

**CITY OF GULF BREEZE  
COMMUNITY REDEVELOPMENT PLAN**

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# CITY OF GULF BREEZE COMMUNITY REDEVELOPMENT PLAN

## INTRODUCTION

Since the 1950's, Gulf Breeze has witnessed significant commercial growth and investment occurring along U. S. Highway 98. Development has consisted primarily of retail stores, service stations, offices, restaurants, motels and strip shopping centers.

Highway 98 has fed the City's commercial growth, but it has also produced a major problem -- the lack of a downtown identity. Although the people necessary for the creation of a prosperous marketplace exist, a true downtown has never been able to emerge. Instead a development pattern often referred to as "strip" has resulted. The four to six lanes of traffic which bring many visitors to the City in reality bring visitors through the City as they travel to and from Pensacola, Pensacola Beach, the unincorporated portions of south Santa Rosa County or further destinations. The open, paved environment of the strip does not provide an inviting place for people; rather it focuses on the automobile. In Gulf Breeze that's approximately 40,000 vehicles per day, and there is no viable alternative to heavy traffic volume continuing in the future. Indicative of the problem is the sustainability of retail trade in Gulf Breeze. A survey conducted in September, 1989 reported high vacancy rates in retail and office units within the "inner city" area along U. S. 98, together with other indicators of growing blight.

Realizing the need for a plan of action to address the City's future redevelopment, City Council established a Community Redevelopment Area and a Community Redevelopment Agency in December, 1989. The City's Comprehensive Plan, adopted in September, 1990, sets forth a policy statement (Future Land Use Element, page 1-5) which commits the City to: "Create a functioning Community Redevelopment Agency by the end of 1990 to promote redevelopment of the Gulf Breeze commercial/multi-family core area." The City Council created the CRA pursuant to the Community Redevelopment Act of 1969, amended in 1977 (Chapter 163, Part III, Florida Statutes. See Annex A.) The purpose of the act is to provide local governments in Florida with the tools necessary to revitalize portions of their communities. The Act authorizes the establishment of Community Redevelopment Agencies (CRAs) to administer redevelopment programs. Powers delegated to the CRAs include the power to designate certain areas as slum or blighted, grant final approval and modification to community redevelopment plans, issue revenue bonds, and implement redevelopment and infrastructure improvement plans. The City Council of Gulf Breeze has designated itself as the Community Redevelopment Agency and has adopted this plan, the "Gulf Breeze Community Redevelopment Plan," to assist the City with addressing the early signs of blight identified in 1989 and to stimulate economic development within the Community Redevelopment Area.

