CITY OF STUART

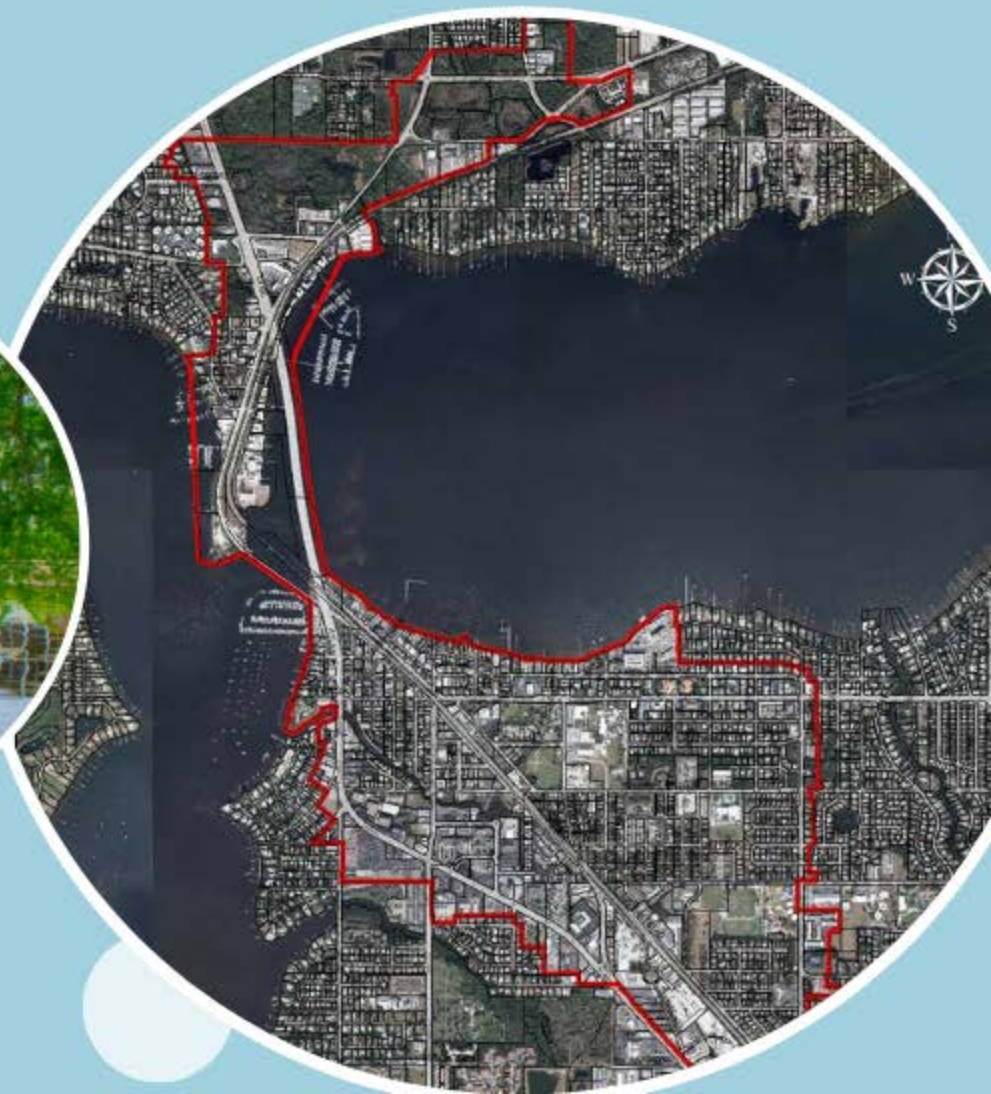
COMMUNITY REDEVELOPMENT PLAN











August 2019

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INTRODUCTION

The City of Stuart is a thriving waterfront community located on Florida's Treasure Coast. 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.

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 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 Redevelopment Trust Fund was created in 1998. The CRA was expanded to include East Stuart in 2002 following work produced by Treasure Coast Regional Planning Agency and Design Studios West. In 2006, the CRA was expanded to include the Stuart Fire/EMS & Police Department property.

In April 2015, the CRA authorized the completion of a Finding of Necessity to consider the expansion of the CRA. The expansion included various areas of the City that meet Section 163.340, Florida Statutes requirements for "blight" and "slum." The expansion consists of an additional 486 acres of contiguous property including property that meets the requirements for "blight" and "slum" as stated in Section 163.340, Florida Statutes. Currently, the CRA encompasses approximately 700 acres of land.

In January 2016, the 2010 CRA Plan was amended. The 2016 amended plan integrated the recommendations of the 2010 plan.

In August 2019, the 2016 CRA Plan was amended and adopted by the Community Redevelopment Agency. The Community Redevelopment Plan is a document that acts as a strategy for long range goals and also as a financial management document.

The 2019 updated Plan provides a description of past accomplishments and upcoming CRA programs and projects in the next 5 - 10 years

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, infrastructure improvements, and new public safety complex, improved parking, and increased dockside access.

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

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 unification of Stuart while protecting our existing built and natural environment. This document has been formulated to provide a clear vision. The goals of the City of Stuart Community Redevelopment Plan are to achieve the following objectives:

- To provide an analysis and an identification of the opportunities available in development terms and to identify a short, mid and long term time frame in which to achieve the implementation of the plan;
- To facilitate economic development and revitalization to ensure the City of Stuart CRA sustains its economic viability and competitiveness.
- To create building forms of a character and scale which complement the City's small town feel.
- To create attractive pedestrian and bicycle friendly streets complimented by building forms and enhanced by public art that act as a strong link between the different neighborhoods.
- To promote mixed uses throughout the CRA, particularly where commercial activity is desirable at the street level.
- Implement a coordinated effort to design complete street sections that have convenient parking in discrete locations and promote and support transit alternatives.
- Improve the public's understanding of the CRA mission, accomplishments and community assets through public outreach efforts and marketing.
- Attract and retain a diverse range of businesses including restaurants, boutique hotels, retail, and high-tech industry.
- To provide a document that works as a tool to effectively redevelop and revitalize the City of Stuart CRA.

VISION AND MISSION

VISION

To preserve, unify and enhance the historic character of the City of Stuart CRA while encouraging economic growth and redevelopment.

MISSION

To plan for a sustainable economic future while protecting and enhancing the unique character of the City.

Creating downtown areas that will attract a critical mass of residents is of utmost importance to 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, the walkability, the access to amenities and marketing downtown as the place to live will induce a greater demand to live in Stuart. 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.

CONTINUANCE OF CRA EXISTENCE PURSUANT TO HB 9 (TO BE CODIFIED)

The Stuart CRA, established on June 8, 1998 by Resolution No. 84-98, and amended and expanded by Resolution No. 131-02, Ordinance No. 2076-06, Resolution No. 82-2010, and Resolution No 09-2016, has been ratified by the governing body and extended from 2028 to 2050. This amendment to the Plan is pursuant to FS 163, and was adopted by the City Commission on September 9, 2019, by Resolution No. 68-2019. The effect of the amendment extends the life of the CRA to September, 2050.

CRA PLAN ADOPTION

The CRA Plan was adopted by the CRA Board on August 26, 2019.

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.

Every community redevelopment plan shall:

1) Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.
2) Show by diagram and in general terms:
    a. The approximate amount of open space to be provided and the street layout.
    b. Limitations on the type, size, height, number, and proposed use of buildings.
    c. The approximate number of dwelling units.
    d. Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.
3) If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood. If there is severe shortage of housing affordable to residents of low or moderate income, including the elderly; that the existence of such condition affects the health, safety, and welfare of the residents of such municipalities retards their growth and economic and social development; and that the elimination or improvement of such condition is a proper matter of state policy and state concern and is for valid and desirable public purpose.
4) Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area.
5) Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan.
6) Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.
7) Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.
8) Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan in intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefor.
9) Contain detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the county, or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.
10) Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted, or amended pursuant to s. 163.361(1).

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 predicated 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 of 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. Please refer to Maps for a complete legal description of the district.

This plan updates and amends the City of Stuart Redevelopment Plan adopted by the City of Stuart Commission on January 2016. 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.

Projects that provide infrastructure benefits and pass the dual rational nexus test for impact fees, as articulated in state law may be eligible to offset the impact fees. This may occur where proposed new development contributes funding to, or provides, additional capital facilities that are required to support the impact of the new development.

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.

EXISTING CONDITIONS & OVERALL NEEDS WITHIN THE CRA

General Description of the Community Redevelopment Area

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.

In 2015, the Community Redevelopment Agency adopted the expanded areas of the existing CRA boundaries. There were 649 total properties in the expansion area; this diversity in ownership prevents future private investment that is essential to economic conditions of the community. The expansion met the criteria established in Section 163.340, Florida Statute. The area meets at least one criterion as described in 'slum' and at least two criteria as described as 'blight'.

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 economic hubs and job generators in and around the CRA continue to be:

- The marine industries at Northpoint;
- Health care industries and Cleveland Clinic Martin Health (f.k.a. Martin Memorial Hospital);
- Legal professions and the Martin County Courthouse and Constitution Office Complex;
- 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, attract or fulfill the demands for the 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.

Housing Conditions

Stuart has the lowest Median Home Value when compared to other areas in Martin County. The housing stock is aging, with the majority of homes being built between 1970 and 1989. With the exception of Rio, Stuart has the oldest median housing age of any Martin County area. Less than 14% of homes were built in the 21st century. Many of the homes require rehabilitation and renovation. They also require hardening to meet updated codes. Building codes changed significantly in 1992 and have been continually updated to meet the severity of storms impacting the area.

Of the 240 single-family residential units within the CRA nearly half (116) 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 vacant rate is low in the Potsdam area of the CRA, which 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%.

In 2017, the City received Department of Economic Opportunity (DEO) Florida Partnership Grant for technical assistance and support from the DEO to improve the communities through an asset-based economic development strategy.

The Housing Action Plan recommends strategies that will further the goal of supporting economic growth and development while providing housing that is appropriate, affordable and sustainable for its workforce. The recommendations include:

- Education programs for elected officials to learn about the role and legal responsibilities in addressing affordable/workforce housing, which is critical to the community and economic development.

- Housing Symposium- learn about new ideas and concepts in housing in order to be able to offer diverse housing choices that appeal to wide range of incomes, ages, culture and lifestyles.
- Survey of top employers should be undertaken to determine housing needs for current and future employees (rental, for-sale, amenities).

- Loan pool for buyer assistance/renovation – Local lenders should be approached about creating a loan pool to provide funding for down payment assistance and renovation and encourage lenders to offer products like FHA's 203K or Fannie Mae's Homestyle products renovation loans to support the City's older housing stock.

- Transit Oriented Development (TOD) – focus on the development of new housing in areas adjacent to employment centers and transportation option will help build walkable, urban living environment to which millennials and young professionals are attracted.

- Consider underlying multifamily residential zoning of commercial property – the strip centers continue to be an issue. Amend the Comprehensive Plan to assign, in each commercial category, a multifamily residential zoning overlay to allow conversion of "strip malls" or redevelopment without comp plan land use change or rezoning.

- Model affordable/workforce housing codes – Offer incentives to developers who are willing to include a percentage of below market rate units as part of their residential projects.

