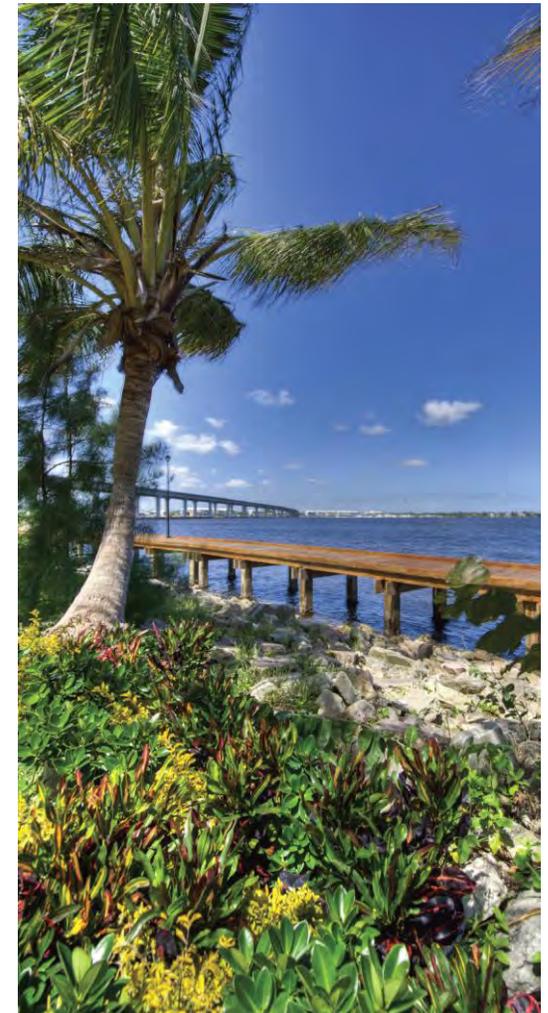


# CITY OF STUART COMMUNITY REDEVELOPMENT PLAN



# CONTENTS

- Contents Page (2)
- Acknowledgements (3)
- Introduction (6)
- Purpose and Objectives (7-9)
- Vision and Mission (9-13)
- Strategic Planning Process and Findings (14-17)
- Existing Conditions & Overall Needs within the CRA (17-21)
- The Geographic Planning Sub Districts (21-25)
- The Redevelopment Proposals and Action Plans (26-28)
  - Planning Area 1 – Downtown – Waterside Village/ Potsdam (29-43)
  - Planning Area 2 – Government Center / Courthouse/MLK Community Corridor (44-50)
  - Planning Area 3 – Colorado Ave/Seacoast Bank (51-53)
  - Planning Area 4 – US 1/Frazier Creek (54-56)
  - Planning Area 5 – North Stuart/Ecological City (57-61)
- The CRA Programs (62)
  - Paint up Program (62-63)
  - Facade Improvement Program (65-66)
  - Urban Core Improvement Program (67-68)
  - Neighborhood Improvement Program (69-70)
  - Main Street Programs (71)
  - Site and Building Development Program (72-73)
  - Historic Preservation Program (74-77)
  - Small Business Development & Lending Program (78-79)
  - Land Acquisition Program (80)
  - Special Events Program (81-82)
  - Parking Development Program (83-85)
  - Grant Administration Program (86)
  - Downtown Transit System Program (87)
  - The Go Green Incentive Grant Program (88-89)
  - Statutory Requirements for the CRA Plan (90-95)
  - Sources of Redevelopment Funding & Financing (96-98)
  - Frequently asked Questions (99-100)
  - Appendix
    - Redevelopment Costs & Priorities (102-104)
    - Maps
      - i. CRA & Urban Code (105)
      - ii. CRA & 5 Planning Areas (106)
      - iii. Planning Area 1 – Downtown Stuart (107)
      - iv. Planning Area 2 – Government Center (108)
      - v. Planning Area 3 – Colorado Avenue (109)
      - vi. Planning Area 4 – US-1/Frazier Creek (110)
      - vii. Planning Area 5 – North Stuart (111)
      - viii. City of Stuart CRA - Legal Description (112-115)

## ACKNOWLEDGEMENTS

### City of Stuart City Commission and Community Redevelopment Agency

Mayor/Board Member Mike Mortell  
Mary Hutchinson  
Carol Waxler  
Jeff Krauskopf  
James Christie Jr.  
Samia Ferraro  
Gene Rifkin

### Community Redevelopment Board (CRB)

Frank Wacha  
David Collier  
Patty Henderson  
Gene Rifkin  
Samia Ferraro  
Pete Walson  
Johnnie Bell

### City of Stuart Administration

Dan Hudson, City  
Manager  
Paul Nicoletti, City  
Attorney  
Teresa Lamar-Sarno,  
Community  
Redevelopment  
Coordinator  
Terry O'Neil, City  
Development Director  
Sam Amerson, Public  
Works Director  
Dorothy Zaharako, Finance Director  
Robin Le May  
Deanna Freeman  
Thondra Lenese  
Cheryl Miller



## INTRODUCTION

The City of Stuart is a thriving waterfront community located on Florida's Treasure Coast. Stuart is a place people like to visit, whether dining, shopping or visiting the Lyric theatre. People like the small town elements that differ from trips to the mall. The merchants are local and part of the community and the shops provide a quaint and diverse range of goods. There is a very local and friendly atmosphere whether you are a local or visitor. The CRA is unique in that development has occurred over time without the rigid and strictly planned elements of modern residential and commercial subdivisions. The architectural styles and scale of developments vary depending on where and when the development took place.

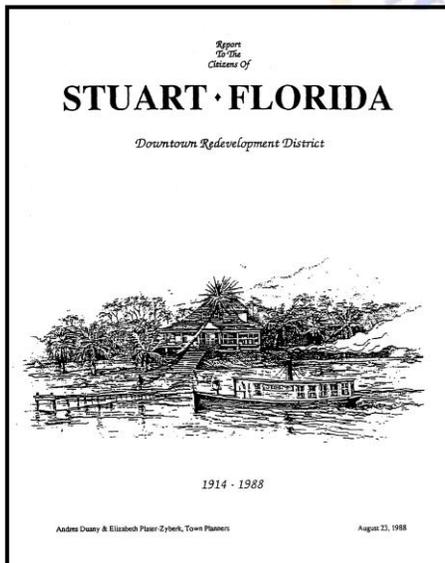
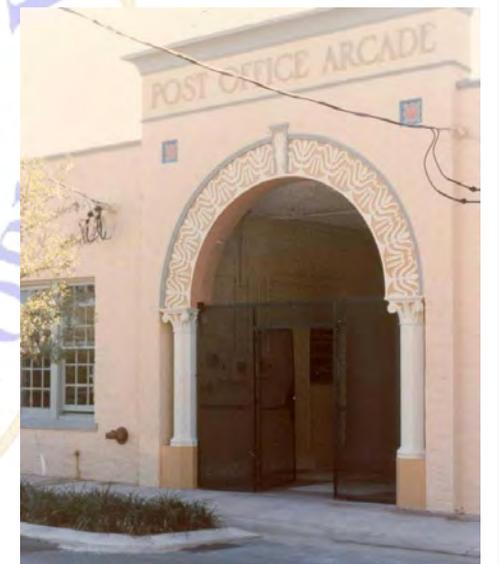
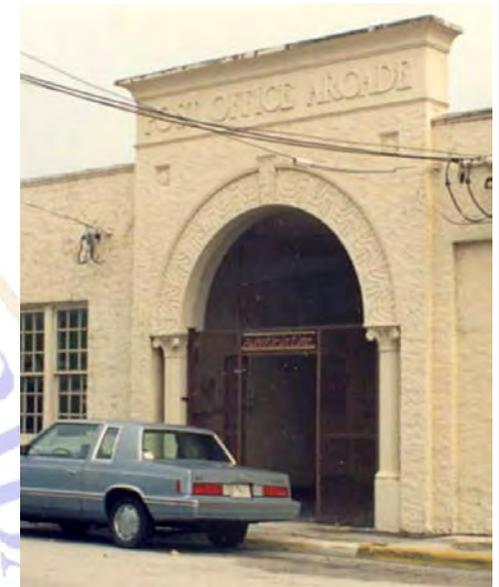
From the mid-1980's, the City of Stuart CRA has been instrumental in implementing various initiatives and programs to revitalize and improve the quality of life in the downtown area and its surrounding neighborhoods.

completed a plan for the original CRA and developed Urban Codes. Duany created a plan designed to re-establish the area into human-scaled, pedestrian-friendly urban neighborhoods and introduced on street parking, traffic calming and streetscape improvements. Much of the Duany plan was successfully implemented in the Historic Downtown area of the City.

The CRA operates within the City of Stuart government, and is charged with the undertaking of redevelopment functions in the designated community redevelopment districts.

The CRA was re-established and expanded in 1998 and 2002 following work produced by Treasure Coast Regional Planning Agency and Design Studios West, and currently encompasses approximately 700 acres of land.

The City of Stuart Community Redevelopment Agency (CRA) is a public agency that was created by the City Commission on May 12, 1986 in accordance with the provisions of Florida statutes. In 1989 Duany Plater-Zyberk





In October, 2008 the CRA completed an evaluation of its adopted 2002 CRA Plan following a series of consultation events with the assistance from the consultancy group MSCW, Inc. The MSCW Evaluation Report provided a status update of the programs and projects called for in the adopted CRA Plan. It was also designed to present a market-based strategic assessment of the short term and long term needs of the CRA. The 2002 CRA Plan has been amended

taking into consideration all of the recommendations of the MSCW Report. Market and financial conditions at the time the Plan was amended, together with an extensive analysis of the overall vision, mission, aims and objectives of the CRA Plan for 2010 and beyond, has been factored into the amended CRA Plan.

The City of Stuart Community Redevelopment Plan was adopted by the City Commission on August 9, 2010. It is a document that acts as a strategy for long range goals and opportunities that exist within the CRA boundary.

The updated Plan incorporates a long range strategy with a focus in five planning areas within the CRA:

- Area 1:** Downtown-Waterside Village/Potsdam;
- Area 2:** Government Center / Courthouse / MLK Community Corridor;
- Area 3:** Colorado Avenue / Seacoast National Bank;
- Area 4:** US1/Frazier Creek
- Area 5:** North Stuart/Ecological City

The importance of focusing on these five planning areas is to ensure priorities are set within the Plan based on the major areas of the City that wield regional influences. The projects within each of the five planning areas have been selected for their ability to serve as catalysts for redevelopment, appreciate property values and to enhance the mix of land uses needed to support businesses and citizen interests. The selection of these five planning areas does not preclude attention to other areas of the CRA in the future.

The CRA comprises of not only these five planning areas, but also a network of smaller neighborhoods and economic centers which together form the CRA community as a whole. Many of the guiding principles to be applied in the five planning areas are flexible enough to be implemented throughout the CRA to assist in the selection of catalyst projects.

Since the adoption of the 2002 CRA Plan, the downtown has welcomed several new mixed-use projects, with a mix of retail, office space and luxury condominiums. The CRA's most visible successes have included streetscaping and infrastructure improvements included in the Potsdam area. The new police and fire public safety complex on Martin Luther King, Jr. Boulevard was also constructed with contribution of CRA monies.

The CRA Plan is a tool to build on the successes of projects implemented within the City's CRA to date. The Woodlawn Park improvements are based on Community Development Block Grant (CDBG) grants that were secured for streetscape, on street parking, gravity sewer and improved water lines for fire protection. The implementation of the Woodlawn Park proposals will dramatically improve the aesthetic and functional elements of the area and, in turn, provide the incentive for local residents and businesses to undertake improvements to the façade of existing buildings.

A recently implemented project known as Frazier Addition is another successfully implemented CRA project. On street parking, sewer design and landscaping were used effectively to provide a high



standard of improvements along California Avenue, Fifth Street and SW Camden Avenue.

The CRA's support in East Stuart has included the creation of the East Stuart Main Street Program, the third African American Mainstreet Program in the State of Florida. This area of the City's CRA has benefitted considerably from the

Paint-Up Program, Special Events Grants, Façade Improvements and the Main Street Program. Cumulatively these programs and the

active involvement of the CRA have facilitated a change in attitude of the community towards hope and vision.

There has been extensive streetscape, paint up improvements, yard clearance and planting, roof repairs and replacements. With a combination of Community Development Block Grants and Tax Increment Funding major improvements were accomplished on the corner of Dixie Highway/Martin Luther King, Jr. Boulevard.

The CRA contributed over \$490,000 of TIF funds to the total project worth \$1.6 million. Improvements of MLK Jr. Boulevard included realignment, grade changes, drainage, FEC railroad pedestrian crossings gates, and streetscaping and traffic signalization. These improvements have made a significant impact in improving the pedestrian experience and traffic circulation in the area. In 2009, the CRA awarded Habitat for Humanity \$100,000 to build three green homes in East Stuart. The homes met LEED certification and will promote homeownership and revitalization in East Stuart.

Building on these successes the City is ready to move forward with innovative proposals to continue to improve and enhance the CRA.

### **CRA PURPOSE AND OBJECTIVES**

The purpose of the CRA Plan is to guide the City of Stuart in identifying priorities and opportunities available within the Community Redevelopment Area. The City of Stuart Community Redevelopment Plan is the vision for growth and reinvestment/redevelopment of Stuart while protecting our existing built and natural environment. This document has been formulated to provide a clear and inspirational vision and directives.



The goals of the City of Stuart Community Redevelopment Plan are to achieve the following objectives:

- 1] To provide an analysis and identification of opportunities available in development terms. Identifying short, mid and long term priorities in which to achieve the implementation of the plan;

- 2] To ensure the City of Stuart CRA sustains economic viability and competitiveness;



- 3] To create building forms of a character and scale which compliment the City's existing mix of architectural styles, scale and form.
- 4] To create attractive pedestrian and bicycle friendly streets complimented by building forms and enhanced by artistic pieces, acting as a strong link between the different neighborhoods.
- 5] To promote mixed uses throughout the CRA in accordance with urban codes, and where commercial activity is desirable and encouraged.

- 6] Implement a coordinated effort to design complete street sections that complete parking in discrete locations, while promoting and supporting transit alternatives.

- 7] Improve the public's understanding of the CRA mission, accomplishments and community assets through public outreach efforts and marketing.
- 8] To continue to attract and retain a diverse range of businesses including restaurants, boutique hotels, retail and knowledge based and high-tech industry.
- 9] To provide a document that works as a tool to effectively communicate the benefits of the CRA.

10] To create an economic development strategy and plan that provides details on how to achieve the CRA objectives.

The Community Redevelopment Area's unique assets include waterfront recreation, entertainment, tourism, and its small town charm. The City of Stuart is focusing on attracting new office, fine dining and family orientated restaurants, entertainment, and hotel accommodation to ensure maximum community enjoyment. Working together as a community is paramount in the implementation of the CRA Plan goals and objectives.

## VISION AND MISSION

### VISION

To preserve, unify and enhance the character of the City of Stuart Community Redevelopment Area while encouraging economic growth and redevelopment.

### MISSION

The City of Stuart CRA mission is to plan for a sustainable economic future, while ensuring the protection and enhancement of the existing character.

Creating downtown areas that will attract a critical mass of residents is of utmost importance in accelerating business and visitor growth. We need

to maintain the appeal of Downtown Stuart while ensuring local businesses are able to achieve and sustain economic vitality. Improving the infrastructure, walkability, access to amenities, and marketing downtown as the place to live, will increase demand to live in Stuart.

## STRATEGY TO ACHIEVE THE MISSION & VISION

### Economic Development Strategy

The City of Stuart's CRA economic development strategy consists of a multi-faceted approach designed to improve the way people live, work, shop, and are entertained in the downtown areas of Stuart. Existing successes within the CRA need to be marketed and promoted to attract young families and have a more balanced demographic of people living within Stuart and Martin County. The CRA has the potential to be an exciting, mixed-use district that creates opportunities for new private investment and redevelopment activity downtown.



## Residential Strategy

Historically, the CRA has functioned as a collection of single family neighborhoods. The current housing options have been criticized as being too narrow to appeal to broad segments of the housing market. It is essential to provide contemporary housing to meet the needs of a variety of different homebuyers and renters. This will assist the City in attracting new employment and new residents to the City. Housing within the City and County must meet the needs of modest income persons, as well as households consisting of couples with grown children. The provision of a more diverse housing stock within the City of Stuart will create a more sustainable population that may support the economic vitality of the area.



Offering quality housing within the City and County at varying levels of affordability and types will broaden the target market, optimize and accelerate downtown's residential growth and offer the benefits of urban living and downtown amenities to all walks of life.

## Office Strategy

In future there will be opportunities to build new office space within the CRA. The types of building space, the floor plan configuration, and location will greatly influence the rate of absorption and occupancy level. There is a good chance that local demand for many personal and professional services could be captured in businesses within the CRA. Such services as banks, spas, real estate offices, child care centers, medical/professional offices and miscellaneous personal service establishments are best located in proximity to City and County residents and employees who provide their support.



## Restaurants and Hotel-Motels Strategy

A review of the U.S. Economic Census data shows nearly half of the restaurants in Martin County are limited service, typically fast food establishments. Such facilities are predominantly situated along US -1, outside of the boundary of the CRA. Downtown Stuart does provide a variety of existing restaurants which attract a diverse range of customers to the area.

There is an opportunity within the City of Stuart CRA for more upscale restaurants, including small, interesting and ethnic types of dining experiences.

There is sufficient square footage in the study



area that can be supported by the households and disposable income. Providing additional dining alternatives within the CRA could attract more City and County residents and visitors to the downtown core and potentially accommodate families with children and younger adults.

The strategy for accommodating new hotels within the CRA is to place emphasis on waterfront locations in downtown Stuart and north point areas of the city. Better use of existing prime waterfront locations to accommodate hotels and tourist related facilities will provide a greater attraction for potential visitors. Such facilities may also be



utilized by existing residents and businesses in terms of any potential conference facilities. Small off shoots of retail and restaurant facilities that could be potentially located to overlook the water will dramatically increase the marketability of the CRA as a thriving businesses, tourist and local facility.

### Retail Strategy

There is an identified market demand for the redevelopment of the CRA historic downtown core and enhancement as a destination entertainment focal point. With the addition of a hotel, destination restaurants, and residences closer to the historic downtown hub, it is anticipated that the CRA will become a thriving place in which to live and work.

### Tourism

Tourism is highly sought as a contributor to a local economy. It can favorably impact an area economically, particularly if visitor counts and spending are high. The dynamic mix of uses in historic downtown Stuart needs to create a unique destination and therefore additional demand from residents and visitors.

### Marketing Strategy

Marketing and promoting the CRA is an integral part of CRA activities, playing up successes and capital projects creates excitement. We are working to create a sense of community and improve the quality of life in Stuart's neighborhoods. Our goal is to create a community where you can live, work, shop, and relax. We encourage private investment in businesses and properties, invest

in capital improvements, and create programs to support the CRA area.

The CRA will continue to provide economic stimulation to the downtown areas of the CRA with such efforts as supporting downtown merchants by providing advertising, marketing, special

events and other assistance. The Special Events program is an effective tool in attracting people to the downtown areas, promoting these areas as dining, shopping, entertainment and cultural destinations.

### **Redevelopment Strategy**

When considering the redevelopment strategies the CRA cannot possibly fund the immense task of redevelopment on its own. The programs and redevelopment proposals must act as catalysts for redevelopment efforts for individual residents and businesses located within the CRA. This will assist in the leverage of investment by private enterprise. With limited resources available for redevelopment efforts, the CRA must not attempt to do too much at once. Innovative programming on the part of the Agency is necessary to maximize benefits from expenditures. Since the implementation of a few strategically placed well-funded programs may have a much greater impact on the overall area than many inadequately funded ones, programs must be evaluated in the context of the agency's overall goals, and implemented accordingly.

### **Overall Strategy & Surrounding Neighborhoods**

The overall strategy is based on market demand for the redevelopment of the CRA historic downtown core and enhancement downtown as an entertainment destination. The opportunity exists to expand the historic downtown in all directions, creating a synergy and link between existing land masses.

An important element of the CRA plan is the need to interact and accommodate the existing communities and development opportunities that exist outside of the CRA. Interconnecting long established residential and commercial neighborhoods adjacent to

the CRA boundary will ensure local residents are accommodated. Ensuring pedestrian and vehicular links are enhanced, and providing additional attractions within the CRA, will benefit the entire City of Stuart. It is anticipated that the CRA has the opportunity to become a thriving place in which to live, conduct business, visit and enjoy recreational activities.

### **STRATEGIC PLANNING PROCESS**

The City of Stuart CRA strategic planning process was designed as a participatory process involving stakeholders within the City of Stuart. Participants including, but not limited to elected officials, CRA members, CRA Advisory Board members, City staff and the public.



## MSCW EVALUATION OF THE EXISTING CITY OF STUART COMMUNITY REDEVELOPMENT PLAN

MSCW provided an evaluation of the 2002 Stuart Community Redevelopment Plan. The goal being to assist the Community Redevelopment Agency in refining the Plan's vision, narrow its focus and provide guidance on the investment of public funds to achieve redevelopment objectives. MSCW consulted primarily with CRA staff, the Community Redevelopment Board, the Community Redevelopment Agency and stakeholders in the community.

The MSCW project team conducted market research, investigated the progress of existing programs and analyzed land uses, surveys and site visits were conducted to assist in the formulation of recommendations of capital expenditure and projects. The Community Redevelopment Plan has been created based on the main findings and recommendations of the MSCW report.

### STAKEHOLDER/REAL ESTATE FORUM

Meetings were held with the main stakeholders and real estate forum by 2008 MSCW and reported in the MSCW Evaluation Report.



## OTHER MEETINGS/FORUMS

Leading up to the final adoption of the amended CRA Plan, a series of workshops and public meetings were held with the Community Redevelopment Board (CRB) and the Community Redevelopment Agency (CRA), the Local Planning Agency (LPA) and the City Commission.

### CRA PLAN ADOPTION

The CRA Plan was adopted by the CRA Board on day/month/year.

## RESULTS OF THE STRATEGIC PLANNING PROCESS

The strategic planning process helped steer the content and revisions to the CRA Plan document. Some of the main challenges identified during interviews conducted by MSCW in its stakeholder meetings included:

- To ensure the effective provision of infrastructure;
- The need for additional private investment;
- Neighboring areas compete for the same tenants and resources. The City needs to address how to compete more effectively in the amended CRA Plan;

- There is a need to identify additional funding avenues;
- The City has to define its general duties and acknowledge the balance required to ensure the maintenance and protection of the existing environment while accommodating continued redevelopment in the CRA;
- Improve public perception of change;
- There is a lack of housing that is affordable in the historic downtown area;
- A Plan is required for the City Hall and the public waterfront areas if these are to be considered in the redevelopment proposals and programs. There is a referendum requirement for waterfront property decisions.



### Attracting New Development

Respondents emphasized that a greater emphasis must be placed on business attraction and retention. The CRA should, for instance, explore attracting new employers such as high tech, knowledge based businesses affiliated with the existing health care and medical cluster industries and Martin Memorial Hospital.

Interviewees indicated that the downtown housing market require balance with a range of different housing types including multi-family units. Consensus was that the local housing market shows room for growth for rental housing, and increased opportunities for attached housing.

## Architectural Identity

During stakeholder interviews Stuart's lack of significant architectural heritage and the City's architectural identity is currently undefined. There is a need to provide design guidance and regulations to ensure greater certainty is given to potential investors considering undertaking a development project within the City of Stuart CRA. With a greater certainty of what defines the small town character and an acknowledgement of the eclectic mix of existing uses and styles of architecture, prospective developers will have the tools necessary to achieve a well designed project. This in turn will lead to an increase in tax increment within the CRA.



### **Provision of Commercial Space**

The strategic planning process identified that while there appears to be adequate quantity of retail and office space within the CRA, there is market opportunity to improve the quality of space to provide new opportunities for redevelopment in the CRA.

Upgrading the market sectors of hospitality, retail, restaurants, residential and entertainment venues were also considered as a means to support the growing trends of urban living in this area to avoid leakage of these sectors being served elsewhere. Capitalizing on waterside attributes of the CRA was identified as a significant means to further benefit the area.

### **Entertainment in the CRA**

The evaluation reports and strategic planning process determined there is a market demand for the redevelopment of the CRA downtown core, and enhancement as a destination entertainment focal point. With the addition of a hotel, destination restaurants, and residents closer to the downtown hub, it is anticipated that the CRA will become a thriving place in which to conduct business, host vacationing visitors and accommodate recreational activities.

### **Involving and Informing the Community**

The strategic planning process identified the need to inform the community of the CRA Programs and enable residents, landowners, developers, and business owners in the CRA to take advantage of these programs.

Highly visible project events which help make the CRA investment tangible and visible were considered crucial by the main stakeholder in promoting the benefits of the CRA.

Project suggestions included:

- infrastructure projects;
- streetscaping;
- beautification; and
- community events

### **Introduction of New CRA Programs**

The strategic planning process also identified a need to favor new programs for which matching funds are available. These programs stimulate improvements and also ensure that the beneficiaries are invested in the community's redevelopment effort.

### **Implementation of Strategic Planning Process Findings and Recommendations**

The MSCW Evaluation Report recommendations were incorporated within the amended CRA Plan. Redevelopment projects, goals, objectives have been amended to reflect the recommendations of the MSCW Evaluation Report, together with staff, CRB and CRA input.

## **EXISTING CONDITIONS & OVERALL NEEDS WITHIN THE CRA**

### **The Existing Land Use**

The existing land uses in the Community Redevelopment Area follow patterns of historical development activity, and the requirements of existing and past zoning districts. There are approximately 700 acres of land within the Community Redevelopment Area, including public rights of way.

The dominant land uses in the CRA are office, retail, single-family residential, and government uses. Since 2000, new development in the CRA has mainly been office, retail and single-family and multi-family residential uses.

The primary CRA economic hubs continue to be:

- the marine industries at North point;
- health care industries and Martin Memorial Hospital;
- legal professions and the Martin County Courthouse,;
- hospitality;
- retail/office;
- entertainment in the Historic Downtown (including the Lyric Theater);
- commercial/retail uses along US 1;
- light industrial uses in Potsdam; and
- arts and commercial/retail along Colorado Avenue.

Existing land uses within the City of Stuart and CRA are diverse but not necessarily developed sufficiently to support or fulfill demands for shopping, services, dining, professional services, and entertainment needs of local residents and visitors. Downtown Stuart shows a considerable amount of existing retail, office and government square footage and has extensive potential.

### **The Existing Housing and Population**

The City of Stuart has not experienced much growth over the past seven years and current population projections do not indicate a

significant increase in population by 2012. The CRA geographic area shows a loss in population and households over this period. Population loss within the core or central business district can and does contribute to decline of the community.

In terms of the household type of residents, of special interest is that within the City of Stuart, a one-person female household ranks the highest, followed closely by couples with no children. These household types are expected to maintain this status through 2012. This data shows that additional emphasis should be directed towards attracting more household diversity in the City, such as younger families with children or married-couple professionals.



### **Housing Characteristic**

The number of existing residential land uses identified a lack of recent residential development activity within the CRA. According to the 2007 Martin County Property Appraiser data, during the period of 2000-2006, the best representation of activity since the Plan adoption in 2002, there has been no noticeable increase in residential construction activity. While several condominium projects were completed since 2007, the market suggests additional demand for multi-family housing such as condominiums.



Of the 240 single-family residential units within the CRA nearly half of the units do not have a homestead exemption. This would indicate that about 48% of the houses in the

area are either occupied by renters or by seasonal visitors. Rental demand is steady and vacancy rate is low in the Potsdam area of the CRA. This reinforces the evidence of a solid rental housing market with room to accommodate growth. Regarding vacancies, city-wide total vacant housing units represent 18% of total housing units, with seasonal usage at 11%, at the time the CRA Plan was amended.

### Parking Supply

The distribution and location of on-street parking in relation to the area destinations has resulted in inefficient use of spaces and a perceived shortage in parking downtown, particularly during peak usage times and with seasonal fluctuations. Additional parking supply is required to stimulate and support growth in the downtown.

The Potsdam area and the Government Center/Courthouse/MLK Community Corridor present numerous opportunities for increasing the on-street and off-street parking supply to support the downtown commercial area needs.

The existence of the FEC railroad hinders connectivity between the Potsdam area and the existing downtown retail core. The lack of a quality pedestrian system in terms of aesthetics and overall comfort and safety has led to the further decline in utilization of peripheral parking facilities that may be located in the vicinity of the courthouse.



Investing in improved urban design and streetscape conditions will address some of these concerns and ensure greater pedestrian connectivity within the City's downtown area with its surroundings.

### Future Parking Structure

The Downtown Stuart Parking Master Plan determined that downtown parking requirements will be significantly influenced by future development. To stimulate and support growth it is important to address the parking demands and determine where

any new public parking should be located and the size of such facilities. Parking is considered to be an economic development tool and an incentive to bring development to the downtown. Developing a parking structure will promote Stuart to potential and desirable commercial businesses, who may otherwise locate elsewhere. Specifically, the City could better control a mixture of uses, create a dense walkable downtown and to assist in recruitment of potential commercial interests. A parking structure is considered as a redevelopment tool that may better control the mixture of uses, create a dense walkable downtown and increase shared use parking.

Pedestrian activity in the downtown area is limited to SW Osceola Avenue where the most utilized parking spaces are located along this street.

Future areas of parking exemption downtown may assist existing and new businesses looking to operate within the historic downtown. The more businesses thrive, the more likely visitors will also utilize peripheral parking areas.

A host parking garage will also greatly assist where small lots are

unable to accommodate parking for a redevelopment proposal. The creation of parking districts where a property tax may be paid to the City, would ensure adequate parking spaces are provided to accommodate a proposal. These funds may then be applied to the construction and maintenance of parking elsewhere in the City.

There are some unsafe conditions, a lack of traffic calming mechanisms and insufficient pedestrian amenities and connectivity in many areas within the CRA. The City of Stuart has the potential to achieve significant improvements in order to address the issues of pedestrian flow, safety and general aesthetic enjoyment when travelling on foot within the CRA area.