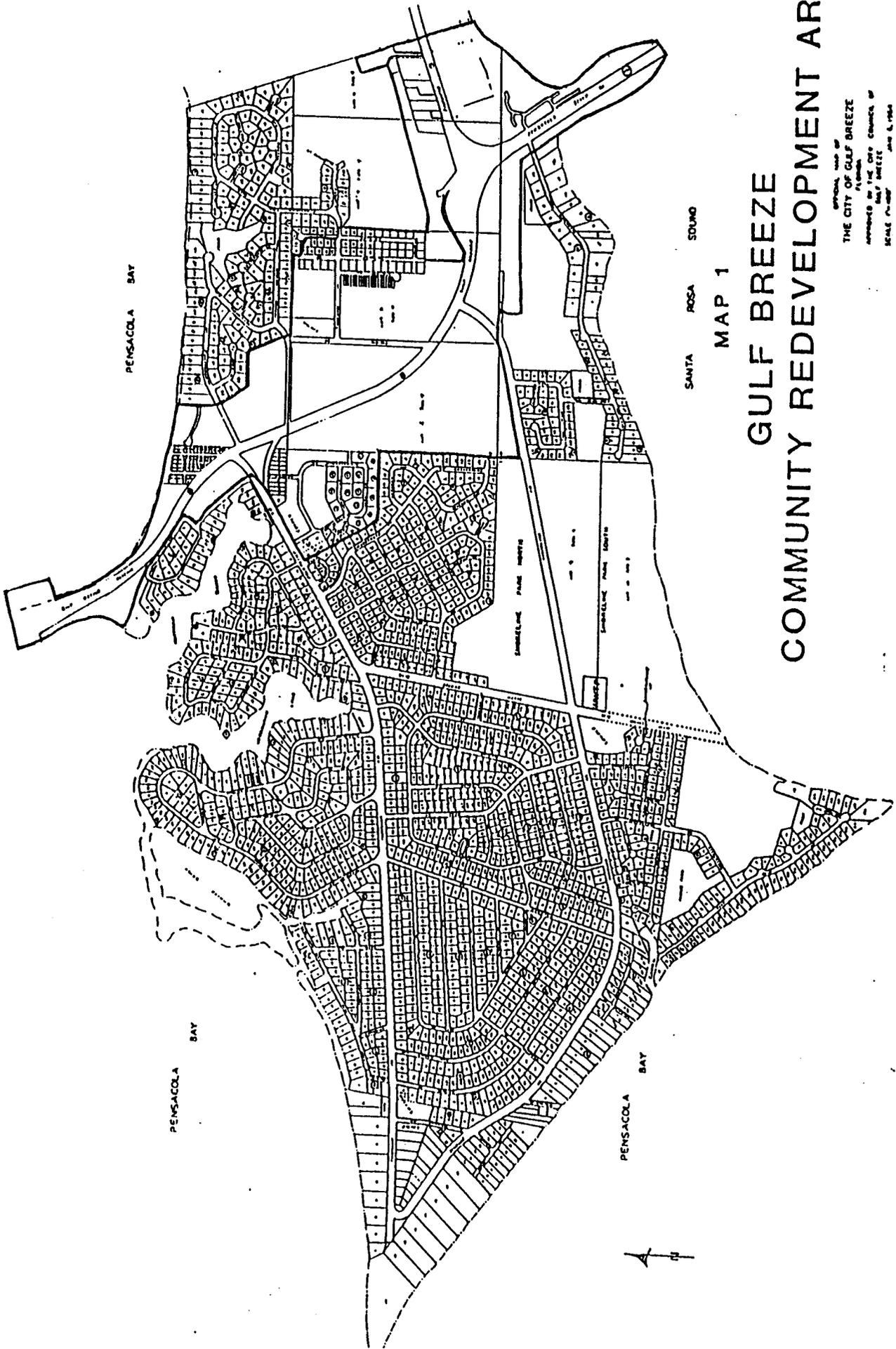
Gulf Breeze's situation, while clearly in need of remedial action, is not hopeless. With effective action by the CRA, many of the strengths of an otherwise outstanding community can be

directed toward its inner City. There is great potential for an attractive, waterfront entry image. Trees and landscaping of public and private spaces can do much to make the inner city cool and green. The school zone in the center of town can be enhanced to create a visual break between commercial zones on either side. Traffic circulation can be improved without the loss of green highway medians. By these actions, and others, private reinvestment can be encouraged.

### INDICATORS OF POTENTIAL BLIGHT

During September, 1989, the City of Gulf Breeze conducted a survey (Annex C) for the purpose of gathering data regarding the structural conditions and vacancy rate of structures within a designated study area. Map 1 on page 4 delineates the boundary of the survey area which was subsequently designated as the Gulf Breeze Community Redevelopment Area. The information compiled from the survey substantiates a trend toward conditions of blight spreading within certain pockets of the City during a time of relative health in the regional economy.

According to the report, the majority of structures within the City (residential and commercial) have been constructed since 1950. As a result, the majority of structures were reported to be in standard condition. The survey reported that 67 retail establishments, 97 office units and 365 single and multi-family units existed within the study area. The City's housing stock was reported to have no significant problems concerning conditions, vacancy or availability. However, the survey reported that



MAP 1

# GULF BREEZE COMMUNITY REDEVELOPMENT AREA

APPROVED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF GULF BREEZE, FLORIDA  
 APPROVED BY THE CITY COUNCIL OF GULF BREEZE  
 SCALE 1" = 100' DATE: JAN 1, 1964  
 REVISED AS PER URBAN PLAN JAN 14, 1964

approximately 40% of the retail units within the study area were vacant. In one example, a major anchor store within a shopping center was examined. The report stated that this highly visible vacancy created a negative image for the shopping center and study area since the majority of the parking lot and shopping center were empty with only minimal activity occurring at the remaining smaller stores.

