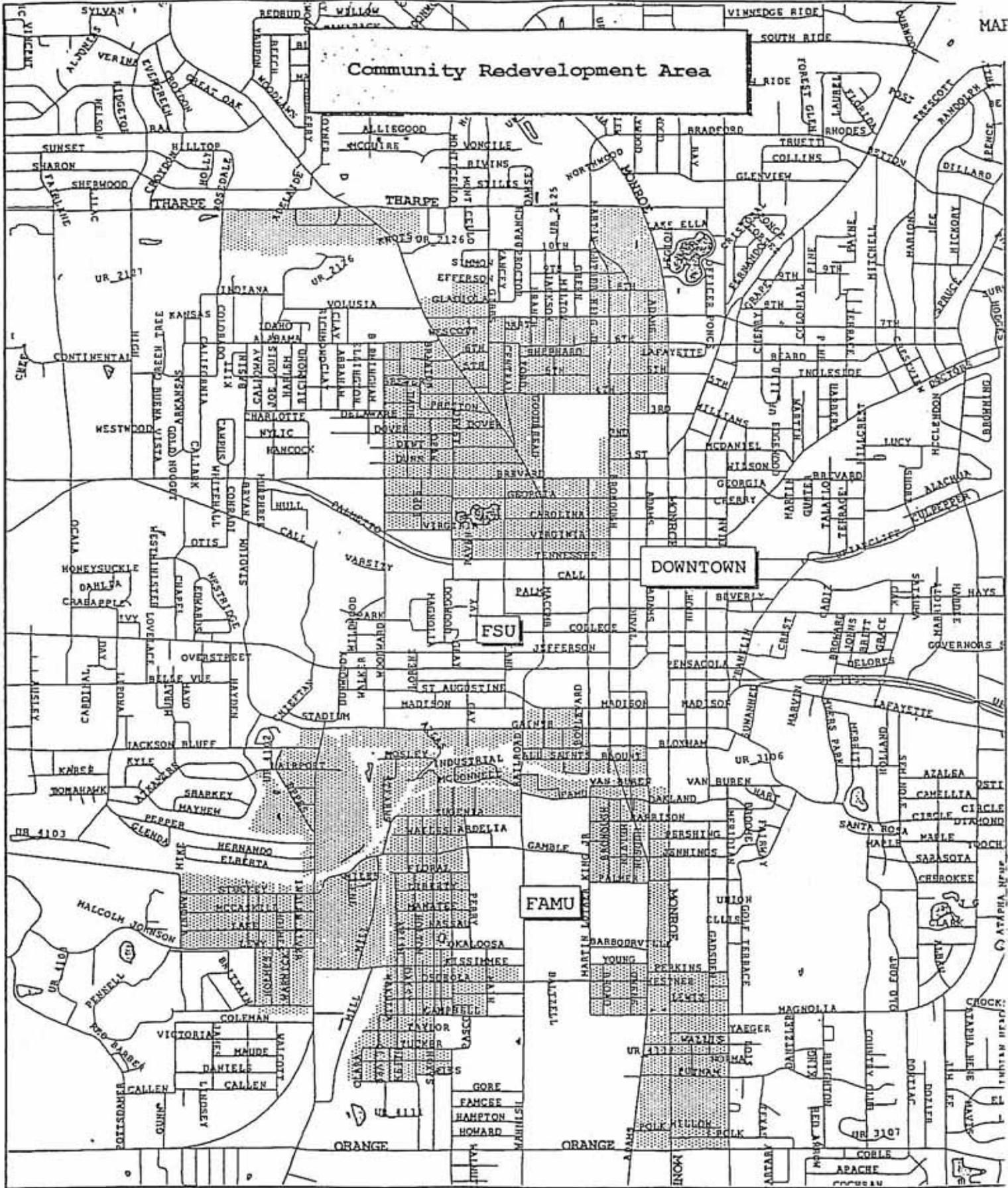
The redevelopment agency will encourage the city to make maximum use of available federal, state and local affordable housing programs within the redevelopment area. Use of tax increment revenues will be coordinated with these programs to obtain maximum assistance for affordable housing.

The redevelopment agency will assist affordable housing with construction of public infrastructure, acquisition of land, clearance and preparation of redevelopment sites, relocation of households, construction of housing units, repair and rehabilitation of housing units, and assistance with housing loans.