### **Storm Water Management Improvements**

The same opportunity may be created for potential storm water management. Where sites are considered too small to accommodate storm water retention areas the City of Stuart may consider identifying a site that could serve to accommodate multiple storm water facilities for developers unable to achieve such provisions on the smaller sites situated in the City.

The City would collect revenue based on the extent of storm water required by developers while ensuring any future development proposed has sufficiency storm water proposed to accommodate any redevelopment.

The Potsdam area of the City of Stuart should be explored as a possible area of the City, close to the River, as a land bank for storm water provision.

### **Land Use Areas for Improvement**

Existing land uses within the City of Stuart CRA are diverse but not necessarily developed sufficiently to support, attract or fulfill the



**DOWNTOWN STUART PARKING MASTER PLAN**

demand for the shopping, services, dining, professional services and entertainment needs of local residents and visitors.

Connectivity to stores and businesses on foot, an essential ingredient to encourage consumers out of their automobiles, is not presently available in downtown Stuart and the surrounding walkable neighborhoods. It is important to recognize the importance of connectivity to existing neighborhoods, commercial uses, pedestrian and vehicular access to the areas surrounding the Community Redevelopment Area. There are a number of walkable neighborhoods within close proximity to Downtown Stuart and East Stuart that are not included in the CRA but have access to utilize services and activities within the downtown areas.

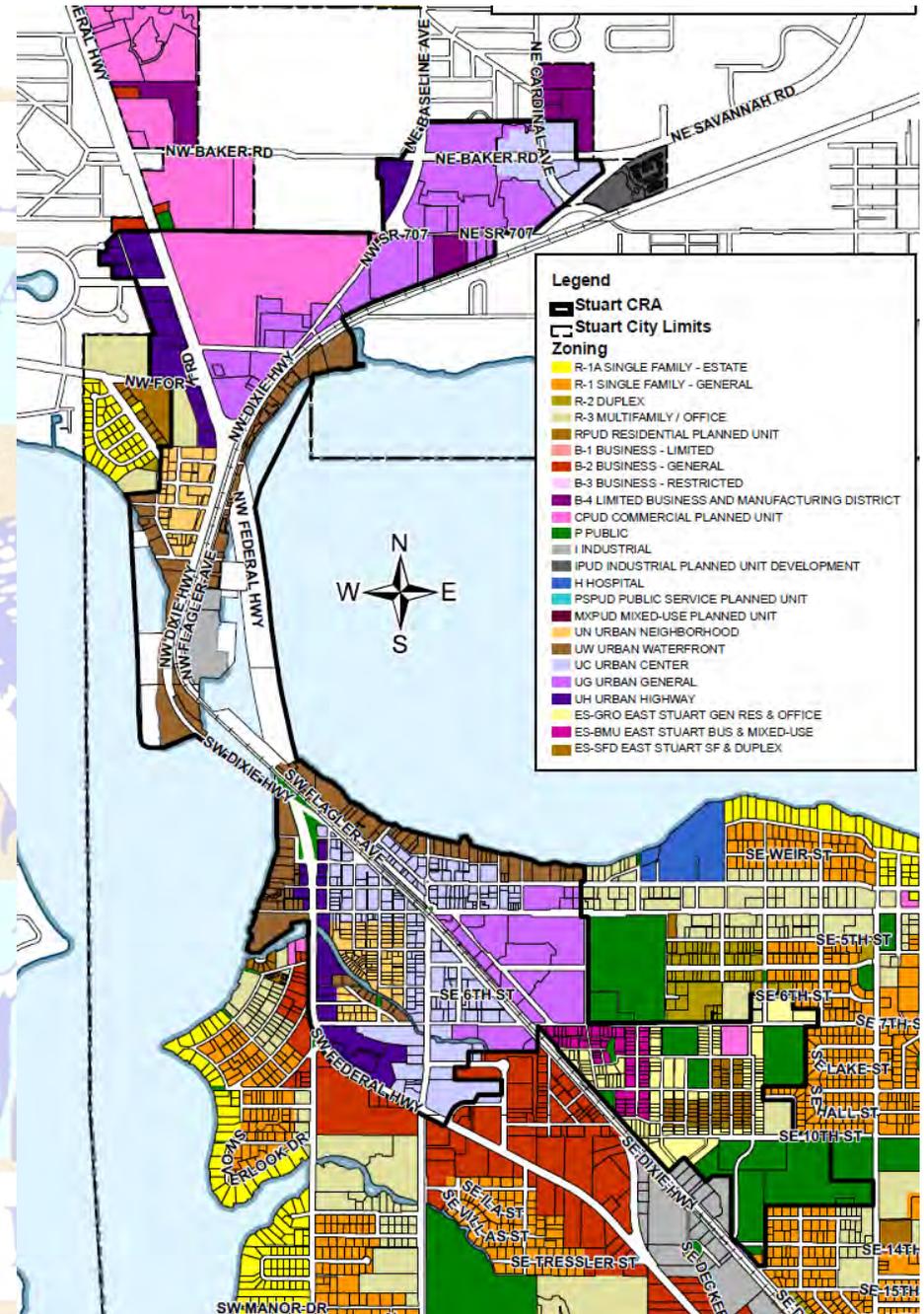
The City is the county seat and has the opportunity to draw many residents to the downtown areas such as Historic Downtown and Colorado Avenue for employment and personal business reasons, and for shopping and entertainment opportunities.

Since the City and the CRA are not isolated from the remainder of the County, residents from outside the City could ultimately be drawn to downtown for extended periods of time with properly planned redevelopment efforts aimed at creating a place of activity and vitality. The right mix of retailers and offices in the downtown area can transform an area that is stagnant into a district that can provide residents and businesses with more options, services and an improved quality of life.

## GEOGRAPHIC PLANNING SUB DISTRICTS

### The LDR and CRA Interconnection

The Urban Code is a set of development regulations that operate as an overlay zoning district. For specific code requirements pertaining to a site and potential development proposal, and the Land



Development Regulations provide all of the policies which steer the standard of development and type of uses permitted.

The zones situated within the CRA include:

- Urban Center (UC);
- Urban General, (UG);
- Urban Highway (UH); and
- Urban Waterfront (UW).

The CRA also includes the East Stuart Special Study Area in Section 3.02.01 of the Land Development Regulations, with separate development standards and design criteria. The East Stuart Special Study Area includes the area bounded by Martin Luther King, Jr. Boulevard, to the north, Dixie Lane to the East, 10<sup>th</sup> Street to the South, SR A1A to the west and private properties fronting the south side of 10<sup>th</sup> Street.

Additional regulations are also included in Section 3.01.03.F. of the LDR pertaining to The Old Downtown District which includes SW Seminole Street on the north, SW Flagler Avenue on the south, S Colorado Street on the east, SW St. Lucie Avenue on the west and includes the City Hall property.

The purpose of the urban code is to encourage redevelopment, infill development while promoting a sense of place within each urban district by providing standards and development incentives available within other areas of the City. The geographical



sub districts allow the promotion of traditional building types with arcades, balconies, railings and porches.

The CRA Plan is intended to act as a framework for the Urban Code, providing an overview of the character of development standards for each of the zoning categories within the CRA area. It is intended to steer the City of Stuart's Land Development Regulations. Applicants are advised to design any potential planning project based on the criteria specified in the LDR and consult with the Development Department direct.

The extent of the zoning districts in relation to the CRA boundary is provided in the appendix of the CRA Plan. The map provides a cross-reference with the overall zoning characteristics of the area.

The Land Development Regulations are available online at [www.cityofstuart.us](http://www.cityofstuart.us)

### Urban Center (UC)

This area includes the Historic Downtown along Osceola Street and Flagler Avenue, the Potsdam subdivision, the Osceola Office District east of Historic Downtown and north of SW Ocean Boulevard and both sides of Colorado Avenue. The Urban Center sub-district is characterized by relatively dense, walkable, mixed use, development pattern generally located at or near an established downtown area. The UC is the most urban in terms of density, mix of uses, pedestrian activity, historic restoration, shared parking and civic/cultural venues.

In general terms the Urban Center zoning district allow the principle building to be constructed to the property line and promotes significant interaction with the street. An additional floor is permitted subject to the incorporation of residential or hotel use.

### Urban General (UG)

This area is characterized by less intensive mixed-use development, with substantial residential uses, generally located adjacent to the Urban Center.

The Urban General (UG) zoning district regulations may be found in Section 3.01.03.B. of



the City of Stuart’s Land Development Regulations.

In general terms the code requirements for the Urban General zoning district shall allow the principle building to be constructed with setbacks that encourage development of less intensity. An additional floor is permitted subject to the incorporation of residential or hotel use.

### Urban Neighborhood (UN)

The Urban Neighborhood area is characterized by predominantly residential uses located along low-volume, pedestrian friendly streets. Limited commercial and mixed-use are allowed on more heavily trafficked streets and around plazas, greens or parks. The area includes Frazier Addition, Frazier Crescent, Riverside Park and Kitching’s Addition subdivisions.

The Urban Neighborhood (UN) zoning district regulations may be found in Section 3.01.03.C. of the City of Stuart’s Land Development Regulations.

In general terms the code requirements for the Urban Neighborhood zoning district shall promote less intensive, smaller scale buildings.

## Urban Highway (UH)

This area is situated along both sides of S.E. Federal Highway as it traverses the Urban District. This area allows large front setbacks and highway orientated commercial or high density residential uses with generous parking.

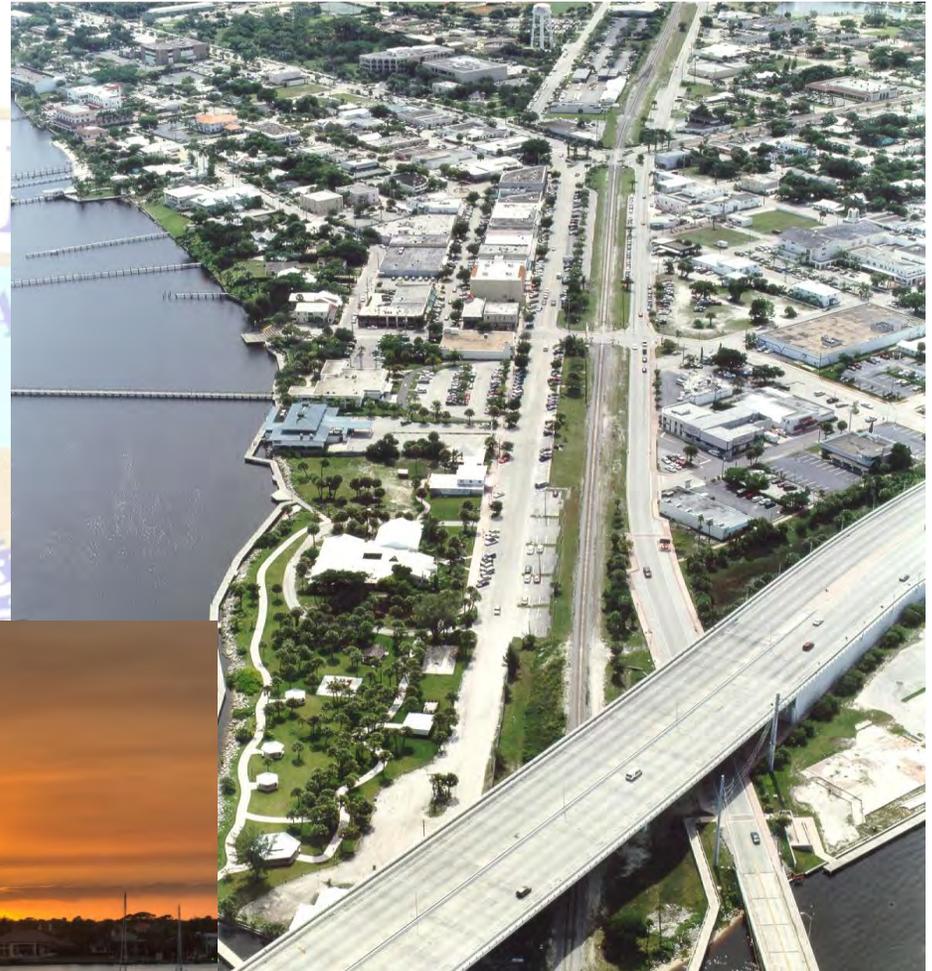
The Urban Highway (UH) zoning district regulations may be found in Section 3.01.03.D. of the City of Stuart's Land Development Regulations.

In general terms the code requirements for the Urban Highway zoning district need to respond to the intensity of S.E. Federal Highway and promote taller buildings in this location. Area's not directly adjacent to S.E Federal Highway shall be smaller in height.

## Urban Waterfront (UW)

This area allows special waterfront orientated uses, including marinas, restaurants, entertainment, hotels and higher density residential. Existing marine industrial uses are conditionally permitted in this area. The Urban Waterfront area includes all properties fronting the St. Lucie River. The Urban Waterfront (UW) zoning district regulations may be found in Section 3.01.03.E. of the City of Stuart's Land Development Regulations.

In general terms the code requirements for the Urban Waterfront zoning district shall specifically call out the following roadways; Channel Avenue, Seminole Street and Atlanta Avenue, as being locations where the building should



relate more closely to the street frontage. Any code requirements shall also recognize the relationship to the water and permit a reduced setback in that respect. Taller buildings shall be permitted subject to the incorporation of residential or hotel use.

## East Stuart

The East Stuart Overlay District encourages redevelopment, in-fill development, small business development, affordable housing, historic preservation and restoration. The Urban Code provides development incentives, allows for the replication of historic buildings and calls for historically relevant, durable construction which is harmonious with the architectural heritage of East Stuart.

There are three sub-district codes within the East Stuart Zoning Overlay District. The Business and Mixed Use Sub District (BMU), is characterized by several vacant parcels, a few scattered single and multi-family residences and a small number of businesses. The desired development pattern in the BMU sub district is limited business and office uses along with mixed use development. This area of East Stuart does allow for single family and duplex residential units.



## Florida Main Street



In general terms the code requirements for BMU encourage a greater intensity of development than in any of the other areas of East Stuart. Code requirements allow for taller, denser development with reduced setbacks.

The General Residential and Office Sub District (GRO), are spread across East Stuart and is generally characterized by a mix of single family, duplexes and multifamily apartments. Some non-residential uses are permitted in the GRO sub district. Retail and service sector uses are not however permitted in this sub district. The code permits dense development and more extensive setbacks than the BMU sub district.

The Single Family and Duplex Sub District (SFD) is characterized by single family and duplex home in East Stuart. The code permits limited non-residential uses such as home occupational activities but generally prohibits businesses activities. Low density residential uses are the desired pattern of development in these areas of East Stuart.

## REDEVELOPMENT PROJECTS

### Redevelopment Strategies

When considering redevelopment strategies it is important to note that the CRA cannot fund the immense task of redevelopment on its own. It must therefore structure its programs to act as catalysts for redevelopment efforts by individual residents and businesses available for redevelopment efforts.

Innovative programming on the part of the Agency is necessary to maximize benefits from expenditures. Programs must be evaluated in the context of the agency's overall goals, and implemented accordingly.

Within the Community Redevelopment Area, there are considerable variations in the degree of deterioration, land use patterns and existing socioeconomic conditions.

In order to determine which initiatives would deliver the strongest results to the CRA in terms of economic potential, urban fabric enhancement and community improvements, five distinct focus areas have been identified in the Plan. A limited number of project areas have been selected as the most effective approach in advancing the CRA's revitalization efforts in the shorter term horizon.

In the 2008 MSCW Evaluation Report the consultants worked with fourteen guiding principles and other considerations to identify the planning areas that should be



created and prioritized in the revitalization of the City of Stuart's Community Redevelopment Area. A fifth planning area was added following internal departmental discussions and with feedback from the Community Redevelopment Board.



Downtown Stuart Restaurants Prior to Improvements



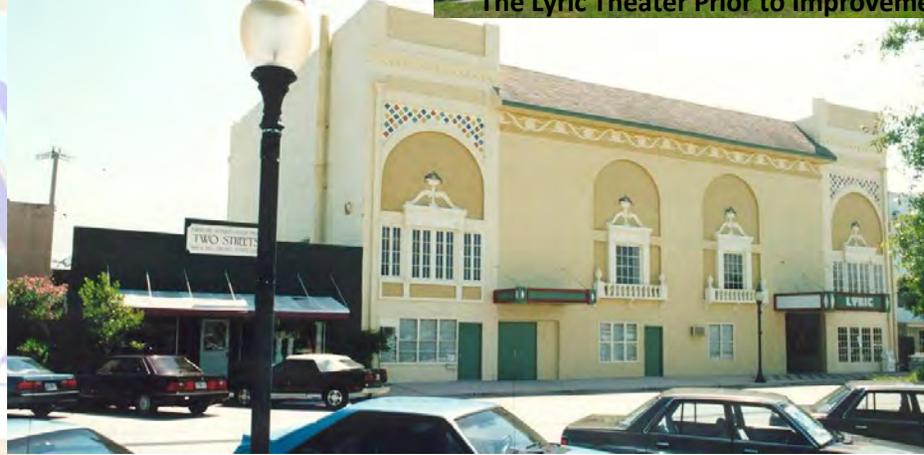
Downtown Stuart Restaurants Post Improvements



The Lyric Theater Prior to Improvements



Post Improvements



The five planning areas are generally described as:

**Planning Area 1:** Downtown – Waterside Village/Potsdam

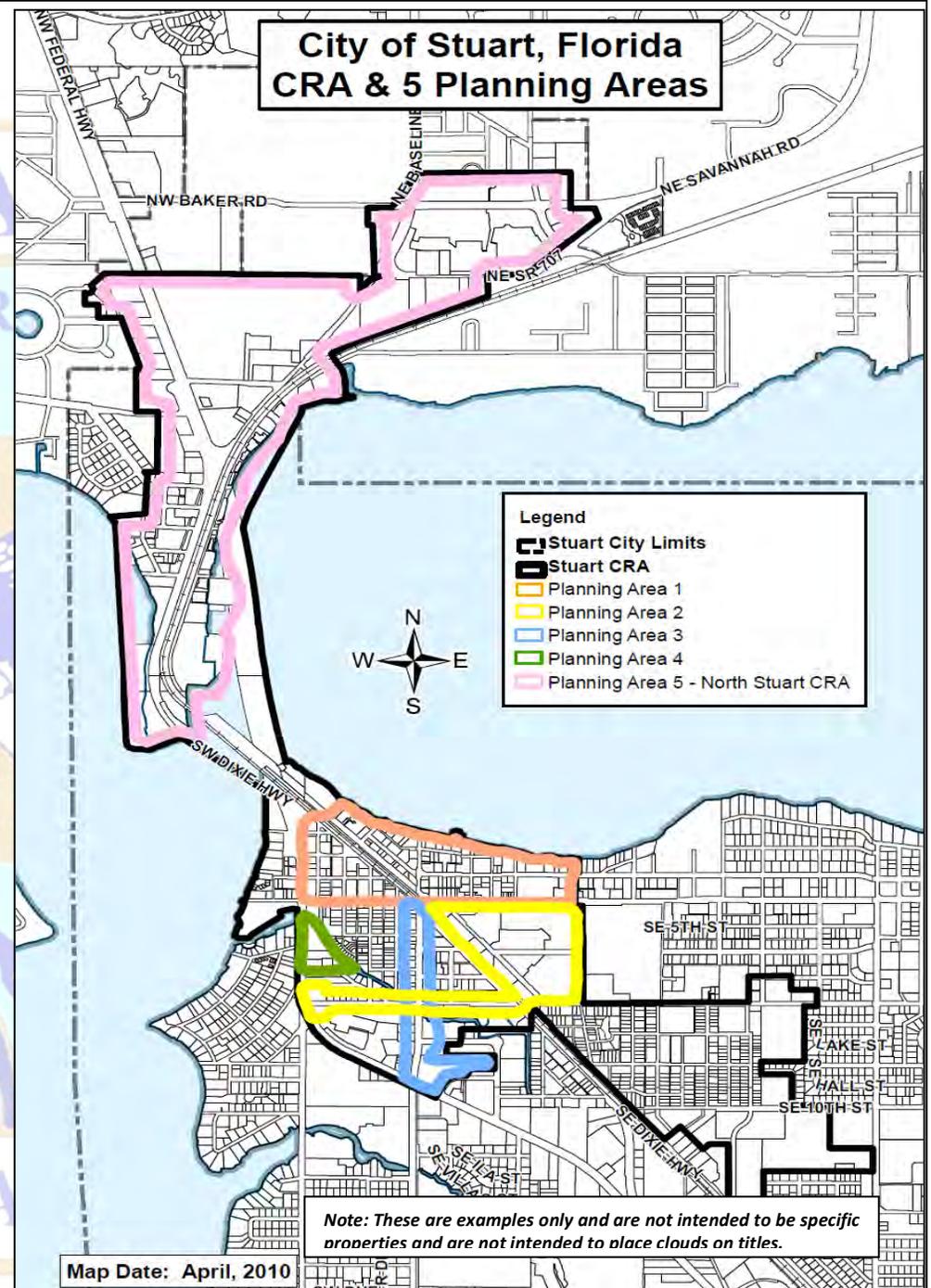
**Planning Area 2:** Government Center / Courthouse/Martin Luther King Community Corridor

**Planning Area 3:** Colorado Avenue / Seacoast National Bank

**Planning Area 4:** US 1/Frazier Creek

**Planning Area 5:** North Stuart / Ecological Center

A number of potential projects have been identified within these five planning areas. The opportunities and constraints, justification and project identifications are detailed with cost estimates for a number of projects within the five planning areas. The project boundaries are not intended to be rigid and may change as each project is scoped or new opportunities or constraints are identified.



## Planning Area 1: Downtown – Waterside Village/Potsdam

This area includes downtown Stuart along Osceola Street and Flagler Avenue, the Potsdam subdivision, the Osceola Office District, east of Historic Downtown and north of SW Ocean Boulevard and both side of Colorado Avenue.

The area is characterized by relatively dense, walkable, mixed use development patterns within the established downtown area. There is great potential within the Downtown area to accommodate positive changes in redevelopment, beautification and improved pedestrian access terms.



### The Redevelopment Strategy

The redevelopment strategy for this area is to promote easier access in pedestrian terms. Less emphasis is to be placed on the use of the motor vehicle through the provision of enhanced parking facilities and alternative modes of transport to accommodate access within the central retail, restaurant, and entertainment and business areas in the heart of downtown Stuart. A major catalyst for change in Planning Area 1 is the construction of a parking garage intended to free up space currently utilized by the dominance of cars in the downtown area.

### Opportunities

- Build on past revitalization success;
- Capitalize on the prime development downtown location;
- High-value land can expand tax base and increase TIF revenue;



of Stuart. Any proposed hotel or mixed use parking structures would require vertical development that would require a change in terms of the political stance to accommodate uses which will provide a series of positive changes within the CRA downtown area.

#### **Constraints and How to Address the Issues**

- Gateways to downtown and waterfront are highly desirable destinations with the potential for enhancement;
  - To ensure visitors to the City are able to recognize the close proximity of the Historic Downtown District in relation to the major traffic corridor of US 1.
  - The identification of vacant properties available for purchase and acquisition;
  - Potential joint venture hotel/convention facility with appealing waterfront access and view;
  - Development of “green” marina would capitalize on waterside asset and could be designed to enhance river ecology;
  - Referendum requirement for waterfront property decisions could be a consensus builder;
  - Relocating the City Hall offices to provide for redevelopment opportunities such as the provision of parking and the creation of green space for the community
- The physical and psychological barrier of railroad tracks will require improvements to create a safer, more enjoyable pedestrian flow throughout the downtown.
  - The geographical constraints of US-1 and railroad tracks are historic barriers that the City needs to work with to incorporate positive changes within the area. Using the clear divide of the railway tracks and US-1 to continue to steer the more intense and heavy vehicular dependant uses such as fast food restaurants and higher square footage retail stores along US-1. Continue to concentrate the smaller scale, quaint retail and restaurant uses in the downtown area of the City.
  - Some privately-owned properties may require purchase or joint venture. Building confidence in the City as a place to invest, redevelop and improve through the provision of such programs as matching funds, greater certainty in the planning process and potential sales and acquisitions on key sites such as the relocation of the City of Stuart offices will in turn entice and welcome new business opportunities within the area.
  - Moving the City Hall would require a referendum. The population of the City of Stuart is required to consider what they would like to see in this key waterfront location. The site of the existing City offices may be a key location in accommodating a new business center that could have

multi faceted uses for conferences, restaurants, community facilities and may open up the waterfront area to greater enjoyment potential for City residents. This in turn may also create new employment opportunities and put the City on the map as providing an attractive waterfront setting in which to conduct business entertain and enjoy.

### **The project Objectives**

- To create a self-sustaining downtown that has a balanced mix of uses;
- To encourage building forms of a size, scale and character that allows for growth while preserving the downtown's charm;
- To facilitate economic development and ensure that the downtown is an economic and cultural center of the City;
- To create attractive public places with pedestrian friendly streets enhanced by public art;

### **The Project Description**

*Implementation of the projects and programs identified in the CRA Plan for the Planning Area*

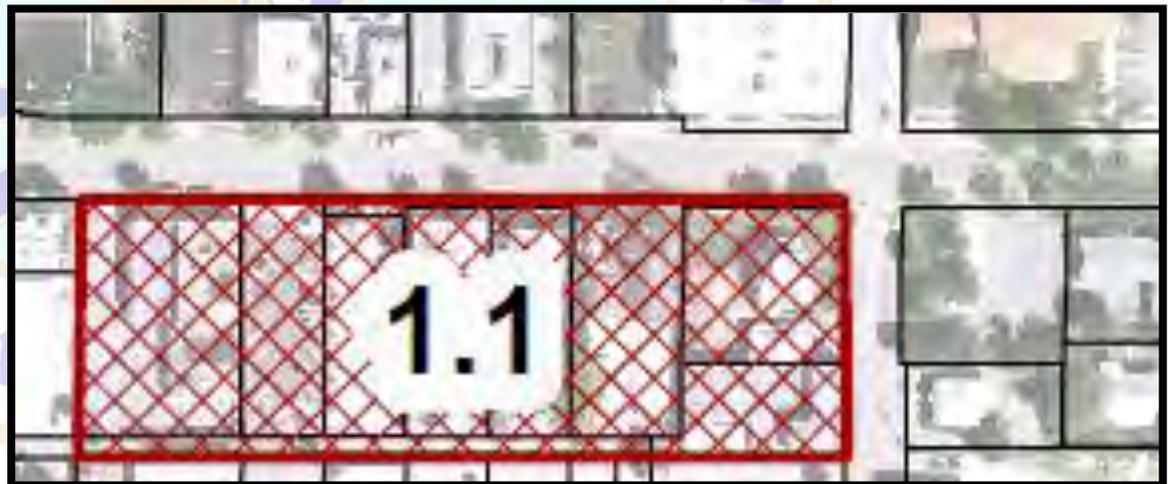
*1: Downtown-Waterside Village and Potsdam includes the following:*

*Note: These are examples only and are not intended to be specific properties and are not intended to place clouds on titles.*

## **1.1 Osceola Street Parking Garage**

### **Existing Conditions:**

- There is a need to address the perceived parking deficit in Downtown Stuart as this activity center expands.
- The accommodation of office/retail expansion serving the expanding courthouse and potential relocation of government offices in the downtown is required to encourage growth and redevelopment within the area.
- There is a need to ensure an appropriate size, pedestrian scale and aesthetics to preserve the downtown character while allowing for continued growth.
- There is a need to ensure the proposed parking structure will require people using the facility to pay a fee that will go towards the cost of construction, maintenance and management of the facility. This requires the identification of a designated area for parking to ensure the effective



management; maintenance and collection of fees are established and operated effectively.

parking spaces to contribute to the costs of building, maintaining and managing the parking structure.

**Proposed Changes:**

- Acquire/assemble land or joint venture partnership for the redevelopment and expansion of parking accessible to the Historic Downtown and courthouse vicinity.
- Begin expansion with surface parking followed by a three story parking structure fronted with retail along SE Osceola Street, or at any other alternative location in the vicinity of Historic Downtown, to support and expand the town center towards the government center and existing courthouse buildings.
- Identify and secure local business support and utilization of

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund

**Cost Estimate:**

- Range of cost assuming phasing: Phase I - \$6.9 million

**1.2 Joan Jefferson Way**

**Existing Conditions:**

- There is no clear sense of arrival when entering the Historic Downtown along Joan Jefferson Way.

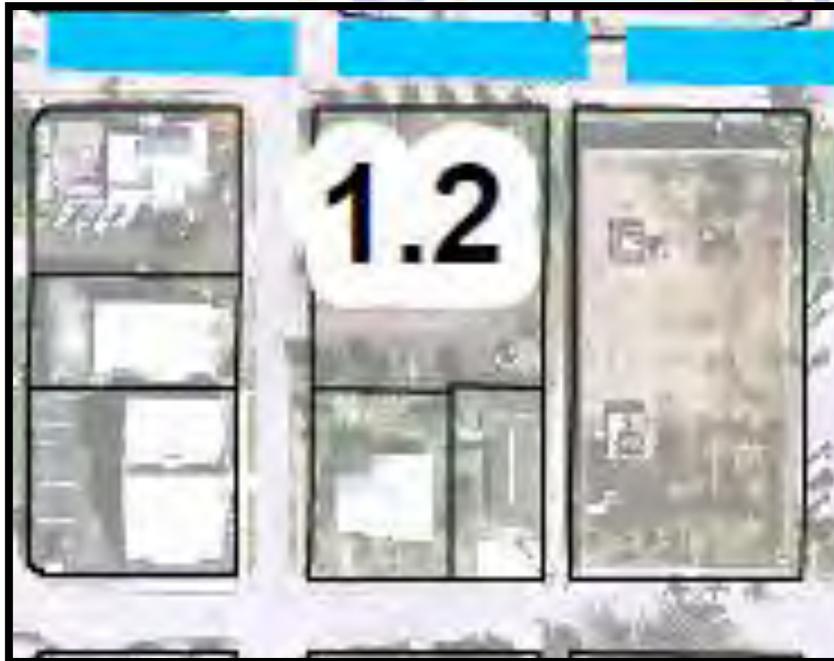
**Proposal:**

- Enhance the main gateway along Joan Jefferson Way, considering more than just streetscaping in the redesign. A gateway sign and landscaping, such as a tree canopy, would communicate effectively a ‘Welcome to Historic Downtown Stuart’ message to visitors.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund.

