

RESOLUTION 12-2012

A RESOLUTION OF THE CITY OF KISSIMMEE, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; FINDING THE EXISTENCE OF BLIGHT IN THE VINE STREET AREA OF THE CITY OF KISSIMMEE, FLORIDA; MAKING CERTAIN FINDINGS AND DETERMINATIONS; FINDING A NEED FOR CREATING A COMMUNITY REDEVELOPMENT AGENCY PURSUANT TO CHAPTER 163, PART III, FLORIDA STATUTES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, as Florida's population continues to increase, cities are challenged to meet the service demands and infrastructure needs to account for new growth; and

WHEREAS, a majority of Florida's municipalities are challenged to meet the increasing infrastructure, affordable housing, and transportation needs of their citizens; and

WHEREAS, the state has imposed greater accountability in comprehensive planning standards on municipalities; and

WHEREAS, the redevelopment of Vine Street has been a City Commission goal since 2004; and

WHEREAS, the redevelopment of Vine Street will remain a long term commitment of the City Commission for many years to come; and

WHEREAS, the City Commission adopted the *Vine Street Vision* in 2007 to guide the redevelopment of Vine Street to meet new demands from its citizens and businesses; and

WHEREAS, the *Vine Street Redevelopment Overlay District Development Manual* was adopted in 2011 and is supportive of the highest and best use transit oriented development; and

WHEREAS, the *Vine Street Redevelopment Overlay District Development Manual* provides a long term strategy to bring sound urban development to Vine Street; and

WHEREAS, a Community Redevelopment Agency was recommended as a tool to incentivize development in the Vine Street corridor by the Vine Street Vision; and

WHEREAS, a Finding of Necessity has been found to be in accordance with the provisions of Section 163.340 F.S.; and

WHEREAS, the City Commission recognizes this Findings of Necessity and is desirous of establishing a Community Redevelopment Agency for the rehabilitation, conservation, or redevelopment, or combination thereof, within the Vine Street Corridor and is necessary for the public health, safety, morals and welfare of the residents of the City of Kissimmee.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF KISSIMMEE:

Section 1. That the City Commission adopts the Finding Necessity Study provided as Appendix A, for the Proposed Vine Street CRA known specifically by the map provided as Appendix B.

Section 2. That the City Commission finds that there is a need for a Community Redevelopment Agency to function within the City of Kissimmee, Florida, to carry out the purposes of the Community Redevelopment Action of 1969 as set forth in Part III of Chapter 163 Florida Statutes with respect to the revitalization of the Vine Street Corridor.

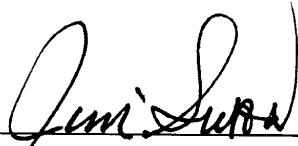
Section 3. That the Board of County Commissioners of Osceola County, Florida, is hereby requested to, by resolution, delegate the exercise of all the powers and responsibilities conferred upon Osceola County by Section 163.410 and Section 163.370 Florida Statutes, of the Community Redevelopment Action of 1969, to the City Commission of Kissimmee, Florida,

for the purpose of establishing the Vine Street Community Redevelopment Agency for the revitalization of the Vine Street Corridor.

Section 4. This Resolution shall be effective upon adoption of the Delegation of Authority by the Board of County Commissioners of Osceola County, Florida.

Duly Adopted this 5th day of June 2012.

City of Kissimmee



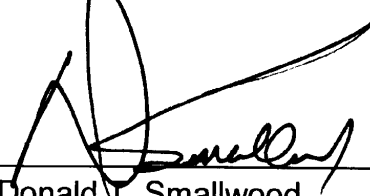
Jim Swan
Mayor-Commissioner





Desiree S. Matthews
Assistant City Manager/City Clerk

Approved as to Form and Legality:

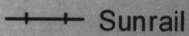


Donald V. Smallwood
City Attorney

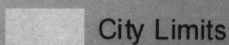
Map A. Boundary Map



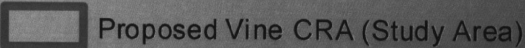
Sunrail Station



Sunrail



City Limits



Proposed Vine CRA (Study Area)



MAY 2012



CITY
OF
KISSIMMEE,
FLORIDA

FINDING OF NECESSITY STUDY

PROPOSED VINE STREET CRA

Development Services
Building Planning Code Enforcement

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**FINDING OF NECESSITY
FOR
PROPOSED VINE STREET CRA**

Prepared for:



MAY 2012

By:



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Vine Street CRA

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Community Profile

Located on the northern shore of Lake Tohopekaliga, the City of Kissimmee has a long and colorful history as one of central Florida's earlier communities. The City's founders and original businesses were focused and oriented primarily toward ranching and citrus production. These industries utilized the Lake and its associated dredged canals to ship goods as far south as Fort Myers, and also took advantage of the City's central location and rail facilities to send cattle and citrus throughout the state. Although these industries have declined in material importance in recent years, the pride of their historical significance is showcased in the character of the City's downtown.

The influx of new residents, coinciding largely with the birth of the Orlando region as a tourist destination, led to the development of Vine Street as a major tourist thoroughfare. It also led to the establishment of a large seasonal population in residential areas throughout the City, and in nearby portions of unincorporated Osceola County.

A common characteristic of many of the older, more established neighborhoods are the stately trees that provide shade to residents. Newer sections of the City are characterized by a more suburban development pattern and wide, high-speed roadways, which tend to cater more to visitors and seasonal residents. This development pattern served to disconnect City neighborhoods from each other, and the people who live in them.

In the midst of that development boom, and an associated disinvestment in older portions of the City, initiatives were established to reverse the trend of outward expansion and strip commercial development at the expense of the historic core. In 1992, the City founded a Community Redevelopment Agency (CRA) to support the businesses and neighborhoods that compose the Historic Downtown. The downtown is the City's major employment center, which will continue to grow as infill and redevelopment efforts spur additional investments in business opportunities.

Downtown Kissimmee's position as a transportation hub did not end with the passing of the steamship and rail era. The development associated with the post-war housing boom, which introduced suburban land use patterns and wide roadway corridors, is beginning a transition into a more diversified and mixed-use land use pattern and an associated multimodal transportation network throughout the City.

The City also recognizes the need for better connections between land use and transportation, and has for the last decade worked to transform its auto-centric, suburban development pattern. The Kissimmee Multimodal Center's location in the heart of downtown will support transit-oriented development associated with the regional SunRail station, which will link the downtown to the two planned stations just north and just south of the City, as well as the entire region. A CRA generates funding through a special taxing district, and focuses redevelopment efforts and initiatives toward restoration and revitalization of those commercial and residential areas.

The City is engaged in the process of re-conceptualizing the automobile-oriented Vine Street corridor as a mixed-use and multimodal-supportive area. Implementation of this initiative is ongoing, and closely tied to redevelopment efforts in the Downtown CRA and other portions of the City. The Vine Street Vision was followed by the adoption of a Multimodal Transportation District (MMTD) for the

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area encompassing not only the Downtown CRA and the majority of the Vine Street corridor, but also the Kissimmee Gateway Airport and residential neighborhoods just north of Vine Street.

The MMTD includes sections of the City with the greatest potential for redevelopment to support transit, and other mobility options. The designation also requires the incorporation of multimodal transportation improvements and urban and site design characteristics into development and redevelopment projects. These improvements will provide a better connection between land use and transportation, which will in turn improve energy efficiency by encouraging transit use, and walking and bicycling, and support the increases in land use densities and intensities that accompany redevelopment efforts in the City's existing centers. Additionally, as more full-time residents settle in and shop and work in the MMTD, there is greater opportunity to draw in new businesses, setting up a cycle of renewal in the City.

In addition to, and associated with, the opportunities listed above, the City has begun to engage in targeted economic development and redevelopment strategies to promote local economic engines. These include the Kissimmee Gateway Airport, the Osceola Regional Medical Center (located in the Downtown CRA) and Florida Hospital: Kissimmee, Valencia Community College, and the County's governmental and judicial operations. These business types and their ancillary uses counteract the prominence of the service industry and its associated low wages, and will also help increase the tax base.

The City of Kissimmee is home to a host of recreational and cultural facilities, adding to the overall quality of life for residents. The wealth of historic amenities and recent focus on redevelopment activities does not overshadow important environmental amenities, including Lake Tohopekaliga and Shingle Creek. The Lake has long been a prime bass-fishing lake, and Shingle Creek is the principal outflow from the headwaters of the Everglades, north of the City in Orange County. The value of these resources is both economic, via eco-tourism dollars, and intrinsic, through ecosystem health and viability. Continued protection of these, and the City's other natural and cultural resources, is paramount.

The Shingle Creek Trail (SCT) will be a regional system spanning four Central Florida jurisdictions including the City of Kissimmee, Osceola County, Orange County, and the City of Orlando all containing unique portions of the trail. The trail is generally intended to consist of a minimum twelve-foot wide, multiuse, paved surface and will generally follow the eastern boundary of the Shingle Creek Regional Park and connect to the City's existing and proposed trails along Lake Tohopekaliga and then east to St. Cloud. The proposed improvements will eventually allow pedestrian access along the scenic SCT all the way from Lake Toho well into Orange County.

The City's recent history of proactive self-examination has led to the identification of new objectives and policies, and policy revisions, that were included in the Comprehensive Plan rewrite in 2010. The Comprehensive Plan guides land use and development patterns and objectives, and steers the City toward its intended vision. This vision now more clearly enumerates enhancing local quality of life through redevelopment and the creation of a more transit-oriented, pedestrian-friendly and sustainable mixed use community, and improving local employment opportunities through increased

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economic development and investment. The vision also includes maintaining the health of local ecosystems and natural resources, and ensuring adequate levels of public facilities and infrastructure.

Overview

The greater Central Florida region has for nearly two decades experienced strong economic growth. Urbanization along the I-4 corridor is reaching build-out, creating pressures for new residential and retail development in the outlying counties surrounding Orlando, notably Osceola and Polk Counties. Osceola's rural countryside is fast becoming the speculative frontier for suburban development. In the fall of 2006, six developments of regional impact (DRIs) were in the early planning stages just east of Lake Toho. Since the national economic downturn in 2008 these developments have languished and appear all but abandoned.

The region is also reaching the critical mass of population that makes the provision of regional transit desirable. Having received final federal, state and local funding commitments, a new central Florida commuter rail line will connect Volusia, Seminole, Orange and Osceola counties, with the three most southern stops located in or adjacent to the City of Kissimmee. Given these dynamics and a strong regional desire to prevent rapid, sprawling urbanization of Osceola County, the City of Kissimmee is in a unique position to serve as one of the primary urban hubs for the County and the region. Through a strong redevelopment strategy based on a multi-modal mobility plan, the City is poised to capture the positive aspects of the region's growth.

The Vine Street/US 192 Corridor is the primary spine through the City of Kissimmee. It provides regional transportation access, generates a strong economic base for the city, and contributes to the overall image of Kissimmee. Regional competition, shifting demographics and the absence of a "game plan" are factors that have contributed to the corridor's economic and aesthetic decline in recent years. Reversing this trend and revitalizing the corridor are key goals of the City.

In the fall of 2005, the City initiated the Vine Street Redevelopment Study with a focus on creating a long-term strategic vision to help catalyze new investments along the corridor and provide an urban design framework for future redevelopment. The study focused on an area roughly bordered by Columbia and Oak Streets to the north and south, and from Michigan Avenue to Hoagland Boulevard, east and west. It included a market assessment, land use and vacant lands analysis, socioeconomic trends and transportation mobility considerations. The findings from this analysis were documented in Technical Memorandum No. 1—Existing Conditions, January 2006 and Technical Memorandum No. 2—Redevelopment Strategy Considerations, March 2007. This analysis set the stage for developing the corridor wide redevelopment vision.

The vision for the Vine Street corridor is to transform the existing strip-style, highway commercial development into a connected series of mixed-use, urban scale neighborhoods and villages. This vision is predicated on implementing a multi-modal transportation strategy for the corridor and the adjacent Downtown CRA which promotes walking, biking, shorter auto trips, and the provision of various forms of transit.

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This vision is focused on several community design and economic development goals including:

- Creating compact, high density, mixed-use urban-style development patterns that promote walkable, pedestrian-friendly public spaces;
- Attracting new investment including more diverse housing options, new retail and light industrial/flex office space and professional offices;
- Enhancing mobility for pedestrians, bicyclists, cars and transit through improvements in street network connectivity;
- Implementing strong urban design techniques and streetscape features focused on the principles of place-making and livability; and
- Creating development patterns in support of future premium transit service (i.e. bus rapid transit, bus circulators and connections to commuter rail) through a strong mixture of land uses and densities.

These goals provide the framework for transforming the linear, auto dominated corridor into a series of cohesive, unique villages and neighborhoods that are strongly connected to downtown and other community focal points.

In the summer of 2011 the City adopted the Vine Street Redevelopment Overlay District Development Manual that is intended as the definitive policy tool for directing redevelopment along the corridor for the next thirty years. Another effort toward developing the Vine Street Vision was the Land Development Code (LDC) amendments that established the Vine Overlay (VO) and introduced urban form standards to the corridor. While the boundary of the proposed CRA and the boundary of the VO are slightly different they are each intended to provide the greatest investment potential to the properties within their respective boundaries.

SECTION I. Community Redevelopment Act of 1969

The Community Redevelopment Act of 1969, Chapter 163 Part III, Florida Statutes, authorizes local governments to establish community redevelopment agencies to improve slum and blighted areas within their jurisdiction. The Act sets forth the legal process by which local governments may establish community redevelopment agencies and provides financing and regulatory tools to undertake the complex task of overcoming the conditions that contribute to the causes of slum and blight in declining areas of the City.

Section 163.355 F.S.

...requires local governments desiring to establish a community redevelopment agency to adopt, by resolution, a finding that one or more “slum” or “blighted” areas exist within its jurisdiction and that the rehabilitation, conservation, or redevelopment of such areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of the area. Upon adoption of a redevelopment plan, the City’s redevelopment agency can begin implementing the plan, including creation of a tax increment trust fund for the redevelopment area. The following paragraphs discuss “slum” and “blight” as defined in the Florida State Statute:

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Section 163.335(1), F.S.

...Slum and blighted areas constitute a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state; that the existence of such areas contributes substantially and increasingly to the spread of disease and crime, constitutes an economic and social liability imposing onerous burdens which decrease the tax base and reduce tax revenues, substantially impairs or arrests sound growth, retards the provision of housing accommodations, aggravates traffic problems, and substantially hampers the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of state policy and state concern in order that the state and its counties and municipalities shall not continue to be endangered by areas which are focal centers of disease, promote juvenile delinquency, and consume an excessive proportion of its revenues because of the extra services required for police, fire, accident, hospitalization, and other forms of public protection, services, and facilities.

Section 163.335(2), F.S.

...certain slum or blighted areas, or portions thereof, may require acquisition, clearance, and disposition subject to use restrictions, as provided in this part, since the prevailing condition of decay may make impracticable the reclamation of the area by conservation or rehabilitation; that other areas or portions thereof may, through the means provided in this part, be susceptible of conservation or rehabilitation in such a manner that the conditions and evils enumerated may be eliminated, remedied, or prevented; and that salvageable slum and blighted areas can be conserved and rehabilitated through appropriate public action as herein authorized and the cooperation and voluntary action of the owners and tenants of property in such areas.

Section 163.335(3), F.S.

... powers conferred by this part are for public uses and purposes for which public money may be expended and police power exercised, and the necessity in the public interest for the provisions herein enacted is declared as a matter of legislative determination.

Section 163.335(5), F.S.

...the preservation or enhancement of the tax base from which a taxing authority realizes tax revenues is essential to its existence and financial health; that the preservation and enhancement of such tax base is implicit in the purposes for which a taxing authority is established; that tax increment financing is an effective method of achieving such preservation and enhancement in areas in which such tax base is declining; that community redevelopment in such areas, when complete, will enhance such tax base and provide increased tax revenues to all affected taxing authorities, increasing their ability to accomplish their other respective purposes; and that the preservation and enhancement of the tax base in such areas through tax increment financing and the levying of taxes by such taxing authorities therefore and the appropriation of funds to a redevelopment trust fund bears a substantial relation to the purposes of such taxing authorities and is for their respective purposes and concerns.

Section 163.335(6), F.S.

...there exists in counties and municipalities of the state a severe shortage of housing affordable to residents of low or moderate income, including the elderly; that the existence of such condition affects the health, safety, and welfare of the residents of such counties and municipalities and retards their

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growth and economic and social development; and that the elimination or improvement of such conditions is a proper matter of state policy and state concern is for a valid and desirable purpose.

Section 163.335(7), F.S.

...prevention or elimination of a slum area or blighted area as defined in this part and the preservation or enhancement of the tax base are not public uses or purposes for which private property may be taken by eminent domain and do not satisfy the public purpose requirement of s. 6(a), Art. X of the State Constitution.

