

RESOLUTION NO. 95-8

RESOLUTION OF THE CITY OF LIVE OAK, FLORIDA, FINDING OF
NECESSITY FOR A COMMUNITY REDEVELOPMENT AREA IN
ACCORDANCE WITH THE COMMUNITY REDEVELOPMENT ACT,
SECTION 163.355, FLORIDA STATUTES

WHEREAS, the City Council has deemed it necessary and desirable to designate a Community Redevelopment Area, pursuant to the Community Redevelopment Act, Sections 163.330 through 163.450, Florida Statutes, for the purpose of facilitating improvements and redevelopment within the downtown area of the City; and

WHEREAS, this action is being taken based upon the finding as set forth hereinafter and as required by Chapter 163.355, Florida Statutes.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LIVE OAK, FLORIDA, as follows:

The City Council does hereby find that:

(a) An area lying within Sections 13 and 14, Township 2 South, Range 13 East and Sections 23, 24 and 26, Township 2 South, Range 13 East, City of Live Oak, Suwannee County, Florida. Being more particularly described as follows: Commence at the Southwest corner of the Northwest 1/4 of said Section 13, Township 2 South, Range 13 East; thence run East along the half section line of said section, also being the northern corporate limits line of the City of Live Oak as of June 3, 1995, approximately 1,000 feet to a point being approximately 500 feet West of the westerly right-of-way line of U.S. Highway 129 (State Road No. 51) for a Point of Beginning; thence continue East along said half section line of said section approximately 850 feet to a point being approximately 300 feet East of the easterly right-of-way line of U.S. Highway 129 (State Road No. 51); thence run Southwesterly approximately 1,150 feet along a line being approximately 250 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No. 51) to a point; thence run South approximately 300 feet to a point; thence run West approximately 150 feet to a point being approximately 350 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No. 51); thence run Southwesterly approximately 1,050 feet along a line being approximately 300 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No. 51) to a point; thence run West approximately 150 feet to a point being approximately 200 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No. 51); thence run South approximately 400 feet to a point; thence run West approximately 200 feet to a point being approximately 200 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No. 51); thence run South approximately 150 feet to a point; thence run West approximately 200 feet to the east right-of-way line of Hamilton Avenue; thence run South along said east right-of-way line of Hamilton

Avenue approximately 400 feet to a point; thence run West approximately 150 feet to a point; thence run South approximately 150 feet to a point; thence run Southwesterly approximately 300 feet along a line being approximately 250 feet Southeast and parallel to the easterly right-of-way of U.S. Highway 129 (State Road No. 51) to a point being the Northeasterly corner of the intersection of Spruce Street and Anderson Avenue; thence run Northwest along the northerly right-of-way line of Spruce Street approximately 150 feet to a point being approximately 150 feet Southeast of the easterly right-of-way line of U.S. Highway 129 (State Road No. 51); thence run Southwesterly approximately 1,100 feet along a line being approximately 50 feet Northwest and parallel to the westerly right-of-way line of Anderson Avenue to the southerly right-of-way line of Elm Street; thence run Southeast along the southerly right-of-way line of Elm street approximately 50 feet to the southwesterly corner of the intersection of Elm Street and Anderson Avenue; thence run Southwest approximately 100 feet along the westerly right-of-way line of Anderson Avenue to a point; thence run Southeast approximately 50 feet to the easterly right-of-way line of Anderson Avenue to a point; thence run Southwest approximately 100 feet to the northeasterly corner of the intersection of Anderson Avenue and Bryson Street; thence run Southeast approximately 200 feet along the northerly right-of-way line of Bryson Street to the northwesterly corner of the intersection of Bryson Street and Hamilton Avenue; thence run Southwest approximately 450 feet along the westerly right-of-way line of Hamilton Avenue to the southwesterly corner of the intersection of Hamilton Avenue and Duval Street; thence run Southeast approximately 1,600 feet along the southerly right-of-way line of Duval Street to the southwesterly corner of the intersection of Duval Street and Mussy Street; thence run Southwest approximately 350 feet along the westerly right-of-way line of Mussy Street to the northerly right-of-way line of the CSX Railroad right-of-way; thence run Southeast approximately 300 feet along the northerly right-of-way line of the CSX Railroad right-of-way to a point; thence run Southwest approximately 200 feet to the southwesterly intersection of U.S. Highway 90 (State Road No. 10) and the easterly right-of-way of the abandoned ACL Railroad right-of-way; thence run Southeast approximately 1,200 feet along said easterly right-of-way line of the abandoned ACL Railroad right-of-way to a point; thence run West approximately 700 feet along a line to the east right-of-way line of Railroad Avenue; thence run Northwest approximately 1,250 feet along the southerly right-of-way line of Park Street to the easterly right-of-way line of White Avenue; thence run Southwest approximately 50 feet along the easterly right-of-way line of White Avenue to a point; thence run Northwest approximately 900 feet along the southerly right-of-way line of Van Buren Street to a point; thence run South approximately 100 feet along a line being approximately 150 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No 51) to a point; thence run Southeast approximately 50 feet along a line being approximately 50 feet Southwest and parallel to the southerly right-of-way line of Van Buren Street to a point; thence run Southwest approximately 100 feet along a line being approximately 200 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No. 51) to a point; thence run Southeast approximately 100 feet along a line being approximately 150 feet Southwest and parallel to the southerly right-of-way line of Van Buren Street to a point; thence run Southwest approximately 350 feet along

