

CRA CITIZEN ADVISORY COMMITTEE
OFFICIAL AGENDA
July 21, 2016
5:00 p.m.

Municipal Administration Building
Commission Chambers
201 W. Central Avenue
Lake Wales, FL 33853

1. AGENDA ITEM

1.I. Approval Of Minutes: June 16, 2016, Regular Meeting

Documents:

[2016-06-16CCAC.PDF](#)

1.II. Planning Session With Staff On The Revision Of The 1999 CRA Plan

Documents:

[001 - CRA TAX INCREMENT REVENUE SHEET 15-16.PDF](#)
[002 - DEBT SCHEDULE 16-17.PDF](#)
[003 - SERIES 2007 DEBT - CRA PROJECTS.PDF](#)
[004 - DRAFT BUDGET FY 2016-17.PDF](#)
[005 - 5 YEAR CAPITAL IMPROVEMENT PLAN.PDF](#)
[006 - CRA - DEBT SCHEDULE.PDF](#)
[007 - LAKE WALES - CRA SUNSET 2028-29.PDF](#)
[MARTIN VARGAS FINAL PLAN.PDF](#)
[2007-14, REVISION TO CRA PLAN.PDF](#)
[2007-14 AGENDA ITEM.PDF](#)
[1999 CRA_PLAN.PDF](#)

2. COMMUNICATIONS AND PETITIONS

Public participation is encouraged. If you are addressing the Commission, step to the podium and state your name and if city or county resident for the record. Please limit your discussions to five (5) minutes.

Note: The full staff memo will be incorporated into the official record

Minutes of the CRA Citizen Advisory Committee can be obtained from the City Clerk's Office. The minutes are recorded, but are not transcribed verbatim. Persons requiring a verbatim transcript may make arrangements with the City Clerk to duplicate the recording, or arrange to have a court reporter present at the meeting. The cost of duplication and/or court reporter will be the expense of the requesting party.

Persons who wish to appeal any decision made by the CRA Citizens Advisory Committee with respect to any matter considered during this meeting will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based.

In accordance with Section 286.26, Florida Statutes, persons with disabilities needing special accommodations to participate in this meeting should contact the office of the City Clerk no later than 5:00 p.m. on the day prior to the meeting.

**CRA Citizen Advisory Committee
Regular Meeting Minutes
June 16, 2016
5:00 A.M.**

The June 16, 2016 CRA Citizen Advisory Committee meeting was held in the City Commission Chamber in the Municipal Administration Building at approximately 5:00 p.m. The meeting was called to order by Chairman Mark Bennett.

MEMBERS PRESENT: Narvell Peterson; Jean Kincaid Scott; Christopher Lutton; Mark Bennett, chairman

MEMBERS ABSENT: None

CITY STAFF PRESENT: Clara VanBlargan, City Clerk

Agenda Item 1. ROLL CALL

Agenda Item 2. Approval of Minutes: April 28, 2016

Narvell Peterson made a motion to approve the April 28, 2016 meeting minutes, Mark Bennett seconded the motion, and the Committee unanimously approved.

Agenda Item 3. Review CRA Citizen Advisory Committee Ordinance and Make Recommended Changes to Membership Criteria to allow the Appointment of a Fifth Member.

[Begin Staff information distributed in agenda packet]

SEC. 2-73. - CRA citizen advisory committee.

- (a) *Committee established.* A citizen advisory committee is hereby established to assist the CRA board in implementing redevelopment activities within the redevelopment area and to make recommendations to the CRA board on redevelopment matters as necessary.
- (b) *Members.* The CRA citizen advisory committee will consist of five (5) members appointed by the city commission. One (1) member will be nominated by each city commissioner in accordance with paragraph (c) of this section.
- (c) *Nomination and appointment.* Each commissioner shall nominate a person who resides, owns property or operates a business within the voting district represented by the commissioner provided that the property, residence or business of the nominee is within the boundaries of the CRA, except that the two citizen members appointed in accordance with Ordinance 2009-17 shall be afforded the opportunity to serve as appointees from their respective districts.
- (d) *Term.* Members shall serve a two (2) year term beginning on the first day of July of the applicable year. The terms of members appointed to the first CRA citizen advisory committee formed after the adoption of this ordinance shall begin on the first day of the month following adoption and shall expire as follows:

Seat 1 (Precinct 19)	2012
Seat 2 (Precinct 122)	2012
Seat 3 (at large Precinct 27S)	2013

Seat 4 (Precinct 27N)	2011
Seat 5 (Precinct 28)	2011

- *(e) Chairperson. The CRA citizen advisory committee shall annually elect a chairperson at its first meeting in July to preside at meetings.*
- (f) Meetings. The CRA citizen advisory committee shall meet at the call of the chairman of the CRA board or upon the request of city staff but shall meet no less than once each year.*
- (g) Duties. The CRA citizen advisory committee shall provide advice and recommendations as needed to implement the CRA plan adopted by the city commission.*
- (h) Applicability of legal requirements. Members of the CRA citizen advisory committee are subject to section 2-26 of this Code which regulates city boards and committees, the Florida Sunshine Law, the Public Records Law, financial disclosure requirements and all other laws which govern members of public agencies.*

[End Staff information distributed in agenda packet]

Christopher Lutton said when the Commission created the ordinance [Ordinance 2010-27] there was no way five people could be appointed that lived in the CRA district, so stating that having a member not living within the district is not an unreasonable requirement and having somebody representing every district is probably fairer at this standpoint since the CRA area is so huge. Chairman Bennett said what he is hearing is that we amend the rules to allow one person that does not live in the CRA district to serve on the advisory committee and Mr. Lutton said yes, from the Seat 4 area. Chairman Bennett said or we could put a provision in there that allows the Mayor to select one person at-large and that person is required to live in the CRA area and Narvell Peterson agreed. City Clerk Clara VanBlargan said Jean Scott serves in the at-large seat and Mr. Lutton said we could make a second at-large seat. He asked if any portion of Seat 4 is in the CRA boundaries and was told no.

Chairman Bennett said the Planning & Zoning Board membership used to require that one person not living inside the City limits to serve on that Board but the rules were recently changed to allow up to three people that did not live inside the City limits to serve on that Board to be more inclusive of the community. So, we can change the criteria for the CRA Citizen Advisory Committee to allow one person that does live in the City but does not live in a CRA district to serve.

Mr. Lutton said we can make two at-large seats because currently Seat 4 is mostly Lake Ashton which is not in the CRA district so that both at-large seats would reside within the CRA area which is mostly the older part of town. The Committee consented and the City Clerk said she would revise the ordinance to reflect that and send it to the City Attorney to review for placement on the July 5 Commission meeting agenda.

Agenda Item 4. Philosophical Statements, Priorities, Issues, and Requests – Adopted by CRA Citizen Advisory Committee on April 28, 2016

[Begin document distributed in agenda packet]

Philosophical Statements, Priorities, Issues, and Requests - Adopted April 28, 2016

Philosophical Statements

1. The Community Redevelopment Agency (CRA) should have an emphasis on "Redevelopment."
2. The CRA should only sponsor projects that enhance the tax base. The tax base and the resulting

tax increment is the life blood of the CRA.

3. The priority for Redevelopment should be for the vertical, built environment, particularly historic structures.
4. Expend funds for infrastructure only if it can be shown that it will enhance the tax base.
5. Use CRA funds for infrastructure redevelopment and not maintenance.
6. Other funds should first be used for infrastructure projects, such as:
 - a. Gas tax for roads
 - b. Utility funds for utilities
7. The CRA could be used for infrastructure projects, but as a last option.
8. Unless the issue is public safety, demolition of a structure should be accompanied by a program for reconstruction on the property in question.

Priorities

1. Focus on downtown redevelopment including Walesbilt Hotel.
2. Continue demolition program & establish a rebuilding program.
3. Support Code Enforcement program as a method to enhance the tax base.
4. Beautify Scenic Highway entrances to City (initially the north entrance).
5. Update CRA plan to include updates, future goals, priorities & extension of CRA.

Requests

1. Provide quarterly CRA progress report, including Code Enforcement actions to the CRA.
2. Provide periodic CRA Audit.
3. General Fund is the preferred funding source for Code Enforcement.

Chairman Bennett explained that the philosophical statements were created to provide the CRA general direction on what to focus on and the priorities created were little more specific for focus on the downtown and redevelopment. The Committee felt the need to continue the demolition program but in addition to knocking down old houses and buildings that there needed to be some type of rebuilding program implemented to go with that. We do not have the specifics or details so we will look to staff to learn how that would happen but that was the intent. The Committee felt that there needed to be an emphasis on code enforcement because that is a big part of improving the community, beautifying Scenic Highway entrances, and updating the CRA plan because the meat of the plan was adopted in 1999. We also had a need for the specific requests that are listed. He said this document was presented to the CRA Board on June 7 for consideration in its next budget.

Jean Scott said the Code Enforcement Board had its hands tied because of all the places that really needed to go but are still sitting there, which continues to be a code enforcement issue and the money will never be collected on it. She said the same yards need to be mowed and the same windows need to be boarded up, etc. so that is something really needing worked on.

Narvell Peterson said one our main concerns is that we just hired a new employee for code enforcement and that is coming out of the CRA funds so we are asking for a CRA evaluation report to be provided to us every three months to see what is being done. We do know that buildings need to be torn down but we have other issues in the neighborhoods such as garbage cans lying down everywhere. Therefore, we need to know if code enforcement is doing their job in cleaning up our City. Ms. Scott said the trash man not going down the alleys are making the streets look terrible because people are leaving their garbage cans out there 24/7. Mr. Peterson said Haines City does not have that problem because people there get fined for leaving their garbage cans out so we have to do something to eliminate that problem.

Mr. Lutton said what the CRA is actually doing is funding the CRA person and giving the City money to demo houses. Chairman Bennett said he was not sure if the CRA funds are being used for demolition but he does know that the CRA is paying for the second code enforcement officer and that person obviously has to work only in the CRA area. So, that is part of the solution. To follow up on that one of the things we discussed was that the general fund is the preferred funding source for code enforcement. Ideally the code enforcement officer should be funded out of the general fund because they can cover the entire City and it will free up CRA funds to do other things.

Chairman Bennett said as he mentioned at the recent CRA Board meeting if we, as a Board wanted to review this again for the next budget year we could always do that. At this point, we have a plan in place, we have given it to the Commission, and it is up to them to figure out what to do as far as budgeting, priorities etc.

Mr. Lutton said he was not on the Committee when the list was created but his observation is that the priorities need to focus on downtown redevelopment. The Walesbilt is a contradiction to where the monies are being created from. The real money that is being created from the CRA increment is from the general residential area, the expanded area from 1999. It will be very interesting reading the redevelopment plan from 1999 because somebody had a bright idea to encompass everything. It would not be fair if we throw all the money into the downtown area because it is not the area that is producing most of the money.

Chairman Bennett said he was on the City staff in 1999 and the intent of expanding the CRA was to pick up proceeds as a result of all new development, including Longleaf which is formerly known as the Cooperative Fruit property in the CRA on both sides of Hwy. 27 to prime the pump for more revenues because beforehand we only had the small CRA downtown and two small CRAs in the northwest area that wasn't generating much of anything. So the intent was to expand the CRA to cover a lot of the developed area and include the cooperative fruit property with the cash count to prime the pump to fix up the rest of the old City. When creating this list we had one board member, now on the City Commission, that had an emphasis toward the downtown but personally he is not necessarily opposed to using CRA funds for infrastructure because in the long-term it could be a benefit but because the CRA had been focused toward infrastructure it is time for a change in focus to more of the "redevelopment" to fixing up the built environment sort of thing.

Mr. Lutton said the bond issue for all that paving was not necessarily the smartest thing to do because horizontal stuff wears out. The pipes for storm water, sewer and water are a long-term investment and more beneficial than asphalt. Chairman Bennett said that his why they put on the list that other funds should first be used for infrastructure projects, such as gas tax for roads and utility funds for utilities. Mr. Lutton said there are probably more areas, most of which is probably going to be infill that is going to be more effective to increase the tax revenue stuff like some of the business and commercial properties along Scenic Highway and around that area, that are not really in the red area for the downtown area. If any area, it would be the northwest section that would make the most impact, much more than the downtown area. The other observation was to beautify Scenic Highway and since the perimeter of the CRA expanded district touches on the Hwy. 27 and SR 60 points that come into the City improving those areas would be a better benefit to the overall City than Scenic Highway because hardly anybody actually travels Scenic Highway as a traveler, a non-Florida resident.

Agenda Item 4. Ideas and Goals for Revision of CRA Plan

Mr. Lutton said he did not have an opportunity to read through this and suggested that they read through it, make highlights for possible changes and bring it back to the next meeting for a more detailed discussion.

Chairman Bennett said we need to go through the plan and come up with some ideas for what should be in the CRA plan and as he mentioned in the recent CRA meeting the goal is to complete this by the end of February 2017. We need to come up with some general guidelines here as a starting point and the CRA plan can flush out the more details. The current plan talks about the Southside force main line extension and he is not sure if that happened. Mr. Lutton said he thinks it did happen but was not sure

what they are referring to because that was a term they used back then and he does not know what the final title was. Chairman Bennett said it was a sewer line that was going to run to the sewer plant along the south side of town and come up to SR 60 and Buck Moore Road. The intent was to sewer that area because before everything in town went down to the lake, circled around the lake, went to the lift station by Mimi's old house and then pumped up hill to the sewer plant. So the intent of the force main was to run another line. Mr. Lutton said the whole Whispering Ridge has sewer and Chairman Bennett said it might have happened then. Mr. Lutton said the force main goes all the way down to Oakley on Hwy. 27 so that is south side of the plant so he is not sure what south side means. Someone from utilities can give an update on that. Chairman Bennett said regardless, that is a reason to update the plan.

Mr. Lutton said Longleaf is not in the CRA area anymore and he wondered why the City took it back out because that was a nice cash count and although it is a done deal he still would like to know the reason for that. Chairman Bennett said he wondered that too and he did not have the chance to get engaged on it at that time. He said the only thing he does remember hearing is that the City wanted more of an emphasis on the core area of the City but Longleaf was supposed to be the driver in that. He said the lots out at Longleaf are owned by the CRA and the proceeds from those sales would actually go into the CRA pot. Mr. Lutton said they expanded to include that so the CRA could purchase it because it fit the description of blighted.

Chairman Bennett said he recently attended a CRA workshop sponsored by the Florida League of Cities and he asked that question but didn't really get an answer because the definition of redevelopment is really gray and vague. Mr. Lutton said if you got all these 2010 buildings in a redevelopment area. Chairman Bennett said the lady at the workshop did say if it is outlined in the CRA plan it is fine. So, there is a need to update the CRA plan.

Mr. Lutton said it would have been nice to have Longleaf in there especially if it was all built in. CRA money should have been spent marketing that thing because it would have been money well spent. He said the best thing about the plan is to learn the history so that hopefully we don't redo it again.

Chairman Bennett asked the Board to look over the plan over the next couple months. Mr. Lutton said the plan has a whole section on the hotel and asked everyone to take a moment and read it, which is as follows:

IV. Grand Hotel Property.

The Grand Hotel property in downtown Lake Wales is a significant structure, both historically and visibly. The City Commission and the CRA have recognized the significance of this property to the image of the City and the redevelopment of the downtown area. It has been recognized nationally as being historically significant by it being included on the National Register of Historic Places. Accordingly, this plan recognizes the special attention and extraordinary measures that may be required to cause or encourage the rehabilitation, redevelopment and reuse of the Grand Hotel property.

As incentives and activities that may be used to cause or encourage the redevelopment of the Grand Hotel property, the City or the CRA, or both, may undertake any or all, or any combination, of the following:

- Acquisition of the Grand Hotel property and disposition by sale or long-term lease to a private party for redevelopment, rehabilitation and reuse to be undertaken pursuant to a development agreement with such private party specifying the nature of the redevelopment, rehabilitation and reuse of the property.
- Issuance of taxable or tax-exempt obligations to provide funds to a public or private entity to undertake the redevelopment, rehabilitation and reuse of the property.

- Installation, construction and equipping of infrastructure and other public improvements, including public parking, on the Grand Hotel site or adjacent or nearby property necessary to allow or encourage the redevelopment, rehabilitation and reuse of the Grand Hotel property.
- Enact and implement historic property ad valorem tax exemption for the Grand Hotel property in accordance with applicable Florida law.
- Provide for incentives including tax increment refunds or credits to bring about private redevelopment of the Grand Hotel property.

The Committee discussed the section in the current CRA plan about the hotel. Mr. Lutton said it is kind of interesting because part of it happened and part of it is still plausible ideas so they needed to look at that. He said somebody really thought that through because they talked about including public parking so it is not a new idea. Chairman Bennett said he thought Judy Delmar wrote the plan and that Dave Dickey was involved in that as the department director and assistant to the City Manager.

Mr. Lutton said the planning department needed to be involved in this and requested that the increment revenue sheet be updated to 2016 and the debt retirement sheet be updated so they would have current information. Chairman Bennett said Dorothy, the finance director sort of did that already but it would be a good idea to get a briefing from staff again on that and that he would like Dorothy to be at their next meeting to provide a projection for the next five years because the more infill they got the better they will get and that would prime the pump. The City Clerk said she will try having all the updated information available for the next meeting.

Ms. Scott said that Tony Otte used to take them [City Commission] out and show them where everything was located such as the sewer lines and whatever it was he wanted to show them. The City Clerk said they all went as a group and they had several of those ride-a-rounds. Ms. Scott said it is great to see things on paper but it is better to get out and look at what is being talked about because she learns better that way. Chairman Bennett said maybe not for the next meeting but at a future meeting they could drive around town as a group. Ms. Scott suggested having somebody drive them around that is knowledgeable, can explain things when they are asking questions, and know where everything is located. The City Clerk said she will work on getting that person.

Mr. Lutton said they had to hustle to meet the February deadline. Chairman Bennett said in August they can do the tour and at the July meeting they can get the projections from staff and the other needed information. Doing the tour in August would give staff more time to put something together and come back. Narvell Peterson said he would rather do the tour in September or October because he does not like to get out in the heat.

The City Clerk asked for clarification that they wanted her to have staff at the July meeting. Mr. Lutton said yes and that they could have sort of a mini workshop kind of thing with staff to just look at the plan. Chairman Bennett agreed and said they needed to get staff going on their thoughts and suggestions. He said the ride-a-round can be in August or September and if they needed to meet again in August they could.

Mr. Peterson said he read something in the paper yesterday about a community center being put behind the Kirkland gym or something like that and asked the City Clerk if she could provide information about that. The City Clerk said something was mentioned at the budget workshop meeting on June 14 but she did not know if a specific spot had been chosen, and that Mr. Fields would be the one to ask about that. Mr. Lutton said the easiest reason would be that there is property on Scenic that backs up to the Kirkland gym that the City already owns versus trying to acquire new property. Chairman Bennett asked if that is something they would want to include in the new CRA plan and prioritize that. Mr. Peterson said he had a problem with that because we have the Austin center on MLK that is not being utilized unless it is rented out, so if the City wanted to spend money on a community center we have that one there. It could use modernizing and expanded to include meeting space. The City owns property on the side there. Mr.

Lutton said he thought it might be in regards to trying to be like the Haines City Lake Eva area and create something more centralized or so here but it would have a gym in it and be more rounded than just a meeting space. Ms. Scott asked why the City wants to put a gym close to the old gym and Mr. Lutton said because the Charter Schools have already asked for the gym and the 1919 building. They want the whole complex. The deal is they don't get it until there is a new one. We are not going to do a Winter Haven thing and sell the property and not have a place for a pool and everything, which resulted in a law suit for Winter Haven for a couple million dollars. Chairman Bennett said having worked in Haines City for eight years while Lake Eva is a jewel it is also a double-edged sword. That is something we can talk about as part of the CRA plan. Mr. Lutton said it would be much cheaper for us to have a bus taking people up there twice a day and it would solve our parking problem. It was said that the City already owned a multi-purpose community park and Mr. Lutton said that is a soccer park, and the grove in front of that park that we cleared is probably primarily for selling. Ms. Scott said the new cemetery there is so small that when there is a big funeral a lot of people have to park all along Hunt Brothers Road because there is not enough room to park in the cemetery. Mr. Lutton said that is in the plan to expand but we couldn't afford to do it because there are 15 years' worth of burials in there. Ms. Scott said there definitely needs to be more space for parking.

Chairman Bennett welcomed the two new board members: Jean Scott and Christopher Lutton. He said it is great that two former City Commissioners are on the board because the knowledge and background experience go a long way.

The meeting time was discussed and the consensus of the board was to meet monthly on the third Thursday at 5:00 p.m.

COMMUNICATIONS & PETITIONS

There were no public in attendance.

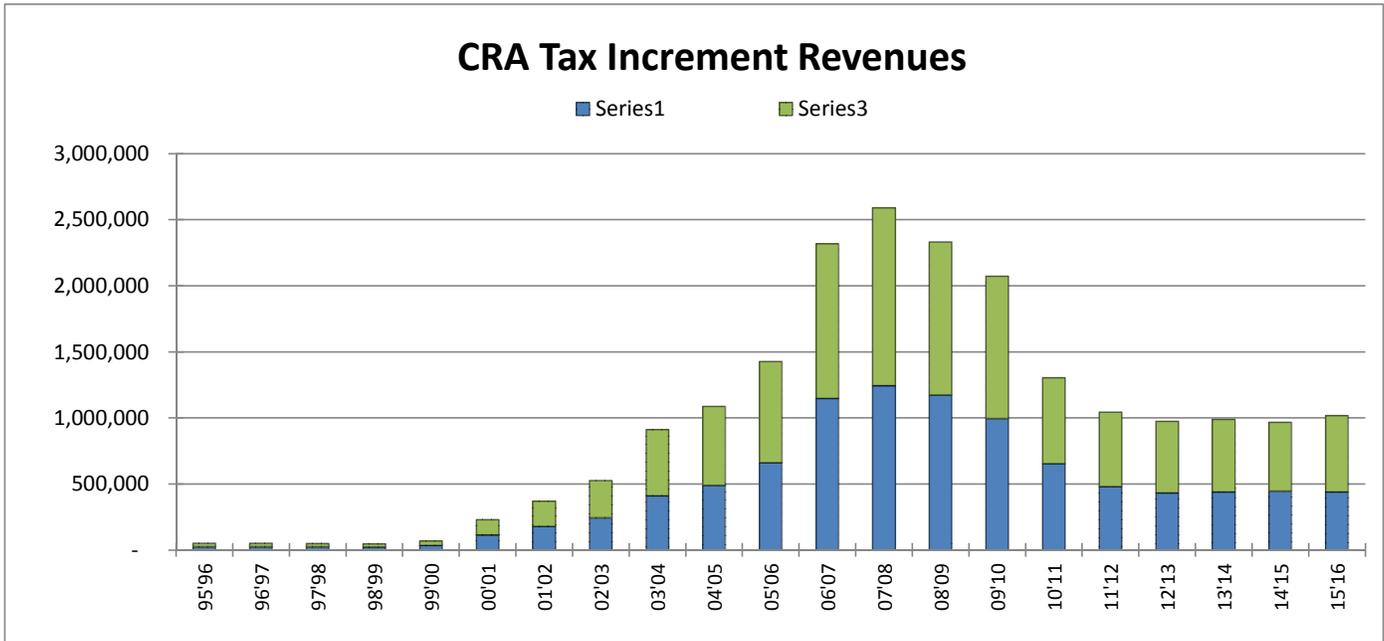
There being no more business to discuss, Chairman Bennett adjourned the meeting at approximately 5:46 p.m.

Chairman/Vice-Chairman

ATTEST

City Clerk Clara VanBlargan, MMC

CRA Tax Increment Revenues



	TAX INCREMENT		Total CRA Tax Increment	% Change over prior year
	City	County		
FY 93'94***	\$29,496	\$26,458	\$55,954	+25.9%
FY 94'95	\$26,645	\$25,910	\$52,555	-6.1%
FY 95'96	\$25,285	\$25,445	\$50,730	-3.5%
FY 96'97	\$24,700	\$25,400	\$50,100	-1.2%
FY 97'98	\$23,041	\$23,714	\$46,755	-6.7%
FY 98'99	\$33,966	\$35,249	\$69,215	+48.0%
FY 99'00~	\$114,023	\$115,171	\$229,194	+231.1%
FY 00'01	\$189,773	\$179,044	\$368,817	+60.9%
FY 01'02	\$282,572	\$244,232	\$526,804	+42.8%
FY 02'03	\$501,769	\$410,717	\$912,486	+73.2%
FY 03'04	\$597,530	\$489,102	\$1,086,632	+19.1%
FY 04'05	\$764,920	\$661,134	\$1,426,054	+31.2%
FY 05'06	\$1,170,623	\$1,147,460	\$2,318,083	+62.6%
FY 06'07	\$1,345,561	\$1,244,603	\$2,590,164	+11.7%
FY 07'08	\$1,157,948	\$1,174,382	\$2,332,330	-10.0%
FY 08'09	\$1,076,536	\$994,855	\$2,071,391	-11.2%
FY 09'10	\$1,076,536	\$994,855	\$2,071,391	+0.0%
FY 10'11	\$714,940	\$655,310	\$1,370,250	-33.8%
FY 11'12	\$564,663	\$480,425	\$1,045,088	-23.7%
FY 12'13	\$541,142	\$432,722	\$973,864	-6.8%
FY 13'14	\$549,362	\$438,542	\$987,904	+1.4%
FY 14'15	\$521,773	\$446,225	\$967,998	-2.0%
FY 15'16	\$573,322	\$526,660	\$1,099,982	+13.6%

*** First year to include Area 3 increment

~ First year to include expanded CRA; adjusted for Certification of Final Value

Tax increment revenues are ad valorem tax revenues that are dedicated to redevelopment of an area designated as a community redevelopment agency (CRA). When the City Commission designated a CRA area, the "base" property values were established. Ad valorem revenues for the General Fund are calculated on the base property values. CRA tax increment revenues are calculated on the increased property values which result from improvements made after the CRA was designated. By statute, both the city and the county must contribute tax increment revenues to redevelopment and revitalization of the city's CRA. Tax increment revenues after Fiscal Year 99'00 reflect the expanded CRA.

CITY OF LAKE WALES - DEBT SCHEDULE

GENERAL DEBT SERVICE REQUIREMENTS / SCHEDULE OF OUTSTANDING PRINCIPAL

Payment YE 9/30	SunTrust 2003 Note 96 Ref/99 Restr*		CRA 2007 Bond Redevelopment		SunTrust Series 2013		Hancock Series 2015		Lease Purchases (Various)		ANNUAL PRINCIPAL	ANNUAL INTEREST	ANNUAL DEBT SERVICE
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest			
2016	672,669	30,709	419,721	251,695	103,016	46,557	219,750	5,207	125,561	16,910	1,540,717	351,078	1,891,795
2017	463,369	8,897	435,559	235,558	106,014	43,559	280,250	2,460	178,802	14,669	1,463,994	305,143	1,769,137
2018			451,994	218,812	109,099	40,474			169,780	11,391	730,873	270,677	1,001,550
2019			469,050	201,435	112,274	37,299			149,413	8,344	730,737	247,078	977,815
2020			486,750	183,402	115,541	34,032			139,255	5,533	741,546	222,967	964,513
2021			505,118	164,688	118,903	30,670			102,000	3,099	726,021	198,457	924,478
2022			524,178	145,268	122,363	27,210			52,940	1,059	699,481	173,537	873,018
2023			543,958	125,115	125,923	23,649					669,881	148,764	818,645
2024			564,484	104,201	129,588	19,985					694,072	124,186	818,258
2025			585,785	82,498	133,359	16,214					719,144	98,712	817,856
2026			607,890	59,976	137,240	12,333					745,130	72,309	817,439
2027			630,828	36,604	141,233	8,339					772,061	44,943	817,004
2028			654,633	12,351	145,344	4,230					799,977	16,581	816,558
TOTAL	1,136,038	39,606	6,879,948	1,821,603	1,599,897	344,551	500,000	7,667	917,751	61,005	11,033,634	2,274,432	13,308,066

* 69.06% of SunTrust 2003 Note is General Debt; 26.41% is CRA, 4.53% is Utility System Debt

UTILITY SYSTEM DEBT SERVICE REQUIREMENTS / SCHEDULE OF OUTSTANDING PRINCIPAL PAYMENTS

Payment YE 9/30	Wachovia, Series 2006A Utility System Ref S96		Wachovia, Series 2006B System Improvements		Hancock, Series 2015 System Improvements		Lease Purchases (Various)		State Rev Fund (SRF)								(Approved but not issued) Const- 530310 (C Str. II)		(Proposed but not issued) Const- HWY 60		(Proposed but not issued) Series 2016		ANNUAL PRINCIPAL	ANNUAL INTEREST	ANNUAL DEBT SERVICE					
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Reuse Phase I		Reuse Phase II		Sludge Dewatering		WWTP Pre-Construct		WWTP Pre-Construct 2		WWTP Const- 53030C		Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest		
2016	753,516	47,612	144,761	20,268	659,250	15,620	113,216	13,026	95,910	8,264	41,501	9,406	73,112	14,035	49,098	12,648	15,868	7,674	184,880	70,290							2,131,112	218,843	2,349,955	
2017	787,360	16,102	146,412	18,609	840,750	7,380	128,764	10,789	98,381	5,793	42,776	8,131	74,685	12,462	50,025	11,721	16,235	7,307	188,372	66,798	151,333	191,079	153,005	72,434		127,500	2,678,098	556,105	3,234,203	
2018			148,081	16,930			129,323	8,241	100,916	3,258	44,091	6,816	76,292	10,855	50,970	10,776	16,611	6,931	191,930	63,240	276,562	92,594	275,859	94,969	175,000	255,000	1,485,635	569,610	2,055,245	
2019			149,769	15,232			129,898	5,682	51,430	658	45,446	5,461	77,934	9,213	51,933	9,813	16,995	6,547	195,555	59,614	265,938	103,218	264,670	107,830	365,000	243,738	1,614,568	567,006	2,181,574	
2020			151,476	13,515			100,000	3,114			46,843	4,065	79,610	7,537	52,914	8,832	17,388	6,154	199,249	55,921	270,800	98,356	269,722	102,778	375,000	228,119	1,563,002	528,391	2,091,393	
2021			153,203	11,779			40,000	800			48,282	2,625	81,323	5,824	53,913	7,833	17,790	5,752	203,012	52,157	275,751	93,405	274,871	97,629	395,000	211,969	1,543,145	489,773	2,032,918	
2022			154,950	10,022							49,766	1,141	83,073	4,074	54,932	6,814	18,202	5,340	206,847	48,323	280,793	88,363	280,119	92,381	415,000	194,969	1,543,682	451,427	1,995,109	
2023			156,716	8,246							84,860	2,287	84,860	2,287	55,969	5,777	18,623	4,919	210,754	44,416	285,926	83,230	285,466	87,034	425,000	177,225	1,523,314	413,134	1,936,448	
2024			158,503	6,449							43,113	460	57,026	4,720	19,054	4,488	19,054	4,488	214,735	40,435	291,154	78,002	290,916	81,584	445,000	158,950	1,519,501	375,088	1,894,589	
2025			160,310	4,632									58,103	3,642	19,494	4,047	19,494	4,047	218,791	36,379	296,477	72,679	296,470	76,030	465,000	139,825	1,514,645	337,234	1,851,879	
2026			162,137	2,794									59,201	2,545	19,945	3,596	19,945	3,596	222,923	32,246	301,897	67,259	302,129	70,371	485,000	119,850	1,553,232	298,661	1,851,893	
2027			163,985	934									60,319	1,427	20,407	3,135	20,407	3,135	227,134	28,036	307,417	61,739	307,897	64,603	505,000	99,025	1,592,159	258,899	1,851,058	
2028													20,879	2,663	231,424	23,745	30,522	288	231,424	23,745	313,037	56,119	313,775	58,725	525,000	77,350	1,434,637	218,890	1,653,527	
2029													21,362	2,180	235,796	19,374			235,796	19,374	318,761	50,395	319,765	52,735	555,000	54,719	1,450,684	179,403	1,630,087	
2030													21,856	1,686	240,249	14,920			240,249	14,920	324,588	44,568	325,869	46,631	575,000	30,919	1,487,562	138,724	1,626,286	
2031													22,362	1,180	244,787	10,383			244,787	10,383	330,523	38,633	332,090	40,410	295,000	6,269	1,224,762	96,875	1,321,637	
2032													22,879	663	249,411	5,759			249,411	5,759	336,566	32,590	338,430	34,070			947,286	73,082	1,020,368	
2033													11,637	134	118,974	1,118			118,974	1,118	342,719	26,437	344,890	27,610			818,220	55,299	873,519	
2034																					348,985	20,171	351,475	21,025			700,460	41,196	741,656	
2035																					355,365	13,791	358,184	14,316			713,549	28,107	741,656	
2036																					361,862	7,294	365,022	7,478			726,884	14,772	741,656	
2037																					118,920	1,173	118,959	1,134			237,879	2,307	240,186	
2038																														
TOTAL	1,540,876	63,714	1,850,303	129,410	1,500,000	23,000	641,201	41,652	346,637	17,973	318,705	37,645	674,002	66,747	684,925	86,836	337,587	74,396	3,784,823	673,154	6,155,374	1,321,095	6,169,583	1,251,777	6,000,000	2,125,427	30,004,016	5,912,826	35,916,842	