Florida Statute

The following definition of "blighted areas" as found in Section § 163.340(8) Florida Statutes:

Section 163.340(8), F.S. "Blighted Area"

...means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government- maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:

- (a) *Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;*
- (b) *Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;*
- (c) *Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*
- (d) *Unsanitary or unsafe conditions;*
- (e) *Deterioration of site or other improvements;*
- (f) *Inadequate and outdated building density patterns;*
- (g) *Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;*
- (h) *Tax or special assessment delinquency exceeding the fair value of the land;*
- (i) *Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;*
- (j) *Incidence of crime in the area higher than in the remainder of the county or municipality;*
- (k) *Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;*
- (l) *A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;*
- (m) *Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or*
- (n) *Governmentally owned property with adverse environmental conditions caused by a public or private entity.*

Section II. Study Area Description

The CRA study area for which the blight analysis was conducted was determined by the recent studies and redevelopment efforts along the Vine Street corridor. The area runs along Vine Street from the

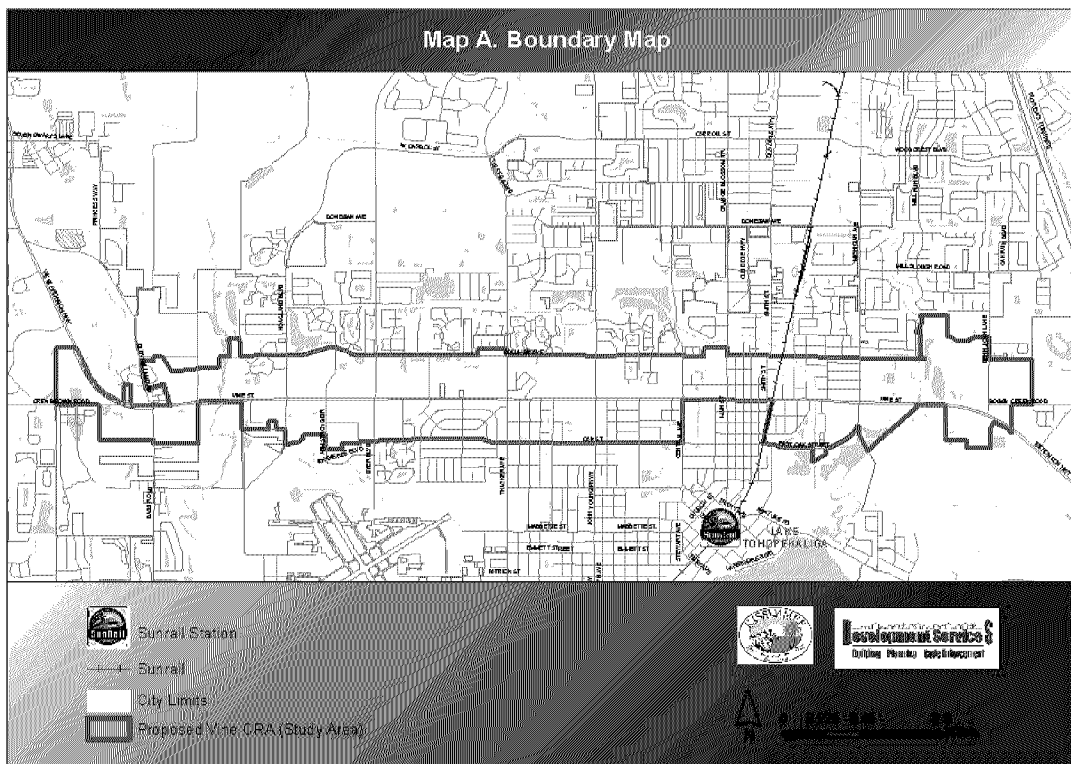
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west City corporate limit to the east City corporate limit generally extending north to Columbia Avenue and south to Oak Street. The area is north of Kissimmee Gateway Airport and excludes the existing Downtown CRA. The area uses consist of strip commercial, hotels, single-family and multi-family residential and represent a range of development patterns reminiscent of the past fifty years.

The proposed CRA area was determined based on the following criteria:

- Statutory criteria pertaining to site and economic conditions that warrant the use of redevelopment powers provided by Statute.
- Consideration of future development or redevelopment potential based on factors including ownership patterns, parcel sizes, ease of assemblage, and housing values.
- Consideration of sound planning principles for continuity of future land use based on adjacent land uses or land attributes, transportation systems, and the efficient provision of government utilities and services.
- Deteriorating commercial corridors and areas with commercial, industrial and residential land use conflicts.
- Areas providing a logical demarcation for the boundaries such as the City limits and Columbia Avenue.

This area was selected because it conforms to applicable provisions of Section 163.340, Florida Statutes, relating to areas considered for Community Redevelopment Plans. Based on the definitions in the Statute and analysis of “blight” conditions discussed in this Study and reflected in Map A:



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SECTION III. Study Methodology

Numerous meetings and discussions between the City, Osceola County, and Downtown CRA staff were held. These meetings resulted in coordinated efforts of the multiple disciplines within the organizations, and contributed significantly to the analysis of the Vine Street Study Area. Additionally, City of Kissimmee staff conducted windshield surveys of pre-determined *Redevelopment Hotspots* within the study area. These hotspots were determined utilizing Geographic Information Systems (GIS) and a specific query described later in more detail. These windshield surveys were conducted over a six month time period and allowed staff to quantify the degree/existence of blight within the hotspot areas. During these windshield surveys, major site improvements were evaluated then rated as to their condition and need for repair or replacement.

Following completion of the surveys, GIS was used to evaluate and compare the entire study area with Kissimmee as a whole. These analyses were evaluated to determine the degree of specific types of blight. The coordinated GIS database was provided and/or created by the City of Kissimmee IT Department, the City of Kissimmee Development Services Planning Division, and the Osceola County Property Appraiser. Other significant sources that were used in determining the blight conditions included the City of Kissimmee Police Department Crime Statistics, City of Kissimmee Fire and EMS Statistics, and a Market Profile produced using ESRI's GIS-based demographic and business data analysis and reporting. The analysis also included an evaluation of the planning documents and reports relating to relevant conditions in the Study Area. Some of the documents referenced and evaluated include the City of Kissimmee Land Development Code, the Comprehensive Plan, and the *Vine Street Redevelopment Vision Action Plan*.

The above data was compiled and organized into relevant categories, evaluated, mapped, analyzed, and compared to the rest of the municipality using an approach consistent with the requirements of Florida Statutes. This allowed staff to discover emerging patterns and compile the findings, which are presented as a series of photos, maps, statistical tables and text descriptions of the blight conditions present in the proposed Vine Street CRA.

SECTION IV. Findings**Section 163.340 (8)(a) Street Layout****PREDOMINANCE OF DEFECTIVE OR INADEQUATE STREET LAYOUT, PARKING FACILITIES, ROADWAYS, OR PUBLIC TRANSPORTATION FACILITIES**

As shown on Map 1, there are nearly 900 linear feet of unimproved roadways and 44,700 additional linear feet of substandard roadways in the study area. An unimproved roadway includes any road that is not paved to City standards, where a substandard roadway includes paving, but does not have curbing, drainage inlets, street lights, or sidewalks. Within the substandard and unimproved roadways, there are 40,604 linear feet of missing sidewalk segments. Of the total 130,570 linear feet of roadways in the study area, 35% of them are either unimproved or substandard.

Adding to this problem is the lack of east and west roadway thoroughfares connecting to other major roads throughout the city. Vine Street is the only continuous east-west road extending the entire 5.5 miles of the study area. The only others that come close are Columbia Avenue and Oak Street, which

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extend continuously for approximately 2.25 miles and 2.75 miles respectively. All other east-west streets extend, on average, approximately one-quarter to one-half a mile before they terminate, while many others are shorter still. This indicates an inadequate street layout giving drivers no other choice but to use Vine Street to travel east or west through the area.

As a result of the inadequate street layout, there are several roadways over or near capacity. As of 2008, there were 21 of the 42 roadway segments that were using at least 75% of their available capacity and of those 8 were completely over capacity. The City has adopted a Quality of Service (QOS) Standard for public transportation in the area to reach a QOS of “C” by FY2020 and “B” by FY2030. The current QOS for public transportation is currently “D-”. Significant improvements and land use strategies will need to be enacted in order to obtain the adopted QOS.¹

Inadequate Street Layout



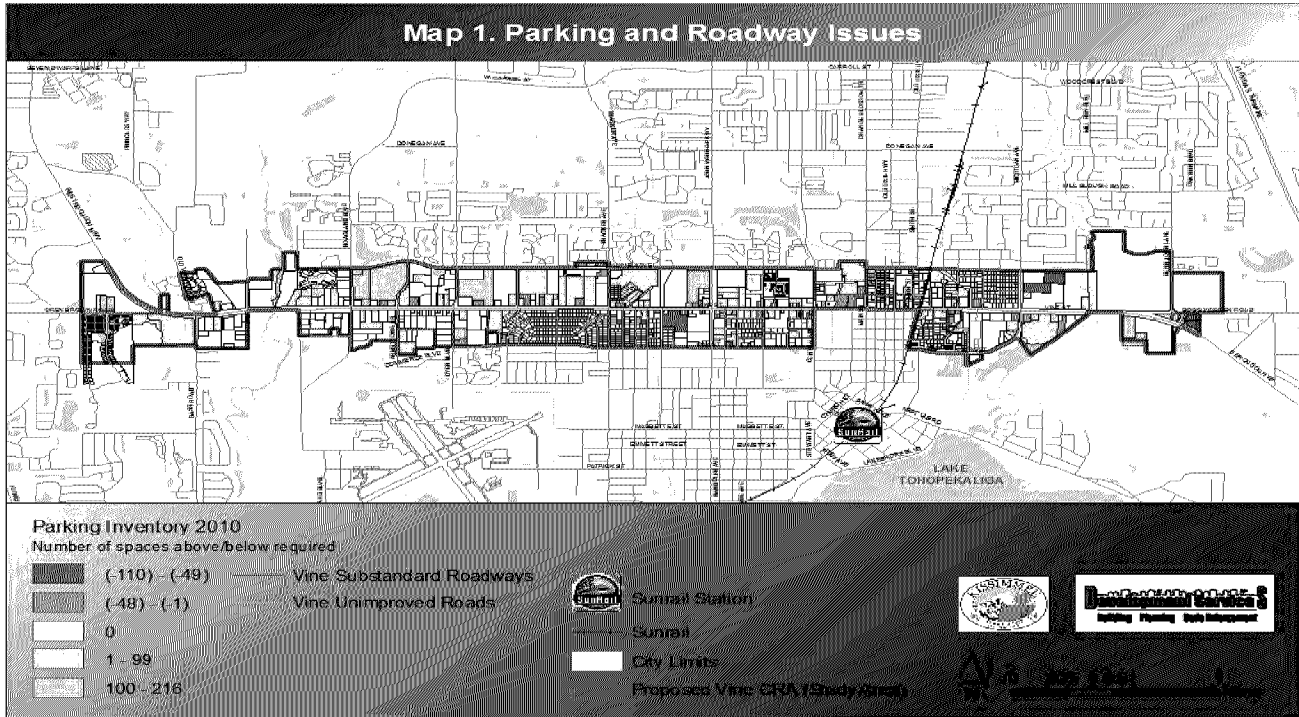
Intersection over capacity.

Clogged intersection.

There are nearly 6 million gross square feet of commercial type uses in the 305 total properties surveyed. As illustrated by Map 1, there are 26,712 required parking spaces versus 27,962 existing parking spaces, resulting in an excess of 1,250 parking spaces in the study area. In the area, 31% of the properties have anywhere from just 1 to very substantial 216 extra parking spaces. Although, there is an overall excess of parking, there are 13% of the properties surveyed with anywhere from 1 parking space to 110 parking spaces *below* what is required by current code.

¹ 2010 Comprehensive Plan Transportation Element

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These findings negatively impact the area twofold. First, the properties that have insufficient parking have vehicles parked in any available area, even if it is not a designated parking space. Second, there are large areas of unused parking on those properties with an abundance of parking. Both contributing to the under-development in the area.

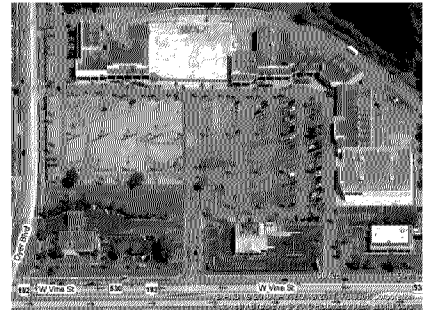
Inadequate/defective parking layout: Commercial Areas



Large area of unused parking.



Large area of unused parking.



Large area of unused parking.



Car parked in loading zone.



Car parked in drive aisle.



Cars parking on grass.

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Section 163.340 (8)(b) Property Values

AGGREGATE ASSESSED VALUES OF REAL PROPERTY IN THE AREA FOR AD VALOREM TAX PURPOSES HAVE FAILED TO SHOW ANY APPRECIABLE INCREASE OVER THE 5 YEARS PRIOR TO THE FINDING OF SUCH CONDITIONS

In an ideal economy and real estate market the property values of an area should show an increase over time relatively consistent with those of the overall jurisdiction. Unfortunately in the past few years, the overall economy and real estate market has seen a decline in property values. When looking at properties in a down economy, an area with a faster decline than surrounding areas could indicate a weaker market that may be slower to recover than surrounding areas. As stated previously, the intent of the Community Redevelopment Act is to aid in stabilizing and preserving the tax base in order for the taxing authorities to provide adequate and much needed public services.

Tables 1 and 2 compare the City’s and the study area’s yearly growth rate of the total taxable value since 2005. They also illustrate the average yearly growth rate of taxable value between 2005 and 2010. Looking first at Table 1, a pattern of reasonable growth per year through 2007 can be seen. Then due mainly to a slumping economy, from 2007 to 2010, both the City as a whole and the study area show significant decreases in the yearly growth rates. The overall average yearly growth rate from 2005 to 2010 in Kissimmee as a whole was -1.43%, while the study area had a very slight increase of 1.52%.

Table 1. Citywide vs. Vine Street Study Area Taxable Value

	2005 - 2006	2006 - 2007	2007 - 2008	2008 - 2009	2009- 2010	2005 - 2010 (average yearly)
Kissimmee Growth Rate	35.52%	17.18%	-0.79%	-4.15%	-38.51%	-1.43%
Vine Study Area Growth Rate	28.82%	9.56%	-0.35%	-0.85%	-21.72%	1.52%

Source: Osceola County Property Appraisers GIS Database 2010

Although the above numbers show the average yearly growth rate in the study area being slightly higher than the City from 2005 to 2010, when broken down by current land use, an entirely different picture becomes apparent. As illustrated in Table 2, the non-residential average yearly growth rate for Kissimmee is 4.70% and 1.60% for the study area. This significant difference is important to note because the study area contains 80% non-residential uses. There are a total of 1,333 acres in the study area, 1,064 of which are non-residential. These remaining 269 acres of residential properties likely maintained their values better than Kissimmee’s residential as a whole due to their proximity to and potential for being converted to commercial uses.

