

Vero Beach Regional Airport CORRECTIVE ACTION PLAN (CAP) Citrus Park Village Mobile Home Park October 11, 2022

History of Land Use:

Vero Beach Regional Airport (VRB) has operated a mobile home park, known as Citrus Park Village (CPV), on a portion of Airport property since the 1960s with no known negative impact to the aeronautical operations of VRB. The land on which CPV is located was deeded to the City of Vero Beach (City) from the United States Government in 1947. Prior to being deeded to the City, the property was utilized for barracks for U.S. Navy personnel and subsequent to the acquisition by the City, was zoned and used for low-income residential housing.

Since its inception as a mobile home park over 50 years ago, CPV has been a continuous source of revenue generation for the Airport, and has contributed to the Airport's financial self-sufficiency.

The Problem:

In a July 14, 2021 letter of inquiry received from the Federal Aviation Administration (FAA), VRB was notified that the FAA was conducting an internal assessment of CPV, as it was being considered a non-compatible land use for long-term residential purposes, raising airport compliance questions based on certain assurances provided to the FAA.

On August 18, 2022, the Airport received a second FAA letter confirming that CPV is an incompatible land use for long-term residential purposes. Per the FAA, CPV is considered a long-term residential use of federally obligated property that does not directly support aeronautical operation, which is inconsistent with Airport Improvement Plan (AIP) Grant Assurance 21, *Compatible Land Use*. The land use may also have potentially resulted in noncompliance with several other grant AIP grant assurances, including, but not limited to, Grant Assurance 5, *Preserving Rights and Powers*, Grant Assurance 24, *Fee and Rental Structure*, Grant Assurance 25, *Airport Revenue*, Grant Assurance 29, *Airport Layout Plan (ALP)*, and Grant Assurance 30, *Civil Rights*. FAA has requested VRB to submit a CAP by October 28, 2022 in order to remove the incompatible land use as soon as practicable.

Prior to the FAA Letter of Inquiry dated July 14, 2021, the City had received no indication from the Federal Government that a change in use of the CPV was either required or desired.

Proposed Action:

FIVE (5) YEAR PLAN (Approximate):

Phase 1: One (1) week

- Notification delivered to tenants with the following key points:
 - Official commencement of vacating process January 1, 2023
 - Deadline of December 31, 2023 to be vacated completely - leases will not be renewing January 1, 2024
 - Reference Florida Statutes Chapter 723 for change of use
 - FAA letter attached
 - No notice of any rental lot increases (CPI, taxes, assessments) within 90 days of notice of change of use per Florida Statutes
 - Continue to pay rent until officially vacated - title being provided if abandoned, or mobile home removed from leased lot
 - Relocation resource reference - fmhrc.org
 - Verbiage from Florida Statutes with required font size
- Begin working with consultants to generate work order - evaluation through design

Phase 2: One (1) to Three (3) years (Approximate)

- Removal process of tenants - relocation or abandonment
- Any litigation
- Compensatory processes
- Consultant services
 - Assess the highest and best use for the 11.27 acres
 - Conduct a Phase 1 Environmental Screening of the property
 - Submit a Section 163 Determination to the FAA
 - Conduct a topographic and utilities survey of the property
 - Put together a demolition plan to remove remnants of the mobile home park, including any remaining mobile homes, porches, patios, carports, sheds, outbuildings, fences, slabs, walkways, driveways, power connections/meters, power poles, electrical lines, propane tanks, a/c units, fences, and other various items that may be left on premises by vacating tenants.
 - Put together a development plan for the new intended use for the property, including grading plan, stormwater control plan, erosion control plan, utilities plan, environmental mitigation plan, and paving and marking plans.
 - Submit updated Airport Layout Plan to FAA reflecting new development plan
 - Submit airspace analysis review to FAA
 - Submit grant application to FAA for redevelopment costs
 - Property description
 - Appraisal

The goal is a complete removal of tenants by December 31, 2023 (litigation process might prolong timeline). Therefore, under possible litigation circumstances, the City would need additional time apart from the requested twelve (12) months to remove the land use.

Phase 3: One (1) year (Approximate)

- Bidding/construction of the project work generated by the consultant:
 - Environmental mitigation, if applicable
 - Removal of abandoned homes and debris
 - Clearing Parcel and prepping site for future development
 - Land Use Change
- FLUM (Comprehensive Plan) amendment and comprehensive plan text amendment to change the land use from MHP, Mobile Home Park to C, Commercial or I, Industrial (FLUM designation depends on the airport's plan for the future use of the site – commercial or light industrial uses). The affordable housing policies in the comprehensive plan will also require revisions to allow the change of use. The amendment will require, at a minimum, a traffic study as data and analysis to support the FLUM amendment.
- Zoning Map amendment from AR-MHP, Airport residential – mobile home park to ALI-1, Airport Light Industrial.

Phase 4: One (1) year (Approximate)

- Phase 3 must be substantially complete
- RFP advertising potential development interests
- Or
- Lease parcel out “as is” to prospective lessees. Timeframe unknown.

NOTE: Parcel size approximately 11.27 acres

Deadlines and Target Completion Dates:

1. Send notice to tenants upon receipt of FAA CAP approval by **October 28, 2022**.
2. Vacating timeline for tenants - twelve (12) months (**January 1, 2023 to December 31, 2023**);
3. Consultant Services in Phase 2 - **January 1, 2023 through December 31, 2023**;
4. Rezoning and Site preparation - removal of abandoned homes/debris - **December 2023 through December 2024**;
5. RFP - potential leasing opportunities - **unknown timeframe**.

Extensions:

We request favorable consideration of requests to extend time frames identified in each phase as required by unforeseen circumstances.

Grants/Financial Assistance:

We request funding from the FAA for the following:

- \$2,750 per single unit, \$3,750 per multi-section unit to provide to the Corporation per Florida Statutes
- Up to but not exceeding 5 yrs of revenue replacement, \$175k each year approximate, or until property is leased to a paying party, whichever comes first
- Capital project with a scope to include consultant services to evaluate, design, bid and provide construction RPR, for remediation and commercial site-prep
- 100% legal fees, if applicable
- 100% consulting services
- No negative implications against the City and Airport for future grant opportunities regarding this compliance action.

Estimated Cost Table:

Item	Description	Estimated Cost
Relocation for tenants	\$2,750 x 55 single units	\$151,250.00
	\$3,750 x13 multi units	\$ 48,750.00
Loss of revenue	5 yrs at 175k	\$525,000.00
Consulting Services:	Evaluation and Design	\$172,252.00
	Permitting/Bidding	\$ 10,380.00
	Direct Costs - Basic Svcs	\$ 1,500.00
Legal Fees (if any)		TBD
Capital project	Design through construction	TBD
	Total amount of costs:	\$ _____

To be compliant with § 723.061(1)(d)2b, Florida Statutes, the park owner may not give a notice of increase in lot rental amount within ninety (90) days before giving notice of a change in use. The City's notice of rental lot increases are mailed out to tenants prior to October 1, 2022 each year. At this time, the City has refrained from mailing out the required rental lot increase notices due to the anticipated notice of change of use to be sent out prior to December 1, 2022 to all tenants.

Therefore, **the City requests the FAA to respond within thirty (30) calendar days from the receipt of this CAP so we can remain in compliance with Florida Statutes.**

Any Corrective Action Plan will be null and void if the FAA rescinds its directive of July 14, 2021 as supplemented by its directive of August 18, 2022.