**Cost Estimate:**



- \$1.2 million for the landscaping and gateway sign.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund

**1.3 Triangle Site Property**

**Existing Conditions:**

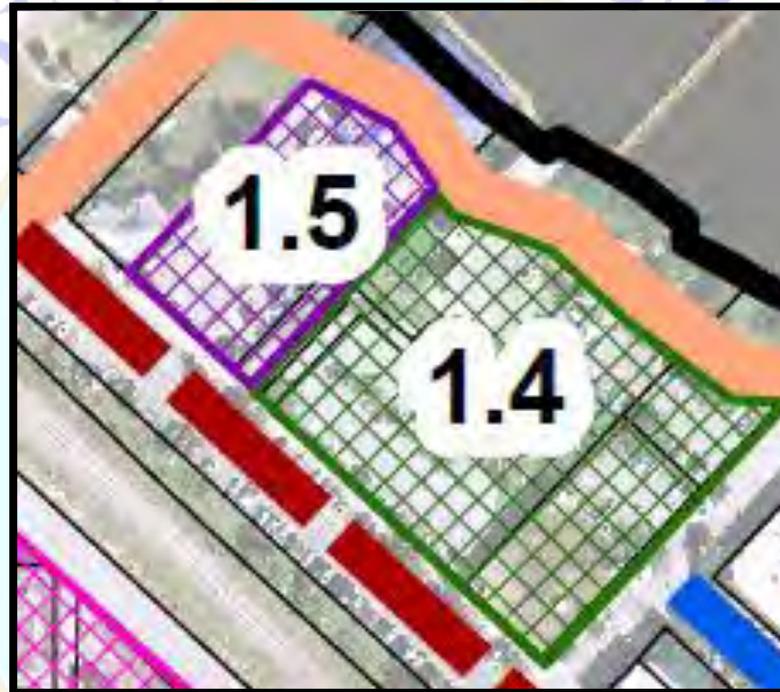
- The existing traffic circulation adjacent to the Triangle Site property is confusing and inefficient.
- The site is situated within a highly visible area, close to US 1 and within a smaller gateway into the Historic Downtown. Redevelopment of the site would incorporate a higher standard of urban design, building placement and traffic circulation.

**Proposed Changes:**

- Acquisition or joint venture partnership for the redevelopment of the Triangle property and other adjacent Potsdam properties.
- Abandon/sell portions of SW California Avenue, SW Akron Avenue, SW Camden Avenue and SW 1<sup>st</sup> Street to allow property assemblage to include redevelopment of usable parcels.

**Cost Estimate:**

- To be determined.



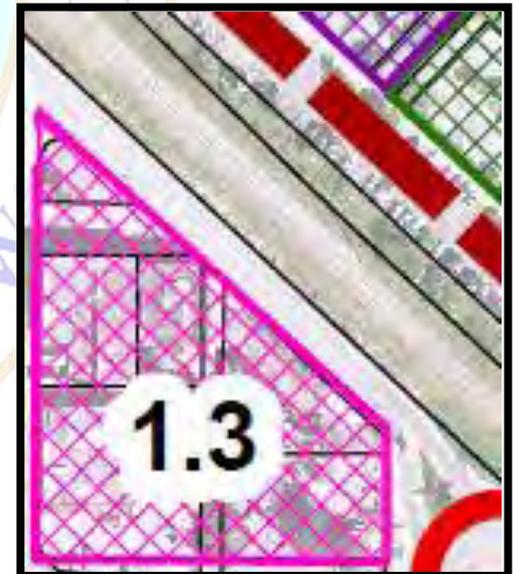
**1.4 City Hall Redevelopment Site**

**Existing Conditions:**

- The City Hall property is situated on prime waterfront land in a

central location close to the downtown shops, restaurants, river walks and Flagler Park.

- The Flagler Recreation Center, situated at the Flagler Park, has the potential to be

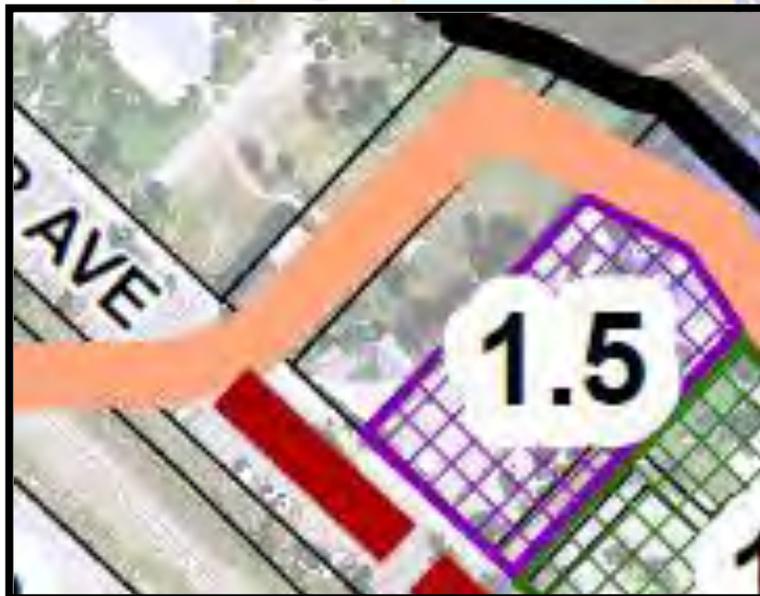


enhanced as a recreation facility, linked more closely with activities and events that could be held at Flagler Park. Alternatively the land may be considered as a potential site for accommodating a hotel and conference center.

- A redevelopment proposal on this site, with possible joint ventures associated with the Dockside property, may in turn enhance the downtown's activity center.

**Proposed Changes:**

- Consider redevelopment of the City Hall property, which is subject to a referendum.
- Include an option for a joint venture for appropriate redevelopment of property to enhance the downtown activity center.
- Considering the hospitality industry, conferences and the



enhancement of waterfront public space.

- Consider the use of the City Hall site to accommodate a parking structure on the front, and public open space.
- Explore the potential for improvement in the return on the public's investment for the City Hall property.
- Enhance the use of public waterfront parks, the recreation center and river walk.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

**Cost Estimate:**

- \$ 4 - \$ 6 million.

**1.5 Dockside Property**

**Existing Conditions:**

- The Dockside Restaurant property was recently purchased by the City of Stuart.
- The City needs to consider the redevelopment potential of the site in relation to any potential sale and relocation of the City Hall Site to maximize on the prime waterfront site.

**Proposed Changes:**

- Consider a joint venture partnership with investors/potential developers who may consider the Dockside and City of Stuart City Hall properties for

redevelopment to create a possible multi functional redevelopment project.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund

**Cost Estimate:**

- \$4 million paid for the acquisition. Remaining costs to be determined.

**1.6 SW Ocean/Potsdam Downtown Gateway Improvements**

**Existing Conditions:**

- There is a perceived shortage of parking spaces in this area of the City. At peak times during the day the Downtown Parking Master Plan determined that the on street parking on Osceola Street was close to capacity.
- A perceived shortage of parking may deter visitors from utilizing downtown for retail, dining and entertainment.
- Pedestrians currently experience significant uncertainty in terms of safety concerns when travelling on foot between the Potsdam and retail core of Downtown Stuart.
- The motor vehicle is given priority over pedestrians in this area of the City.
- Signage, landscaping, paving and street furniture requires improvements to create a more pleasant experience for

pedestrians. This may encourage a greater number of pedestrians over motor vehicles entering the downtown area.

**Proposed Changes:**

- Improve pedestrian connectivity between the Potsdam area and existing retail core.
- Create landscaping and paving improvements and include additional street furniture and signage to increase pedestrian enjoyment, safety and information on directions to travel on foot within the retail core.
- The creation of additional on-street parking in the Potsdam area to support downtown commercial area needs.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund

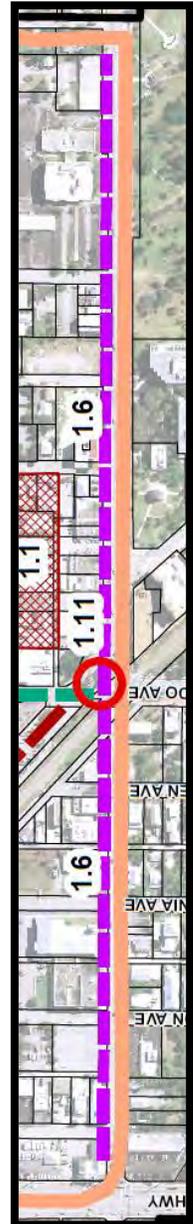
**Cost Estimate:**

- To be determined.

**1.7 Streetscape Improvements SW Flagler**

**Existing Conditions:**

- To improve the SW Flagler area in streetscape terms will work alongside the provision of a new parking garage within the City. Making the pedestrian



experience a safe and enjoyable one along SW Flagler will encourage visitors to utilize the parking garage and reduce the congestion experienced in the downtown area of Stuart.

- TIF Funding, Bonding, Grants and General Fund

**Cost Estimate:**

- \$ 1 million.

**Proposed Changes:**

- Design and construct pedestrian orientated streetscape improvements along SW Flagler Avenue as a high priority in conjunction with the acquisition and construction of the parking garage on SE Osceola.

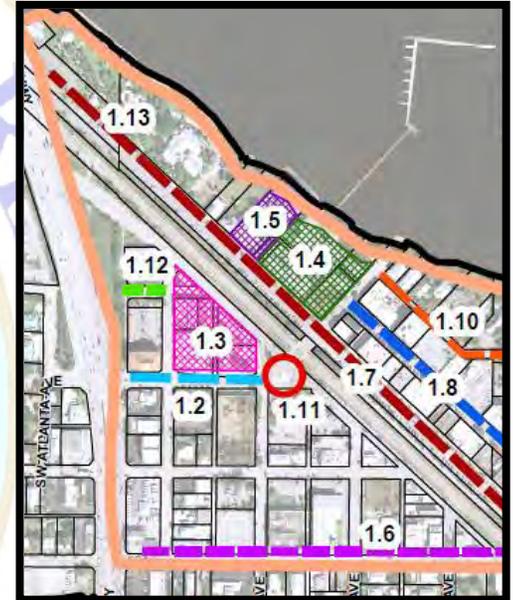
**Funding Sources:**



**1.8 Proposal: Osceola Avenue – Historic Downtown Pedestrian Area**

**Existing Conditions:**

- The sidewalks along Osceola Avenue downtown are narrow with some uncovered walkways, congested with on-street parking and traffic constantly streaming through in search of parking spaces.
- Downtown Stuart, particularly along Osceola Avenue is an underutilized resource capable of attracting additional visitors and encouraging local residents to spend more time and money in the retail core of downtown. Given the opportunity to walk along Osceola at leisure without the need to avoid heavy traffic, cross the busy streets and waste time finding on-street parking along this area, visitors would



be able to slow down and actually have a greater enjoyment in the downtown area.

**Proposal:**

- After additional downtown parking is provided in the form of a parking garage, enhance the drive-by traffic, pedestrian circulation, and sidewalk dining/ retail opportunities through the reconfiguration of the streetscape cross-section along Osceola Avenue within the Historic Downtown.
- Pedestrianizing Osceola Street, with electronic bollards/barriers that close off the street for special events. Expanding sidewalks through the clever use of paving would make pedestrians feel safer and prioritized and hence allow them to shop, eat and enjoy downtown as the city center of Stuart.
- Different craft and market stalls may then be able to operate at weekends utilizing Osceola Street in its entirety.
- Restaurants may be able to spill out with tables into the streets and accommodate additional patrons to eat and enjoy the possibility of street entertainment on a weekly basis.



**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund

**Cost Estimate:**

- \$2 million

**1.9 Streetscape Improvements S Colorado Avenue & Haney Circle**

**Existing Conditions:**

- Traffic is travelling too fast and pedestrian circulation and safety is an issue in this area of the CRA.

**Proposed Changes:**

- Following the relocation of downtown parking, traffic speeds may be reduced and the pedestrian experience enhanced. Public spaces, including sidewalk dining and retail opportunities at Haney Circle may then be improved.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund

**Cost Estimate:**

- \$250,000

## **1.10 Seminole Avenue Traffic Flow Alterations**

### **Existing Conditions**

- Seminole Avenue is a street that provides the opportunity for the traffic flow to be reversed to compensate for the proposed closure of Osceola Street.

### **Proposed Changes**

- Reverse the traffic flow on Seminole Avenue when the proposed parking garage is implemented. This will make Osceola Street one-way and improve the flow of traffic and provide a stronger link between the proposed garage site and then general flow of traffic.

### **Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund.

Cost Estimate:

- To be determined.



## **1.11 Roundabout Safety – Confusion Corner & Sailfish Circle**

### **Existing Conditions:**

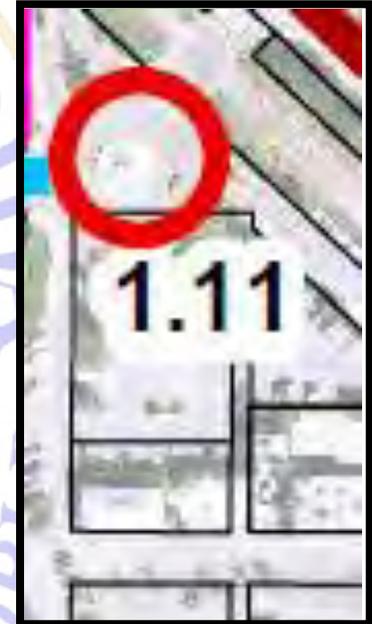
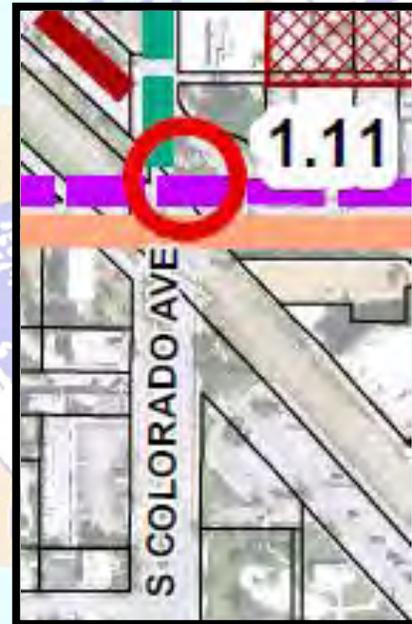
Confusion exists between pedestrians and motor vehicle users at the existing roundabouts situated within downtown.

There are two main issues with regard to the use of the roundabouts. Firstly, many motorists do not understand how to use the roundabouts in terms of who has the right of way and who should they be giving way to when they approach these areas. This creates dangerous uncertainties amongst motor vehicle users. Pedestrians are often not even recognized in the confusion, let alone given an opportunity to cross the road safely and in a timely manner. Implementation of a grant received by FDOT for downtown crosswalk enhancements program, will achieve greater safety at the roundabouts.

### **Proposed Changes:**

- Roundabout Pedestrian Safety - Improve pedestrian safety at the roundabouts, particular Confusion Corner and Sailfish Circle. The improvement should include very clear signage and directional arrows on the roundabouts to guide motor vehicle users around the roundabouts safely and effectively.
- There should be much clearer signage indicating the State requirements to yield to pedestrians.
- The possibility of speed reduction techniques leading up to the roundabouts should be considered as often drivers do not even stop at the stop signs or yield to pedestrians or other motorists.

- Education is critical in ensuring everyone understands how to drive safely on roundabouts within the City and pedestrians are given the priority to cross the busy streets.
- Reducing the overall numbers of vehicles seeking to park within the downtown area will also benefit the users of the roundabouts and pedestrian flows.



### **Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund

### **Cost Estimate:**

- To be determined.

## **1.12 Streetscape Improvements – West, 1<sup>st</sup> Avenue**

### **Street**

#### **Existing Conditions:**

The street has the potential to be utilized for additional on-street parking facilities to be created.

#### **Proposed Changes:**

- The creation of additional on-street parking in the area to support downtown commercial area needs.

#### **Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund

#### **Cost Estimate:**

- To be determined.

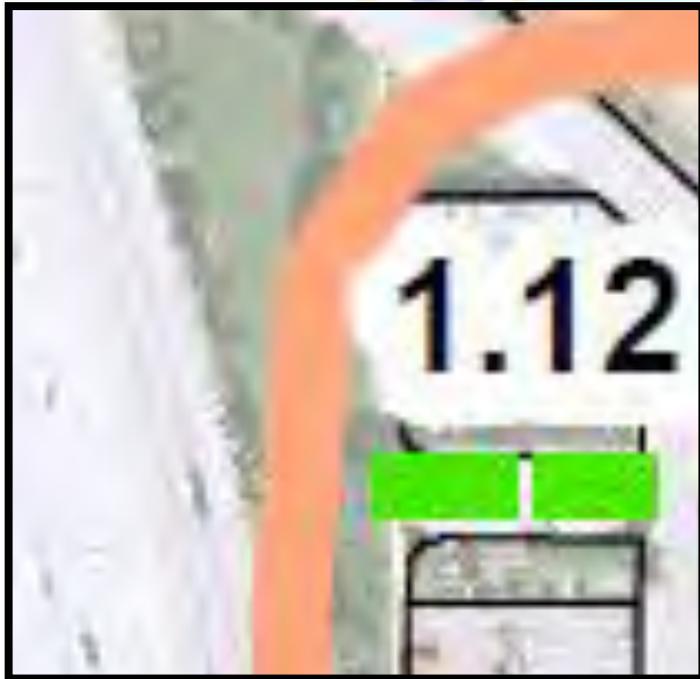
## **1.13 Flagler Park**

#### **Existing Conditions:**

The Flagler Park consists of a children’s play area, recreation center and access to the river walk. Informal paths and a series of gazebos provide a pleasant facility for locals and visitors to utilize. The existing river walk connects Flagler Park to the downtown area of the City with a very attractive prime water frontage setting.

Many people visiting Stuart are not aware of Flagler Park and its beautiful setting. The site is potentially underutilized as a recreation facility and has the opportunity to become a more attractive family destination should the park be updated and expanded.

Huge potential exists to more effectively utilize the prime waterfront location of Flagler Park, the Dockside Restaurant and existing City of Stuart office to create a hub of hotel facilities with a combination of community and recreation facilities. Additional restaurants and small commercial activities may also then be accommodated within the design of any new development. Extending and strengthening links with Downtown Stuart and creating a major attraction for visitors to the city.



**Proposed Changes:**

- Create improved signage directing visitors to Downtown Stuart and Flagler Park.
- Explore the possibility of redeveloping the Flagler Recreation Center to accommodate a multi-functional use as a hotel, conference and recreation facility. This could be achieved through a public/private partnership.
- Improve the play area facilities with the introduction of an interactive fountain. This would potentially attract a number of existing residents and new visitors to Downtown. With the park being in close proximity to commercial activity, there would be opportunity to strengthen the economic climate in Downtown and beyond.
- Explore the possibility of creating an outdoor cooking demonstration and sales area to attract visitors and local residents regularly to Flagler Park. Potentially in conjunction with the weekly Green Market.
- Explore the possibility of creating a community garden to encourage the growth of local produce on a small scale that could be consumed and sold at the green market.
- Explore the possibility of creating additional marina activities in connection with any hotel/leisure development that may be situated on the existing site of the Flagler Recreation Center.



**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund, joint public/private sector partnerships.

**Cost Estimate:**

- To be determined.

## Revised Programs to Assist Planning Area 1

The following revisions to existing Programs are proposed to improve parking and encourage greater pedestrian activity within the Downtown area.

### Valet Parking Program – Downtown Stuart

#### Existing Conditions:

- At peak times there is a shortage of parking in the downtown area of the City of Stuart. Many of the City's residents require a short distance from their cars to the restaurants, retail and entertainment facilities available downtown. The provision of additional valet services may reduce the overall demands for on-street parking spaces in these areas.

#### Proposed Changes:

- Expand the valet parking program to include joint partnership with the Lyric Theater system and utilize other sites.
- A pilot program is to be implemented expanding the valet parking program to include weekends and to accommodate main events that occur downtown throughout the year.

#### Funding Sources:

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

### Parking Meter Program

#### Existing Conditions:

- The IBI parking study identified issues with regard to a perceived insufficient supply of on-street parking in the downtown, and particularly Osceola Street, area of the City.

- The consultants advised that a number of factors were directly impacting on the demands for spaces in the Osceola Street area. Such factors as alternative spaces on the outskirts of the City center being underutilized and a significant distance to deter the more elderly population of Stuart from parking and walking into the center.
- Some of the existing pedestrian routes were considered unsafe, unattractive and underutilized.
- The use of three hour limit parking timeframes in the prime parking areas, does not deter people from parking for significant

time periods and adding to the issues with regard to parking congestion at peak times

#### Proposed Changes:

- Enforcing the same parking restrictions on employees of the City and residents will deter such users from utilizing



Osceola Street and free up spaces for a shorter turn around of use.

- The requirement of a parking fee, collected via parking meters, to be situated in a proposed designated parking district, will ensure adequate management, maintenance and enforcement of the parking regulations is achieved. *(Include a map with the suggested location of the pilot parking district – to include streets where we proposed parking meters to be situated and the parking garage).*

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

**Shuttle Service Program**

**Existing Conditions:**

- There are high demands at peak times for parking and access to the center via the motor vehicle over pedestrian alternatives.
- To expand the shuttle service and provide additional services with formal shuttle pick up points, signage indicating times of operation and the expansion to

include additional shuttle vehicles to accommodate special events and weekends, would assist the City’s overall aim to reduce congestion and accommodate visitors with an alternative form of transport to the private motor vehicle.

**Proposed Changes:**

- Continue to expand the provision of shuttle service and link to a park and ride system to accommodate special events.
- Increase the number of drivers to operate the shuttle service.
- Purchase additional shuttle system.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.



## Planning Area 2: Government Center/Courthouse/MLK Community Corridor

This area expands from SW Federal Highway to SE Martin Luther King Jr. Boulevard and encompasses SE Flagler Avenue with the Old Martin County Courthouse, a mixture of commercial properties, professional and medical offices, and Stuart Middle School.

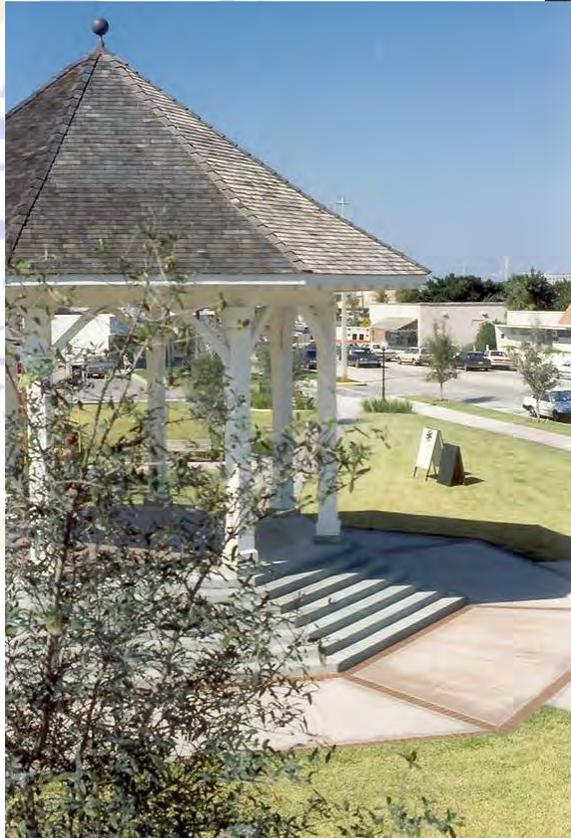
### The Redevelopment Strategy

The redevelopment strategy for this area is to expand and reinforce the existing government center through accommodating the potential relocation of Government offices. The creation of additional major employment centers in this area of the City of Stuart has the potential to regenerate the area and create strong links with retail and restaurant uses along Ocean Boulevard and the Downtown as a whole. The development may then also be a catalyst for change in terms of economic regeneration within the East Stuart area of the City's CRA.



## Opportunities

- To accommodate major employers within close proximity the Downtown area of the City.
- To develop a parking garage in this location to accommodate the employees and the general visitors to the area with parking away from the congested streets downtown.
- Stimulate East Stuart Main Street through redevelopment opportunities within this Planning Area.
- To create an attractive environment for pedestrians to flow from the government center to and from downtown to utilize local facilities.
- Enhance and compliment the redevelopment of Memorial Park.



## Constraints

- The railroad tracks are a physical barrier within the focus area.
- There is a demand for extensive and unprecedented levels of government.
- This area may be too far from downtown to be a viable option to provide parking for Historic Downtown.

## The Proposals

Implementation of projects and programs identified in the CRA Plan for the Planning Area 2: Government Center/Courthouse/MLK Community Corridor includes the following:



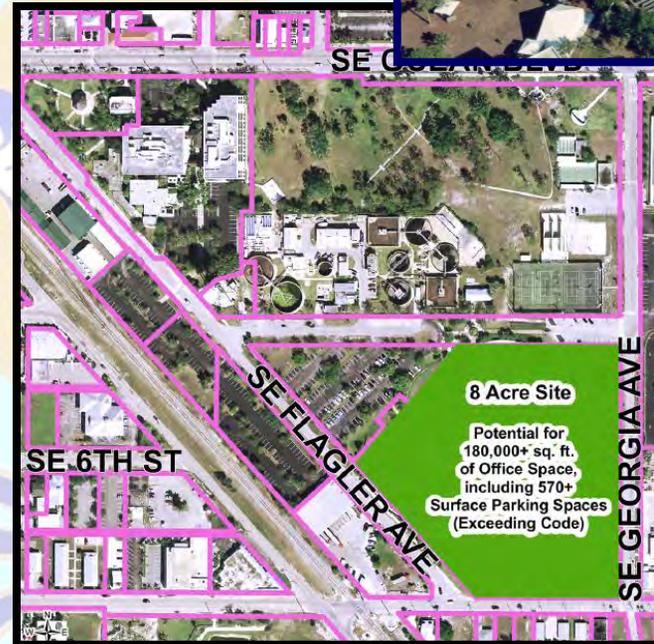
## 2.1 Government Center

### Existing Conditions:

- An existing 8 acre site is currently a recreation site referred to as the Sailfish Park.
- The City of Stuart is considering relocation options for its downtown civic offices which are currently situated on prime waterfront property.
- A need exists to identify sites suitable for relocation of existing government or the office/redevelopment opportunities, while ensuring connectivity to the existing core areas of the CRA.

### Proposed Changes:

- Potentially redevelop the existing 8 acre Sailfish Ball Park to accommodate the relocation of government buildings or identify a joint venture with businesses looking to relocate to this area of the City.
- Consider the possibility of the City of Stuart also relocating its City Hall Offices to this location.
- The existing courthouse may also be considered as an alternative for relocating governmental offices through expansion.
- Develop to accommodate redevelopment if necessary.



### Funding Sources:

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

### Estimated Costs:

- \$ 1 million

## 2.2 SE MLK Jr. Blvd Improvements

### Estimated Costs:

- \$ 1.5 million.

### Existing Conditions:

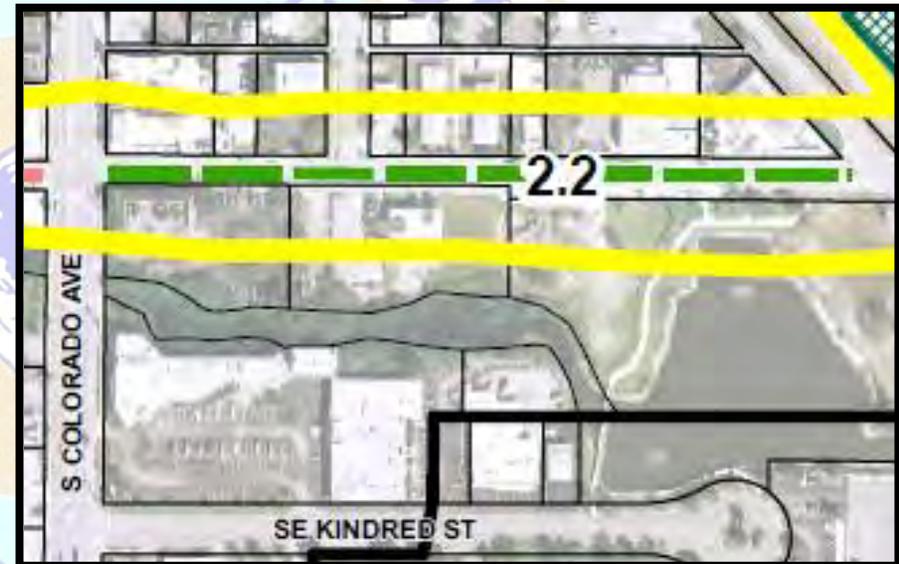
- Connectivity, circulation and the overall gateway experience in this area of the City is lacking in visual appeal.
- Sidewalks are narrow.
- The streetscape cross-section does not provide a safe and attractive pedestrian environment for users.
- Enhancing existing streetscaping including landscaping and narrow sidewalks would improve the pedestrian experience.

### Proposed Changes:

- Improve streetscape sections along SE Martin Luther King Jr. Boulevard by enhancing landscaping and installing wider sidewalks.
- Connect SE High School Avenue to MLK.
- Improve streetscape cross section along SE Flagler Avenue by adding landscaping and wider sidewalks

### Funding Sources:

- Martin County, TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.
- Need to investigate Martin County as a potential funding source where County Roads exist and impact fees are collected by the City and paid to the County.



## 2.3 Grocery Distribution Center

### Existing Conditions:

- The site is utilized for light industrial activity in an area that may be better suited in land use terms to commercial, office or retail space.

### Proposed Changes:

- The potential acquisition, parcel redevelopment, or joint venture at the grocery distribution center to compliment the Government Center / Sailfish Park redevelopment.
- This will encourage the expansion of commercial, office or retail space along MLK Jr. Boulevard.

### Funding Sources:

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

### Estimated Costs:

- \$ 2 million for acquisition of the property.



## 2.4 SW 7<sup>th</sup> Street Road improvements

### Existing Conditions:

- Connectivity, circulation and the overall gateway experience in this area of the City is lacking in visual appeal.
- Sidewalks are narrow.