Vine Street CRA

Table 2. Residential vs. Non-Residential Taxable Values Compared Citywide vs. Vine Street Study Area

	2005 - 2006	2006 - 2007	2007 - 2008	2008 - 2009	2009-2010	2005 - 2010 (average yearly)
Kissimmee Non-residential Growth Rate	26.55%	9.53%	-2.52%	2.93%	-7.82%	4.70%
Vine Study Area Non-residential Growth Rate	25.84%	8.32%	-0.38%	-4.10%	-15.85%	1.60%
Kissimmee Residential Growth Rate	38.84%	19.76%	-0.25%	-6.28%	-48.67%	-3.37%
Vine Study Area Residential Growth Rate	37.76%	12.95%	-0.26%	7.68%	-35.47%	1.31%

Source: Osceola County Property Appraisers GIS Database 2010

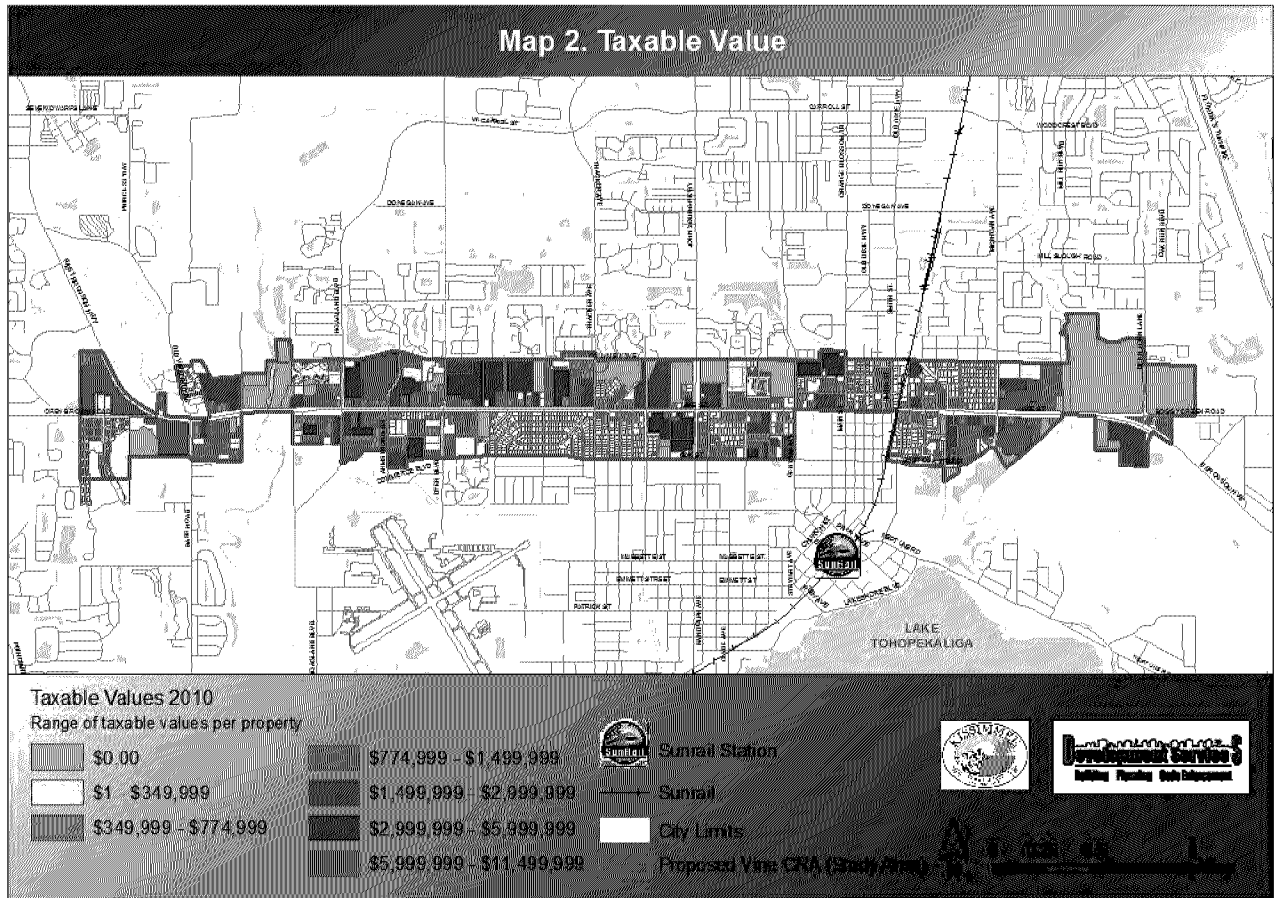
Table 3 and Map 2 illustrate the taxable values of the properties in the study area. According to the 2010 data obtained from the Osceola County Property Appraiser, over 70% of the properties in the study area are valued at or below \$350,000 (1,819 of 2,563 properties in the study area). In the study area there are 312 acres, approximately 25% of the land area, which has no taxable value, concluding that the properties are either vacant or tax-exempt.

Table 3. Vine Street Study Area Taxable Values

Taxable Values (2010)	Total Properties	%
\$0	162	6.32%
\$0.01 - \$350,000	1657	64.65%
\$350,000.01 - \$775,000	148	5.77%
\$775,000.01 - \$1,500,000	70	2.73%
\$1,500,000.01 - \$3,000,000	40	1.56%
\$3,000,000.01 - \$6,000,000	305	11.90%
\$6,000,000.01 - \$11,500,000	181	7.06%
Total Number of Properties	2563	

Source: Osceola County Property Appraisers GIS Database 2010

Vine Street CRA



Section 163.340 (8)(c) Lot Configuration

FAULTY LOT LAYOUT IN RELATION TO SIZE, ADEQUACY, ACCESSIBILITY, OR USEFULNESS

The size of a property can have a large impact on the ability to redevelop. Many of the lots in the study area are remnants of older platted and un-platted subdivisions, which do not meet today’s minimum lot standards. These conditions make it difficult to develop with traditional development regulations due to setback and landscape requirements that can make the smaller lots virtually undevelopable. In addition, typical redevelopment activities favor larger lots that provide the flexibility for building locations and mix of uses without the added difficulty of assembling numerous smaller lots.



Haphazard development pattern.

As illustrated in the above photograph, the smaller lots within the study area that have managed to develop did so in a haphazard manor, only adding to the area’s blighted appearance.

Vine Street CRA

While analyzing the size of the parcels within the study area and comparing them to the minimum lot size requirements in the zoning districts, there were a number of inconsistencies found. As shown in Table 4, there are 48% of the properties in the study area that do not meet the minimum lot area requirements of the Land Development Code.

Table 4. Vine Street Study Area Sub-standard Lots

Zoning Districts in Study Area	Minimum Lot Area (sq. ft.)	Parcel Count	Total number of sub-standard parcels
B-2 (Neighborhood Commercial)	30,000	4	1
B-3 (General Commercial)	30,000	95	70
B-5 (Office Commercial)	20,000	76	47
CF (Community Facility)	20,000	5	0
HC (Highway Commercial)	40,000	281	134
IB (Industrial Business)	20,000	17	2
MHP (Mobile Home Park)	217,800	2	1
OS (Open Space)	n/a	5	0
RA-1 (Single Family Residential 12,000 sq. ft.)	12,000	111	100
RA-2 (Single Family Residential 9,000 sq. ft.)	9,000	350	136
RA-3 (Single Family Residential 7,000 sq. ft.)	7,000	68	35
RB-1 (Medium Density Residential)	(single-family) 6,000	1	0
RB-1 (Medium Density Residential)	(duplex) 8,000	19	0
RB-2 (Medium Density Residential - Office)	(single-family) 6,000	60	2
RB-2 (Medium Density Residential - Office)	(duplex) 8,000	20	0
RB-2 (Medium Density Residential - Office)	(non-residential) 10,000	3	1
RC-1 (Multiple Family Medium Density Residential)	10,000	58	34
RPB (Residential Professional Business)	(single-family) 6,000	6	2
RPB (Residential Professional Business)	(non-residential) 10,000	7	6
Total		1188	571
Total Percent			48%

Source: Osceola County Property Appraisers GIS Database 2010

In order to get an accurate depiction of the above conditions, parcels that represent individual building units, private roads, utility easements, and other miscellaneous parcels were not included. In addition, the approximately 400 parcels included within PUD zoning districts were not included. These were excluded because the Planned Unit Development (PUD) zoning districts created in this district were created long before any redevelopment "Vision" was in place. As a result, these lots may meet the standards for that particular PUD; however those PUD lot standards are not necessarily consistent with the recently adopted redevelopment "Vision" for Vine Street.

Section 163.340 (8)(d) Sanitation and Safety

UNSANITARY OR UNSAFE CONDITIONS

Unsanitary and unsafe conditions are prevalent throughout the study area and are quantified by looking at the following five factors: code enforcement violations, violent crimes, traffic accidents, missing sidewalk segments, and insufficient street lighting.

Unsanitary or Unsafe Conditions: Commercial Areas



Stolen shopping carts at rear of a market.



Transients living in an abandoned restaurant.



Abandoned/dilapidated motel.



Trash strewn parking lot.



Abandoned/dilapidated hotel.

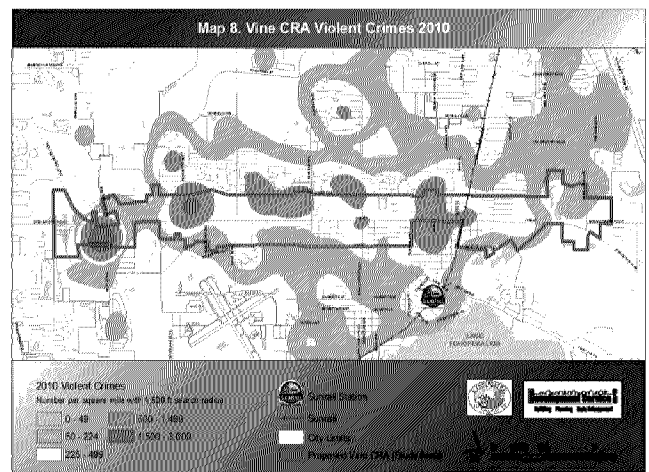
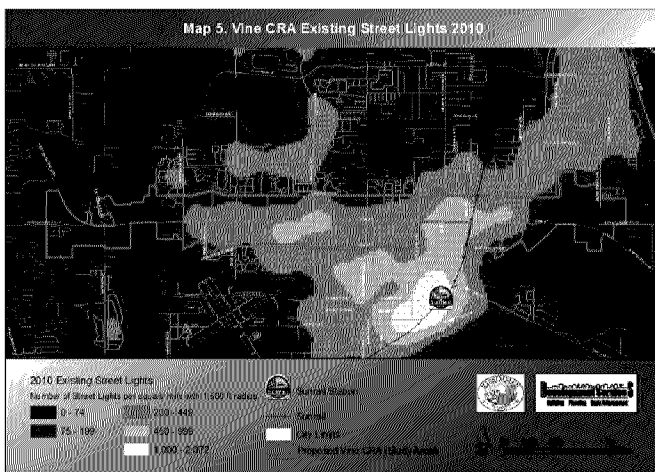
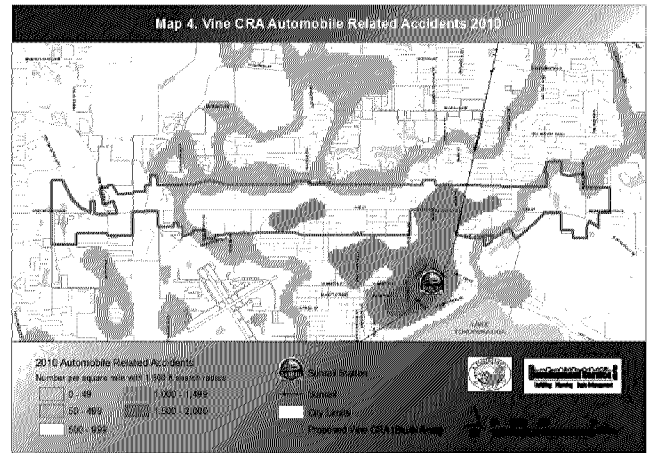
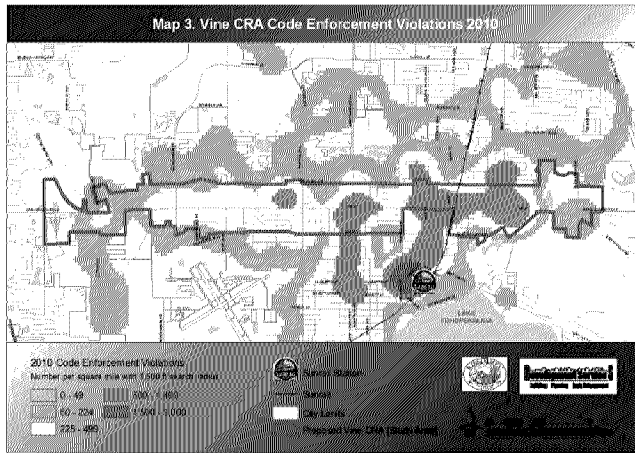


Transients using dumpster area to sleep and eliminate.

As demonstrated in the previous pictures, on many of these properties a large number of code enforcement violations and deteriorating or unsanitary conditions exist. As shown on Map 3 below, 833 of a total 3,135 Code Enforcement Violations for 2010 occurred within the study area.

In addition, there are a significantly higher number of violent crimes and traffic accidents in the study area when compared to the remainder of the City. The study area contains 12% of the total area of the City; however, it contains approximately 35% of the total violent crimes for the entire city. Violent crimes include crimes such as auto theft, burglary, armed robbery, sexual battery, rape, grand theft, and other similar crimes. The auto accidents are also disproportionately high in the study area as illustrated by Map 4 below. Of the total 2,189 accidents that occurred in the City, 45% occurred in the study area alone.

Vine Street CRA



Lastly, with 45,600 linear feet of substandard and unimproved roadways, nearly 40,000 linear feet of missing sidewalk segments, and approximately 3,757 missing street lights², as illustrated in the following pictures, this area is unsafe for both pedestrian and vehicular traffic. In some instances, these conditions require pedestrians to walk within the adjacent travel lane or in dark areas at night. When comparing the Crime Map (Map 8) to the Existing Street Lights Map (Map 5), a strong correlation between the areas with insufficient street lighting and the areas with high numbers of violent crimes and automobile accidents becomes apparent, particularly for the western portions of the Study Area.

² Based upon typical Kissimmee Utility Authority standards for new roadways within the existing Downtown CRA.

Vine Street CRA

Unsanitary or Unsafe Conditions: Commercial Areas



Missing sidewalk north of Vine St.



Missing sidewalk Armstrong Blvd.



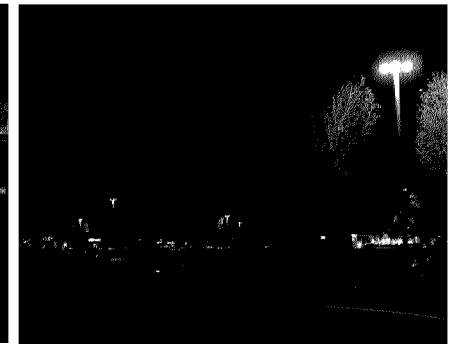
Missing sidewalk Main St.



Missing sidewalks E. Walnut St.



Poorly lit sidewalk.



Poorly lit parking lot.

Section 163.340 (8)(e) Site Improvements

DETERIORATION OF SITE OR OTHER IMPROVEMENTS

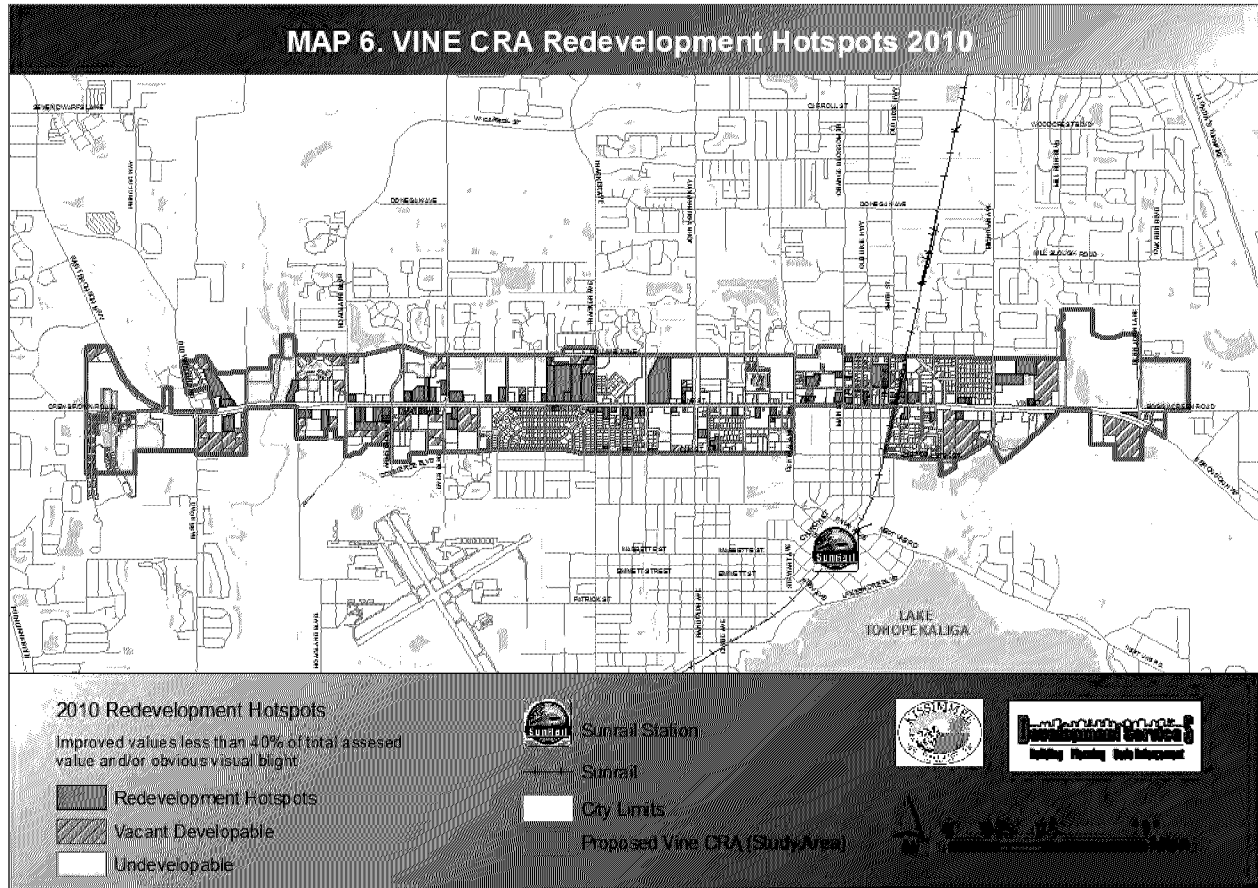
According to the above Florida Statute, the presence of a substantial number of deteriorated or deteriorating sites and site improvements is an indicator of blight. These conditions create a negative view of the area, depreciate the overall property values, create undesirable conditions for new development, and reduce the tax base. There is also the added expense that these properties burden the community with including the need for additional code enforcement, police, and fire personnel presence.