In addition, the redevelopment agency will assist construction of assisted living facilities for the elderly and assistance to construction of social service and health service facilities for the elderly.

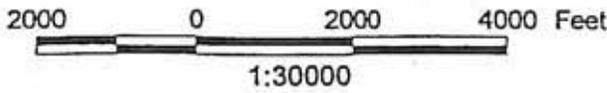
Implementation Schedule

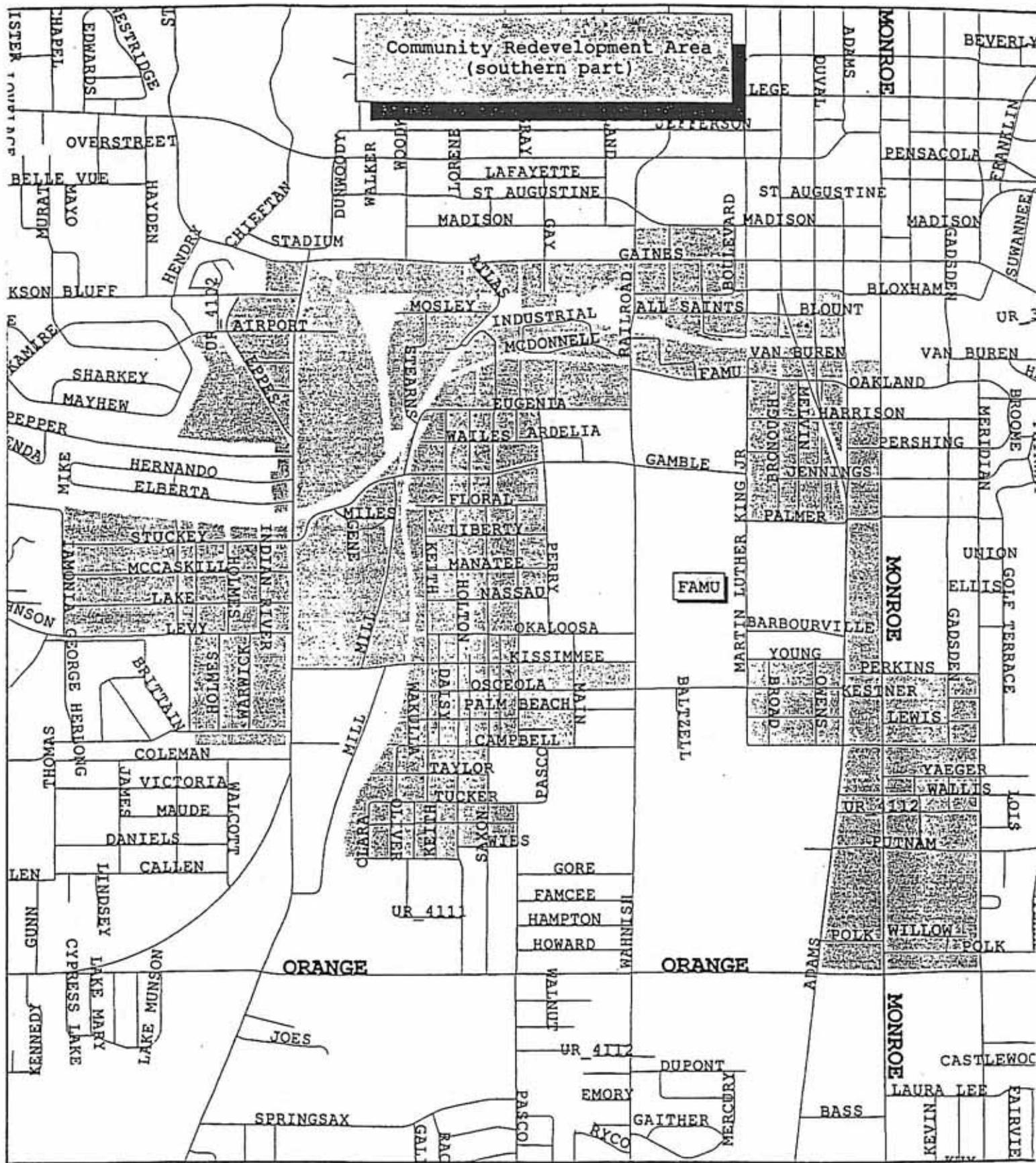
Project	Description	Begin	End
Neighborhood collaboration	Develop neighborhood planning and action capacity and form an area-wide advisory committee	2000	2002
Early action projects	Neighborhood projects to build capacity for action and a track record of success	2000	2002
Educational strategic plan	A school board initiative to guide its use of tax increment revenues	2000	2002
Carolina Place	Residential development, 40 dwelling units	2000	2002
Infill housing	New houses on vacant lots, 505 dwelling units	2000	2020
All Saints Phase 1	Residential rehabilitation and new construction and commercial development	2000	2007
Medical Commons	South side residential, 25 dwelling units	2000	2002
North Monroe/ Tharpe Street	Revitalization of obsolete commercial structures, 78,000 s.f., and residential development, 100 dwelling units	2000	2002
Gaines Street	A new urban neighborhood with high density housing, 1150 dwelling units, and commercial development, 140,000 s.f.	2001	2007
Macomb Street	Marketplace center with retail and office development, 71,000 s.f.	2001	2003
Civic Center	A hotel, commercial development, 188,000 s.f., and apartments, 150 dwelling units, on between Gaines Street and the Civic Center	2002	2007
S. Monroe Phase 1	Commercial development, 150,000 s.f.	2002	2007
N. Monroe Phase 1	Commercial development, 30,000 s.f.	2002	2007
Tennessee Street	A new urban neighborhood with high density housing, 700 dwelling units, and commercial development, 87,000 s.f.	2002	2008
S. Monroe Phase 2	Residential development, 100 dwelling units	2004	2007
University Village	Commercial development at Tennessee and Copeland, 30,000 s.f.	2005	2008
All Saints Phase 2	Residential and commercial development	2008	2017
S. Monroe Phase 3	A new urban neighborhood with high density housing and commercial development	2020	2030