- Continued support of CRA redevelopment activities – Use TIF to support economic development efforts, e.g. increase variety of housing options, street level neighborhood improvements, paint up and façade improvement programs to order for housing stock to remain viable, offer grants/loans for historic façade restoration.

Preservation/creation of affordable housing assets – Partner with Stuart Housing Authority, Habitat for Humanity, and Housing Solutions Taskforce to provide housing for workers making 30 percent or less of annual medial income. Occupations include childcare workers, health aides, retail and hospitality, landscaping, etc. These jobs are critical to providing essential services to the community. In 2018, the City conducted four focus groups with key industry leaders, small business owners, entrepreneurs, young professionals and other business groups to assess their needs.

The participants in the young professional focus group offered ideas that would enhance social offerings, openness and aesthetics of the City. There are studies that show the positive correlation between levels of attachment to a place and economic growth. The factors from highest correlation to lowest include social offerings, openness and aesthetics of the community. The ideas included:

- Set up an input and idea stream to the City Manager's Office.

- Study Orlando and its "neurotic attention to facilitating new wave outcomes" – establish a "little sister" for technical assistance on how to get something to happen in the City.

- Work on the relationship with Martin County to enable new cash inflows to the City, e.g. Tourism Development Taxes.

- Create a multi-district plan, with multi-modal connectivity that grows the downtown footprint, e.g. Art District, Medical District, Downtown West, etc.

- Add innovative new City Staff positions, e.g. Public Art Coordinator, City Small Business/Entrepreneur Ombudsperson -Young Entrepreneur Liaison.

- Expand entrepreneurship services in conjunction with area young professional business startups (co-working spaces, incubator spaces).

- Enable housing opportunities to all levels of income (town houses, lofts, studios); various housing products can be built and incentivized through City code.

- Increase public relations to fill the gap between knowledge of events/activities and conveying to a wider audience.

- Create a vibrant nightlife, which is the missing piece of Social Offerings puzzle, e.g. drinking boat/pontoon/rooftop bars.

The business focus groups, including entrepreneurs, small businesses and larger employers, were focused on generating creative inputs for an economic development program. The ideas included:

- City of Stuart is "Downtown Martin County" – higher density, physically attractive components of Stuart need to be expanded as far north, south, and west as possible, e.g. consider form-based code, transportation alternatives, complete street improvements along US-1 and A1A.

- Creative incentives – develop incentives for target entrepreneurship industries.

- Work with other entities in Martin County to expand workforce development opportunities. For example, integrate apprenticeships and certifications at 6-12th grade education levels and further align training opportunities at IRSC and CareerSource.

Parking

A parking study completed by IBI consultants in 2009 determined that downtown parking requirements will be significantly influenced by future downtown development. The parking analysis indicates the current and projected future parking supplies have deficits of long-term parking spaces, especially in the retail core of the downtown. Furthermore, the results of this analysis also indicate 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. The parking master plan is intended to reflect a new paradigm shift in parking management theory from the "more parking is better" approach.

Based on this general philosophy and recognizing the feedback received from the stakeholders and the staff, the following guiding principles were developed to guide the Downtown Stuart Parking Master Plan:

• An appropriate supply of convenient public parking will be maintained to support business needs and alternatives for future parking supply will be identified in advance of actual needs so as to attract development and avoid potential issues with inadequate supply and/or inappropriately designed parking.

• The City will pursue opportunities to work with private developers to ensure adequate on-site parking is provided for all new developments and those opportunities for shared parking and joint use facilities are considered.

• The parking system will be financially sustainable, with all costs/benefits being accounted for.

• Public parking will not detract from the pedestrian environment and over time surface parking will be minimized.

In October 2017, the City entered into a contract with Walker Parking Consultants to provide Future Parking Needs Analysis and strategic recommendations to better manage the supply of parking in downtown. A parking study completed by Walker Parking Consultants in 2018 did not warrant a need for a parking garage. It did, however, recognize that the downtown has limited parking availability during peak activity hours in several high demand areas which creates a perception of a parking problem. The study provided the following strategic recommendations to assist the City with prioritization of future parking needs:

Immediate (12 months)

- Redesign the tram service for fixed route schedule during peak hours.
- Repurpose a few of the parallel parking for ride-hailing services.
- Identify the key location for loading zone that could be converted to visitor parking space.
- Enhance valet parking station locations by providing better advertising and visibility.
- Provide bicycle storage racks.
- Extend the 3-hour parking hours to 8:00 PM.
- Shared parking agreements with private lots.

Mid-Term (2-5 years)

- Partner with Martin County to create short-term shared parking at Courthouse parking lots for evening and weekend employees.
- Regulate more on-street parking on SW Flagler Ave from St Lucie Ave to Flagler Place.
- Designate Sailfish parking lot and on-street parking spaces outside of historic district to weekday employee parking.
- Redesign parking inventory along S Dixie Hwy.
- Implement on-street paid-parking in the core downtown area (SE Osceola St).
- Implement an advanced parking guidance system and effective wayfinding signs to inform of available parking options.
- Golf cart parking on Seminole St.

Long-Term (5 Years +)

- Expand residential permit parking program.
- Private/public partnership for structured parking.
- Design and construct additional parking inventory on County parking parcels along SE Flagler Ave.

The City Commission approved the following for implementation in the First-Year Action Plan for parking management:

- Redesign tram service to a fixed route schedule.
- Designate parallel parking space for Uber/Lyft services.
- Identify location for loading zone.
- Enhance valet parking station locations.
- Provide bicycle racks.
- Extend the 3-hour parking hours to 8:00 PM.
- Shared parking agreements with private lots.
- Explore paid on-street parking system in core downtown areas.

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, the Agency must be careful not to spread it too thin by attempting 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.

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

All identified projects will be funded by Tax Increment Financing (TIF) Funding, Bonding, Grants and/or General Funds.

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.

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) of the Florida Statutes.

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.

The following are accomplishments to-date:

- Purchased property for Kiwanis Park Parking Lot
- Osceola Street Parking Lot
- Redesign of Martin Luther King Jr. Blvd (from Colorado Ave to SW Dixie Hwy) with Parking and Streetscaping
- Habitat for Humanity Homes in East Stuart
- Public Safety Complex
- Dumpster Beautification Project
- Sailfish Shuttle
- Pedestrian Crosswalks in Downtown
- Various Streets Resurfacing Projects
- Public Dock Enhancements
- Floating Dock
- Parking along Flagler
- Micro-Transit Program
- Outdoor Seating Program
- Purchase and Redevelopment of Triangle Property
- Purchase and sell of Northpoint Property
- Downtown Stuart Streetscape Improvements Project
- Kindred Street Streetscape Improvements Project
- Shepard Park Decking Replacement
- Frazier Crescent Sewer Improvements
- Real Estate Development Accelerator (REDA) Pilot Program
- Mural Matching Grant Program
- Wayfinding Signage Program
- Custom Bike Racks
- Various Dedications of Historic Markers

HISTORIC PRESERVATION PROGRAM

Historic downtowns and neighborhoods possess those elements that create livable, viable communities by encouraging mixed-use and more compact development by encouraging mixed-use and more compact development. Historic neighborhoods have traditionally proved themselves to stabilize and increase property values.

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, Woodlawn Park 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 to encourage preservation both in the neighborhoods as well as the commercial areas.

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.

The City shall maintain and update its inventory of historic and archeological resources completed in 2002 and shall encourage establishment of local historic districts and landmark designation as resources permit. The following policies support this objective:

Policy B1.1. Land availability for relocation. The City shall pursue making land available for relocation of historically significant buildings threatened by redevelopment.

Policy B1.2. Adaptive reuse. In revising its Land Development Code to be consistent with this Comprehensive Plan, the City shall adopt a policy or policies to encourage property owners to actively use their historical properties for homes, offices, museums, or other uses appropriate to the preservation of the building. The City shall review its land development regulations to ensure that City policies do not unduly restrict a property owner from active use of an historic property whose historic values have been preserved or restored.

Policy B1.3. Support to owners. The City shall encourage property owners of historically significant housing to seek preservation assistance through supportive educational programs, tax abatement, and assistance with State processing.

Policy B1.4. Historic preservation. The City shall encourage and cooperate with historic preservation efforts to develop and promote public programs and resources which increase awareness of historic places and cultural and historical activities.

Policy B1.5. The City shall continue utilizing historic data as identified in its City-wide survey, and may be amended from time to time, in order to promote awareness of historic places and sites.

Policy B1.6. Through its Land Development Code, the City shall continue to encourage historic presevation through voluntary means and incentives.

NEIGHBORHOOD IMPROVEMENT INITIATIVE

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.
- 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.

PAINT-UP PROGRAM

The **paint-up program** was established by the CRA to encourage existing building owners or operators to improve the exterior of 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. Since 2010, there have been 109 homes that have been approved for the Paint-Up Program.

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 façade improvement 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, the business or home owner for a project. The cost of the funds is distributed on a first -come, first-serve basis.

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.





BRUSH WITH KINDNESS – HABITAT FOR HUMANITY

The Community Redevelopment Agency is dedicated to the elimination of slum and blight within the Community Redevelopment Area. In an effort to improve compliance and diminish blight in neighborhoods, the Code Enforcement Division will be evaluating properties in each neighborhood for code violations. Rather than citing and enforcing the city's building and property maintenance codes, the division collaborates with Habitat for Humanity and their Brush of Kindness program to assist homeowners in correcting the code violations. Through the Brush of Kindness program, Habitat for Humanity works directly with homeowners, matching CRA funds with homeowner 'sweat equity'.

Program Objectives

- Improve compliance and diminish blight in neighborhoods
- Actively enhance neighborhoods and promote economic development by addressing the problems that contribute to blight.

Who is Eligible for the Program?

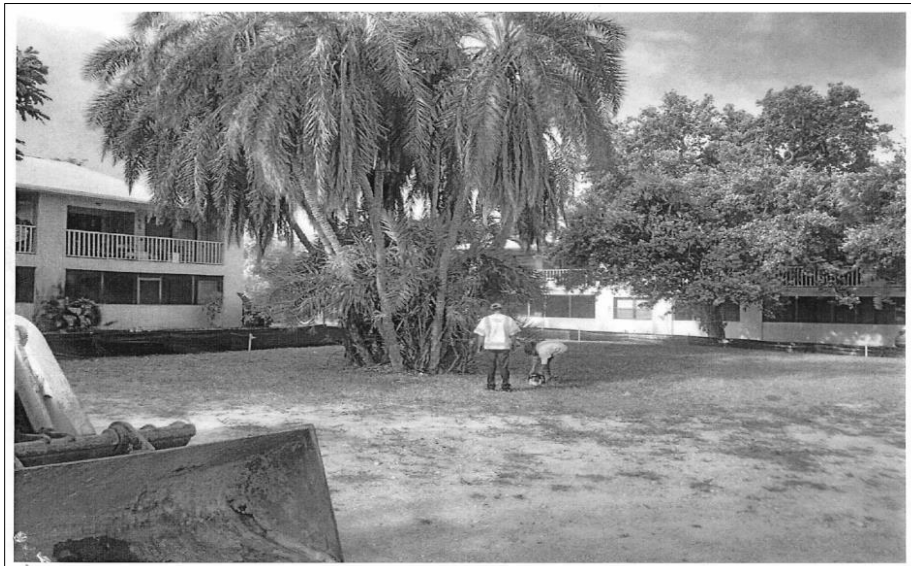
- Property Owners located within the Community Redevelopment Area;
- Properties that have been assessed and resulted in a code enforcement violation by the Code Enforcement Division of the City of Stuart Police Department.
- Property is owner occupied.
- Property is up to date with property taxes.