In order to demonstrate the existence of these conditions leading to the blight of the area, GIS was utilized to discover the “Redevelopment Hotspots” within the study area. These hotspots contain 15% (153 acres) of the total 1,017 developed acres in the study area, and 20% (149 acres) of the total 794 non-residential developed acres in the study area. This is significant because as discussed earlier, the study area is 80% non-residential.

In order to focus solely on the area’s built environment, the undevelopable and vacant developable properties were not included in the Redevelopment Hotspots. These Redevelopment Hotspots are

Vine Street CRA

shown on Map 6, and are those parcels whose improved values were less than 40% of the total assessed value and/or showed obvious visual blight during the below described windshield surveys.



These windshield surveys, conducted over a six month time period between June and December 2010, allowed staff to quantify the degree of visually measurable existing blighted conditions within the hotspot areas. The criteria evaluated in the windshield surveys included applicable site improvements such as: parking lots, existing landscaping, trash enclosures, fence/walls; and other improvements such as: roof structure, façade, and windows/doors. The condition of these site improvements were then rated as either sound, minor, major, or critical. Sound requires less than 10% repair/replacement of the above site components; minor requires 10-20% repair/replacement; major requires 20-50% repair/replacement; and critical requires at least 50% repair/replacement. As illustrated on Map 6, the majority of the “Redevelopment Hotspots” are clustered together, which can also add to the visual effect of blight in the area.

Vine Street CRA

Deterioration of site and other improvements: Commercial and Residential Areas



Broken curb and eroding parking lot.



Deteriorating parking lot.



Completely deteriorated property.



Vacant restaurant in critical condition.



Deteriorated residential adjacent to deteriorated commercial property.



Leaky roof left unrepaired.

As summarized by Table 5 below, more than 73% of the hotspot properties require at least minor repair/replacement of the major site improvements such as parking, landscaping, and/or trash enclosures. Meanwhile, well over 65% of these properties with fences or walls require at least minor repair/replacement of those improvements. Lastly, nearly 40% of the hotspot properties with buildings require at least minor repair/replacement of major building components such as the roof, façade, windows, and/or doors.

Table 5. Condition of Redevelopment Hotspots (Site and Other Improvements)

Need for repair/replacement	Major Site Improvements* (Parking, Landscaping, & Trash Enclosures)	Fences or Walls	Major Building Components* (Roof, Façade, & Windows/Doors)
Critical	19.67	2	6.00
Major	30.67	5	13.33
Minor	24.00	14	17.00
Sound	26.67	10	62.67
Total Properties	101	31	99
Total percentage needing at least minor repairs	73.60%	67.74%	36.70%

* Average condition of existing major site and building improvements/components

Vine Street CRA

In addition to the deteriorating site and other improvements listed above, a significant number of vacant developable properties exist. Due to lack of proper maintenance, many of these properties attract crime and contribute to the negative perception and blight of the area.

Deterioration of Site or Other Improvements: Vacant Developable Land



Poorly maintained vacant property.



Poorly maintained vacant parking.



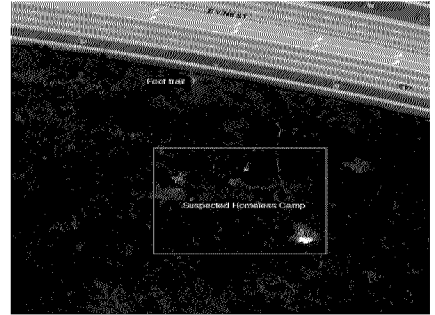
Overgrown development site.



Vagrant entering a poorly maintained vacant developable area.



Foot trail leading to suspected homeless camp.



Suspected homeless camp.

Section 163.340 (8)(f) Density Patterns

INADEQUATE AND OUTDATED BUILDING DENSITY PATTERNS

The development patterns of older developments in Central Florida are inadequate and outdated in regards to density. Generally buildings that were built post World War II and before 1990 are mostly automobile-oriented, with individual access points, vast parking in front, and far less desirable density. The same can be said for the study area. As shown in Table 6 and Map 7, nearly 70% of the buildings in the study area were built before 1990. Conversely, less than 46% of the structures in the City are built prior to that time period. Comparatively, 18% of the buildings in the study area were built after 1999, while more than 30% of the properties in the City were built after 1999. While the study area accounts for less than 8% of the total structures in the City, it accounts for nearly 12% of the City’s oldest structures. Although age of the structure alone isn’t considered blight, when it is poorly maintained and underutilized, there is an overall loss of economic status, a lack of interest in new development, and loss of business revenues, resulting in general blight of the area.

In addition to the age of the structures, the area is being vastly underutilized. The vast majority, 975 acres of the total 1,333 acres in the study area is within the MU – Vine Street (MU-V) Future Land Use. This district illustrated on Map 7 allows for a maximum density of forty (40) dwelling units per acre, a maximum Floor Area Ratio (FAR) of 6.0, and a district wide mix of fifty percent residential and fifty percent non-residential.

Vine Street CRA

Table 6. Citywide vs. Vine Street Study Area Year Built

Structures by Year Built	City of Kissimmee	%	Vine Study Area	%
Total Structures	16236		1279	7.88%
Built 2000 to 2010	4982	30.68%	235	18.37%
Built 1990 to 1999	3847	23.69%	158	12.35%
Built 1980 to 1989	3645	22.45%	216	16.89%
Built 1970 to 1979	1767	10.88%	266	20.80%
Built 1960 to 1969	497	3.06%	126	9.85%
Built 1950 to 1959	813	5.01%	225	17.59%
Built 1949 or Before	685	4.22%	53	4.14%
Built prior to 1990	7407	45.62%	886	69.27%
Vine structures built prior to 1990 vs. City structures built prior to 1990				11.96%

Source: Osceola County Property Appraisers GIS Database (2010)

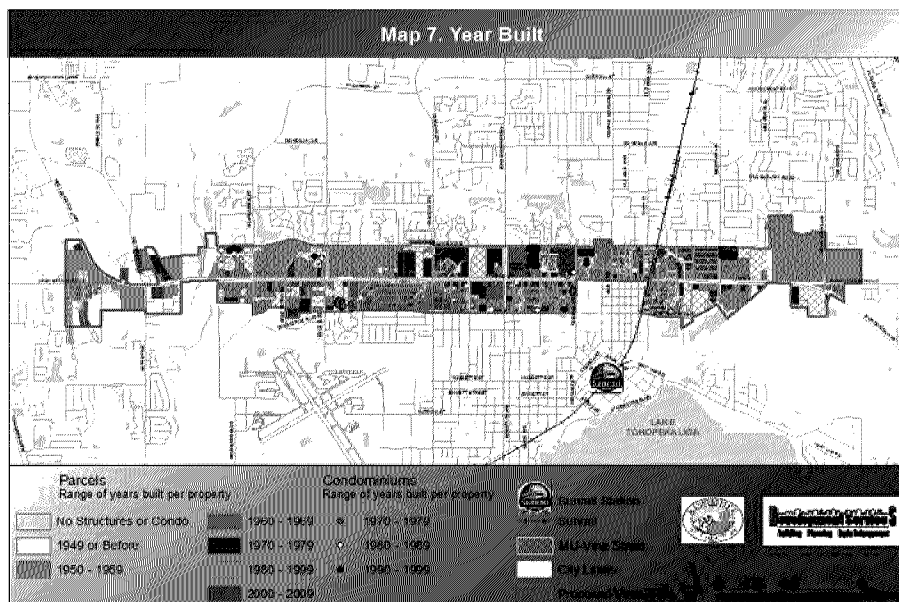
Inadequate and Outdated Density Patterns: Existing Condition



Under-developed commercial.

Under-developed commercial.

Big box with outdated density.



Vine Street CRA

Table 7. Residential vs. Non-Residential Square Footage

	Residential sq. ft.	Non-residential sq. ft.	Total
Total Existing	2,316,187	6,706,224	9,022,411
Total Possible*	128,253,361	128,035,925	256,289,286
Total Existing Dwelling Units			720
Total Possible Dwelling Units*			39,333

* Numbers are assumptions based on maximum build out in the MU-Vine Future Land Use plus existing structures in the remainder of the study area.

to over 128 million square feet of possible non-residential and over 39,000 residential dwelling units. Currently less than 4% of the total possible gross square footage exists. Moreover, less than 2% of the possible dwelling units exist in the district. As demonstrated, the sporadic development patterns of the past have resulted in current densities far below the maximum allowable.

As explained in Table 7, with the above allowable density added to the existing structures outside of the MU-V district, there is a potential of providing well over 250 million total square feet of residential and non-residential development. This equates

Section 163.340 (8)(i) Vacancy Rates

RESIDENTIAL AND COMMERCIAL VACANCY RATES HIGHER IN THE AREA THAN IN THE REMAINDER OF THE COUNTY OR MUNICIPALITY

Vacant structures and vacant units can be detrimental to the image of an area and will negatively affect the desire of investors to devote money to the community. A high vacancy rate in both the residential and commercial markets indicate a lack of overall interest in maintaining an area’s integrity and quality of life. A high vacancy rate in a commercial area can be very detrimental, and decrease the desire of new businesses to move into the area because of fear that their business will be the next causality of a depressed market. With the high vacancy rates also comes an overall decreased property value for the area, which ultimately affects the City’s ad valorem tax revenue.

According to a Citywide Multiple Listing Service (MLS) search conducted locally comparing the MLS unit square footage to the gross square footage of the parcel and condominium data provided by the Osceola County Property Appraiser, 3.49% of the available square footage in the study area is vacant compared to 2.22% citywide. The percentage of vacant residential square footage in the study area is 2.79% as compared to 2.18% citywide. In addition, the vacant commercial square footage in the study area is 3.37% compared to 2.33% citywide.

Vacant Commercial Structures: Existing Conditions



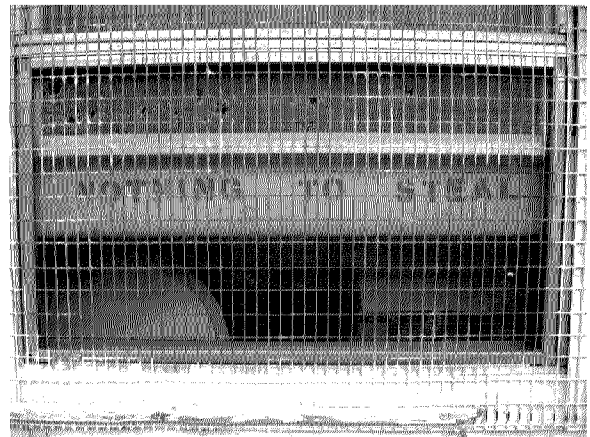
Vine Street CRA

Furthermore, the study area contains only 5.38% of the total City’s residential square footage; however, it contains 6.91% of the total citywide residential vacancy. The study area also contains a little more than 40% of the City’s total non-residential square footage, yet it contains nearly 67% of the City’s total vacant non-residential square footage. These high residential vacancies and even higher non-residential vacancies are obvious indicators of a weak market that will turn away potential investors.

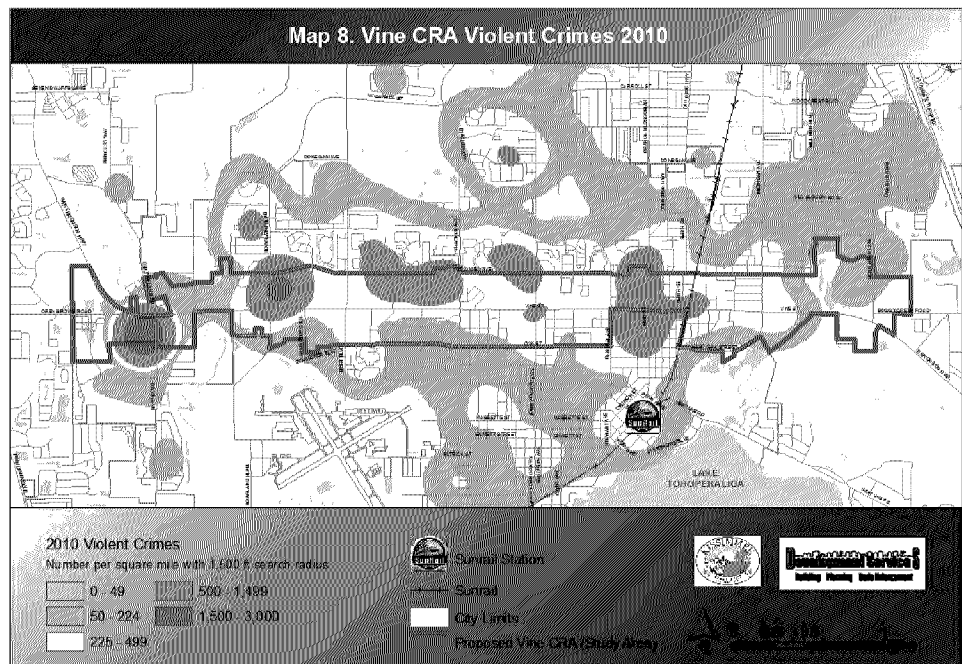
Section 163.340 (8)(j) Crime

INCIDENCE OF CRIME IN THE AREA HIGHER THAN IN THE REMAINDER OF THE COUNTY OR MUNICIPALITY

As described earlier with the description of the unsanitary and unsafe conditions in the study area, there are a significantly higher number of Violent Crimes in the study area as compared to the remainder of the City. According to data provided by the Kissimmee Police Department and illustrated on Map 8, the study area contains only 12% of the total area of the City; however, there were 35% of the total 3,383 citywide violent crimes in 2010. Violent crimes include illegal activities such as auto theft, burglary, armed robbery, sexual battery, rape, grand theft, and other similar crimes.



In addition to the high costs endured by the victims of these crimes, there are added costs. These include the private sector’s unwillingness to invest in redevelopment, increased cost to the Police Department to patrol and respond to incidences, reduced customer patronage to area businesses, increased cost of products to offset the cost of stolen goods not retrieved, and many others. While the high numbers of violent crime incidents indicate a good police presence, it also indicates a great need to address the crime attractants such as high unemployment rates, significant vacancy rates, and unsanitary or unsafe conditions.