a line being approximately 300 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No. 51) to the northerly right-of-way line of Helvenston Street; thence run Northwest approximately 150 feet along the northerly right-of-way line of Helvenston Street to a point; thence run approximately 300 feet Southwest along a line being approximately 150 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No. 51) to a point; thence run Southeast approximately 100 feet along a line being approximately 250 feet Southwest and parallel to the southerly right-of-way line of Helvenston Street to a point; thence run Southwest approximately 100 feet along a line being approximately 250 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No. 51) to a point; thence run Northwest approximately 50 feet along a line being approximately 350 feet Southwest and parallel to the southerly right-of-way line of Helvenston Street to a point; thence run Southwest approximately 100 feet along a line being approximately 200 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No. 51) to a point; thence run Northwest approximately 50 feet along a line being approximately 450 feet Southwest and parallel to the southerly right-of-way line of Helvenston Street to a point; thence run Southwest approximately 150 feet along a line being approximately 150 feet Southeast and parallel to the easterly right-of-way line of U.S. Highway 129 (State Road No. 51) to a point; thence run South approximately 100 feet along a line being approximately 150 feet East and parallel to the east right-of-way line of U.S. Highway 129 (State Road No. 249) to a point; thence run East approximately 50 feet to a point; thence run South approximately 2,550 feet along a line being approximately 200 feet East and parallel to the east right-of-way line of U.S. Highway 129 (State Road No. 249) to a point; thence run East approximately 1,000 feet to a point; thence run South approximately 400 feet to the easterly right-of-way line of Long Street; thence run Southwest approximately 2,100 feet along the easterly right-of-way line of Long Street to the South section line of Section 26, Township 2 South, Range 13 East, also being the southern corporate limits of the City of Live Oak as of June 13, 1995; thence run West along said section line approximately 1,850 feet to a point; thence run North approximately 1,200 feet along a line being approximately 1,400 feet West and parallel to the west right-of-way line of U.S. Highway 129 (State Road No. 249) to a point; thence run East approximately 450 feet to a point; thence run North approximately 1,200 feet along a line being approximately 950 feet West and parallel to the west right-of-way line of U.S. Highway 129 (State Road No. 249) to the south right-of-way line of Pinewood Street; thence run East approximately 300 feet along said south right-of-way line of Pinewood Street to the Southwest corner of the intersection of Pinewood Street and Pinewood Drive; thence run North approximately 250 feet along the west right-of-way line of Pinewood Drive to a point being approximately 650 feet West of the west right-of-way line of U.S. Highway 129 (State Road No. 249); thence run East approximately 500 feet along the north right-of-way of Pinewood Drive to a point being approximately 150 feet West of the west right-of-way line of U.S. Highway 129 (State Road No. 249); thence run North approximately 2,500 feet along a line being approximately 150 feet West and parallel to the west of right-of-way line of U.S. Highway 129 (State Road No. 249); to the northerly right-of-way line of Eleventh Street (State Road No. 51); thence run Northeast approximately 300 feet to the