BUSINESS IMPROVEMENT REIMBURSEMENT PROGRAM

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



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 Description

- Provide grants for correcting code issues in buildings;
- Provide grants to property owners or their tenants for rehabilitating commercial and residential structures; and
- Provide architectural, landscape architectural and engineering design technical assistance for residential and commercial structures.



MURAL MATCHING GRANT PROGRAM

Project Description



The Mural Matching Grant Program is designed to encourage outdoor murals at key locations in Downtown Stuart in an effort to enhance and enrich the existing cultural fabric of our community, thereby attracting more art related activities, businesses and events.

Program Objectives

- Create a sense of local community culture and history
- Improve the appearance of blank or underutilized building walls
- Attract residents and visitors to the downtown area
- Create a sense of belonging and ownership for participating artists and youth
- Promote arts and artists through ArtWalk program
- Create Arts & Entertainment District

Funding Sources

- Tax Increment Finance (TIF)



Time Frame

- On-going

WAYFINDING SIGNAGE PROGRAM

Project Description

The Downtown Wayfinding Signage Program is created to make it easier for visitor, primarily pedestrians, to find downtown businesses. The program will be implemented in two phases. Phase I will be implemented in the Old Downtown District for businesses located within the boundaries of the Old Downtown District. Phase II will be implemented along SE Ocean Blvd, SE Osceola Street and S Colorado Avenue located within the CRA district. The program will be ongoing.

Costs

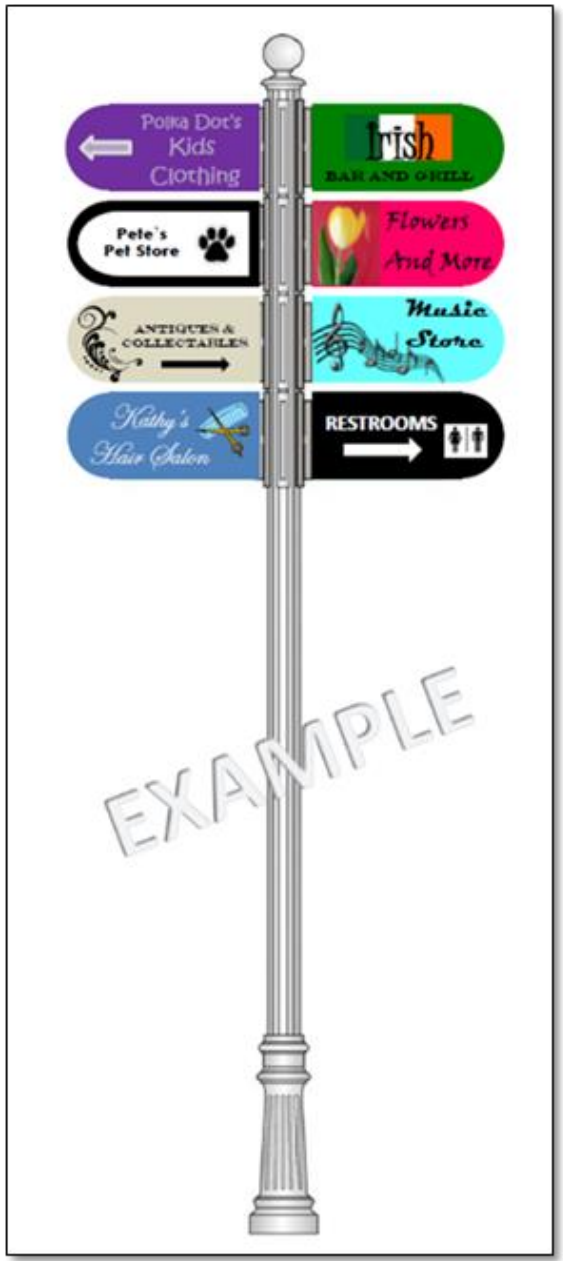
- Phase I - $5,000
- Phase II - $5,000

Funding Sources

- Tax Increment Finance (TIF)

Time Frame

- Phase I – Completed; Implementation on-going
- Phase II – 1 - 2 years



URBAN CORE IMPROVEMENT INITIATIVE

Program Objectives

- Provide economic simulation 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

- Based on the future potential of widening sidewalks and Pedestrianized areas downtown, the opportunity to 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 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.

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 Partnership. 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.

BIKE WALK COLORADO AVENUE PROGRAM

Project Description

Bike Walk Colorado is an initiative to promote safe bicycling and walking as preferred modes of transportation and recreation for a healthier, more vibrant and connected downtown. The program to improve walkability and bikeability along the corridor will include:

- Install bike racks in convenient, secure and visible locations throughout the corridor.
- Install green bike lanes to give priority to bike mobility.
- Install pedestrian-friendly Wayfinding Signs.
- Improve pedestrian crosswalks for visibility by installing curb bump-outs to shorten crossing distances.
- Identify potential shade structures and structure locations to provide shade along Colorado Avenue.
- Initiate a demonstration project to transform on-street parking space into temporary parks or parklets to create a gathering place.
- Identify locations for long-term conversion of parking spaces into parklets for outdoor seating.
- Promote murals and public art to add beauty, interest, and excitement to the corridor and create a destination for arts and culture.

The program will require land development code updates to ensure that the architecture resulting from the redevelopment of buildings along Colorado Avenue provides shade in a manner that is consistent with Florida architectural styles.

Costs

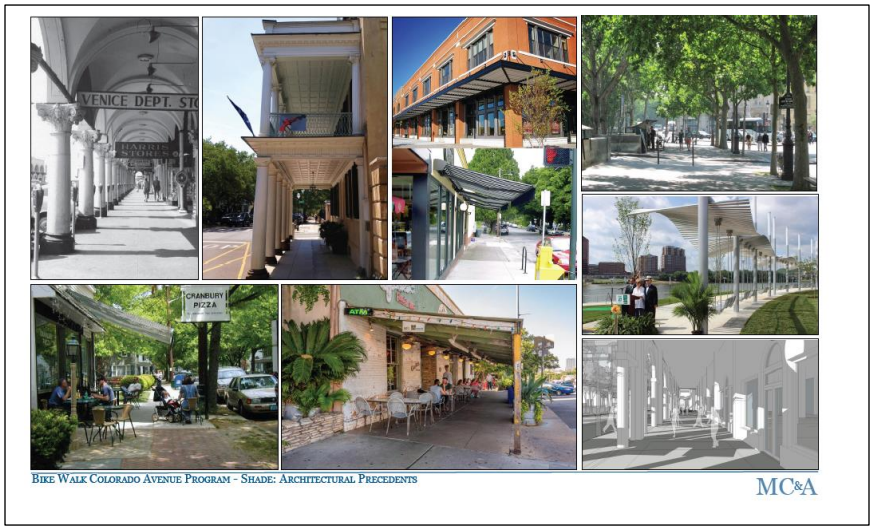
- Conceptual - $5,000
- Final Design - TBD
- Construction - TBD

Funding Sources

- Tax Increment Finance (TIF), Grants

Time Frame

- Planning – 1 - 2 years; Implementation 2 -4 years.



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 and engineering.

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.

Program Description

In order to preserve the City's, the CRA may provide grants for the relocation of 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.
- The use of the allocated funds for individual projects shall be solely at the discretion of the CRA. The Board may set up a series of policies and guidelines for the program.
- Grant and loan programs for the improvement of commercial structures 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 business 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.

REAL ESTATE DEVELOPMENT ACCELERATOR (REDA) PILOT PROGRAM

Program Description

The Real Estate Development Accelerator (REDA) Pilot Program will enable the CRA to enter into public-private partnerships for facilitation of desired real estate development projects. The CRA will utilize tax increment finance (TIF) that will generate from development itself, to leverage private real estate investment opportunities. It is intended for attraction of large-scale development projects valued at over $1 million to serve as a catalyst to attract additional private investment within the CRA.

Project Objectives

- Attract, retain or expand businesses
- Rehabilitation or renovation of underutilized buildings
- Mix of housing types and market rate housing
- Mixed-use development
- Extraordinary development or redeveloped costs such as brownfield sites, demolition, public infrastructure, off-site improvements, streetscape

Funding Sources

- Tax Increment Finance (TIF)

Time Frame

- On-going

COMMERCIAL PROPERTY DEVELOPMENT PROGRAM

Project Description

The commercial property development program will, in addition to land acquisition, promote land assembly, real estate development and other incentives to attract the desired form of commercial (including small businesses) and mixed-use development. The program will be used to facilitate aggregation and redevelopment of constrained parcels, underutilized commercial properties or groups of parcels, and to promote, through financial partnerships with private developers, the construction of residential accommodation above commercial units. The CRA will provide planning and site design services. The program will include provision of CRA and City resources and staff time to negotiate acquisitions and public-private partnerships with potential developers and to provide planning and site design services.

Funding Sources

- Tax Increment Finance (TIF), Bonding and/or other sources such as line of credit. Some funding will be recovered or rolled over as properties are resold and/or redeveloped.

Commercial Property Development Program		
Category	Description	Costs
Land Acquisition	Property and/or land acquisition for commercial and/or mixed use redevelopment purposes.	Project Specific funding for acquisition.
Property Development	Partnerships with the public and/or private sectors for commercial and/or mixed use development projects. Including the CRA acting as developer.	Project Specific funding in respect of development and/or site preparation work.
Planning and Site Design	Provide planning, engineering, design and processing services.	Project specific staff time and/or funding for consultant design service.

RESIDENTIAL PROPERTY DEVELOPMENT PROGRAM

Project Description

The residential property development program will, in addition to land acquisition, promote land assembly, real estate development and other incentives to attract the desired form of residential and mixed-use development. The program will be used to facilitate aggregation and redevelopment of constrained parcels or groups of parcels. The redevelopment of such parcels will be promoted with the creation of ready to build plans (architectural plans) and development documents (HOA documents, PUD agreements and other related documents).

The program will include provision of CRA and City resources and staff time to negotiate acquisitions and public-private partnerships with potential developers and to provide planning and site design services. The program will require land development code updates which will promote infill housing and innovative residential design.

Funding Sources

- Tax Increment Finance (TIF), Bonding and/or other sources such as line of credit. Some funding will be recovered or rolled over as properties are resold and/or redeveloped.

Residential Property Development Program		
Category	Description	Costs
Land Acquisition	Property acquisition for redevelopment purposes.	Project specific funding for acquisition.
Property Development	Partnerships with the public and/or private sectors in respect of residential development projects, including the CRA acting as developer.	Project specific funding in respect of development costs.
Planning and Site Design	Provide planning, design and application processing services.	Project specific staff time and/or funding for consultant design service.
House Plans	Assemble a pre-approved architect designed catalogue of acceptable housing types.	Up to $5,000 per plan set.
Development Code Update	Creation of zoning regulations that allow bungalow and infill development.	Staff time.