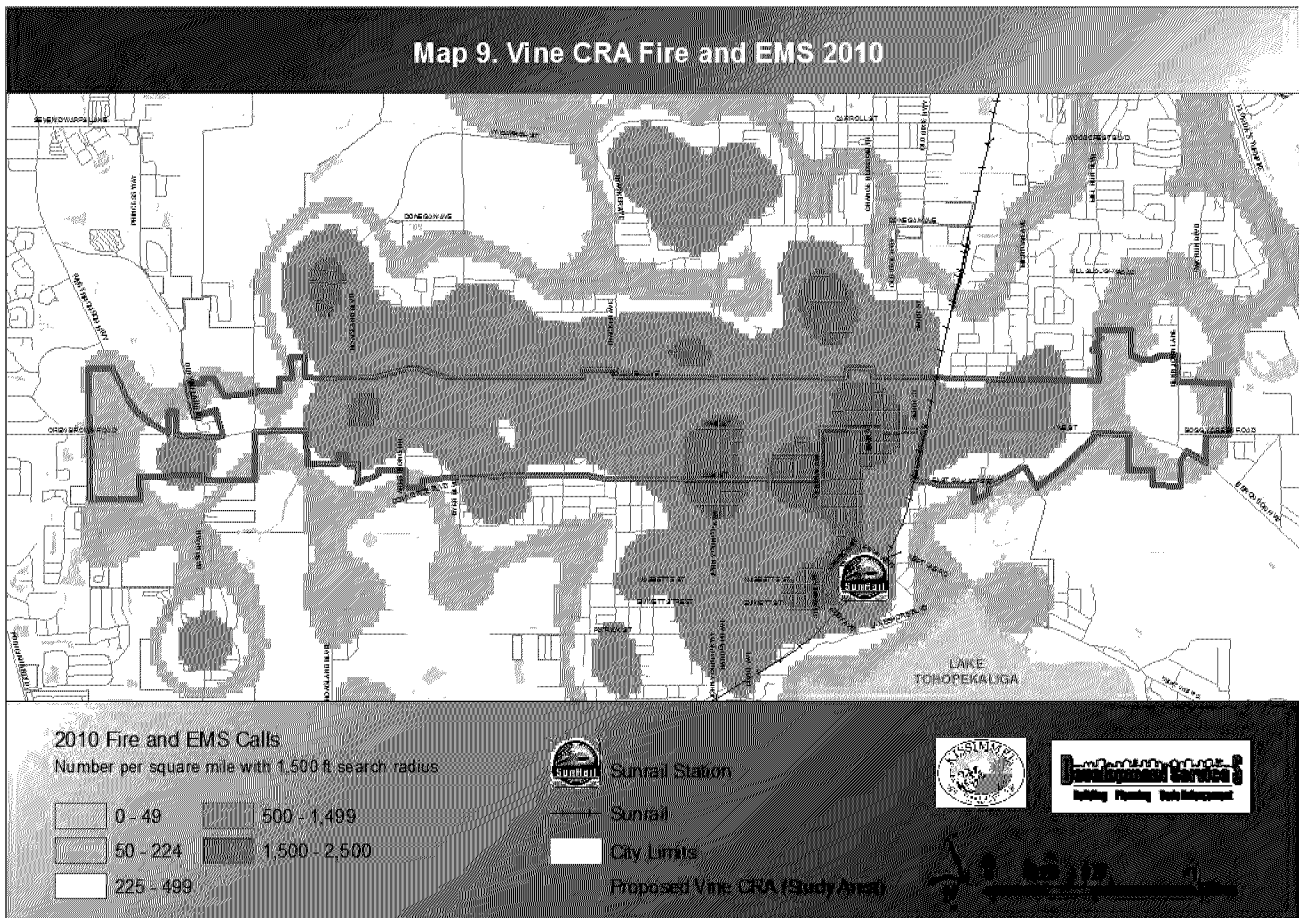
Vine Street CRA

Section 163.340 (8)(k) Fire and EMS

FIRE AND EMERGENCY MEDICAL SERVICE CALLS TO THE AREA PROPORTIONATLY HIGHER THAN IN THE REMAINDER OF THE COUNTY OR MUNICIPALITY

As with crimes, there are secondary costs associated with an area having a high rate of fire and EMS incidents. For every one of these calls, there is a significant amount of City resources put into action. These additional resources cost the tax payers and increase the burden on the City budget. While many accidents, injuries, and emergencies are unavoidable, according to the above Florida Statute, a high number of these calls in a concentrated area can indicate blight.

As shown in Map 9 and the below pictures, over 25% of the total number of citywide fire and EMS incidents requiring response was within the study area alone.



Fire and EMS Related Calls



Burned-out home.



Fire truck en route.



Fire and EMS responding.

Vine Street CRA

SECTION V. Conclusion

This study has identified and documented conditions in the recommended Vine Street CRA area that are consistent with the definition of blight contained in the Florida Statutes. It is, therefore, reasonable to find that these conditions substantially impair sound growth and have led to economic distress in the area. The inventory of existing conditions presented in this report provides a basis for the City of Kissimmee to adopt a resolution acknowledging the existence of blight in the proposed Vine Street CRA and finding that rehabilitation, conservation or redevelopment is necessary in the interest of the public health, safety, morals or welfare of the City's residents. These findings also provide justification for using the tools provided to local governments through Chapter 163 Part III of the Florida Statutes: "The Community Redevelopment Act".

The proposed Vine Street CRA has a substantial number of structures exhibiting some level of deterioration, documented by the field observations conducted by Development Services staff throughout 2010 and 2011. Government maintained demographic and economic statistics highlight a prevailing level of economic distress.

Low per capita income, high poverty rates, high unemployment rate, low educational attainment levels, lower median home values compared to the City are strong indicators of economic distress in the proposed Vine Street CRA. The distressed economic conditions combined with the deteriorated physical environment experienced in the area confirm the existence of blighted conditions in the proposed Vine Street CRA. The cumulative impact of high vacancy rates in residential and commercial properties, a high percentage of aging structures, substandard lot configurations, high crime rates, and decreasing assessed values over the last five years substantiate the existence of blight in the area.

The existence of blight can have negative impacts on a community including:

- Depressed property values, resulting in lower local tax revenues;
- Strain on city services- police, health, fire, building code;
- Increased fire hazard potential because of poor maintenance, faulty wiring and debris;
- Increased code enforcement demands;
- Concentration of low-income groups and marginal businesses with decreased potential for investment to reverse the blighting conditions;
- Creation of an environment that attracts criminal activity;
- Creation of a poor market environment, where existing businesses relocate to other, more stable areas and new businesses do not replace them;
- Cost to existing homeowners – higher insurance premiums, low appraisals for homestead properties.

Presence of Blight

The analysis indicates that the proposed Vine Street CRA contains at least nine of the fourteen conditions indicative of a "blighted area" listed in the Florida Statutes. The following is a summary of findings that support a declaration of blight for the proposed Vine Street CRA:

SECTION VI. Recommendations

Establish the CRA boundaries as proposed. The data presented in this report provides a factual basis upon which the City of Kissimmee and Osceola County may make a legislative finding that the proposed Vine Street CRA Area is at this time a blighted area; and that rehabilitation, conservation, or redevelopment, or a combination thereof is necessary in the interest of the public health, safety, morals or welfare of the residents of the municipality. It is recommended that the City of Kissimmee City Commission pass a resolution designating the recommended boundary as the Vine Street CRA Community Redevelopment Area. It is further recommended that the Osceola County Commission pass a resolution designating the recommended boundary as the Vine Street CRA Community Redevelopment Area.

Create a Vine Street Redevelopment Plan

The formulation of a redevelopment plan, using the tools made available in Florida Statutes, is the most appropriate means of overcoming the obstacles to economic development cited in this study. In light of the changes that have occurred in the area a redevelopment plan can provide focus and oversight for the land development process while improving the appearance and marketability of the area. The Community Redevelopment Agency is responsible for assisting in the preparation of the Redevelopment Plan. Section 163.362 F.S. contains a detailed description of the required contents of this Plan. The Plan is intended to address the needs identified in this study, define community redevelopment goals and objectives, set forth specific Agency policies and actions, and finally, identify capital improvement projects, their costs and funding sources. It can provide a strategy for funding capital improvements and economic incentives that will attract private sector investment and ensure that infrastructure is in place to support future growth and development. The Redevelopment Plan developed for the Vine Street CRA should incorporate the recommendations of recent studies completed in the area.

APPENDIX A: Market Profile

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Market Profile

US 192 CRA Boundary

Population Summary	
2000 Total Population	2,817
2000 Group Quarters	54
2010 Total Population	3,572
2015 Total Population	3,689
2010-2015 Annual Rate	0.65%
Household Summary	
2000 Households	1,084
2000 Average Household Size	2.55
2010 Households	1,374
2010 Average Household Size	2.55
2015 Households	1,423
2015 Average Household Size	2.54
2010-2015 Annual Rate	0.70%
2000 Families	726
2000 Average Family Size	3.00
2010 Families	883
2010 Average Family Size	3.04
2015 Families	900
2015 Average Family Size	3.06
2010-2015 Annual Rate	0.38%
Housing Unit Summary	
2000 Housing Units	1,267
Owner Occupied Housing Units	40.9%
Renter Occupied Housing Units	48.4%
Vacant Housing Units	10.7%
2010 Housing Units	1,776
Owner Occupied Housing Units	31.3%
Renter Occupied Housing Units	46.1%
Vacant Housing Units	22.6%
2015 Housing Units	1,943
Owner Occupied Housing Units	29.3%
Renter Occupied Housing Units	43.9%
Vacant Housing Units	26.8%
Median Household Income	
2000	\$32,162
2010	\$39,146
2015	\$45,161
Median Home Value	
2000	\$82,318
2010	\$128,768
2015	\$159,722
Per Capita Income	
2000	\$14,401
2010	\$17,016
2015	\$18,731
Median Age	
2000	33.1
2010	32.7
2015	32.8

Data Notes: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population. Detail may not sum to totals due to rounding.

Sources: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

January 24, 2012



Market Profile

US 192 CRA Boundary

2000 Households by Income	
Household Income Base	1,113
<\$15,000	22.1%
\$15,000 - \$24,999	16.9%
\$25,000 - \$34,999	15.0%
\$35,000 - \$49,999	21.1%
\$50,000 - \$74,999	15.9%
\$75,000 - \$99,999	5.5%
\$100,000 - \$149,999	2.2%
\$150,000 - \$199,999	0.9%
\$200,000+	0.4%
Average Household Income	\$38,632
2010 Households by Income	
Household Income Base	1,373
<\$15,000	17.3%
\$15,000 - \$24,999	14.7%
\$25,000 - \$34,999	12.6%
\$35,000 - \$49,999	19.1%
\$50,000 - \$74,999	24.3%
\$75,000 - \$99,999	6.0%
\$100,000 - \$149,999	4.7%
\$150,000 - \$199,999	0.5%
\$200,000+	0.9%
Average Household Income	\$45,121
2015 Households by Income	
Household Income Base	1,425
<\$15,000	15.3%
\$15,000 - \$24,999	12.5%
\$25,000 - \$34,999	10.7%
\$35,000 - \$49,999	16.3%
\$50,000 - \$74,999	31.5%
\$75,000 - \$99,999	6.0%
\$100,000 - \$149,999	6.1%
\$150,000 - \$199,999	0.7%
\$200,000+	1.0%
Average Household Income	\$49,424
2000 Owner Occupied Housing Units by Value	
Total	489
<\$50,000	13.9%
\$50,000 - \$99,999	66.5%
\$100,000 - \$149,999	19.0%
\$150,000 - \$199,999	0.8%
\$200,000 - \$299,999	0.2%
\$300,000 - \$499,999	0.0%
\$500,000 - \$999,999	0.2%
\$1,000,000 +	0.0%
Average Home Value	\$82,036
2000 Specified Renter Occupied Housing Units by Contract Rent	
Total	597
With Cash Rent	97.8%
No Cash Rent	2.2%
Median Rent	\$586
Average Rent	\$551

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony. Specified Renter Occupied Housing Units exclude houses on 10+ acres. Average Rent excludes units paying no cash.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

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Market Profile

US 192 CRA Boundary

Year	Category	Percentage
2000	Population by Age	
	Total	2,818
	0 - 4	7.0%
	5 - 9	7.2%
	10 - 14	7.1%
	15 - 24	15.3%
	25 - 34	16.3%
	35 - 44	15.8%
	45 - 54	12.2%
	55 - 64	8.3%
	65 - 74	5.8%
75 - 84	3.4%	
85 +	1.5%	
18 +	74.4%	
2010	Population by Age	
	Total	3,576
	0 - 4	7.4%
	5 - 9	6.7%
	10 - 14	6.0%
	15 - 24	15.9%
	25 - 34	17.5%
	35 - 44	13.1%
	45 - 54	12.9%
	55 - 64	9.6%
	65 - 74	5.7%
75 - 84	3.6%	
85 +	1.5%	
18 +	75.9%	
2015	Population by Age	
	Total	3,690
	0 - 4	7.6%
	5 - 9	6.9%
	10 - 14	6.2%
	15 - 24	14.6%
	25 - 34	18.6%
	35 - 44	12.9%
	45 - 54	11.7%
	55 - 64	10.0%
	65 - 74	6.6%
75 - 84	3.6%	
85 +	1.5%	
18 +	75.8%	
2000	Population by Sex	
	Males	49.5%
2010	Population by Sex	
	Females	50.5%
2015	Population by Sex	
	Males	49.6%
2015	Population by Sex	
	Females	50.4%
2015	Population by Sex	
	Males	49.5%
2015	Population by Sex	
	Females	50.5%

Sources: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

January 24, 2012

Vine Street CRA



Market Profile

US 192 CRA Boundary

2000 Population by Race/Ethnicity	
Total	2,817
White Alone	66.0%
Black Alone	15.4%
American Indian Alone	0.6%
Asian or Pacific Islander Alone	3.0%
Some Other Race Alone	11.0%
Two or More Races	4.0%
Hispanic Origin	33.0%
Diversity Index	74.4
2010 Population by Race/Ethnicity	
Total	3,572
White Alone	55.9%
Black Alone	17.0%
American Indian Alone	0.7%
Asian or Pacific Islander Alone	4.0%
Some Other Race Alone	17.2%
Two or More Races	5.2%
Hispanic Origin	50.8%
Diversity Index	82.8
2015 Population by Race/Ethnicity	
Total	3,689
White Alone	55.1%
Black Alone	17.3%
American Indian Alone	0.6%
Asian or Pacific Islander Alone	4.1%
Some Other Race Alone	17.6%
Two or More Races	5.3%
Hispanic Origin	54.4%
Diversity Index	83.1
2000 Population 3+ by School Enrollment	
Total	2,723
Enrolled in Nursery/Preschool	1.2%
Enrolled in Kindergarten	1.5%
Enrolled in Grade 1-8	11.8%
Enrolled in Grade 9-12	7.7%
Enrolled in College	4.2%
Enrolled in Grad/Prof School	0.4%
Not Enrolled in School	79.2%
2010 Population 25+ by Educational Attainment	
Total	2,283
Less Than 9th Grade	7.2%
9th to 12th Grade, No Diploma	14.5%
High School Graduate	32.9%
Some College, No Degree	19.4%
Associate Degree	9.3%
Bachelor's Degree	12.5%
Graduate/Professional Degree	4.2%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

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Market Profile

US 192 CRA Boundary

2010 Population 15+ by Marital Status	
Total	2,850
Never Married	35.2%
Married	45.5%
Widowed	5.5%
Divorced	13.8%
2000 Population 16+ by Employment Status	
Total	2,205
In Labor Force	63.7%
Civilian Employed	60.2%
Civilian Unemployed	3.5%
In Armed Forces	0.0%
Not In Labor Force	36.3%
2010 Civilian Population 16+ In Labor Force	
Civilian Employed	83.7%
Civilian Unemployed	16.3%
2015 Civilian Population 16+ In Labor Force	
Civilian Employed	86.9%
Civilian Unemployed	13.1%
2000 Females 16+ by Employment Status and Age of Children	
Total	1,142
Own Children < 6 Only	7.6%
Employed/In Armed Forces	3.9%
Unemployed	0.3%
Not In Labor Force	3.4%
Own Children <6 and 6-17 Only	7.0%
Employed/In Armed Forces	3.9%
Unemployed	0.1%
Not In Labor Force	3.0%
Own Children 6-17 Only	18.5%
Employed/In Armed Forces	11.5%
Unemployed	0.8%
Not In Labor Force	6.2%
No Own Children < 18	66.9%
Employed/In Armed Forces	34.1%
Unemployed	0.7%
Not In Labor Force	32.1%
2010 Employed Population 16+ by Industry	
Total	1,396
Agriculture/Mining	0.4%
Construction	8.4%
Manufacturing	2.7%
Wholesale Trade	2.1%
Retail Trade	10.5%
Transportation/Utilities	3.9%
Information	1.2%
Finance/Insurance/Real Estate	6.1%
Services	62.2%
Public Administration	2.5%

Sources: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

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Vine Street CRA



Market Profile

US 192 CRA Boundary

2010 Employed Population 16+ by Occupation

Total	1,396
White Collar	46.1%
Management/Business/Financial	8.5%
Professional	12.3%
Sales	12.7%
Administrative Support	12.5%
Services	31.8%
Blue Collar	22.1%
Farming/Forestry/Fishing	0.4%
Construction/Extraction	8.0%
Installation/Maintenance/Repair	4.4%
Production	2.4%
Transportation/Material Moving	6.9%

2000 Workers 16+ by Means of Transportation to Work

Total	1,305
Drove Alone - Car, Truck, or Van	76.2%
Carpooled - Car, Truck, or Van	17.8%
Public Transportation	1.1%
Walked	1.9%
Other Means	1.8%
Worked at Home	1.1%

2000 Workers 16+ by Travel Time to Work

Total	1,307
Did not Work at Home	98.9%
Less than 5 minutes	2.4%
5 to 9 minutes	8.6%
10 to 19 minutes	23.7%
20 to 24 minutes	18.8%
25 to 34 minutes	29.8%
35 to 44 minutes	4.7%
45 to 59 minutes	5.7%
60 to 89 minutes	3.3%
90 or more minutes	1.8%
Worked at Home	1.1%
Average Travel Time to Work (in min)	25.3

2000 Households by Vehicles Available

Total	1,090
None	10.8%
1	44.6%
2	31.5%
3	10.7%
4	2.1%
5+	0.3%
Average Number of Vehicles Available	1.5

Sources: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.