Total	41,037,650	8,187,258	49,224,908
Util. Proposed	12,169,583	3,377,204	15,546,787
Issued	28,868,067	4,810,054	33,678,121

CRA TAX INCREMENT BOND PROJECTS @ 9/30/10

9,500,000 Total Bond Proceeds
 (52,415) Bond Closing Costs
 3,117 Interest earned thru 10/1/09 - 9/30/10
 32,758 Interest earned thru 10/1/08 - 9/30/09
 174,156 Interest earned thru 9/30/08
 9,657,616 Total Construction Funds Available

	Item	Original Allocation of Bond Proceeds			Amend	Amended Allocation	EXPENDED				TOTAL EXPENDED	FUNDS REMAINING	Budgeted 10'11	expended ytd 10'11	Funds Remaining @9/30/10
		06'07	07'08	08'09			06'07	07'08	08'09	09'10					
1	102-541-600-663-305	45,000	255,000		+213,666	513,666	178,992	161,550	173,124		513,666	0			0
2	102-541-600-663-303		150,000	150,000		300,000		6,102	23,196	26,113	55,411	244,589			0
3	102-541-600-663-302				+7,392	7,392		7,392			7,392	0			0
4	102-541-600-663-125		1,464,250		-1,138,193	326,057		800	293,643		294,443	31,614			0
5	102-541-600-663-013	313,000	2,187,000		+224,742	2,724,742	323,637	1,915,583	485,522		2,724,742	0			0
6	102-541-600-663-011		164,850			164,850			133,561		133,561	31,289			0
7	131-539-000-663-906		250,000			250,000		250,000			250,000	0			0
8	330-541-105-663-050			70,000		70,000						70,000			0
9	330-541-600-663-050			200,000		200,000						200,000			0
10	330-541-600-663-070			145,000		145,000						145,000			0
11	330-541-105-663-141	60,000				60,000	60,000				60,000	0			0
12	403-536-900-663-050		300,000		+274,906	574,906		9,108			9,108	565,798	566,855		566,855
13	403-536-900-663-171				+714,250	714,250			632,074		632,074	82,176			0
14	403-536-900-663-004		1,500,000		+302,485	1,802,485	72,564	352,347	1,177,574	10,092	1,612,577	189,908	168,000		168,000
15	403-536-900-663-161	240,000			-35,980	204,020	204,020				204,020	0			0
16	403-536-900-663-100	80,000			-10,232	69,768	63,431	6,338			69,768	(0)			0
17	403-536-900-663-075			250,000	-250,000	0						0			0
18	403-536-950-663-015	20,000			-20,000	0						0			0
19	403-536-950-663-158		400,000		-149,829	250,171		233,290	16,881		250,171	0			0
20	403-536-950-663-004	25,000	50,000		+48,754	123,754	26,204	22,550	1,337	67,891	117,982	5,772			0
21	403-536-950-663-003	510,750	150,000		-76,616	584,134	155,557	344,099	84,478		584,134	0			0
21	403-536-950-663-151	50,000	400,000		+119,304	569,304	47,300	195,931	326,073		569,304	0			0
22	403-536-950-663-031				+3,117	3,117				15,160	15,160	(12,043)	729,543		729,543
	unbudgeted interest income net of closing costs		157,616		-157,616							0			0
	Unexpended @ 9/30/10, to be reallocated												89,704		89,704
	TOTAL COST OF IMPROVEMENTS	1,343,750	7,428,716	815,000	70,150	9,657,616	1,131,705	3,505,090	3,347,463	119,256	8,103,514	1,554,102	1,554,102		1,554,102

thru 9/30/10 8,103,514
 FY10'11 YTD
 Total exp YTD 8,103,514

1,606,516 constr acct/bond proc at 9/30/10
 -1,554,102
 52,414 variance

CITY OF LAKE WALES
 BDGT - 105 CRA FUND
 BEG. BALANCES & REVENUES

ACCOUNT NO.	DESCRIPTION	12'13 ACTUAL	13'14 ACTUAL	14'15 ACTUAL	15'16 BUDGET	16'17 PROPOSED

BEG. BALANCES & REVENUES						
105-240-000-000-000	BEG. FUND BALANCE - BUDGET	0	0	0	0	120,000
105-240-100-000-000	FUND BAL - ESCROW LOT 25 MIRANDA	0	0	0	100,000	100,000

	ESTIMATED CASH BALANCE FORWARD	0	0	0	100,000	220,000

TAXES						
105-311-200-000-000	City Tax Increment Area 1	81,078	77,037	63,093	55,142	60,405
105-311-400-000-000	City Tax Increment Area 3	19,960	22,162	16,029	15,718	20,769
105-311-600-000-000	City Tax Increment Area 2	440,104	450,163	442,651	508,064	559,025

	TOTAL: TAXES	541,142	549,362	521,773	578,924	640,199

INTERGOVERNMENTAL REVENUE						
105-337-220-000-000	LWHA Officer Contribution	25,632	28,316	29,131	29,131	29,131
105-338-300-000-000	County Tax Increment Area 1	64,834	61,604	54,049	51,418	55,729
105-338-500-000-000	County Tax Increment Area 3	15,961	17,723	13,731	14,656	19,161
105-338-700-000-000	County Tax InCRement CRA Exp	351,927	359,216	378,445	473,753	515,751

	TOTAL: INTERGOVERNMENTAL REV	458,354	466,859	475,356	568,958	619,772

MISCELLANEOUS REVENUES						
105-361-801-000-000	Interest-Pooled Cash 3748-3714-2643	1,168	1,200	0	1,000	1,000
105-364-200-000-000	Sale of Land	0	0	24,322	0	0
105-364-210-000-000	Gov. Wide - Gain/Loss	0	0	-17,778	0	0
105-364-220-000-000	Gov. Wide (Contra) - Gain/(Loss)	0	0	17,778	0	0
105-369-999-000-000	Other	100	0	0	0	0

	TOTAL: MISCELLANEOUS REV	1,268	1,200	24,322	1,000	1,000

OTHER FINANCING SOURCES						

	TOTAL OTHER FINANCING SOURCES	0	0	0	0	0

	TOTAL BEG. BALANCE & REVENUES	1,000,764	1,017,421	1,021,451	1,248,882	1,480,971
=====						
EXPENDITURES						
	CRA - INDUSTRY DEVELOPEMENT	207,027	85,682	70,535	50,320	80,432
	CRA-COMMUNITY REDEVELOPEMENT	173,827	140,151	110,733	150,742	234,508
	CAPITAL OUTLAY	1,200	10,325	0	120,000	297,960
	TRANSFERS	981,505	965,789	859,938	795,843	670,806

	TOTAL EXPENDITURES	1,363,559	1,201,947	1,041,206	1,116,905	1,283,706

	REVENUE EXCESS OVER(UNDER) EXP	-362,795	-184,526	-19,755	131,977	197,265

CITY OF LAKE WALES
 BDGT - 105 CRA FUND
 BEG. BALANCES & REVENUES

ACCOUNT NO.	DESCRIPTION	12'13 ACTUAL	13'14 ACTUAL	14'15 ACTUAL	15'16 BUDGET	16'17 PROPOSED
105-242-100-000-000	FUND BAL - ESCROW LOT 25 MIRANDA	0	0	0	100,000	100,000
	FUND BAL - UNRESTRICTED	-362,795	-184,526	-19,755	31,977	97,265

CITY OF LAKE WALES
 BUDGET APPROPRIATIONS-DETAIL
 CRA FUND (RPT 630)

ACCOUNT NO.	DESCRIPTION	12'13 ACTUAL	13'14 ACTUAL	14'15 ACTUAL	15'16 BUDGET	16'17 PROPOSED

CRA FUND - 105						
CRA - ECONOMIC DEVELOPMENT						

	PERSONNEL	0	0	0	0	0
105-559-200-354-200	Memberships	40	0	0	0	0
105-559-200-354-300	Training & Education	525	0	0	0	0

	OTHER PERSONNEL	565	0	0	0	0
105-559-200-331-100	Professional Svcs Engineers	20,425	0	8,210	0	2,000
105-559-200-331-110	Professional Services-Environmental	9,093	14,270	0	0	25,000
105-559-200-331-320	Prof Services-Legal	380	851	5,933	2,000	2,000

	CONTRACT SERVICES	29,897	15,121	14,143	2,000	29,000

	GRANTS & AID	0	0	0	0	0
105-559-200-343-200	Water	358	490	0	0	0
105-559-200-348-000	Advertising & Promotional	2,000	0	0	0	0
105-559-200-441-193	Postage	247	0	0	0	0
105-559-200-441-293	Telecommunications	115	134	185	0	0
105-559-200-451-196	Paper Supplies	87	0	0	0	0
105-559-200-452-193	Operating Supplies - Printer	63	0	0	0	0
105-559-200-452-196	Operating Supplies - Office	179	0	0	0	0
105-559-200-452-493	Operating Equipment - IT	5,655	93	0	0	0

	SUPPLIES	8,703	717	185	0	0

CITY OF LAKE WALES
 BUDGET APPROPRIATIONS-DETAIL
 CRA FUND (RPT 630)

ACCOUNT NO.	DESCRIPTION	12'13 ACTUAL	13'14 ACTUAL	14'15 ACTUAL	15'16 BUDGET	16'17 PROPOSED
105-559-200-446-192	M&R - Facilities	0	136	0	0	0
	REPAIR & MAINTENANCE	0	136	0	0	0
105-559-200-349-600	Legal Advertising	130	74	39	0	0
105-559-200-349-700	Taxes and Assessments	233	175	350	0	0
105-559-200-349-900	Other Miscellaneous Charges	32	0	0	0	0
	MISCELLANEOUS	395	249	389	0	0
105-559-200-912-192	Labor Charges - Facilities	8,132	3,947	640	0	0
105-559-200-945-195	Insurance - Casualty & Liability	44,600	2,673	1,497	1,384	1,600
105-559-200-999-196	Alloc from Support Services	8,539	7,304	3,651	2,600	2,626
105-559-200-999-511	Alloc. from City Comm.	2,737	2,448	1,846	1,459	1,607
105-559-200-999-512	Alloc. from City Manager	36,016	24,283	24,210	21,326	26,305
105-559-200-999-513	Alloc. from Finance	16,262	16,943	12,464	9,631	8,589
105-559-200-999-514	Alloc. from City Atty Retainer	1,615	1,615	1,615	1,750	3,000
105-559-200-999-516	Alloc from City Clerk	7,047	10,246	9,894	10,170	7,705
105-559-200-999-520	Allocation from Economic Dvlpmnt	42,518	0	0	0	0
	ALLOCATION	167,467	69,459	55,818	48,320	51,432
	CAPITAL	0	0	0	0	0
	ECONOMIC DEVELOPMENT	207,027	85,682	70,535	50,320	80,432

CITY OF LAKE WALES
 BUDGET APPROPRIATIONS-DETAIL
 CRA FUND (RPT 630)

ACCOUNT NO.	DESCRIPTION	12'13 ACTUAL	13'14 ACTUAL	14'15 ACTUAL	15'16 BUDGET	16'17 PROPOSED

	CRA FUND - 105					
	CRA - COMMUNITY REDEVELOPMENT					
	PERSONNEL	0	0	0	0	0
	OTHER PERSONNEL	0	0	0	0	0
105-559-300-334-900	Contract Services-Other	0	7,210	0	0	0
105-559-300-334-905	Contract Serv - Redevelopment	38,463	0	0	0	0
105-559-300-334-910	Cont Srv - Redev. Plan Consultant	0	0	0	0	40,000
105-559-300-334-915	Contract Services - Mainstreet	0	0	0	0	40,000
	CONTRACT SERVICES	38,463	7,210	0	0	80,000
	GRANTS & AID	0	0	0	0	0
105-559-300-441-193	Postage	0	0	0	0	0
105-559-300-441-293	Telecommunications	829	1,375	1,400	1,500	1,500
	SUPPLIES	830	1,375	1,400	1,500	1,500
	REPAIR & MAINTENANCE	0	0	0	0	0
105-559-300-346-900	M&R-Miscellaneous	0	4,700	0	0	0
	MISCELLANEOUS	0	4,700	0	0	0
105-559-300-999-519	Alloc from Municipal Adm Bldg	2,437	2,427	0	0	0
105-559-300-999-521	Allocation from Police Dept	61,441	60,256	60,256	60,300	60,400
105-559-300-999-524	Alloc from Code Enforcement	26,989	21,024	18,507	55,500	55,500
105-559-300-999-539	Allocation from Field Operations	43,668	43,160	30,570	33,442	37,108
	ALLOCATION	134,535	126,866	109,333	149,242	153,008
	CAPITAL	0	0	0	0	0
	COMMUNITY REDEVELOPMENT	173,827	140,151	110,733	150,742	234,508
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CITY OF LAKE WALES
BUDGET APPROPRIATIONS-DETAIL
CRA FUND (RPT 630)

ACCOUNT NO.	DESCRIPTION	12'13 ACTUAL	13'14 ACTUAL	14'15 ACTUAL	15'16 BUDGET	16'17 PROPOSED
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CITY OF LAKE WALES
 BUDGET APPROPRIATIONS-DETAIL
 CRA FUND (RPT 630)

ACCOUNT NO.	DESCRIPTION	12'13 ACTUAL	13'14 ACTUAL	14'15 ACTUAL	15'16 BUDGET	16'17 PROPOSED

	CRA FUND - 105					
	CRA - CAPITAL OUTLAY					
	PERSONNEL	0	0	0	0	0
	OTHER PERSONNEL	0	0	0	0	0
	CONTRACT SERVICES	0	0	0	0	0
	GRANTS & AID	0	0	0	0	0
	SUPPLIES	0	0	0	0	0
	REPAIR & MAINTENANCE	0	0	0	0	0
	MISCELLANEOUS	0	0	0	0	0
	ALLOCATION	0	0	0	0	0
105-559-600-663-925	C/O - Demolition of Condemned Struc	0	0	0	75,000	75,000
105-559-600-663-950	C/O Entryway Improvements	1,200	0	0	15,000	0
105-559-600-663-960	C/O Fountain	0	10,325	0	0	0
105-559-600-663-965	C/O - Newspaper Bins	0	0	0	30,000	0
105-559-600-663-970	C/O - City Net Wifi expansion	0	0	0	0	25,000
105-559-600-663-975	C/O -Central & Scenic Beautificatio	0	0	0	0	77,960
105-559-600-663-985	C/O - Walking Trail	0	0	0	0	120,000
	CAPITAL	1,200	10,325	0	120,000	297,960
	CAPITAL OUTLAY	1,200	10,325	0	120,000	297,960
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CITY OF LAKE WALES
 BUDGET APPROPRIATIONS-DETAIL
 CRA FUND (RPT 630)

ACCOUNT NO.	DESCRIPTION	12'13 ACTUAL	13'14 ACTUAL	14'15 ACTUAL	15'16 BUDGET	16'17 PROPOSED

	CRA FUND - 105					
	TRANSFERS					
105-581-000-991-001	Transfer to The General Fund	16,510	0	0	0	0
105-581-000-991-201	Transfer to Debt Service Fund	964,995	965,789	859,938	795,843	670,806

	TRANSFERS	981,505	965,789	859,938	795,843	670,806

	CRA TRANSFERS	981,505	965,789	859,938	795,843	670,806
		=====				

	CRA FUND - GRAND TOTAL	1,363,559	1,201,947	1,041,206	1,116,905	1,283,706

5 Year Capital Improvement Plan FY 2016/17 - 2020/21

Department: Community Revitalization/Economic Development & Misc Revitalization Projects

Type: Improvements Other than Buildings

Function: 530 Physical Environment

Description	Dept.	Function Code	Asset Type	Impact Fee Elig.	Grant/Financing	Funding Sources					Fiscal Year					5-YEAR TOTAL	
						City	County	State	Federal	Other	TOTAL	16/17	17/18	18/19	19/20		20/21
1 Entryway Improvements	Econ. Dev.	530	I			210,000					210,000		85,000	125,000			210,000
2 Landscaping & Signage - LLBP	Econ. Dev.	530	I			50,000					50,000		50,000				50,000
3 Signage - Historic Markers	Econ. Dev.	530	I		Yes	11,400		11,400			22,800		7,600	7,600	7,600		22,800
4 Scenic Highway Improvements	Econ. Dev.	530	I		Yes	60,000			100,000		160,000		160,000				160,000
5 Rehab Parking Lot @ Stuart/Wetmore	Econ. Dev.	530	I			75,000					75,000		75,000				75,000
6 Demolition of Condemned Structures	CRA	530	I			75,000					75,000	75,000					75,000
7 Alley Restoration	Econ. Dev.	530	I			126,444					126,444		126,444				126,444
8 Walking Trail	CRA	530	I			1,397,770					1,397,770	252,963	484,807	660,000			1,397,770
9 Central & Scenic Beautification	CRA	530	I			77,960					77,960	77,960					77,960
10 CityNet Wifi Expansion	CRA	530	E			25,000					25,000	25,000					25,000
11 Vehicle	Code Enf.	530	E			22,000					22,000	22,000					22,000
12 (2) Ford Escapes	Prmt/Bldg	530	E			47,000					47,000	47,000					47,000
SUBTOTAL 530 Physical Environment						2,177,574		11,400	100,000		2,288,974	499,923	988,851	792,600	7,600		2,288,974
Subtotal Improvements Other than Buildings						2,177,574		11,400	100,000		2,288,974	499,923	988,851	792,600	7,600		2,288,974
TOTAL DEPARTMENT						2,177,574		11,400	100,000		2,288,974	499,923	988,851	792,600	7,600		2,288,974

CITY OF LAKE WALES

Five Year Capital Improvement Plan

FY 2016/17 - FY 2020/21

Department: Community Revitalization

Fund: 105 CRA

Project/Item: Entryway Improvements

Function: 550 Economic Environment

Funding Source: City

Asset Type: 663 Improvements
Other Than Buildings

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17						0
17/18	85,000					85,000
18/19	125,000					125,000
19/20						0
20/21						0
TOTAL	210,000	0	0	0	0	210,000

Description:

Beautification of city entryways as marketing tool for economic development. Project recommended by Economic Development Partnership.

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency:

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other:

Funding proposed

Funding committed

¹ Potential = potential source of funding,
but not yet secured

² In-hand = funding secured

CITY OF LAKE WALES
Five Year Capital Improvement Plan
FY 2016/17 - FY 2020/21

Department: Economic Development

Fund: 001 General Fund

Project/Item: Landscaping & Signage - LLBP

Function: 550 Economic Environment

Funding Source: City

Asset Type: 663 Improvements
Other Than Buildings

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17						0
17/18	50,000					50,000
18/19						0
19/20						0
20/21						0
TOTAL	50,000	0	0	0	0	50,000

Description:

Landscaping and signage improvements to Longleaf Business Park to be funded by proceeds from the sale of lots in the park.

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency:

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other:

Funding proposed

Funding committed

¹ Potential = potential source of funding,
but not yet secured

² In-hand = funding secured

CITY OF LAKE WALES
Five Year Capital Improvement Plan
FY 2016/17 - FY 2020/21

Department: Community Revitalization

Fund: 001 General Fund

Project/Item: Signage - Historic Markers

Function: 530 Physical Environment

Funding Source: City, State

Asset Type: 663 Improvements
Other Than Buildings

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17						0
17/18	3,800		3,800			7,600
18/19	3,800		3,800			7,600
19/20	3,800		3,800			7,600
20/21						0
TOTAL	11,400	0	11,400	0	0	22,800

Description:

Historic markers for historic sites. The state Historic Marker Program will provide, if awarded, a 50/50 match. Sites would include: Depot Museum, Children's Museum, Stuart House, Freight Depot, Historic Corridor, Rails to Trails, and Hardman Recreation Complex.

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency: Historic Marker

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other:

Funding proposed

Funding committed

¹ Potential = potential source of funding,
but not yet secured

² In-hand = funding secured

CITY OF LAKE WALES
Five Year Capital Improvement Plan
FY 2016/17 - FY 2020/21

Department: Community Revitalization

Fund: 001 General Fund

Project/Item: Scenic Highway Improvements

Function: 530 Physical Environment

Funding Source: City, Federal

Asset Type: 663 Improvements
Other Than Buildings

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17						0
17/18	60,000			100,000		160,000
18/19						0
19/20						0
20/21						0
TOTAL	60,000	0	0	100,000	0	160,000

Description:

Scenic Hwy Improvements. Project starts north of Highland Blvd. and has a southern termination at Mountain Lake. The projects scope of work includes sidewalks, landscaping, resurfacing of roads, storm water system and utility relocation.

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency: DOT

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other:

Funding proposed

Funding committed

¹ Potential = potential source of funding,
but not yet secured

² In-hand = funding secured

CITY OF LAKE WALES
Five Year Capital Improvement Plan
FY 2016/17 - FY 2020/21

Department: Community Revitalization

Fund: 001 General Fund

Project/Item: Rehab Parking Lot @ Stuart/Wetmore

Function: 530 Physical Environment

Funding Source: City

Asset Type: 663 Improvements
Other Than Buildings

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17						0
17/18	75,000					75,000
18/19						0
19/20						0
20/21						0
TOTAL	75,000	0	0	0	0	75,000

Description:

The parking lot on the southwest southeast corner of Stuart Ave. and Wetmore St. needs some clean-up and rehabilitation as part of the effort to beautify the community. The concrete pavement of the lot is in good shape except for weeds growing up in the joints. Striping of parking spaces and installation of bumper stops are proposed. The sidewalks along the street are broken up to the point of being unusable. They need to be replaced.

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency: CDBG

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other: Tree Replacement Fund

Funding proposed

Funding committed

¹ Potential = potential source of funding,
but not yet secured

² In-hand = funding secured

CITY OF LAKE WALES
Five Year Capital Improvement Plan
FY 2016/17 - FY 2020/21

Department: Community Revitalization

Fund: 001 General Fund

Project/Item: Demolition of Condemned Structures

Function: 530 Physical Environment

Funding Source: City

Asset Type: 663 Improvements
Other Than Buildings

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17	75,000					75,000
17/18						0
18/19						0
19/20						0
20/21						0
TOTAL	75,000	0	0	0	0	75,000

Description:

The demolition of condemned structures throughout the community will eliminate potential safety hazards and will greatly enhance community appearance.

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency: CDBG

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other: Tree Replacement Fund

Funding proposed

Funding committed

¹ Potential = potential source of funding,
but not yet secured

² In-hand = funding secured

CITY OF LAKE WALES

Five Year Capital Improvement Plan

FY 2016/17 - FY 2020/21

Department: Community Revitalization

Fund: 001 General Fund

Project/Item: Alley Restoration

Function: 530 Physical Environment

Funding Source: City

Asset Type: 663 Imp. Other Than Buildings

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency: CDBG

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other:

Funding proposed

Funding committed

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17						0
17/18	126,444					126,444
18/19						0
19/20						0
20/21						0
TOTAL	126,444	0	0	0	0	126,444

Description:

Alley restoration between Park Avenue and Stuart Avenue

¹ Potential = potential source of funding, but not yet secured

² In-hand = funding secured

CITY OF LAKE WALES

Five Year Capital Improvement Plan

FY 2016/17 - FY 2020/21

Department: Community Revitalization

Fund: 001 General Fund

Project/Item: Walking Trail

Function: 530 Physical Environment

Funding Source: City

Asset Type: 663 Imp. Other Than Buildings

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17	252,963					252,963
17/18	484,807					484,807
18/19	660,000					660,000
19/20						0
20/21						0
TOTAL	1,397,770	0	0	0	0	1,397,770

Description:

Create a walking trail from Crystal Avenue to Lake Wailes Boardwalk. FY 16/17: Phase One \$262,963.00, FY 17/18 Phase Two: \$ 484,807.00., FY 18/19 Phase Three \$660,000.00.

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency: CDBG

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other:

Funding proposed

Funding committed

¹ Potential = potential source of funding, but not yet secured

² In-hand = funding secured

CITY OF LAKE WALES

Five Year Capital Improvement Plan

FY 2016/17 - FY 2020/21

Department: Community Revitalization

Fund: 001 General Fund

Project/Item: Central & Scenic Beautification

Function: 530 Physical Environment

Funding Source: City

Asset Type: 663 Imp. Other Than Buildings

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency: CDBG

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other:

Funding proposed

Funding committed

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17	77,960					77,960
17/18						0
18/19						0
19/20						0
20/21						0
TOTAL	77,960	0	0	0	0	77,960

Description:

Central Avenue Parking lot resurfacing and Central Avenue and Scenic Highway beautification to include sodding, shrubs, trees, irrigation and striping.

¹ Potential = potential source of funding, but not yet secured

² In-hand = funding secured

CITY OF LAKE WALES

Five Year Capital Improvement Plan

FY 2016/17 - FY 2020/21

Department: Community Revitalization

Fund: 001 General Fund

Project/Item: CityNet Wifi Expansion

Function: 530 Physical Environment

Funding Source: City

Asset Type: 663 Imp. Other Than Buildings

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency: CDBG

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other:

Funding proposed

Funding committed

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17	25,000					25,000
17/18						0
18/19						0
19/20						0
20/21						0
TOTAL	25,000	0	0	0	0	25,000

Description:

This project will expand the citynet public wifi system downtown and toward Lake Wailes park.

¹ Potential = potential source of funding,
but not yet secured

² In-hand = funding secured

**CITY OF LAKE WALES
Five Year Capital Improvement Plan
FY 2016/17 - FY 2020/21**

Department: Code Enforcement

Fund: 001 General Fund

Project/Item: Vehicle

Function: 530 Physical Environment

Funding Source: City

Asset Type: 664 Equipment

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17	22,000					22,000
17/18						0
18/19						0
19/20						0
20/21						0
TOTAL	22,000	0	0	0	0	22,000

Description:

We will be entering into a 60 month lease for vehicle. Individual monthly payment is \$204. Because it takes a few months to get the vehicles in we are just budgeting 9 months for the first year. Total price is \$22,000.

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency: CDBG

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other:

Funding proposed

Funding committed

¹ Potential = potential source of funding,
but not yet secured

² In-hand = funding secured

CITY OF LAKE WALES

Five Year Capital Improvement Plan

FY 2016/17 - FY 2020/21

Department: Building & Permit Inspections

Fund: 001 General Fund

Project/Item: (2) Ford Escapes

Function: 530 Physical Environment

Funding Source: City

Asset Type: 664 Equipment

Cost Schedule:

Year	City	County	State	Federal	Other	Total
16/17	47,000					47,000
17/18						0
18/19						0
19/20						0
20/21						0
TOTAL	47,000	0	0	0	0	47,000

Description:

We will be entering into a 60 month lease for (2) 2017 SE 4x4 Ford Escapes. Individual monthly payment is \$408.00. The combined monthly payment is \$816. Because it takes a few months to get the vehicles in we are just budgeting 9 months for the first year. Total individual price is \$23,500. The combined total price for (2) 2017 SE 4x4 Ford Escapes is \$47,000.