CRA PARKING PROGRAM

Project Description

This program will aim to provide parking facilities, shared, surface and/or multi-level parking garage within the CRA. Additional parking facilities are required in order to enable and accommodate the redevelopment of commercial and residential uses within the CRA. The parking program will support the implementation of multi-modal (pedestrian, bicycle, trolley, bus and boat taxi) transportation throughout the CRA, which will target downtown as the main destination. The program will allow the CRA to acquire or be partner in the acquisition of property for construction of centralized parking facilities, the parking lots/facilities constructed under this program may be municipal lots entirely for public use, may be sold or leased to private entities or may be a combination of both, therefore in some cases funding will be recovered or rolled over. Options for multi-level parking will consider the integration of commercial units to provide a revenue source or partnership with private section redevelopment activities.

The CRA parking program will, in addition to land acquisition, promote land assembly, real estate development, public-private partnerships and other incentives to provide parking facilities. The program will include provision of CRA and City resources and public/private partnerships with potential developers and to provide planning and site design services.

Funding Sources

- Tax Increment Finance (TIF), Bonding and/or other sources such as line of credit.

CRA Parking Program		
Category	Description	Costs
Land Acquisition	Property and/or land acquisition for commercial and/or mixed use redevelopment purposes.	Project specific funding for acquisition.
Property Development	Partnerships with the public and/or private sectors for parking capacity projects. Including the CRA acting as developer.	Project specific funding in respect of development costs.
Planning and Site Design	Provide planning, engineering, design and processing services.	Project specific staff time and/or funding for consultant design service.

10TH STREET GUY DAVIS COMMUNITY PARK IMPROVEMENTS

Project Description

The 10th Street community park is a well-used facility and the centerpiece of the East Stuart community. It currently contains a small recreation center, soccer field, baseball field, football field, basketball court, tennis courts, running track, and a children's playground. Future plans will expand and improve community center and park to create vibrant and thriving public place for people of all ages to gather. The improvements will include covered basketball court, baseball fields, concession stand, pavilions, stage, playground feature, addition of multi-purpose recreation center, parking areas and landscaping.

Costs

- Phase I - Covered basketball court, baseball fields, concession stand, restrooms, south parking lot, landscaping and irrigation - $4.3 M
- Phase II - Pavilions, stage, playground feature - $1.2 M
- Phase III - Addition of recreation center, north parking lot, landscaping and irrigation - $1.8 M
- Phase IV - Overflow grass parking, landscaping and irrigation - $420,000

Funding Sources

- Tax Increment Finance (TIF), Grants, Bonding, Private funding

Time Frame

- Phase I - Planning: 1-2 years; Implementation 2-3 years.
- Phase II – Planning: 1-2 years; Implementation 2-3 years.
- Phase III - Planning: 5-6 years; Implementation 7-8 years
- Phase IV - Planning: 9-10 years; Implementation 11-12 years.



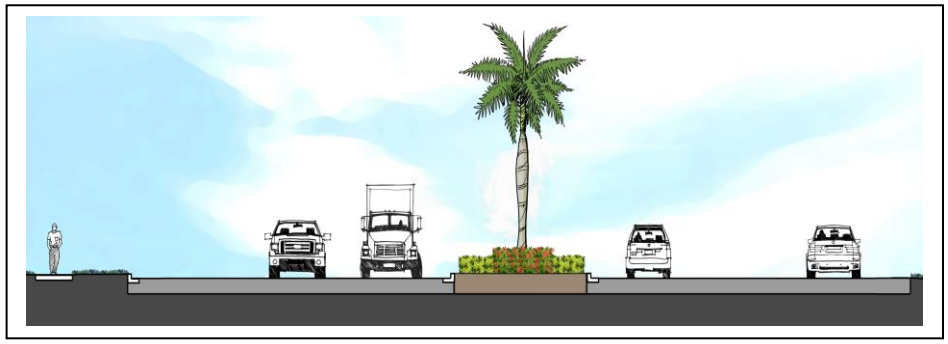
NW FEDERAL HIGHWAY BEAUTIFICATION/GATEWAY MARKERS



Project Description

The NW Federal Highway, stretching from NW Baker Road to Roosevelt Bridge, is an important commercial corridor in the CRA and serves as a gateway to downtown. The beautification of NW Federal Highway entails median landscape and hardscape improvements to provide visual enhancements and create the perception of a narrower roadway to encourage safe traffic flow. This project is important to set the stage for future initiatives and improve the image of the commercial corridor for retail, office, mixed-use and residential. Enhancement to entryway will benefit the downtown district by helping visitors recognize the arrival into this special historic area.

Phase II of the project entails gateway markers on NW Federal Highway and Colorado Ave to help identify entrance to downtown.



Costs

- Phase I Landscape Design - $33,440
- Phase I Landscape Construction - $243,739
- Phase II Gateway Markers Design - $35,000
- Phase II Gateway Markers - $100,000

Funding Sources

- Tax Increment Finance (TIF), City's Tree Funds, Grants

Time-Frame

- Phase I - Planning: 1 year; Implementation 1-2 years.
- Phase II – Planning: 3 years; Implementation 3-4 years.

DOWNTOWN UNDERGROUNDING UTILITIES

Project Description

Develop a plan for placement of the aerial utilities underground within a project area that includes a conversion of utilities and services to properties located along and adjacent to the following road segments:

- Seminole St – Colorado Ave to SW St Lucie Ave
- SW St Lucie Ave – Flagler Ave to Seminole St
- Osceola St – Colorado Ave to SW St Lucie Av
- Colorado Ave – Flagler Ave to Seminole St

The City and its consultant will work with franchise utility providers in the area to complete plans and design the project. The project could be phased. Relocation of aerial utilities to underground utilities benefits the City and the affected properties by increasing reliability of the utilities, lower likelihood of service loss, specifically following storm events, as well as the added aesthetic benefits that are gained from the relocation of the utilities. A summary of improvements that will occur with this project includes:

- Conversion of electric utility distribution lines (FPL), telephone lines (ATT), cable lines (Comcast), Teco Gas and fiber optic line (Martin County) from aerial to underground.
- Conversion of utility service lines to properties in the project area; Upgrades to control panels.
- Installation of decorative lighting along streets in the project area.

The project will be completed in two phases. Phase I will include undergrounding overhead power and communications utilities on SW Seminole from SW St Lucie Avenue to S Colorado Avenue. Phase II will include SW Osceola Street from St Lucie Avenue to S Colorado Avenue; SW St Lucie Street from SW Seminole Street to SW Flagler Avenue; and S Colorado Avenue from SW Seminole Street to SW Flagler Avenue.

Costs

- Feasibility Study and opinion of cost/conceptual plan - $22,500
- Phase I Final Design - $50,000
- Phase I Construction - $450,000
- Phase II Final Design - $120,000
- Phase II Construction - $1.3 M

Funding Sources

- Tax Increment Finance (TIF), Grants

Time Frame

- Phase I – Planning 1 year; Implementation 2 - 3 years.
- Phase II – Planning 4 - 5 years; Implementation 6 - 7 years.

DOWNTOWN UNDERGROUND UTILITIES CONT.

PHASE I – SEMINOLE STREET



PHASE II – OSCEOLA STREET



SEMINOLE STREET ALLEYWAY IMPROVEMENTS

Project Description

Revitalize and transform Seminole Street into a place where people can stroll, shop and dine. The vision for Seminole Street is to create an attractive, inviting space with clearly defined pedestrian area. The construction of the alley includes undergrounding utilities, drainage improvements, removal of dumpsters, improved parking, designated loading zone, golf-cart parking, pedestrian-scale lighting, benches and landscaping.

Costs

- Conceptual Design - $5,000
- Final Engineering Design - $75,000
- Construction - $500,000 - $700,000

Funding Sources

- Tax Increment Finance (TIF), Grants

Time Frame

- Planning: 1 year; Implementation 2 - 3 years.

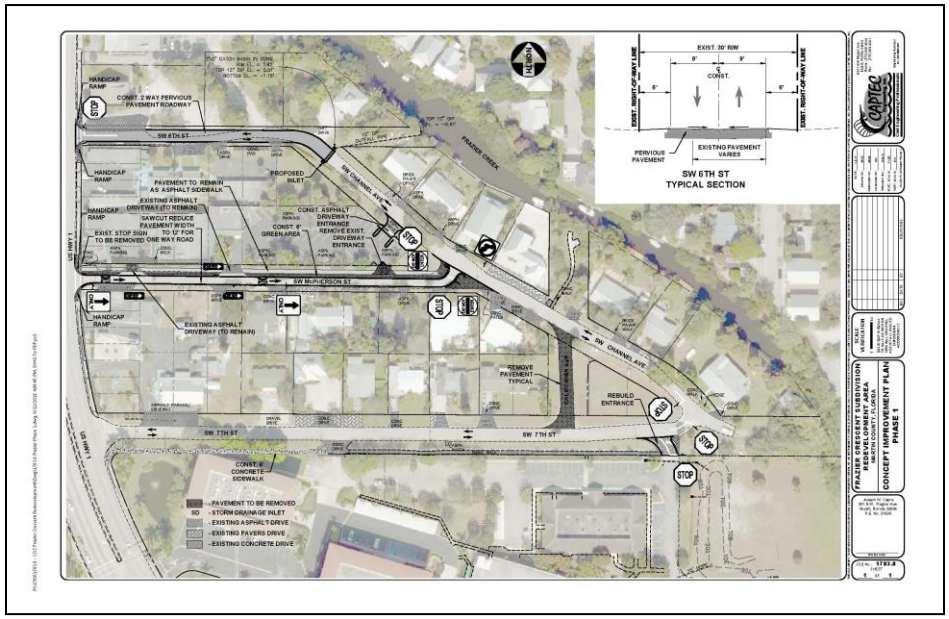




FRAZIER CRESCENT NEIGHBORHOOD IMPROVEMENTS

Project Description

The improvements of Frazier Crescent Subdivision will be completed in two phases. Phase I of the project entails pervious concrete design for two-way streets on SW 6th Street, redesign SW McPherson Street to convert to a one-way street with sidewalk, configure entrance of SW McPherson Street from NW Federal Highway, configure exit of SW McPherson Street with SW Channel Avenue to eliminate right turn, and reconfigure SW 7th Street and SW Channel Avenue intersection. Phase II of the project entails sidewalks, lighting and landscaping improvements.



Costs

- Phase I Final Design - $22,700; Construction - $300,000
- Phase II Conceptual and Final Design - $25,000; Construction – TBD

Funding Sources

- Tax Increment Finance (TIF), Grants

Time Frame

- Phase I - Planning - 1 year; Implementation 2 years;
- Phase II – Planning - 3 years; Implementation 4-5 years.

RIVERSIDE PARK NEIGHBORHOOD (NORTH STUART) MACRO ACTION PLAN (MAP)

Project Description

The Riverside Park Neighborhood Macro Action Plan (MAP) includes acquiring vacant and underutilized properties within the neighborhood for Residential and Commercial Development Programs as described in the CRA Plan. The MAP also includes improvements such as on-street parking, sidewalks, crosswalks, bike lanes, bike racks, streetlights and landscaping. The project limits are from NW Fern Street on the south, SE Dixie Highway on the east, North Fork of St Lucie River on the west and NW Palm Street on the north. This project is consistent with the creation of connections to neighborhoods, preserve community character and encourage the continuation of mixed-use neighborhood to allow diversity of uses in close proximity as envisioned in the Community Redevelopment Plan.