### Proposed Changes:

- Improve streetscape sections along SW 7<sup>th</sup> Street by adding landscaping and wider sidewalks.
- Connection of MLK Jr. Blvd. from Colorado Avenue to US-1. This could facilitate another gateway to the Downtown areas and further stimulate reinvestment/redevelopment in East Stuart and Historic Downtown.
- Consider inclusion of signaling intersection and a small bridge or box culvert in the proposed changes.

### Funding Sources:

- Martin County, TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

### Estimated Costs:

\$4 million



## 2.5 SE Flagler Avenue Improvements

### Existing Conditions:

- Opportunity exists to improve streetscape along SE Flagler to improve pedestrian experience.

### Proposed Changes:

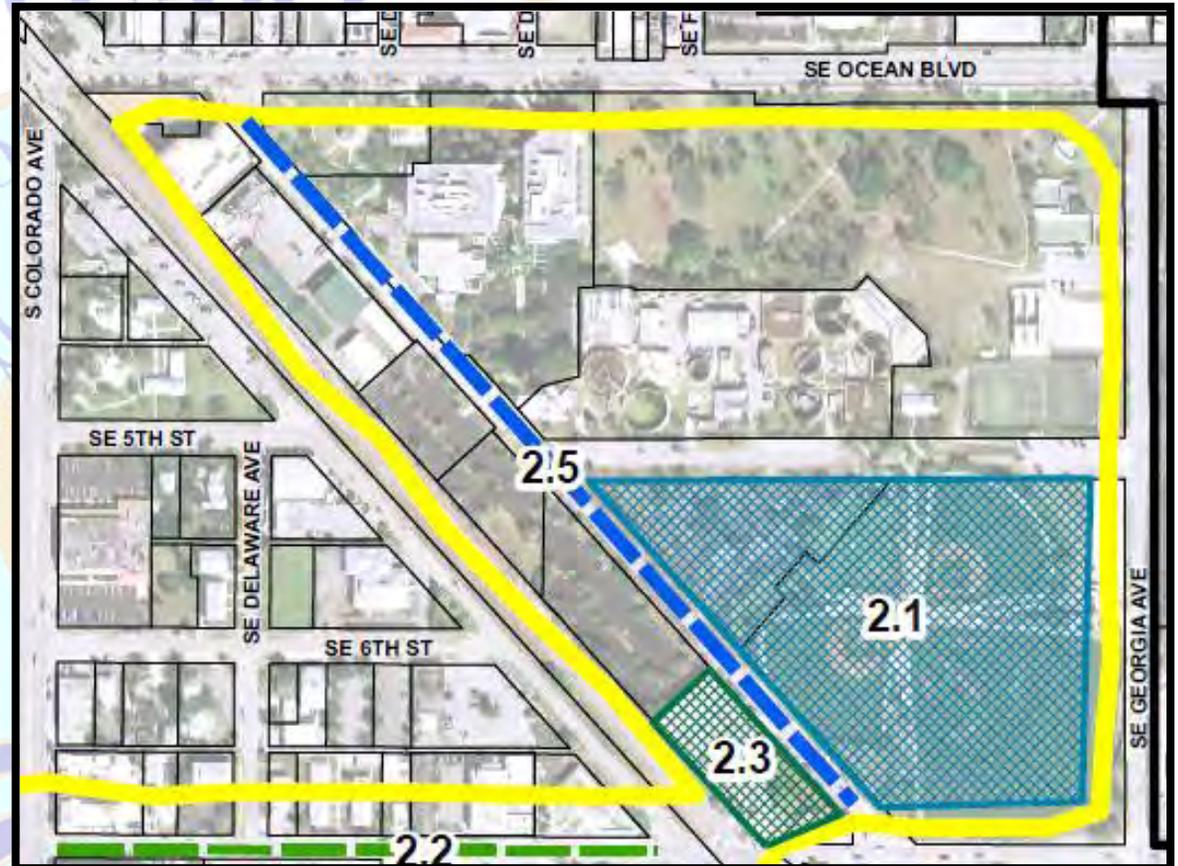
- Improve streetscape cross section along SE Flagler Avenue by adding landscaping and wider sidewalks and removing parallel parking; once the parking structure is built.

### Funding Sources:

- Martin County, TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.
- Need to investigate Martin County as a potential funding source where County Roads exist and impact fees are collected by the City and paid to the County.

### Estimated Costs:

- \$ 1 million.



## Planning Area 3: Colorado Avenue/Seacoast Bank

This area includes South Colorado Avenue from SE Dixie Highway to SW Federal Highway, south of Focus Area 1, Downtown – Waterside Village/Potsdam. South Colorado Avenue is the main gateway into Downtown Stuart and consists of a mixture of commercial/retail, banks, small businesses and Kiwanis public park area. There are some vacant properties and areas of vacant land for sale along Colorado Avenue. The extent of the Planning Area expands to US 1 with the Seacoast National Bank on the corner of US 1 and Colorado Avenue standing as a prominent and extensive site.

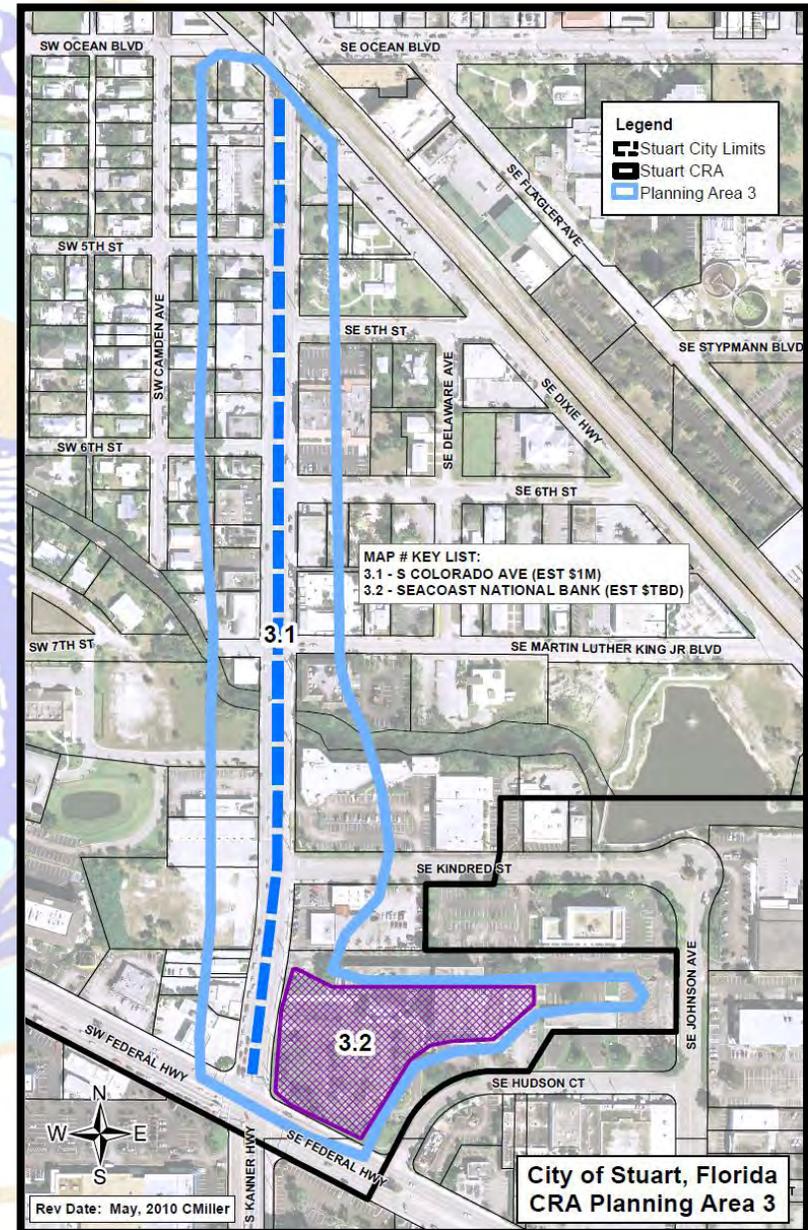
### The Redevelopment Strategy

The main proposals and programs would act as a catalyst to make such improvements, to concentrate on improving the overall gateway into downtown Stuart through streetscaping projects. The Seacoast National Bank is an extensive site that may be considered as a joint venture to relocate the City Hall or encouraging redevelopment with business/commercial uses with an attractive urban design.

### Project Objectives

### Opportunities

- To enhance Colorado Avenue as a gateway to downtown.
- To rejuvenate or replace Arts theme for Colorado Avenue.
- Seacoast National Bank Property (or portion of) may be available for purchase or joint venture.
- Improvements to sidewalks, stormwater management and drainage, sanitary sewer and extension of potable water have already been approved for design in the adjacent Woodlawn project area.



- Close walking proximity to Potsdam growing mix use neighborhood.

**Constraints and how to overcome them**

- The wide county jurisdictional road and fast traffic from Kanner Highway prevents Colorado Avenue from becoming pedestrian friendly. The need to focus on enticing visitors into the central areas where pedestrian-friendly streets allow quiet enjoyment and all of the amenities downtown Stuart has to offer is essential.
- Lack of publically owned property large enough or attractive for redevelopment use. The need to focus on joint ventures with such sites as Seacoast National Bank to create redevelopment opportunities that will improve the economic and aesthetic elements of this area of the City is essential.
- Planning Area 3 has a clear separation from the Historic Downtown by the railroad. Improvements to the safety of railroad pedestrian crossings, improved directional signage and streetscape and the promotion of park and ride facilities at Kiwanis Park with additional reliance on the shuttle service may assist in enticing visitors out of their cars.

**The Proposals**

Implementation of projects and programs identified in the CRA Plan for the Planning Area 3: Colorado Avenue/Seacoast National Bank .



**Proposed Streetscape Improvements**

**3.1 Colorado Avenue Streetscape Improvements**

**Existing Conditions:**

- This gateway into the City is unattractive in urban design terms. There is no traffic calming in place to slow the traffic down as they approach the central area of the City. The need to improve the pedestrian orientation needs to be balanced with regional traffic circulation needs. Cooperation between the City and the County must occur in a joint attempt to resolve these issues and undertake improvements along Colorado Avenue.

**Proposed Changes:**

- Undertake streetscape improvements south along Colorado Avenue to calm traffic, promote pedestrian traffic and accomplish a sense of arrival. Through the use of clever signage and other design techniques seek to reinforce this area as a significant gateway into the town center.
- Work in partnership with Martin County to explore and achieve any potential joint improvements along Colorado Avenue.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

**Cost Estimates:**

- \$ 1 million.

**Land Acquisition Proposals**

**3.2 Seacoast National Bank - Land Acquisition / Partnership**

**Existing Conditions:**

- Seacoast National Bank is visually a prominent site as you travel towards Downtown Stuart. This is a potential site for the relocation of the City Hall, as part of an overall redevelopment plan partnering with other businesses. This would free up prime waterfront land for redevelopment.

**Proposed Changes:**

- Potential acquisition or joint venture redevelopment on the Seacoast National Bank parcels bordering US-1, Colorado, Kindred and Johnson Streets.

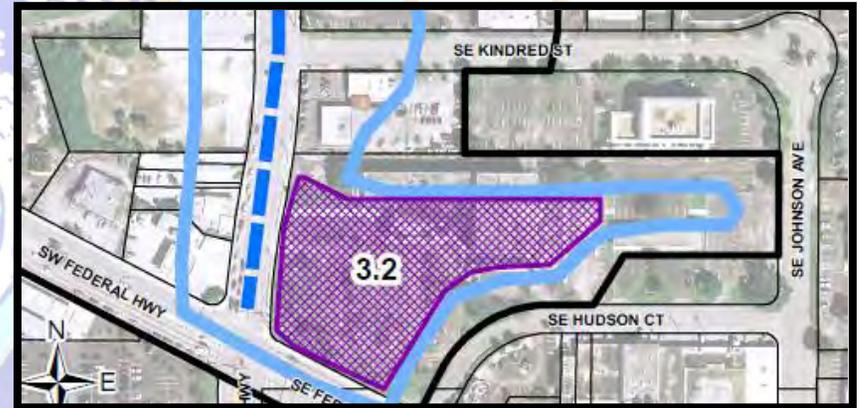
- There is scope to utilize land within the Seacoast National Banks ownership to the north and south of the site. Land south of SE Kindred Street and west of SE Johnson Avenue lies outside of the Community Redevelopment Area and will be subject to B-2, Business General zoning regulations.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

**Cost Estimates:**

- To be determined.



## Planning Area 4: US-1/Frazier Creek

This area includes a small portion of land adjacent to Federal Highway with vacant property such as Bubbas restaurant and has direct waterfront access to Frazier Creek.

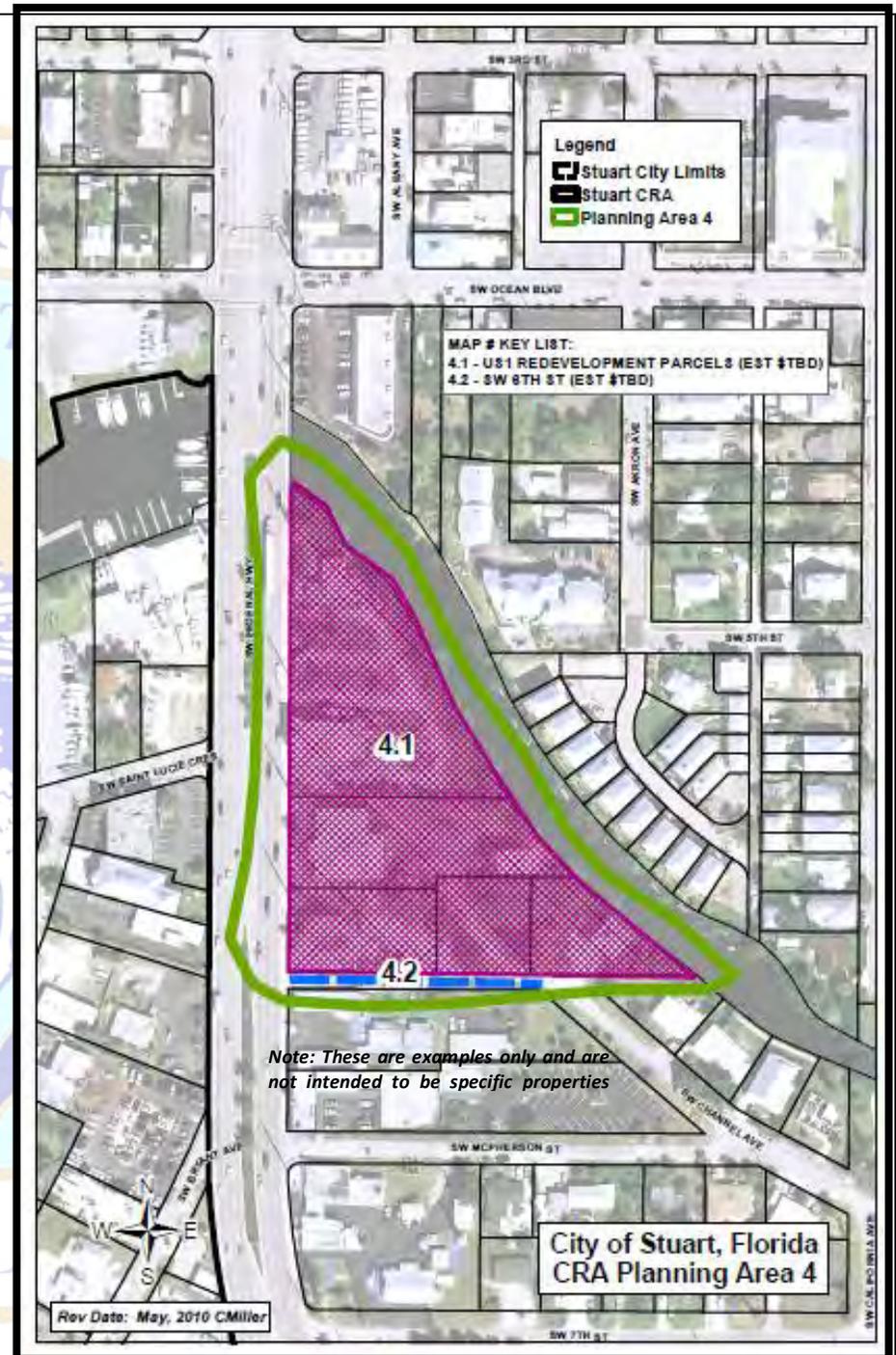
### The Redevelopment Strategy

The redevelopment strategy for this area is to capitalize on the high volume of traffic along US-1 which provides market for retail/commercial redevelopment. There are vacant and underutilized parcels situated within close proximity to Frazier Creek. The potential exists to create a secondary gateway into downtown and East Stuart.

### Project Objectives

### Opportunities

- The high traffic volume along US-1 provides the market for retail/commercial redevelopment.
- There are vacant and underutilized buildings and parcels in this focus area.
- Frazier Creek and Shephard's Park are unique assets to attract more pedestrian or small boat traffic.
- The possibility exists to establish a secondary gateway into downtown East Stuart.

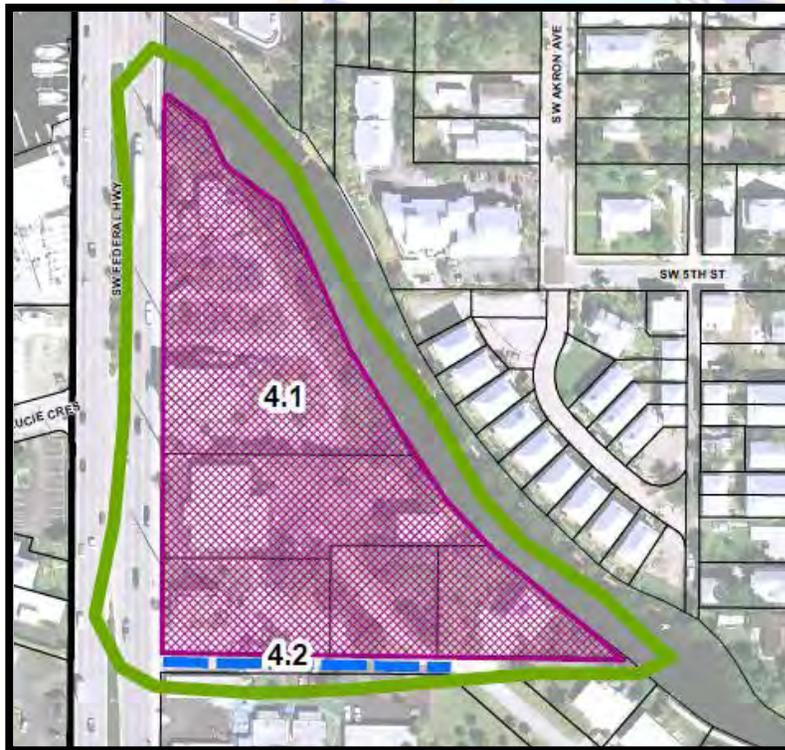


## Constraints

- US-1 accommodates a high volume of traffic that discourages pedestrian activity.
- This area is isolated by the majority of the CRA.
- There are a number of privately owned parcels.

## The Proposals

Implementation of projects and programs identified in the CRA Plan for the Planning Area 4: US-1/Frazier Creek includes the following:



## Assemblage and Acquisition Proposals

### 4.1 Frazier Creek Properties – Assemblage and Acquisition & Public Access

#### Existing Conditions:

The Frazier Creek area is a blighted area hindered by vacant properties, under-utilized and in disrepair. The rundown property conveys disinvestment and a disconnect with the majority of the CRA and the existing access to water is underutilized.

#### Proposed Changes:

- The assemblage and acquisition or joint venture partnership for redevelopment of the vacant parcels on US-1.
- Consider creation of a riverwalk/boardwalk and green space in the proposal to enhance public enjoyment in this area of the City's CRA.
- Solve US-1 traffic access problems to the site with the possible inclusion of new traffic signals and intersection redesign of Palm City Road, and provide public access to Frazier Creek (a local asset) to encourage a pedestrian waterfront experience.
- Signage will be important in ensuring the City is more pedestrian friendly and will encourage people to visit the area.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

**Cost Estimates:**

- To be determined.

**4.2 SW 6<sup>th</sup> Street ROW Improvements**

**Existing Conditions:**

Opportunity exists to improve connectivity and use ROW enhancements to justify signalization at the intersection with US-1.

**Proposed Changes:**

- Solve US-1 traffic access problems to the site with the possible inclusion of new traffic signals and intersection.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

**Cost Estimates:**

- To be determined.



## Planning Area 5: North Stuart/Ecological Center

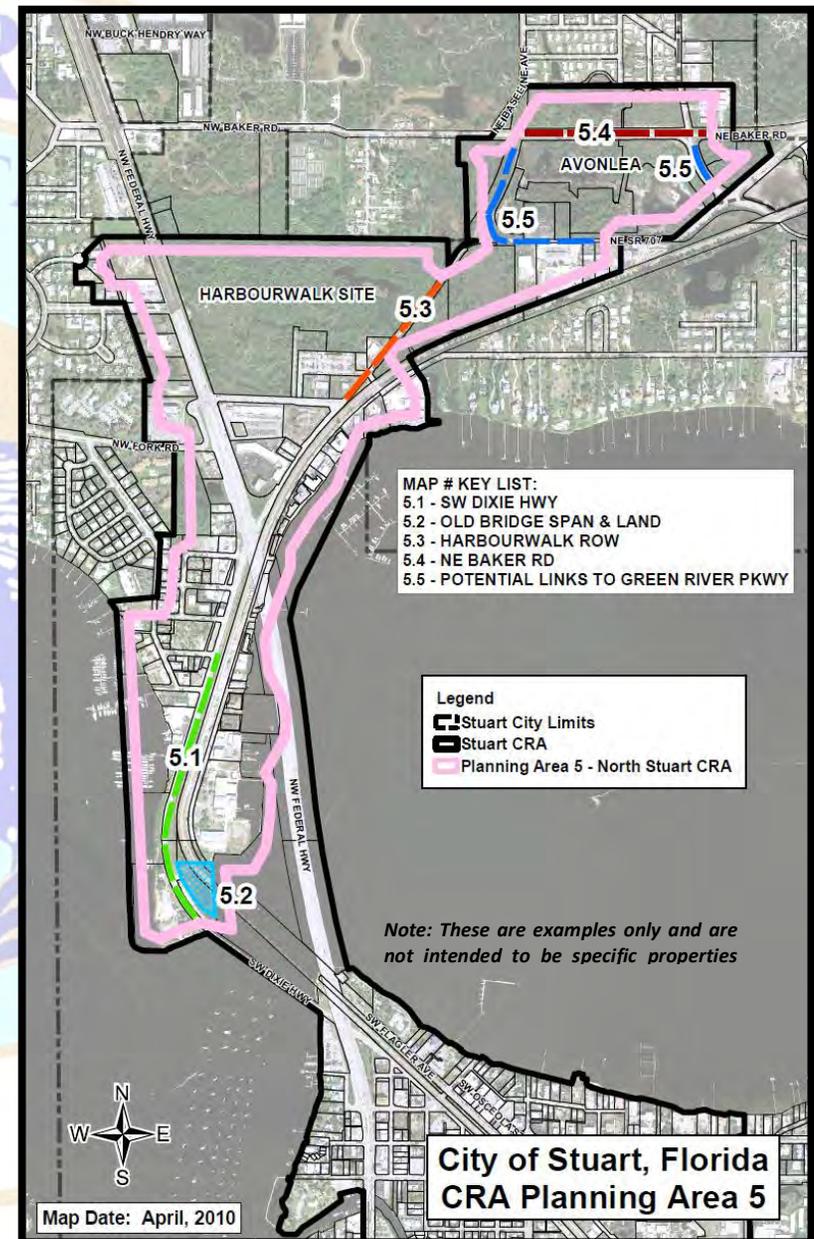
The northern planning area is generally bounded by the St. Lucie River on parts of its eastern, southern and western edge, and contains property fronting on US-1 and State Road 707. Much of the Haney Creek conservation area north of the bridge is included in the CRA, as well as various mixed use project known as Avonlea and Harbour Walk.

### Redevelopment Strategy

The fifth planning area includes existing residential neighborhoods, waterfront marine commercial and large tracts of undeveloped and environmentally sensitive lands. The area provides significant possibilities for transformation into a vibrant mixed use urban neighborhood.

### Opportunities

- To increase the areas role as a marine orientated center on lands east, west and immediately north of the bridge.
- Work with investors and local businesses to continue to accommodate marinas, hotels and water-orientated development.
- Utilize right of way to provide on-street parking and improved pedestrian flow, safety and enjoyment.
- Provide a more clearly defined entrance to the Historic Downtown Stuart area and encourage commercial activities to expand into the northern part of the City along the old bridge.
- Protect and enhance the enjoyment of the existing large expanses of upland preserves and wetland areas.
- Create links with the Green River Parkway which encompasses land within Port Saint Lucie (to the north of



the City of Stuart's limits and Martin Counties Rio, CRA to the west of the City's jurisdiction.

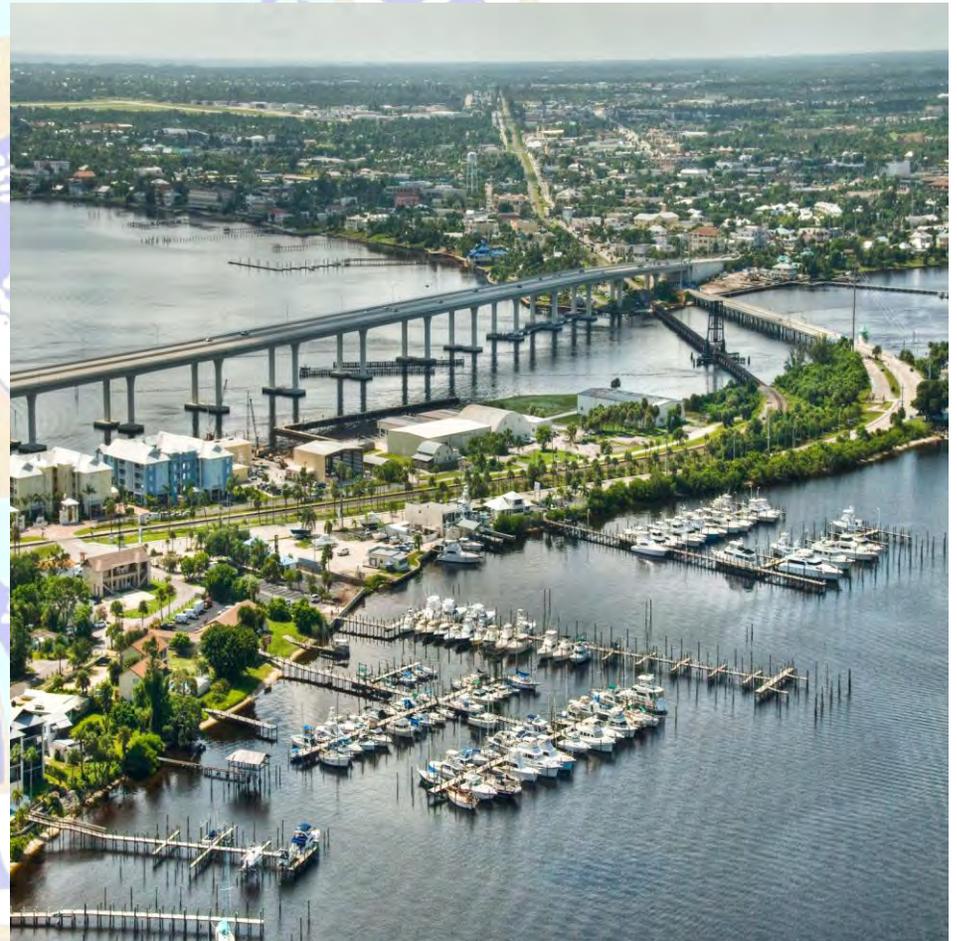
- Work with local investors and land owners of the Avonlea and Harbour Walk sites to move the projects forward towards implementation.
- Provide a site that is multi-functional providing a retention area land bank and a site that is capable of accommodating development.
- The recent construction of a new Publix on lands just north of the City of Stuart CRA, provides the opportunity to create greater pedestrian flow from the established residential communities of Rio and the northern areas of the City of Stuart CRA.

### Constraints

- The railroad provides a physical barrier in terms of development opportunities, access and pedestrian flow and safety.
- Projects involving improvements to footpaths, right of ways and on-street parking may be subject to availability of grants at the State and local levels to ensure funding of the projects.
- The framework of existing businesses in this area is not necessarily fitting with the City's desired urban form in terms of setbacks, architectural styles and current access arrangements.
- There are extensive Upland Preserve Areas and Wetland areas on the Avonlea and Harbour Walk sites. These environmental features are to be protected as part of any development proposal and therefore reduce the usable space available to accommodate development.

### The Proposals

Implementation of projects and programs identified in the CRA Plan for the Planning Area 5: North Stuart/Ecological Village, includes the following:



## 5.1 SW Dixie Highway - Improvements

### Existing Conditions:



SW Dixie Highway is a wide area of Right of Way with the potential to accommodate on street parking in areas.

### Proposed Changes:

- Create on-street parking to provide an option for visitors to park and walk /cycle into Historic Downtown Stuart.
- Improve pedestrian flow with incorporation of street signage, street furniture and improved landscaping.
- Provide a clearly defined entrance point to Historic Downtown Stuart through signage and clever streetscaping.
- Encourage commercial and restaurant activity to expand out of Downtown Stuart to the

northern area of the CRA, utilizing the proposed improved pedestrian links, proposed on-street parking and the

proposed more well defined link to the central areas of Stuart.

### Funding Sources:

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

### Cost Estimates:

- To be determined.

## 5.2 SW Dixie Highway Retention Area Land Bank

### Existing Conditions:

An area situated on land adjacent to SW Dixie Highway has an extensive storm water ditch with the potential to be redeveloped with a structure being placed over the land. The site may also be utilized to provide storm water facilities for projects within the CRA, small in size and struggling to meet storm water retention requirements on site.