Market Profile

US 192 CRA Boundary

2000 Households by Type	
Total	1,084
Family Households	67.0%
Married-couple Family	43.5%
With Related Children	21.2%
Other Family (No Spouse)	23.5%
With Related Children	16.2%
Nonfamily Households	33.0%
Householder Living Alone	23.1%
Householder Not Living Alone	10.0%
Households with Related Children	37.5%
Households with Persons 65+	19.6%
2000 Households by Size	
Total	1,084
1 Person Household	23.1%
2 Person Household	31.6%
3 Person Household	19.0%
4 Person Household	13.7%
5 Person Household	7.8%
6 Person Household	3.0%
7 + Person Household	1.8%
2000 Households by Year Householder Moved In	
Total	1,090
Moved in 1999 to March 2000	30.9%
Moved in 1995 to 1998	33.1%
Moved in 1990 to 1994	13.5%
Moved in 1980 to 1989	13.1%
Moved in 1970 to 1979	6.0%
Moved in 1969 or Earlier	3.4%
Median Year Householder Moved In	1996
2000 Housing Units by Units in Structure	
Total	1,272
1, Detached	49.6%
1, Attached	4.2%
2	2.7%
3 or 4	10.9%
5 to 9	12.5%
10 to 19	8.3%
20 +	8.0%
Mobile Home	3.6%
Other	0.1%
2000 Housing Units by Year Structure Built	
Total	1,270
1999 to March 2000	1.3%
1995 to 1998	5.1%
1990 to 1994	11.3%
1980 to 1989	27.2%
1970 to 1979	30.2%
1969 or Earlier	25.0%
Median Year Structure Built	1978

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

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Market Profile

US 192 CRA Boundary

Top 3 Tapestry Segments

1. Inner City Tenants
2. Aspiring Young Families
3. Industrious Urban Fringe

2010 Consumer Spending

Apparel & Services: Total \$	\$1,562,957
Average Spent	\$1,137.53
Spending Potential Index	48
Computers & Accessories: Total \$	\$208,613
Average Spent	\$151.84
Spending Potential Index	69
Education: Total \$	\$1,092,124
Average Spent	\$794.91
Spending Potential Index	65
Entertainment/Recreation: Total \$	\$2,864,279
Average Spent	\$2,064.77
Spending Potential Index	65
Food at Home: Total \$	\$4,162,127
Average Spent	\$3,029.41
Spending Potential Index	68
Food Away from Home: Total \$	\$3,019,993
Average Spent	\$2,198.11
Spending Potential Index	68
Health Care: Total \$	\$3,103,611
Average Spent	\$2,258.97
Spending Potential Index	61
HH Furnishings & Equipment: Total \$	\$1,590,089
Average Spent	\$1,157.35
Spending Potential Index	56
Investments: Total \$	\$1,236,711
Average Spent	\$900.14
Spending Potential Index	52
Retail Goods: Total \$	\$21,345,638
Average Spent	\$15,536.48
Spending Potential Index	62
Shelter: Total \$	\$14,458,892
Average Spent	\$10,523.94
Spending Potential Index	67
TV/Video/Audio: Total \$	\$1,147,341
Average Spent	\$835.10
Spending Potential Index	67
Travel: Total \$	\$1,570,323
Average Spent	\$1,142.96
Spending Potential Index	60
Vehicle Maintenance & Repairs: Total \$	\$858,544
Average Spent	\$624.89
Spending Potential Index	66

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics, Esri.

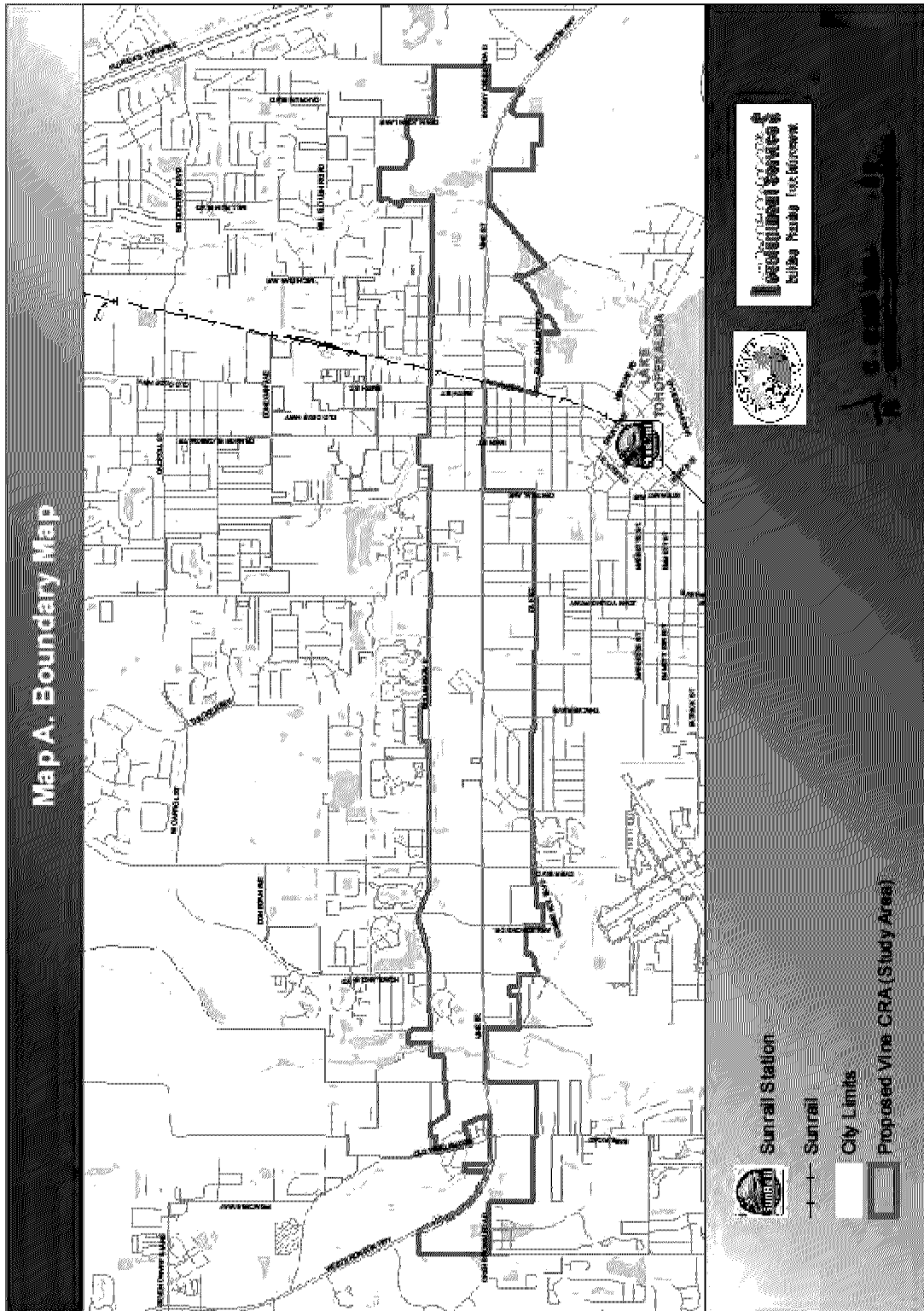
Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

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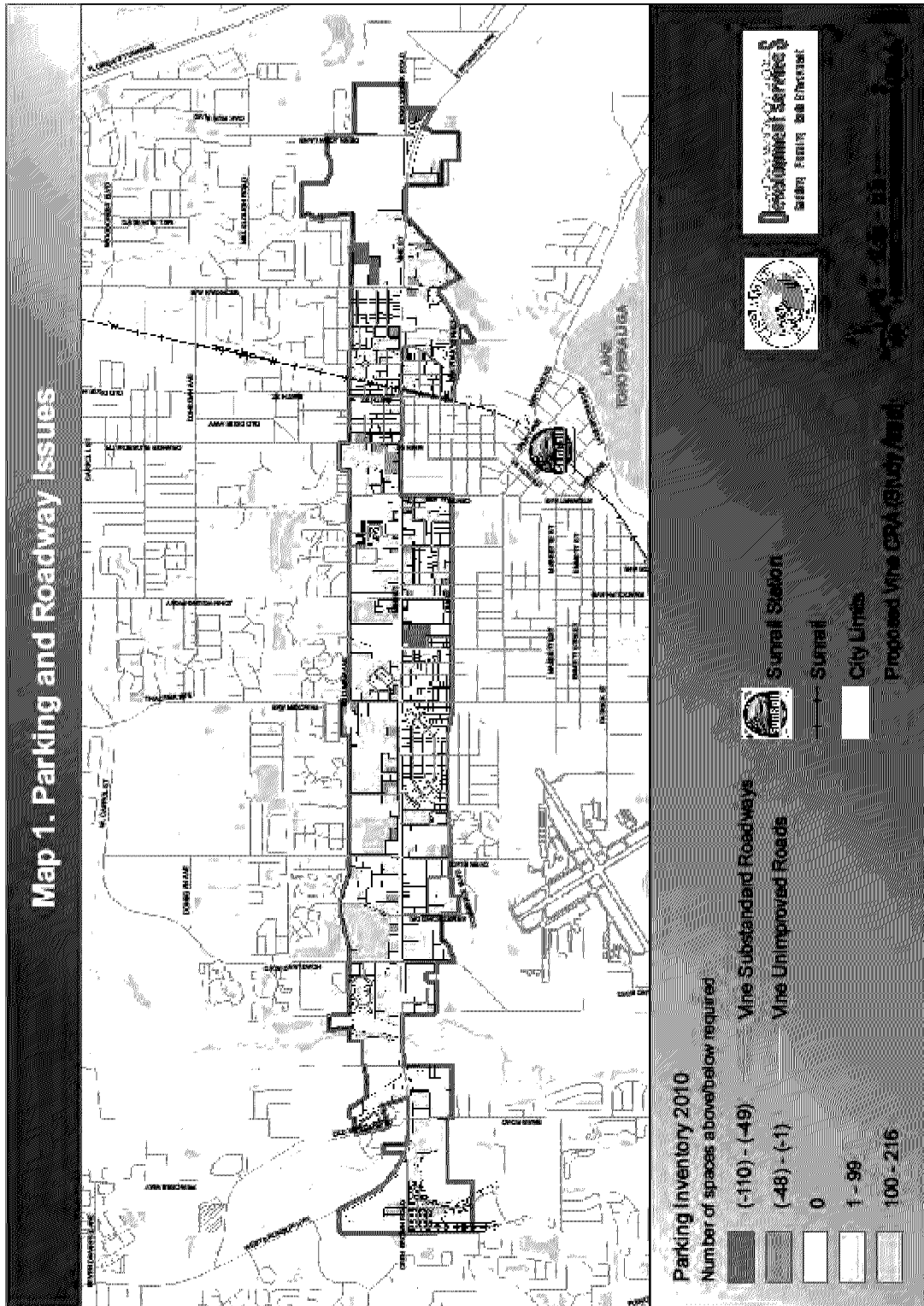
APPENDIX B: Maps

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Vine Street CRA



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Map 1. Parking and Roadway Issues

Parking Inventory 2010

Number of spaces above/below required

- (-110) - (-49)
- (-48) - (-1)
- 0
- 1 - 99
- 100 - 216

Vine Substandard Roadways

Vine Unimproved Roads



Sunrail Station

Sunrail

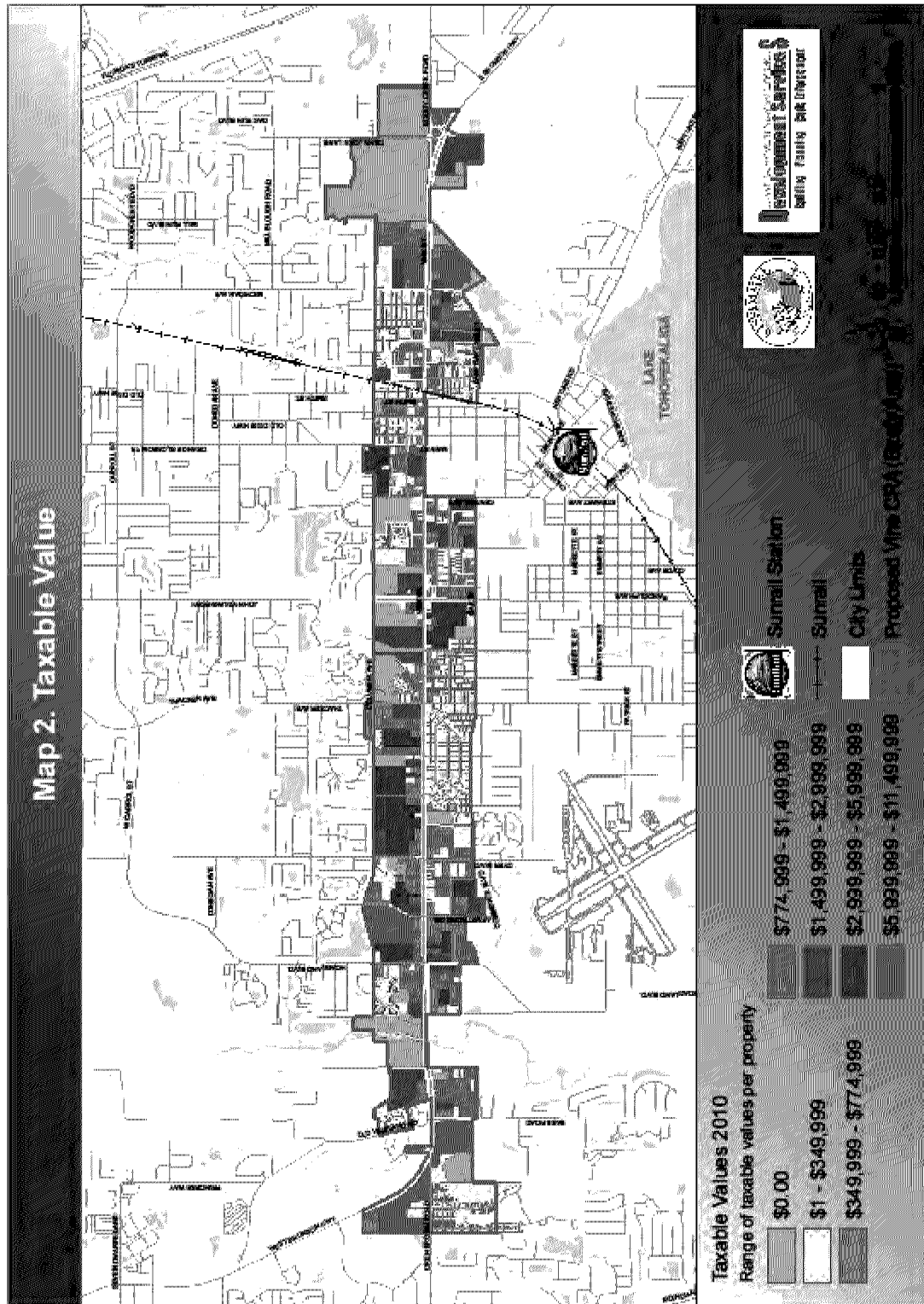
City Limits

Proposed Vine CRA (Study Area)