Costs

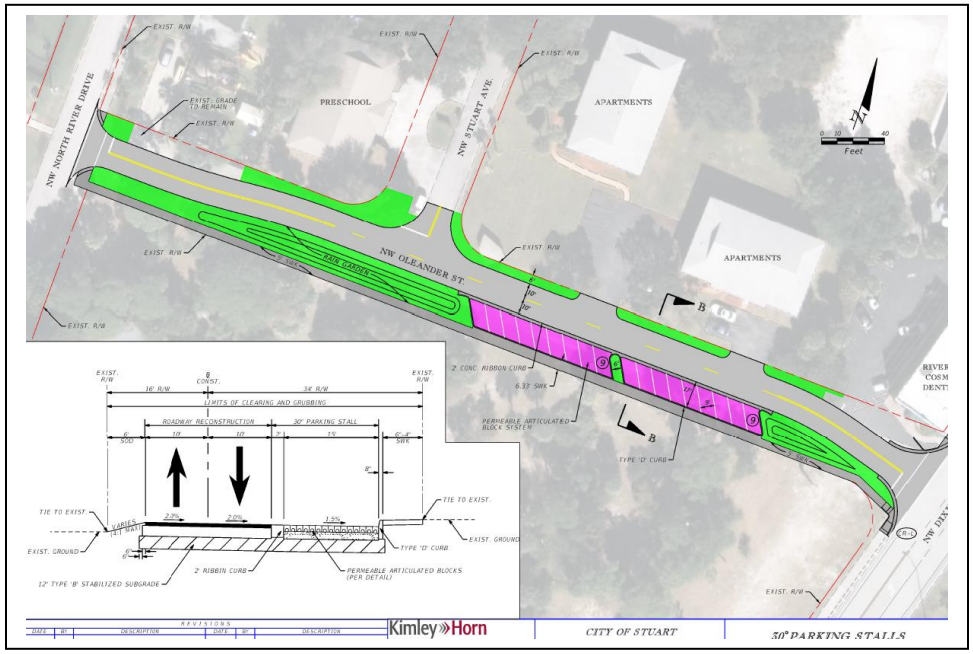
- Conceptual Design - $12,950
- Final Design – TBD
- Construction - TBD

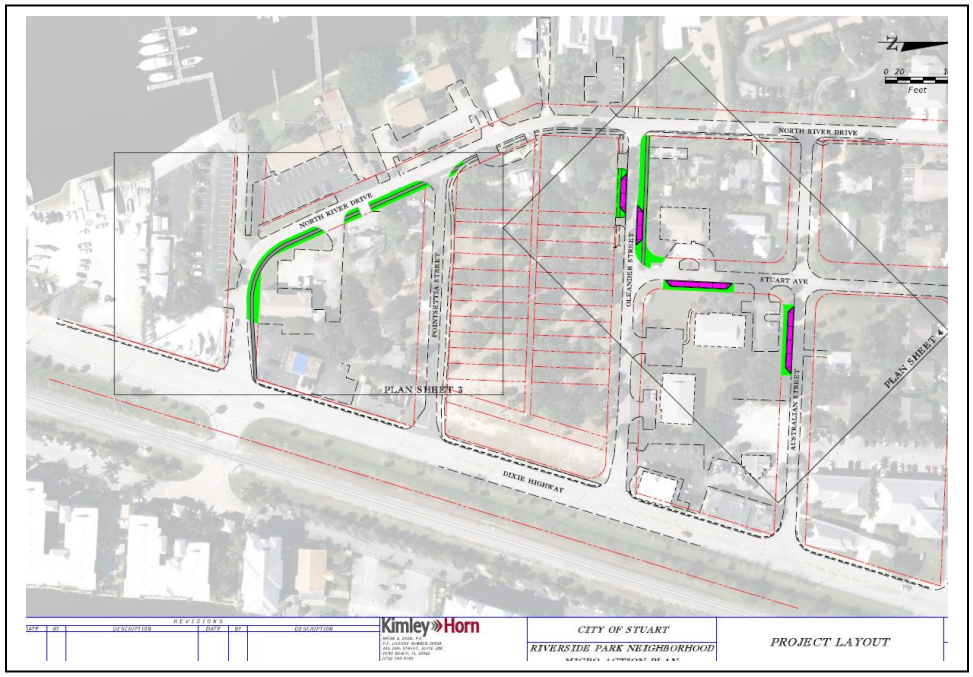
Funding Sources

- Tax Increment Finance (TIF), Grants

Time Frame

- Planning: 1-3 years; Implementation 2 - 4 years.

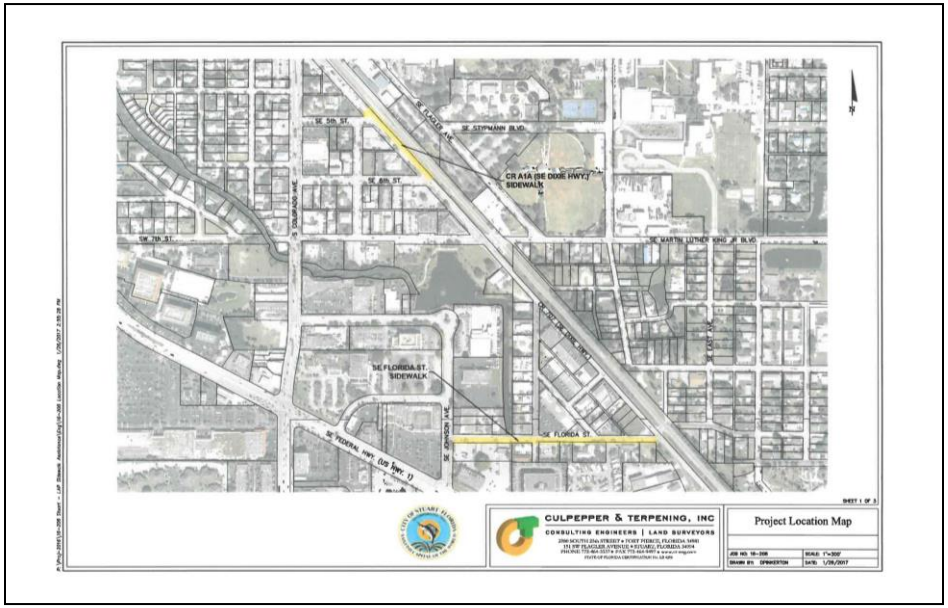




DIXIE HWY AND SE FLORIDA ST SIDEWALK EXTENSION

Project Description

The Dixie Highway and SE Florida Street Sidewalk Extensions Project will provide pedestrian connectivity with the SE Kindred Street/SE Johnson Avenue improvement project as well as the recently completed Dixie Highway Beautification and Sidewalks project.



Costs

- Final Design - $80,000; Construction - $512,820
  (CRA portion is $40,000 for design and $76,000 for construction; FDOT Grant $359,594; Transportation Impact Fees $77,226)

Funding Sources

- Tax Increment Finance (TIF), FDOT TAP Grant, Transportation Impact Fees

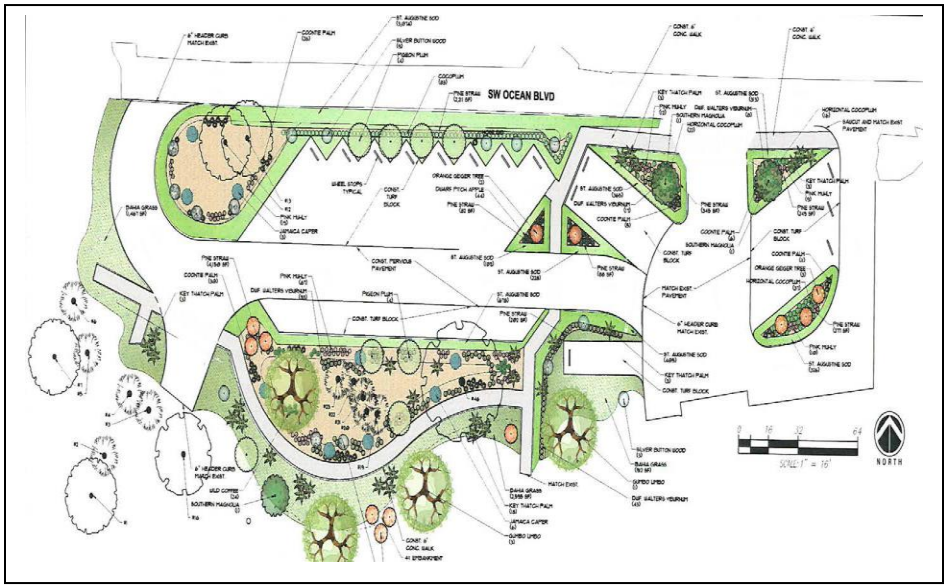
Time Frame

- Planning – 1-2 years; Implementation 3 years.

SHEPARD PARK BOAT TRAILER PARKING

Project Description

The project will reconfigure the existing boat trailer parking spaces to improve maneuverability and construct additional boat trailer parking spaces to Shepard Park. The project will utilize pervious concrete for the travel lanes and turf block parking spaces, as well as, construct two rain gardens to help reduce runoff into the St Lucie River. The improvements will provide better experience for the local boaters, bring economic benefits to local businesses and improve water quality of St Lucie River.



Costs

- Total Project Cost - $500,000
  - FIND Match - $225,000
  - City Match - $275,000

- City of Stuart Matching to come from the following funding sources pending grant approval:
  - CRA - $145,000
  - City's Tree Fund - $80,000
  - Transportation Impact Fees - $50,000

Funding Sources

- Tax Increment Finance (TIF), FIND Grant, City's Tree Fund, Transportation Impact Fees

Time Frame

- Planning – 1 year; Implementation 2 years.

MLK JR BLVD COMPLETE STREET PROJECT

Project Description

The MLK Blvd Complete Street Project limit is from SE Dixie Hwy to SE Tarpon Avenue. The project will include elements that will create a safe multi-modal access for all users, such as sidewalks, on-street parking, bike lanes, bike racks, enhanced crosswalks, mid-block plaza area, streetlights and landscaping. The project will encourage pedestrian-friendly activities as well as improve safety, stimulate economic development and create a healthier community.