Another significant indicator of blight reported within the study area, according to the survey, was the presence of an out of business motel which had undergone over the years, a slow uncoordinated transformation into an office/retail complex. Nine of the 17 units were reported to be vacant. The exterior maintenance of the facility had been neglected resulting in an unsightly appearance at a highly visible location within the study area. This condition perpetuates vacancy, continued physical deterioration and ever lower investment potential: the classic blight model. The survey also revealed another segment of the study area experiencing physical and business decline was an older commercial strip (the Benson Complex) located immediately adjacent to the highway. A gradual slippage in business activity and the eventual closing of some businesses within the Benson Complex was observed. The survey reported that a restaurant in the same area had also gone out of business after a number of successful years in operation.

The study reported that approximately 20% of the office units within the study area were vacant. The office vacancies were scattered throughout the study area. Several of the units had been

reported vacant for years; others had experienced a continuing tenant turnover. As a result, the presence of weeds, debris, lack of landscaping and unused buildings existed within the City.

#### **DESIGNATION OF A COMMUNITY REDEVELOPMENT AREA**

Recognizing the need to address the early signs of blight which were reported within the City of Gulf Breeze, the City Council identified a portion of the City as the Gulf Breeze Redevelopment Area. Map 1 delineates the boundary of the Redevelopment Area.

The Community Redevelopment Act defines blighted area as "an area in which there are a substantial number of slum, deteriorated or deteriorating structures and conditions which endanger life or property by fire and other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals or welfare in its present condition and use:

- a) Predominance of defective or inadequate street layout;
- b) Faulty lot layout in relation to size, adequacy, accessibility or usefulness;
- c) Unsanitary or unsafe conditions;
- d) Deterioration of site or other improvements;
- e) Tax or special assessment delinquency exceeding the fair value of the land; and
- f) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous areas."

It is also the intent of the Community Redevelopment Act to

prevent and eliminate slums and blight as a matter of State policy and concern. Furthermore, the Act addresses the elimination and prevention of the development or spread of urban blight.

As a result, the City Council of Gulf Breeze has established itself as the Community Redevelopment Agency (CRA) assuming the responsibility for preparation and implementation of the Community Redevelopment Plan consistent with the requirements of the Florida Community Redevelopment Act.

### **REDEVELOPMENT PLAN - PROGRAMS AND PROJECTS**

The Gulf Breeze Community Redevelopment Plan has been prepared as a guide to direct the Community Redevelopment Agency (CRA) and establish the framework for all redevelopment programs, projects and funding. The plan focuses on the redevelopment of the public environment -- primarily the treatment of existing streets, school property and park property. The overall objective is to eliminate and prevent the development or spread of slums and urban blight.

This will be done through programs and projects which:

- . Support and encourage private investment
- . Create a positive, healthy environment by effective public investments
- . Support business promotion initiatives by the Gulf Breeze Chamber of Commerce and other such groups
- . Identify funding sources for public expenditures necessary for redevelopment activities
- . Increase the tax base within the redevelopment area
- . Capitalize on the City's waterfront:
  - . Wayside Park improvement project

- . Enhance recreational access to surface water
- . Create and implement Urban Design objectives:
  - . Streetscape
  - . Street lighting
  - . Sign Standards
  - . Improve school zone landscaping
  - . Litter prevention
  - . Parking lot landscaping
  - . Median landscaping
  - . Strong entry image
- . Increase the tax base within the redevelopment area
- . Improve traffic flow
  - . Maintain Level of Service (LOS) "D" on U. S. 98
  - . Manage access onto U. S. 98
  - . Provide adequate off-street parking
  - . Enhance pedestrian and bicycle movement within District

**DEVELOPMENT OF GULF BREEZE WAYSIDE PARK**

The City of Gulf Breeze intends to develop Wayside Park into a major recreational asset and an impressive entryway into the City. Map 2 on page 9 shows the location of the park at the foot of Pensacola Bay Bridge.

The purpose of developing the park is to promote the orderly redevelopment of the northern entryway into the City and to provide important open space and water dependent recreation to area visitors and residents. The development will enhance the City's appearance to approaching visitors, assist with the preservation of the shoreline vista, and promote high quality site planning along Highway 98 in the future. It will also capitalize on the excellent 1.5 mile recreational fishing pier which currently serves

**MAP 2**

**WAYSIDE PARK REDEVELOPMENT PLAN**

**(Map to be provided)**

thousands of residents and visitors.

Upon completion the park will provide public recreational uses including fishing, picnicking and boating with support services such as restrooms and parking. The City is also considering with the State of Florida development of a maritime archaeological laboratory and museum on the site. A detailed project plan is appended to this Plan as Annex E.