**Proposed Changes:**

- Encourage the redevelopment of the site with a proposal innovative in design to allow the site to have a dual use as a storm water retention area and developable space.
- Identify the site as a storm water retention area capable of being managed by the City as a land bank to accommodate development proposals situated within the City of Stuart CRA that may benefit from use of an offsite retention area. Developers would be required to pay for such facilities, generating income for the City while accommodating additional TIF funding through the redevelopment of sites situated within the CRA.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

**Cost Estimates:**

- To be determined.

**5.3 SW SR 707 (Part of Harbour Walk Site)**

**Existing Conditions:**

The land immediately north of the bridge consists of some existing small businesses and a large area of vacant and unused land. There are some environmentally sensitive lands with the majority of the land having CPUD Commercial Planned Unit Development and UG, Urban General zoning classifications. The SW SR 707 is situated on the eastern boundary of the Harbour Walk site. The opportunity exists to create extensive footpaths and right of way through the purchase of land from the Harbour Walk property. This would provide links with the Green River Parkway to the north of the CRA.



**Proposed Changes:**

- Acquire part of the land situated on the western boundary of the Harbour Walk and create footpaths and extensive landscape areas to buffer the sidewalk. This area has the potential to also be connected to the Green River Parkway situated to the north along SW Dixie Highway, State Road 707 and NE Savannah Road.
- There is an opportunity to create greater pedestrian links with NE Baker Road and Savannah Road tying in with Martin County's Rio CRA and its proposals to improve pedestrian links within the area.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

707 to ensure links to the Green River Parkway, Savannah and Baker Road are achieved.

**Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

**Cost Estimates:** To be determined.

**5.4 Cardinal Avenue & NE & SW SR 707  
Footpath and Roadway Improvements**

**Existing Conditions:**

Martin County has been pursuing grants to fund greater pedestrian and road way links with the Rio CRA and the existing commercial areas situated within the City of Stuart’s jurisdiction.

**Proposed Changes:**

- A continuation of roadway and pedestrian improvements along Cardinal Avenue, NE and SW SR

**Cost Estimates:**

To be determined



## Community Redevelopment Agency Projects and Programs

The projects and programs of the Community Redevelopment Agency are designed to solve the underlying issues which have a blighting influence on the Community Redevelopment Area, satisfy basic needs of the population or take advantage of opportunities for economic, social or aesthetic improvement. Overall redevelopment strategies of both the CRA and the City are embodied in these projects and programs undertaken by the CRA. This portion of the plan is the central part of the Community Redevelopment Program.

The following sections provide a detailed description of all current and proposed projects and programs for which funding is provided, or will be provided by the Community Redevelopment Agency.

### CRA PROGRAMS THE PAINT-UP PROGRAM

The **paint-up program** was established by the CRA to encourage existing building owners or operators to improve the exterior or their buildings through a new coat of paint. The program allows the building owner to share the cost of painting and/or pressure cleaning an existing building within the City of Stuart CRA.



### Program Objectives

- Enhance the physical appearance of residential structures within the CRA District.
- Eliminate and prevent the spread of slum and blighted conditions.
- Increase property values in residential neighborhoods within the CRA District.
- Stimulate private investment in residential areas within the CRA District.
- Stabilize residential areas within the CRA District by encouraging owner-occupancy and long term tenancy.

To qualify for the paint up program grant the business or home must be located within the City of Stuart Community Redevelopment Area. The CRA will reimburse a percentage set by the CRA, or provide a voucher for the business or home owner for a project. The funds are distributed on a first -come, first-serve basis.

### Application Process

- The application can be picked up a Paint-Up Program application from the CRA Department or can go online to [www.cityofstuart.fl.us](http://www.cityofstuart.fl.us) to download the program information, the application and the CRA map to establish that the home is located within the CRA boundary.
- The applicant brings the completed “application package” to the CRA Coordinator, located at City Hall, 121 SW Flagler Avenue in the Community Redevelopment Department.



The applicant is given 90 days from the date the application is submitted to complete the painting of the exterior of the house. Once painting is complete, you are required to take two (2) after paint pictures of the home, for your completed paint package.

### Who is Eligible for the Program?

All property owners and residents in the Community Redevelopment Area are eligible to participate in the program. For all residents who do not own their property, a letter from the owner giving permission to the applicant for repainting will suffice.

The application packet includes the following:

- Completed application form,
- Cost Estimate.
- Proof of Ownership or Property or a letter from the owner stating they will allow you to paint.
- Paint sample.
- Two pictures of the front and side of your home.

Once staff has completed the application, City Staff will issue a voucher for the estimated amount or provide reimbursements.



### Program Participations and Administration

The CRA and the City will collaborate to market the program in the CRA District.

The Program will be fully administered and coordinated the Redevelopment Agency within the City of Stuart. Other participants may include East Stuart Main Street Association, Martin County, Property Owners Associations, developers and builders, residents, homebuyers, lending institutions and property owners.

### Funding Sources

- The CRA will provide funding of the program elements. Other potential funding sources include, but are not limited to, East Stuart Mainstreet, the City, the County, State and Federal Governments, businesses, banks, builders, homebuyers, private contributions and Matching Funds, where available.

The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.



## CRA PROGRAMS

### FAÇADE IMPROVEMENT PROGRAM

The Façade Improvement Program provides matching funds for exterior design and improvements to both commercial and multi-family residential properties in the CRA.

- Provide architectural, landscape architectural and engineering design technical assistance for residential and commercial structures.

#### Program Objectives

- The elimination of blighted influences;
- Physical and economic revitalization of the neighborhoods and commercial areas;
- The promotion of historic preservation and maintenance of the historic character of both the neighborhood and commercial areas;
- To improve the appearance of the area; and
- Improve visual appearance of existing structures.



#### Program Participants and Administration

The CRA project is administered and coordinated by the CRA. Other participants may include, but are not limited to, the City, Stuart Main Street Association, East Stuart, Martin County, property owners associations, developers and builders, residents, homebuyers, lending institutions and property owners.

#### Program Description

- Provide grants for correcting code issues in buildings;
- Provide grants to property owners or their tenants for rehabilitating commercial and residential structures; and



## Funding Sources

- The CRA will provide funding of the program elements. Other potential funding sources include, but are not limited to, Stuart Main Street, East Stuart Main Street, the City, the County, State and Federal Governments, businesses, banks, builders, homebuyers, private contributions and Matching Funds, where available.

The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.



## CRA PROGRAMS

### URBAN CORE IMPROVEMENT PROGRAM

#### Program Description

The downtown core has been in the midst of a major revitalization effort for over twenty years. The Urban Core Improvement Program exists to establish a downtown signage program, including regulations and design guidelines. The continuation of the improvement of streets, alleys and other rights of way is also an intention of this program.

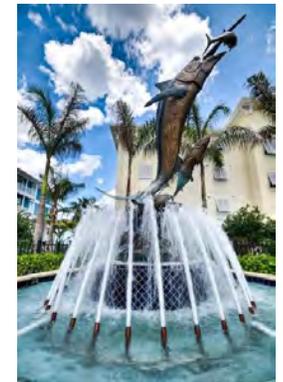
#### Program Objectives

- Provide economic stimulation and increase investment in the downtown urban core;
- Increase nighttime activity;
- Improve the visual appearance of existing structures and pedestrian accesses to parking areas;
- Strengthen the relationship between parking areas and destinations for downtown workers and visitors as parking must be easily accessible by the intended users to be effective; and
- Improve perceptions of nighttime safety for downtown visitors.



#### Program Description

- Expand the valet parking system, particularly for restaurants and special events.
- Establish a sidewalk vendors program and develop coordinated street display guidelines for sidewalk sales, store furniture and landscape materials, such as potted plants, benches, sculpture, decorations and other, on the sidewalk and building façade improvements to downtown properties.
- Provide grants and loans for façade improvements to downtown properties.
- Provide grants and loans to property owners to correct code deficiencies in existing structures.
- Provide grants and loans for the redevelopment of historic structures.
- Provide financial assistance for the development of parking lots and structured parking for public and private spaces.
- Expand the street banner program.
- Provide architectural and planning assistance to private and public projects.
- Expand the City newspaper rack plan including the design, location and maintenance, for the approval by the City Commission.
- Continue landscape and streetscape improvements as determined necessary.
- Support Special Events in the Down Town.

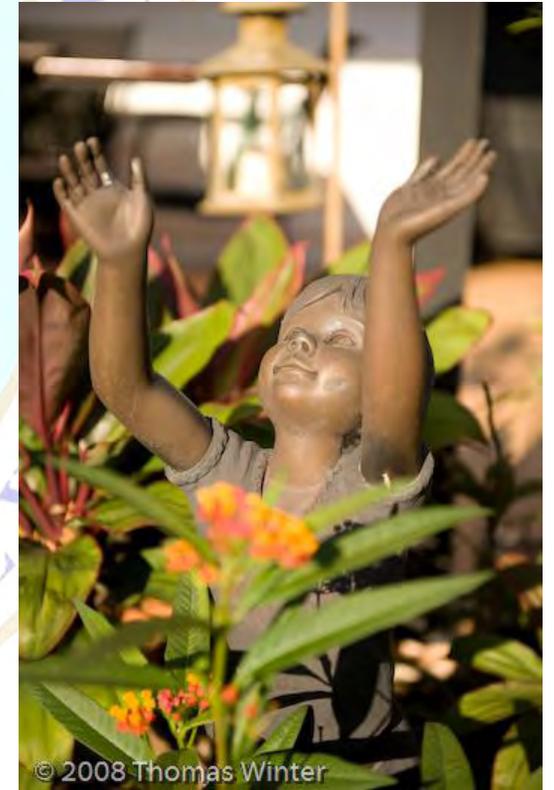


### Program Participants and Administration

The program is administered and coordinated by the City and CRA jointly. Other participants may include, but are not limited to, Martin County, the DBA, developers and builders, residents, homebuyers, lending institutions and property owners.

### Funding Sources

The CRA and City will provide funding of the program elements, for which the CRA and/or the City are responsible. Other potential funding sources include, but are not limited to, the County, State and Federal Governments, businesses, banks, builders, homebuyers, private contributions and Matching Funds, where available. The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.



## CRA PROGRAMS

### NEIGHBORHOOD IMPROVEMENT PROGRAM

The well-being of the neighborhoods is critical to maintaining the character of the City. The City has therefore established the revitalization of neighborhoods as a primary goal with the Neighborhood Improvement Program being an important tool in aiding the revitalization process. To date this program has proved to be one of the most successful of the CRA's programs, contributing to revitalization of the downtown.

#### Program Objectives

- Elimination of blighting influences;
- Physical and economic revitalization of the neighborhoods;
- Redevelopment of the historic commercial areas;
- Promote historic preservation and maintain the historic character of the neighborhoods;
- Provide sites for historic buildings displaced by redevelopment;
- Improve the safety and appearance of the area;
- Improve the livability of the neighborhoods;
- Encourage neighborhood identity or themes; and
- Improve public space, including streets, parks and other improvements, to encourage private investments.

#### Program Description

- Acquire problem properties, rehabilitate and resell.
- Establish a maintenance and clean-up program to eliminate trash, unsightly structures and other blighting influences.

**EXTREME MARTIN MAKEOVER**

**EAST STUART EDITION**  
**Join Us As We Improve Our Neighborhood!**

Exterior Home Renovations  
Neighborhood Cleanup  
Mural  
Landscape Improvements  
Household Hazardous Waste Collection

**Saturday,  
March 13th, 2010  
8 AM to 12 PM**

Volunteer Appreciation Event  
Immediately Following  
with  
Incredible Food, Fellowship, and Kid's Activities

Contact  
Habitat Angel at 772-223-2149  
Keep Martin Beautiful at 772-781-1222

HABITAT ANGEL  
a faith-based organization

KEEP MARTIN BEAUTIFUL

Stuart

Habitat  
for humanity



### Funding Sources

The CRA and the City will provide funding of the program elements for which the CRA and/or the City are responsible for. Other potential funding sources include, but are not limited to, the County, State and Federal Governments, businesses, banks, builders, homebuyers, private contributions and Matching Funds, where available.

The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.

- Establish added security for the neighborhoods with the police department and neighborhood associations.
- Provide grants and loans for correcting code issues in existing buildings.
- Acquire single-family and multi-family structures for conversion to single-family home ownership.
- Provide grants and loans to homebuyers for rehabilitating blighted and/or historic residential structures for home ownership.
- Provide architectural assistance for new construction and rehabilitation of existing structures.
- Establish a program for developing and installing themed signs, landscaping and other.
- Provide architectural and engineering design technical assistance for residential and commercial structures.
- Provide matching funds with the private sector for public improvements.

### Program Participants and Administration

The program will be administered and coordinated by the City and the CRA jointly. Other participants may include, but are not limited to, Martin County, the property owners association, developers and builders, residents, homebuyers, lending institutions, and property owners.



## CRA PROGRAMS MAIN STREET PROGRAMS

The Main Street organizations have been operating as a 501(c) (3), non-profit corporation. The CRA's approach to revitalization will be one of supporting, assisting and funding programs of both the Stuart and East Stuart Main Streets. Currently the City provides free office space and staff support to Stuart's Main Streets.

### Program Objectives

- Create strong downtowns which will influence revitalization efforts in the adjoining neighborhoods;
- Physical and economic revitalization of the downtowns;
- Enhance the pedestrian nature of downtown streets;
- Assist in promoting downtown as a destination;
- Recruit businesses to relocate in the downtown; and
- Market the unique qualities of both Stuart downtowns.

### Program Description

- Support the administration of Main Street for the first three years of operation;
- Provide grants and loans for the marketing of the downtowns including events, advertising and other media;
- Support business recruitment for the downtowns;
- Coordinate a plan to relocate non-conforming or incompatible land uses;
- Provide grants and loans for banners, downtown murals and art works;
- Provide matching grants and loans for redevelopment; and
- Provide incentives for businesses and property owners.

Both Main Street Organizations were created for the purpose of implementing the strategies of the state and national Main Street programs for downtowns.

These strategies include:

- creating design standards for the downtowns;
- creating a viable organization to carry forward their programs;
- promote downtowns through advertising and promotion; and
- Be a major catalyst along the City, CRA and other organizations in restructuring the economics of both downtowns.

### Program Participants and Administration

The program will be administered and coordinated by the City and the CRA jointly. Other participants may include, but are not limited to, Martin County, the property owners association, developers and builders, residents, homebuyers, lending institutions, and property owners.

### Program Funding Sources

The CRA and the City will provide funding of the program some elements which the Mainstreet organizations perform. Other potential funding sources include, but are not limited to, the County, State and Federal Governments, members, businesses, private contributions and Matching Funds, where available.

The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.



## CRA PROGRAMS SITE AND BUILDING DEVELOPMENT PROGRAM

The Site and Building Development Program provides assistance for site development on a case-by-case basis for private development and redevelopment projects, including site design, engineering and impact fee assistance.

### Program Objectives

- Encourage private redevelopment initiatives by providing assistance to overcome technical, administrative and economic obstacles to site development of selected projects within current CRA projects;
- Increase investment within current CRA projects;
- Provide economic stimulation and increase investment in the CRA.
- Attract target businesses in the CRA.
- Improve the appearance of properties.
- Diversification of business types in the CRA.



### Program Description

In order to preserve the City's historic heritage, the CRA may provide grants for the relocation of historic structures. These grants may be paid to the property owner in annual installments, equal to a percentage of the tax increment revenue received by the CRA due to the increased assessment on the property where the structure has been relocated.

The CRA Board will maintain policy guidelines regarding grant limits, annual payment amounts (based on percentage of TIF revenue) and time frame over which the grant is to be paid.

To assist larger redevelopment projects, the CRA may also provide the following:

- Grants to developers paid in annual installments, equal to a percentage of the tax increment revenue received by the CRA due to the increased assessment on the property.
- Credit enhancement to developers wherein the CRA pledges its full faith and credit to the developer's lender for payment of a portion of the loan. The enhancement may be a percentage of the loan amount or a pledge to provide adequate debt service coverage.
- In order to qualify for either the grant or the credit enhancement a redevelopment project must reinforce the overall CRA redevelopment effort. This may occur by creating jobs, increasing surrounding property values, preserving a historical structure, providing a cultural amenity or by another means approved by the CRA Board.
- Grant and loan programs for the improvement of commercial structures, particularly but not limited to Colorado Avenue, Osceola Street, Flagler Avenue, SR 707, US 1 and others within the CRA Redevelopment Area.
- Provide architectural design fees to projects selected by the Board. The CRA Board will maintain policy guidelines regarding grant limits, annual payment amounts and time frame over which grant is to be paid.
- Provide a grant for or perform directly structural analyses, fire code deficiencies, handicap accessibility issues, and other building code issues, or repair of items found in the analysis of existing buildings selected by the CRA.
- Provide parking and traffic analysis of selected projects and provide subsidies including financial assistance for construction and maintenance. Part of the criteria for selecting a project for assistance is the ability to jointly share the use of parking by the public during off-peak times.
- Provide grants and loans for utility relocation if the relocation is deemed critical to the economic feasibility of the project and if the relocation results in an enhanced site design.
- Provides grants and loans to businesses for the purpose of attracting businesses to the CRA area and for moving existing businesses due to expansion or because the moving results in attracting an additional business for the CRA area.
- Provide water, sewer, impact and connection fee payment assistance for selected projects.
- Provide environmental clean-up assistance for selected projects.
- Provide Impact Fee Assistance to provide financial assistance to commercial redevelopment projects in the Stuart CRA. This will encourage rehabilitation of degraded structures and the installation of new structures.

#### **Program Participants and Administration**

The program is administered by the CRA. Other participants may include, but are not limited to, the City of Stuart, property owners and project developers, financial institutions, and investors.

#### **Program Funding Sources**

The CRA will provide the funding for the program but may borrow funds from the City as required and approved by the City. Program allocations shall be determined annually during the budget process or at the discretion of the CRA.

The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.

## CRA PROGRAM HISTORIC PRESERVATION PROGRAM

Historic downtowns and neighborhoods possess those elements that create livable, viable communities by encouraging mixed-use and more compact development. Historic neighborhoods have traditionally proved themselves to stabilize and increase property values. There are environmental benefits as well by having shops and offices located near homes, as this encourages the use of other means of transit.

Stuart has several examples of both private and public historic preservation projects that are successful and benefit the character of the community, including the Stuart Feed Store, Woodman Hall, the Flagler Recreation Center Building, the Arcade Building and the Lyric Theatre.

The following subdivisions or areas are considered historic districts: Kitchings Addition, Potsdam, Frazier Addition, Historic Downtown, Feroe Subdivisions, and Porters Addition.



The program's intent is to educate the general public as to the benefits of historic preservation to generate support for the CRA's preservation activities and encourage preservation both in neighborhoods and commercial areas. The tools in this program can be utilized with other programs in the Plan.

**Program Objectives**

- Preserve the heritage of Stuart;
- Use historic preservation as a tool for economic restructuring;
- Utilize historic preservation to combat and eliminate blight;
- Encourage restoration and maintenance of historic

buildings;

- Maintain and restore all public historic buildings;
- Encourage the compatibility of historic structures and new structures in residential and commercial areas.
- Utilize the historical architectural styles of Stuart as a reference for new construction styles; and
- Provide sites for historic buildings displaced by redevelopment.



### Program Description

- Identify and create a historic district with sub-districts;
- The CRA will purchase vacant lots to be used for the relocation of historic homes displaced by redevelopment in the CRA district;
- Support the Frazier Addition historic district and any other neighborhood area that meets the city's standards for a district;
- Support historic building renovation standards that meet both the Department of Interior Standards and the City's building codes;
- Provide grants and loans for historic façade restoration, including the establishment of façade easements in return for such incentives. Any structure



receiving assistance by the CRA or City must be listed on the local historic preservation register;

- Provide funds for improvement and maintenance of publicly owned or non-profit owned historic structures, for example the Stuart Feed Store, Lyric Theatre, Cultural Courthouse Center, and others within the CRA Area;
- Provide grants and loans for parking facilities for commercial historic structures which are in need of assistance;
- Review and recommend changes to the building codes, zoning codes, and other land development regulations for adaptive reuse and renovation of existing historic structures;
- Provide architectural, engineers, and planning assistance to the private and public sector for historic preservation projects;
- Acquire historic buildings which are threatened by decay or demolition and provide, if required, structural and façade improvements in order to maintain the historic integrity of a structure and resell to the private or public sector for redevelopment;
- Acquire historic buildings, which are underutilized and are ripe for redevelopment. If necessary the CRA may provide structural and façade improvements in order to maintain the historic integrity of a structure and resell to the private or public sector for redevelopment;

- Acquire land for purposes of providing a site for any historic structure threatened by demolition. The program will include the acquisition of the threatened structure, the moving of the structure to a new site, the construction of an adequate foundation for the structure and funding for applicable utility connections and impact fees. The CRA may provide, if required, structural and façade improvements in order to maintain the historic integrity of a structure and resell to the private or public sector for redevelopment; and
- Provide incentives to businesses located in historic structures;
- Provide signage for the identification of historic structures and districts.

#### **Program Participants and Administration**

The program is administered by both the City and the CRA. Other participants may include, but are not limited to Stuart Heritage, Main Street organizations, Martin County, the State of Florida, preservation organizations, developers, residents, retail and business tenants, lending institutions, and the state and federal government.

#### **Program Funding Sources**

The CRA and the City will provide the funding of the program elements for which the CRA and/or the City are responsible respectively. Other potential funding sources include, but are not limited to, the County, State and Federal Governments, businesses, banks, builders, homebuyers, foundations, private contributions and Matching Funds, where available.

The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.



## CRA PROGRAMS

### SMALL BUSINESS DEVELOPMENT AND LENDING PROGRAM

The CRA and the City have laid the groundwork through their public investment to attract private investment in the Redevelopment Area. In anticipation of the private investment cycle, the CRA acknowledges that access to capital and technical expertise will be important for the future entrepreneurs. Therefore, this program has been created to assist particularly the smaller entrepreneur, even those that have little experience but wish to open a new business. It is considered by experienced building owners that one's best prospects for vacant space can often be found at your own doorsteps. Some of the future tenants and developers of Stuart will be those who reside in the community and have a stake in seeing it improve.

#### Program Objectives

The intent of one part of this program is to develop a pool of money from one or more local banks which could be used to provide loans to businesses in the CRA for expansion as well as the establishment of a new business. As an incentive and inducement the CRA may assist borrowers by buying down the interest rate that banks charge and effectively enable the lenders to make low interest loans.

- To enhance the physical appearance of the CRA District;
- To eliminate and prevent the spread of slum and blighted conditions;
- Create incentives for spin-off investment within the CRA;
- Increase investment within current CRA projects;
- Stimulate new business activity;
- Educate new entrepreneurs of the future;
- Attract new industry to the CRA.

#### Program Description

The Small Business Development and Lending Program is intended to provide funds for a subsidized loan pool for businesses. The loans are intended for use to make permanently fixed interior and exterior improvements in preparation for lease to business tenants or to make additions to their structures as part of business expansions.

- The CRA will maintain policy guidelines regarding loan limits, subsidy levels, project eligibility, and list of qualified improvements;
- Matching grants to entrepreneurs for business development courses at an approved educational institution;
- Grants for training workforce particularly in order to attract a new industry to locate in the CRA area;
- Support a mentoring program for entrepreneurs where established businesses provide a watch over a new business. Utilize the resources of SCORE; and
- Work with Indian River State College, Small Business Development Center, Business Development Board and the Workforce Development Program to train residents of the CRA area for jobs in the City.

#### Program Participants and Administration

The program will be administered and coordinated by the City and the CRA jointly. Other participants may include, but are not limited to, Martin County, the property owners association, developers and builders, residents, homebuyers, lending institutions, and property owners.

## Funding Sources

The CRA and the City will provide funding of the program elements for which the CRA and/or the City are responsible for. Other potential funding sources include, but are not limited to, the County, State and Federal Governments, businesses, banks, home buyers and private contributions. Grants will be sought for training and education.

The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.



## **CRA PROGRAM LAND ACQUISITION PROGRAM**

### **Program Objectives**

- To acquire properties for the purpose of fulfilling the objectives of the CRA;
- To accelerate the redevelopment process by assembling land for redevelopment. Property may be resold or leased to the private or public private sector; and

### **Program Description**

- Acquire land for any CRA program established in the CRA Redevelopment Plan;
- Dispose of land in any manner that meets the test of redevelopment;
- Hold property for a period of time sufficient to accomplish redevelopment purposes;
- The CRA may sell or lease, as defined in the State Statutes, property for less than the fair market value;
- The CRA may transfer property to the City equal to, less than, or greater than its basis;
- The CRA may donate property for a public purpose; and
- The CRA may purchase property from the City.

### **Potential Land Acquisition Sites**

The City will consider any site within the CRA area to acquire with particular emphasis on properties that are underutilized, underperforming, dilapidated structures and sites that have remained stagnant or vacant over a lengthy period of time.

### **Program Participants and Administration**

The program will be administered and coordinated by the City and the CRA jointly. Other participants may include, but are not limited to, Martin County, the property owners association, developers and builders, residents, homebuyers, lending institutions, and property owners.

### **Program Funding Sources**

The CRA will provide the funding for the program but may borrow funds from the City as required and approved by the City. Program allocations shall be determined annually during the budget process or at the discretion of the CRA.

The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.

**CRA PROGRAM  
SPECIAL EVENT GRANT PROGRAM**

**Promotion and Marketing of the CRA**

The Special Events Program is an effective tool in pursuing the attraction of visitors and promotion of local business activities within the City of Stuart Community Redevelopment Area. Special events are one of the most exciting and effective ways we can attract out of town visitors as well as local residents to the Stuart area, promote our businesses, and work with existing civic groups to promote a vibrant CRA. By offering this grant the CRA is directly enhancing the number and quality of events that come to this area.



Meet me at the USO Entertainment

**Meet me at the**  
*A Costume Ball!*

**USO**

Join us for a night of  
1940's Nostalgia!

**October 30, 2009**  
**7:00-10:00 p.m.**

Flagler Recreation Center, 201 SW Flagler Avenue, Stuart  
\$20.00\* per person in advance, \$25.00 at the door

Presented By  
City of Stuart  
CRA

- LIVE BIG BAND MUSIC BY THE DREAMERS
- SWING DANCE LESSONS & CONTEST - BEST COSTUME PRIZES
- 1940'S CRA REFRESHMENTS - SIGNATURE DRINKS

Hey all you Guys and Dolls,  
Turn out for the first annual costume ball.  
It's sure to be the cat's meow with  
hopping tunes by The Dreamers,  
swing lessons, and a dance contest for  
the chicks and shebas.  
Chow down on 1940's-style fare  
and hit the speakeasy for a signature  
drink. Come dressed in your best zoot suit  
or reflect your favorite time period and  
compete in the costume contest!

Tickets are just \$20.00 in advance  
\$25.00 at the door.  
Includes admission,  
appetizers, and one drink.  
**See you there!**

**Post CARD**

Place Stamp Here  
Domestic One cent  
Foreign Two cents

Tickets Available At:  
County Administration Building  
Growth Management: 2401 SW Hartway Rd.  
Stuart City Hall: 121 SW Flagler Ave., CRA Office  
Tara Blak Creative: 214 SW Wilson Blvd.  
Please make check or City of Stuart!

For More Info please call 772-800-1298

Sponsored By:  
City of Stuart  
Premier  
Tara Blak Creative

Designed/Installed By: Tara Blak Creative - www.tarablakcreative.com

### Program Objectives

- To encourage non-profit groups and civic organizations to plan, promote and produce special events in the CRA service area.
- To promote economic development and quality of life in the CRA service area by supporting special events that may attract visitors and businesses to the CRA.
- The applying organization is responsible for obtaining all of the necessary permits and regulatory approvals.
- If grant funds are awarded, the CRA must be recognized as an event sponsor with attendant benefits, including payment of the CRA logo on all marketing materials and banners, and an acknowledgement of the CRA in all verbal communications that may promote the event.
- The CRA will also receive a free booth or table space for the purposes of marketing the CRA programs and services.

### Program Description

The provision of in-kind support and up to an amount set by the CRA to offset costs associated with special event programming.

- Financing will take place on a fiscal year basis.



- If the event is a ticketed event, the CRA will receive complimentary tickets at the appropriate sponsorship level.
- If accepted to the program, the applying organization must sign a contract with the CRA before the disbursement of any funds.

### Who May Apply for the Program?

- Any non-profit organization hosting a special event in the City of Stuart Community Redevelopment Area may apply for the program.
- The hosting organization may be located anywhere in Martin County but the qualifying event must be held within the boundaries of the CRA.

### Program Funding Sources

A set amount is available for the fiscal year of October 1, 2010 to September 30, 2010.

Participants are eligible for up to a set amount per event, with the actual award amount being determined by the CRA. The total amount awarded may not exceed the total cost of the event. Unless other arrangements are made at the time of the grant application, each grant will be disbursed in two draws.

The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.

## CRA PROGRAM PARKING DEVELOPMENT PROGRAM

Parking is considered an essential component of the overall downtown transportation system in Stuart. The availability and price of parking are major determinants of travel mode choice. Their design and location influence the type of development that occurs and how people view buildings and use the street. Stuart's parking policies and programs affect land use and development patterns, as well as travel behavior.

The Downtown Parking Master Plan quantifies existing parking needs, issues and proposes strategies to deal with existing and future parking requirements in a prescribed study area of historic downtown. The recommendations of the report are strategic in nature and can provide guidance for all future planning decisions related to parking.

### Downtown Parking System

- Incorporate on-street parking to help with traffic calming and provide convenient parking without unsightly parking lots;
- Provide surface and structured parking in the urban core to provide peak-hour parking without using an inordinate amount of land;
- Provide alternative ways to increase the parking supply, utilizing in-lieu-of parking



fees, shared parking, valet parking, and public parking; and

- Initiate land acquisition by City or CRA to land-bank sites for near-term surface parking and possible long-term structured parking.
- Evaluate the parking needs, issues and requirements in each sub-district, including retaining parking consultants.
- Establish a valet parking system (in the downtown), particularly for restaurants and special events.

### Parking Development Program

- Development of parking lots and garages;
- Work with the City, County and private property owners to create more on-street parking;
- Work with the City to amend the Urban Code and Land Development Regulations to use parking as an incentive for housing development;
- The CRA may offer incentives to attract major tenant(s) including but not limited financial assistance for parking, architectural and engineering design, off-site infrastructure, and other activities; and
- The CRA may make payments on behalf of infill developers for parking fees.