Costs

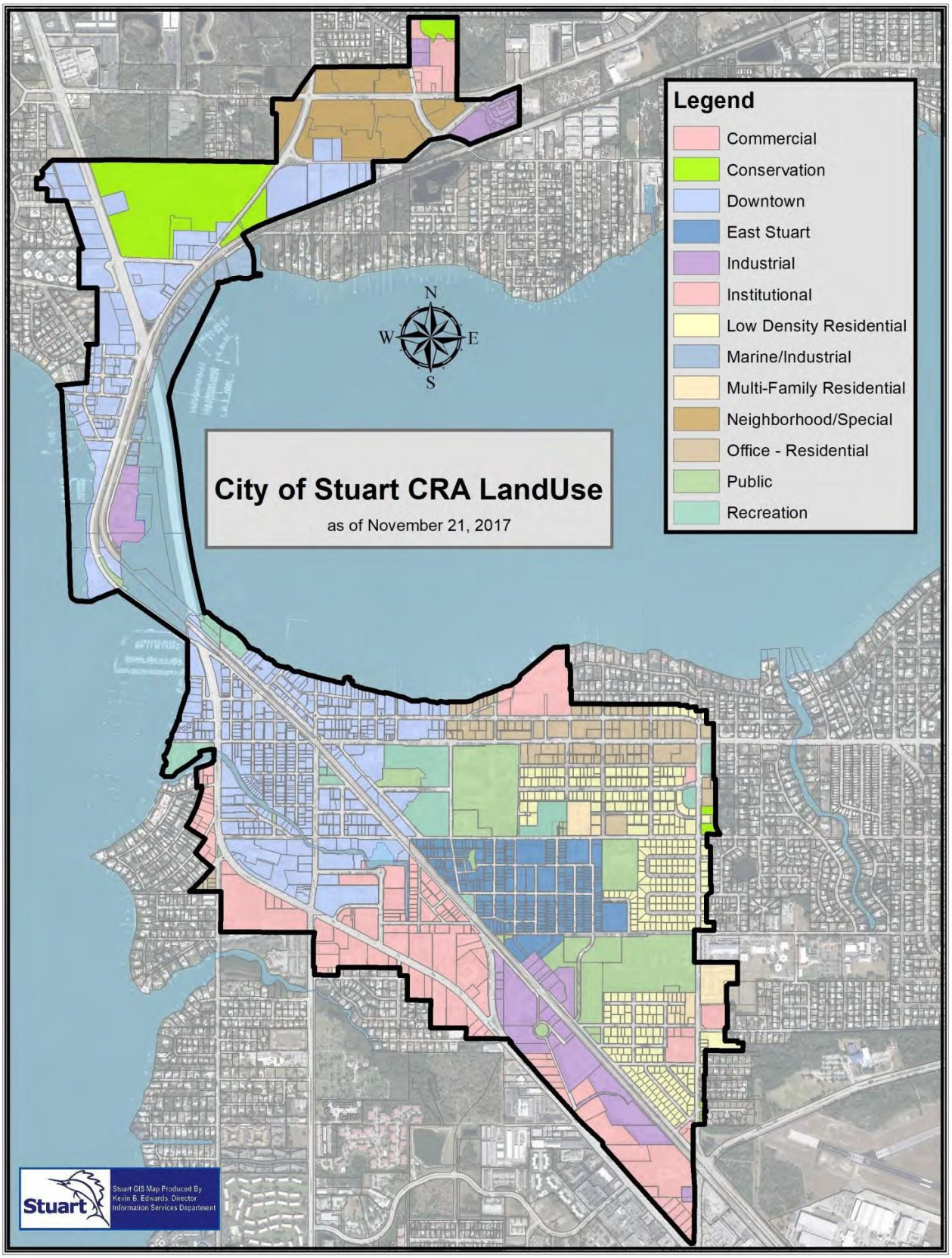
- Conceptual - $20,000
- Final Design - $100,000
- Construction - $1 - $2 Million

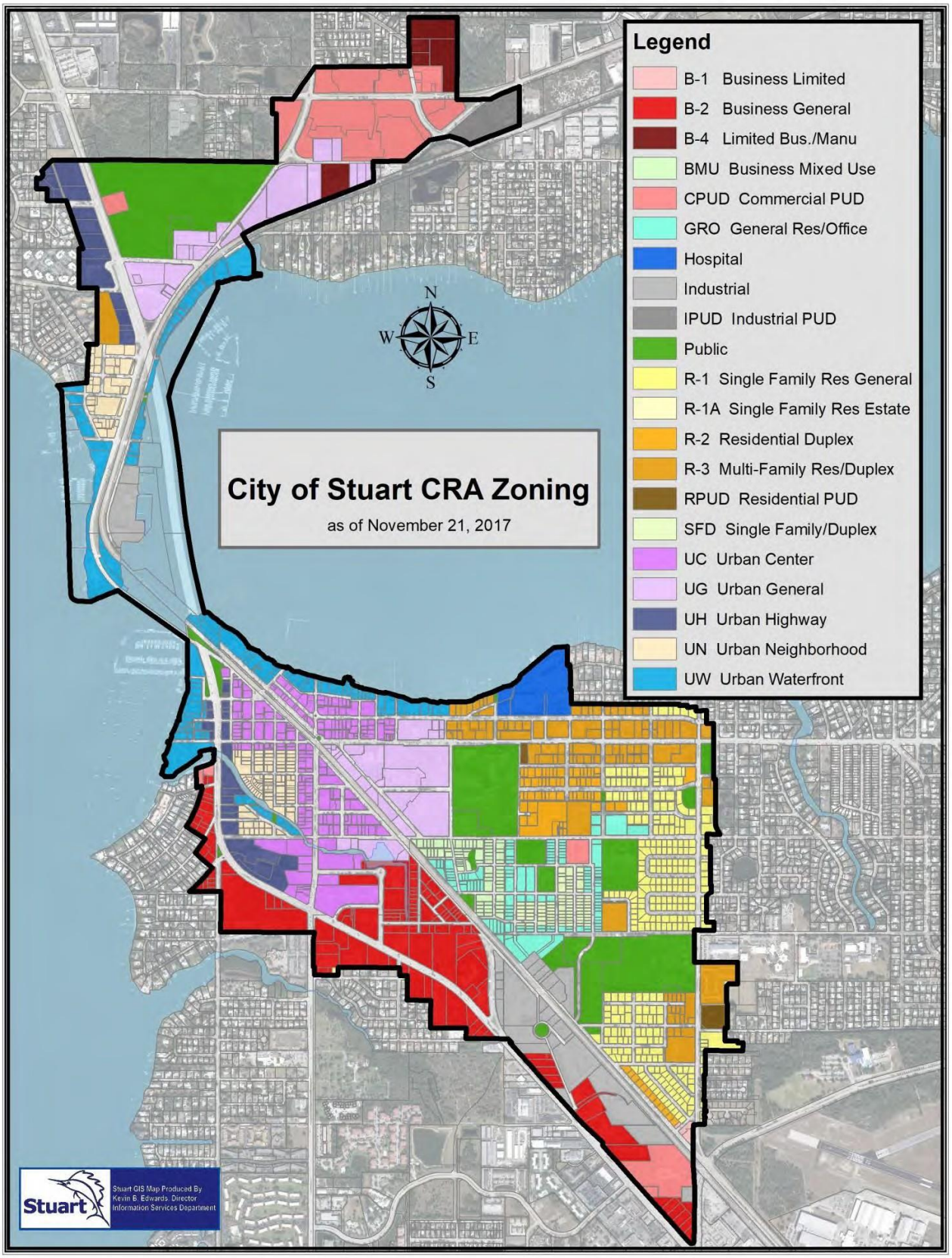
Funding Sources

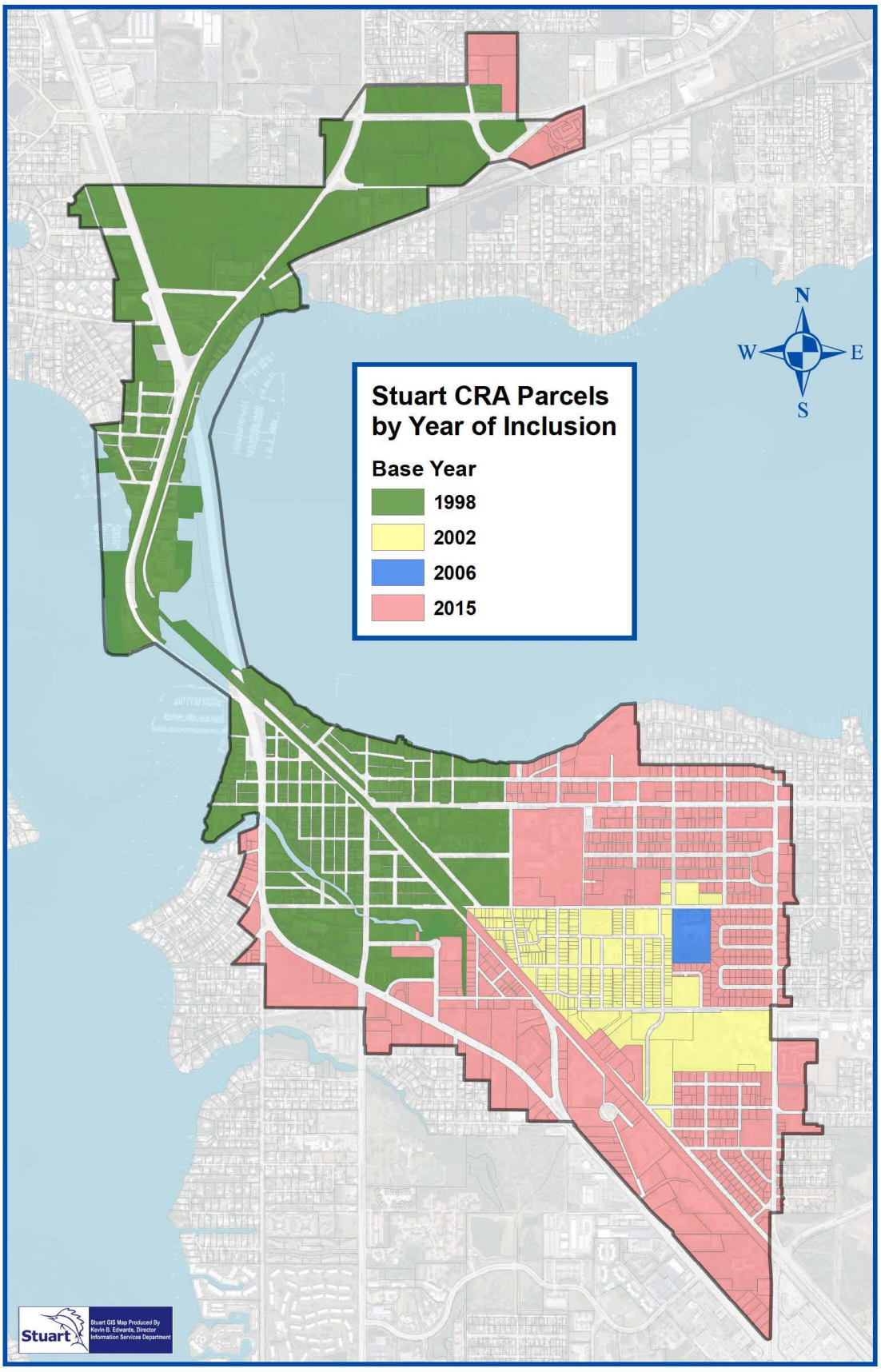
- Tax Increment Finance (TIF), Grants

Time Frame

- Planning – 1 - 3 years; Implementation 4 -6 years.