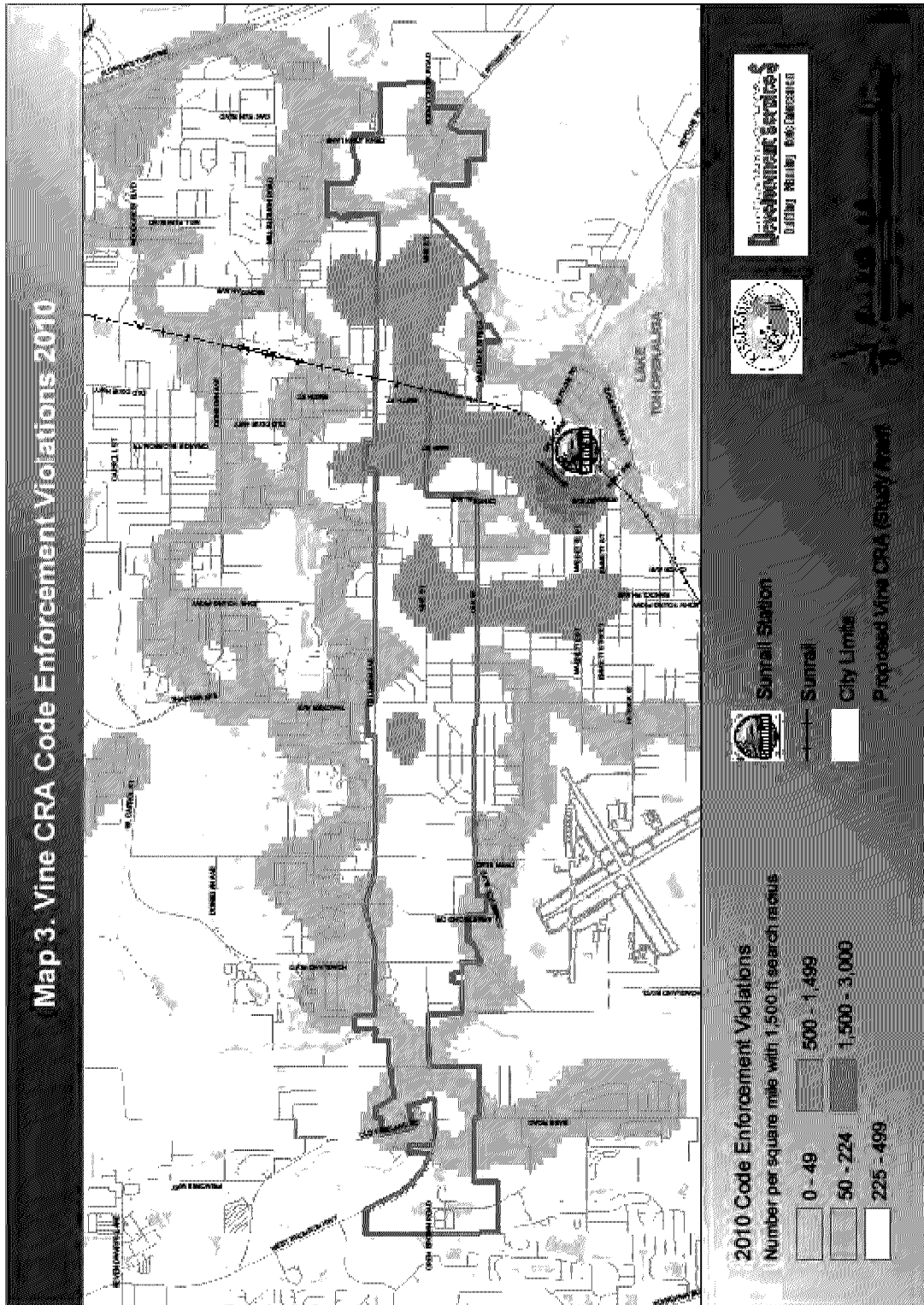


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Vine Street CRA

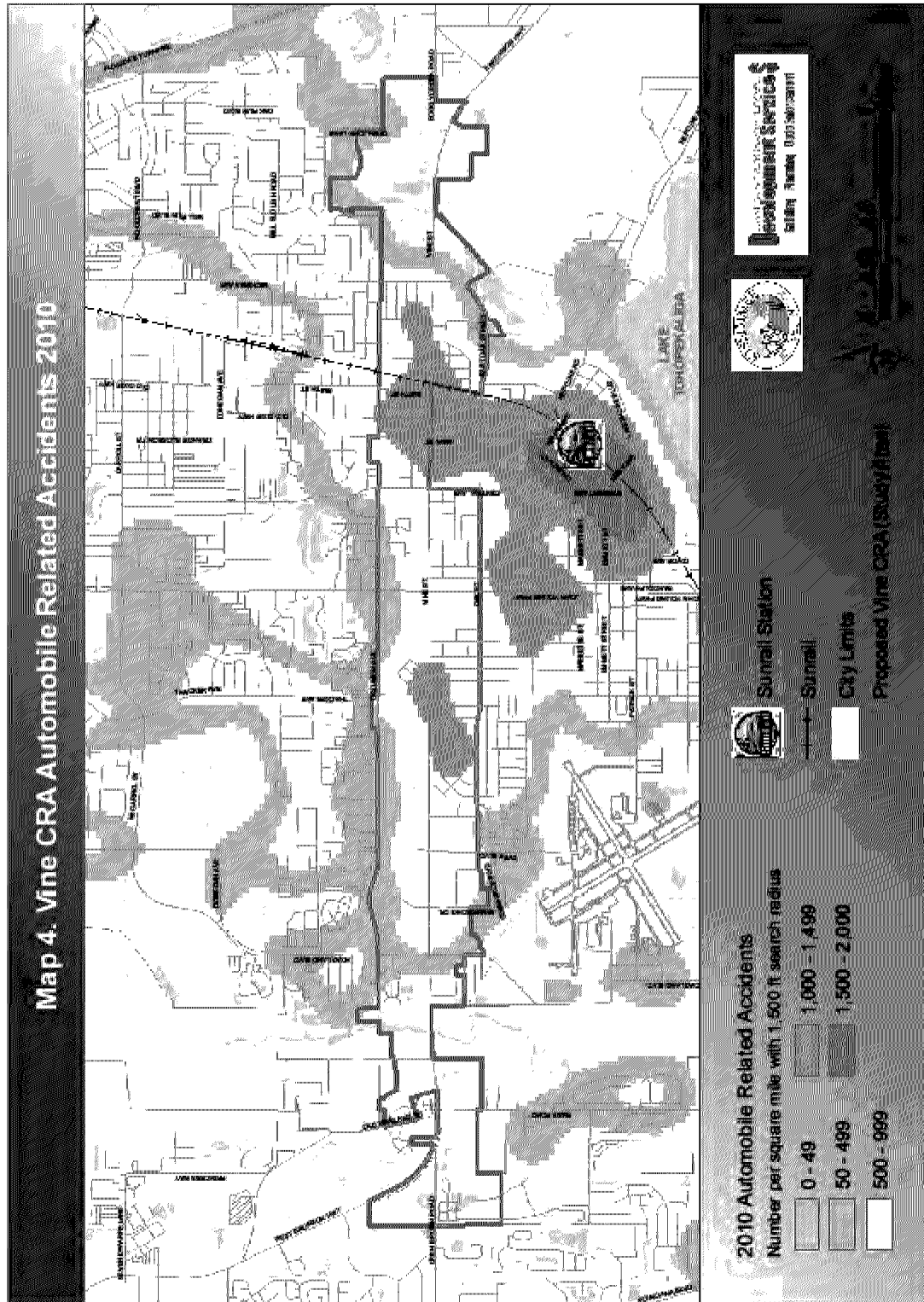


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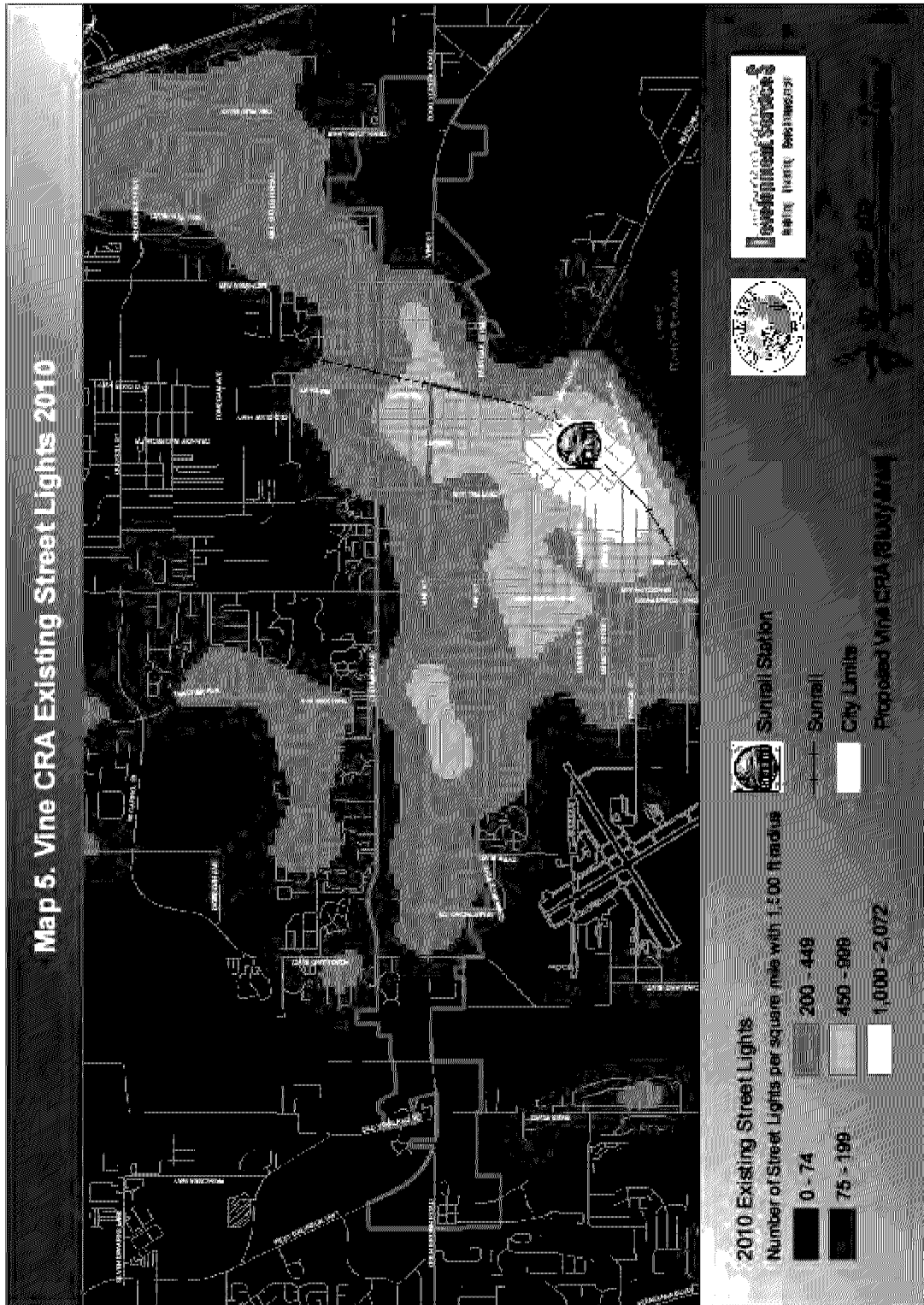


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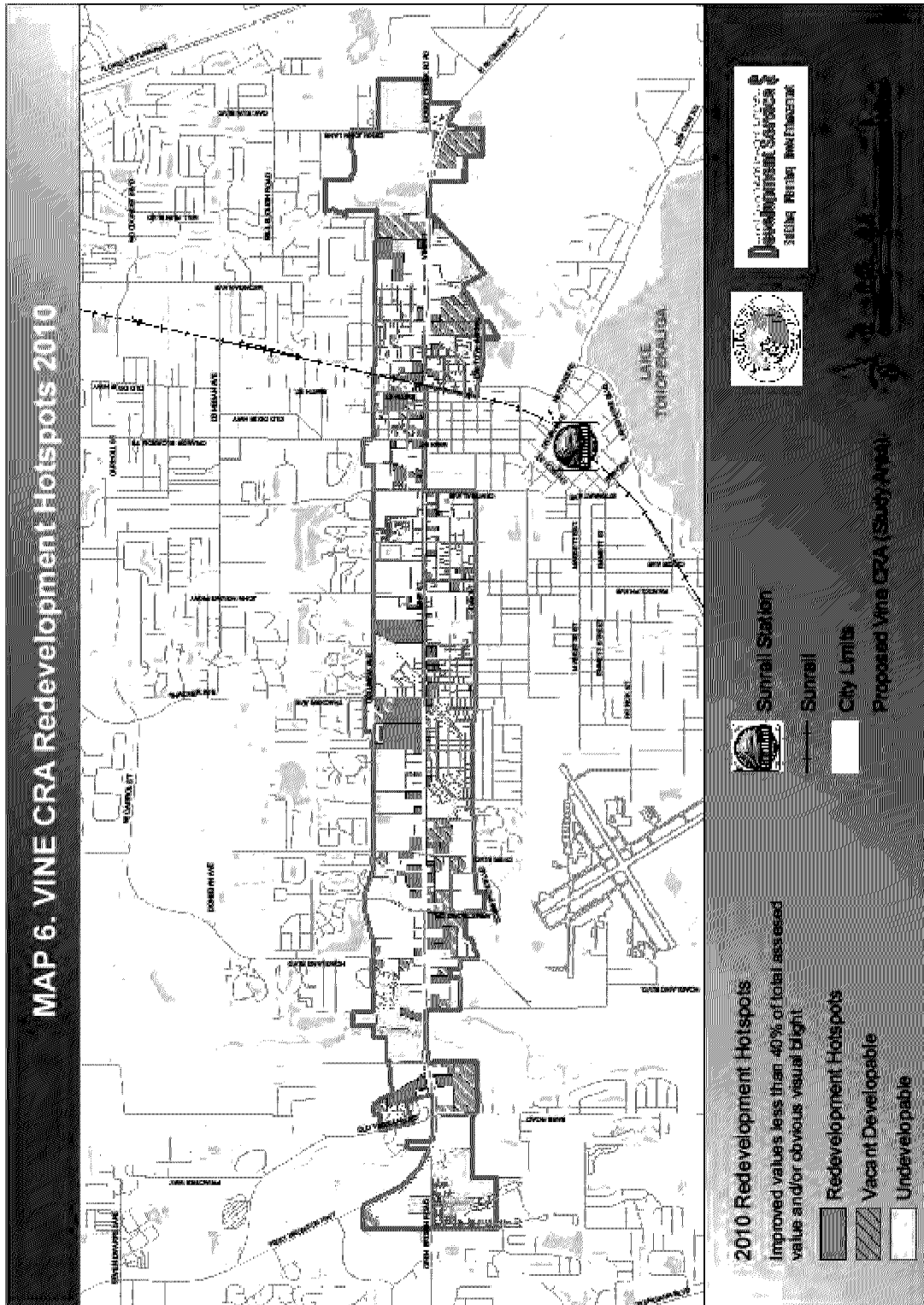
Vine Street CRA