- For properties fronting Colorado Avenue, and where multi-story development may be proposed, the PILOP fees may be reduced to encourage multi-story buildings.

### **Downtown Circulation System**

- Work with Martin County to recognize that Colorado Avenue should become a slower street as it approaches the Historic Downtown and to adjust the street sections accordingly;
- Mitigate trip generation by mixed-use development strategies.

### **Downtown Transit System**

- The CRA and others will continue to provide limited shuttle service at special events, on a case by case basis, at the discretion of the CRA Board.
- The CRA and others may consider the provision of a shuttle (on-street, at-grade system which would utilize the existing roadway), which would be the precursor to a full-scale transit program;
- The City, in conjunction with the Martin County shall continue to be the lead agency in the development of full-scale transit program. The CRA will work with the City to develop this program.
- Coordinate with Martin County FDOT and other appropriate agencies to develop the Amtrak Passenger Station in the downtown area.

### **Management of Parking**

The City's Development Department has the primary responsibility for parking in Stuart. Revenue collection and enforcement is carried out by the Parking Enforcement Officer who is essentially is

responsible for managing fines and distributing monthly passes. Parking regulations at all times are enforced by police in the downtown areas.

### **Valet Parking in Downtown Stuart**

The Valet parking in downtown Stuart is operated by the Lyric Theater who holds a Revocable Permit from the City of Stuart. This allows them to use an empty lot down the street from their location throughout the season, November through May with a private valet company that sets up in front of the theater and at the end of each month provides the City with one dollar per car they park.

### **Sailfish Shuttle**

The Sailfish Shuttle operates mostly centered on special events in the downtown as a ten seat golf cart that can expand to fit a total of 20 people. The shuttle is utilized mostly to transport people from the parking lots to the downtown and special events. In a typical year the shuttle moves about 20,000 people.

### **Parking Permit**

The City of Stuart's "3 hour parking district" Annual Permit enables a resident to park a vehicle in certain 3 hour designated parking spaces without being subject to a citation as referenced in the City's Code of Ordinances. The permits are available only for those persons who lease or own personal vehicles and who reside within the City's 3 hour parking district. The City has some designated downtown employee parking spaces along Flagler Avenue across from the City Hall.

## **Parking Utilization**

The Parking Study Master Plan determined daily utilization in different zoned areas of downtown. The areas of downtown were over-utilized at 98% between 11am and 2pm. Downtown's primary retail and commercial core, with the spaces closest to the retail units on SW Seminole Avenue and SW Flagler Avenue, experiences almost 90 percent utilization between 12 and 1pm. There were certain sections, particularly SW Flagler Avenue between SW St Lucie and Colorado, exhibited very low utilization rates even at peak lunch hour periods. This could be attributed primarily to unsafe conditions, lack of traffic calming mechanisms, and insufficient pedestrian amenities along the roadway. Parking closer to the courthouse, east of S Colorado Avenue was utilized with an 8 hour daily utilization rate of 24%. The Results of Parking Study Master Plan survey and analysis showed that parking demand varies widely in the downtown area based on location and the time of day.

- During the weekday peak periods, there are sufficient total off-street and on-street parking spaces to meet parking demands in each zone. During the highest demand hour on a typical weekday, the parking system is operating about half of its total capacity.
- A small number of off-street parking lots and some on-street parking areas experience a weekday peak hour utilization that is at or close to capacity.
- Peripheral off-street parking lots have very low weekday utilization rates, compared with more centrally located parking lots; and
- Parking durations are generally lower for on-street parking spaces compared with off-street parking spaces.

Despite perceptions among the business community and general public about the lack of parking, there is a considerable amount of on-street parking in the areas studied by the Parking Study Master

Plan that goes underutilized on a regular basis. However, the Parking Study Master Plan determined that there is a shortage of off-street parking supply. Part of the problem is that the downtown retail core has smaller lots and providing parking is not feasible as required under the provision of the parking exempt district. As it relates to the public parking lots developed to compensate for this shortage, utilization varies by location, with spaces towards the edges of the retail core being less utilized.

## **Parking Study Master Plan Recommendations**

The recommendations indicated that there are deficits of spaces, especially in the retail core of the downtown. The results also indicated that simply increasing the parking supply will not solve the perceived parking problems in the area. If additional parking supply is to be provided, careful consideration should be given to strategically locating and managing the overall parking system as a function of specific land use types in the downtown.

## **CRA PROGRAM GRANT ADMINISTRATION PROGRAM**

### **Program Objectives**

- Provide economic stimulus to the area.
- Increase business opportunities.
- Increase employment opportunities.
- Increase housing opportunities.

### **Program Description**

The CRA may apply for, accept, provide matching funds, and/or administer grants from Federal, State and local governmental entities, charitable foundations and groups, and other such organizations as may offer grant funds for the planning and carrying out of redevelopment efforts that support or are consistent with the purposes of the Community Redevelopment Plan.

### **Program Participants and Administration**

The Program will be administered and coordinated by the CRA. Other participants include, but are not limited to, Federal, State and local governmental entities, charitable foundations and entities and such other organizations as may offer grant funds and organizations, businesses or individuals who may participate in the program to receive such grant funds.

### **Program Funding Sources**

The CRA and the City will provide funding of the program elements for which the CRA and/or the City are responsible for. Other potential funding sources include, but are not limited to, the County, State and Federal Governments, businesses, banks,

builders, homebuyers, private contributions and Matching Funds, where available.

The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.

### **Funding Sources:**

- TIF Funding, Bonding, Grants and General Fund

## CRA PROGRAM DOWNTOWN TRANSIT SYSTEM

The development of an urban transit system would significantly bolster downtown revitalization efforts. By providing a direct link to the rail station, the beach, and other important destinations including Historic Downtown, a transit system would greatly increase the accessibility of the downtown to the residential areas throughout Martin County.

In 2001, the City and several other eastern seaboard cities in Florida were designated by Amtrak to be stops on its regional system. In 2010 both FDOT and the Federal Government began planning for a rail passenger program which may provide service to Stuart.

The area's transit needs are currently provided by County. The program is funded primarily by FDOT with some supplemental funding provided in part by the City and the County. The system provides transit-on-demand.

The Treasure Coast Connector is operated by Community Transit, a division of the St Lucie County Council on Aging. This service provides a fixed route service along specific routes with scheduled arrival times at predetermined bus stop areas. It serves the communities of St. Lucie and Martin Counties with designated bus stops and affordable travel within the area.



A transit depot is proposed to serve as a stop for an inter-connectivity fixed-route service and a park and ride facility. The facility will be situated within the City of Stuart between East Ocean Boulevard and Martin Luther King Jr. Boulevard and is a 1.55 acre property with the Florida East Coast Railroad right of way to the west of the property. The proposed Transit Depot provides an attractive mode of transportation for local business employees, guests and customers. The project will promote economic development of the City and surrounding areas, further promoting the creation of jobs. If passenger rail service to Stuart becomes a reality the transit depot can also serve the needs of rail passengers.

### Program Participants and Administration

Martin County Board of County Commissioners will administer the construction of the Transit Depot and also manage the funding and grants that are provided to the transit operators (Community Coach). The City of Stuart is working in a partnership with Martin County and other government agencies to move the project forward.

### Funding Sources:

- American Recovery and Investment Act Grant for the Transit Depot, Community Coach, FTA Grants, FDOT Block Grants, TIF Funding, Bonding, Martin County and St. Lucie County, Grants and General Fund.

## CRA PROGRAM GO GREEN INCENTIVE GRANT PROGRAM

### Program Objectives

- To encourage, support and achieve sustainable private green investment within the City of Stuart Community Redevelopment Area.

### Program Description

- The Stuart Go Green Incentive Grant Program has been designed to encourage sustainable building and development practices (residential and commercial) and to encourage private green investment within the Stuart Community Redevelopment Area.

### Application Process

- A completed application form is required to be submitted by a set date each year, with the Fiscal Year of 2010 being February 26, 2010.
- All buildings or developments shall meet the variable point standards required for minimum certification of Leadership in Energy and Environmental Design (LEED), Florida Green Building Coalition (FGBC) or US Green Globes.
- A proposal must also meet the City of Stuart Green Development Code as included in Section 6.10.14 City of Stuarts Land Development Regulations.

### Program Objectives

- Grants will not be provided on a retrospective basis for work that was completed before an application is submitted and approved by the CRA. The application must be completed and submitted before the project is initiated.
- The applicant is responsible for all building and other permits and fees associated with the proposed project.



- If the fiscal amount requested is under a set amount, as detailed in the application form, City staff reviews the application according to the program selection criteria and makes a recommendation of the funding amount based upon the selection criteria.
- For fiscal requests of over a set amount, as detailed in the application form, the applicant is required to make a formal presentation to the CRA.
- The following items are eligible improvements for the matching grants:

#### Residential

- Tank-less or solar powered water heaters
- The installation of solar panels
- Drip irrigation

## Commercial

- Drip irrigation
- Solar panels
- Pervious pavement

## Program Participants and Administration

The Program will be administered and coordinated by the CRA. Other participants include Local, County, State and Federal Agencies, non-profits, private foundations, businesses and landlords. Grant requirements may also be subject to change based on CRA input.

## Funding Sources:

- TIF Funding, Bonding, Grants and General Fund and Matching Funds, where available.

The funding may be subject to changes by the CRA are subject to appropriations during the fiscal year.



## THE STATUTORY REQUIREMENTS FOR THE CRA PLAN

### Authority to Undertake Community Redevelopment

This document has been prepared under the direction of the City of Stuart Community Redevelopment Agency in accordance with the Community Redevelopment Act of 1969, F.S. 163, Part III. In recognition of the need to prevent and eliminate slum and blighted conditions within the community, the Community Redevelopment Act confers upon counties and municipalities the authority and powers to carry out "Community Redevelopment". For the purposes of this Community Redevelopment Plan, the following definition, taken from the Florida Statutes shall apply:

***"Community Redevelopment" or "Redevelopment" means undertakings, activities or projects of county, municipality, or community redevelopment agency in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight or for the provision of affordable housing, whether for rent or sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area, or any combination or part thereof, in accordance with a community redevelopment plan and may include the preparation of such a plan.***

The ability of a county or municipality to utilize the authority granted under the Act is predicted upon the adoption of a "Finding of Necessity" by the governing body. This finding must demonstrate that:

- (1) One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in the county or municipality; and,
- (2) The rehabilitation, conservation or redevelopment, or a combination thereof of such area or areas, including, if appropriate, the development of housing which residents of low or moderate income, including the elderly, can afford, is necessary in the interest of the public health, safety, morals or welfare of the residents of such county or municipality.

### Creation of the Community Redevelopment Agency

Upon a "Finding of Necessity" by the governing body and upon further finding that there is a need for a Community Redevelopment Agency to function in the county or municipality to carry out community redevelopment purposes, any county or municipality may create a public body corporate and politically to be known as a "Community Redevelopment Agency". The Agency shall be constituted as a public instrumentally, and the exercise by the Agency of the powers conferred by F.S. Chapter 163, Part III shall be deemed and held to be the performance of an essential public function.

The City of Stuart established the City of Stuart Community Redevelopment Agency on May 12, 1986 with the adoption of Ordinance 1059. The organizational structure of the agency was also established at this time. It consists of a board of five elected City Commissioners plus two appointed members from the membership of the Community Redevelopment Board (an appointed advisory

board) by Ordinance 1716-2000. The provisions of Ordinance No. 1059 have been codified the City's Land Development Regulations.

### **Powers of the Community Redevelopment Agency**

As authorized by the Community Redevelopment Act, a wide variety of powers are available to the City of Stuart to carry out redevelopment activities. While most of these powers may be delegated to the Community Redevelopment Agency, others may not.

The powers which continue to vest in the City Commission are as follows:

- The power to determine an area to be slum or blighted area, or combination thereof, to designate such area as appropriate for a Community Redevelopment Project, and to hold any public hearings required to respect thereto.
- The power to grant final approval to Community Redevelopment Plans and Modifications thereof.
- The power to authorize the issuance of revenue bonds as set forth in Section 163.385.
- The power to approve the acquisition, demolition, removal or disposal of property; and the power to approve the assumption of the responsibility to bear loss by the Agency.
- The power of eminent domain; a four-fifths vote of the City Commission is required to condemn under this provision.
- The power to approve the budget and any amendments thereto.
- The power to allocate municipal funds from any source to fund the Agency or to be applied to any bonds or note issued by the Agency.

The powers which the City Commission has chosen to delegate the City of Stuart Community Redevelopment Agency under City Ordinance No. 1059, Ordinance No. 1193 and Ordinance No. 1716-2000 are as follows:

- To make and execute contracts and other instruments.
- To disseminate redevelopment information.
- To undertake and carry out community redevelopment projects and activities including acquisition of a slum or blighted area, the demolition and removal of buildings, installation of streets, utilities, parks, playgrounds and other improvements, disposition of acquired property as its fair market value, carrying out plans for a program of repair and rehabilitation in accordance with the Community Redevelopment Plan, acquisition of real property in the Community Redevelopment Project area (under the Community Redevelopment Plan) is to be repaired or rehabilitated for dwelling use, acquisition of real property when necessary to eliminate unsafe conditions or eliminate obsolete uses detrimental to the public welfare, and the acquisition of air rights in an area consisting principally of land in highways, railway tracks, bridge entrances or other similar facilities which have a blighted influence on the surrounding area.
- Construction of foundations and platforms necessary for the provisions of air rights site of housing for low and moderate income persons.
- To recommend by four-fifths vote of the agency to the City Commission the condemnation of property under this ordinance.
- To provide for streets, roads, public utilities or other facilities.
- To acquire, lease or option any real property to hold, improve or prepare for redevelopment.

- To mortgage, pledge, hypothecate or otherwise encumber to dispose of any real property.
- To insure or provide for insurance of any real property against risks or hazards.
- To invest Community Redevelopment Funds held in reserve.
- To borrow money and to apply for and accept advances, loans, grants, contributions and any other for and accept advances, loans, grants, contributions and any other form of financial assistance from the Federal Government, the State, County or other public body or from any sources, public or private and to give security as may be required.
- To make surveys, plans necessary to carry out the purposes of the agency.
- To develop and demonstrate new or improved means of providing housing for families and persons of low income.
- To prepare plans for and assist in the relocation of persons displaced from a Community Redevelopment Area and to make relocation payments for moving expenses and losses of property.
- To close, vacate and plan streets, roads and sidewalks.
- Other such actions consistent with the FS 163, Part III.

### **The Community Redevelopment Area**

Pursuant to State Statutes, a community redevelopment area must be a slum area, a blighted area or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly. The City of Stuart Community Redevelopment Agency generally consists of the older central core of the city, which has become deteriorated due to age, obsolescence and a lack of investment. Unfortunately, a deteriorating area is self-propagating and as conditions worsen, residents and private businesses become less willing to put in their financial resources into the area. It is this cycle which severely limits

the ability of private enterprise to stop the spread of slum and blight without public assistance.

The Community Redevelopment Area **contains 692.7 acres** of land and is described geographically in Figure >> Please refer to Appendix >> for a complete legal description of the district.

### **The Community Redevelopment Plan**

This plan updates and amends the City of Stuart Redevelopment Plan adopted by the City of Stuart Commission on 12<sup>th</sup> August 2002. Any projects, programs, undertakings and actions that are being implemented or are in progress at the time of the adoption of this document will not be stopped, curtailed, limited or restricted in the implementation of those projects, programs, undertakings and actions under the adopted plan, unless expressly stated herein to that effect.

All public redevelopment activities expressly authorized by the Community Redevelopment Act and funded by tax increment financing must be in accordance with the redevelopment plan which has been approved by the City Commission. Like the City's Comprehensive Plan, the Community Redevelopment Plan is an evolving document which must be evaluated and amended on a regular basis in order to accurately reflect changing conditions and community objectives. All redevelopment financed by tax increment revenues shall be completed later than thirty (30) years following the adoption of this amendment to the plan.

### **Consistency with the City's Comprehensive Plan**

Florida Statutes require that the Community Redevelopment Plan be consistent with the City's Comprehensive Plan. In order to remain current in the fast-paced actions of the City and CRA, the

Community Redevelopment Plan will have to be amended when programs are changed or as new programs and projects that were not included in the original plan are proposed. To maintain consistency with the City's Comprehensive Plan, a two tiered approach will be used during the amendment process.

The first step in the process is an administrative determination by the City Manager, or his designee, as to whether the proposed amendment is procedural/technical (e.g. changes to dates, amount of project funding, updating program, etc.) or substantive (e.g. the adoption of a new program). Under the former determination, the amendment would go directly to the City Commission accompanied by a written staff finding. Under the latter, the amendment would first be reviewed by the Local Planning Agency/Planning Advisory Board (LPA/PAB) for determination of consistency with the City's Comprehensive Plan and then forwarded to the City Commission with recommendations.

Since amendments to the City's Comprehensive Plan require a time consuming process and are allowed only twice a year except in cases of emergency, the Community Redevelopment Plan may not at all times be completely assimilated into the Comprehensive Plan. Those portions of the CRA Plan and subsequent amendments, which involve only the resources of the CRA, will not be included with the City's Comprehensive Plan. However, whenever significant City participation is part of a CRA project and participation has not been addressed in the Comprehensive Plan, it may be necessary to process a Comprehensive Plan Amendment prior to action by the City. Generally it will be necessary to amend the Comprehensive Plan in order to accommodate the following:

- Those portions of the CRA Plan which would otherwise be in conflict or inconsistent with the Comprehensive Plan as it is now written;

- To provide City financing, or financial assistance, to projects identified in the CRA Plan which are not already in the Comprehensive Plan; and
- To reassess and modify existing policies in the Land Use Element call for joint CRA/City participation.

There are no conflicts with the Comprehensive Plan and the CRA Plan.

### **Neighborhood Impacts or Redevelopment Efforts**

The following section describes the potential impacts of redevelopment efforts on the residential neighborhoods of the Community Redevelopment Area and surrounding areas. While neighborhood impacts have been considered for the specific redevelopment actions recommended in this Plan, it should be noted that some of these projects are in the early stages of planning. Therefore, some impacts resulting from their implementation may as yet to be determined. As these projects become more clearly defined, and additional impacts are identified, this section of the Plan will be amended. Other actions described in the Plan for subsequent years are subject to further refinement and elaboration in the intervening period and are consequently not included in the consideration of the short range impacts.

#### **A. Relocation of Displaced Residents and Businesses**

In the event that existing or future CRA lead agency projects do require relocation of residents, a relocation plan will be submitted as a component of the project package prior to official action on the project. It is also important to note that through the combined efforts of the Community Redevelopment Agency, the City and private development community, the neighborhood housing stock

will be expanded and thereby provide opportunities for the relocation of residents elsewhere in the neighborhood.

To protect the residents within the Community Redevelopment Area, the CRA shall formally adopt a relocation policy containing procedures for relocation. When required by redevelopment actions, the relocation of residents within the Community Redevelopment Area will follow these procedures. Expenses and financial assistance by these procedures shall become the responsibility of the Community Redevelopment Agency.

#### **Relocation Policy:**

Each redevelopment program adopted by the CRA which shall cause the temporary or permanent displacement of persons from housing facilities within the Community Redevelopment Area will contain an element and provision for the providing or replacement of housing for such persons in decent, safe and sanitary dwelling accommodations within their means and without undue hardships to such families, which such relocation assistance shall include but not be limited to the following methods:

1. All affected residents will receive a timely written notice of the CRA's intent to acquire their property.
2. The CRA will identify reasonable alternative housing opportunities for such displaced families which shall be reasonably comparable to the property being taken in size, price, rent and quality.
3. The CRA may provide moving expenses in a reasonable amount for each displaced family.
4. The CRA may elect to provide subsidies to displaced families in cases where suitable replacement housing, reasonably equivalent to the property being taken, is not available in

order to make other replacement housing available within the displaced family's means.

5. The CRA may permit a former owner or tenant to occupy the property after acquisition for a period of time either with or without rent and any such rent charge shall not exceed the fair market rent for such occupancy; the fair market rent should comply with rent specified under Federal Regulations that are used in the Rent Subsidy Programs.

#### **Traffic Circulation**

The major redevelopment projects contained within this plan are generally adjacent to major transportation corridors and are not anticipated to degrade traffic circulation within the residential areas of the Community Redevelopment Area.

Implementation of individual redevelopment projects may require improvements or modifications to the existing roadway network, these localized impacts will be reviewed when specific project designs are undertaken. It is also recommended that architectural and site-specific design solutions be considered to mitigate potential traffic and parking impacts of specific projects on adjacent residential neighborhoods.

#### **Environmental Quality**

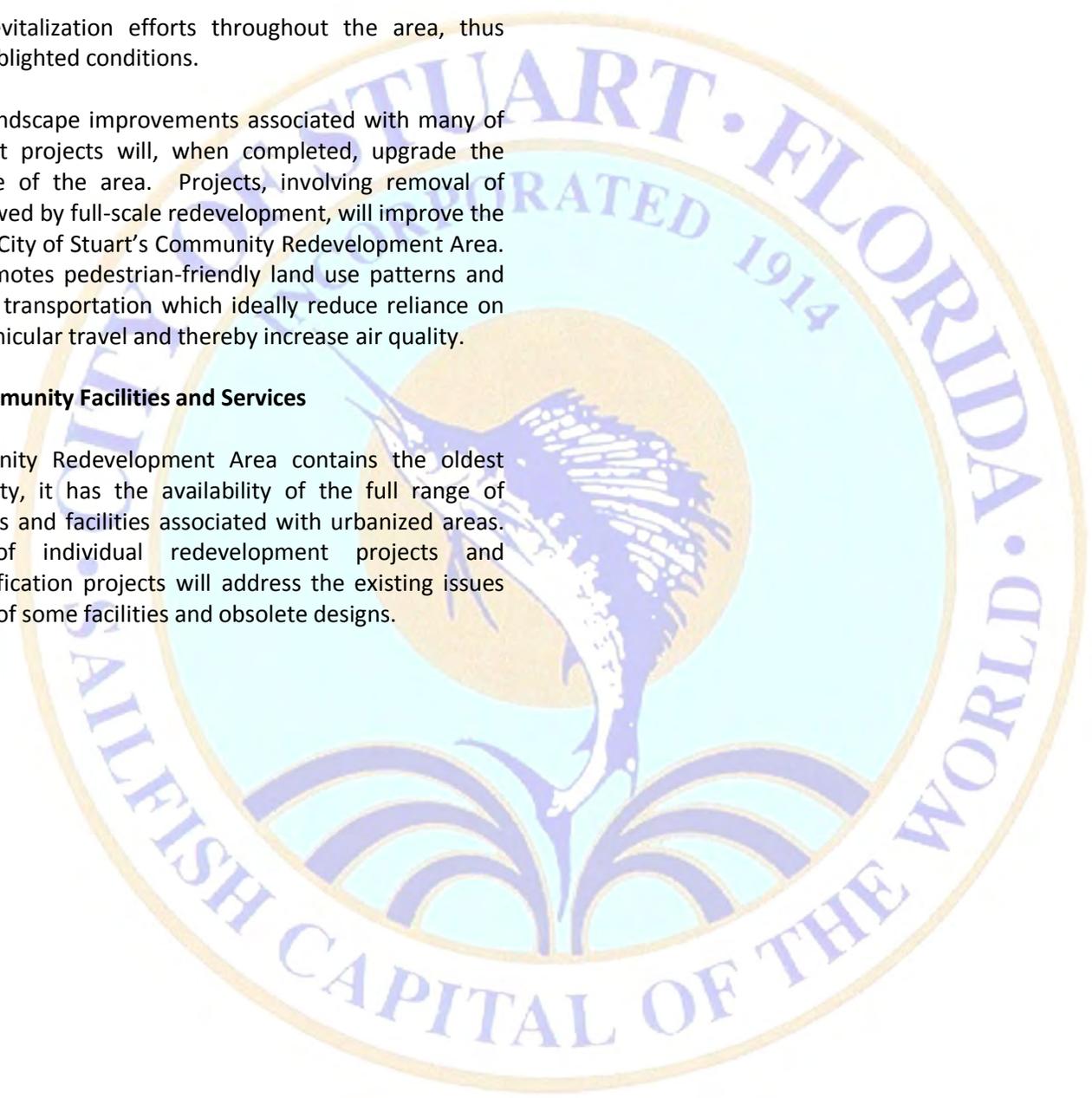
The redevelopment actions proposed in the Plan are intended to improve the environmental quality within the Community Redevelopment Area. Programs, such as the Façade Improvement Program, allow residents and businesses in the area to make exterior improvements to their properties which they could not otherwise afford. It is expected that improvements associated with these programs will foster a new sense of community pride and

spur additional revitalization efforts throughout the area, thus reducing slum and blighted conditions.

Streetscape and landscape improvements associated with many of the redevelopment projects will, when completed, upgrade the overall appearance of the area. Projects, involving removal of existing uses, followed by full-scale redevelopment, will improve the appearance of the City of Stuart's Community Redevelopment Area. The plan also promotes pedestrian-friendly land use patterns and multiple modes of transportation which ideally reduce reliance on single-occupant vehicular travel and thereby increase air quality.

#### **Availability of Community Facilities and Services**

Since the Community Redevelopment Area contains the oldest sections of the City, it has the availability of the full range of community services and facilities associated with urbanized areas. Implementation of individual redevelopment projects and streetscape beautification projects will address the existing issues relating to the age of some facilities and obsolete designs.



## Sources of Redevelopment Funding and Financing

The following is a general review of potential sources of funding for redevelopment programs and proposals, and a description of the funding sources applicable to each of the improvements or projects identified in the plan. In general, a variety of financing options should be explored to be utilized by the City of Stuart Community Redevelopment Agency. Among these are the following:

### Tax Increment Funding

Tax increment financing is a unique tool available to cities and counties for redevelopment activities. It is used to leverage public funds to promote private sector activity in the targeted area. The dollar value of all real property in the Community Redevelopment Area is determined as of a fixed date, also known as the “frozen value.” Taxing authorities that contribute to the tax increment, continue to receive property tax revenues based on the frozen value. These frozen value revenues are available for general government purposes. However, any tax revenues from increases in real property value, referred to as “increment,” are deposited into the Community Redevelopment Agency Trust Fund and dedicated to the redevelopment area.

It is important to note that property tax revenue collected by the School Board and any special district are not affected under the tax increment financing process. Further, unlike in some states, Florida taxing entities write a check to the CRA trust fund, after monies are received from the tax collector. In California, the increment is sent to the CRAs directly out of collected county tax revenues, before they are distributed to each taxing entity.

The tax increment revenues can be used immediately, saved for a particular project, or can be bonded to maximize the funds

available. Any funds received from a tax increment financing area must be used for specific redevelopment purposes within the targeted area, and not for general government purposes.

## Bonds

### Redevelopment Revenue Bonds

The provisions of F.S. 163.385 allow the City of Stuart or Community Redevelopment Agency to issue “Revenue Bonds” to finance redevelopment actions, with the security for such bonds being based on the “anticipated assessed valuation of the completed community redevelopment.” In this way, the additional annual taxes generated within the Community Redevelopment Area, the “tax increment”, is used to finance the long term bond debt. Prior to the issuance of long term revenue bonds, the City or Community Redevelopment Agency may issue bond anticipation notes to provide up-front funding for redevelopment actions until sufficient tax increment funds are available to amortize a bond issue.

### General Obligation Bonds

For the purposes of financing redevelopment actions, the City of Stuart may also issue General Obligation Bonds. These bonds are secured by debt service millage on the real property within the City and must receive voter approval.

### Industrial Revenue Bonds (IRB)

Industrial Revenue Bonds may be used to finance industrial and some commercial projects. The primary emphasis on such projects is the creation of jobs, and as a consequence speculative ventures are not normally financed by this means. Such bonds are typically issued by the County, with repayment pledged against the revenues of the private enterprise being funded. IRB’s are tax exempt and

consequently are typically three percent points below prevailing interest rates. Such financing has been used effectively in South Florida, but has not yet been utilized to date to fund projects within the CRA district.

### Grants

Annually, the City of Stuart is eligible to apply for CDBG grant funds. These funds are generally utilized for capital improvement projects and/or economic development. These funds usually require a small match value. The CRA has utilized CDBG grants for the redesign of Martin Luther King and improvements to Woodlawn Park. The CRA is also charged with actively seeking, applying and managing other grants.

### Land Sales/Leases

Acquisition of property and its preparation for development are powers available to the Community Redevelopment Agency under provisions of F.S. 163. The resale or leasing of such land to private developers can provide another source of income within the Community Redevelopment Area.

### Direct Borrowing from Commercial Lenders or Government Agencies

The CRA is also authorized to fund redevelopment projects and programs through direct borrowing funds. Depending on the particular project(s) funding requirements, the CRA may utilize both short and long term borrowing. Although terms and conditions may have a direct bearing on use of a particular commercial lending institution, the CRA will generally attempt to attain the lowest available interest rate.

### Private Sector Opportunities: Tax Credits

Tax credits provide for additional leveraging of redevelopment projects and investments. Many tax credits have requirements that would have to be established prior for a project to seek out the tax credits, but most redevelopment areas are willing to pursue these options with a viable project. Many times, a large scale project will need to use multiple tax credits/incentives, as well as, TIF funds. The following provides guidance as to the various tax credits that are offered within the State of Florida and U.S.