southerly right-of-way line of Maple Street; thence run Southeast approximately 50 feet along the southerly right-of-way line of Maple Street to a point being approximately 150 feet Northwest and parallel to the westerly right-of-way line of U.S. Highway 129 (State Road No. 51); thence run Northeast approximately 1,100 feet along a line being approximately 150 feet Northwest of the westerly right-of-way line of U.S. Highway 129 (State Road No. 51) to the southerly right-of-way line of Seventh Street (Parshley Street); thence run Northwest approximately 2,400 feet along the southerly right-of-way line of Seventh Street (Parshley Street) to the southwesterly corner of the intersection of Seventh Street (Parshley Street) and Walker Avenue; thence run Northeast approximately 3,100 feet along the westerly right-of-way line of Walker Avenue to the southwesterly corner of the intersection of Walker Avenue and King Street; thence run Southeast approximately 50 feet to the southeasterly corner of the intersection of Walker Avenue and King Street; thence run North approximately 200 feet to a point; thence run West approximately 150 feet to a point being approximately 50 feet East of the east right-of-way line of Harrell Avenue; thence run North approximately 200 feet along a line being approximately 50 feet East and parallel to the east right-of-way line of Harrell Avenue to a point; thence run East approximately 450 feet to the west right-of-way line of Irvin Avenue; thence run South approximately 350 feet along the west right-of-way line of Irvin Avenue to the north right-of-way line of Winderweedle Street; thence run East approximately 900 feet along the north right-of-way line of Winderweedle Street to the westerly right-of-way line of County Road 795 (Boys Ranch Road); thence run Northeast approximately 600 feet along the westerly right-of-way line of County Road 795 (Boys Ranch Road) to a point; thence run East approximately 500 feet to a point being approximately 1,000 feet West of the west right-of-way line of Hamilton Avenue; thence run South approximately 550 feet along a line being approximately 1,000 feet West and parallel to the west right-of-way line of Hamilton Avenue to the north right-of-way of Winderweedle Street; thence run East approximately 1,000 feet along the north right-of-way line of Winderweedle Street to the Northwest corner of the intersection of Winderweedle Street, Hamilton Avenue and U.S. Highway 129 (State Road No. 51); thence run North approximately 1,050 feet along the west right-of-way line of Hamilton Avenue to a point; thence run East approximately 350 feet to a point; thence run Northeast approximately 150 feet along a line being approximately 250 feet Northwest and parallel to the westerly right-of-way line of U.S. Highway 129 (State Road No. 51) to a point; thence run Southeast approximately 100 feet to a point; thence run Northeast approximately 100 feet along a line being approximately 150 feet Northwest and parallel to the westerly right-of-way line of U.S. Highway 129 (State Road No. 51) to a point; thence run North approximately 500 feet to a point; thence run Northeast approximately 1,000 feet along a line being approximately 400 feet Northwest and parallel to the westerly right-of-way line of U.S. Highway 129 (State Road No. 51) to the Point of Beginning being a point on the half section line of Section 13, Township 2 South, Range 13 East, also being the northern corporate limits line of the City of Live Oak as of June 3, 1995, is a slum or blighted area.

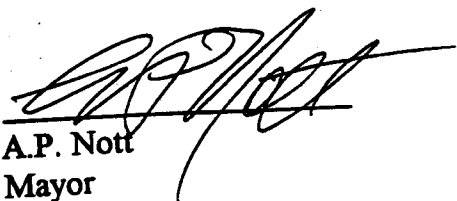
(b) The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, morals, or welfare of the residents of the City, and

RESOLVED, FURTHER, that this Resolution shall become effective immediately upon adoption.

DULY ADOPTED in the regular session this 13th day of June, 1995.

Attest:


William J. McCullers
City Clerk


A.P. Nott
Mayor