Staff was asked to research the following cities to determine how their redevelopment areas were funded. Provided below are our findings for Panama City Beach, Panama City, Jacksonville Beach, and New Smyrna Beach.

**Panama City Beach:**
http://www.pcbgov.com/departments-services/community-redevelopment-agency-cra

Where does the money come from that will be used to implement the Front Beach Road Community Redevelopment Plan?

- Tax Increment Financing (TIF) within the designated Front Beach Road Redevelopment area.
- The logic for this financing is that the increase in real estate assessed values and the associated tax revenues collected in this area are the results of the public and private investments and should be reinvested in that targeted redevelopment area.
- The County continues to receive the 2001 tax collected in the CRA, and also receives all the tax collected through the increase in property values in the remainder of the City.
- Being in the CRA does not increase your taxes.
- The School Board and special taxing districts do not contribute to the TIF.

Break down of each year’s plan:

*Per staff, all funding has been a direct result of a TIF.*

**Panama City:**
https://www.pcgov.org/163/CRA

TIF & Redevelopment Funds

TIF stands for Tax Increment Financing. It is a way to pay for improvements to vacant and underused land in the city, so that it becomes productive again. The city has created the CRA/TIF districts to help develop blighted areas, build and repair roads and infrastructure, clean up polluted land, and put vacant properties back to work for the people of Panama City. By returning formerly vacant properties to the tax rolls, the city created new sources of revenue within the TIF district, generating the funds needed to make necessary improvements without raising taxes in the community. The city's investments in these areas are repaid through improved, productive properties that become new, permanent revenue generators.
Plans are implemented as projects, opportunities, and funds become available to address the specific needs identified. CRA staff must be quick to recognize opportunities, and strategic changes that need to be made, as conditions progress in the area. As tax revenues grow (overtime), the ability of each CRA District to fund projects and plans improves. This process continues until conditions are reversed and the District can expire.

*Per response from staff received November 15, 2017, Panama City did receive a grant from FDEP in matching funds, but no state or federal monies have been utilized.*

**Jacksonville Beach:**

**Tax Increment District**

Both of the Jacksonville Beach Community Redevelopment Districts are designated as Tax Increment Districts. The Agency manages the tax increment trust funds that were set up pursuant to Chapter 163, Part III, Section 163.387, Florida Statutes. The Downtown Redevelopment Tax Increment District was created following the adoption of a redevelopment plan first adopted on January 19, 1987, which was last amended on September 8, 2015. The South Beach TIF District was approved under a redevelopment plan adopted on June 15, 1987, and last amended on April 18, 2011. Under Chapter 163.387(2)(a), Florida Statutes, a redevelopment tax increment trust fund remains in place for a period not to exceed 60 years. The ending date of the TIF District is determined to be 30 years from the date that a 6 community redevelopment was modified or amended, provided that the expiration date is not more than 60 years from the date of adoption of the original community redevelopment plan. The amount of the tax increment in the Downtown Community Redevelopment Area was up slightly over the previous year. The amount of assessed valuation in the District increased from $480.9 million to $510.3 million, yielding an increment of $468.0 million against the 1983 base year valuation. The Agency received $5,062,043 in appropriations from the two taxing authorities – the City of Jacksonville Beach and the City of Jacksonville/Duval County – for the Downtown district. For the South Beach Community Redevelopment Area, the contribution to the tax increment trust fund totaled $3,310,445. The appropriation to the South Beach TIF from the two taxing authorities was based on an assessed valuation of $313.7 million and an incremental valuation of $307.2 million over the 1986 base year.

*Per staff, Jacksonville Beach partnered with FDOT on some of the landscaping, but all other improvements were direct result of the TIF.*
New Smyrna Beach:
https://www.cityofnsb.com/106/Community-Re redevelopment

Response received from Mr. Otte, City of New Smyrna Beach:
Private sector investment is what makes redevelopment successful - government can’t do it alone: government can only serve as a partner. I have observed a redevelopment project in another county fail simply because the capital improvements by themselves, in this case a streetscape, did not stimulate private sector investment.

In New Smyrna Beach we have been successful in stimulating private sector investment, almost exclusively with TIF funding and private sector grantee matching funds, in the CRA that closed in 2015. There were several projects I can think of in the now closed CRA that had other grant sources:

* The W Canal Streetscape, which FDOT participated in for about $2 million of the $3 million total cost;
* The North Causeway improvements, in which $500,000 in FDOT funds were provided to a project with $500,000 in CRA funds;
* The restoration of the historic Chamber of Commerce building received some ECHO funding along with CRA funds;
* ECHO funds may have also been used in the purchase of beachfront property for a park that was developed with CRA funds (before I started with the City). EDHO funds are no longer permitted in CRA projects.
* FDOT Brownfield mitigation funds were used in the cleanup of the property at the NW corner of US 1 and Canal St. CRA funds were used to purchase the property and build a parking lot. A portion of the property was sold to FDOT for the construction of a turn lane next year by FDOT.