Source of Funding

potential¹ in-hand²

Operating Revenues

Tax Increment Revenues

Impact Fees

Bond/Loan Proceeds

Grant

Agency: CDBG

Application proposed

Application submitted

Approved, subject to funding

Grant awarded

Grant accepted

Other:

Funding proposed

Funding committed

¹ Potential = potential source of funding, but not yet secured

² In-hand = funding secured

CITY OF LAKE WALES

CRA - DEBT SCHEDULE

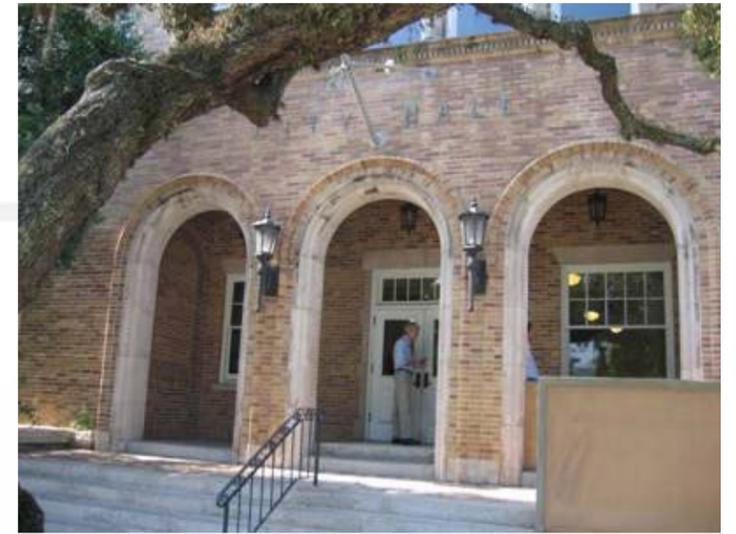
CRA DEBT SERVICE REQUIREMENTS / SCHEDULE OF OUTSTANDING PRINCIPAL

Payment YE 9/30	SunTrust 2003 Note 96 Ref/99 Restr*		CRA 2007 Bond Redevelopment		ANNUAL PRINCIPAL	ANNUAL INTEREST	ANNUAL DEBT SERVICE	Remaining Years For Debt Service
	Principal	Interest	Principal	Interest				
2014	266,780	27,313	389,751	282,231	656,531	309,544	966,075	15
2015	277,856	16,856	404,458	267,246	682,314	284,102	966,416	14
2016	177,652	8,110	419,721	251,695	597,373	259,805	857,178	13
2017	122,376	2,350	435,559	235,558	557,935	237,908	795,842	12
2018			451,994	218,812	451,994	218,812	670,806	11
2019			469,050	201,435	469,050	201,435	670,485	10
2020			486,750	183,402	486,750	183,402	670,152	9
2021			505,118	164,688	505,118	164,688	669,806	8
2022			524,178	145,268	524,178	145,268	669,446	7
2023			543,958	125,115	543,958	125,115	669,073	6
2024			564,484	104,201	564,484	104,201	668,685	5
2025			585,785	82,498	585,785	82,498	668,283	4
2026			607,890	59,976	607,890	59,976	667,866	3
2027			630,828	36,604	630,828	36,604	667,432	2
2028			654,633	12,351	654,633	12,351	666,984	1
TOTAL	844,664	54,629	7,674,157	2,371,080	8,518,821	2,425,709	10,944,530	

City of Lake Wales
CRA - F.S. 163.362(10)

CRA Adoption	1998'99	Resolution 99-05, 99-06
	1	1999'00
	2	2000'01
	3	2001'02
	4	2002'03
	5	2003'04
	6	2004'05
	7	2005'06
	8	2006'07
	9	2007'08
	10	2008'09
	11	2009'10
	12	2010'11
	13	2011'12
	14	2012'13
	15	2013'14
	16	2014'15
	17	2015'16
	18	2016'17
	19	2017'18
	20	2018'19
	21	2019'20
	22	2020'21
	23	2021'22
	24	2022'23
	25	2023'24
	26	2024'25
	27	2025'26
	28	2026'27
	29	2027'28
	30	2028'29

- CRA - Area 1 - 1987
- CRA - Area 2 - 1993
- CRA - Area 3 - 1999



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May, 2008

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Acknowledgements

Lake Wales Area Chamber of Commerce CRA Steering Committee

Robin Gibson, Chairman
Gibson & Valenti

Jack P. Brandon, Esq.
Peterson & Myers PA

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Retired Executive

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City of Lake Wales

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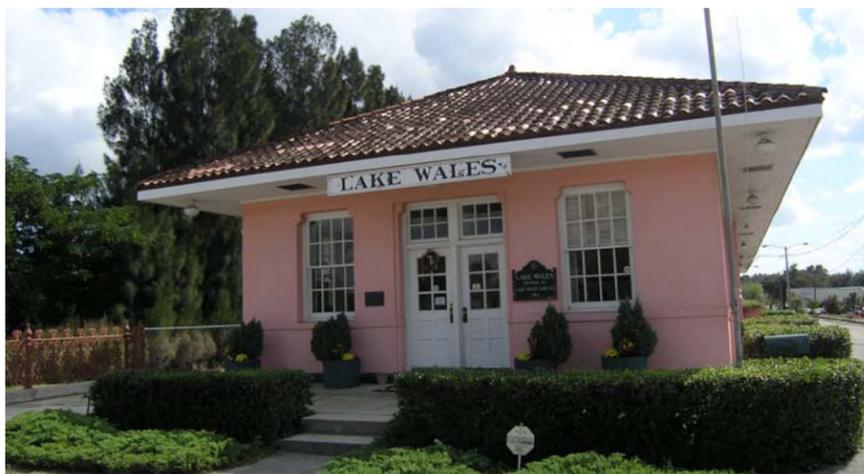


I. Introduction

As we enter the year 2008, we find an American economy that is challenged due to record high oil prices and a flat housing market.

In this slow economy, downtown Lake Wales finds itself with new opportunities and some challenges. Already gifted with many historically significant buildings from Florida's land boom period of the 1920s, downtown Lake Wales has a unique sense of place. These attributes, when coupled with recent redevelopment successes including:

1. the public acquisition of the Dixie-Walesbilt Hotel property,
2. establishment of a Polk Community College campus at old city hall, and
3. additional reinvestment in downtown buildings and properties totaling over \$5 million, bode well for the continuing resurgence of the downtown.



Perhaps the biggest challenge is creating market demand for existing building space. For while downtown Lake Wales is centrally positioned in the city, lack of exposure to large volumes of drive-by traffic (found on US 27 and SR 60) limits its attractiveness to local business, restaurants and retailers. The preferred location for the national chains will be around the Eagle Ridge Mall.

We believe that downtown Lake Wales will need home grown community-based solutions, with a long-term focus on place making and continued public capital re-investment. The Lake Wales Community has demonstrated time and again that it is up to this challenge.

Ten tested Place Building Strategies are presented on this page. These strategies were applied in the development of this plan and should continue to guide the City throughout its implementation.



Energizing downtown Lake Wales

10 Place Building Strategies

Strategy 1: Continue to enhance the conditions for private sector investment.

Strategy 2: Concentrate initial public investment in the highest potential energy locations.

Strategy 3: Complete a parking/building placement plan.

Strategy 4: Lead with vision at key parcel locations.

Strategy 5: Understand the economics and return on investment for public sector projects.

Strategy 6: Invest in "civic" space and activities.

Strategy 7: Implement housing density programs and diversify housing types.

Strategy 8: Strengthen downtown Lake Wales' identity.

Strategy 9: Acquire and, if necessary, publicly develop key parcels.

Strategy 10: Communicate, communicate, communicate!

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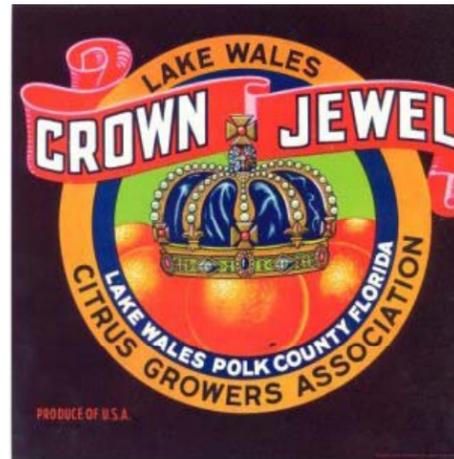
Page 1



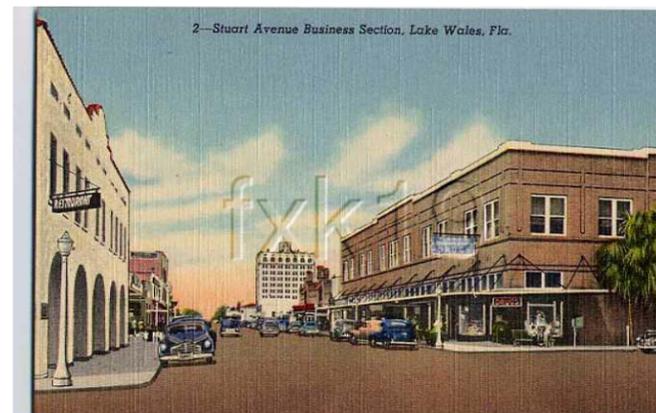
II. History



“Lake Wales was founded in 1911 by the Lake Wales Land Company, a group of businessmen who purchased 5,000 acres in the hilly wilderness around Lake Wailes – a pristine lake named after Sydney Wailes, a land agent employed by the State of Florida after the Civil War. The men of Lake Wales Land Company believed that the plentiful pine forests would form the basis of a thriving turpentine and lumber industry, the sandy soil would be ideal for growing grapefruit, oranges and other citrus, and the rolling hills would be the perfect site for a town. The first settlers arrived in 1911, the town was incorporated in 1917, and the city was granted its municipal charter in 1921.”¹



With a depot near Park Avenue in downtown, Lake Wales was originally serviced by the Atlantic Coast Line Railroad beginning in 1911. In 1928, a new station was built south of downtown to relieve traffic congestion. Scenic Highway (SR 17) was the main north/south road serving early Lake Wales, providing a direct regional road connection to downtown. The 1920s were the boom days for Lake Wales. It was during this decade that most of the downtown buildings were constructed, culminating with the 10-story Dixie-Walesbilt Hotel which opened in 1927. Unfortunately, the hotel never realized its potential as the Florida Land Boom came to a quick end. Shortly thereafter the nation was plunged into Great Depression.



Downtown Lake Wales began to lose its locational advantages in the early 1950s. US 27 was extended from Tallahassee to Miami in 1949 replacing SR 17 as the major north south road. In 1954, passenger rail service ceased. Suburbanization of the city had begun. In 1996, the Eagle Ridge Mall opened northwest of downtown. In 1998, stressed for additional space, city government moved from their downtown location just west on Central Avenue into a vacated and renovated K-mart building. Today downtown Lake Wales finds itself in need of new economic drivers to add fresh purpose to this historical asset.

¹. City of Lake Wales Website

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II. History

Building on Previous Work:

This Plan builds off a the previous body of work completed for downtown Lake Wales including:

2005 Downtown and Lincoln Avenue Assessment Report by Martin & Vargas DESIGN, and

April, 2004 The Ridge Scenic Highway Designation Application by the Ridge Scenic Highway Advocacy Group.

2005 Assessment Report

The 2005 Downtown and Lincoln Avenue Assessment Report involved both technical analyses as well as interviews with may downtown merchants, property owners and interested citizens. Public comments for improvements included the following:

- Create downtown residential alternatives
- Improve the Bank of America building
- Improve green spaces
- Expand outdoor dining
- Create more than Bok Tower as our calling card
- Improve building facades & canopies
- Enhance with plants, add trees, shade and lighting

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May, 2008



- Improve the business mix & other uses
- Utilize Crystal Lake
- Provide better directional signage
- Connect Park Avenue merchants west of First Street
- Create better pedestrian environments

The Lake Wales Town Trail

Connect downtown to Bok Sanctuary with a scenic drive winding through the heart of Lake Wales. Improvements would include: streetscape elements, a tree canopy, pedestrian & bicycle amenities, park improvements and a gateway element at Tower Boulevard & Burns Avenue.

Six Big Ideas were advanced in this report:

- | | |
|--|---|
| 1. Concentrate activities in the downtown core | 4. Address the Walesbilt Hotel |
| 2. Create better beginnings (raise the profile at entrance points) | 5. Examine the pedestrian/parking balance |
| 3. Promote residential in the core. | 6. Complete a new physical master plan. |

Connect the Amenities – The Lake Wales Town Trail



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II. History

Previous Reports

The Ridge Scenic Highway Plan

A Scenic Highway Plan was developed as part of an application to the State of Florida to designate SR 17 as a Florida Scenic Highway. The designation extends the 38.7 mile length of the road in Polk County from Haines City to Frostproof. Elements of the Plan with regards to Lake Wales are as follows:



Initiation of Master Plan in Lake Wales

- Trailhead at SR 17 and trail
- Streetscape/bicycle trail along 3rd Street (within Lake Wales Residential Historic District)
- Passive recreational park with visual connection to commercial historic district and lake, SR 17 and Park Ave.
- Streetscaping along SR 17 (within Lake Wales Downtown Historic Commercial District)

SR 17 and Park Avenue Signature Space

- Redevelop parking on southeast corner
- Special pavement treatment of pedestrian crossing
- Passive urban park on northeast corner
- Landscaping along Park Avenue
- Decorative lighting along Park Avenue



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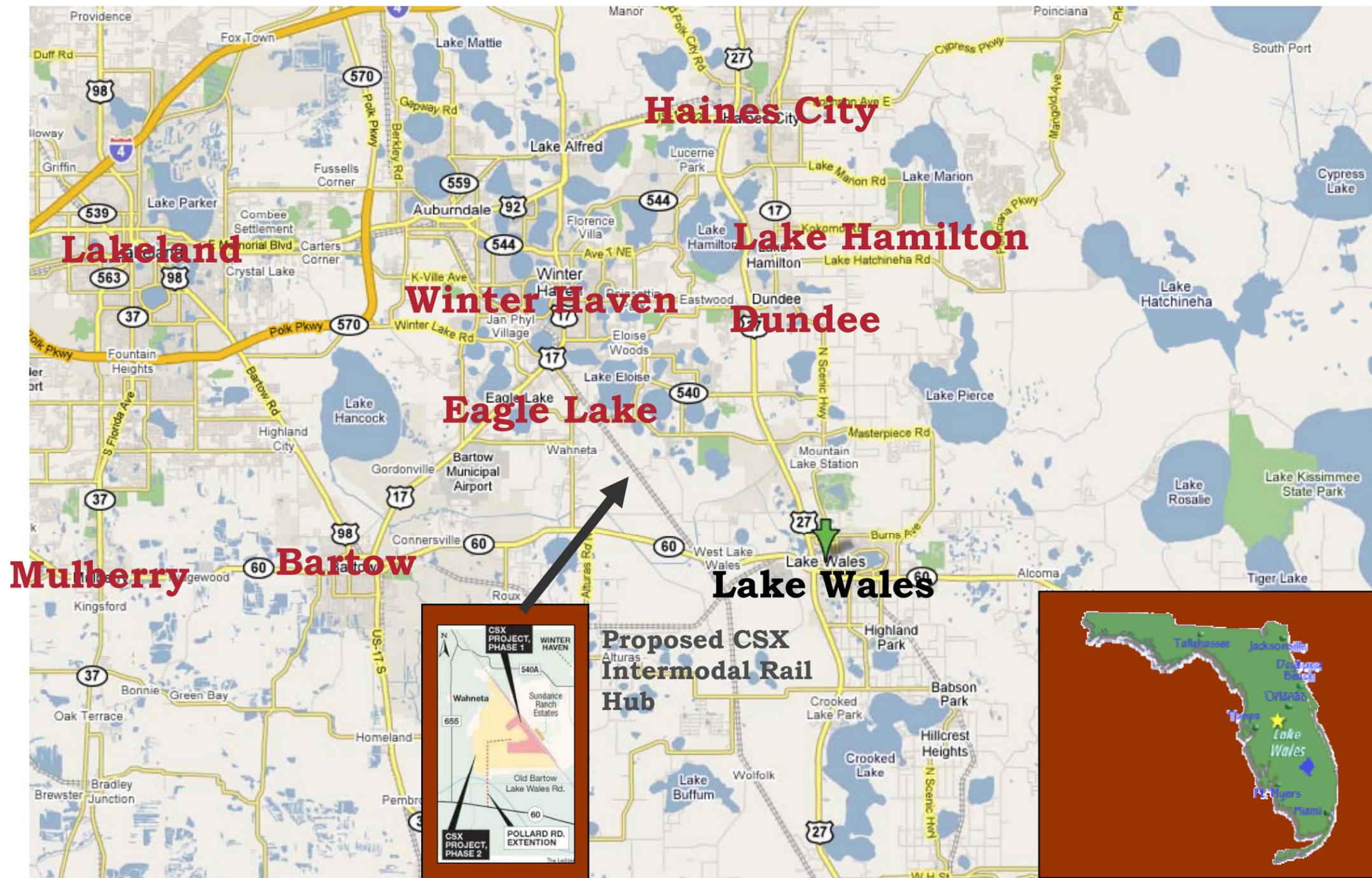
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III. Area Analysis

Lake Wales in the Region



With a 2006 population of 16,273¹ Lake Wales is one of Polk County’s principal cities. Lake Wales is projected to grow to 17,437 by 2011 for an annual growth rate of 1.4%. Per capita income is \$19,208. The median household income is \$31,837. In 2006, the median age was 37.8.²

Lake Wales is well positioned in the geographical center of peninsular Florida. This location is attracting new major investment in the form of CSX’s new state-of-the-art intermodal rail hub slated for south Winter Haven. This facility is predicted to have a major economic impact to the region, initially generating 2,000 new jobs with an average salary & benefit of \$45,000.

The proximity of the project to Lake Wales should produce a very positive economic impact on the City in both direct and indirect employment and wage growth. The city’s own Longleaf Business Park on south US 27 should also benefit from the CSX facility, accelerating its build out.

¹ 3-mile radius from center of downtown Lake Wales

² Source: Progress Energy by Experian/Applied Geographic Solutions

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III. Area Analysis

Downtown Lake Wales in the City



Downtown Lake Wales is centrally located to many of the city’s economic, tourism and employment centers from Bok Sanctuary and the Lake Wales Medical Center on the east side of the City to the Florida Natural Processing Plant and the Municipal Airport on the west side .

Downtown is host to a core of banking, insurance and legal businesses. It addition, it still contains the Post Office and Charter School Administration Offices. From a retail perspective it provides hardware, jewelry, several restaurants, bars and home grown boutiques.

Economic Growth

Currently, downtown Lake Wales is benefiting significantly from several major investments that will total approximately \$5 million. These include the renovation of the Rhodesbilt Arcade, the Bank of America Building and the Bullard Building which is currently adding second floor offices and residential condominiums. Construction has also begun on the renovation to the old City Hall which will now house a new Polk Community College Campus. One hundred and twenty-five students are projected for the first year with a \$604,000 impact to the economy. That impact is predicted to grow to \$3.3 million when the college is at full capacity.



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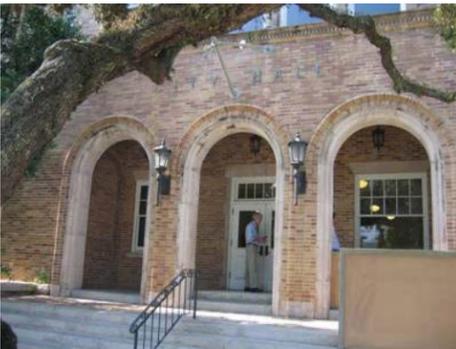


III. Area Analysis

Downtown Lake Wales in the City Public "People Generating" Places



U.S. Post Office



Polk Community College



Lake Wales Area Chamber

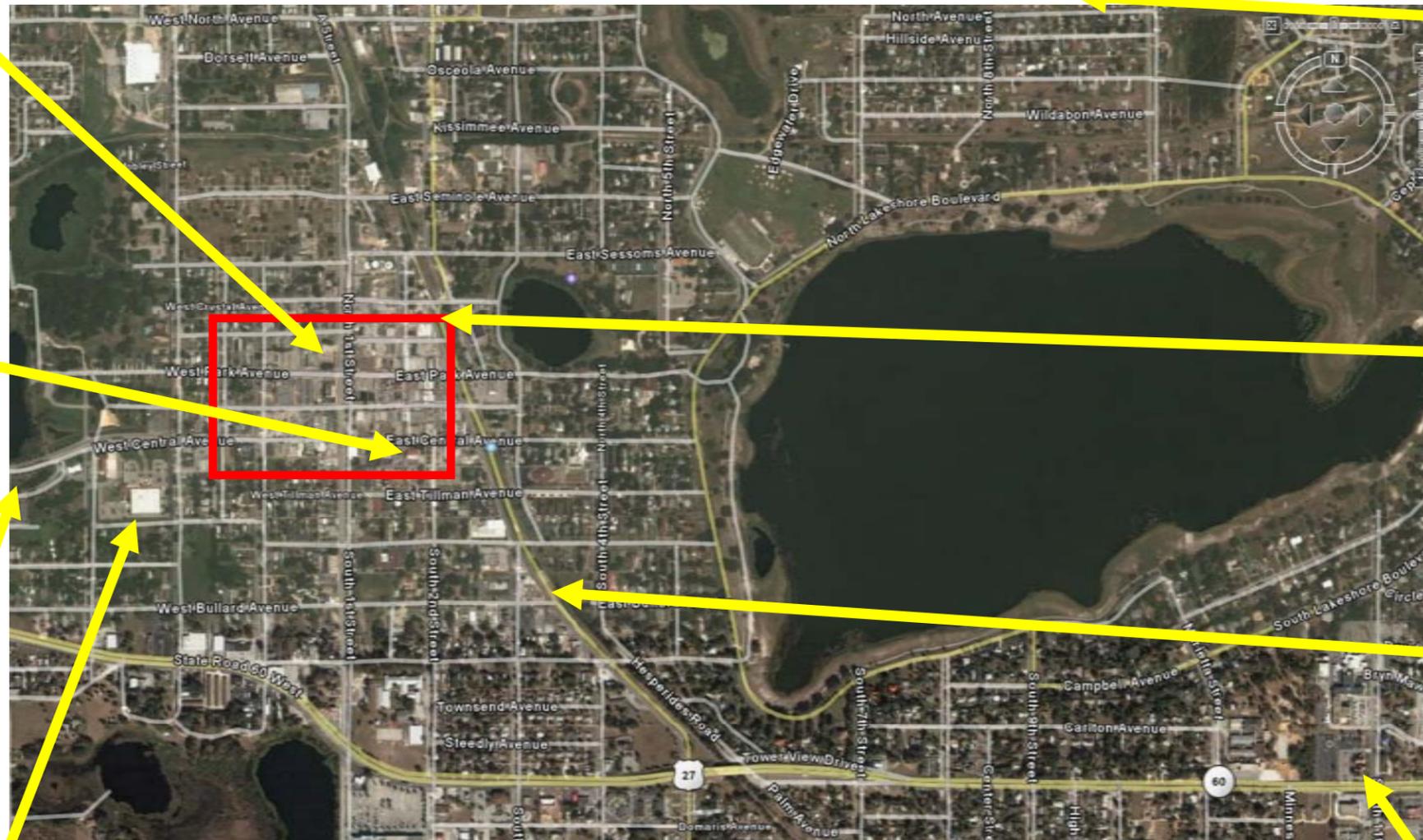


Municipal Administration Building

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Lake Wales Family YMCA



Lake Wales Library



Lake Wales Depot Museum



Lake Wales Art Center

Lake Wales has numerous public/semi-public facilities which generate local pedestrian and visitor traffic. Beginning with the relocation of the train depot in 1926 on through to the relocation of city hall in 1998, downtown has lost functions that augment business activity. Recently that trend has stabilized. When the Community created its charter school district, administrative offices were located on Central Avenue downtown. Opening in 2009 will be the new campus of Polk Community College in the restored City Hall building.

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IV. Downtown Discovery

Detailed Studies

Study Area: The downtown study area encompasses an area bounded by Sessoms Avenue on the north to 3rd street along the east, west Central Avenue to the south and Wetmore Street on the west.

Building Placements: Tight building massing along primary downtown streets creates pedestrian friendly environments. This condition is strongest along the initial block of Park Avenue and Stuart Avenue, though some buildings have been demolished for surface parking lots. Lake Wales has a strong sense of place reinforced by the architectural richness of its downtown buildings.



Study Area



Figure Ground/Building Placements

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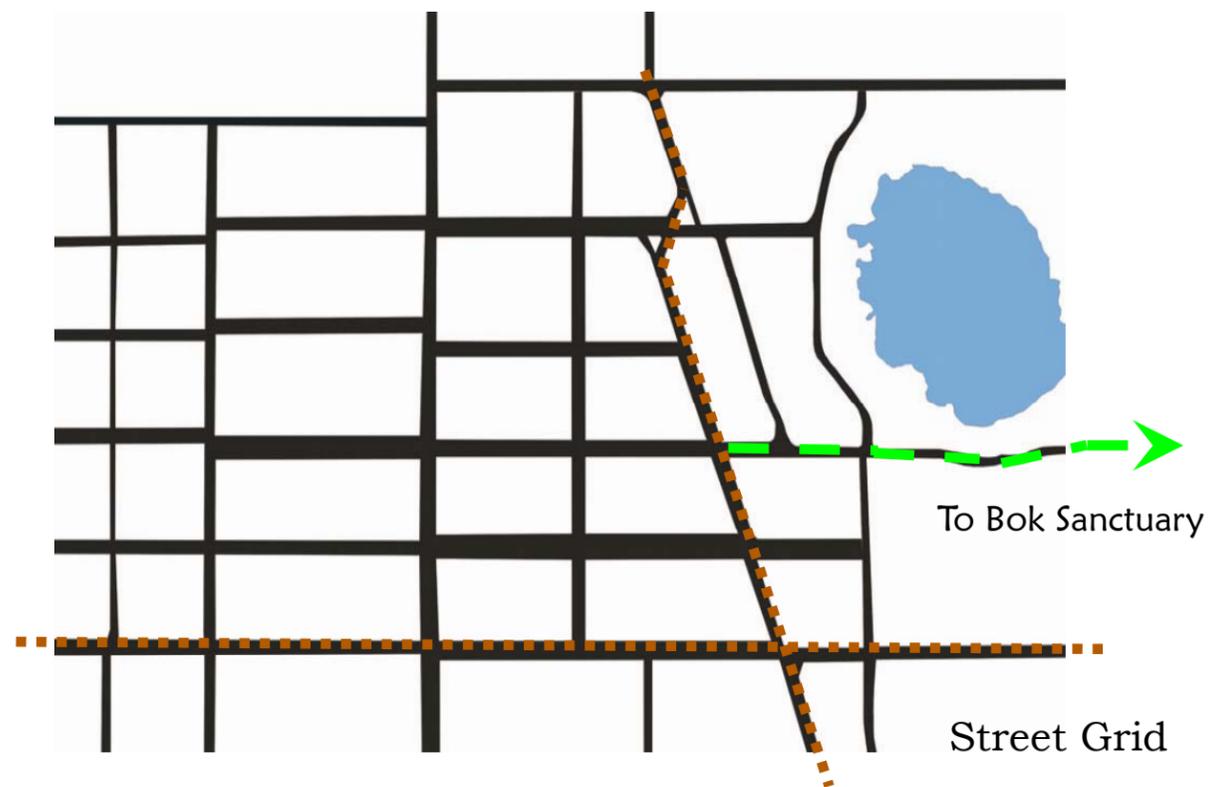
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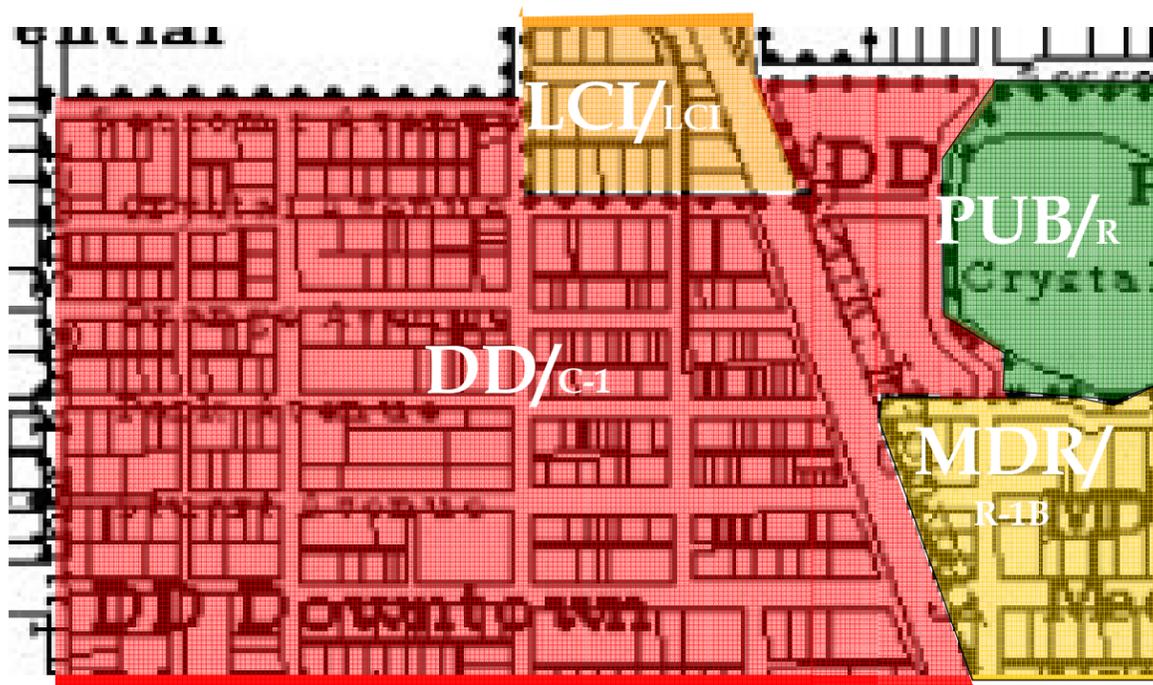
IV. Downtown Discovery



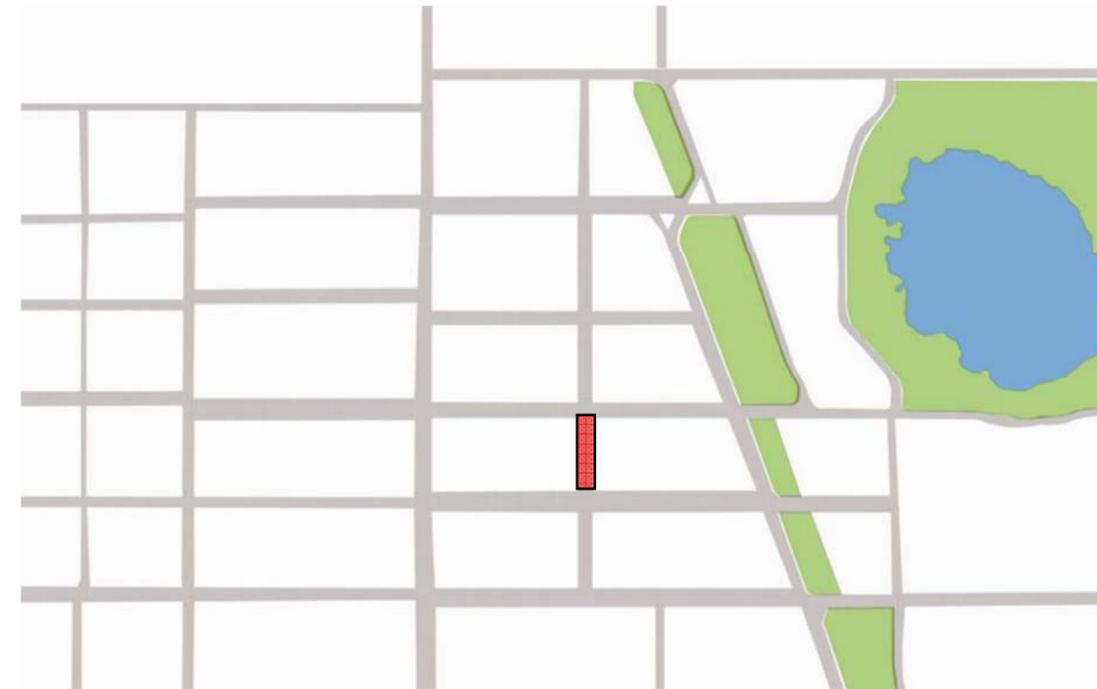
Street Grid: Downtown Lake Wales has a well connected street system allowing for multiple points of connectivity and the ability to establish the urban form necessary for a strong pedestrian environment. Central Avenue and SR17 serve as the main collector roads providing regional access to downtown while Park Avenue east connects to the historic neighborhood, Lake Wailes and serves as an under-promoted connection to Bok Sanctuary.