Legend

- Water Bodies
- Community Redevelopment Area





Community Redevelopment Area
(southern part)

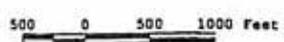
FAMU

ORANGE

ORANGE

Legend

- Streets
- ▨ Redevelopment Area



1:18000



APPENDIX

Justification for Establishment of a Community Redevelopment Area and Legal Description of the Redevelopment Area

Summary

In 1998 a survey was conducted in a 581 block study area in Tallahassee to determine the extent of physical blight. Conditions surveyed included deterioration of buildings and sites, unsanitary conditions, and obsolescence.

To be considered as blighted a block had to exhibit substantial building deterioration or at least three other conditions such as vacancy, obsolescence, deterioration of the site, or unsanitary conditions. Building deterioration was considered to be substantial when 20% or more of the buildings in a block were deteriorating. 213 blocks were classified as blighted in the inner-city both north and south of the downtown area.

A redevelopment area includes blocks classified as blighted, and in addition may include other nearby blocks that, while not blighted, must be included in an overall plan elimination of blight. After completion of a redevelopment plan, the area can be improved using tax increment financing. Tax increment financing stimulates improvements by pledging future growth in the tax base to pay the cost of those improvements.

Field survey and aggregation of data

The initial study area comprised an inner-city area of 581 blocks that was surveyed from the exterior during the period from October 1997 through June 1998.

When a building was found to be in deteriorating condition, a *building work sheet* was completed noting the type and degree of deterioration. Buildings were classified in four categories:

- (1) Sound Condition.
- (2) Minor Deterioration (defects in the roof, walls, chimney, doors, or windows, such as worn material, cracks, and broken glass).
- (3) Major Deterioration (defects over a larger area or a combination of defects).
- (4) Dilapidated (major elements are giving way, or virtually no doors and windows are in good condition, or a combination of major defects).

Information was also collected relating to vacancies, abandoned foundations, deteriorated site conditions and unsanitary conditions. Information on each block was entered into *block work sheets*. Data from block work sheets was entered into summary forms and later entered into a computer spreadsheet for analysis of the overall extent of blighting conditions

Application of criteria

To be counted as blighted, a block had to exhibit deterioration of 20% of buildings or a combination of three other conditions such as vacant buildings, obsolescence (indicated by abandoned foundations), site deterioration (indicated by broken pavement or other appurtenances) and unsanitary conditions (indicated by accumulations of trash and other debris).

The redevelopment area

A map was prepared showing the blocks identified as blighted. A redevelopment area may include blocks that meet the blight criteria and blocks which do not meet the criteria but are necessary to the objective of preparing an overall plan for redevelopment. A second map was prepared showing the boundaries of the redevelopment area.