### Work Opportunity Tax Credit

The Work Opportunity Tax Credit Program (WOTC) offers private for profit employers an opportunity to earn a federal income tax credit for hiring individuals from certain target groups. The program is also designed to help jobseekers who consistently have a particularly high unemployment rate, enter employment. By hiring individuals from these targeted groups, employers can reduce their taxes up to \$2,400 or \$4,800 during the first year of employment or up to \$9,000 over two years, depending on the qualified applicant. The targeted groups are: Qualified Temporary Assistance to Needy Families Recipients, Qualified Veterans/Disabled Veterans, Qualified Ex-felons, Designated Community Residents, Vocational Rehabilitation Referrals, Qualified Summer Youths, Qualified Food Stamp Recipients, Qualified Supplemental Security Income Recipients and Long-Term Family Assistance Recipients. For more information go to <http://www.floridajobs.org/workforce/wotc.html>

### Enterprise Zone Tax Credits

An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax

advantages and incentives to businesses locating within the zone boundaries. Some of the incentives available through a designated Enterprise Zone are; Jobs Tax Credits, Business Equipment and Building Materials Sales Tax Refunds, Property Tax Exemptions for Childcare Facilities, Sales Tax Exemption for Electrical Energy and Community Contribution Tax Credit Program. For more information on these programs and incentives go to <http://floridaenterprisezones.com>

### **New Market Tax Credit**

The *New Markets Tax Credit* program represents the largest federal community development tax initiative in nearly 20 years. It is designed to provide investors, such as banks, insurers, investment funds, corporations, and individuals, with credits against federal income tax in return for new investments made in eligible businesses and commercial projects in low-income areas. It is a flexible tool that can be applied to a wide range of qualified business activities, from small business lending to financial counseling to real estate development.

NMTCs are administered by the *Community Development Financial Institutions* (CDFI) Fund, which is part of the US Department of the Treasury. The CDFI Fund has been authorized to allocate \$19.5 billion in NMTC investment authority, including \$1 billion for use in the Gulf Opportunity (GO) Zone. The CDFI Fund has employed a competitive process through which it has made 294 allocation awards totaling \$16 billion in tax credit authority as of October 2007 (LISC, NEF, Inc., October 2008).

### **Florida Brownfields Incentives**

There is a federal and a Florida program that provide various incentives for Brownfield sites and areas. The Florida program,

managed through Department of Environmental Protection, has incentives for job creation—up to \$2,500 per job, Loan guarantees for primary lenders, sales tax credit on building materials, tax credits, Florida corporate income tax, liability protection, expedited technical review and various Brownfield area benefits administered by Enterprise Florida, Inc. For more information go to <http://www.dep.state.fl.us/waste/categories/brownfields>

### **Historic Preservation Tax Credits**

The Federal program provides tax credits for rehabilitation of historic structures of 10 and 20 percent. There are also property tax exemptions available for properties listed on the National Register of Historic Place, individually listed under a local historic preservation ordinance, or designated as contributing to the significance of a historic district. For more information go to <http://www.flheritage.com/preservation>.

### **Renewable Energy Tax Incentives**

The 2006 Florida Energy Act established provisions for sales tax exemptions and corporate income tax credits aimed at promoting infrastructure development that supports hydrogen and bio fuels technologies. In addition, the Act created a production tax credit that provides a corporate income tax credit based on the amount of electricity produced from renewable energy sources at a new or expanded Florida facility. There are several tax credit programs; Infrastructure Investments and Florida Renewable Energy Tax Credit. For more information go to [http://dor.myflorida.com/dor/taxes/tax\\_incentives.html](http://dor.myflorida.com/dor/taxes/tax_incentives.html)

## CRA - FREQUENTLY ASKED QUESTIONS

### **What is a Community Redevelopment Area?**

A Community Redevelopment Area (CRA) is a dependent taxing district established by local government for the purpose of carrying out redevelopment activities that include reducing or eliminating blight, improving the tax base, and encouraging public and private investments in the redevelopment area. The members of the City Commission also serve as the members of the City of Stuart CRA with two members of the CRB sitting on the CRA.

### **Why create a CRA?**

CRAs are created to assist local governments in pursuing redevelopment in targeted areas that are characterized by blight and disinvestment. By establishing a CRA, local governments are given a financial and planning mechanism by which to redevelop areas where private market forces are not working.

### **What type of redevelopment activities will happen in the CRA areas?**

Redevelopment activities are outlined in each of the CRA sub district areas with details included in the CRA Plan. The Community Redevelopment Plan is a document that is approved by the City of Stuart at the time when the CRA Plan was created and again with any proposed changes to the document. The CRA Plan outlines the goals and objectives for the district, but more importantly, it outlines specific programs and capital improvements designed to reach those goals.

The general goals for the City of Stuart CRA is to create a framework that will facilitate development and investment in private land and public infrastructure, preserve the City's heritage, enhance livability and sense of unity and maintain and enhance its design quality both architecturally and urban in manner.

Redevelopment Plans typically include a number of measures designed to stabilize an area and enhance property values. Such initiatives may include traffic calming measures to reduce cut through traffic and speeding, landscape enhancements, the acquisition and redevelopment of sites and buildings, the development of on street parking, and similar projects. Following adoption of the CRA Plan, projects identified in the plan are included in the City's Capital Improvement Program (CIP) or in the CRA's annual budget. In some instances where additional funds are needed or where residents want to accelerate implementation of the plan, special assessment districts are created to provide additional tax revenues for completion of the projects.

### **How Can I get Involved?**

In the City of Stuart the CRA districts are governed by the volunteer Community Redevelopment Board, the members of which are appointed by the City Commissioners. The members of the community redevelopment agency shall include the members of the city commission and two other persons who are appointed as members of the community redevelopment board of directors by the city commission. The terms of office of the appointed members shall be four years, except that the first person appointed shall initially serve a term of two years. A vacancy occurring during a term shall be filled for the unexpired term by the city commission.

The Advisory Board is responsible for recommending a budget, policy and project recommendations to the City Commission. The City Commission, acting as the Community Redevelopment Agency, has the final authority to approve all actions.

If you would like to volunteer to serve on the Advisory Board (CRB), please visit the City of Stuart's website and download a copy of the

volunteer's application form. In addition, all Advisory Board meetings are open to the public and held monthly in the City Commission Chambers on the first floor of the City Hall.

### **What is Tax Increment Financing in Florida?**

Tax Increment Funding (TIF) is a method to pay for redevelopment of a slum or blighted area through the increased ad valorem tax revenue resulting from that redevelopment. It has been used in many states since the late 1940s and early 1950s to pay for redevelopment projects.

### **What may TIF funds be expended on?**

The funds deposited in the redevelopment trust fund may be expended only in the redevelopment area pursuant to the approved redevelopment plan in conformance with the requirements of Section 163.387(6), Fla. Stat., which includes:

- (a) Administrative and overhead expenses necessary or incidental to the implementation of a community redevelopment plan adopted by the agency.
- (b) Expenses or redevelopment planning, surveys, and financial analysis, including the reimbursement of the governing body or the community redevelopment agency for such expenses incurred before the redevelopment plan was approved and adopted.
- (c) The acquisition of real property in the redevelopment area.
- (d) The clearance and preparation of any redevelopment area for the redevelopment and relocation of site occupants as provided in s. 163.370.
- (e) The repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness.
- (f) All expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of agency bonds, bond anticipation notes, or other form of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes or other forms of indebtedness.
- (g) The development of affordable housing within the area.
- (h) The development of community policing innovations.

## APPENDICES

- The Cost of Redevelopment
- Map i) Stuart CRA & the City Limits
- Map ii) CRA Map & Urban Code
- Map iii) CRA & 5 Planning Areas
- Map iv) Planning Area 1 – Downtown Stuart
- Map v) Planning Area 2 – Government Center
- Map vi) Planning Area 3 – Colorado Avenue
- Map vii) Planning Area 4 – US-1/Frazier Creek
- Legal Description – the extent of the CRA boundary



## Redevelopment Costs and Priorities

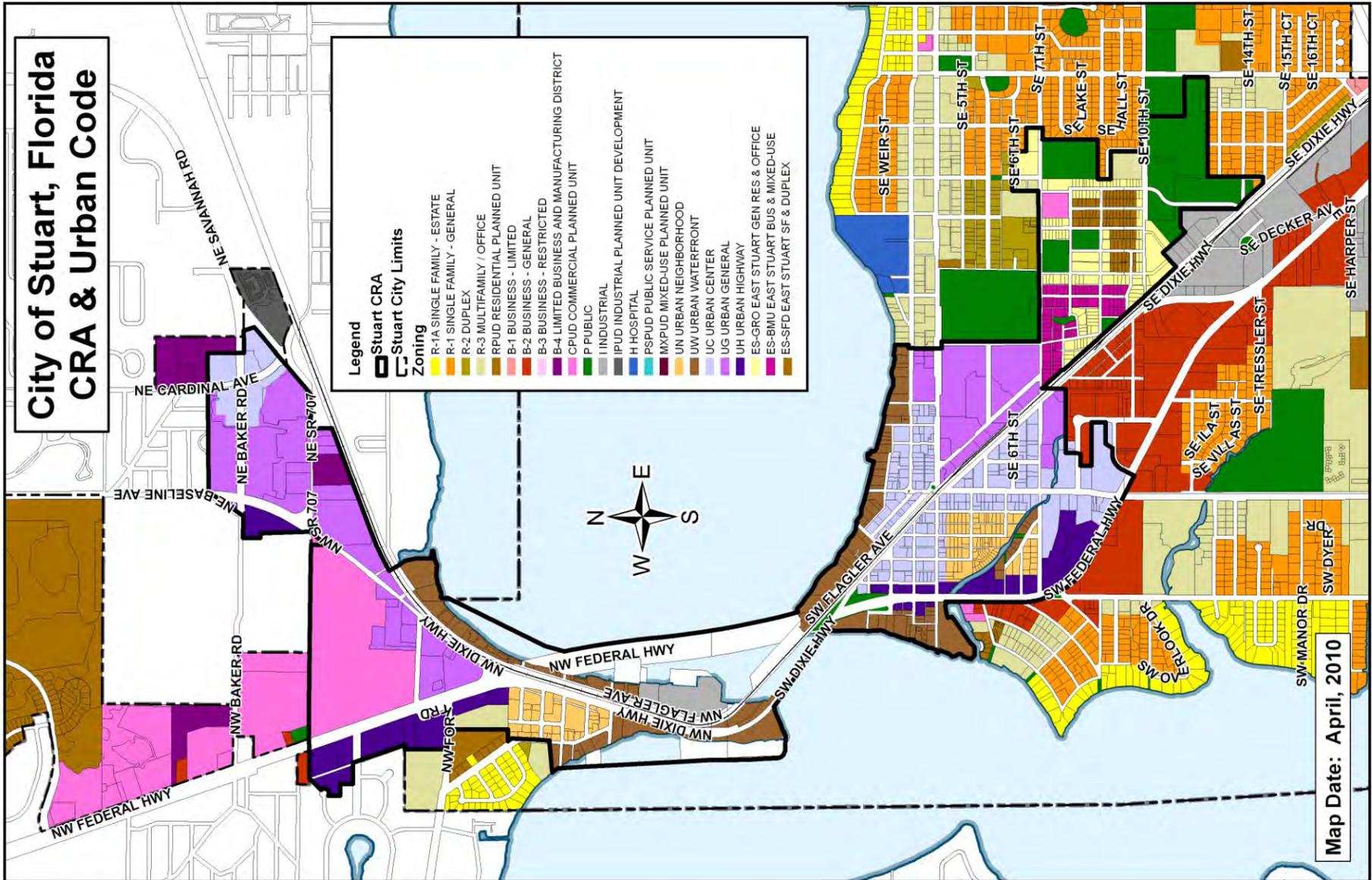
The following table contains an estimate of total public cost to the City, the County, the CRA or other agencies of the City for the redevelopment projects/programs and for improvements within the CRA District. Cost projections for on-going long term programs are given for a five year time period only and will be reviewed and amended annually against fiscal policy by CRA staff with appropriate detail and budgeting within the Capital Improvement Program.

Planning Area	No.	Project Classification	Project	Estimated Cost
Planning Area 1 : Downtown – Waterside Village/Potsdam	1.1	Land Acquisition	SE Osceola Parking Garage – acquire/assemble land or joint venture partnership	\$6.9 million for acquisition and construction of the parking garage
Planning Area 1 : Downtown – Waterside Village/Potsdam	1.2	Streetscaping	Joan Jefferson Way – streetscaping, gateway signage/feature & urban design	\$1 million
Planning Area 1 : Downtown – Waterside Village/Potsdam	1.3	Land Acquisition	Triangle Property - acquire/assemble land or joint venture partnership	To be determined
Planning Area 1 : Downtown – Waterside Village/Potsdam	1.4	Land Acquisition	Possible Relocation of the City Hall.	\$ 4 – 6 million depending on what property is acquired and redevelopment to occur on site.
Planning Area 1 : Downtown – Waterside Village/Potsdam	1.5	Land Acquisition	Dockside Property – assemble land or joint venture partnership for the redevelopment.	Land Acquired already for \$4million. Remaining costs to be determined.
Planning Area 1 : Downtown – Waterside Village/Potsdam	1.7	Streetscaping	SW Flagler Avenue – widening of sidewalks, reconfiguration of parking and improved plantings.	\$1 million
Planning Area 1 : Downtown – Waterside Village/Potsdam	1.8	Streetscaping	Osceola Avenue – enhancements to pedestrian activity, drive-by traffic, pedestrian circulation and sidewalk dining	\$2 million
Planning Area 1 : Downtown – Waterside Village/Potsdam	1.9	Streetscaping	S Colorado Avenue and Haney Circle – slow traffic speeds and enhance pedestrian experience and circulation, enhance public spaces.	\$250,000

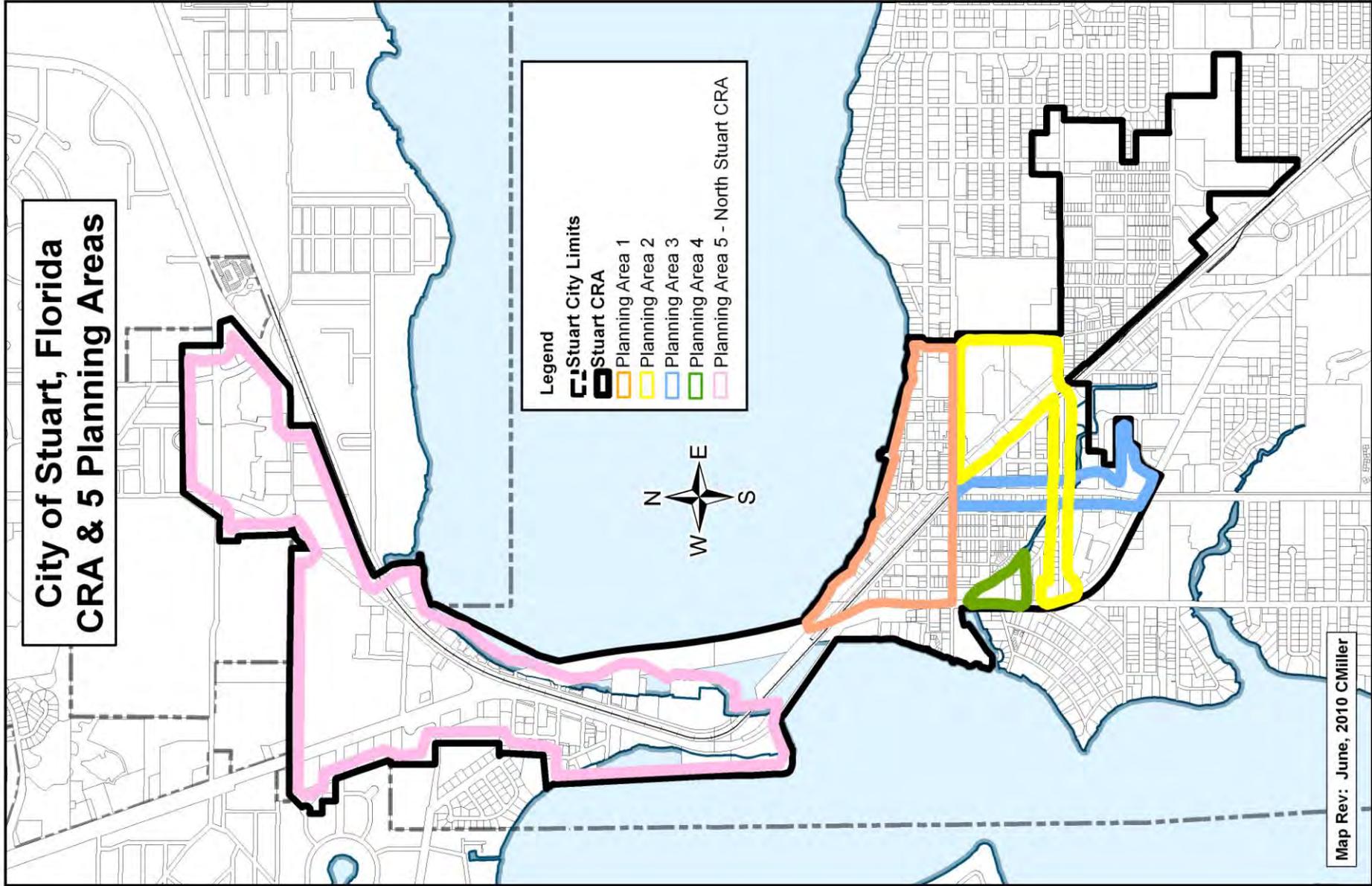
Planning Area	No.	Project Classification	Project	Estimated Cost
Planning Area 1 : Downtown – Waterside Village/Potsdam	1.10	Traffic Flows	Seminole Avenue Traffic Flow – reverse traffic flow on Seminole Avenue following parking garage implementation.	To be determined
Planning Area 1 : Downtown – Waterside Village/Potsdam	1.11	Roundabout Safety	Confusion Corner and Sailfish Circle – education, improved signage, and speed reduction techniques.	To be determined
Planning Area 1 : Downtown – Waterside Village/Potsdam	1.12		West, 1 <sup>st</sup> Avenue Street – Utilization for on street parking	To be determined
Planning Area 2: Government Center/Courthouse/MLK	2.1	Land Acquisition	Establish Government Center – either through expansion of existing Courthouse or possible joint redevelopment of Sailfish Ball Park with Martin County.	\$1 million – athletic facilities for relocation, demolition, lighting and irrigation.
Planning Area 2: Government Center/Courthouse/MLK	2.2	Streetscaping	SE Martin Luther King Jr. Boulevard improvements to streetscape	\$ 1.5 million
Planning Area 2: Government Center/Courthouse/MLK	2.3	Land Acquisition	Grocery Distribution Center – acquisition/joint venture partnership	\$2 million for acquisition of property.
Planning Area 2: Government Center/Courthouse/MLK	2.4	Streetscaping & Land Acquisition	Extend SE Martin Luther King Jr. Boulevard to US 1	\$ 4 million
Planning Area 2: Government Center/Courthouse/MLK	2.5	Streetscaping & landscaping	SE Flagler Way improvements to streetscape	\$1 million
Planning Area 3: Colorado Avenue/Seacoast National Bank	3.1	Land Acquisition	Colorado Avenue traffic calming through streetscape improvements	\$1 million
Planning Area 3: Colorado Avenue/Seacoast National Bank	3.2	Land Acquisition	Seacoast National Bank potential acquisition or joint venture redevelopment	To be determined
Planning Area 4: US1 / Frazier Creek	4.1	Land Acquisition	Vacant properties on US1 potential acquisition/assemblage or joint venture. Solve US 1 traffic access problems to the site and provide public access to Frazier Creek	To be determined

<b>Planning Area</b>	<b>No.</b>	<b>Project Classification</b>	<b>Project</b>	<b>Estimated Cost</b>
Planning Area 4: US1 / Frazier Creek	4.2	ROW Improvements	SW 6 <sup>th</sup> Street – new traffic signals and intersection.	To be determined
Planning Area 5: North Stuart/Ecological Center	5.1	On Street Parking & streetscaping	SW Dixie Highway Improvements	To be determined
Planning Area 5: North Stuart/Ecological Center	5.2	Retention Area Land Bank	SW Dixie Highway – retention area land bank and redevelopment site	To be determined
Planning Area 5: North Stuart/Ecological Center	5.3	Land Acquisition and road improvements	SW SR 707 (Part of Harbour Walk site) – acquire land and create footpaths and extensive landscaping to link to Green River Parkway	To be determined
Planning Area 5: North Stuart/Ecological Center	5.4	Footpath & Road Improvements	Cardinal Avenue and NE & SW SR 707 footpath and roadway improvements	To be determined

# City of Stuart, Florida CRA & Urban Code

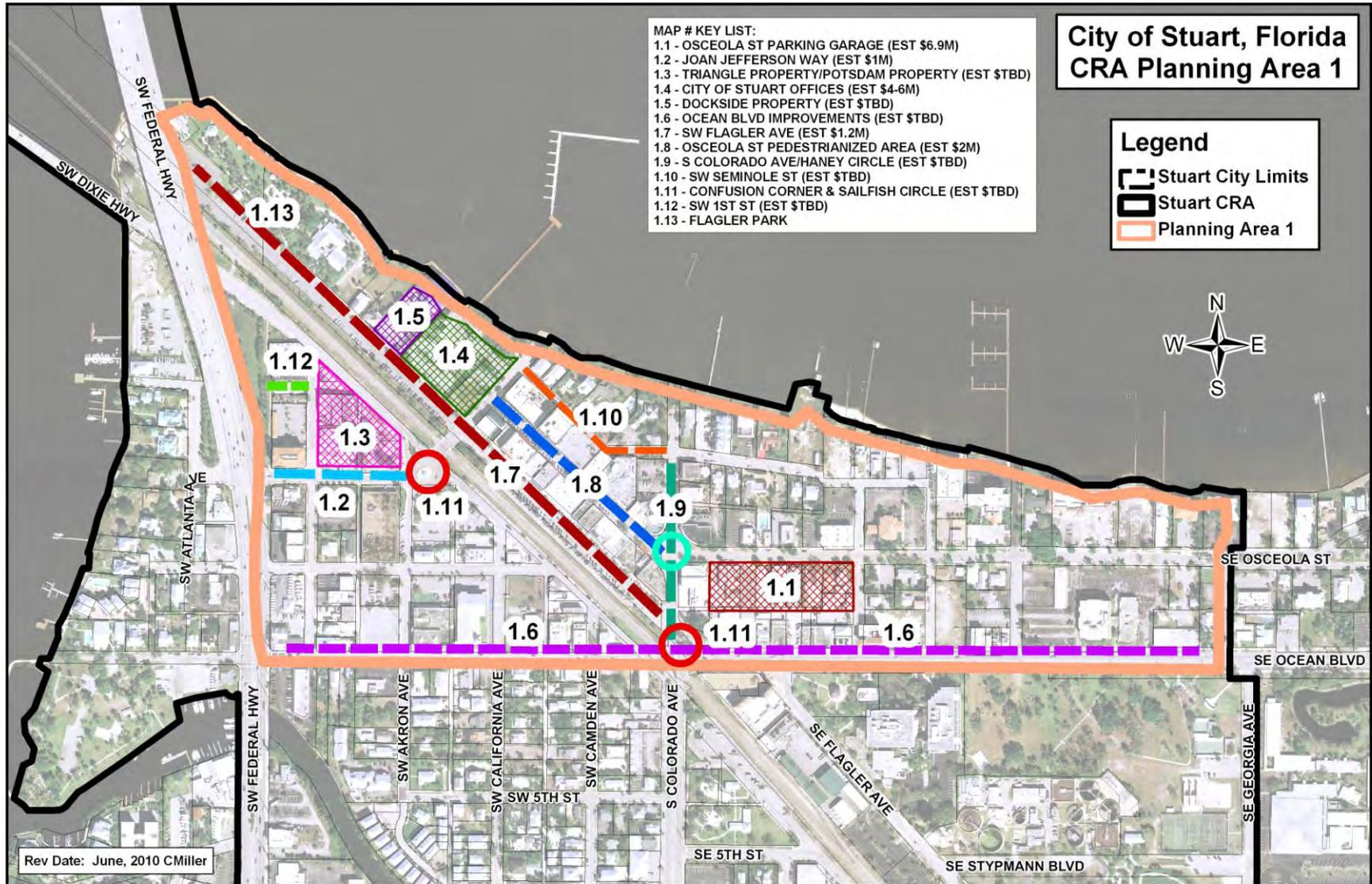


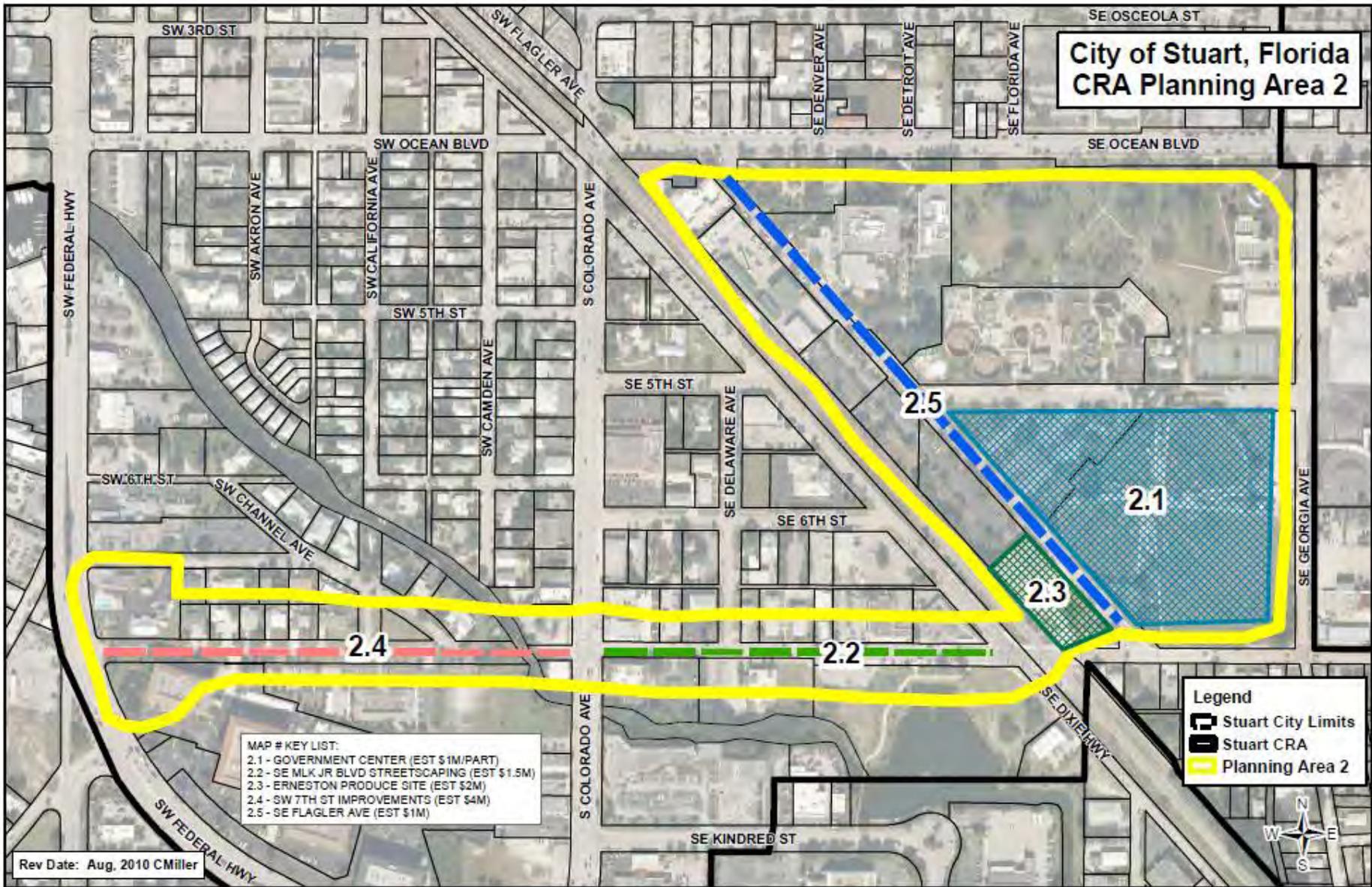
# City of Stuart, Florida CRA & 5 Planning Areas