Future Land Use & Zoning: The study area is predominantly designated “Downtown District” in the City’s Comprehensive Plan Future Land Use and is assigned C-1 zoning. C-1 zoning allows pedestrian-friendly business uses, provides for proper building placement and flexible parking standards appropriate for the creation of a well designed downtown.

Parks & Public Space: One missing element in the original design for downtown Lake Wales was an appropriate public space for community gatherings. This desire was the thought behind the creation of Market Street Plaza during the 1980s. Today the City continues to evaluate how better address this public need in downtown.



Future Land Use and Zoning



Parks & Public Space

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IV. Downtown Discovery

Downtown Parking Supply

In every town, available parking is a perceived problem. Lake Wales is no exception. This general inventory of parking shows over 1,000 parking spaces spread throughout the downtown core including both on-street parking and surface parking lots.

At a typical parking standard of 4 spaces per 1,000 square feet of building, existing downtown parking will support 274,500 square feet of occupied building space. Given the observed level of economic activity and level of vacancy in downtown we believe at this time that additional parking is not one of the City's most immediate needs.



Parking Areas

Parking Facts	
Off-street Parking	997 Spaces
Off-street City Parking	82 Spaces
On street Parking	141 Spaces
Total	1,098 Spaces

Avenue	Undefined parking lots	Total parking spaces	Defined parking lots	Total parking spaces	On street parking	Total parking spaces	Total lots	Total parking spaces
Crystal Av.	3	90	0	0	0	0	3	90
Orange Av.	4	111	1	16	0	6	5	133
Park Av.	5	164	4	86	0	83	9	333
Stuart Av.	4	70	3	97	0	52	7	219
Central Av.	4	54	4	98	0	0	8	152
Cypress Garden Lane	0	0	1	58	0	0	1	58
Scenic Highway	0	0	1	113	0	0	1	113
Total	20	489	14	468	0	141	34	1,098

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IV. Downtown Discovery

Market Place



Is Market Place adequate as a central civic space for the City?

Market Place was created to give the City a downtown civic space. Market Street was closed between E. Stuart and E. Park Avenues and decorative pavers, flower gardens and pedestrian amenities were added transforming the area into a gathering point for downtown activities. The focal point is the Clock Tower which anchors the plaza at East Park Avenue. At approximately 50' X 100' the space is small for its community purpose. Another less than ideal aspect is the deadening of the space by the blank side walls of the adjacent buildings. The one positive relief is the Arcade Coffee & Sandwich Shoppe with its outdoor seating on the plaza.

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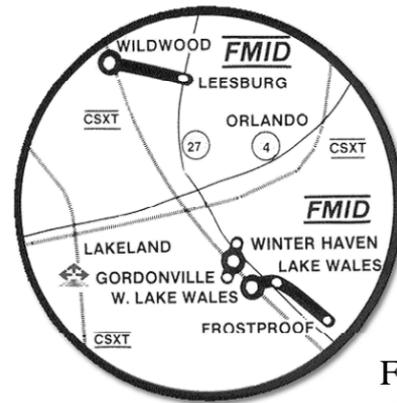
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IV. Downtown Discovery

Ridge Scenic Highway/Downtown Interface



Highlighted areas shows CSX Right-of-Way

Florida Midland Railroad Routes

The linear edge along the Scenic Highway from Crystal Avenue to Park Avenue offers a wonderful place making opportunity for City. As the original front door to downtown, this area has all of the basic components which make for great space, including park/public land, a through street with modest traffic volumes and a historic building edge.

Though a great opportunity is present, this analysis of existing conditions suggests that any transformation may be cumbersome but not impossible to achieve. On the positive side is the designation of SR17 as a Florida Scenic Highway. This designation paves the way for some creative treatments of the roadway and right-of-way.

More challenging is the realization that the greenway between the road and the library is owned by CSX. However, because the active rail line operated by Florida Midland Railroad serves only one customer in Frostproof, a willingness from the railroad companies to allow green space enhancement may be possible.



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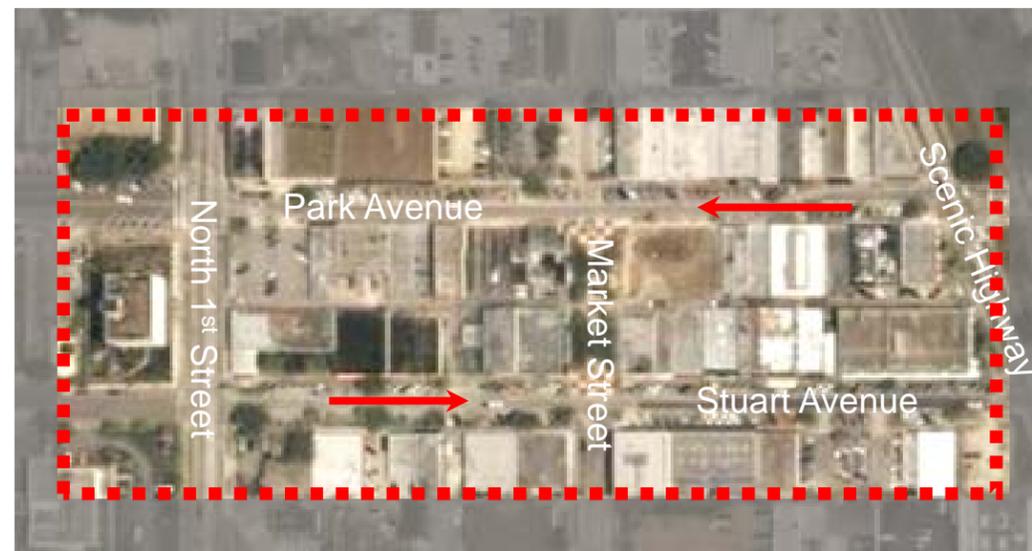
IV. Downtown Discovery



Park, Stuart & Orange Avenues

Park & Stuart Avenues: Park and Stuart Avenues are the historic main streets in downtown Lake Wales. Both have been designated as one-way streets, providing for additional diagonal parking spaces within the area. Other than updating and refreshing of the landscape and amenities along these streets nothing else is recommended to be done at this juncture in the life of downtown Lake Wales.

Orange Avenue: Up until now Orange Avenue has not received the same level of attention as have Park and Stuart Avenues. This street is still designated for two-way traffic and buildings are interspersed with many surface parking lots fronting the street. The buildings are typically one-story masonry block structures lacking the same historic character as those found on Park and Stuart Avenues. These conditions actually open the opportunity for significant transformation and rebirth of this street. The city's challenge is to lead this transformation when it is determined that market conditions are favorable.



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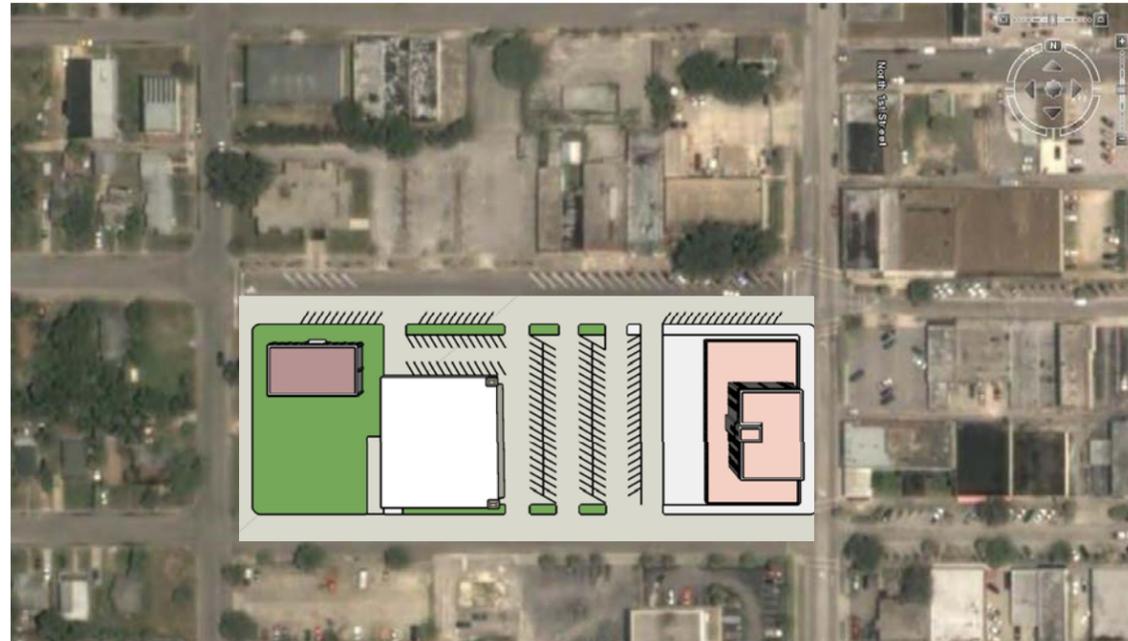
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IV. Downtown Discovery

Walesbilt Hotel Site

Existing Conditions



With the acquisition of the Walesbilt hotel site in 2007, the City took a major step forward in resolving a long standing issue in regarding the future of this building and progress for its historic downtown. Currently the City is soliciting private sector proposals for reuse and restoration of the building.



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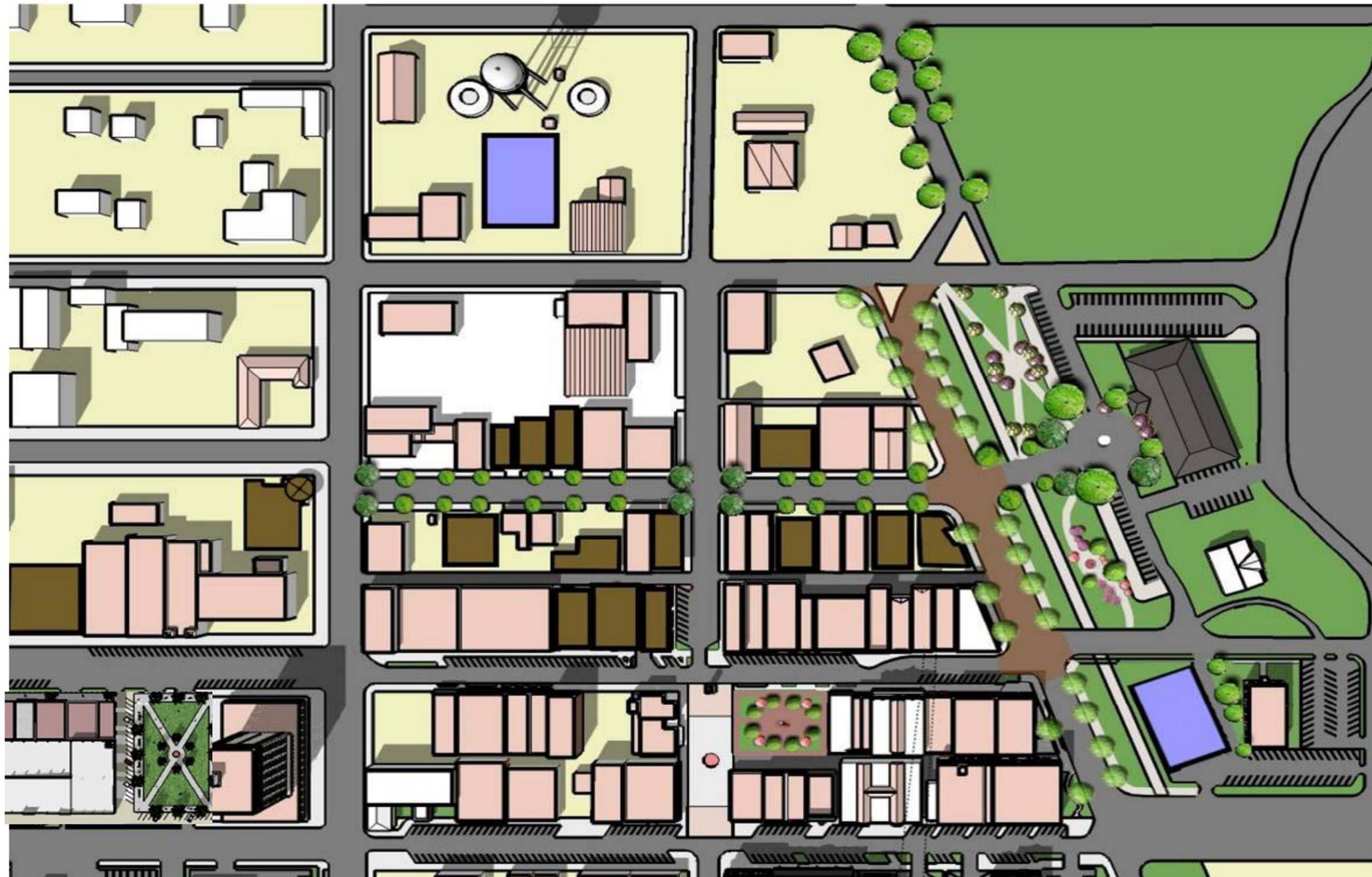
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The Purpose of the Vision:

While it is hard to imagine a complete build-out for downtown Lake Wales given current market realities, without a comprehensive community game plan, it will be difficult to mobilize all of the various players (public and private) to pull in the same direction.

The challenge is to lay out a vision with a multiple-step game plan that has both a realistic chance of success and the capacity to absorb unexpected developments from other players in the game of downtown redevelopment.

Based on a consensus of the CRA committee, this plan’s primary focus evolved towards an in depth analysis and solution for the Walesbilt Hotel site. It also defines a street classification system for downtown and also presents realistic mid-range visions for the Ridge Scenic Highway section in downtown Lake Wales, opportunities for enhancing downtown public spaces and a vision for Orange Avenue.

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V. The General Plan

Proposed Street Classification

Main Entry

- Facilitates Vehicular Movement
- Higher speed

Type 'A' existing

- Continuous Retail/ Building Facades
- One-way with Diagonal Parking
- High Level of Pedestrian-friendly Design

Type 'A' proposed

- Continuous Building Facades
- Two-way with Parallel Parking
- Highest Level of Pedestrian-friendly Design

Type 'B' proposed

- Interrupted Building Facades
- Access to Parking Lots & Structures
- Moderate Level of Pedestrian friendly Design

Scenic Highway -- Unique

- Calls for Special Treatment
- Constrained Right-of-Way

The proposed street classification system for downtown Lake Wales prioritizes the streets in terms of pedestrian quality. Because the elements which make a street pedestrian friendly are significantly less accommodating for automobiles from a traffic and parking perspective, a downtown needs to balance its designated 'best' pedestrian streets with more accommodating vehicular streets. This plan recognizes that both Park and Stuart Avenues are an existing one-way pair with diagonal parking. For the duration of this plan horizon (10 years), no changes are recommended. In the future, the City may want to consider returning these streets to a two-way traffic pattern with parallel parking. Such a condition would provide wider sidewalks for an improved pedestrian experience. It is possible to demonstrate the ideal Type "A" streetscape condition on either Orange Avenue and/or Park Avenue west of 1st street.



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V. The General Plan

Orange Avenue



Terminated Vista

Orange Avenue is a two-way connector from First Street directly to the existing library. As downtown Lake Wales continues to develop, Orange Avenue can evolve into a tree-lined pedestrian street with parallel parking on both sides. Opportunities for dramatic private sector redevelopment of existing properties are bountiful. A signature building terminating the Orange Avenue view at First Street can make a dramatic visual statement. The City may want to consider acquisition of this property to ensure its proper redevelopment. New forms of mixed-use development with upper floor residential would be appropriate for this street. Market timing, strategic public investment, well conceived incentives and design regulations should be evaluated.



Orange Ave Plan View



Orange Ave Section View



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V. The General Plan

Evolving Civic Spaces



Three civic spaces are designated in this plan. An expanded Market Place is augmented by a new civic green as part of the Walesbilt Hotel redevelopment. Creation of a park in the open area between the Ridge Scenic Highway and the Library is also specified as was suggested in the Ridge Scenic Highway Plan.

These Civic Spaces are discussed in more detail on subsequent pages.

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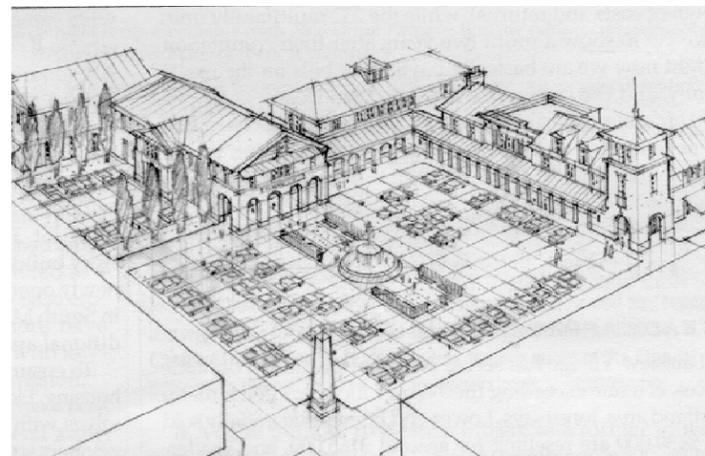
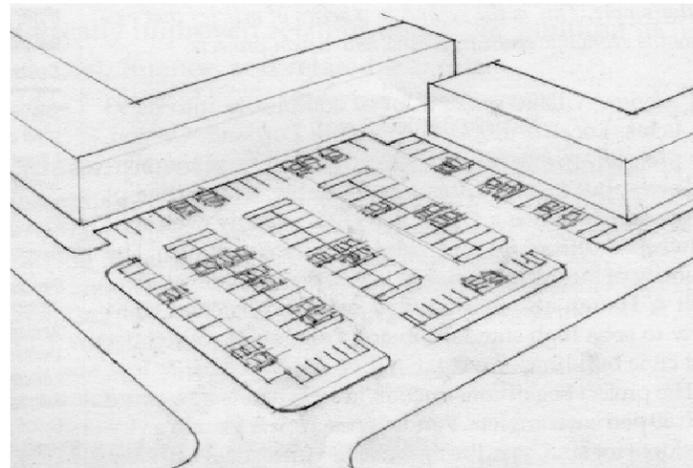
V. The General Plan

Market Place



What happens to the Market Place is somewhat dependent upon when and how the other two recommended civic/park spaces develop. Obviously, no changes need to occur to this space in the short-term. If the civic space attached to the Walesbilt is developed and becomes more mature and important for civic functions, the City may determine that Market Place is no longer needed and decide to reopen it as a street.

The community may also prefer to have multiple downtown public spaces and thus retain Market Place. This space can be improved and expanded for event functions through the redesign of the adjacent parking lot into a parking piazza. In this way during typical daily activity it functions as it does today – a parking lot. However for civic events that space is suitably designed to make a very comfortable and pedestrian- friendly space. The concept is based on the civic squares found across Europe.



The Parking Piazza -- Civilizing the Parking Lot

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V. The General Plan

Ridge Scenic Highway and Park Concept Imagery



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V. The General Plan

Design Intent:

To civilize the street by introducing on street parking on both sides of the street, accentuating pedestrian crosswalks and reinforcing the street tree canopy. The introduction of sidewalks on the park side that are 25-30 feet wide would allow for urban amenities to be used and enjoyed by pedestrians. A well-defined green space becomes a village green to be used and enjoyed by the community. It also serves as a natural transition between the commercial and the single-family residential areas to the east.

Implementation:

There are three major components to this plan. 1) improvements to the road segment itself (from Crystal Avenue to Park Avenue) 2) park development in coordination with CSX and Florida Midland Railroad and 3) private property improvements along the western face of the Scenic Highway.

Based on this initial concept comes a design development phase would specify actual physical improvements based on an existing conditions survey. Support and participation by the Scenic Highway Corridor Management Entity and adjacent property owners is essential.

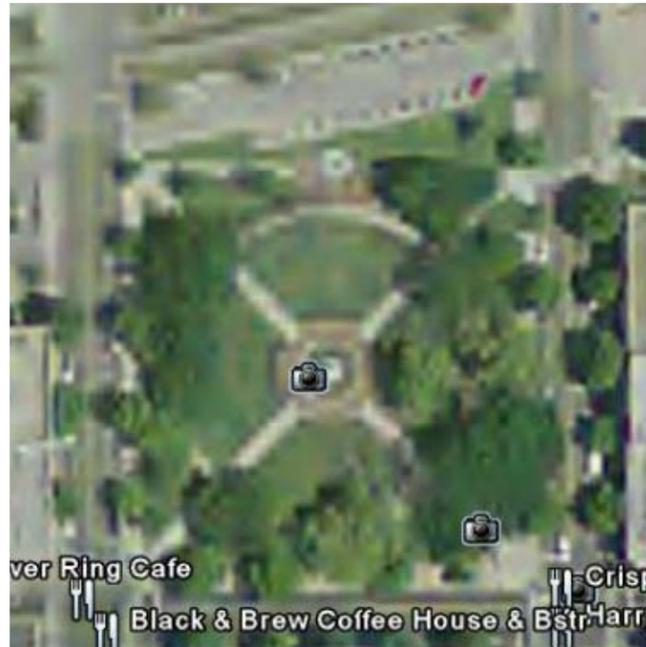
The park components can occur initially with an agreement with CSX and Florida Midland Railroad. If the rail corridor is eventually abandoned, city acquisition should become a priority.



VI. The Walesbilt Hotel Site

Public Square Comparisons

To establish a feel for sizes of successful town squares we examined several existing spaces that may be familiar to Lake Wales residents. Sizes vary significantly, but perhaps a minimum standard of at least 100 feet in width by 150 feet in length is needed to create a comfortable civic space.



Lakeland's Munn Park
265'(w) X 290'(h)



New Orleans's Jackson Square
335'(w) X 355'(h)



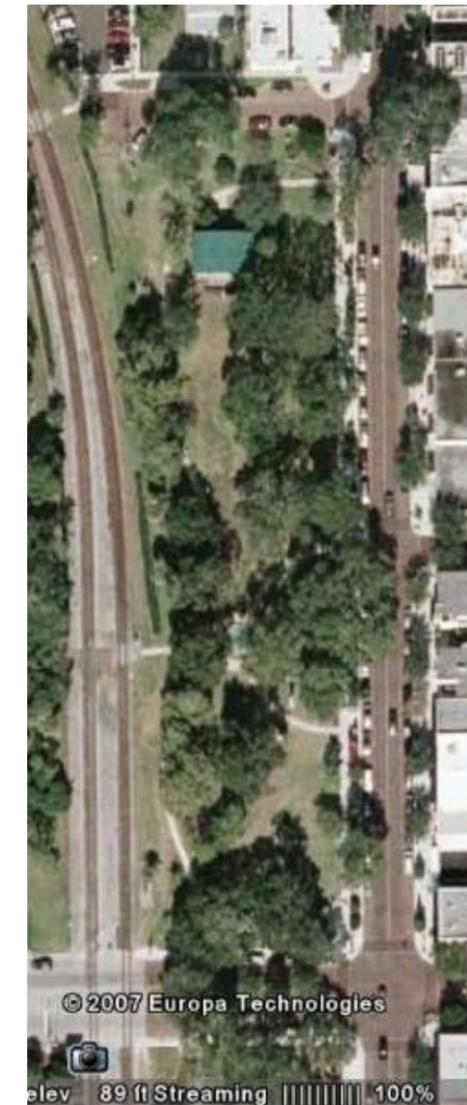
Winter Haven's Central Park
175'(w) X 290'(h)



Savannah's Madison Square
238'(w) X 236'(h)



Winter Park's Central Park S.
137'(w) X 612'(h)



Winter Park's Central Park N.
137'(w) X 592'(h)

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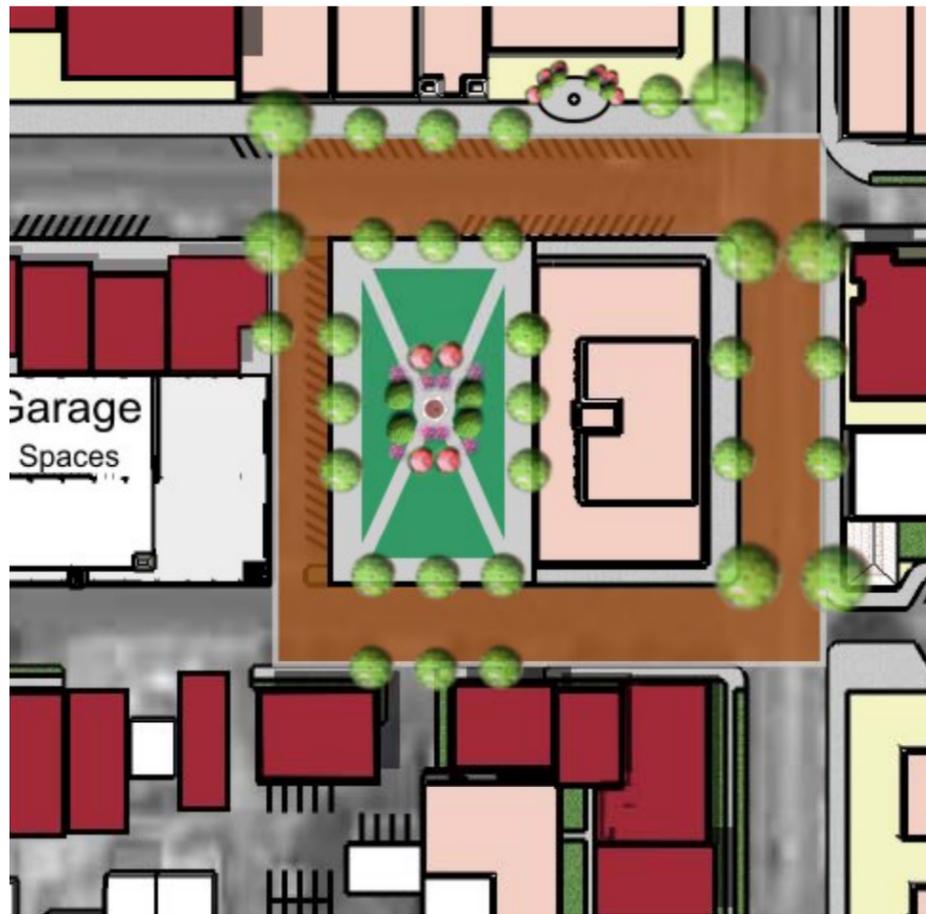
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VI. The Walesbilt Hotel Site

Alternative Concepts



Renovated Hotel with Public Square directly west of the Building:

Pros: This alternative maintains the historic hotel building on the site. The proposed green space adds an amenity to the location that increases the economic value of the property.

Cons: The size of the proposed new square is 100' X 200' which is less than ideal but is twice as large as Market Street Plaza. It falls within a size range that is comparable to other town greens in the area and provides synergy with ground floor building activities.

The majority of the parking for the building would be located approximately one-half block from the building.



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VI. The Walesbilt Hotel Site

Alternative Concepts



Demolished Hotel & Creation of a Large Public Square:

Pros: Creates a sufficiently large public plaza (200' x 200') to accommodate the city's major civic events.

Cons: Requires a large public investment to demolish the historic hotel in order to create the large public plaza. By itself, the enlarged public plaza may be insufficient to generate new private sector investment surrounding the improvement.



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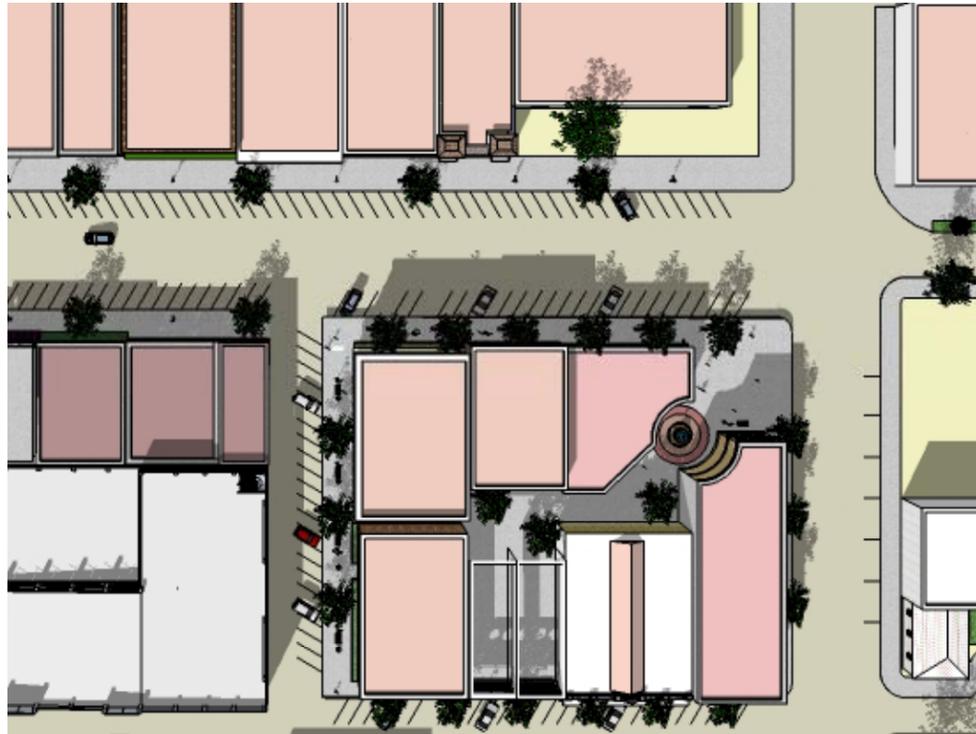
VI. The Walesbilt Hotel Site

Alternative Concepts

Demolish the Hotel & Provide for the Private Sector Redevelopment of the Site:

Pros: Demolition of the hotel clears the site for new development more appropriate for the time and accommodating to new uses.

Cons: The historic resource is lost to the community. There may not be sufficient demand to justify private sector redevelopment of a vacant site at this location at this time. If new product is built it could displace demand from existing buildings located in downtown.



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VI. The Walesbilt Hotel Site

Preferred Alternative



The Emerging Big Idea

Upon review of the presented alternative concepts the CRA Steering Committee unanimously favored the first alternative as follows:

Create a Lake Wales City Center by providing sufficient CRA incentives to enable a private developer to profitably and appropriately restore the entire exterior of the Walesbilt Hotel and make the interior available for adaptive use. The incentives could include:

Providing tenants or condominium purchasers for the ground floor and mezzanine levels to potentially house: 1) the relocation of the Lake Wales Library, 2) Community Rooms, and 3) expansion of Polk Community College.

CRA creation of a new Civic Green directly west of the hotel building (approximate size 100' x 200') to double as a hotel building amenity.

CRA to provide land (and perhaps structure) for Walesbilt parking across from the Civic Green.

The upper floors could be banked by the developer for incremental sale and build-out. The traffic created by CRA investment would be designed to create a market for the successful leasing of the upper floors.