Legend
Commercial
Conservation
Downtown
East Stuart
Industrial
Institutional
Low Density Residential
Marine/Industrial
Multi-Family Residential
Neighborhood/Special
Office - Residential
Public
Recreation
N
W
E
S
City of Stuart CRA LandUse
as of November 21, 2017
Stuart
Stuart GIS Map Produced By
Kevin B. Edwards, Director
Information Services Department


Legend
B-1 Business Limited
B-2 Business General
B-4 Limited Bus./Manu
BMU Business Mixed Use
CPUD Commercial PUD
GRO General Res/Office
Hospital
Industrial
IPUD Industrial PUD
Public
R-1 Single Family Res General
R-1A Single Family Res Estate
R-2 Residential Duplex
R-3 Multi-Family Res/Duplex
RPUD Residential PUD
SFD Single Family/Duplex
UC Urban Center
UG Urban General
UH Urban Highway
UN Urban Neighborhood
UW Urban Waterfront
N
W
E
S
City of Stuart CRA Zoning
as of November 21, 2017
Stuart
Stuart GIS Map Produced By
Kevin B. Edwards, Director
Information Services Department


Stuart CRA Parcels
by Year of Inclusion
Base Year
1998
2002
2006
2015
N
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S
Stuart
Stuart GIS Map Produced By
Kevin B. Edwards, Director
Information Services Department

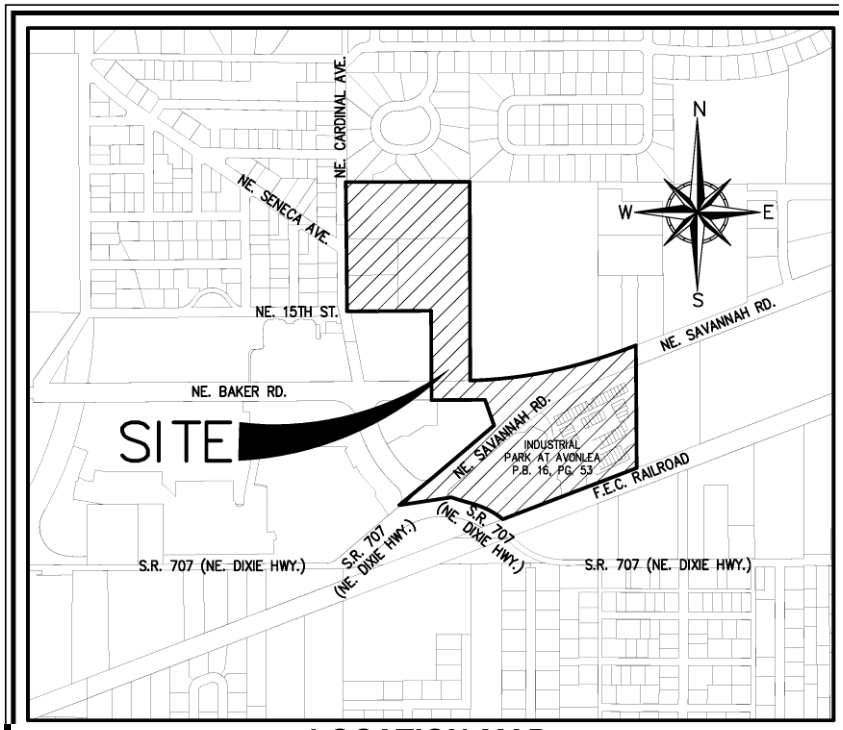
DESCRIPTION OF CRA BOUNDARY

For a Point of Beginning, commence at the intersection of 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, 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 “C”, to the Southwest corner of Block “A” of said plat; and the North Right-of-Way line of N.W. 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 North line of said Section 32, a distance of 2,964 feet, more or less to the West line of 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 line 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 15th 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 1/4 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 1/4 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 NW1/4 of the SE1/4 of the SW1/4 of said Section 28; thence Southerly along said West line, a distance of 472.11 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 un-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 FDOT R/W 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 Sevenjem 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 Sevenjem 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, Sevenjem 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, Sevenjem Addition; thence Westerly along the North line of Lots 32 through 36, inclusive, of Sevenjem 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 (S.R No. 5); thence Northwesterly and Northerly along the said Southwesterly and Westerly Right-of-way line of U.S. Highway No. 1 (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 Creek; 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. R. 707 / Dixie Highway (formerly U.S. Highway No. 1, and S.R. No. 5 per FDOT R/W 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. Together and with all submerged lands lying in Section 32, Township 37 South, Range 41 East, and Section 5, Township 38 South, Range 41 East, lying between the waterward limits of the City of Stuart Bulkhead Line pursuant to Ordinance No. 360, adopted February 12, 1962, and the Mean High Water line of the Easterly shore of the North Fork of the St. Lucie River and the Mean High Water Line of the Westerly and Northerly shore of the St. Lucie River.

All the above described land and submerged land lying within the City of Stuart, Martin County, Florida, and containing 581 Acres, more or less.



LOCATION MAP

(NOT TO SCALE)

SURVEYOR NOTES

1. THE BEARINGS AS SHOWN HEREON ARE BASED ON ST.ATE PLANE COORDINATES, NORTH AMERICAN DATUM OF 83/90, FLORIDA EAST ZONE, REFERENCE A BEARING OF N89'28'19"W ALONG THE SOUTH RIGHT OF WAY LINE OF BAKER ROAD EXTENSION, AS RECORDED IN OFFICIAL RECORDS BOOK 726, PAGE 1921, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

2. THIS IS NOT A BOUNDARY SURVEY.

3. THIS SKETCH AND LEGAL DESCRIPTION SHALL NOT BE VALID UNLESS PROVIDED IN ITS ENTIRETY CONSISTING OF SHEETS 1 THROUGH 3.

ABBRE/4A 170NS

EXT.	EXTENSION
NO.	NUMBER
O.R.B.	OFFICIAL RECORDS BOOK
P.B.	PLAT BOOK
PG.	PAGE
P.L.S.	PROFESSIONAL LAND SURVEYOR
RNG.	RANGE
SEC.	SECTION
S.R.	STATE ROAD
TWP.	TOWNSHIP

SURVEYOR CER17FICA 170N

I HEREB Y CERTIFY THAT THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" AS SHOWN HEREON WAS PREPARED UNDER MY DIRECTION AND CHARGE ON SEPTEMBER 24, 2015, AND THAT SAID "SKETCH TO ACCOM PANY LEGAL DESCRIPTION" IS TRUE AND ACCURATE TO THE BEST.OF MY KNOWLEDGE AN D BELIEF. IT IS FURTHER CERTIFIED THAT THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" COMPLIES WITH THE ST.ANDARDS OF PRACTICE FOR "SKETCH TO ACCOM PANY LEGAL DESCRIPTION" SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS **IN** CHAPTER SJ-17, FLORIDA ADMINIST.RATIVE CODE PURSUANT TO SECTION 472.027, FLORIDA ST.ATUTES.

BETSY LINDSAY, INC.
SURVEYORS AND MAPPERS

ELIZABETH A. LINDSAY, P.L.S.
FLORIDA REGIST.RATION NO. 4724

NOT VALID WITHOUT THE SIGNATURE
AND ORIGINAL RAISED SEAL OF FLORIDA
LICENSED SURVEYOR AND MAPPER

SHEET N0 . 1
OF 3 SHEETS
PROJECT NO.
02-62

DETAIL | REVISIONS

COMMUNITY REDEVELOPMENT AREA EXPANSION
CITY OF STUART, MARTIN COUNTY, FLORIDA

SKETCH AND LEGAL DESCRIPTION
NORTH PARCEL

DATE 09,/24,/20!5
SCALE NOT TO SCALE
FIELD BK.
DRAWING BY e g
CHECKED BY £ A L.

BETSY LINDSAY, IN C.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE S"JUART, FLORIDA 34997
(772)286-5753 (772)286-5933FAX
LICENSED BUSINESS NO. 6852

S:\02 PROJECTS\02-62cos-cra\CRA 2015.dwg, N. PARCEL (1).

LEGAL OESCR/P170N

CRA EXPANSION TO THE CITY OF STUART - NORTH PARCEL

A PARCEL OF LAND BEING A PORTION OF SECTION 28, TOWNSHIP 37 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, BEING MORE PARTICULAL Y DESCRIBED BY METWS AND BOUNDS AS FOLLOWS:

BEGINNING AT THE SE CORNER OF THAT PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1843, PAGE 295 (FORMERLY BOOK 895, PAGE 19 AND PAGE 25), PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; SAID POINT LYING AND BEING THE SOUTHWEST CORNER OF THE NE 1/4 OF THE SW 1/4 OF SECTION 28, TOWNSHIP 37 SOUTH, RANGE 41 EAST (ALSO KNOWN AS THE EAST RIGHT OF WAY LINE OF NE. CARDINAL AVENUE); THENCE NORTHERLY ALONG THE WEST LINE OF NE 1 / 4 OF THE SW 1 / 4 TO AN INTERSECTION WITH THE NORTH LINE OF THE SW 1 / 4 OF THE NE 1 / 4 OF THE SW 1 / 4 OF SAID SECTION 28; THENCE EASTERLY ALONG SAID NORTH LINE TO AN INTERSECTION WITH THE EAST LINE OF THE SW 1 / 4 OF SAID SECTION 28; THENCE SOUTHERLY ALONG SAID EAST LINE TO AN INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF THE NE. BAKER ROAD EXTENSION AS RECORDED IN OFFICIAL RECORDS BOOK 726, PAGE 1921, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE NORTHEASTERLY ALONG SAID NORTH RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF NE. SAVANNAH ROAD ACCORDING TO PLAT BOOK 9, PAGE 9, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE NORTHEASTERLY ALONG SAID NORTH RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTHERLY EXTENSION OF THE EAST LINE OF THE PLAT OF INDUSTRIAL PARK AT AVONLEA AS RECORDED IN PLAT BOOK 16, PAGE 53, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE SOUTHERLY ALONG SAID EAST LINE AND IT'S NORTHERLY EXTENSION TO AN INTERSECTION WITH THE SOUTH LINE OF SAID PLAT OF INDUSTRIAL PARK AT AVONLEA; THENCE SOUTHWESTERLY ALONG SAID SOUTH LINE TO AN INTERSECTION WITH THE WESTERLY LINE OF SAID PLAT OF INDUSTRIAL PARK AT AVONLEA; THENCE NORTHWESTERLY AND WESTERLY ALONG SAID WESTERLY LINE AND IT'S WESTERLY EXTENSION TO AN INTERSECTION WITH THE NORTHWESTERLY RIGHT OF WAY LINE OF S.R. 707; THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE TO AN INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF THE AFOREMENTIONED NE. SAVANNAH ROAD; THENCE NORTHEASTERLY ALONG SAID WEST RIGHT OF WAY LINE TO AN INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF THE AFOREMENTIONED NE. BAKER ROAD EXTENSION; THENCE NORTHWESTERLY ALONG SAID WEST RIGHT OF WAY LINE A DISTANCE OF 142.51 FEET, MORE OR LESS TO AN INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF SAID NE. BAKER ROAD EXTENSION; THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 270.00 FEET, MORE OR LESS TO AN INTERSECTION WITH THE WEST LINE OF THE EAST 202.00 FEET OF THE NW 1 / 4 OF THE SE 1 / 4 OF THE SW 1/4 OF SAID SECTION 28; THENCE NORTHERLY ALONG SAID WEST LINE A DISTANCE OF 472.10 FEET TO AN INTERSECTION WITH THE SOUTH LINE OF THE SW 1/4 OF THE NE 1/4 OF THE SW 1/4 OF SAID SECTION 28; THENCE WESTERLY ALONG SAID LINE A DISTANCE OF 437.17 FEET MORE OR LESS TO THE POINT OF BEGINNING.