Basis for Finding of Necessity

The necessity for redevelopment in the redevelopment area is related to blight as defined in Florida Statutes, Chapter 163.340. Applicable indicators include building deterioration, site deterioration, unsanitary conditions, vacancies and obsolescence.

Building Deterioration

The building deterioration rate exceeded 20% in 187 blocks. All of these blocks were identified as blighted.

Site Deterioration and Deficiencies

Site deterioration and deficiencies (in the form of broken paving and sidewalks, missing curbs and crumbling appurtenances, such as fences and walls) were found in 99 blocks.

Unsanitary Conditions

Unsanitary conditions (including accumulations of trash and debris, such as old tires, discarded machinery and furniture, and broken glass) were found in 243 blocks.

Vacancies

Vacant buildings were found in 74 blocks in the study area.

Abandoned Foundations

Abandoned foundations, indicating obsolescence, were found in 103 blocks.

Blocks Meeting Blight Threshold

A total of 213 blocks met the blight threshold. A deterioration rate of 20% or higher accounted for 187 blocks. A combination of at least three other conditions caused 26 other blocks to be classified as blighted.

Boundary

The redevelopment area boundary is based upon the 213 blocks that met the blight threshold, plus others necessary to achieve a contiguous area for planning purposes. The boundary includes (a) an area north of downtown, and (b) an area south of downtown. The redevelopment area does *not* include the state capitol or the adjacent downtown office district since those were not found to be blighted.

BOUNDARIES OF THE TALLAHASSEE REDEVELOPMENT AREA ARE AS FOLLOWS:

THE FIRST BEING TO WIT:

BEGIN at the centerline intersection of Colorado Street and West Tharpe Street; thence Easterly along the centerline of West Tharpe Street to the intersection with the northerly extension of the westerly boundary line of Green Acres, a subdivision recorded in Plat Book 3, Page 189 of the Public Records of Leon County, Florida; thence Southerly along said westerly boundary and its extension to the northeast corner of that property described in Official Record Book 294, Page 339 (Tax I.D. 21-26-20-003-0000) of said Public Records; thence Westerly along the northerly boundary line of said described property to the northwest corner of said described property; thence Southerly along the westerly boundary line of said described property to an intersection with the northerly boundary line of Greenwood Cemetery, a map or plat recorded in Plat Book 2, Page 113 of said Public Records; thence Westerly along said northerly boundary line and its extension thereof to an intersection with the centerline of Old Bainbridge Road; thence Southerly along said centerline to an intersection with the easterly extension of the southerly boundary line of that property described in Official Record Book 1512, Page 1428 (Tax I.D. 21-26-20-019-0000) of said Public Records; thence Westerly along said southerly boundary line and its extension thereof and along the southerly boundary line of that parcel described in Official Record Book 1645, Page 572 (Tax I.D. 21-26-20-089-0000) of said Public Records, and along the southerly boundary line and a westerly extension thereof of that parcel described in Official Record Book 2054, Page 1099 (Tax I.D. 21-26-20-224-0000), of said Public Records, to an intersection with the centerline of Colorado Street; thence Northerly along said centerline to the **POINT OF BEGINNING**.
Containing 65 acres more or less.

THE SECOND BEING TO WIT:

BEGIN at the centerline intersection of West Tharpe Street and North Monroe Street; thence Southerly along the centerline of North Monroe Street to an intersection with the centerline of East Fourth Avenue; thence Westerly along said centerline to an intersection with the centerline of North Adams Street; thence Southerly along said centerline to an intersection with the centerline of West Third Avenue; thence Westerly along said centerline to an intersection with the centerline of North Duval Street; thence Southerly along said centerline to an intersection with the centerline of West Brevard Street; thence Westerly along said centerline to an intersection with the centerline of North Bronough Street; thence Southerly along said centerline to an intersection with the centerline of West Tennessee Street; thence Westerly along said centerline to an intersection with the centerline of Dewey Street; thence Northerly along said centerline to an intersection with the centerline of West Virginia Street; thence Westerly along said centerline to an intersection with the centerline of North Woodward Avenue; thence Northerly along said centerline to an intersection with the centerline of Alabama Street; thence Easterly along said centerline to an intersection with the centerline of Old Bainbridge Road; thence Northwesterly along said centerline to an intersection with a southwesterly extension of the northerly boundary line of that property described in Official Record Book 1756,