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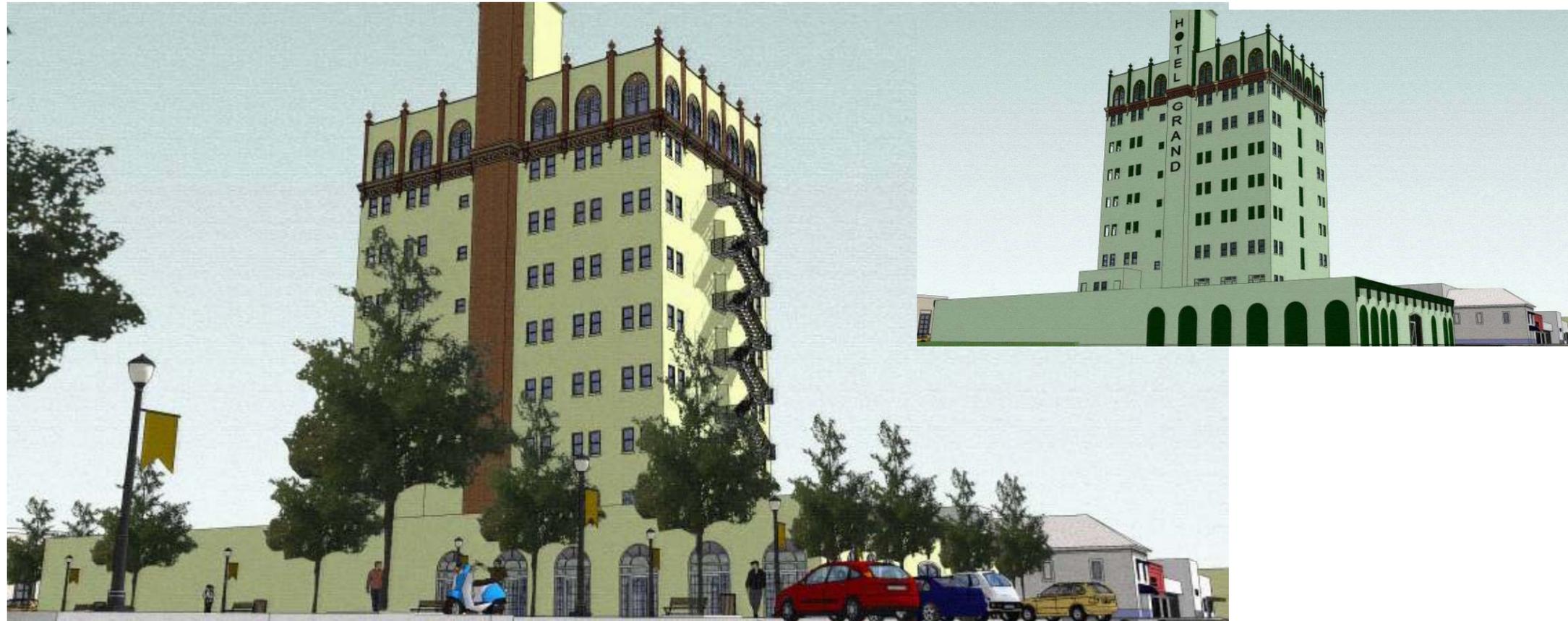
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Preferred Alternative



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VI. The Walesbilt Hotel Site

Phasing Strategy



Existing Conditions

First Floor: 17,177 sq. ft.

2nd – 9th floors: 3,703 sq. ft. each

Total sq. ft. 50,505 sq. ft.



Phase 1 – Exterior Façade & First Two Floors Renovated

First Floor:

Public Library -- 11,477 sq. ft.

Civic Center -- 3,700 sq. ft.

Catering Kitchen -- 2,000 sq. ft.

Second Floor:

Public Library -- 3,703 sq. ft.

Third Floor:

Library Offices -- 3,703 sq. ft.

4th – 9th floors:

Future rental space --

(brought to shell building condition)

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VI. The Walesbilt Hotel Site

Phasing Strategy



Phase 2: Parking Field Added

1. Grand Plaza Group Property Acquired
2. Surface Parking Lot Constructed – 200 new spaces



Phase 3 – Civic Square Built

1. Civic Square Designed through a community design charrette
2. Civic Square Constructed
3. Park Avenue Streetscape Completed

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VI. The Walesbilt Hotel Site

Phasing Strategy



Phase 4 Park Avenue Infill, North Side

Private Investment Expands,
The north side of Park Avenue develops.

Phase 5 Park Avenue Infill, South Side

Private Sector Investment continues and the
South Side of Park Avenue develops.

Estimated new Park Avenue square footage 89,941

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VI. The Walesbilt Hotel Site

Phasing Strategy



Phase 6 – Parking Structure Added

Market Demand requires construction of the parking structure. 434 spaces designed

Phase 7 – Stuart Avenue Infill

Estimated new Stuart Avenue square footage 90,549

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VI. The Walesbilt Hotel Site

Phasing Strategy



Complete Vision

Next Steps:

In order to test the feasibility of the idea, the following additional work would need to be completed:

Lake Wales Library Needs Assessment

Civic Center Needs Assessment

First Phase Building Renovation Evaluation and Cost Estimate

Conceptual Reuse Space Plan for the Walesbilt

Public/Private Financing Strategy Alternatives

Community Charrette for design of the Civic Green

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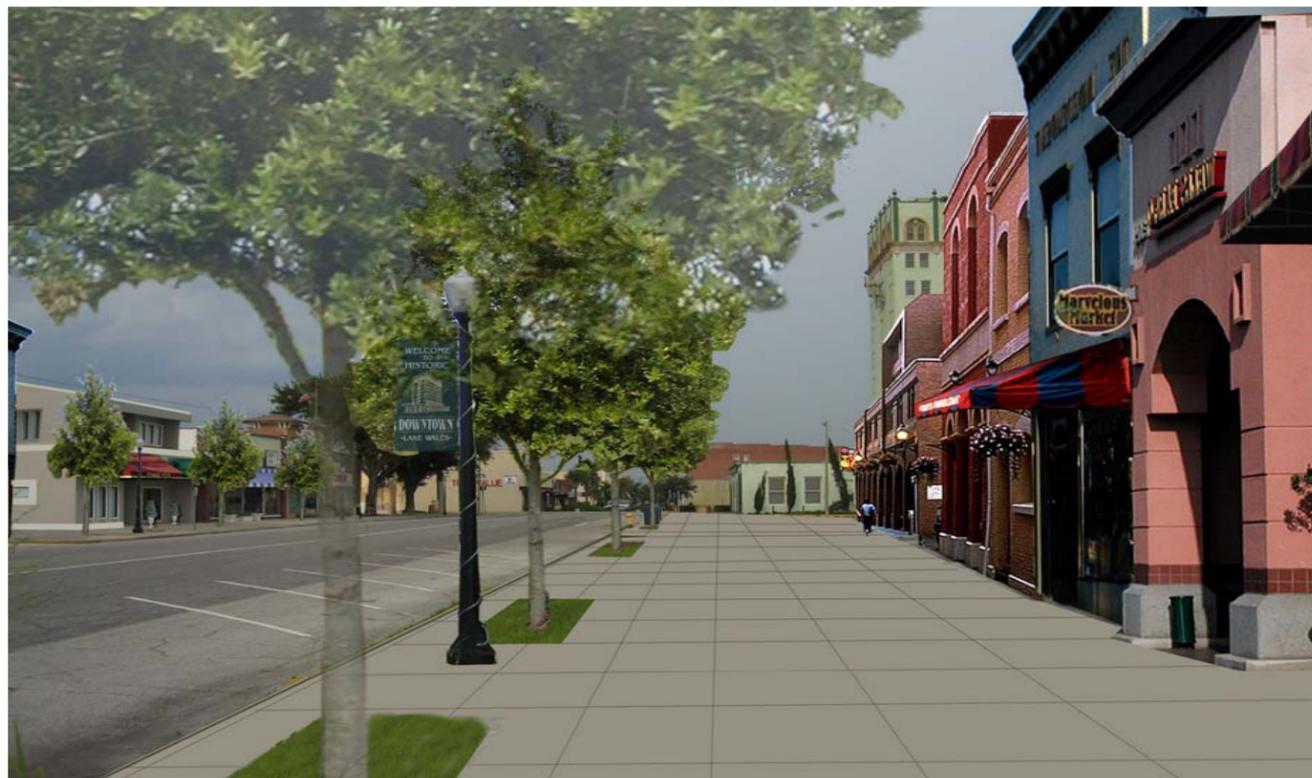
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VI. The Walesbilt Hotel Site

Before & After Visions



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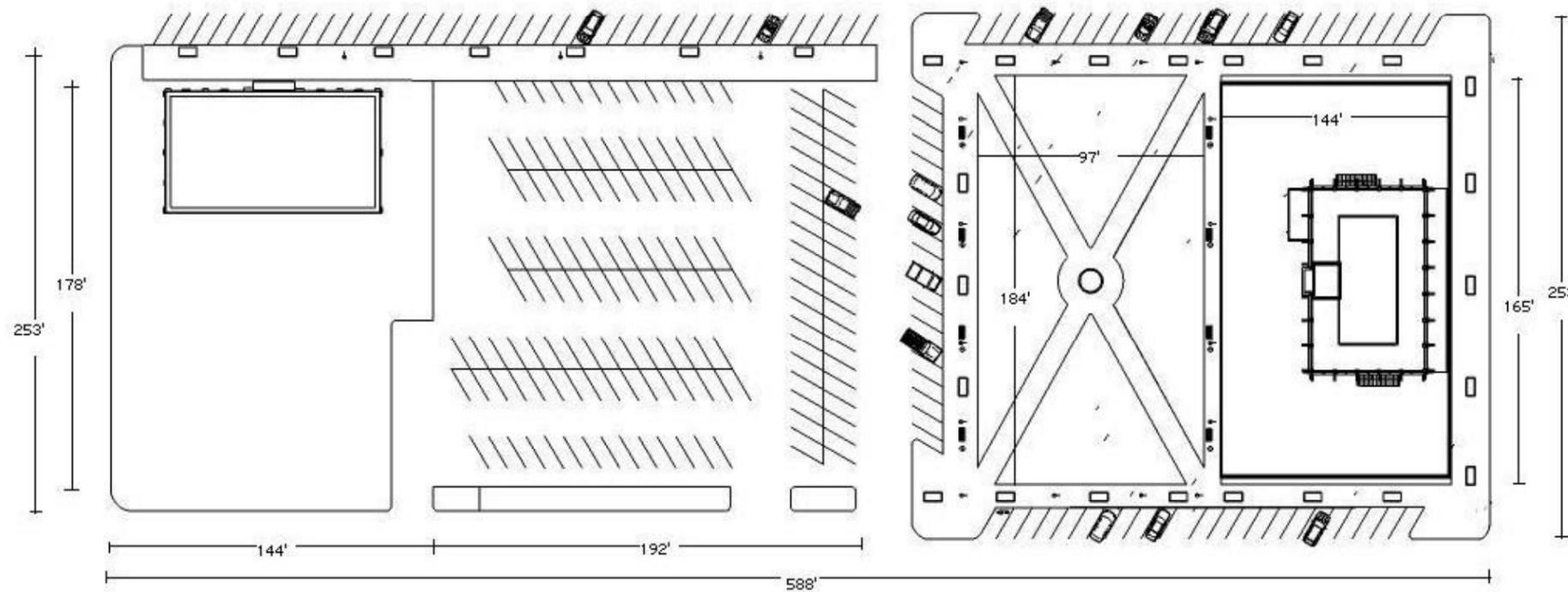
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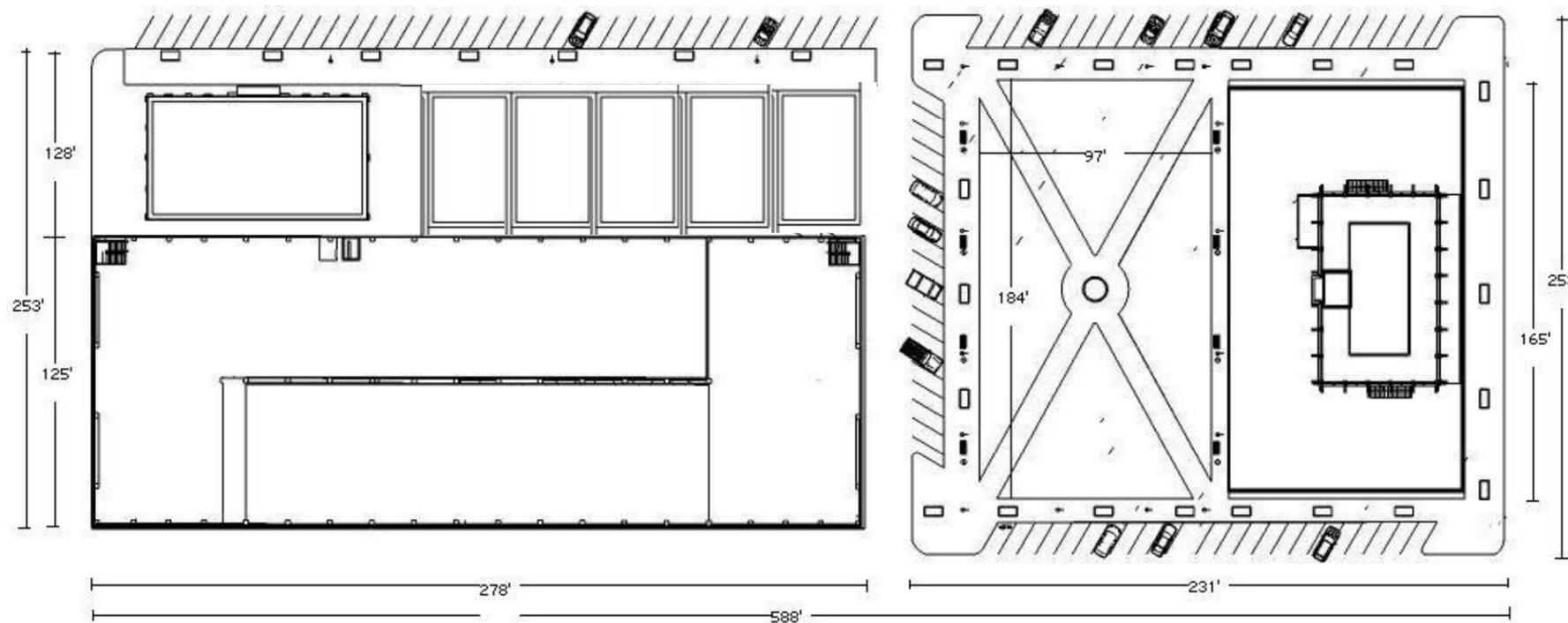


VI. The Walesbilt Hotel Site

Dimensions



As Depicted in Phase 3



As Depicted in Completed Vision

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VII. Funding and Implementation Strategies

In order to be actionable, a plan needs to be both visionary and attainable. A well designed vision can serve to excite the private sector and cause investors to step up and fund aspects of the plan. The plan serves as a guide to channel this investment. Building on the plan, well placed public investment further encourages private sector confidence to invest in the plan area. On the other hand, if the plan vision is too unrealistic, the plan will be shelved and not acted upon.

In the past, a typical method for funding infrastructure and streetscape improvements in Community Redevelopment Areas (including the Lake Wales CRA), was to bond the tax increment revenues generated from increasing property values. Last year the Florida Supreme Court reversed 30 years of precedence, ruling in the *Strand v Escambia County* Case No. SC 06-1894 that projects using tax dollars funded through bond financing need voter approval. The ruling has raised many new questions and has removed this type of CRA project financing as a viable method for the time being. A rehearing of the case occurred on October 9, 2007, with no potential new rulings expected until June. The Florida Redevelopment Association is also considering new legislation to help clarify how redevelopment bonds are approved.

Without easy access to bond financing, capital for major public infrastructure projects has become more limited and requires greater creativity by the local municipality. Here are a few ideas:

1. Prioritize public investment projects. The ranking should be based on which projects are likely to secure the highest private sector return.
2. Pay as you go: State law allows local governments to bank Tax Increment Funds (TIF) up to 4 years.

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May, 2008

Final Plan

Then they must be spent. Calculate how much uncommitted TIF can be accrued over four years and design project phases to fit the available budget.

3. Transfer City portion of the yearly TIF to the CRA using non-tax revenues, e.g. revenues from user fees and charges. This revenue stream can then be bonded without voter referendums.

4. Evaluate use of Community Development Districts.

Individual projects specified by this master plan are detailed here. While specific project implementation strategies exceed the scope of this plan, some generalities can be provided.

Walesbilt Hotel Redevelopment

The top priority of the CRA Steering Committee is to address the redevelopment and reuse of the Walesbilt Hotel. Projects 1 – 6 accomplish this through a public-private partnership. The public sector should lead in all but project 4 (which would be the primary responsibility of the private sector), though the construction of the civic green (5) and parking lot (6) could also be required of the private sector. The allocation of TIF resources, per the pay as you go strategy or through a bonding of non-tax revenues transferred to the CRA from the City could be the source of funding.

If the library is to be moved, then the existing library property could redevelop (15) adding to the City tax base and supporting the CRA tax increment fund. In conjunction with the existing library property, the City would ideally execute projects 13 and 14 as well.

The other projects (7, 8, 9, 10, 11, and 12) are independent and can be implemented as opportunities present themselves.

Master Plan Projects

1. Library Needs Assessment
2. Walesbilt Building Reuse Space Plan
3. Grand Plaza Group Property Acquisition for Lake Wales City Center
4. Walesbilt Exterior Façade & First Two Floors Renovation
5. Lake Wales City Center Civic Green Developed
6. City Center Parking Lot Constructed
7. Park Avenue Streetscape (1st St to Wetmore Road)
8. Park & Stuart Avenue Landscape Upgraded & Additional Shade Trees Added
9. Infill and/or Enhance Type “A” Street Faces (buildings & surface parking street walls)
10. Orange Avenue Streetscape
11. Market Street Plaza Parking Piazza
12. Ridge Scenic Highway Beautification
13. Railroad Park Beautification
14. Orange Avenue Extension (to existing library building)
15. Library Property Redeveloped

DOWNTOWN LAKE WALES MASTER PLAN

Martin & Vargas DESIGN, P.O. Box 452, Winter Park, Florida 32790
www.martinandvargas.com

RESOLUTION 2007-14

A RESOLUTION OF THE CITY OF LAKE WALES RELATING TO COMMUNITY REDEVELOPMENT; MAKING FINDINGS; ADOPTING A COMMUNITY REDEVELOPMENT PLAN; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Commission (the "City Commission") of the City of Lake Wales, Florida (the "City") adopted Resolution 85-13 on November 5, 1985 which established a Community Redevelopment Agency for the City of Lake Wales, Florida (the "Agency"); and

WHEREAS, the City Commission enacted Ordinance No. 87-11 on June 30, 1987, which established the boundaries of the Lake Wales Community Redevelopment Area (such area is herein referred to as "Area 1"); and

WHEREAS, the City Commission enacted Ordinance No. 88-8 on June 29, 1988, which expanded the Original Community Redevelopment Area and established boundaries for an expansion of the Community Redevelopment Area (such expansion area is referred to herein as "Area 2"); and

WHEREAS, the City Commission enacted Ordinance No. 90-05 on June 19, 1990, which established boundaries for a further expansion of the Original Community Redevelopment Area (such expansion area is referred to herein as "Area 3"); and

WHEREAS, the City Commission enacted Ordinance No. 93-07 on June 15, 1993, which established boundaries for a further expansion of Area 3 (such expansion area is referred to herein as "Area 3-a"); and

WHEREAS, the City Commission adopted Resolution 99-02 on May 4, 1999, which consolidated the existing Area 2 and Area 3-a and added new community redevelopment area to such existing areas (such consolidated and new area is referred to herein as "the Extended Area" and together, with Area 1 and Area 3, is herein referred to as the "Community Redevelopment Area"); and

WHEREAS, the City Commission adopted Resolution 99-06 on June 1, 1999, which adopted the a Community Redevelopment Plan for the Community Redevelopment Area (the "Community Redevelopment Plan"); and

WHEREAS, the Community Redevelopment Plan described in general and specific terms the projects to be accomplished pursuant thereto (the "Redevelopment Projects"); and

WHEREAS, the City Commission has now received more specific information regarding the Redevelopment Projects and the costs and expenses of acquisition and construction related thereto (the "Project Costs"); and

WHEREAS, the City Commission now desires to modify the Community Redevelopment Plan pursuant to Section 163.361, Florida Statutes, to further identify the Redevelopment Projects and the Project Costs thereof; and

WHEREAS, the legal description describing the Community Redevelopment Area that was attached to the Community Redevelopment Plan as Attachment "A" (the "Legal Description") contained certain scrivener errors that the City and the Agency now desire to correct in connection with the modification of the Community Redevelopment Plan described above; and

WHEREAS, the correction of the scrivener's errors to the Community Redevelopment Area does not expand or alter the Community Redevelopment Area from the area intended to be subject to the Community Redevelopment Plan; and

WHEREAS, the Community Redevelopment Plan currently terminates on September 30, 2029 and such expiration date is not being modified hereby; and

WHEREAS, the notices required by Section 163.346, Florida Statutes, have been published and mailed as required therein, and a public hearing regarding the Community Redevelopment Plan was held on the date hereof.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF LAKE WALES, FLORIDA:

SECTION 1. Incorporating Recitals. The City Commission finds, declares and determines that the matters set forth in the foregoing recitals are true and correct and are incorporated herein as part of this resolution.

SECTION 2. Finding of Accuracy of the Legal Description of the Community Redevelopment Area. The City Commission hereby finds, declares and determines that the corrected legal description of the Community Redevelopment Area attached hereto as Exhibit A is complete, legally sufficient and accurate and does not amend the Community Redevelopment Area from the area intended to be described and attached to the Community Redevelopment Plan approved by Resolution 99-06 adopted by the City Commission on June 1, 1999.

SECTION 3. Adoption of Community Redevelopment Plan. The City Commission does hereby adopt the modified Community Redevelopment Plan attached hereto as Exhibit B as the community redevelopment plan for the Community Redevelopment Area and authorizes and directs the Community Redevelopment Agency to proceed with the implementation of the plan.

SECTION 4. Effective Date. This Ordinance shall take effect immediately upon approval by the City Commission.

DULY RESOLVED by the City Commission of the City of Lake Wales, Florida, this 19th day of June, 2007.

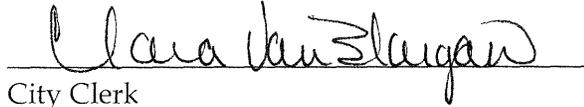
CITY COMMISSION OF THE CITY OF
LAKE WALES, FLORIDA



Mayor

(SEAL)

ATTEST:



City Clerk

EXHIBIT A

Corrected Legal Description for the Community Redevelopment Area

CITY OF LAKE WALES EXPANDED CRA AREA REVISED LEGAL DESCRIPTION:

Commence at the southwest corner of the northeast $\frac{1}{4}$ of Section 11, Township 30 South, range 27 East; thence east a distance of 7920 feet more or less to the S.E. corner of Southeast $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 12, Township 30 South, Range 27 East; thence North a distance of 1320 feet, more or less, to the northeast corner of southeast $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 12, Township 30 South, Range 27 East; thence East a distance of 1320 feet, more or less, to the southeast corner of the Northwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of Section 7, Township 30 South, Range 28 East, thence North a distance of 6850 feet, more or less, to the south right way line of the abandoned Seaboard Coast Line Railroad right of way; thence Northeasterly on said abandoned south railroad right of way, a distance of 1680.00 feet, more or less, to the East Right of Way of State Road No. 17-B, (Buck Moore Road), and the northwest corner of Lot 23 of Bel-Ombre Subdivision as recorded in Plat Book 67, Page 29 of the Public records of Polk County, Florida; thence Southwest a distance of 383.03 feet, more or less, along the East Right of Way of said state road, to a point of curvature, of curve concave to the southeast, said curve being at the East right of way of State Road 17-B; thence Southwesterly along said curve of radius 914.93 feet for a distance of 85.68 feet, more or less, through a central angle of $05^{\circ}21'56''$ to the southwest corner of Lot 1 of said subdivision; thence Northeast a distance of 490.49 feet more or less, distance of 508.00 feet, more or less, etc; thence along the South line of said Bel-Ombre; thence Northeast a distance of 373.00 feet, more or less, (along the South line of said Bel-Ombre) to the East line of Northwest $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 6, Township 30 South, Range 28 East; thence North along the east line of said NW $\frac{1}{4}$ of NE $\frac{1}{4}$ line a distance of 45.53 feet more or less, to the northeast corner of the northwest $\frac{1}{4}$ to the northeast $\frac{1}{4}$ of Section 6, Township 30 South, Range 28 East; thence north a distance of 182.01 feet, more or less, along an extension of the east line of said northwest $\frac{1}{4}$ of NE $\frac{1}{4}$ to the said south right of way line of said abandoned Seaboard Coast Line Railroad and the northeast corner of Lot 14 of Bel-Ombre Subdivision; thence Southwest along said abandoned south railroad right of way a distance of 605.00 feet, more or less, to the west line of Lot 29, in the southeast $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East, in Mammoth Grove Subdivision as recorded in Plat Book 4, Pages 78 and 79 of the Public Records of Polk County, Florida; thence North along said West line of Lot 209 which is also the east line of the S.W. $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East, a distance of 1280 feet, more or less, to the northeast corner of the South $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East; thence West on the south line of the south $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 21, Township 29 South, Range 28 East a distance of 2642.96 feet more or less to the north west corner of the southwest $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East; thence South a distance of 1710.00 feet, more or less, along said west line of said SW $\frac{1}{4}$ of the S.W. $\frac{1}{4}$ of Section 31 and it's southerly extension to the north right of way line of the said abandoned Seaboard Coast Line Railroad and the Southeast corner of Crown Pointe Phase 2 Subdivision, as recorded in Plat Book 88, Page 44 of the Public Records of Polk County, Florida; thence Southwesterly on said abandoned railroad right of way, a distance of 902.48 feet, more or less, to the southwest corner of Lot 85 of said subdivision; thence North a distance of 568.89 feet, more or less, to the northwest corner of Section 6, Township 30 South, Range 28 East; thence West a distance of 4600 feet, more or less, to the southwest corner of Section 36, Township 29 South, Range 27 East; thence North a distance of 3300 feet, more or less, to the NW corner of the S.W. $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of Section 36, Township 29 South, Range 27 East; thence West a distance of 2640, feet more or less, to the northwest corner of the southwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 35, Township 29 South, Range 27 East; thence South a distance of 660 feet, more or less, to the southwest corner of the southwest $\frac{1}{4}$ of southeast $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 35, Township 29 South, Range 27

CITY OF LAKE WALES EXPANDED CRA AREA REVISED LEGAL DESCRIPTION (CONTINUED)

East; thence West a distance of 3050 feet, more or less, to the east side of State Road No. 17 right of way; thence running northwesterly on said right of way a distance of 1440 feet, more or less; thence East a distance of 300 feet more or less; thence North a distance of 550 feet, more or less thence West a distance of 375.4 feet, more or less; thence North a distance of 59.29 feet, more or less; thence West a distance of 57.07 feet, more or less; thence Southwesterly a distance of 89.32 feet, more or less, to a point on the East right of way of State Road No. 17; thence on said right of way Northwesterly a distance of 820 feet, more or less, to a point intersecting the North line of Section 34, Township 29 South, Range 27 East; thence West on said section line a distance of 3700 feet, more or less, to the west right of way line of US Highway No. 27; thence Southerly along said West right of way line a distance of 3045.00 feet, more or less; thence East a distance of 205 feet, more or less, to the East Right of way line of United States Highway No. 27 and intersecting the South line of Lot 6, Block 6 of Everett Subdivision as recorded in Plat Book 30, Page 45 of the Public Records of Polk County, Florida; thence East on said south lot line a distance of 131.90 feet, more or less, to the Southeast corner of Lot 6, Block 6 of said subdivision; thence North a distance of 80.00 feet, more or less, to the Northeast corner Lot 6, Block 6, of said subdivision; thence West a distance of 30.00 feet, more or less, to the Southeast corner of Lot 7, Block 6, of said subdivision; thence north a distance of 80.00 feet, more of less, to the Northeast corner of Lot 7, Block 6 of said subdivision; thence east a distance of 190.00 feet, more or less, to the East right of way line of the closed Second Street and the platted edge of Grassy Lake; thence Northwesterly on said closed east right of way line and the platted lake edge a distance of 180.00 feet, more or less, to the North line of the South $\frac{1}{4}$ of Section 34, Township 29 South, Range 27 East; thence East on said North line of the South $\frac{1}{4}$ a distance of 325.00 feet, more or less; thence South a distance of 400.00 feet, more or less, to a point on the platted edge of Grassy Lake as recorded in Everett's Subdivision's Plat Book 30, Page 45 of the Public Records of Polk County, Florida; thence Southeasterly on said lake edge a distance of 90.00 feet, more or less, to the Northeast corner of Lot 1, Block 7 of said subdivision; thence West a distance of 22.00 feet, more or less, to the Northwest corner of said Lot 1, Block 7; thence South a distance of 160.00 feet, more or less, to the Southwest corner of said lot 1, Block 7; thence east a distance of 180.00 feet, more or less, to the Southeast of said lot 1, Block 7 and intersecting line of the platted edge of Grassy Lake; thence Southeasterly a distance of 240 feet, more or less, to the East line of the Southeast $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 34, Township 29 South, Range 27 East; thence Southeasterly a distance of 500.00 feet, more or less, on the North right of way line of Grass Parkway as recorded in Grassy Lake Development Plat Book 17, Page 43, of the Public Records of Polk County, Florida to the East right of way line at Booker Street, ("H" Street); thence South on said East right of way line a distance of 500.00 feet, more or less, to the Southeast corner of the Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 34, Township 29 South, Range 27 East; thence East on said $\frac{1}{4}$ line a distance of 215.00 feet, more or less, to the Southwest corner of the Northwest $\frac{1}{4}$ of Section 34, Township 29 South, Range 27 East; thence South a distance of 1205.00 feet, more or less, to the Southwest corner of the Southeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 34, Township 29 South, Range 27 East and the North line of Township 30 South; thence East on said North township line a distance of 290.00 feet, more or less, to the Northeast corner of Section 3, Township 30 South, Range 27 East; thence South on said East Section line to a distance of 1885.10 feet, more or less, to the Southeast corner of the Northeast $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 3, Township 30 South, Range 27 East; thence West a distance of 840.55 feet, more or less, to the South right of way line of Seaboard Coastline Railroad; thence Westerly on said South railroad right of way line a distance of 240.55 feet, more or less, to the West right of way line of U.S. Highway No. 27; thence Southerly on said West right of way a distance of 1000.00 feet, more or less; thence West a distance of 200.00 feet more or less; thence Southerly a distance of 200.00 feet, more or less, to the North line of Southeast $\frac{1}{4}$ of Section 3, Township 30 South, Range 27 East; thence Westerly on said $\frac{1}{4}$ line a distance of 800.00 feet, more or less, to the North right of way line of Central Ave; thence Northwesterly on said West right way line a distance of 30.00 feet, more or less, to the West line of the Southeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 3, Township 30 South, Range 27 East; thence North on said West line a distance of 450.00 feet, more or less, to the centerline of said Seaboard Coastline Railroad; thence Westerly on said railroad center line a distance of 2200.00 feet, more or less, to