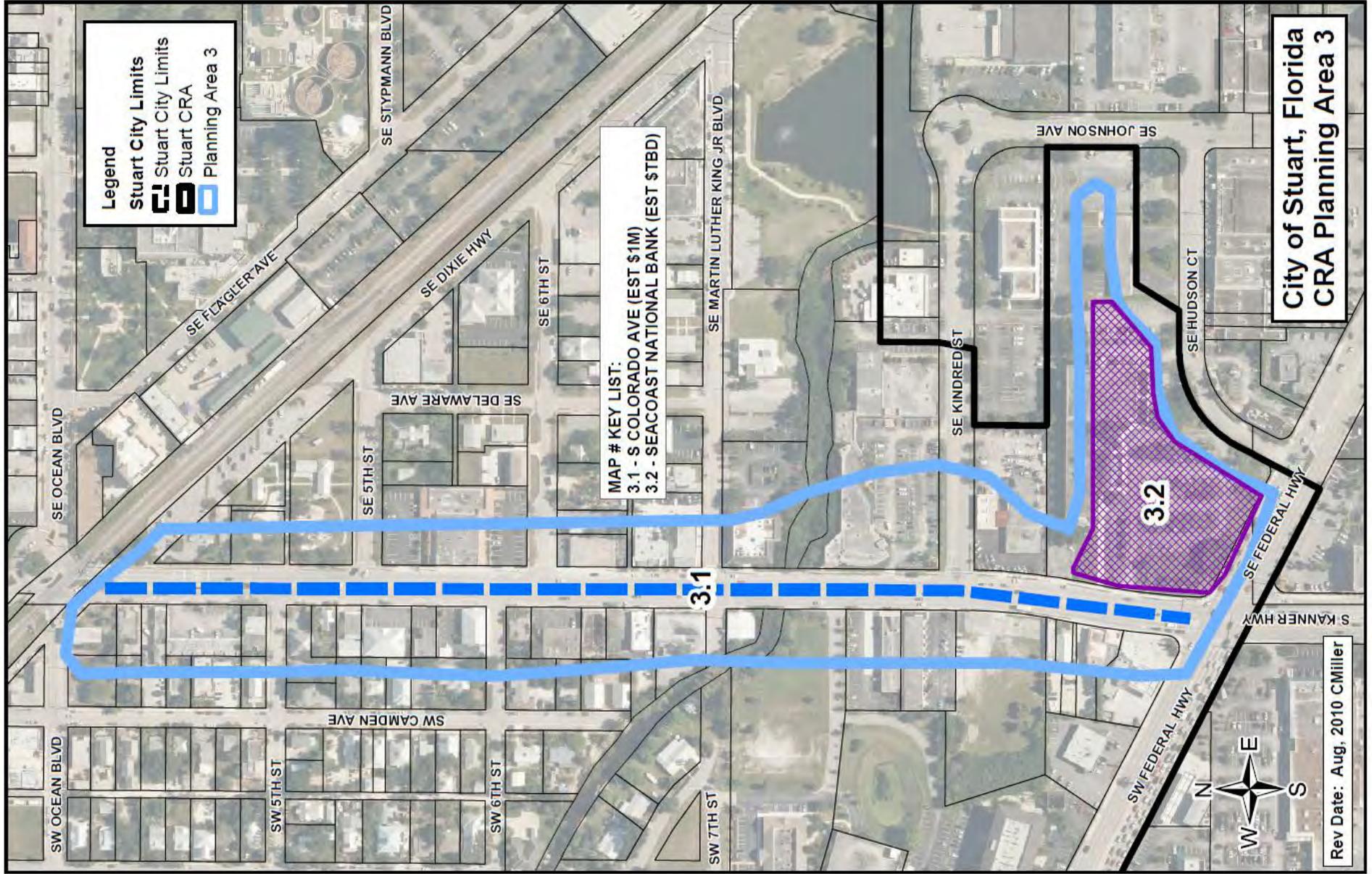


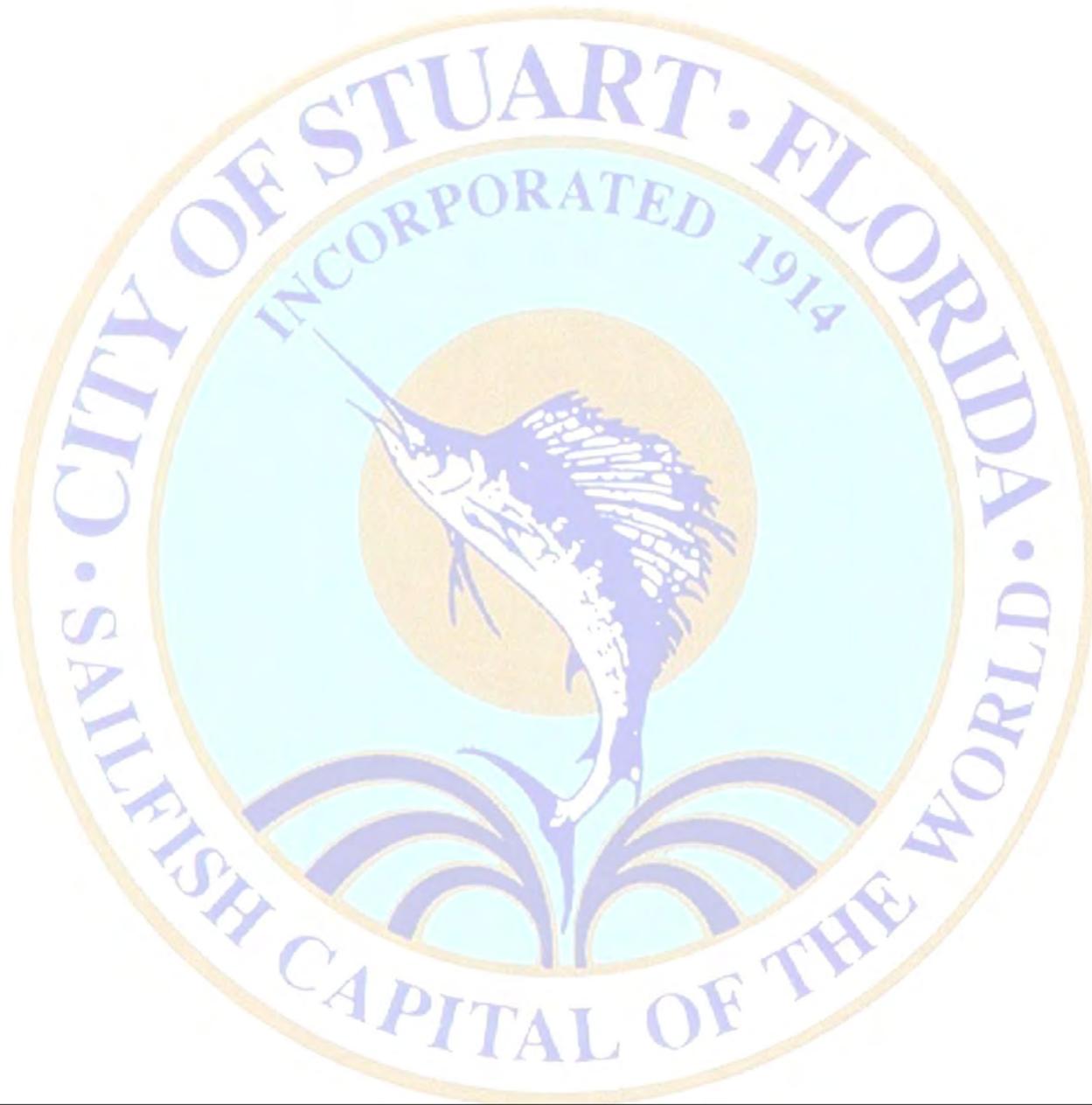
Map Rev: June, 2010 CMiller

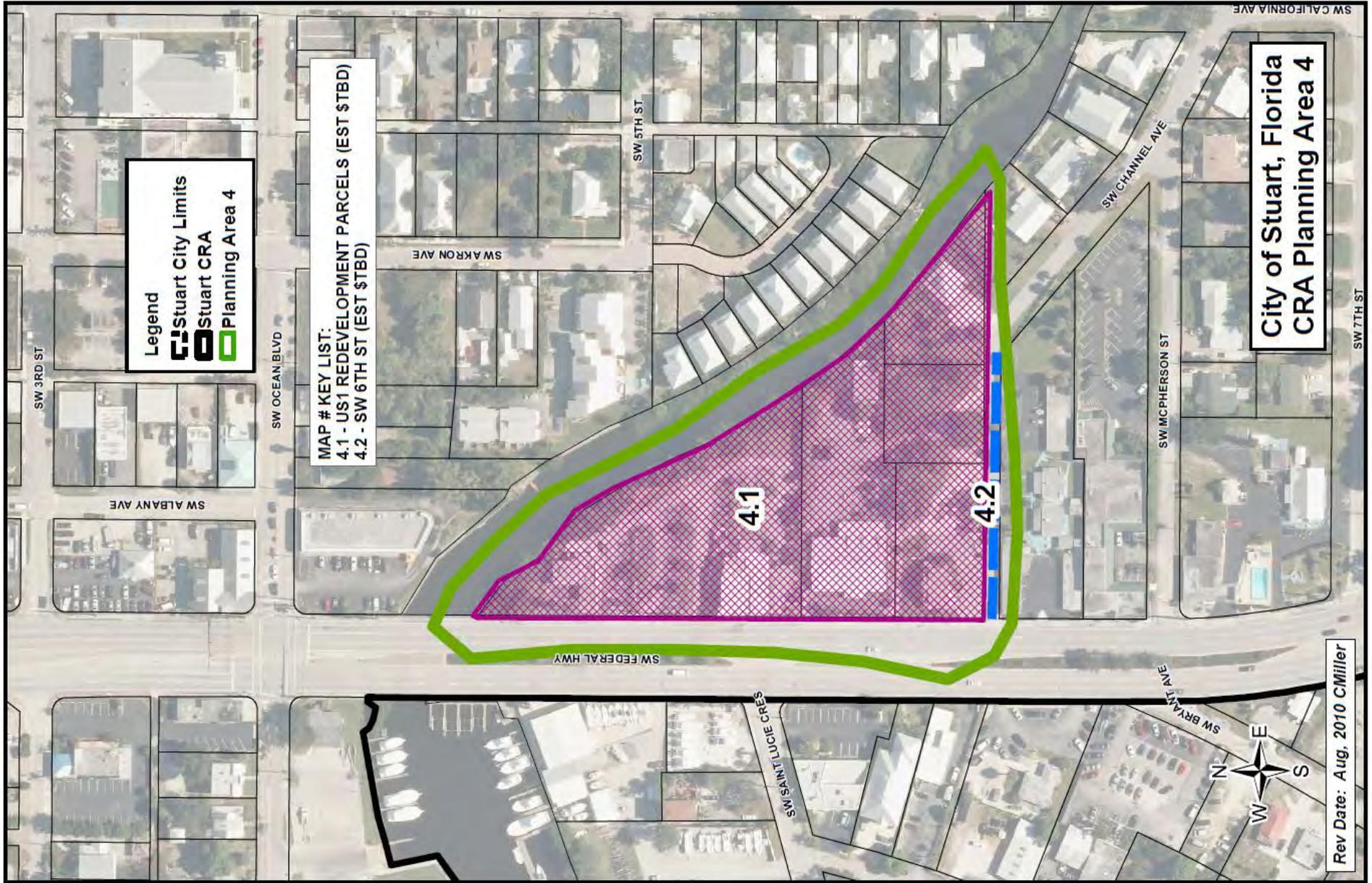


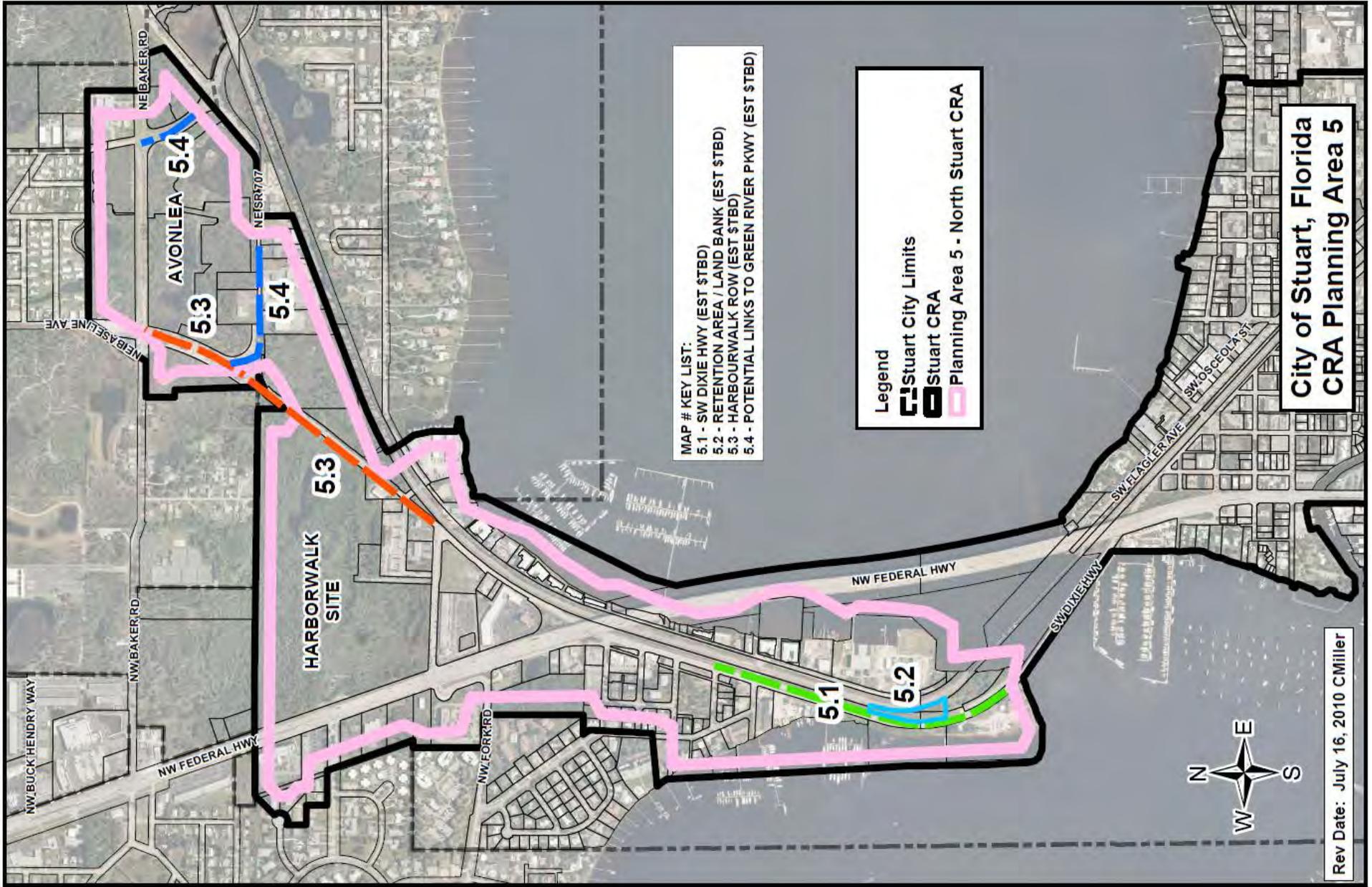












**DESCRIPTION OF CRA BOUNDARY April 6, 1998**

For a Point of Beginning, commence at the intersection of the *North Right-of-way* line of N , Fern Street, according to the Plat of Riverside Park as recorded in Plat Book 4, Page 98 of the Public Records of St. Lucie, (now Martin) County, Florida. with the Mean High Water Line of the North Fork of the St. Lucie River; thence meander Northwesterly along the said Mean High Water Line of the North Fork of the St. Lucie River, a distance of 776 feet, more or less, to *the* Southwest Corner of Sunset Cove Condominium as recorded in Official Record Book 521, Page 457 of the Public Records of Martin County, Florida; thence departing said Mean High Water Line, -Northeasterly along the South line of Sunset Cove Condominium to the Easterly Right-of-way line of N.W North River Drive; thence Northerly and Northwesterly along said East Right-of-way line to the Southwest corner of Lot 8. Terrace Gardens, according to the plat thereof as recorded in Plat Book 8, Page 66, of the Public Records of Martin County, Florida; thence Easterly along the South line of said Lot 8 and along the Easterly projection thereof to the East line of Terrace Gardens Condominium as recorded in Official Record Book 536, Page 48 of the Public Records of Martin County, Florida; thence Northerly along the East line of Terrace Gardens Condominium to the North Right-of-way line of N.W. Fork Road; thence Westerly along said North Right-of-way line to the East line of 800 Place Condominium and the West line of that parcel of land as recorded in Official Record Book 748, Page 195 of the Public Records of Martin County, Florida; thence Northerly along said East line of 800 Place Condominium and along said West line per Official Record Book 748, Page 195, to the South line of North River Shores, Section 6, according to the plat thereof as recorded in Plat Book 3, Page 88, of the Public Records of Martin County, Florida; thence Easterly along the South line of said plat to the Southwest corner of Block "C" of said plat-of North River Shores, Section 6; thence Northwesterly along the West line of said Block "C" to the Northwest corner of said Block "C"; thence Northwesterly along the Northwesterly projection of the West line of Block "G", to, the Southwest corner of Block "A" of split plat; and the- North Right-of-Way line of NM, River Shores Boulevard; -*thence* Westerly, along said North Right-of-way line and along the South line of Lots 29 and 28, Block 24, of said plat to the Southwest corner of said Lot 28; thence Northerly along the West line of said Lot 28 to the Northwest corner of said Lot 28; thence Westerly along the North line of Lot 27 and a portion of Lot 26 to the Southwest corner of Lot 20. Block 24; thence Northerly along the West line of Lot 20 to the Northwest corner of said Lot 20; thence Easterly and Northerly along the North line of said Lot 20 and the West line of Lot 19, Block 24, and the West line of Lot 18, Block 24, to the Northwest Corner of said Lot 18; thence Northeasterly along the Northwesterly line of said Lot 18 to the Northeast corner of said Lot 18; thence Northwesterly along the Northeasterly line of Lot 17 , Block 24, to the North line of said North River Shores Section 6, and the North line of Section 32, Township 37 South, Range 41 East; Thence Easterly along the East 1/2 of Government Lot 1 of said Section 32; Thence Southerly along the West line of said East 1/2 a distance of 290 feet, more or less to the Northerly Right-of-way line of S.R. 707; thence Northeasterly along said Northerly Right-of way line to an *intersection* with the North line of said Section 32; thence Westerly along the North line of said Section 32, and along the South fine of Section 29, Township 37 South. Range 41 East, to a point lying 500 feet West of the

Southeast corner of said Section 29, said point also lying on the West line of that parcel of land as recorded in Official Record Book 895, Page 23 of the Public Records of Martin County, Florida; thence Northwesterly along said West line, a distance of 650 feet, more or less to a change of direction in said West property line; thence Westerly along said West property line a distance of 59 feet, more or less, to a change of direction in the said West property line; thence Northerly along said West property line a distance of 223.59 feet, more or less, to the South Right-of-way line of N.W. Baker Road; thence Easterly along said South Right-of-way line, 282 feet, more or less, to the Southwesterly projection of the *Easterly Right-of-way line of N.W. Baseline Avenue*; thence Northeasterly along said projection and along said *Easterly Right-of-way line of N.W. Baseline Avenue* to the South Right-of-way line of N.E. 15<sup>0</sup> Street (formerly North Street) according to the plat of the Map of Northwood, as recorded in Plat Book 1, Page 55 of the Public Records of Martin County, Florida, and the South line of the NW 1/4 of the SW 114 of Section 28, Township 37 South, Range 41 East; thence Easterly along said South Right-of-way line to the Southeast corner of *the NW 1/4 of the SW 114* of said Section 28; thence northeasterly to the intersection of the Easterly Right-of-way line of N.E. Cardinal Avenue, with *the South line of that parcel of land* as described in Official Record Book 895, Page 19 and Page 25 of the Public Records of Martin County, Florida; thence Easterly along said South line a distance of 426.04 feet to the West line of the East 202.00 feet of the NW 1/4 of the SW 114 of said Section 28; thence Southerly along said West line, a distance of 472.1 j feet to the South Right-of-Way line of N.E. Baker Road Extension as recorded in Official Record Book 726, Page 1921 of the Public Records of Martin County, Florida; thence Easterly along said South Right-of-way line a distance of 270 feet, more or less to a change of direction in said South Right-of-way line of N.E. Baker Road Extension; thence Southeasterly along said Right-of-way line, a distance of 142.51 feet, more or less, to the Northwesterly Right-of-way line of N.E. Savannah Road; thence Southwesterly along said Northwesterly Right of way line and along the Northwesterly and Northerly Right-of-way line of S.R. 707 and along the Southwesterly projection of the Northerly Right-of-way line of S.R. 707 thereof, a distance of 1,120 feet, more or less to an intersection with the South line of said Section 28; thence Westerly along said South line of Section 28, a distance of 400 feet, more or less, to the Northerly Projection of the East line of that parcel of land as recorded in Official Record Book 645, Page 1134 of the Public Records of Martin County, Florida, said East line also being the East line of the West 100 feet of the East 600 feet of Government Lot 4, Section 33, Township 37 South, Range 41 East; thence Southerly along said East line, a distance of 261.95 feet, more or less to the Northerly Right-of-way line of the Florida East Coast (F.E.C.) Railroad Right-of-way; thence Southwesterly along said Northerly Right-of-way line, a distance of 1,900 feet, more or less to an intersection with *the Westerly Mean High Water Line* of an on-named creek, lying in Government Lot 1, Section 32, Township 37 South, Range 41 East thence Southeasterly and Southerly along said Westerly Mean High Water Line, a distance of 715 feet, more or less, to the Mean High Water Line of the St. Lucie River; thence Southwesterly and Southerly, along the said Mean High Water line of the St. Lucie River, a distance of 1,839 feet, more or less to an intersection with the Easterly Right-of-way of S.R. No. 5, (Roosevelt Bridge) per FOOT RNV Map Section 89010-2548; thence Southerly along said Easterly Right-of-way line, crossing over the St Lucie River, a distance of 3.651 feet more or less to the Mean High Water Line of the St. Lucie River; thence Southeasterly along said Mean High Water Line, a distance of 3,819 feet, more or less to the East line of River Oak Center Condominium and the East line of Lot 2, Block 8, Stypmann's Subdivision, according to the plat thereof as recorded in Plat Book 5, Page 82 of the Public Records of Palm Beach, (now Martin) County; thence Southerly along said East line of Lot 2 and along the Southerly projection thereof to the

centerline of S.E. Osceola Street; thence Westerly along said centerline to an intersection with the Northerly projection of the East Right-of-way line of S.E. Georgia Avenue (formerly Orange Avenue); thence Southerly along said projection and along said East Right-of-way line of S.E. Georgia Avenue and along the southerly projection of said East Right-of-way line of S.E. Georgia Avenue to the South Right-of-way line of East Ocean Boulevard; thence Easterly along said South Right-of-way line to the East Right-of-way line of S.E. Georgia Avenue; thence Southerly along said East Right-of-way line to the North line of the SE 1/4 of the SW 1/4 of Section 4, Township 38 South, Range 41 East, and the centerline of S.E. Martin Luther King Jr. Boulevard; thence Westerly along said centerline to the Northwest corner of the SE 1/4 of the SW 1/4 of said Section 4; thence Southerly along the West line of the SE 1/4 of the SW 1/4 to the Southwesterly Right-of-way line of S.E. Old Dixie Highway; thence continue along the West line of the SE 1/4 of the SW 1/4 of said Section 4 to the Northeast corner of Seventh Addition, according to the plat thereof as recorded in Plat Book 3, Page 140 of the Public Records of Martin County, Florida thence Westerly along the North line of said Seventh Addition to the Northwest corner of Lot 4 of said plat; thence Southerly along the West line of said Lot 4 to the South Right-of-way line of S.E. Kindred Street; thence Westerly along said South Right-of-way line to the Northwest Corner of Lot 5, Seventh Addition; thence Southerly along the West line of said Lot 5 to the Southwest corner of said Lot 5; thence Easterly along the South line of Lots 5 through 15, inclusive, to the West Right-of-way line of S.E. Johnson Avenue; thence Southerly along the West Right-of-way line of S.E. Johnson Avenue to the Northeast Corner of Lot 32, Seventh Addition; thence Westerly along the North line of Lots 32 through 36, inclusive, of Seventh Addition to the Northwest Corner of Lot 36; thence Southwesterly along the West line of said Lot 36 to the Southwest corner of Lot 36 and the Northerly Right-of-way line of S.E. Hudson Court; thence Westerly and Southwesterly along the said Northerly and Westerly Right-of-way line of S.E. Hudson Court and along the Southwesterly projection thereof to the Southwesterly Right-of-Way line of U.S. Highway No. 1 (SR No. 5); thence Northwesterly and Northerly along the said Southwesterly and Westerly Right-of-way line of U.S. Highway No. 9 (S.R. No. 5), a distance of 3,253 feet, more or less, to an intersection *with the* Northerly Mean High Water Line of Frazier Creel; thence departing said Westerly Right-of-way line, Northwesterly, Westerly and Southwesterly along the Mean High Water Line of Frazier Creek, a distance of 867 feet, more or less to the Mean High Water Line of the South Fork of the St. Lucie River; thence Northerly along the Mean High Water Line of the South Fork of the *St. Lucie River, a distance of 1,912 feet, more or less to an* intersection with the Southwesterly Right-of-way line for S. ft 707 f Dixie Highway (formerly U.S. Highway No. 1, and S.R. No. 5 per FDOT RPM Map Section 89010-2554); thence Northwesterly along said Southwesterly Right-of-way line of S.R. 707 / Dixie Highway, crossing the St. Lucie River, a distance of 1,240 feet, more or less to the Mean High Water Line of the St. Lucie River; thence Westerly along the Mean High Water Line of the St. Lucie River and Northerly along the Mean *High Water* Line of the *North Fork of the St. Lucie River, a distance of 2,966 feet, more or less to the* North Right-of-way line of N.W. Fern Street according to the Plat of Riverside Park as recorded in Plat Book 4, Page 98 of the Public Records of St. Lucie (now Martin) County and the Point of Beginning.

Containing 557 Acres, more or less.

LEGAL DESCRIPTION

CRA EXPANSION

A PARCEL OF LAND BEING A PORTION OF SECTIONS 9 AND 4 OF TOWNSHIP 3B SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEAST CORNER OF BLOCK 6, OF STYPMANN PARK, AN ADDITION TO -CITY OF STUART°, AS RECORDED IN PLAT BOOK 1, AT PAGE 29 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA, SAID SOUTHEAST CORNER BEING ON THE NORTHERLY RIGHT OF WAY LINE OF EAST 51XTH STREET; THENCE WESTERLY ALONG THE NORTHERLY RIGHT OF WAY LINE OF EAST SIXTH STREET TO THE SOUTHWEST CORNER OF BLOCK 5, OF THE FIRST ADDITION OF STYPMANN PARK AN ADDITION TO THE CITY OF STUART AS RECORDED IN PLAT BOOK 1 AT PAGE 29 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE SOUTHERLY ALONG THE WESTERLY LIMITS OF SAID PLAT BOOK 1, AT PAGE 29 TO THE NORTHERLY RIGHT OF WAY LINE OF EAST SEVENTH STREET (MARTIN LUTHER KING JR. BLVD.); THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTHEASTERLY RIGHT OF WAY LINE OF THE F.E.C. RAILROAD RIGHT OF WAY ; THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY RIGHT OF WAY UNE OF THE F.E.C. TO AN INTERSECTION WITH A LINE BEING 390 FEET NORTHWESTERLY OF . AS MEASURED AT RIGHT ANGLES AND PARALLEL TO THE WESTERLY LIMITS OF THE PLAT, OF "THE CENTRE AS RECORDED IN PLAT BOOK 11. PAGE 26 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE NORTHEASTERLY ALONG SAID PARALLEL UNE FOR 250.00 FEET TO AN INTERSECTION WITH A LINE BEING 250 FEET NORTHEASTERLY OF, AS . MEASURED AT RIGHT ANGLES AND PARALLEL TO NORTHEASTRLY RIGHT OF WAY UNE OF SAID F.E.C. RIGHT OF WAY; THENCE SOUTHEASTERLY ALONG SAID PARALLEL LINE TO AN INTERSECTION WITH THE AFOREMENTIONED WESTERLY LIMITS OF THE PLAT OF THE CENTRE ; THENCE NORTHEASTERLY ALONG SAID WESTERLY LIMITS TO THE NORTH LINE OF SAID PLAT OF THE CENTRE ; THENCE EASTERLY ALONG SAID NORTH LINE TO THE EAST LINE OF SAID PLAT OF THE CENTRE ; THENCE SOUTHERLY ALONG SAID EAST LINE TO AN INTERSECTION WITH NORTHEASTERLY RIGHT OF WAY LINE C.R.A -1- A (SOUTH DIXIE HIGHWAY); THENCE SOUTHEASTERLY ALONG SAID RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTHERLY RIGHT OF WAY UNE OF EAST 15TH STREET, ACCORDING TO THE PLAT OF "DIXIE VIEW. AS RECORDED IN FLAT BOOK 1, PAGE 9 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA ; THENCE EASTERLY ALONG SAID. NORTHERLY RIGHT OF WAY LINE TO THE EAST RIGHT OF WAY LINE OF PATHFINDER STREET AS DEPICTED ON SAID PLAT BOOK 1, PAGE 9; THENCE NORTHERLY ALONG THE EAST RIGHT OF WAY UNE OF PATHFINDER STREET TO AN INTERSECTION WITH THE NORTH LINE OF THE PLAT OF ELDORADO HEIGHTS AS RECORDED IN PLAT 800K 1, PAGE 5 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE EASTERLY ALONG THE NORTH LINE OF SAID ELDORADO HEIGHTS TO THE WEST RIGHT OF WAY LINE OF PALM BEACH ROAD; THENCE NORTH ALONG SAID WEST RIGHT OF WAY LINE TO A POINT BEING 505 FEET SOUTHERLY OF, AS MEASURED AT RIGHT ANGLE AND PARALLEL TO THE SOUTH RIGHT OF WAY LINE OF 10TH STREET; THENCE WESTERLY ALONG SAID PARALLEL LINE TO AN INTERSECTION WITH A LINE BEING 500 FEET WESTERLY OF, AS MEASURED AT RIGHT ANGLES AND PARALLEL TO THE AFOREMENTIONED WEST RIGHT OF LINE OF PALM BEACH ROAD; THENCE NORTHERLY ALONG SAID PARALLEL LINE TO THE NORTH RIGHT OF WAY LINE OF 10TH STREET; THENCE WESTERLY ALONG SAID NORTH RIGHT OF WAY LINE TO AN INTERSECTION WITH LINE BEING 145 FEET WESTERLY OF, AS MEASURED AT RIGHT ANGLES, AND PARALLEL TO THE WEST LINE OF THE PLAT OF SHERWOOD FORREST" AS RECORDED IN PLAT BOOK 3, AT PAGE 126 OF THE PUBLIC RECORDS OF PALM BEACH, NOW, MARTIN COUNTY FLORIDA; THENCE NORTHERLY ALONG SAID PARALLEL LINE TO AN INTERSECTION WITH A UNE BEING 400 FEET NORTHERLY OF, AS MEASURED AT RIGHT ANGLES AND PARALLEL TO THE NORTH RIGHT OF WAY UNE OF 10TH STREET; THENCE WESTERLY ALONG SAID PARALLEL LINE TO AN INTERSECTION WITH EAST LINE OF THE PLAT OF 'D.W.C. RUFF'S LITTLE DIXIE 2ND ADDITION'. AS RECORDED IN PLAT BOOK 2..PAGE 38 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE NORTHERLY ALONG SAIDEAST LINE TO THE SOUTH RIGHT OF WAY LINE OF 'EAST SEVENTH STREET (MARTIN LUTHER KING JR. BLVD.); THENCE EASTERLY ALONG SAID SOUTH RIGHT OF . WAY LINE TO AN INTERSECTION WITH THE SOUTHERLY PROJECTION OF THE WEST RIGHT OF WAY LINE OF CORTEZ AVENUE; THENCE NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE TO THE SOUTH LINE OF LOT 14, BLOCK 4 OF THE PLAT OF 'STYPMANN PARK SECOND 'ADDITION TO TOWN OF STUART'; THENCE WESTERLY ALONG THE SOUTH LINE OF LOTS 1 THROUGH 6 AND 14 OF SAID BLOCK 4. TO THE WEST LINE OF SAID BLOCK 4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID BLOCK 4 TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 114 ACRES MORE OR LESS.