Page 502 (Tax I.D. 21-26-20-083-0000) of said Public Records: thence Northeasterly along said northerly boundary line and said extension to an intersection with the westerly boundary line of Gibbs Terrace, a subdivision recorded in Plat Book 4, Page 95 of said Public Records; thence Northerly along said westerly boundary line and the westerly boundary line of Gore Subdivision, a subdivision recorded in Plat Book 3, Page 141 of said Public Records, to an intersection with the westerly extension of the centerline of Efferson Street; thence Easterly along said centerline extension and said centerline to an intersection with the centerline of Gibbs Drive; thence Southerly along said centerline to an intersection with the centerline of West Seventh Avenue; thence Easterly along said centerline to an intersection with the centerline of North Martin Luther King Boulevard.; thence Northerly along said centerline to an intersection with the centerline of West Tharpe Street; thence Easterly along said centerline to the POINT OF BEGINNING; Less and Except Oakland Cemetery and it's Additions 1, 2, and 3 as shown on the plats recorded in Plat Books 1, Page 7; Plat Book 2, Page 99; Plat Book 2, Page 123 and Plat Book 12, Page 7, all of said Public Records and those properties described in the following: Deed Book 198, Page 223 Tax I.D. 21-25-20-851-0000); Official Record Book 580, Page 810 (Tax I.D. 21-25-20-804-0000) and Official Record Book 2135, Page 1735 (Tax I.D. 21-25-20-601-0000), all of the Public Records of Leon County, Florida. Containing 540 acres more or less.

THE THIRD BEING TO WIT:

BEGIN at the intersection of the southerly extension of the westerly boundary line of that parcel described in Official Record Book 1811, Page 105 (Tax ID 21-35-20-000-1110) of the Public Records of Leon County, Florida, with the centerline of Jackson Bluff Road; thence Northerly along the west boundary line of said parcel to an intersection with centerline of relocated Stadium Drive; thence Easterly along said centerline and along the centerline of West Gaines Street to an intersection with the centerline of Railroad Avenue; thence North along the centerline of Railroad Avenue to an intersection with the centerline transition of St. Augustine Road into Madison Street; thence Southeasterly along said centerline transition and along the centerline of Madison Street to an intersection with the westerly right-of-way boundary of Boulevard Street; thence South along said westerly right-of-way to an intersection with the centerline of West Gaines Street; thence east along said centerline to an intersection with the centerline of the easternmost north/south roadway of Boulevard Street; thence South along said centerline to an intersection with the centerline of All Saints Street; thence East along said centerline to an intersection with the centerline of Duval Street; thence North along said centerline to an intersection with the centerline of West Bloxham Street; thence Easterly along said centerline to an intersection with the centerline of South Adams Street; thence South along the centerline of South Adams Street to an intersection with the centerline of West Van Buren Street; thence East along said centerline to an intersection with the centerline of South Monroe Street; thence South along said centerline to an intersection with the centerline of Perkins Street; thence east along said centerline to an intersection with the centerline of South Meridian Street; thence South along said centerline to an intersection with the centerline of Orange Avenue; thence West along said centerline to an intersection with the centerline of South Adams Street;