## TRANSPORTATION

### Traffic Circulation

In October, 1986, the City of Gulf Breeze proposed a study of traffic operations on U.S. Highway 98 through the City of Gulf Breeze. The purpose of the study was to improve the overall movement of all modes of transportation in the City, including the movement of through traffic, access to commercial areas fronting on the highway and movement across the highway. In response, the Gulf Breeze U.S. 98 Traffic Study was prepared by a technical subcommittee of the Pensacola Metropolitan Planning Organization (MPO) and formally adopted by the MPO. The study identified the following as objectives that had to be addressed:

1. Reduce the volume of traffic cutting through the City neighborhoods, attempting to avoid traffic congestion on U.S. 98 by improving operations on the highway.
2. Improve the operation of the Fairpoint/Northcliff and Hoffman/Andrew Jackson intersections with U.S. 98 to increase through traffic volumes on the highway.
3. Incorporate turn lanes and median improvements coordinated with school traffic operations and physical improvements to

the school properties to improve safety and traffic flow in the school area.

4. Review the number and locations of curb cuts along U.S. 98 for potential relocation, combination and altering driveway geometry.
5. Analyze other patterns of ingress and egress on the highway between the Bay Bridge and National Seashore/Bob Sikes Bridge to identify problems and improve traffic operations.

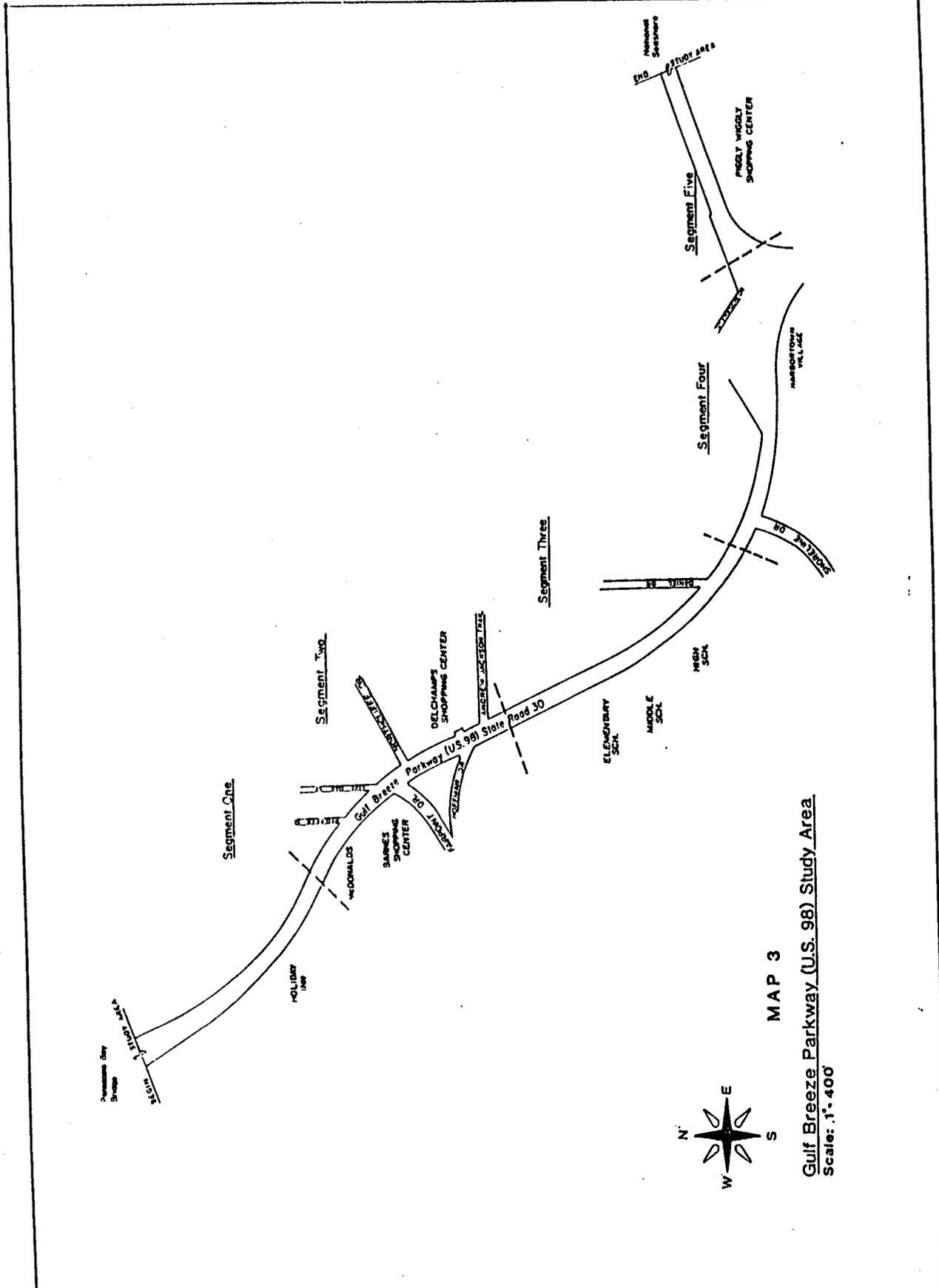
For the purposes of examining U. S. Highway 98, the highway was divided into the following sections:

- . Segment 1: Eastbound and westbound U. S. 98 from the Pensacola Bay Bridge eastward to just west of McDonald's.
- . Segment 2: Eastbound and westbound from McDonald's eastward to include Andrew Jackson Trail.
- . Segment 3: Eastbound and westbound U.S. 98 from the Elementary School eastward to include the Beacon Station and Gulf Breeze Realty.
- . Segment 4: Eastbound and westbound U.S. 98 from Alan Davis Gift Shop eastward to St. Francis Drive.
- . Segment 5: Eastbound and westbound U.S. 98 from just east of St. Francis Drive eastward to the beginning of the Naval Live Oaks Reservation.

Map 3 on page 12 delineates the five segments of U.S. Highway 98.

#### Traffic Study Implementation Plan

The system-wide recommendations and status of each recommendation from the Gulf Breeze/U.S. 98 Traffic Study are located in Annex F.



MAP 3  
 Gulf Breeze Parkway (U.S. 98) Study Area  
 Scale: 1" = 400'

## LEVEL OF SERVICE

The City, as required by the 1985 Growth Management Act prepared and adopted a comprehensive plan that identifies strategies to deal with growth and the demands that new growth places on public services. Within the comprehensive plan, a section was devoted exclusively to traffic circulation in the City.

Analysis of the roadway system in the comprehensive plan indicated that U.S. Highway 98 from the midpoint of the 3-Mile Bridge to the Fairpoint intersection was operating at level of service (LOS) "E." A system of measuring the "level of service" for roadways, ranging from "A-F" was employed. The State of Florida requires the City to adopt a level of service (LOS) for each roadway within its jurisdiction, including state roads such as U. S. Highway 98. The State also requires that State roads may not be allowed to operate at an LOS of lower than "D" unless an agreement is reached between the City and FDOT to "degrade" the roadway by an mutually agreed percentage based on traffic counts.

In September of 1990, the City and FDOT agreed that the roadway segment from the 3-Mile Bridge to the Fairpoint intersection would be declared a "backlogged facility." This backlog designation allows a 15% degradation of traffic volume increase of the 1988 average daily traffic count (ADT) of 41,802 used in the City's Comprehensive Plan. This equates to an additional 6,270 vehicles per day.

In essence, this agreement buys the City time by not creating a potential development moratorium, or requiring a commitment by the City to improve the 3-Mile Bridge.

The City will be working closely with FDOT, DCA, the MPO and other affected governments to coordinate a regionalization response to traffic problems, such as U. S. Highway 98's level of services, that transcend boundaries or limits.

## **STREETSCAPE**

### **U.S. 98 Medians**

In 1986 the City of Gulf Breeze initiated a program to totally rebuild the irrigation system and completely re-landscape the U.S. 98 medians. The newly landscaped medians contain turf grass and trees, but not shrubs. When grown to maturity, the trees (live oak, crepe myrtle, ligustrum, Bradford pear, and windmill palm) will provide shade and greenery down the middle of the street. Using trees with foliage no lower than approximately 6 feet above grade, motorists and pedestrians are able to see through the medians to store fronts and signage on the other side, while sight lines are blocked to overhead power lines which run along the edge of the right-of-way.

The CRA will support the City in its continued program to maintain and enhance the U. S. 98 medians so critical to the overall aesthetics of the district. It is the City's responsibility to maintain the irrigation systems, fertilize turf and trees, and keep the trees properly pruned. Routine mowing, and edging and litter pick up in the medians are accomplished through the City's median sponsorship program. Under this program private businesses and individuals assume routine maintenance responsibilities, and in return receive a small 18" x 24" sign in

the median proclaiming their sponsorship. This program emphasizes civic pride in maintenance of the public right-of-way, and it also relieves the City of considerable public expense.