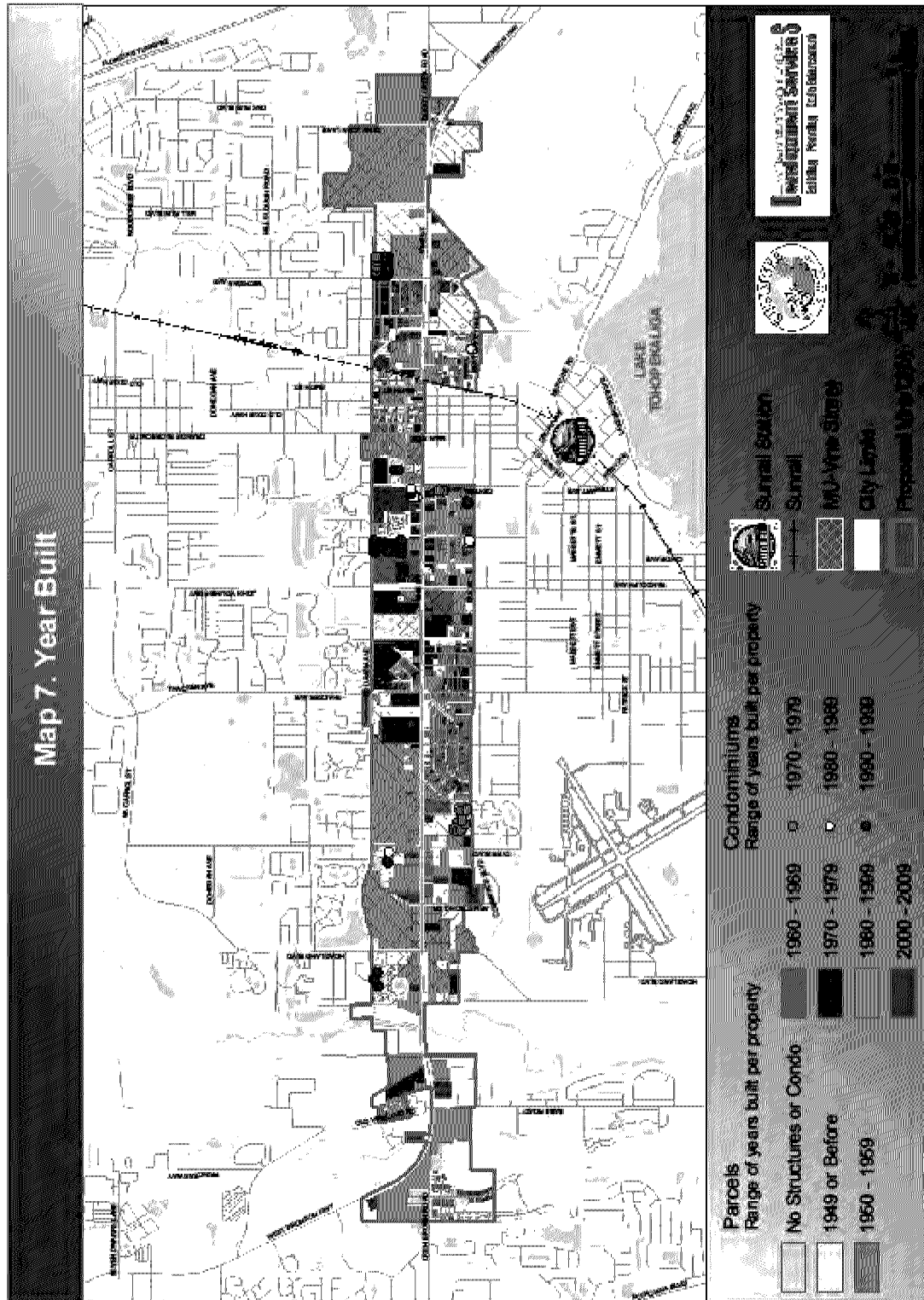
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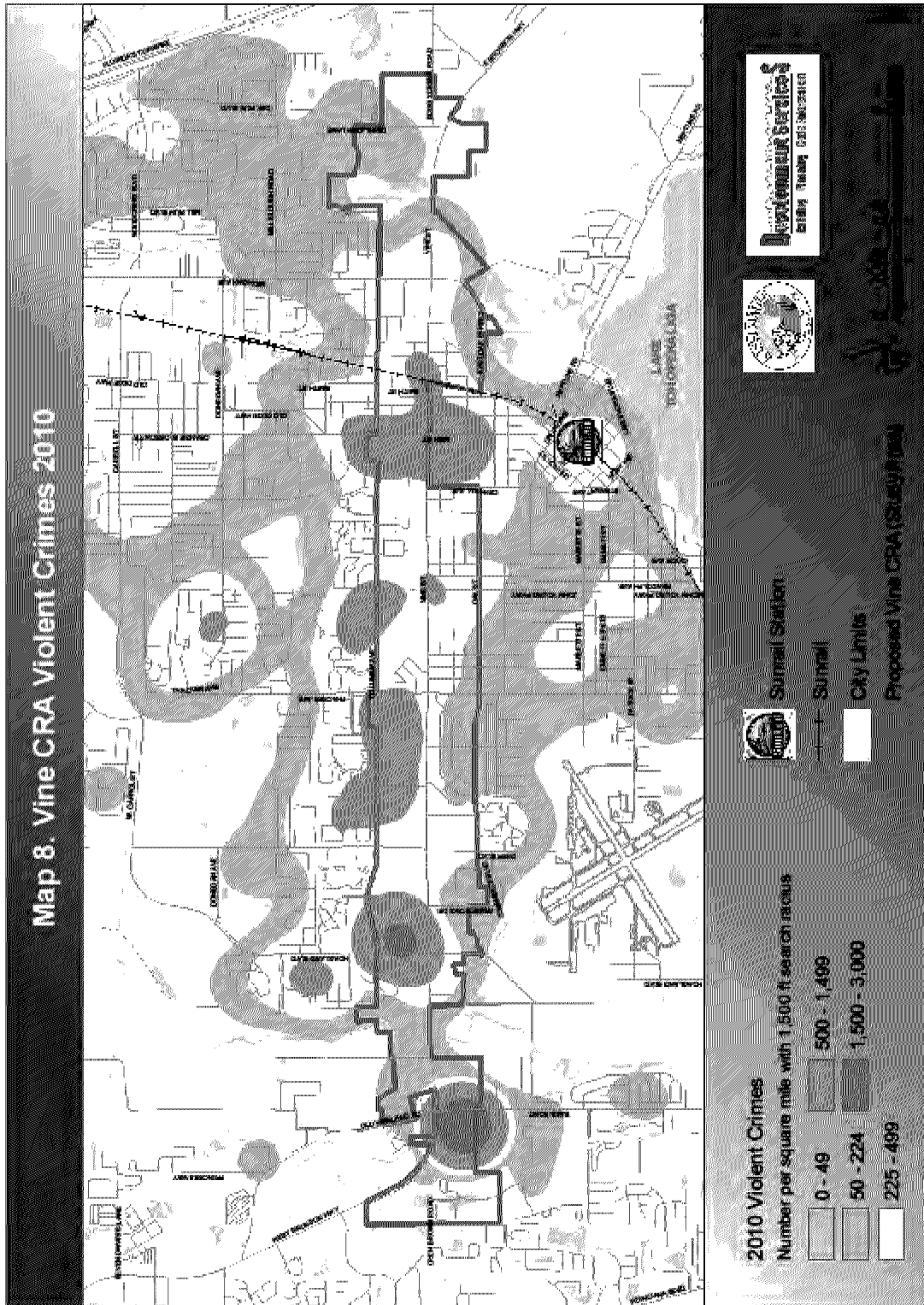


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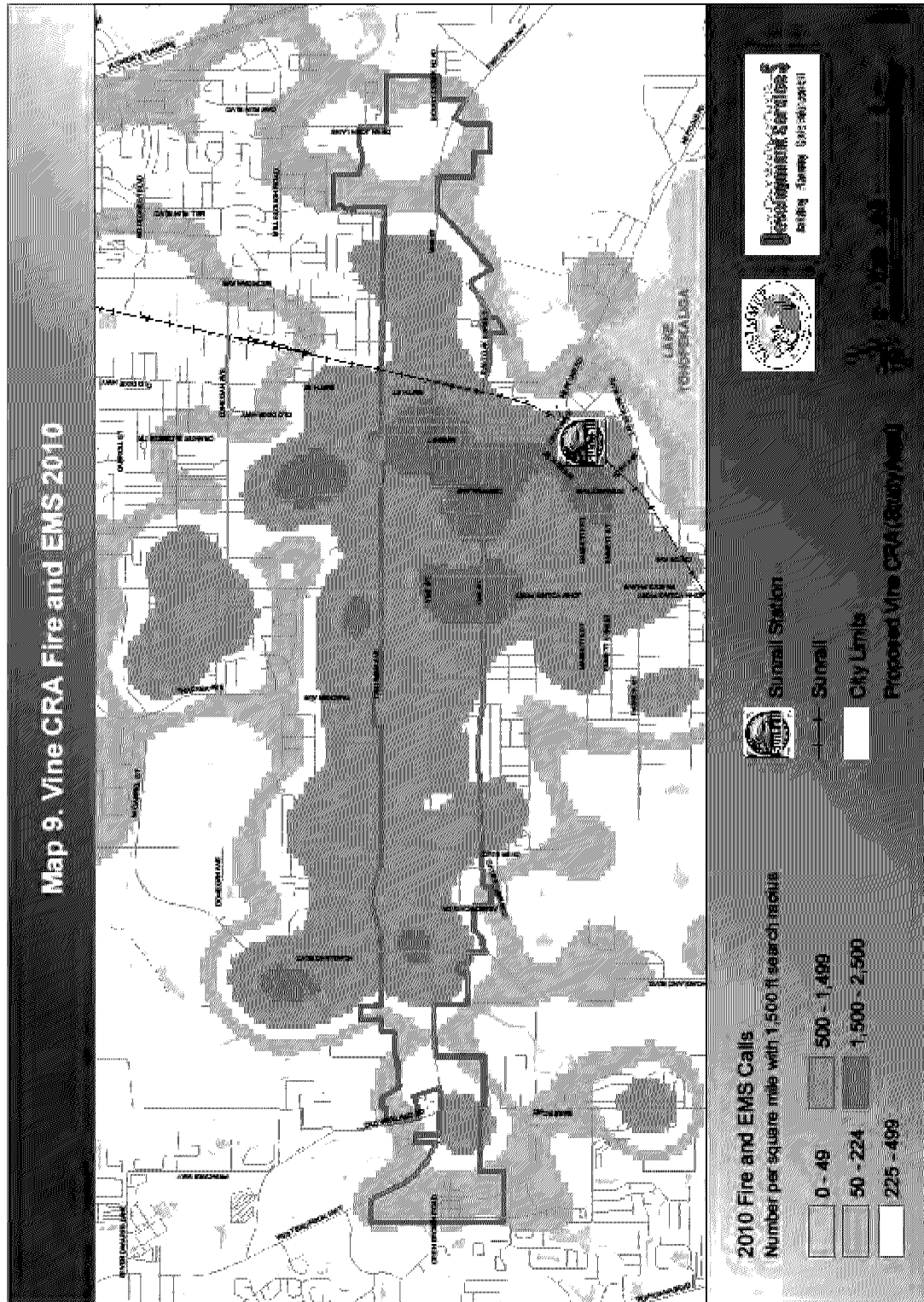
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Vine Street CRA



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Vine Street CRA



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APPENDIX C: Photo Inventory

Vine Street CRA

Defective/Inadequate Street Layout, Parking Facilities, and Roadways



Vine Street CRA

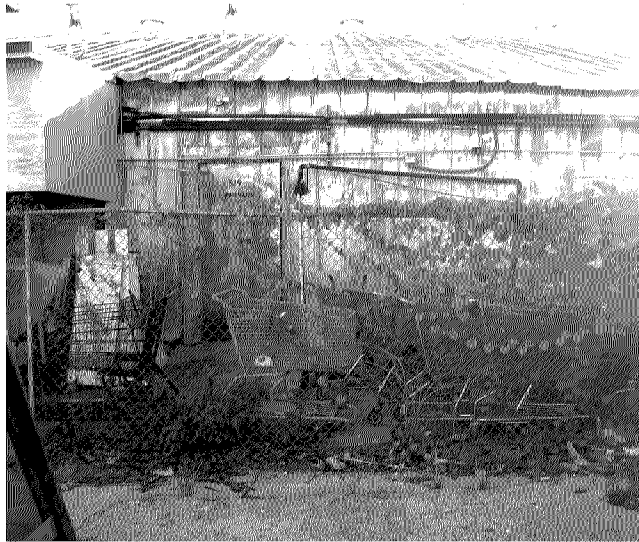
Defective/Inadequate Street Layout, Parking Facilities, and Roadways



Faulty Lot Layout



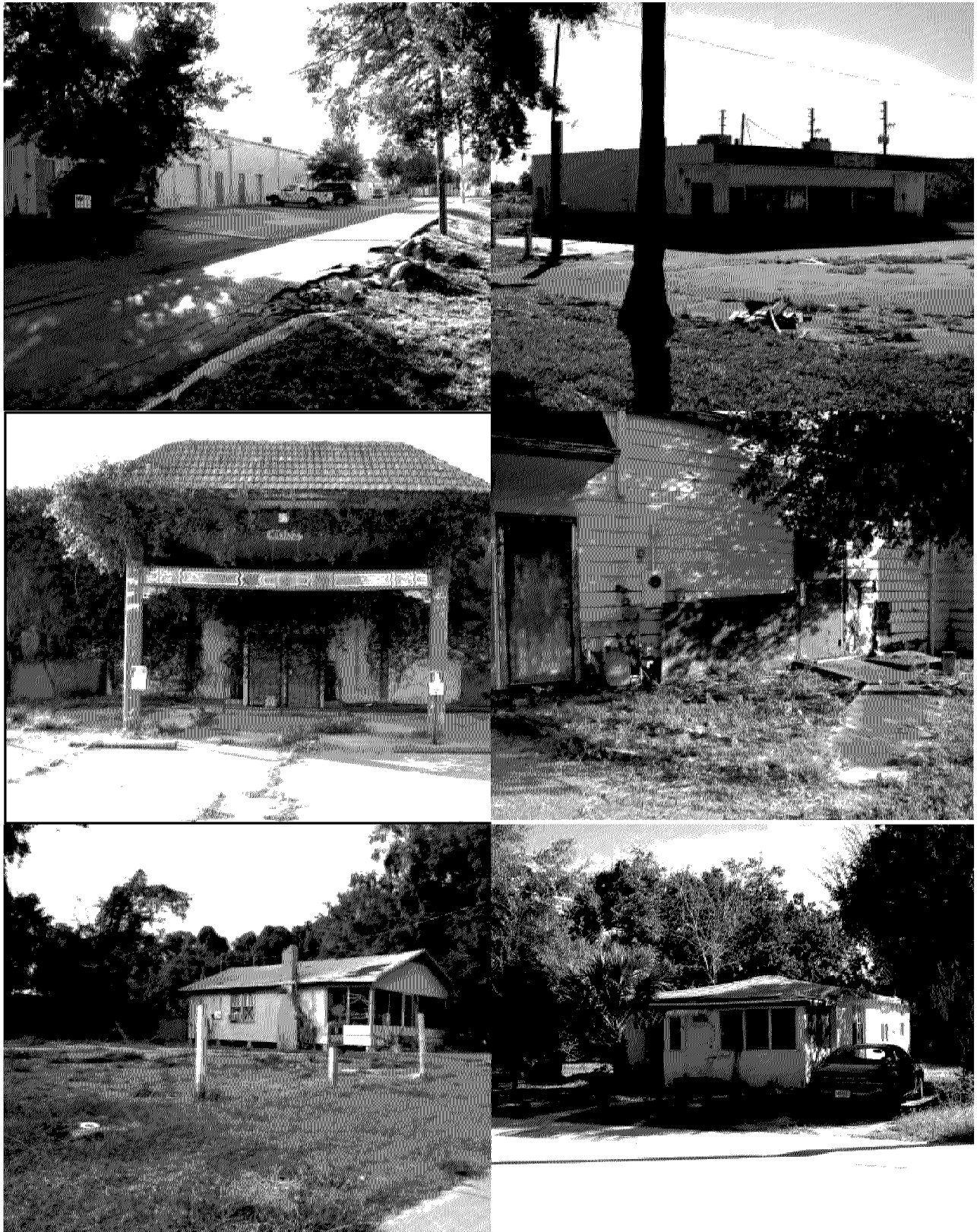
Unsanitary or Unsafe Conditions



Unsanitary or Unsafe Conditions



Deterioration of Site and Other Improvements

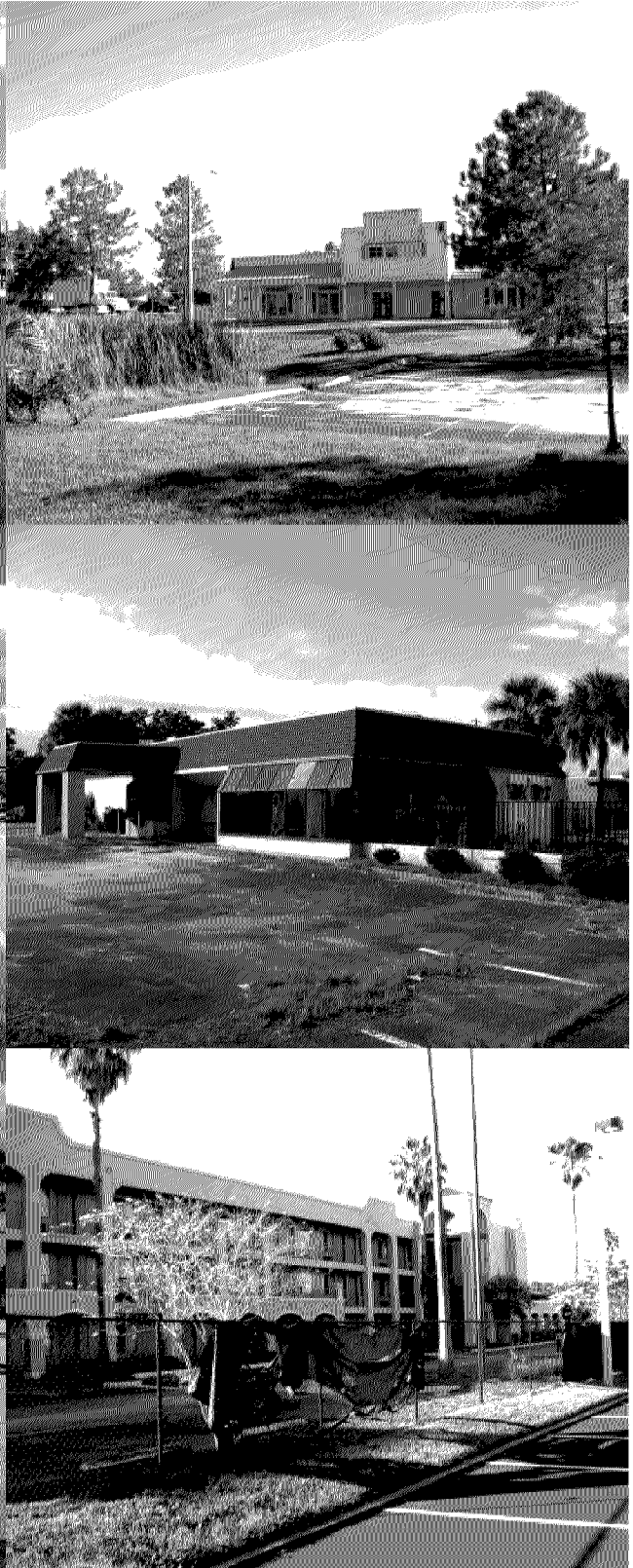


Deterioration of Site and Other Improvements



Inadequate and Outdated Density Patterns

Vacant Commercial Structures



Crime and Fire/EMS