CITY OF LAKE WALES EXPANDED CRA REVISED LEGAL DESCRIPTION (CONTINUED)

the South right of way of State Road No. 60; thence Easterly on said South right of way a distance of 2200.00 feet, more or less; thence South $45^{\circ}20'26''$ West a distance of 150.00 feet, more or less; thence South a distance of 368.33 feet more or less; thence East a distance of 431.00 feet, more or less; thence North $02^{\circ}49'19''$ East a distance of 174.75 feet, more or less, to the South right of way of State Road No. 60; thence Easterly on South right of way a distance of 730.00 feet, more or less, to the West Lot line of Lot 6, Block 3 of the West Side Subdivision as recorded in Plat Book 15, Page 2 of the Public Records of Polk County, Florida; thence South a distance of 151.00 feet, more or less, to the Southwest lot corner of lot 7, Block 3, of said subdivision; thence East a distance of 195.00 feet more or less to the southeast lot corner of Lot 7, Block 3, of said subdivision; thence North a distance of 58.50 feet, more or less, to the center line of the closed alley; thence West a distance of 60.00 feet, more or less, on the center line of the closed alley; thence North a distance of 69.50 feet, more or less, on the East side of Lot 3, Block 5 of West Side Subdivision as recorded in Plat Book 15, Page 2 of the Public Records of Polk County, Florida, to the South right of way of State Road No. 60; thence Easterly on said South right of way line a distance of 1125 feet, more or less, to the East section line of Section 3, Township 30 South, Range 27 East; thence South along said East line of Section 3 and East line of Section 10, Township 30 S., Range 27 East to an intersecting point on the East right of way line of US Highway No. 27; thence Southeast along said East right of way line 450 feet, more or less, to the intersection with the South line of Section 11, Township 30 South, Range 27 East; thence West to the N.E. corner of Section 15, Township 30 S., R. 27 E.; thence West a distance of 1330 feet, more or less, to the Northwest corner of East $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; thence South a distance of 2670.89 feet, more or less, to the Southwest corner of the East $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; thence East a distance of 1330.44 feet, more or less, to the Southeast corner of the East $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; thence South a distance of 664.40 feet, more or less, to the Southwest corner of Northwest $\frac{1}{4}$ of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence East a distance of 663.81 feet more or less to the Southeast corner of the Northwest $\frac{1}{4}$ of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence South a distance of 664.63 feet, more or less, to the Southwest corner of the Southeast $\frac{1}{4}$ of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence east a distance of 663.78 feet, more or less, to the Southeast corner of Southeast $\frac{1}{4}$ of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence South a distance of 1329.73 feet, more or less, to the Southwest corner of West $\frac{1}{2}$ of Southeast $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence East a distance 663.71 feet, more or less, to Southeast corner of West $\frac{1}{2}$ of Southeast $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence North a distance of 472.95 feet, more or less, intersecting the West right of way line of U.S. Highway No. 27; thence along said right of way Northwest a distance of 1360 feet, more or less; thence Northeasterly a distance of 200 feet, more or less, to the East right of way line of US Highway No. 27; thence Northeast a distance 363.15 feet, more or less, to the Southwest corner of Northeast $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of said Section 14; thence East a distance of 663.81 feet, more or less, to the Southeast corner Northeast $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence North a distance of 720.54 feet, more or less, to the North right of way of County Road 17B; thence along said right of way East a distance of 660 feet, more or less, to an intersecting point on the East line of Southwest $\frac{1}{4}$, of Southwest $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of said Section 14; thence North 1280.06 feet, more or less, to the Northeast corner of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of said Section 14; thence West 331.84 feet, more or less, to the Southeast corner of West $\frac{1}{4}$ of Northwest $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of said Section 14; thence Northwest a distance of 1330.67 feet, more or less, to the Northeast corner West $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of said Section 14; thence East a distance of 331.86 feet, more or less, to the Southeast corner of Southwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of Southeast $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence North a distance of 666.5 feet, more or less,

CITY OF LAKE WALES EXPANDED CRA AREA REVISED LEGAL DESCRIPTION (CONTINUED)

to the Northeast corner, Southwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of Southeast $\frac{1}{4}$ of said Section 11; thence West a distance of 225 feet, more or less, to the Southwesterly shore line of Lake Belle; thence meandering a distance of 514 feet, more or less westerly to the intersecting line of South $\frac{1}{2}$ of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of Southeast $\frac{1}{4}$ of said Section 11; thence North a distance of 842 feet, more or less, to South right of way line of Carver Drive; thence West a distance of 15 feet, more or less, to a point on the West Right of Way line of First Street; thence along right of way line North to a point of the South line of the Northwest $\frac{1}{4}$; thence East a distance of 15 feet, more or less, to Point of Beginning;

EXHIBIT B

Modified Community Redevelopment Plan

**CRA PLAN PROJECT LIST
CITY OF LAKE WALES**

Resolution 2007-14 Modifications, 6/19/2007

1. Infrastructure

18,005,000.00

Representative expenditures:

Stormwater/drainage facilities	1,500,000.00
Longleaf Business Park facilities	1,500,000.00
LLBP Road Extension	60,000.00
Road and alley resurfacing/construction	5,000,000.00
Asbestos/Cement Pipe Removal	600,000.00
Chlorine Contact Chamber Pump	20,000.00
Lift Station Pump Replacements	500,000.00
Lift Station Rehabs	2,500,000.00
Sewer Service - Unsewered Areas	600,000.00
Sliplining Deteriorated Sewer Lines	1,000,000.00
Wiltshire Vicinity Improvements (drainage & sewer)	1,000,000.00
Market Street Ground Storage Tank	240,000.00
Minnesota Grove Ave Area Upgrades	80,000.00
Elevated storage tank - SW area	1,750,000.00
Northwest Water Line Extensions	250,000.00
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	16,600,000.00

2. Economic Development

7,350,000.00

Representative expenditures:

Land Assembly	1,000,000.00
Façade grants	350,000.00
Streetscape Improvements	750,000.00
Lighting - Dr. Martin Luther King Jr St	200,000.00
Lighting - Lincoln Avenue	145,000.00
Sidewalk Construction	464,850.00
Tax Increment Financing Projects	2,000,000.00
Downtown Improvements	750,000.00
LLBP Traffic Control System	500,000.00
LLBP Landscaping & Signage	100,000.00
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	6,259,850.00

3. Facilities

10,000,000.00

Representative expenditures:

City garage	1,000,000.00
Field services building	1,000,000.00
Hardman Recreation Complex	2,800,000.00
Old City Hall	750,000.00
Parking facilities	1,000,000.00
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	6,550,000.00

4. Parks and Recreation

8,700,000.00

Representative expenditures:

Park Improvements	1,000,000.00
Lake Beautification Project	70,000.00
Historic property improvements	1,000,000.00
Pedestrian/bike trails	1,000,000.00
Municipal Swimming Pool	2,000,000.00
In-line hockey facility	200,000.00
Tree Planting	500,000.00
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	5,770,000.00

TOTAL EXPENDITURES

44,055,000.00

MEMORANDUM

June 12, 2007

TO: Honorable Mayor and City Commissioners
VIA: Anthony G. Otte, City Manager *A.G.O.*
FROM: Sylvia Edwards, Finance Director *SE*
SUBJECT: Resolution 2007-14 and Public Hearing
Community Redevelopment Plan Modifications

STAFF RECOMMENDATION:

It is recommended that the City Commission approve Resolution 2007-14 following a public hearing.

A public hearing is required. The notices required by Section 163.346, Florida Statutes, have been published and mailed as required.

BACKGROUND:

Pursuant to Section 163.361, Florida Statutes, the City Commission is authorized to modify the Community Redevelopment Plan.

The proposed modifications (1) further identify the Redevelopment Projects and the Projects Costs and (2) correct certain scrivener errors in the legal description describing the Community Redevelopment Area that was attached to the Community Redevelopment Plan as Attachment "A" (the "Legal Description").

The correction of the scrivener's errors to the Community Redevelopment Area does not expand or alter the Community Redevelopment Area from the area intended to be subject to the Community Redevelopment Plan.

The Community Redevelopment Plan currently terminates on September 30, 2029 and such expiration date is not being modified.

OTHER OPTIONS:

Not approve the recommended modifications.

FISCAL IMPACT:

None.

ATTACHMENT:

Resolution 2007-14
Exhibit A – Corrected Legal Description for the Community Redevelopment Area
Exhibit B – Modified Community Redevelopment Plan (Available in City Clerk's Office)
Redevelopment Project List

CRA PLAN PROJECT LIST

CITY OF LAKE WALES

Resolution 2007-14 Modifications, 6/19/2007

1. Infrastructure	18,005,000.00
Representative expenditures:	
Stormwater/drainage facilities	1,500,000.00
Longleaf Business Park facilities	1,500,000.00
LLBP Road Extension	60,000.00
Road and alley resurfacing/construction	5,000,000.00
Asbestos/Cement Pipe Removal	600,000.00
Chlorine Contact Chamber Pump	20,000.00
Lift Station Pump Replacements	500,000.00
Lift Station Rehabs	2,500,000.00
Sewer Service - Unsewered Areas	600,000.00
Sliplining Deteriorated Sewer Lines	1,000,000.00
Wiltshire Vicinity Improvements (drainage & sewer)	1,000,000.00
Market Street Ground Storage Tank	240,000.00
Minnesota Grove Ave Area Upgrades	80,000.00
Elevated storage tank - SW area	1,750,000.00
Northwest Water Line Extensions	250,000.00
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	16,600,000.00
2. Economic Development	7,350,000.00
Representative expenditures:	
Land Assembly	1,000,000.00
Façade grants	350,000.00
Streetscape Improvements	750,000.00
Lighting - Dr. Martin Luther King Jr St	200,000.00
Lighting - Lincoln Avenue	145,000.00
Sidewalk Construction	464,850.00
Tax Increment Financing Projects	2,000,000.00
Downtown Improvements	750,000.00
LLBP Traffic Control System	500,000.00
LLBP Landscaping & Signage	100,000.00
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	6,259,850.00
3. Facilities	10,000,000.00
Representative expenditures:	
City garage	1,000,000.00
Field services building	1,000,000.00
Hardman Recreation Complex	2,800,000.00
Old City Hall	750,000.00
Parking facilities	1,000,000.00
	<hr/>
	6,550,000.00
4. Parks and Recreation	8,700,000.00
Representative expenditures:	
Park Improvements	1,000,000.00
Lake Beautification Project	70,000.00
Historic property improvements	1,000,000.00
Pedestrian/bike trails	1,000,000.00
Municipal Swimming Pool	2,000,000.00
In-line hockey facility	200,000.00
Tree Planting	500,000.00
	<hr/>
	5,770,000.00
TOTAL EXPENDITURES	<hr/> 44,055,000.00 <hr/>

RESOLUTION 2007-14

A RESOLUTION OF THE CITY OF LAKE WALES RELATING TO COMMUNITY REDEVELOPMENT; MAKING FINDINGS; ADOPTING A COMMUNITY REDEVELOPMENT PLAN; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Commission (the "City Commission") of the City of Lake Wales, Florida (the "City") adopted Resolution 85-13 on November 5, 1985 which established a Community Redevelopment Agency for the City of Lake Wales, Florida (the "Agency"); and

WHEREAS, the City Commission enacted Ordinance No. 87-11 on June 30, 1987, which established the boundaries of the Lake Wales Community Redevelopment Area (such area is herein referred to as "Area 1"); and

WHEREAS, the City Commission enacted Ordinance No. 88-8 on June 29, 1988, which expanded the Original Community Redevelopment Area and established boundaries for an expansion of the Community Redevelopment Area (such expansion area is referred to herein as "Area 2"); and

WHEREAS, the City Commission enacted Ordinance No. 90-05 on June 19, 1990, which established boundaries for a further expansion of the Original Community Redevelopment Area (such expansion area is referred to herein as "Area 3"); and

WHEREAS, the City Commission enacted Ordinance No. 93-07 on June 15, 1993, which established boundaries for a further expansion of Area 3 (such expansion area is referred to herein as "Area 3-a"); and

WHEREAS, the City Commission adopted Resolution 99-02 on May 4, 1999, which consolidated the existing Area 2 and Area 3-a and added new community redevelopment area to such existing areas (such consolidated and new area is referred to herein as "the Extended Area" and together, with Area 1 and Area 3, is herein referred to as the "Community Redevelopment Area"); and

WHEREAS, the City Commission adopted Resolution 99-06 on June 1, 1999, which adopted the a Community Redevelopment Plan for the Community Redevelopment Area (the "Community Redevelopment Plan"); and

WHEREAS, the Community Redevelopment Plan described in general and specific terms the projects to be accomplished pursuant thereto (the "Redevelopment Projects"); and

WHEREAS, the City Commission has now received more specific information regarding the Redevelopment Projects and the costs and expenses of acquisition and construction related thereto (the "Project Costs"); and

WHEREAS, the City Commission now desires to modify the Community Redevelopment Plan pursuant to Section 163.361, Florida Statutes, to further identify the Redevelopment Projects and the Project Costs thereof; and

WHEREAS, the legal description describing the Community Redevelopment Area that was attached to the Community Redevelopment Plan as Attachment "A" (the "Legal Description") contained certain scrivener errors that the City and the Agency now desire to correct in connection with the modification of the Community Redevelopment Plan described above; and

WHEREAS, the correction of the scrivener's errors to the Community Redevelopment Area does not expand or alter the Community Redevelopment Area from the area intended to be subject to the Community Redevelopment Plan; and

WHEREAS, the Community Redevelopment Plan currently terminates on September 30, 2029 and such expiration date is not being modified hereby; and

WHEREAS, the notices required by Section 163.346, Florida Statutes, have been published and mailed as required therein, and a public hearing regarding the Community Redevelopment Plan was held on the date hereof.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF LAKE WALES, FLORIDA:

SECTION 1. Incorporating Recitals. The City Commission finds, declares and determines that the matters set forth in the foregoing recitals are true and correct and are incorporated herein as part of this resolution.

SECTION 2. Finding of Accuracy of the Legal Description of the Community Redevelopment Area. The City Commission hereby finds, declares and determines that the corrected legal description of the Community Redevelopment Area attached hereto as Exhibit A is complete, legally sufficient and accurate and does not amend the Community Redevelopment Area from the area intended to be described and attached to the Community Redevelopment Plan approved by Resolution 99-06 adopted by the City Commission on June 1, 1999.

SECTION 3. Adoption of Community Redevelopment Plan. The City Commission does hereby adopt the modified Community Redevelopment Plan attached hereto as Exhibit B as the community redevelopment plan for the Community Redevelopment Area and authorizes and directs the Community Redevelopment Agency to proceed with the implementation of the plan.

SECTION 4. Effective Date. This Ordinance shall take effect immediately upon approval by the City Commission.

DULY RESOLVED by the City Commission of the City of Lake Wales, Florida, this 19th day of June, 2007.

CITY COMMISSION OF THE CITY OF
LAKE WALES, FLORIDA

Mayor

(SEAL)

ATTEST:

City Clerk

EXHIBIT A

Corrected Legal Description for the Community Redevelopment Area

CITY OF LAKE WALES EXPANDED CRA AREA REVISED LEGAL DESCRIPTION:

Commence at the southwest corner of the northeast $\frac{1}{4}$ of Section 11, Township 30 South, range 27 East; thence east a distance of 7920 feet more or less to the S.E. corner of Southeast $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 12, Township 30 South, Range 27 East; thence North a distance of 1320 feet, more or less, to the northeast corner of southeast $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 12, Township 30 South, Range 27 East; thence East a distance of 1320 feet, more or less, to the southeast corner of the Northwest $\frac{1}{4}$ of the Northwest $\frac{1}{4}$ of Section 7, Township 30 South, Range 28 East, thence North a distance of 6850 feet, more or less, to the south right way line of the abandoned Seaboard Coast Line Railroad right of way; thence Northeasterly on said abandoned south railroad right of way, a distance of 1680.00 feet, more or less, to the East Right of Way of State Road No. 17-B, (Buck Moore Road), and the northwest corner of Lot 23 of Bel-Ombre Subdivision as recorded in Plat Book 67, Page 29 of the Public records of Polk County, Florida; thence Southwest a distance of 383.03 feet, more or less, along the East Right of Way of said state road, to a point of curvature, of curve concave to the southeast, said curve being at the East right of way of State Road 17-B; thence Southwesterly along said curve of radius 914.93 feet for a distance of 85.68 feet, more or less, through a central angle of $05^{\circ}21'56''$ to the southwest corner of Lot 1 of said subdivision; thence Northeast a distance of 490.49 feet more or less, distance of 308.00 feet, more or less, etc; thence along the South line of said Bel-Ombre; thence Northeast a distance of 373.00 feet, more or less, (along the South line of said Bel-Ombre) to the East line of Northwest $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 6, Township 30 South, Range 28 East; thence North along the east line of said NW $\frac{1}{4}$ of NE $\frac{1}{4}$ line a distance of 45.53 feet more or less, to the northeast corner of the northwest $\frac{1}{4}$ to the northeast $\frac{1}{4}$ of Section 6, Township 30 South, Range 28 East; thence north a distance of 182.01 feet, more or less, along an extension of the east line of said northwest $\frac{1}{4}$ of NE $\frac{1}{4}$ to the said south right of way line of said abandoned Seaboard Coast Line Railroad and the northeast corner of Lot 14 of Bel-Ombre Subdivision; thence Southwest along said abandoned south railroad right of way a distance of 605.00 feet, more or less, to the west line of Lot 29, in the southeast $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East, in Mammoth Grove Subdivision as recorded in Plat Book 4, Pages 78 and 79 of the Public Records of Polk County, Florida; thence North along said West line of Lot 209 which is also the east line of the S.W. $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East, a distance of 1280 feet, more or less, to the northeast corner of the South $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East; thence West on the south line of the south $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 21, Township 29 South, Range 28 East a distance of 2642.96 feet more or less to the north west corner of the southwest $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East; thence South a distance of 1710.00 feet, more or less, along said west line of said SW $\frac{1}{4}$ of the S.W. $\frac{1}{4}$ of Section 31 and it's southerly extension to the north right of way line of the said abandoned Seaboard Coast Line Railroad and the Southeast corner of Crown Pointe Phase 2 Subdivision, as recorded in Plat Book 88, Page 44 of the Public Records of Polk County, Florida; thence Southwesterly on said abandoned railroad right of way, a distance of 902.48 feet, more or less, to the southwest corner of Lot 85 of said subdivision; thence North a distance of 568.89 feet, more or less, to the northwest corner of Section 6, Township 30 South, Range 28 East; thence West a distance of 4600 feet, more or less, to the southwest corner of Section 36, Township 29 South, Range 27 East; thence North a distance of 3300 feet, more or less, to the NW corner of the S.W. $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of Section 36, Township 29 South, Range 27 East; thence West a distance of 2640, feet more or less, to the northwest corner of the southwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 35, Township 29 South, Range 27 East; thence South a distance of 660 feet, more or less, to the southwest corner of the southwest $\frac{1}{4}$ of southeast $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 35, Township 29 South, Range 27

CITY OF LAKE WALES EXPANDED CRA AREA REVISED LEGAL DESCRIPTION (CONTINUED)

East; thence West a distance of 3050 feet, more or less, to the east side of State Road No. 17 right of way; thence running northwesterly on said right of way a distance of 1440 feet, more or less; thence East a distance of 300 feet more or less; thence North a distance of 530 feet, more or less thence West a distance of 375.4 feet, more or less; thence North a distance of 59.29 feet, more or less; thence West a distance of 57.07 feet, more or less; thence Southwesterly a distance of 89.32 feet, more or less, to a point on the East right of way of State Road No. 17; thence on said right of way Northwesterly a distance of 820 feet, more or less, to a point intersecting the North line of Section 34, Township 29 South, Range 27 East; thence West on said section line a distance of 3700 feet, more or less, to the west right of way line of US Highway No. 27; thence Southerly along said West right of way line a distance of 3045.00 feet, more or less; thence East a distance of 205 feet, more or less, to the East Right of way line of United States Highway No. 27 and intersecting the South line of Lot 6, Block 6 of Everett Subdivision as recorded in Plat Book 30, Page 45 of the Public Records of Polk County, Florida; thence East on said south lot line a distance of 131.90 feet, more or less, to the Southeast corner of Lot 6, Block 6 of said subdivision; thence North a distance of 80.00 feet, more or less, to the Northeast corner Lot 6, Block 6, of said subdivision; thence West a distance of 30.00 feet, more or less, to the Southeast corner of Lot 7, Block 6, of said subdivision; thence north a distance of 80.00 feet, more or less, to the Northeast corner of Lot 7, Block 6 of said subdivision; thence east a distance of 190.00 feet, more or less, to the East right of way line of the closed Second Street and the platted edge of Grassy Lake; thence Northwesterly on said closed east right of way line and the platted lake edge a distance of 180.00 feet, more or less, to the North line of the South ½ of Section 34, Township 29 South, Range 27 East; thence East on said North line of the South ½ a distance of 325.00 feet, more or less; thence South a distance of 400.00 feet, more or less, to a point on the platted edge of Grassy Lake as recorded in Everett's Subdivision's Plat Book 30, Page 45 of the Public Records of Polk County, Florida; thence Southeasterly on said lake edge a distance of 90.00 feet, more or less, to the Northeast corner of Lot 1, Block 7 of said subdivision; thence West a distance of 22.00 feet, more or less, to the Northwest corner of said Lot 1, Block 7; thence South a distance of 160.00 feet, more or less, to the Southwest corner of said lot 1, Block 7; thence east a distance of 180.00 feet, more or less, to the Southeast of said lot 1, Block 7 and intersecting line of the platted edge of Grassy Lake; thence Southeasterly a distance of 240 feet, more or less, to the East line of the Southeast ¼ of the Northwest ¼ of the Southeast ¼ of Section 34, Township 29 South, Range 27 East; thence Southeasterly a distance of 500.00 feet, more or less, on the North right of way line of Grass Parkway as recorded in Grassy Lake Development Plat Book 17, Page 43, of the Public Records of Polk County, Florida to the East right of way line at Booker Street, ("H" Street); thence South on said East right of way line a distance of 500.00 feet, more or less, to the Southeast corner of the Northwest ¼ of the Southeast ¼ of Section 34, Township 29 South, Range 27 East; thence East on said ¼ line a distance of 215.00 feet, more or less, to the Southwest corner of the Northwest ¼ of Section 34, Township 29 South, Range 27 East; thence South a distance of 1205.00 feet, more or less, to the Southwest corner of the Southeast ¼ of the Southeast ¼ of Section 34, Township 29 South, Range 27 East and the North line of Township 30 South; thence East on said North township line a distance of 290.00 feet, more or less, to the Northeast corner of Section 3, Township 30 South, Range 27 East; thence South on said East Section line to a distance of 1835.10 feet, more or less, to the Southeast corner of the Northeast ¼ of the Northeast ¼ of Section 3, Township 30 South, Range 27 East; thence West a distance of 840.55 feet, more or less, to the South right of way line of Seaboard Coastline Railroad; thence Westerly on said South railroad right of way line a distance of 240.55 feet, more or less, to the West right of way line of U.S. Highway No. 27; thence Southerly on said West right of way a distance of 1000.00 feet, more or less; thence West a distance of 200.00 feet more or less; thence Southerly a distance of 200.00 feet, more or less, to the North line of Southeast ¼ of Section 3, Township 30 South, Range 27 East; thence Westerly on said ¼ line a distance of 800.00 feet, more or less, to the North right of way line of Central Ave; thence Northwesterly on said West right way line a distance of 30.00 feet, more or less, to the West line of the Southeast ¼ of the Southwest ¼ of the Northeast ¼ of Section 3, Township 30 South, Range 27 East; thence North on said West line a distance of 450.00 feet, more or less, to the centerline of said Seaboard Coastline Railroad; thence Westerly on said railroad center line a distance of 2200.00 feet, more or less, to

CITY OF LAKE WALES EXPANDED CRA REVISED LEGAL DESCRIPTION (CONTINUED)

the South right of way of State Road No. 60; thence Easterly on said South right of way a distance of 2200.00 feet, more or less ; thence South $45^{\circ}20'26''$ West a distance of 150.00 feet, more or less; thence South a distance of 368.33 feet more or less; thence East a distance of 431.00 feet, more or less; thence North $02^{\circ}49'19''$ East a distance of 174.75 feet, more or less ,to the South right of way of State Road No. 60; thence Easterly on South right of way a distance of 730.00 feet, more or less, to the West Lot line of Lot 6, Block 3 of the West Side Subdivision as recorded in Plat Book 15, Page 2 of the Public Records of Polk County, Florida; thence South a distance of 151.00 feet, more or less, to the Southwest lot corner of lot 7, Block 3, of said subdivision; thence East a distance of 195.00 feet more or less to the southeast lot corner of Lot 7, Block 3, of said subdivision; thence North a distance of 58.50 feet, more or less, to the center line of the closed alley; thence West a distance of 60.00 feet, more or less, on the center line of the closed alley; thence North a distance of 69.50 feet, more or less, on the East side of Lot 3, Block 5 of West Side Subdivision as recorded in Plat Book 15, Page 2 of the Public Records of Polk County, Florida, to the South right of way of State Road No. 60; thence Easterly on said South right of way line a distance of 1125 feet, more or less, to the East section line of Section 3, Township 30 South, Range 27 East; thence South along said East line of Section 3 and East line of Section 10, Township 30 S., Range 27 East to an intersecting point on the East right of way line of US Highway No. 27; thence Southeast along said East right of way line 450 feet, more or less, to the intersection with the South line of Section 11, Township 30 South, Range 27 East; thence West to the N.E. corner of Section 15, Township 30 S., R. 27 E.; thence West a distance of 1330 feet, more or less, to the Northwest corner of East $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; thence South a distance of 2670.89 feet, more or less, to the Southwest corner of the East $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; thence East a distance of 1330.44 feet, more or less, to the Southeast corner of the East $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; thence South a distance of 664.40 feet, more or less, to the Southwest corner of Northwest $\frac{1}{4}$ of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence East a distance of 663.81 feet more or less to the Southeast corner of the Northwest $\frac{1}{4}$ of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence South a distance of 664.63 feet, more or less, to the Southwest corner of the Southeast $\frac{1}{4}$ of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence east a distance of 663.78 feet, more or less, to the Southeast corner of Southeast $\frac{1}{4}$ of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence South a distance of 1329.73 feet, more or less, to the Southwest corner of West $\frac{1}{2}$ of Southeast $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence East a distance 663.71 feet, more or less, to Southeast corner of West $\frac{1}{2}$ of Southeast $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence North a distance of 472.95 feet, more or less, intersecting the West right of way line of U.S. Highway No. 27; thence along said right of way Northwest a distance of 1360 feet, more or less; thence Northeasterly a distance of 200 feet, more or less, to the East right of way line of US Highway No. 27; thence Northeast a distance 363.15 feet, more or less, to the Southwest corner of Northeast $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of said Section 14; thence East a distance of 663.81 feet, more or less, to the Southeast corner Northeast $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of said Section 14; thence North a distance of 720.54 feet, more or less, to the North right of way of County Road 17B; thence along said right of way East a distance of 660 feet, more or less, to an intersecting point on the East line of Southwest $\frac{1}{4}$, of Southwest $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of said Section 14; thence North 1280.06 feet, more or less, to the Northeast corner of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of said Section 14; thence West 331.84 feet, more or less, to the Southeast corner of West $\frac{1}{2}$ of Northwest $\frac{1}{4}$ of Northeast $\frac{1}{4}$ of said Section 14; thence Northwest a distance of 1330.67 feet, more or less, to the Northeast corner West $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of said Section 14; thence East a distance of 331.86 feet, more or less, to the Southeast corner of Southwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of Southeast $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence North a distance of 666.5 feet , more or less,

CITY OF LAKE WALES EXPANDED CRA AREA REVISED LEGAL DESCRIPTION (CONTINUED)

to the Northeast corner, Southwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of Southeast $\frac{1}{4}$ of said Section 11; thence West a distance of 225 feet, more or less, to the Southwesterly shore line of Lake Belle; thence meandering a distance of 514 feet, more or less westerly to the intersecting line of South $\frac{1}{4}$ of Northwest $\frac{1}{4}$ of Southwest $\frac{1}{4}$ of Southeast $\frac{1}{4}$ of said Section 11; thence North a distance of 842 feet, more or less, to South right of way line of Carver Drive; thence West a distance of 15 feet, more or less, to a point on the West Right of Way line of First Street; thence along right of way line North to a point of the South line of the Northwest $\frac{1}{4}$; thence East a distance of 15 feet, more or less, to Point of Beginning;

LAKE WALES

COMMUNITY REDEVELOPMENT PLAN

Adopted June 1, 1999
Resolution 99-06

Revised May 7, 2002
Resolution 2002-03

Revised September 3, 2003
Resolution 2003-26

Revised March 7, 2006
Resolution 2006-04

Revised June 19, 2007
Resolution 2007-23

I. Introduction.

This is the community redevelopment plan for the area designated by the City Commission of the City of Lake Wales in Resolution No. 99-02, adopted on May 4, 1999. In that resolution, the City Commission found the area described therein (which is the same area described in Attachment "A" attached hereto) to be a "blighted area" as that term is defined in Section 163.340, Florida Statutes. The finding was based upon a report entitled "Conditions of Blight" prepared by the City of Lake Wales and presented to the City Commission at its meeting on May 4, 1999.

This plan has been prepared, reviewed, considered and adopted in accordance with the procedures and other requirements set forth in Part III, Chapter 163, Florida Statutes, known and referred to as the Community Redevelopment Act of 1969 (hereinafter referred to as the "Redevelopment Act"). The contents of the plan are those required by Section 163.362, Florida Statutes.

This plan is intended to serve as a guide as well as an authorization to undertake certain community redevelopment activities within the community redevelopment area designated in Resolution No. 99-02, adopted by the City Commission on May 4, 1999 (the "Findings Resolution"), which area is described and depicted in Attachment "A" attached hereto (such area being hereinafter referred to as the "Redevelopment Area"). A copy of the Findings Resolution is attached hereto as Attachment "B."

II. Plan Preparation and Adoption Process.

Following the adoption of the Findings Resolution, the administrative staff of the City and the consultant retained by the City and the Community Redevelopment Agency (the "CRA"), David Cardwell of the law firm of Holland & Knight LLP, conducted a review and evaluation of the capital and infrastructure needs within the Redevelopment Area. The needs identified were ones which, if addressed, would remedy in whole or in part the conditions of blight determined in the Findings Resolution to be present in the Redevelopment Area. After the capital and infrastructure needs were identified, then a financial plan was prepared taking into account the costs of the projects, as well as certain services required to implement, maintain, operate or improve the capital projects. The financial plan also calculated the estimated base property values within the Redevelopment Area and forecast 30 years into the future the projected increment revenues to be generated from the Redevelopment Area based upon the current and projected millage rates of the City and Polk County, Florida, the two taxing authorities levying ad valorem taxes within the Redevelopment Area and which will be making annual appropriations to

the community redevelopment trust fund contemplated by this plan to be created.