The Community Redevelopment Plan recognizes the importance of green medians. Any improvements to the transportation system, as discussed elsewhere in this Plan, must not remove or significantly alter the medians.

### Parking Lot Landscaping

The City of Gulf Breeze has a parking lot landscape ordinance as part of its land development regulations. The ordinance requires that a minimum of 5% of the total developed area of any parcel in the City be dedicated to landscaping. The ordinance requires that a minimum 5 foot wide landscape buffer be installed and maintained between rights-of-way and off-street parking areas. The vegetated buffer is to constitute an opaque screen at least one square foot of interior landscaping for each 50 square feet of parking, and a total of at least one tree for every 100 square feet of landscaped area.

The Community Redevelopment Agency will work with the City of Gulf Breeze to ensure that these minimum landscape standards are enforced in new and existing parking lots.

The CRA will also coordinate private sector compliance to achieve compatibility of landscape materials. Specifically, standards for street trees in the landscaped buffer zone adjacent to the right-of-way will match the median trees, i.e., live oak, crepe myrtle, ligustrum, and Bradford pear.

## School Zone

In the center of the Gulf Breeze commercial strip lies Gulf Breeze Elementary School, Gulf Breeze Middle School and Gulf Breeze High School. U.S. 98 bisects the school property with the three schools located on the west side of the roadway, and the high school football stadium with adjacent athletic fields on the east side. School property is connected by an overhead walkway across U.S. 98. Unfortunately, scant school resources over the years have gone into landscaping and landscape maintenance. This, coupled with chainlink fences running along the edge of the right-of-way on much of the school property, and the underside of the stadium facing the highway, make for an overall unattractive feature in the center of Gulf Breeze.

The school campus also creates a break in what otherwise would be a contiguous retail zone. This is a negative in that it cuts down the ability for pedestrians to move about in the commercial core, but it is a positive in that it provides a break in what would otherwise be an extended strip commercial area.

The school zone can be capitalized on by enhancing the "campus" atmosphere to create a cool, green break in the hard commercial uses on either side of the school zone. Specifically, chainlink fences, where they are necessary at all, should be set back behind greenery. Furthermore, and most importantly, the entire edge of the street on both sides of the roadway should be planted with live oak or other street trees to create a canopied corridor. The City needs to work with the School Board to improve the overall landscape quality and professional care of the school

grounds particularly along the edges which face U.S. 98. The rear of the stadium can be screened with the planting of large trees. Equipment stored under the bleachers needs to be removed from sight.

An excellent example of what can be done to enhance the roadway edge through a partnership between the City, private developers, and the School Board, can be seen on Andrew Jackson Trail. When the City reconstructed Andrew Jackson Trail in 1990, it irrigated the School Board side of the roadway and planted grass and crepe myrtles all along the right-of-way between U.S. 98 and Daniel Drive. This treatment will be paralleled on the north side of Andrew Jackson Trail adjacent to the shopping center as part of redevelopment plans for the shopping center itself. The Community Redevelopment Agency and the City need to work closely with the School Board to direct resources necessary to improve the appearance of the school grounds for the overall benefit of the district.

### Street Lighting

Another aesthetic weakness of U.S. 98 is the existing street lighting. Street lights are mounted on wooden poles located in the medians. Power lines cross over the street from utility poles on the edge of the street. Street lighting needs to be replaced with new poles and fixtures and underground power to provide both better street lighting and more attractive poles and fixtures. Such an improvement could come as part of a future Department of Transportation street improvement project (as discussed in the section of this report on Transportation) or with the use of tax increment funds when they become available.

## Pedestrian Access in Commercial Area

Both sides of U.S. 98 have sidewalks along most of the highway segment between the overpass and the Holiday Inn. Improvements to the U.S. 98/Fairpoint intersection include crosswalks with pedestrian "walk-do not walk" signs. The pedestrian overpass in the school zone has already been mentioned. These sidewalk/pedestrian systems will become increasingly important in the future as multi-family and single family residential areas within walking distance of the commercial core build out.

The City recently installed a new sidewalk as part of the reconstruction of Andrew Jackson Trail in order to expand the sidewalk system into the Baycliffs/Northcliff area.