thence Northerly along said centerline to an intersection with the centerline of Palmetto Street; thence West along said centerline to an intersection with the centerline of South Martin Luther King Jr. Boulevard; thence North along said centerline to an intersection with the centerline of Young Street; thence east along said centerline to an intersection with the centerline of South Adams Street; thence North along said centerline to an intersection with the centerline of Palmer Avenue West; thence West along said centerline to an intersection with the centerline of South Martin Luther King Jr. Boulevard; thence Northerly along said centerline to an intersection with the centerline of Farnu Way; thence Westerly and Northwesterly along said centerline to an intersection with the centerline of Wahnish Way; thence South along said centerline to an intersection with the centerline of Eugenia Street; thence Westerly along said centerline to an intersection with the centerline of Perry Street; thence South along said centerline to an intersection with the centerline of Nassau Street; thence West along said centerline to an intersection with the centerline of Pasco Street; thence South along said centerline to an intersection with the centerline of Kissimmee Street; thence east along said centerline to an intersection with the centerline of Wahnish Way; thence South along said centerline to an intersection with the centerline of Osceola Street; thence West along said centerline to an intersection with the centerline of Main Street; thence South along said centerline to an intersection with the centerline of Campbell Street; thence West along said centerline to an intersection with the centerline of Saxon Street; thence South along said centerline to an intersection with the centerline of Tucker Street; thence East along said centerline to an intersection with the centerline of Pasco Street; thence South along said centerline to an intersection with the centerline of Wies Street; thence West along said centerline to an intersection with the centerline of Holton Street; thence Southerly and Southeasterly along said centerline to an intersection with the easterly extension of the southerly boundary of Oliver Heights, a subdivision as per plat thereof, recorded in Plat Book 2, Page 98 of said Public Records; thence West along the south boundary of said Oliver Heights and along the south boundary of West Oliver Heights, a subdivision as per plat thereof recorded in Plat Book 2, page 124 of said Public Records and along the south boundary of Addition To West Oliver Heights, a subdivision as per plat thereof, recorded in Plat Book 3, Page 12 of said Public Records to an intersection with the easterly boundary of the abandoned Seaboard Air Line Railroad, now known as the St. Marks Bike Trail; thence Northerly and Northeasterly along said easterly boundary to an intersection with the centerline of Kissimmee Street; thence East along said centerline to an intersection with the centerline of Lake Bradford Road; thence South along said centerline to an intersection with the centerline of Hutchinson Avenue; thence East along said centerline to an intersection with the centerline of Hillsborough Street; thence North along said centerline to an intersection with Levy Avenue; thence West along said centerline to an intersection with the centerline of Iamonia Street; thence North along said centerline to an intersection with the southerly right-of-way boundary of the Seaboard Air line Railroad (now known as CSX Railroad); thence Easterly along said southerly right-of-way boundary to an intersection with the westerly right-of-way boundary of Lake Bradford Road; thence North along said right-of-way boundary to an intersection with the southerly boundary of Lot 90, Block A of Elberta Empire, a subdivision as per plat thereof, recorded in Plat Book 2, Page 110 of the Public Records

of Leon County, Florida; thence Westerly along the southerly boundary of said Lot 90 to the southwest corner of said Lot 90; thence Northerly along the westerly boundary of said Lot 90 and Lots 89, 88, and 87, Block A of said Elberta Empire to the southerly right-of-way boundary of Elberta Drive; thence, crossing said Elberta Drive to the northerly right-of-way boundary of said Elberta Drive at the southwest corner of Lot 1, Block C of said Elberta Empire subdivision; thence Northerly along the westerly boundary of Lots 1 thru 8, of said Block C to the southerly right-of-way boundary of Hernando Drive; thence, Crossing Hernando Drive to the northerly right-of-way boundary of said Hernando Drive at the southwest corner of Lot 1, Block A of said Elberta Empire subdivision; thence Northerly along the westerly boundary of Lots 1 thru 4, Block A of said Elberta Empire subdivision to the northwest corner of Lot 4, Block A of said Elberta Empire subdivision; thence Easterly along the north boundary of said Lot 4, Block A to an intersection with the westerly boundary of Lot 3, Block F, Elberta Empire Addition Unit 1, a subdivision as per plat thereof, recorded in Plat Book 3, Page 67 of said Public Records; thence North along the westerly boundary of Lots 3, 2, 1 of said Block F, crossing Pepper Drive to the southwest corner of Lot 3, Block E of said Elberta Empire Addition Unit 1 to an intersection with the north boundary of said subdivision last referenced; thence East along the north boundary of said subdivision last referenced to an intersection with the westerly right-of-way boundary of Lake Bradford Road; thence North along said westerly right-of-way boundary to an intersection with the westerly boundary of Lake Bradford Road, a subdivision as per plat thereof, recorded in Plat Book 3, Page 57 of said Public Record; thence Northwesterly, Northerly and Northeasterly along the westerly boundary of said Lake Bradford Road subdivision to an intersection with the southerly right-of-way boundary of Jackson Bluff Road; thence east along said southerly right-of-way boundary to an intersection with the southerly extension of the westerly boundary line of that parcel described in Official Record Book 1811, Page 105 (Tax ID 21-35-20-000-1110) of the Public Records of Leon County, Florida, thence North along said southerly extension to the POINT OF BEGINNING.

Containing 850 acres, more or less.

The above areas contain in the aggregate 1455 acres, more or less.