The plan was presented to the Planning & Zoning Board of the City (the "Board") at its meeting on May 25, 1999. In its capacity as the City's land planning agency for purposes of the Local Government Comprehensive Planning and Land Development Regulation Act, the role of the Board was to review the proposed plan for conformity with the City's comprehensive plan. See Section 163.360(4), Florida Statutes. The Board reviewed the proposed plan and adopted a resolution finding (i) the plan was in conformity with the City's comprehensive plan for the City as a whole, (ii) the Board did not have any comments or suggested changes to the plan, and (iii) the Board recommended the City Commission approve the proposed plan. The plan was then transmitted by the Board to the CRA and the City Commission. A copy of the resolution of the Board is attached hereto as Attachment "C."

After notices published and delivered in accordance with Section 163.346, Florida Statutes, the City Commission held a public hearing on Tuesday, June 1, 1999, at City Hall, concerning the proposed plan. Following the close of the public hearing, the City Commission considered and then adopted Resolution No. 99-06 making certain findings required by the Redevelopment Act and approving the plan. A copy of that resolution is attached hereto as Attachment "D."

III. Contents of Redevelopment Plan.

(Question 1) A legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.

The legal description of the Redevelopment Area is attached hereto as Attachment "A" and made a part hereof.

The reasons for establishing the boundaries for the Redevelopment Area are set forth in the Conditions of Blight report presented to the City Commission on May 4, 1999, and observing natural landmarks and roads or other physical features separating land within the Redevelopment Area from that not within the area.

(Question 2) Show by diagram and in general terms:

- (a) The approximate amount of open space to be provided and the street layout.*
- (b) Limitations on the type, size, height, number, and proposed use of buildings.*
- (c) The approximate number of dwelling units.*

(d) Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.

Attached hereto is the City's land use map (Attachment "E") showing the amount of open space and street layout within the Redevelopment Area.

The proposed infrastructure, public utilities and public improvements in the Redevelopment Area consist of :

Infrastructure

- The design, engineering, and construction of streets, alleys, water and wastewater facilities including, but not limited to, line extensions, and plant improvements
- Permitting costs, impact fees and other fees or charges associated with development, redevelopment and construction activities
- Land acquisition, including any costs of acquisition or condemnation
- The design, engineering, and construction of drainage and stormwater facilities
- Landscaping including the planting of trees, shrubs, flowers, etc. in public rights-of-way and the installation of irrigation systems to maintain such landscaping
- Professional services
- Construction management and inspection
- Relocation of utilities required by the construction of drainage or stormwater facilities
- Surveying, soils and materials testing
- Repayment of monies transferred or borrowed from any budgetary fund of the City which were used to fund the aforementioned activities
- Payment of the principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the City to provide funds to construct or acquire the aforementioned activities

The following is a list of representative expenditures:

- Southside Force Main
- Longleaf Business Park water, wastewater, and reuse facilities
- Sewer plant improvements
- Annual road and alley resurfacing/construction

The proposed public parks and recreation area improvements to be undertaken in the Redevelopment Area consist of:

Parks and Recreation

- The design, engineering, and construction of parks and recreation facilities
- Construction management and inspection
- Relocating utilities required by the construction of parks and recreation facilities
- Surveying, soils and materials testing
- Tree planting
- Landscaping including the planting of trees, shrubs, flowers, etc. in parks and recreation areas and the installation of irrigation systems to maintain such landscaping
- Professional Services
- Real property acquisition
- Repayment of monies transferred or borrowed from any budgetary fund of the City which were used to fund the aforementioned activities
- Payment of the principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the City to provide funds to construct or acquire the aforementioned activities

The following is a list of representative projects:

- Crystal Lake Park improvements
- Kiwanis Park improvements
- Lincoln Avenue Park improvements
- Stuart Park improvements
- Mobley Park improvements
- Northwest Recreation Complex improvements
- 9th Street Park improvements
- Tennis courts
- Lake Wailes Lake Park improvements
- Depot/Historical property improvements
- Longleaf Recreation Complex improvements
- Monk Griffin Trail
- In-line hockey facility
- Tree planting

(Question 3) If the redevelopment area contains low or moderate income housing, include a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood.

The Redevelopment Area contains low or moderate income housing. The proposed redevelopment activities and improvements to be undertaken in the Redevelopment Area will improve the physical condition of the Redevelopment Area. Such activities and undertakings will not require any relocation of residents and will positively and not negatively affect traffic circulation, environmental quality, availability of community facilities and services, school population and the physical and social quality of the neighborhood.

(Question 4) Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area.

Infrastructure

- The design, engineering, and construction of streets, alleys, water and wastewater facilities including, but not limited to, line extensions, and plant improvements
- Permitting costs, impact fees and other fees or charges associated with development, redevelopment and construction activities
- Real property acquisition, including any costs of acquisition or condemnation
- The design, engineering, and construction of drainage and stormwater facilities
- Landscaping including the planting of trees, shrubs, flowers, etc. in public rights-of-way and the installation of irrigation systems to maintain such landscaping
- Professional services
- Construction management and inspection
- Relocation of utilities required by the construction of drainage or stormwater facilities
- Surveying, soils and materials testing
- Repayment of monies transferred or borrowed from any budgetary fund of the City which were used to fund the aforementioned activities

- Payment of the principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the City to provide funds to construct or acquire the aforementioned activities

The following is a list of representative expenditures:

- Southside Force Main
- Longleaf Business Park water, wastewater, and reuse facilities
- Sewer plant improvements
- Annual road and alley resurfacing/construction

Economic Development

- The design, engineering, and construction of economic development related activities including land assemblage and land acquisition
- Permitting costs, impact fees and other fees or charges associated with development, redevelopment and construction activities
- Inducements or other incentives including tax increment refunds or credits to bring about private development projects within the redevelopment area, provided such private development is deemed by the CRA Board of Commissioners to have a valid public purpose
- Real property acquisition, including any costs of acquisition or condemnation, said costs to include but not be limited to attorney's fees
- Construction management and inspection
- Landscaping including the planting of trees, shrubs, flowers, etc. in public rights-of-way and the installation of irrigation systems to maintain such landscaping
- Professional Services
- Surveying, soils and materials testing
- Relocating utilities required by economic development activities
- Repayment of monies transferred or borrowed from any budgetary fund of the City which were used to fund the aforementioned activities
- Payment of the principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the City to provide funds to construct or acquire the aforementioned activities
- Providing low interest loans, other financing instruments, etc. to assist in private rehabilitation or renovation of blighted or abandoned commercial properties

The following is a list of representative expenditures:

- Land assembly
- Façade grants
- Development grants
- Streetscape improvements/Downtown expansion
- Tax Increment Financing projects
- Lincoln Avenue streetscape improvements

Parks and Recreation

- The design, engineering, and construction of parks and recreation facilities
- Construction management and inspection
- Relocating utilities required by the construction of parks and recreation facilities
- Surveying, soils and materials testing
- Professional services
- Landscaping including the planting of trees, shrubs, flowers, etc. in parks and recreation areas and the installation of irrigation systems to maintain such landscaping
- Real property acquisition
- Repayment of monies transferred or borrowed from any budgetary fund of the City which were used to fund the aforementioned activities
- Payment of the principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the City to provide funds to construct or acquire the aforementioned activities

The following is a list of representative projects:

- Crystal Lake Park improvements
- Kiwanis Park improvements
- Mobley Park improvements
- Northwest Recreation Complex improvements
- 9th Street Park improvements
- Depot/historic properties improvements
- Longleaf Recreation Complex improvements
- Monk Griffin Trail
- Tree planting

Equipment

- Acquisition of vehicles utilized in providing public services and the apparatus or equipment necessary to provide such service
- Professional services

The following is a list of representative expenditures:

- 800 MHz radio system
- Playground equipment – city parks/recreation facilities
- vehicles and equipment

Operating

- Costs associated with the provision of public programs or services

The following is a list of representative costs:

- CRA Manager
- Public safety personnel
- Parks and Recreation personnel
- Field Service personnel
- Professional services

Facilities

- The design, engineering, and construction of city facilities
- Construction management and inspection
- Relocating utilities required by the construction of city facilities
- Surveying, soils and materials testing
- Professional services
- Real property acquisition
- Repayment of monies transferred or borrowed from any budgetary fund of the City which were used to fund the aforementioned activities
- Payment of the principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the City to provide funds to construct or acquire the aforementioned activities

The following is a list of representative facilities:

- City garage
- Field Services building
- Hardman Recreation Complex
- Old City Hall
- Parking Facilities

(Question 5) Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan.

With the exception of the Grand Hotel property, all improvements will be undertaken by the CRA and the City of Lake Wales. By adoption of this plan, the City Commission determines that the improvements, acquisitions and services described herein shall be undertaken in accordance with this plan.

(Question 6) Provide for the retention of controls and the establishment of any restrictions or covenants running with the land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of the Community Redevelopment Act.

If property owned by the City or CRA is sold or leased for private use, the governing body of the City or the CRA will impose such restrictions and conditions as are deemed necessary and appropriate to ensure the property is redeveloped as contemplated by the plan. The development agreement and transaction agreements will record the imposition of such restrictions and conditions.

(Question 7) Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.

There is no need to provide such assurances as there will not be any residents temporarily or permanently displaced from housing facilities within the Redevelopment Area.

(Question 8) Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefor.

Residential uses in the Redevelopment Area will be continued in the locations now

depicted on the Future Land Use map of the City's comprehensive plan.

(Question 9) Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the county, or the city proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.

Expenditures:

1. Infrastructure.	\$10,000,000.00
Representative expenditures:	
Stormwater/drainage facilities	\$1,500,000.00
Longleaf Business Park facilities	\$1,500,000.00
Road and alley resurfacing/construction	\$5,000,000.00
2. Economic Development	\$7,350,000.00
Land Assembly	\$1,000,000.00
Facade grants	\$ 350,000.00
Streetscape improvements	\$1,000,000.00
Tax Increment Financing projects	\$2,000,000.00
Downtown improvements	\$1,000,000.00
3. Facilities	\$10,000,000.00
City garage	\$1,000,000.00
Field Services building	\$1,000,000.00
Hardman Recreation Complex	\$1,500,000.00
Old City Hall	\$ 750,000.00
Parking facilities	\$1,000,000.00
4. Parks and Recreation	\$16,700,000.00
Park improvements	\$1,000,000.00
Historic property improvements	\$1,000,000.00
Longleaf Recreation Complex	\$8,000,000.00

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Pedestrian/bike trails	\$1,000,000.00
Municipal swimming pool	\$2,000,000.00
In-line hockey facility	\$ 200,000.00
Tree planting	\$ 500,000.00
 Total Expenditures over 30 years	 \$44,055,000.00

The projected increment revenues to be used to pay the expenditures listed above, either on a current non-recurring basis or as debt service on obligations of the City or the CRA, or both, are set forth in Exhibit "F" hereto.

(Question 10) Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted or amended.

All redevelopment financed by increment revenues shall be completed no later than the end of Fiscal Year 2029.

IV. Grand Hotel Property.

The Grand Hotel property in downtown Lake Wales is a significant structure, both historically and visibly. The City Commission and the CRA have recognized the significance of this property to the image of the City and the redevelopment of the downtown area. It has been recognized nationally as being historically significant by it being included on the National Register of Historic Places. Accordingly, this plan recognizes the special attention and extraordinary measures that may be required to cause or encourage the rehabilitation, redevelopment and reuse of the Grand Hotel property.

As incentives and activities that may be used to cause or encourage the redevelopment of the Grand Hotel property, the City or the CRA, or both, may undertake any or all, or any combination, of the following:

- Acquisition of the Grand Hotel property and disposition by sale or long-term lease to a private party for redevelopment, rehabilitation and reuse to be undertaken pursuant to a development agreement with such private party specifying the nature of the redevelopment, rehabilitation and reuse of the property.
- Issuance of taxable or tax-exempt obligations to provide funds to a public

or private entity to undertake the redevelopment, rehabilitation and reuse of the property.

- Installation, construction and equipping of infrastructure and other public improvements, including public parking, on the Grand Hotel site or adjacent or nearby property necessary to allow or encourage the redevelopment, rehabilitation and reuse of the Grand Hotel property.
- Enact and implement historic property ad valorem tax exemption for the Grand Hotel property in accordance with applicable Florida law.
- Provide for incentives including tax increment refunds or credits to bring about private redevelopment of the Grand Hotel property.

V. Implementation.

The City Manager, in his capacity as Executive Director of the CRA, is hereby designated as being primarily responsible for carrying out the undertakings and improvements contemplated by this plan. No less than once in each fiscal year the City Manager shall present a status report to the CRA and the City Commission as to redevelopment activities undertaken since the last most recent report within the Redevelopment Area pursuant to this plan. The City Manager's report may also include any recommendations as to changes to or updates needed to this plan from time to time.

The City Manager shall prepare an implementation schedule for this plan and shall update such schedule from time to time.

Promptly following the adoption of this plan by the City Commission, an ordinance shall be enacted establishing a community redevelopment trust fund for the Redevelopment Area and providing for its funding for the term of this plan. Such trust fund shall be established, funded and used in accordance with the provisions of Section 163.387, Florida Statutes, for the financing of the undertakings described in this plan.

VI. Conclusion.

The redevelopment of the Redevelopment Area is in the public interest and in the best interest of the City and its residents and property owners. This plan will result

in a more visibly pleasing community, improved economic performance, and enhanced property values. This plan addresses and will correct the conditions of blight found to be present in the Redevelopment Area. While making those corrections this plan will not cause any disruption in the residential neighborhoods within the Redevelopment Areas by not requiring any relocation of residents or any acquisition of residential property which would cause the relocation of anyone.

LEGAL DESCRIPTION

CITY OF LAKE WALES EXPANDED CRA AREA

Commence at the southwest corner of the northeast $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence east a distance of 7920 feet more or less to the southwest $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 12 Township 30 South, Range 27 East; thence north a distance of 1320 feet more or less to the northeast corner of southeast $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 12 Township 30 South, Range 27 East; thence east a distance of 1320 feet more or less to the southeast corner of the northwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of Section 7, Township 30 South, Range 28 East; thence north a distance of 6850 feet more or less to the south of the abandoned Seaboard Coastal Line Railroad Right of Way; thence easterly on said abandoned south railroad right of way a distance of 1680.00 feet more or less to the East Right of Way of State Road No. 17-B, (Buck Moore Road), and the northwest corner of Lot 23 of Bel-Ombre Subdivision as recorded in Plat Book 67, Page 29 of the Public Records of Polk County, Florida; thence south $26^{\circ}33'50''$ west a distance of 383.03 feet more or less along the East Right of Way of said state road to a point of curvature of curve concave to the southeast, said curve being at the East Right of Way of State Road 17-B; thence southwesterly along said curve of radius 914.93 feet for a distance of 85.68 feet more or less through a central angle of $05^{\circ}21'56''$ to the southwest corner of Lot 1 of said subdivision; thence north $69^{\circ}48'52''$ east a distance of 490.49 feet more or less; thence north $88^{\circ}35'29''$ east a distance of 508.00 feet more or less; thence north $49^{\circ}44'36''$ east a distance of 373.00 feet more or less to the east line of northwest $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 6, Township 30 South, Range 28 East; thence north $00^{\circ}E 41'08''$ west along said east $\frac{1}{4}$, $\frac{1}{4}$ line a distance of 45.53 feet more or less to the northeast corner of the northwest $\frac{1}{4}$ to the northeast $\frac{1}{4}$ of Section 6, Township 30 South, Range 28 East; thence north $00^{\circ}E41'08''$ west a distance of 182.01 feet more or less along an extension of the east line of said northwest $\frac{1}{4}$ to the south abandoned right of way line of the Seaboard Coast Line Railroad and the northeast corner of Lot 14 of Bel-Ombre Subdivision as recorded in Plat Book 67, Page 29 of the Public Records of Polk County, Florida; thence south $77^{\circ}36'55''$ west on said abandoned south railroad right of way a distance of 605.00 feet more or less to the west line of Lot 29, in the southeast $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East, in Mammoth Grove Subdivision as recorded in Plat Book 4, Pages 78 and 79 of the Public Records of Polk County, Florida; thence north on said east $\frac{1}{4}$ line a distance of 1280 feet more or less to the northeast corner of the southeast $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East; thence west on the south line of the south $\frac{1}{2}$ of the southwest $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East a distance of 2642.96 feet more or less to the north corner of the southwest $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East; thence south a distance of 1710.00 feet more or less along an extension of the east line of said southwest $\frac{1}{4}$ of the southwest $\frac{1}{4}$ to the north of the abandoned right of way line of Seaboard Coast Line Railroad and the southeast corner of the storm water retention area of the Crown Pointe Phase 2 Subdivision as recorded in Plat Book 88, Page 44 of the Public Records of Polk County, Florida; thence southwesterly on said abandoned railroad right of way a distance of 902.48 feet more or less to the southwest corner of Lot 85 of said subdivision; thence north a distance of 568.89 feet more or less to the northwest corner of Section 6, Township 30 South, Range 28 East; thence west a distance of 4600 feet

more or less to the southwest corner of Section 36, Township 29 South, Range 27 East; thence north a distance of 3300 feet more or less to the southwest corner of the northwest $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of Section 36, Township 29 South, Range 27 East; thence west a distance of 1320 feet more or less to the northwest corner of the southwest $\frac{1}{4}$ of the southeast $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 35, Township 29 South, Range 27 East; thence south a distance of 660 feet more or less to the southwest corner of the southwest $\frac{1}{4}$ of southeast $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 35, Township 29 South, Range 27 East; thence west a distance of 3050 feet more or less to the east side of State Road No. 17 Right Of Way; thence running northwesterly on said right of way a distance of 1440 feet more or less; thence east a distance of 300 feet more or less; thence north a distance of 550 feet more or less; thence west a distance of 375.4 feet more or less; thence north a distance of 59.29 feet more or less; thence west a distance of 57.07 feet more or less; thence south westerly a distance of 89.32 feet more or less to a point on the East Right of Way of State Road No. 17; thence on said right of way northwesterly a distance of 820 feet more or less to a point intersecting the north line of Section 34, Township 29 South, Range 27 East; thence west on said section line a distance of 3700 feet more or less to the West Right of Way line of US Highway No. 27; thence southerly along said west right of way line a distance of 3045.00 feet more or less; thence east a distance of 205 feet more or less to the East Right of Way line of United States Highway No. 27 and intersecting the south line of Lot 6, Block 6 of Everett Subdivision as recorded in Plat Book 30, Page 45 of the Public Records of Polk County, Florida; thence east on said south lot line a distance of 131.90 feet more or less to the southeast corner of lot 6, block 6 of said subdivision; thence north a distance of 80.00 feet more or less to the northeast corner Lot 6, Block 6 of said subdivision; thence west a distance of 30.00 feet more or less to the southeast corner of Lot 7, Block 6 of said subdivision; thence north a distance of 80.00 feet more or less to the northeast corner of Lot 7, Block 6 of said subdivision; thence east a distance of 190.00 feet more or less to the East Right of Way line of the closed Second Street and the platted edge of Grassy Lake; thence northwesterly on said closed east right of way line and the platted lake edge a distance of 180.00 feet more or less to the north line of the south $\frac{1}{2}$ of Section 34, Township 29 South, Range 27 East; thence east on said north line of the south $\frac{1}{2}$ a distance of 325.00 feet more or less; thence south a distance of 400.00 feet more or less to a point on the platted edge of Grassy Lake as recorded in Everett's Subdivision's Plat Book 30, Page 45 of the Public Records of Polk County, Florida; thence southeasterly on said lake edge a distance of 90.00 feet more or less to the northeast corner of Lot 1, Block 7 of said subdivision; thence west a distance of 22.00 feet more or less to the northwest corner of said Lot 1, Block 7; thence south a distance of 160.00 feet more or less to the southwest corner of said Lot 1, Block 7; thence east a distance of 180.00 feet more or less to the southeast of said Lot 1, Block 7 and intersecting line of the platted edge of Grassy Lake; thence southeasterly a distance of 240 feet more or less to the east line of the southeast $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of the southeast $\frac{1}{4}$ of Section 34, Township 29 South, Range 27 East; thence southeasterly a distance of 500.00 feet more or less on the North Right of Way line of Grass Parkway as recorded in Grassy Lake Development, Plat Book 17, Page 43 of the Public Records of Polk County, Florida, to the East Right of Way line at Booker Street, ("H" Street); thence south on said east right of way line a distance of 500.00 feet more or less to the southeast corner of the northwest $\frac{1}{4}$ of the southeast $\frac{1}{4}$ of Section 34, Township 29 South, Range 27 East; thence east on said $\frac{1}{4}$, $\frac{1}{4}$, line a distance of 215.00 feet more or less to the southwest corner of the northwest $\frac{1}{4}$ of Section 34, Township 29 South, Range 27 East; thence south a distance of 1205.00 feet more or less to the southwest corner of the southeast $\frac{1}{4}$ of the southeast $\frac{1}{4}$ of Section 34, Township 29 South, Range

27 East and the north township line of Township 30 South; thence east on said north township line a distance of 290.00 feet more or less to the northeast corner of Section 3, Township 30 South, Range 27 East; thence south on said east section line to a distance of 1885.10 feet more or less to the southwest corner of the northeast $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 3, Township 30 South, Range 27 East; thence west a distance of 840.55 feet more or less to the South Right of Way line of Seaboard Coastline Railroad; thence westerly on said south railroad right of way line a distance of 240.55 feet more or less to the West Right of Way line of U.S. Highway No.27; thence southerly on said west right of way a distance of 1000.00 feet more or less; thence west a distance of 200.00 feet more or less; thence southerly a distance of 200.00 feet more or less to the north $\frac{1}{4}$ line of the southeast $\frac{1}{4}$ of Section 3, Township 30 South, Range 27 East; thence westerly on said $\frac{1}{4}$ line a distance of 800.00 feet more or less to the North Right of Way line of Central Avenue; thence northwesterly on said west right of way line a distance of 300.00 feet more or less to the east line of the southeast $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 3, Township 30 South, Range 27 East; thence north on said west $\frac{1}{4}$, $\frac{1}{4}$, $\frac{1}{4}$ line a distance of 450.00 feet more or less to the centerline of Seaboard Coastline Railroad; thence westerly on said railroad center line a distance of 2200.00 feet more or less to the South Right of Way of State Road No. 60; thence easterly on said south right of way a distance of 2200.00 feet more or less; thence south 45E20'26" west a distance of 150.00 feet more or less; thence south 00E52'03" east a distance of 368.33 feet more or less; thence north 89E39'00" east a distance of 431.00 feet more or less; thence north 02E49'19" east a distance of 174.75 feet more or less to the South Right of Way of State Road No. 60; thence easterly on south right of way a distance of 730.00 feet more or less to the west lot line of Lot 6, Block 3 of the West Side Subdivision as recorded in Plat Book 15, Page 2 of the Public Records of Polk County, Florida; thence south a distance of 151.00 feet more or less to the southwest lot corner of Lot 7, Block 3 of said subdivision; thence east a distance of 195.00 feet more or less to the southeast lot corner of Lot 7, Block 3 of said subdivision; thence north a distance of 58.50 feet more or less to the center line of the closed alley; thence west a distance of 60.00 feet more or less on the center line of the closed alley; thence north a distance of 69.50 feet more or less on the east side of Lot 3, Block 5 of west side subdivision as recorded in Plat Book 15, Page 2, of the Public Records of Polk County, Florida, to the South Right of Way of State Road No. 60; thence easterly on said south right of way line a distance of 1125 feet more or less to the east section line of Section 3, Township 30 South, Range 27 East; thence south along said section line a distance of 5327.95 feet more or less to an intersecting point on the East Right of Way line of US Highway No. 27; thence to said east right of way line south 27E55'07" east a distance of 126.09 feet more or less; thence to a point on a curb with a radius of 8454.41 feet, length 104.44 feet, with chord bearing south 22E01'19" east, tangent 52.22 feet and delta 00E42'28" to a point east on right of way of U.S. Highway 27; thence south 22E22'33" east a distance of 390 feet more or less along said east right of way; thence northeast a distance of 250 feet more or less to Section 15, Range 30 South, Range 27 East; thence south 89E32'17" west a distance of 1330 feet more or less to the northwest corner of east $\frac{1}{2}$ of northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; thence south 00E15' 45" east a distance of 2670.89 feet more or less to the southwest corner of the east $\frac{1}{2}$ of northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; thence north 89E36'38" east a distance of 1330.44 feet more or less to the southeast corner of the east $\frac{1}{2}$ of northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; Thence south 00E12'36" east a distance of 664.40 feet more or less to the southwest corner of northwest $\frac{1}{4}$ of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 89E32'02" east a distance of 663.81 feet more or less to the southeast corner of the

northwest $\frac{1}{4}$ of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence south 00E12' 26" east a distance of 664.63 feet more or less to the southwest corner of the southeast $\frac{1}{4}$ of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 89E33'15" east a distance of 663.78 feet more or less of southeast corner of southeast $\frac{1}{4}$ of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence south 00E12'16" east a distance of 1329.73 feet more or less to the southwest corner of west $\frac{1}{2}$ of southeast $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 89E35'40" east a distance 663.71 feet more or less to southeast corner of west $\frac{1}{2}$ of southeast $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 00E12'07" west a distance of 472.95 feet more or less intersecting the West Right of Way line of US Highway No. 27; thence along said right of way north 22E22'33" west a distance of 1360 feet more or less; thence northeasterly a distance of 200 feet more or less to the East Right of Way line of US Highway No. 27; thence north 59E34'08" east a distance 363.15 feet more or less to the southwest corner of northeast $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 89E32'02" east a distance of 663.81 feet more or less to the southeast corner northeast $\frac{1}{4}$ of northeast $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 00E11'57" west a distance of 720.54 feet more or less to the North Right of Way of County Road 17B; thence on said right of way north 89E 31' 12" east a distance of 660 feet more or less to an intersecting point on the east line of southwest $\frac{1}{4}$, of southwest $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 00E11'49" west 1280.06 feet more or less to the northeast corner of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence south 89E35'41" west 331.84 feet more or less to the southeast corner of west $\frac{1}{4}$ of northwest $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 00E11'53" west a distance of 1330.67 feet more or less to the northeast corner west $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 89E40'33" east a distance of 331.86 feet more or less to the southeast corner of southwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of southeast $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence north 00E18'50" west a distance of 666.5 feet more or less to the northeast corner, southwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of southeast $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence south 89E41' 20" west a distance of 225 feet more or less to the south westerly shore line of Lake Belle then meandering a distance of 514 feet more or less to the intersecting line of south $\frac{1}{2}$ of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of southeast $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence north 00E20' 30" west a distance of 842 feet more or less to South Right of Way line of Carver Drive; thence south 89E39' 56" west a distance of 15 feet more or less to a point on the West Right of Way line of First Street; thence on said right of way line north 00E20'30" west a distance of 1015 feet more or less to a point on south line of south $\frac{1}{4}$ of northwest $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence on said south $\frac{1}{4}$, northwest $\frac{1}{4}$ line south 89E39'56" west a distance of 15 feet more or less to a point on the West Right of Way line of First Street; thence north 00E20'30" west on said west right of way a distance of 635.49 feet more or less; thence east a distance of 15 feet more or less to POINT OF BEGINNING. This describes the City of Lake Wales Extended CRA Area less and except CRA 1 and CRA 3.

RESOLUTION 99-02

A RESOLUTION OF THE CITY OF LAKE WALES, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; MAKING FINDINGS; FINDING ONE OR MORE BLIGHTED AREAS EXIST IN THE CITY; FINDING THE REHABILITATION, CONSERVATION OR REDEVELOPMENT OF SUCH AREA OR AREAS IS NECESSARY IN THE PUBLIC INTEREST; FINDING A SPECIFIED AREA TO BE A BLIGHTED AREA AND A COMMUNITY REDEVELOPMENT AREA; PROVIDING FOR CONFLICT WITH OTHER RESOLUTIONS AND SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Commission has received and considered a presentation by City staff and consultant which identified conditions within the boundaries of the City of Lake Wales in the area identified described and depicted on Exhibit "A" attached hereto and made a part of this resolution (the "Area"); and

WHEREAS, after having considered the determinations and the facts and evidence of conditions in the Area and has received and considered such other evidence of the conditions in the Area as have been presented to it, the City Commission desires to proceed in accordance with the authorization and powers granted by Part III, Chapter 163, Florida Statutes, to establish the necessary means by which redevelopment can be accomplished in the Area and that certain actions are appropriate and necessary and should be taken to address the conditions now present and expected to be present in the Area;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LAKE WALES, FLORIDA AS FOLLOWS:

Section 1 . Findings. The City Commission does hereby find:

(a) Based upon the facts and evidence presented to and considered by the City Commission , the following conditions in the Area:

1. Conditions are present in the Area that are detrimental to the sound growth of the municipality and which substantially impair or arrest the growth within the Area, and present conditions and uses in the Area are detrimental to the public health, safety, morals and public; and

2. There is a predominance of inadequate or defective street layout; and

3. There is faulty and inadequate lot layout in relation to size, adequacy, accessibility, or usefulness; and

4. There are unsanitary conditions as such relates to the conditions of the municipal sanitary system and there are unpaved and deteriorating roadways resulting in unsafe public conditions; and

5. There has been a deterioration of site and other improvements; and

6. There is a diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land.

(b) The notices required by Section 163.346, Florida Statutes (1997), have been timely published or mailed in accordance with said statute.

(c) Action must be taken immediately to prevent further blight and deterioration and to protect and enhance public expenditures previously made in the Area.

Section 2. Finding of Necessity. The City Commission, based upon evidence presented to it and in the public record, does hereby find that one or more "blighted areas" (as defined in Section 163.340 (8), Florida Statutes), exist within the City of Lake Wales, Florida, and, further finds that the rehabilitation, conservation or redevelopment, or a combination thereof, of such area or areas described is necessary in the interest of the public health, safety, morals or welfare of the residents of the City of Lake Wales.

Section 3. Community Redevelopment Area. Based upon the facts presented to it and contained in the public record, the City Commission does hereby find the Area (as hereinbefore defined) is a "blighted area" (as that term is defined in Section 163.340 (8), Florida Statutes (1997), and that such area constitutes a "community redevelopment area" as defined in Section 163.340 (10), Florida Statutes (1997).

Section 4. Conflicts. All resolutions and parts of resolutions in conflict with any of the provisions of this resolution are hereby repealed, provided however, nothing herein is intended nor should be applied to affect, repeal, alter, amend or supercede any previous resolutions adopted by the City finding any other area or areas within the City of Lake Wales to be a "blighted area" for purposes of the Community Redevelopment Act.

Section 5. Severability. If any section or portion of a section of this resolution proves to be invalid, unlawful, unconstitutional, it shall not be held to invalidate to impair the validity, force, or effect of any other section or part of this resolution.