Staff was also asked to research more information regarding the Wynwood Arts District. Provided below is a summary of our findings.

Wynwood Arts District

The Wynwood area in Miami, Florida, is a historic area that experienced redevelopment through the reuse of dilapidated manufacturing buildings for art galleries and work space. Here is a link that provides the history of the area:

http://miami-history.com/history-of-wynwood-miami/
The successful redevelopment of the area has been tied to pioneering artist and real estate groups, such as Goldman Properties. The City of Miami coordinated with the various groups to create specialized planning and zoning for the area. Additionally, the City of Miami created a Business Improvement District (BID) that uses ad valorem taxes to fund management of the redevelopment efforts in the Wynwood area. The following is a link to the Wynwood BID webpage.

https://wynwoodmiami.com/

Staff could not find any use of federal or state funding for redevelopment.

Staff also was asked to research the incentives utilized for the Orlando. Provided below are our findings.

**SHIP AHAC Requirements – Section 420.9076(4), Florida Statutes**

At a minimum, each advisory committee shall submit a report to the local governing body that includes recommendations on, and triennially thereafter evaluates the implementation of, affordable housing incentives in the following areas:

a) The processing of approvals of development orders or permits, as defined in Section 163.3177(6)(f)(3), F.S., for affordable housing projects is expedited to a greater degree than other projects.

b) The modification of impact-fee requirements, including reduction or waiver of fees and alternative methods of fee payment for affordable housing.

c) The allowance of flexibility in densities for affordable housing.

d) The reservation of infrastructure capacity for housing for very low-income persons, low-income persons, and moderate-income persons.

e) The allowance of affordable accessory residential units in residential zoning districts.

f) The reduction of parking and setback requirements for affordable housing.

g) The allowance of flexible lot configurations, including zero-lot-line configurations for affordable housing.

h) The modification of street requirements for affordable housing.

i) The establishment of a process by which a local government considers, before adoption, policies, procedures, ordinances, regulations, or plan provisions that increase the cost of housing.

j) The preparation of a printed inventory of locally owned public lands suitable for affordable housing.

k) The support of development near transportation hubs and major employment centers and mixed-use developments.
Orlando  The Housing and Community Development Department, the Planning Division, and the Office of Permitting Services worked together to form the Expedited Housing Development Approval Process. A Housing Expediter is assigned who serves as the lead staff member responsible for coordinating the City’s review through the various departments. The Expediter performs an initial review of the development applying for certification to determine whether it meets income criteria. The Expediter then communicates with other departments and serves as the key contact between City staff and the developer. In addition, the Planning Division and Permitting Services Division each assign a staff person to serve as Ombudsman for certified housing developments. Orlando also prioritizes developments meeting the city’s residential green building principles.

All Land Development Code and Growth Management Plan amendments that may impact the development of affordable and attainable housing are reviewed by the Housing Expediter and the Affordable Housing Advisory Committee before submission to City Council for approval. During the review of the proposed policy or regulation, staff performs research on the impacts of that policy or regulation on housing cost and provides the results in the Technical Review Committee Project and Analysis Report. Staff from the initiating department/division discusses the policy impact with the Housing Expediter. The Housing Expediter then schedules a meeting to present the policy amendment to the AHAC with a Housing Impact Statement detailing the economic impact on the development of affordable or attainable housing.

City of Orlando (excerpt from Incentive Section of the Local Housing Assistance Plan)
The sewer benefit fee and the transportation impact fee are the only two impact fees the City of Orlando charges for new construction. In addition, the Orange County School Board levies a school impact fee for residential developments. As an incentive to produce affordable housing, the City established an Affordable Housing Impact Fee Program that provides a full or partial reimbursement for sewer and school impact fees, and a Transportation Impact Fee Exemption Program that exempts certified affordable housing developments from the payment of the transportation impact fees for affordable units.

To receive reimbursement of the sewer and school impact fees, developers must pay all impact fees when building permits are issued. After the sale of the housing unit at or below the City’s maximum sales price, or after the housing unit is rented at or below the established HUD rents, the impact fees are reimbursed by the City, provided funding is available. The reimbursement is available on a first-come, first served basis. Another benefit available to certified affordable housing developments is the Transportation Exemption Impact Fee Program. The program offers a partial exemption for developments that have received affordable housing certification.