Locations for additional sidewalks include:

- . The east side of U.S. 98 from Wayside Park to Bay Bridge entrance;
- . The north side of U.S. 98 from Saint Francis (McClure) Drive to the Naval Live Oaks Reservation;
- . Daniel Drive from U.S. 98 to Andrew Jackson Trail.

The CRA firmly supports preservation and extension of the sidewalk system. Any widening or improvements to U. S. 98 must not be done at the expense of the sidewalks.

## Architectural Standards

The style of buildings and structures along U.S. 98 have not been guided by any architectural traditions or guidelines. Not surprisingly, a variety of architecture has resulted. Some of it is appealing, but most of it is not. While it is probably unrealistic to establish an architectural theme, the CRA should look to several principles to guide future development and

redevelopment. First, wherever possible store fronts should open onto the street and invite the eye from the street into the commercial establishment. This principle has been violated in the case of Harbourtown which effectively turns its back on the street. The City should also give preference to site plans which bring buildings closer to the street with parking areas in the rear rather than large expanses of parking separating the street from the stores.

### Signage

The City of Gulf Breeze has a sign ordinance which controls the size, number and location of signs. The standards have met the test of time and are essential to successful redevelopment. By limiting most signs to 50 square feet, and by disallowing portable signs, billboards and off-premise signs, businesses on U.S. 98 can make themselves known to the public without destroying the aesthetics of the district. The CRA supports the preservation of these sign regulations with amendment only after careful analysis.

### REDEVELOPMENT FUNDING SOURCES

A variety of funding sources can be identified to address the various portions of the total public expenditure requirements associated with redevelopment activities. Tax Increment Financing (TIF) offers a large source of potential revenue. Other significant sources of funding which the City of Gulf Breeze could direct toward redevelopment projects:

- . Local Option Gasoline Tax
- . Franchise Fees
- . State Revenue Sharing

- . Half Cent Sales Tax
- . Florida Recreational Development Assistance Program  
(categorical grant)
- . Special Assessment Financing
- . Gulf Breeze Local GOvernment Loan Pool

**Tax Increment Financing**

Redevelopment activities within the Gulf Breeze Community Redevelopment Area will be funded primarily by tax increment financing (TIF). This is a vital tool for local governments in Florida, authorized by Chapter 163, Florida Statutes, which allows governments to finance, over a term of years, front end costs involved in the redevelopment of blighted areas. Alternatively, these funds can be expended on a "pay as you go basis. Tax Increment funds can be used to prepare a redevelopment plan, acquire property within the redevelopment area, improve property for redevelopment, repave or reroute streets or provide necessary lighting, sidewalks or other public improvements. Gulf Breeze intends to use other General Fund revenue for CRA planning and start up costs, with tax increment funds to fund projects needed to implement the plan.

A primary advantage of tax increment financing is that it is a local funding mechanism, independent of federal grants or other sources of funding. However, federal funds, State grants or other sources of funding can be combined with tax increment dollars in the redevelopment process.

An additional advantage of tax increment financing is that anticipated future TIP revenues can be pledged to support bond

issues. Bonds can be issued to fund the cost of projects with pay back coming from the increase in ad valorem taxes.

The purpose of tax increment financing is to provide a method by which blighted areas can effectively pay for their own redevelopment. The additional ad valorem taxes on real property generated by private development within the redevelopment area are used to offset the public expenditures required to prepare the area for redevelopment. Under tax increment financing provisions, the assessed value of the redevelopment area is "frozen" following adoption of the redevelopment plan. The tax base is frozen as of the most recent assessment roll certified prior to the date of the ordinance adopting the plan. In Gulf Breeze, the 1990 tax roll will be frozen and tax increment will begin to collect as of 1991.

#### Management Plan

Implementation of the City of Gulf Breeze Community Redevelopment Area Plan will be through the Gulf Breeze City Council acting as the Community Redevelopment Agency (CRA). The CRA will function as a public body although it will be a separate legal entity independent of City Council. The CRA has appointed and empowered an Executive Committee composed of the Mayor, City Manager, and City Attorney to perform the following functions:

- Employ any agents or employees, permanent or temporary, as may be required, and determine their qualifications, duties and compensation; subject to approval of funding by the CRA. The City Manager may assign at his sole discretion employees of the City of Gulf Breeze to provide services required by the Community Redevelopment Agency.