Section 6. Effective Date. This resolution shall become effective immediately upon its passage and adoption.

PASSED AND ADOPTED THIS 4th DAY OF MAY, 1999.

Mayor

Clifford L. Long

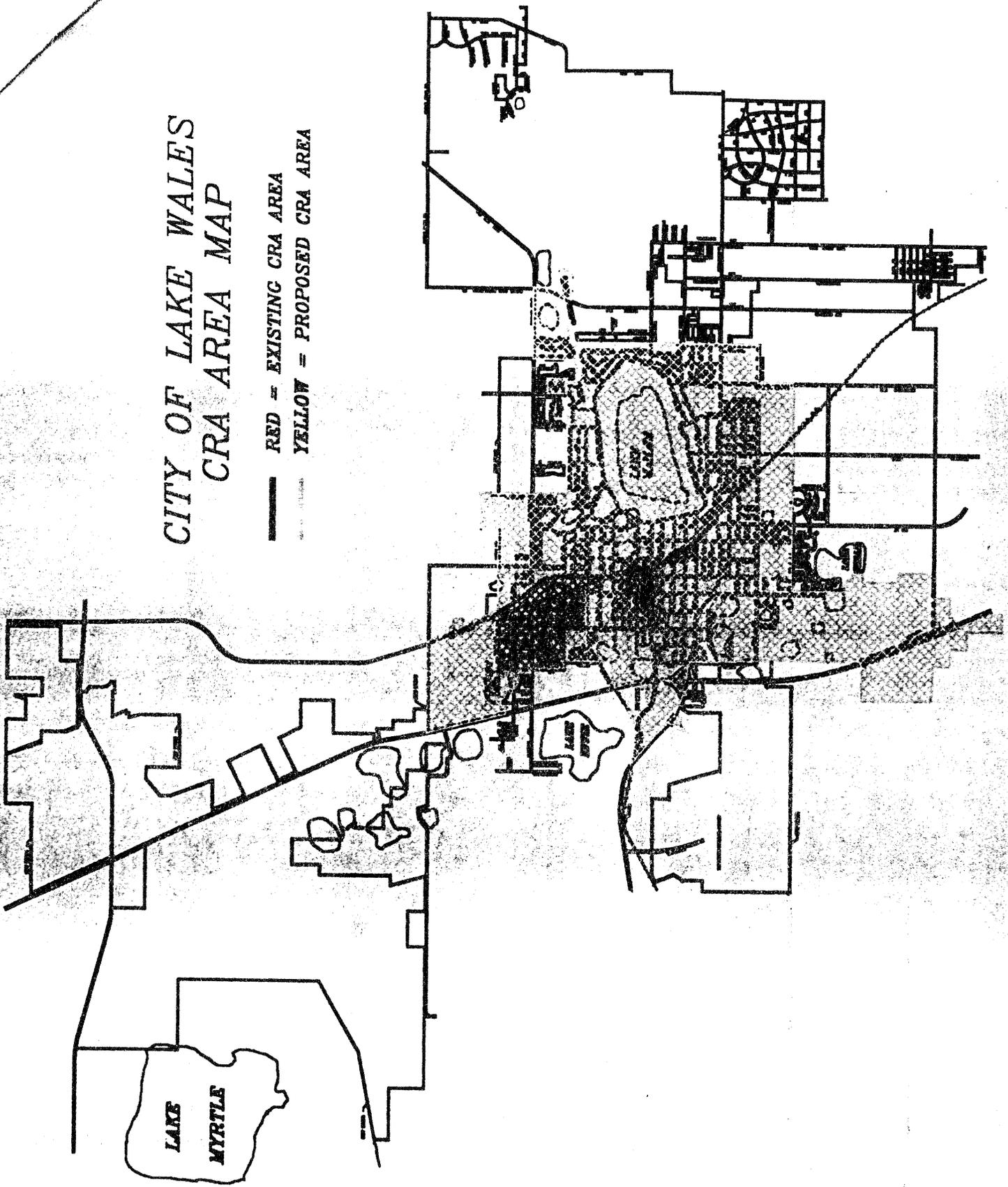
ATTEST:

[Signature]
City Clerk

CITY OF LAKE WALES CRA AREA MAP

— RED = EXISTING CRA AREA
— YELLOW = PROPOSED CRA AREA

ATTACHMENT



Resolution 99-05

A RESOLUTION OF THE PLANNING AND ZONING BOARD OF THE CITY OF LAKE WALES, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; MAKING FINDINGS; RECOMMENDING THE ADOPTION OF A COMMUNITY REDEVELOPMENT PLAN BY THE CITY COMMISSION; FINDING CONFORMITY WITH THE CITY'S COMPREHENSIVE PLAN; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Commission adopted Resolution 99-02 on May 4, 1999, finding the existence of blight conditions in an area of the City of Lake Wales, Florida, as more particularly described in that resolution (such area being referred herein as the "Community Redevelopment Area"); and

WHEREAS, a community redevelopment plan as contemplated by Part III, Chapter 163, Florida Statutes, has been prepared which addresses the redevelopment needs in the Community Redevelopment Area; and

WHEREAS, the proposed community redevelopment plan was referred to the Planning & Zoning Board for review and comment as to conformity with the City's Comprehensive Plan in accordance with Section 163.360(4), Florida Statutes, and

WHEREAS, the Planning and Zoning Board of the City of Lake Wales as the City's Local Planning Agency for purposes of the Local Government Comprehensive Planning and Land Development Regulation Act has reviewed the proposed community redevelopment plan for purposes of determining if the plan is in conformity with the City's Comprehensive plan for the City as a whole; and

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING BOARD OF THE CITY OF LAKE WALES, FLORIDA:

SECTION 1. Incorporating Recitals. The Planning and Zoning Board of the City of Lake Wales finds, declares and determines that the matters set forth in the foregoing recitals are true and correct and are incorporated herein as part of this resolution.

SECTION 2. Finding of Conformance with Comprehensive Plan. The Planning and Zoning Board, as the City's Land Planning Agency for purposes of the Local Government Comprehensive Planning and Land Development Regulation Act hereby finds, determines and declares that the proposed community redevelopment plan for the Community Redevelopment Area conforms to the general comprehensive plan of the City of Lake Wales as a whole.

SECTION 3. Recommendation to City Commission. The Planning and Zoning Board does hereby recommend to the City Commission that the proposed community redevelopment plan for the Community Redevelopment Area be approved. The Board does not have any comments or suggested changes to the proposed plan.

SECTION 4. Effective Date. This Resolution shall take effect immediately upon approval by the Planning and Zoning Board.

ADOPTED AND APPROVED BY THE BOARD ON MAY 25, 1999.

Board Chair

ATTEST:

Board Secretary

Resolution 99-06**A RESOLUTION OF THE CITY OF LAKE WALES,
RELATING TO COMMUNITY REDEVELOPMENT; MAKING
FINDINGS; ADOPTING A COMMUNITY REDEVELOPMENT
PLAN; PROVIDING AN EFFECTIVE DATE.**

WHEREAS, the City Commission adopted Resolution 99-02 on May 4, 1999, finding the existence of blight conditions in an area of the City of Lake Wales, Florida, as more particularly described in that resolution (such area being referred herein as the "Community Redevelopment Area"); and

WHEREAS, a community redevelopment plan as contemplated by Part III, Chapter 163, Florida Statutes, has been prepared which addresses the redevelopment needs in the Community Redevelopment Area; and

WHEREAS, the Community Redevelopment Agency on June 1, 1999, approved the proposed community redevelopment plan and recommended it to the City Commission; and

WHEREAS, on May 25, 1999, the Planning and Zoning Board of the City of Lake Wales as the City's Local Planning Agency for purposes of the Local Government Comprehensive Planning and Land Development Regulation Act, determined the proposed community redevelopment plan is in conformity with the City's comprehensive plan for the City as a whole and recommended the City Commission approve the proposed plan; and

WHEREAS, a copy of the proposed community redevelopment plan was submitted by the Community Redevelopment Agency to the City Commission, as the governing body of the City of Lake Wales, and to Polk County, as a taxing authority which levies ad valorem taxes on taxable real property contained within the geographic boundaries of the Community Redevelopment Area; and

WHEREAS, the notices required by Section 163.346, Florida Statutes, have been published and mailed as required therein, and a public hearing regarding the proposed community redevelopment plan was held.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LAKE WALES, FLORIDA:

SECTION 1. Incorporating Recitals. The City Commission of the City of Lake Wales finds, declares and determines that the matters set forth in the foregoing recitals are true and correct and are incorporated herein as part of this resolution.

SECTION 2. Finding of Conformance with Comprehensive Plan. The City Commission hereby finds, determines and declares that the proposed community redevelopment plan for the Community Redevelopment Area attached hereto as Exhibit

“A” (the “Community Redevelopment Plan”) conforms to the general comprehensive plan of the City of Lake Wales as a whole.

SECTION 3. Finding of Adequacy of Recreational Facilities. The City Commission hereby finds, determines and declares that the Community Redevelopment Plan gives due consideration to the provision of adequate park and recreational areas and facilities that are desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the site covered by the plan.

SECTION 4. Finding of Relocation. The City Commission finds that a feasible method exists for the relocation of families who will be displaced from the community redevelopment area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families is not necessary as the Community Redevelopment Plan does not contemplate any relocation of any families.

SECTION 5. Finding of Maximum Occupancy. The City Commission hereby finds that although the Community Redevelopment Plan contemplates most improvements will be undertaken by the City or CRA, the Community Redevelopment Plan will afford maximum opportunity, consistent with the sound needs of the City of Lake Wales as a whole, for the rehabilitation or redevelopment of the community redevelopment area by private enterprise to the extent contemplated by said plan.

SECTION 6. Adoption of Community Redevelopment Plan. The City Commission does hereby adopt the Community Redevelopment Plan as the community redevelopment plan for the Community Redevelopment Area and authorizes and directs the Community Redevelopment Agency to proceed with the implementation of the plan.

SECTION 7. Effective Date. This Resolution shall take effect immediately upon approval by the City Commission.

PASSED AND ADOPTED THIS 1st DAY OF JUNE, 1999.

Mayor

ATTEST:

City Clerk

LEGAL DESCRIPTION

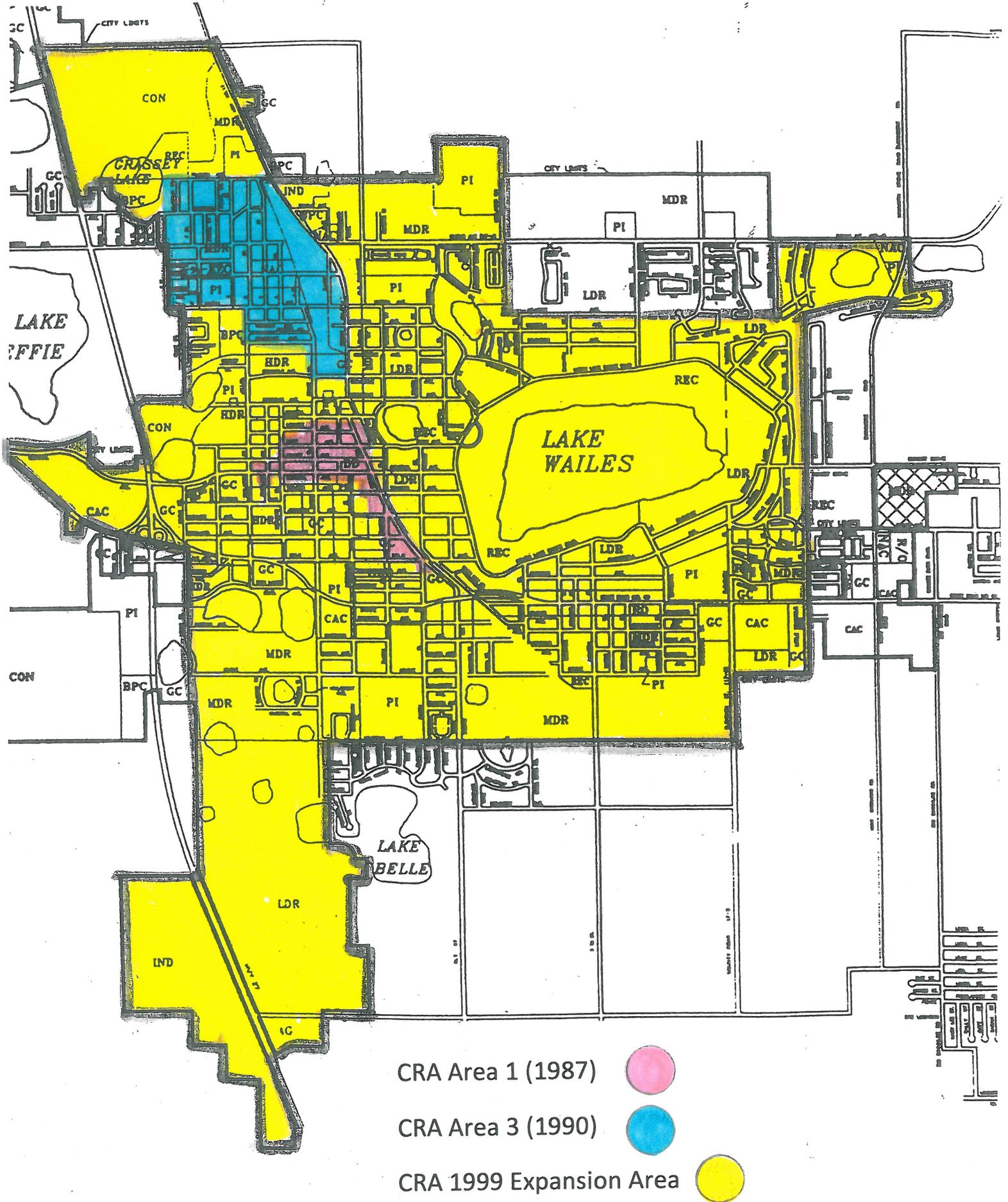
CITY OF LAKE WALES EXPANDED CRA AREA

Commence at the southwest corner of the northeast $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence east a distance of 7920 feet more or less to the southwest $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 12 Township 30 South, Range 27 East; thence north a distance of 1320 feet more or less to the northeast corner of southeast $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 12 Township 30 South, Range 27 East; thence east a distance of 1320 feet more or less to the southeast corner of the northwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of Section 7, Township 30 South, Range 28 East; thence north a distance of 6850 feet more or less to the south of the abandoned Seaboard Coastal Line Railroad Right of Way; thence easterly on said abandoned south railroad right of way a distance of 1680.00 feet more or less to the East Right of Way of State Road No. 17-B, (Buck Moore Road), and the northwest corner of Lot 23 of Bel-Ombre Subdivision as recorded in Plat Book 67, Page 29 of the Public Records of Polk County, Florida; thence south $26^{\circ}33'50''$ west a distance of 383.03 feet more or less along the East Right of Way of said state road to a point of curvature of curve concave to the southeast, said curve being at the East Right of Way of State Road 17-B; thence southwesterly along said curve of radius 914.93 feet for a distance of 85.68 feet more or less through a central angle of $05^{\circ}21'56''$ to the southwest corner of Lot 1 of said subdivision; thence north $69^{\circ}48'52''$ east a distance of 490.49 feet more or less; thence north $88^{\circ}35'29''$ east a distance of 508.00 feet more or less; thence north $49^{\circ}44'36''$ east a distance of 373.00 feet more or less to the east line of northwest $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 6, Township 30 South, Range 28 East; thence north $00^{\circ}E 41'08''$ west along said east $\frac{1}{4}$, $\frac{1}{4}$ line a distance of 45.53 feet more or less to the northeast corner of the northwest $\frac{1}{4}$ to the northeast $\frac{1}{4}$ of Section 6, Township 30 South, Range 28 East; thence north $00^{\circ}E 41'08''$ west a distance of 182.01 feet more or less along an extension of the east line of said northwest $\frac{1}{4}$ to the south abandoned right of way line of the Seaboard Coast Line Railroad and the northeast corner of Lot 14 of Bel-Ombre Subdivision as recorded in Plat Book 67, Page 29 of the Public Records of Polk County, Florida; thence south $77^{\circ}36'55''$ west on said abandoned south railroad right of way a distance of 605.00 feet more or less to the west line of Lot 29, in the southeast $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East, in Mammoth Grove Subdivision as recorded in Plat Book 4, Pages 78 and 79 of the Public Records of Polk County, Florida; thence north on said east $\frac{1}{4}$ line a distance of 1280 feet more or less to the northeast corner of the southeast $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East; thence west on the south line of the south $\frac{1}{2}$ of the southwest $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East a distance of 2642.96 feet more or less to the north corner of the southwest $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 31, Township 29 South, Range 28 East; thence south a distance of 1710.00 feet more or less along an extension of the east line of said southwest $\frac{1}{4}$ of the southwest $\frac{1}{4}$ to the north of the abandoned right of way line of Seaboard Coast Line Railroad and the southeast corner of the storm water retention area of the Crown Pointe Phase 2 Subdivision as recorded in Plat Book 88, Page 44 of the Public Records of Polk County, Florida; thence southwesterly on said abandoned railroad right of way a distance of 902.48 feet more or less to the southwest corner of Lot 85 of said subdivision; thence north a distance of 568.89 feet more or less to the northwest corner of Section 6, Township 30 South, Range 28 East; thence west a distance of 4600 feet

more or less to the southwest corner of Section 36, Township 29 South, Range 27 East; thence north a distance of 3300 feet more or less to the southwest corner of the northwest $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of Section 36, Township 29 South, Range 27 East; thence west a distance of 1320 feet more or less to the northwest corner of the southwest $\frac{1}{4}$ of the southeast $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 35, Township 29 South, Range 27 East; thence south a distance of 660 feet more or less to the southwest corner of the southwest $\frac{1}{4}$ of southeast $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 35, Township 29 South, Range 27 East; thence west a distance of 3050 feet more or less to the east side of State Road No. 17 Right Of Way; thence running northwesterly on said right of way a distance of 1440 feet more or less; thence east a distance of 300 feet more or less; thence north a distance of 550 feet more or less; thence west a distance of 375.4 feet more or less; thence north a distance of 59.29 feet more or less; thence west a distance of 57.07 feet more or less; thence south westerly a distance of 89.32 feet more or less to a point on the East Right of Way of State Road No. 17; thence on said right of way northwesterly a distance of 820 feet more or less to a point intersecting the north line of Section 34, Township 29 South, Range 27 East; thence west on said section line a distance of 3700 feet more or less to the West Right of Way line of US Highway No. 27; thence southerly along said west right of way line a distance of 3045.00 feet more or less; thence east a distance of 205 feet more or less to the East Right of Way line of United States Highway No. 27 and intersecting the south line of Lot 6, Block 6 of Everett Subdivision as recorded in Plat Book 30, Page 45 of the Public Records of Polk County, Florida; thence east on said south lot line a distance of 131.90 feet more or less to the southeast corner of lot 6, block 6 of said subdivision; thence north a distance of 80.00 feet more or less to the northeast corner Lot 6, Block 6 of said subdivision; thence west a distance of 30.00 feet more or less to the southeast corner of Lot 7, Block 6 of said subdivision; thence north a distance of 80.00 feet more or less to the northeast corner of Lot 7, Block 6 of said subdivision; thence east a distance of 190.00 feet more or less to the East Right of Way line of the closed Second Street and the platted edge of Grassy Lake; thence northwesterly on said closed east right of way line and the platted lake edge a distance of 180.00 feet more or less to the north line of the south $\frac{1}{2}$ of Section 34, Township 29 South, Range 27 East; thence east on said north line of the south $\frac{1}{2}$ a distance of 325.00 feet more or less; thence south a distance of 400.00 feet more or less to a point on the platted edge of Grassy Lake as recorded in Everett's Subdivision's Plat Book 30, Page 45 of the Public Records of Polk County, Florida; thence southeasterly on said lake edge a distance of 90.00 feet more or less to the northeast corner of Lot 1, Block 7 of said subdivision; thence west a distance of 22.00 feet more or less to the northwest corner of said Lot 1, Block 7; thence south a distance of 160.00 feet more or less to the southwest corner of said Lot 1, Block 7; thence east a distance of 180.00 feet more or less to the southeast of said Lot 1, Block 7 and intersecting line of the platted edge of Grassy Lake; thence southeasterly a distance of 240 feet more or less to the east line of the southeast $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of the southeast $\frac{1}{4}$ of Section 34, Township 29 South, Range 27 East; thence southeasterly a distance of 500.00 feet more or less on the North Right of Way line of Grass Parkway as recorded in Grassy Lake Development, Plat Book 17, Page 43 of the Public Records of Polk County, Florida, to the East Right of Way line at Booker Street, ("H" Street); thence south on said east right of way line a distance of 500.00 feet more or less to the southeast corner of the northwest $\frac{1}{4}$ of the southeast $\frac{1}{4}$ of Section 34, Township 29 South, Range 27 East; thence east on said $\frac{1}{4}$, $\frac{1}{4}$, line a distance of 215.00 feet more or less to the southwest corner of the northwest $\frac{1}{4}$ of Section 34, Township 29 South, Range 27 East; thence south a distance of 1205.00 feet more or less to the southwest corner of the southeast $\frac{1}{4}$ of the southeast $\frac{1}{4}$ of Section 34, Township 29 South, Range

27 East and the north township line of Township 30 South; thence east on said north township line a distance of 290.00 feet more or less to the northeast corner of Section 3, Township 30 South, Range 27 East; thence south on said east section line to a distance of 1885.10 feet more or less to the southwest corner of the northeast $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 3, Township 30 South, Range 27 East; thence west a distance of 840.55 feet more or less to the South Right of Way line of Seaboard Coastline Railroad; thence westerly on said south railroad right of way line a distance of 240.55 feet more or less to the West Right of Way line of U.S. Highway No.27; thence southerly on said west right of way a distance of 1000.00 feet more or less; thence west a distance of 200.00 feet more or less; thence southerly a distance of 200.00 feet more or less to the north $\frac{1}{4}$ line of the southeast $\frac{1}{4}$ of Section 3, Township 30 South, Range 27 East; thence westerly on said $\frac{1}{4}$ line a distance of 800.00 feet more or less to the North Right of Way line of Central Avenue; thence northwesterly on said west right of way line a distance of 300.00 feet more or less to the east line of the southeast $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 3, Township 30 South, Range 27 East; thence north on said west $\frac{1}{4}$, $\frac{1}{4}$, $\frac{1}{4}$ line a distance of 450.00 feet more or less to the centerline of Seaboard Coastline Railroad; thence westerly on said railroad center line a distance of 2200.00 feet more or less to the South Right of Way of State Road No. 60; thence easterly on said south right of way a distance of 2200.00 feet more or less; thence south 45E20'26" west a distance of 150.00 feet more or less; thence south 00E52'03" east a distance of 368.33 feet more or less; thence north 89E39'00" east a distance of 431.00 feet more or less; thence north 02E49'19" east a distance of 174.75 feet more or less to the South Right of Way of State Road No. 60; thence easterly on south right of way a distance of 730.00 feet more or less to the west lot line of Lot 6, Block 3 of the West Side Subdivision as recorded in Plat Book 15, Page 2 of the Public Records of Polk County, Florida; thence south a distance of 151.00 feet more or less to the southwest lot corner of Lot 7, Block 3 of said subdivision; thence east a distance of 195.00 feet more or less to the southeast lot corner of Lot 7, Block 3 of said subdivision; thence north a distance of 58.50 feet more or less to the center line of the closed alley; thence west a distance of 60.00 feet more or less on the center line of the closed alley; thence north a distance of 69.50 feet more or less on the east side of Lot 3, Block 5 of west side subdivision as recorded in Plat Book 15, Page 2, of the Public Records of Polk County, Florida, to the South Right of Way of State Road No. 60; thence easterly on said south right of way line a distance of 1125 feet more or less to the east section line of Section 3, Township 30 South, Range 27 East; thence south along said section line a distance of 5327.95 feet more or less to an intersecting point on the East Right of Way line of US Highway No. 27; thence to said east right of way line south 27E55'07" east a distance of 126.09 feet more or less; thence to a point on a curb with a radius of 8454.41 feet, length 104.44 feet, with chord bearing south 22E01'19" east, tangent 52.22 feet and delta 00E42'28" to a point east on right of way of U.S. Highway 27; thence south 22E22'33" east a distance of 390 feet more or less along said east right of way; thence northeast a distance of 250 feet more or less to Section 15, Range 30 South, Range 27 East; thence south 89E32'17" west a distance of 1330 feet more or less to the northwest corner of east $\frac{1}{2}$ of northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; thence south 00E15' 45" east a distance of 2670.89 feet more or less to the southwest corner of the east $\frac{1}{2}$ of northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; thence north 89E36'38" east a distance of 1330.44 feet more or less to the southeast corner of the east $\frac{1}{2}$ of northeast $\frac{1}{4}$ of Section 15, Township 30 South, Range 27 East; Thence south 00E12'36" east a distance of 664.40 feet more or less to the southwest corner of northwest $\frac{1}{4}$ of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 89E32'02" east a distance of 663.81 feet more or less to the southeast corner of the

northwest $\frac{1}{4}$ of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence south 00E12' 26" east a distance of 664.63 feet more or less to the southwest corner of the southeast $\frac{1}{4}$ of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 89E33'15" east a distance of 663.78 feet more or less of southeast corner of southeast $\frac{1}{4}$ of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence south 00E12'16" east a distance of 1329.73 feet more or less to the southwest corner of west $\frac{1}{2}$ of southeast $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 89E35'40" east a distance 663.71 feet more or less to southeast corner of west $\frac{1}{2}$ of southeast $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 00E12'07" west a distance of 472.95 feet more or less intersecting the West Right of Way line of US Highway No. 27; thence along said right of way north 22E22'33" west a distance of 1360 feet more or less; thence northeasterly a distance of 200 feet more or less to the East Right of Way line of US Highway No. 27; thence north 59E34'08" east a distance 363.15 feet more or less to the southwest corner of northeast $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of the southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 89E32'02" east a distance of 663.81 feet more or less to the southeast corner northeast $\frac{1}{4}$ of northeast $\frac{1}{4}$ of southwest $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 00E11'57" west a distance of 720.54 feet more or less to the North Right of Way of County Road 17B; thence on said right of way north 89E 31' 12" east a distance of 660 feet more or less to an intersecting point on the east line of southwest $\frac{1}{4}$, of southwest $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 00E11'49" west 1280.06 feet more or less to the northeast corner of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence south 89E35'41" west 331.84 feet more or less to the southeast corner of west $\frac{1}{4}$ of northwest $\frac{1}{4}$ of northeast $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 00E11'53" west a distance of 1330.67 feet more or less to the northeast corner west $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of the northeast $\frac{1}{4}$ of Section 14, Township 30 South, Range 27 East; thence north 89E40'33" east a distance of 331.86 feet more or less to the southeast corner of southwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of southeast $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence north 00E18'50" west a distance of 666.5 feet more or less to the northeast corner, southwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of southeast $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence south 89E41' 20" west a distance of 225 feet more or less to the south westerly shore line of Lake Belle then meandering a distance of 514 feet more or less to the intersecting line of south $\frac{1}{2}$ of northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$ of southeast $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence north 00E20' 30" west a distance of 842 feet more or less to South Right of Way line of Carver Drive; thence south 89E39' 56" west a distance of 15 feet more or less to a point on the West Right of Way line of First Street; thence on said right of way line north 00E20'30" west a distance of 1015 feet more or less to a point on south line of south $\frac{1}{4}$ of northwest $\frac{1}{4}$ of Section 11, Township 30 South, Range 27 East; thence on said south $\frac{1}{4}$, northwest $\frac{1}{4}$ line south 89E39'56" west a distance of 15 feet more or less to a point on the West Right of Way line of First Street; thence north 00E20'30" west on said west right of way a distance of 635.49 feet more or less; thence east a distance of 15 feet more or less to POINT OF BEGINNING. This describes the City of Lake Wales Extended CRA Area less and except CRA 1 and CRA 3.



Projected Tax Base (1999 dollars, assume taxable value follows inflation rate) and CRA Tax Revenues

Fiscal Year	Increment Taxable Value	County Rate	City Rate	Incremental Contribution Percentage	County Contribution	City Contribution	CRA Tax Revenues
2000	3,960,000	0.797%	0.7744%	95%	\$ 29,983	\$ 29,133	\$ 59,116
2001	3,960,000	0.797%	0.7730%	95%	29,983	29,080	59,063
2002	9,160,000	0.797%	0.7725%	95%	69,355	67,223	136,578
2003	13,160,000	0.797%	0.7720%	95%	99,641	96,515	196,156
2004	29,660,000	0.797%	0.7715%	95%	224,571	217,386	441,956
2005	42,660,000	0.797%	0.7710%	95%	323,000	312,463	635,463
2006	52,660,000	0.797%	0.7705%	95%	398,715	385,458	784,173
2007	62,660,000	0.797%	0.7700%	95%	474,430	458,358	932,788
2008	72,660,000	0.797%	0.7695%	95%	550,145	531,163	1,081,308
2009	102,660,000	0.797%	0.7690%	95%	777,290	749,983	1,527,273
2010	122,660,000	0.797%	0.7685%	95%	928,720	895,510	1,824,230
2011	123,273,300	0.797%	0.7680%	95%	933,364	899,402	1,832,766
2012	123,889,667	0.797%	0.7675%	95%	938,031	903,311	1,841,341
2013	124,509,115	0.797%	0.7670%	95%	942,721	907,236	1,849,956
2014	125,131,660	0.797%	0.7665%	95%	947,434	911,177	1,858,612
2015	125,757,319	0.797%	0.7660%	95%	952,172	915,136	1,867,308
2016	126,386,105	0.797%	0.7655%	95%	956,932	919,111	1,876,044
2017	127,018,036	0.797%	0.7650%	95%	961,717	923,104	1,884,821
2018	127,653,126	0.797%	0.7650%	95%	966,526	927,719	1,894,245
2019	128,291,392	0.797%	0.7650%	95%	971,358	932,358	1,903,716
2020	128,932,849	0.797%	0.7650%	95%	976,215	937,019	1,913,235
2021	129,577,513	0.797%	0.7650%	95%	981,096	941,705	1,922,801
2022	130,225,400	0.797%	0.7650%	95%	986,002	946,413	1,932,415
2023	130,876,527	0.797%	0.7650%	95%	990,932	951,145	1,942,077
2024	131,530,910	0.797%	0.7650%	95%	995,886	955,901	1,951,787
2025	132,188,565	0.797%	0.7650%	95%	1,000,866	960,680	1,961,546
2026	132,849,507	0.797%	0.7650%	95%	1,005,870	965,484	1,971,354
2027	133,513,755	0.797%	0.7650%	95%	1,010,899	970,311	1,981,211
2028	134,181,324	0.797%	0.7650%	95%	1,015,954	975,163	1,991,117
2029	134,852,230	0.797%	0.7650%	95%	1,021,034	980,039	2,001,072
					<u>22,460,842</u>	<u>21,594,685</u>	<u>44,055,527</u>