- . Prepare community redevelopment plans and modifications thereof for community redevelopment projects in designated community redevelopment areas, subject to approval of the CRA.
- . Work with private investors, other governmental agencies, its agents and consultants, employees and community groups and interests to foster the development and redevelopment of properties within the Community Redevelopment Area.
- . Exercise the powers enumerated in Sections 163.370, 163.380 and 163.385, Florida Statutes, except as they may be limited by the powers reserved by the CRA below.
- . Comply with the reporting requirements and other requirements imposed on community redevelopment agencies by Part III, Chapter 163, Florida Statutes.

The City Council acting as the CRA, has retained to itself the following powers:

- . Determine an area to be a slum or blighted area, designate such area as appropriate for a community redevelopment project, and hold any public hearing required with respect thereto.
- . Grant approval to community redevelopment plans and modifications, after receiving recommendations of the Executive Committee.
- . Authorize the issuance of revenue bonds as set forth in Section 163.385, Florida Statutes.
- . Approve the acquisition, demolition, removal or disposition of property as provided in Section 163.370, Florida Statutes, and the power as provided in Section 163.370, Florida Statutes.

- . Appropriate funds deemed necessary for the administration expense and overhead of the agency.
- . Establish a Redevelopment Trust Fund as provided in Section 163.387, Florida Statutes.

The staff of the various City departments will perform staff functions for the Redevelopment Agency as necessary. The following tasks are the responsibility of the City staff working with the CRA Executive Committee:

- . Prepare budgets for operating and capital expenses.
- . Supervise design and construction of public improvements.
- . Review private development proposals and assist developers with the approval process.
- . Prepare condemnation documents for designated public land acquisition.
- . Assist in the relocation of businesses and residents whenever necessary.
- . Work with public utilities to coordinate improvements in services.
- . Promote private development in the redevelopment area.
- . Continue planning within the redevelopment area.

## **IMPLEMENTATION PLAN**

### **Plan Adoption**

Acting as the designated Redevelopment Agency, the Gulf Breeze City Council must approve and adopt the Gulf Breeze Community Redevelopment Plan.

Prior to consideration of the Plan, the CRA must follow the procedure set forth in Chapter 163.30, Florida Statutes, regarding redevelopment plan adoption. The Section of the Statute addressing the procedure is included in Annex A.

### **Redevelopment Trust Fund**

Immediately following plan adoption, the CRA must authorize establishment of the Redevelopment Trust Fund. Funds allocated to and deposited into the fund will be used by the Redevelopment Agency to finance proposed redevelopment projects.

Creation of the Redevelopment Trust Fund will be accomplished by adoption of an ordinance by the Gulf Breeze City Council. This ordinance will provide for funding of the Trust Fund for the duration of the Redevelopment Plan. The ordinance will also establish that the obligation of the local governing bodies to annually fund the Trust Fund will continue until all loans, including interest, as a result of any redevelopment projects have been paid.

Additional mechanisms available to the CRA to implement the Redevelopment Plan can include the following methods.

### **Property Acquisition**

The Community Redevelopment Act authorizes the CRA to acquire real property by purchase, condemnation, gift, exchange or other lawful means in accordance with the approved Redevelopment Plan.

### **Demolition, Site Preparation and Public Improvement**

The CRA is authorized to prepare acquired properties for development by demolition, clearance, grading and the installation

of public improvements on or contiguous to the property. The agency may approve the construction of streets, sidewalks, curbs, utilities, lighting, open space, plazas, landscaping, and other urban amenities the Agency may deem necessary to implement the Redevelopment Plan.

#### **Property Disposition Procedures**

The Redevelopment Agency is authorized to dispose of properties acquired within the project area by lease, sale, exchange or other means of transfer. Real property shall be transferred for development in accordance with the Redevelopment Plan.

#### **Plan Modification**

The Redevelopment Plan may be modified in a manner consistent with applicable law and in accordance with the Community Redevelopment Act. The CRA recommendation to amend or modify the Plan may include a change in the boundaries of the Redevelopment Area, land use modifications or any changes which are deemed to be substantial modifications from the adopted Redevelopment Plan.

#### **Duration of the Plan**

The controls, restrictions, covenants and conditions imposed by the Redevelopment Plan shall be effective for thirty (30) years from the date of adoption, unless there is an express agreement between parties to the contrary.

#### **Severability**

If any provision of the Redevelopment Plan is held to be invalid, unconstitutional or otherwise legally infirm, such provision shall not affect the remaining portions of the Plan.