CONTAINING 25.98 ACRES MORE OR LESS.

S:\02 PROJECTS\02-62cos-cra\CRA 2015.dwg, N. PARCEL (2), 9/24/2015 2:57:08 PM, betsy

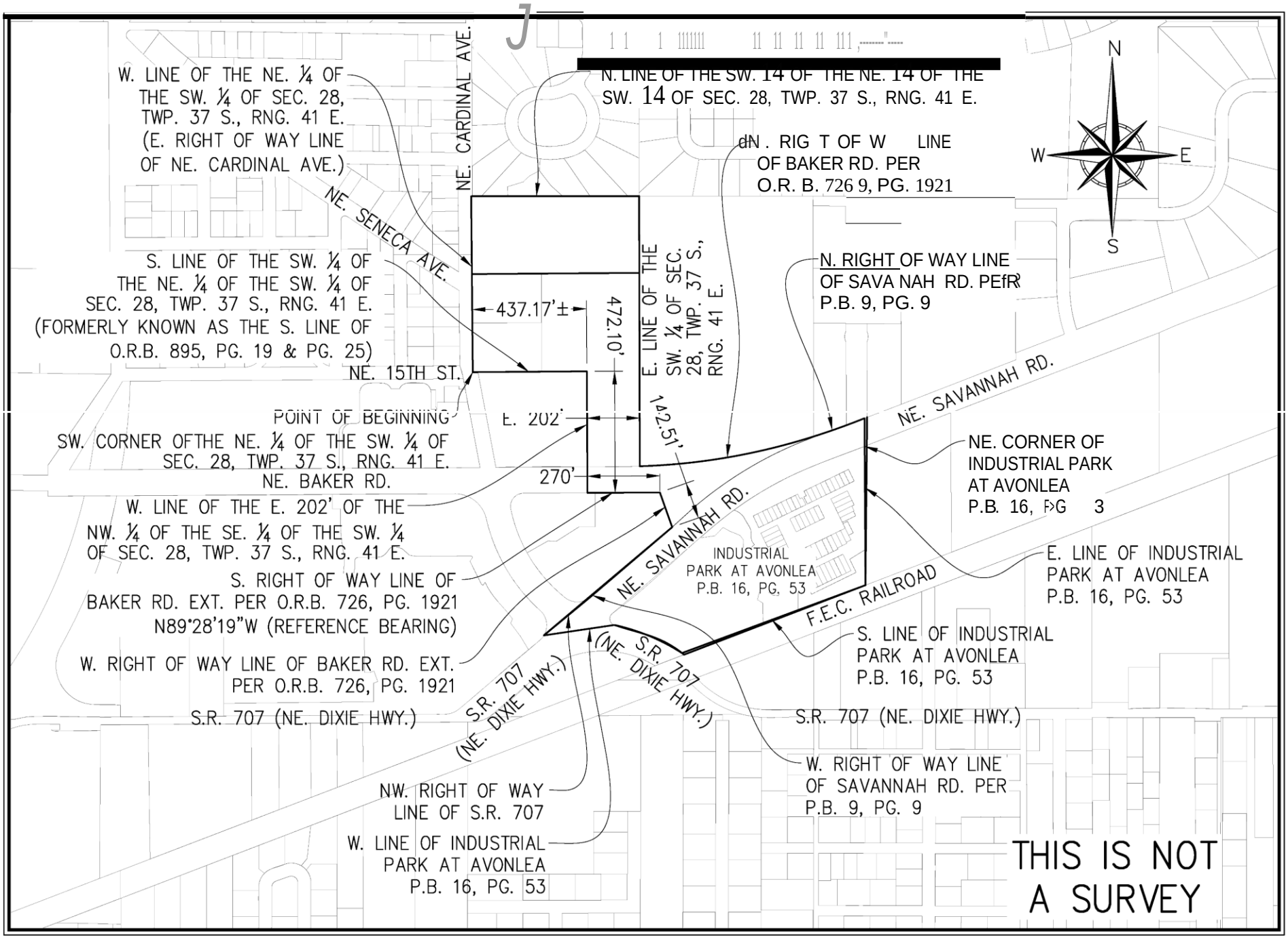
SHEET NO. 2
OF 3 SHEETS
PROJECT NO.
02-62

DATUM

COMMUNITY REDEVELOPMENT AREA EXPANSION
CITY OF STUART, MARTIN COUNTY, FLORIDA
SKETCH AND LEGAL DESCRIPTION
NORTH PARCEL

DATE 09/24/2015
SCALE NOT TO SCALE
DRAWING BY e_g
FIELD BK.
CHECKED BY EA.L

BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE S"JUART, FLORIDA 34997
(772)286-5753 (772)286-5933FAX
LICENSED BUSINESS NO. 6852



SHEET No. 3
OF 3 SHEETS
PROJECT NO.
02-62

DATIL	REVISIONS

COMMUNITY REDEVELOPMENT AREA EXPANSION
CITY OF STUART, MARTIN COUNTY, FLORIDA

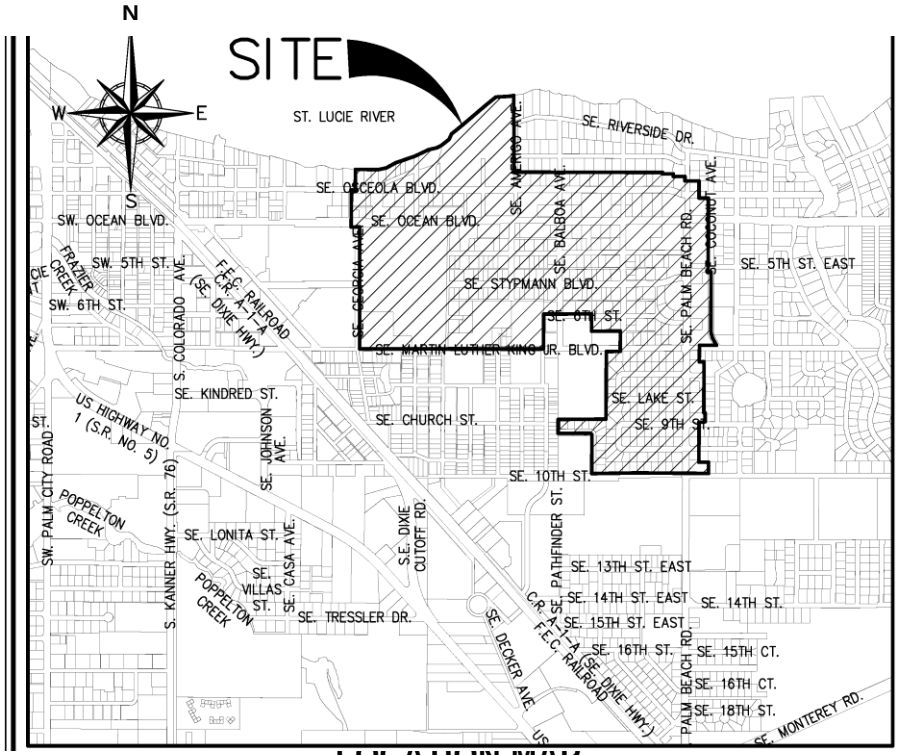
SKETCH AND LEGAL DESCRIPTION

NORTH PARCEL

DATE 09/2 4/2015
SCALE 1" = 5 00'
DRAWN BY 0.8.
CHECKED BY EA.L

BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE STUART, FLORIDA 34997
(772)286-5753 (772)286-5933FAX
LICENSED BUSINESS NO. 6852

S:\02 PROJECTS\02-62cos-cra\CRA 2015.dwg, N. PARCEL (3)



LOCATION MAP

(NOT TO SCALE)

SURVEYOR NOTES

1. THE BEARINGS AS SHOWN HEREON ARE BASED ON ST.ATE PLANE COORDINATES, NORTH AMERICAN DATUM OF 83/90, FLORIDA EAST ZONE, REFERENCE A BEARING OF N89'54'12"E ALONG THE NORTH LINE OF THE SOUTHEAST \ OF SECTION 4, TOWNSHIP 38 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA.

2. THIS IS NOT A BOUNDARY SURVEY.

3. THIS SKETCH AND LEGAL DESCRIPTION SHALL NOT BE VALID UNLESS PROVIDED IN ITS ENTIRETY CONSISTING OF SHEETS 1 THROUGH 8.

ABBRE/4A 170NS

CCR	CERTIFIED CORNER RECORD
CL	CENTERLINE
NO.	NUMBER
O.R.B.	OFFICIAL RECORDS BOOK
P.B.	PLAT BOOK
PG.	PAGE
P.L.S.	PROFESSIONAL LAND SURVEYOR
RNG.	RANGE
RW	RIGHT OF WAY
SD.	SUBDIVISION
SEC.	SECTION
S.R.	STATE ROAD
TWP.	TOWNSHIP

SURVEYOR CER77FICA 770N

I HEREBY CERTIFY THAT THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" AS SHOWN HEREON WAS PREPARED UNDER MY DIRECTION AND CHARGE ON SEPTEMBER 24, 2015, AND THAT SAID "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" IS TRUE AND ACCURATE TO THE BEST.OF MY KNOWLEDGE AND BELIEF. IT IS FURTHER CERTIFIED THAT THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" COMPLIES WITH THE STANDARDS OF PRACTICE FOR "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER SJ-17, FLORIDA ADMINIST.RATIVE CODE PURSUANT TO SECTION 472.027, FLORIDA ST.A TUTES.

BETSY LINDSAY, INC.
SURVEYORS AND MAPPERS

ELIZABETH A. LINDSAY, P.L.S.
FLORIDA REGIST.RATION NO. 4724

NOT VALID WITHOUT THE SIGNATURE
AND ORIGINAL RAISED SEAL OF FLORIDA
LICENSED SURVEYOR AND MAPPER

SHEET NO. 1
OF 4 SHEETS
PROJECT NO.
02-62

DATE	REVISIONS

COMMUNITY REDEVELOPMENT AREA EXPANSION
CITY OF STUART, MARTIN COUNTY, FLORIDA

SKETCH AND LEGAL DESCRIPTION
EAST PARCEL

DATE 09/24/2015
SCALE NOT TO SCALE
FIELD BK.
DRAWING BY e_g
CHECKED BY EAL

BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE, STUART, FLORIDA 34997
(772)286-5753 (772)286-5933FAX
LICENSED BUSINESS NO. 6852

S:\02 PROJECTS\02-62cos-cra\CRA 2015.dwg, E. PARCEL (1)

LEGAL OESCR/P170N

CRA EXPANSION TO THE CITY OF STUART - EAST PARCEL

A PARCEL OF LAND BEING A PORTION OF SECTION 3 AND SECTION 4, TOWNSHIP 38 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, BEING MORE PARTICULALY DESCRIBED BY METWS AND BOUNDS AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF THE SE. 1 / 4 OF THE SW. 1 / 4 OF SECTION 4, TOWNSHIP 38 SOUTH, RANGE 41 EAST, SAID LINE ALSO BEING THE CENTERLINE OF SE. MARTIN LUTHER KING JR. BLVD. WITH THE SOUTHERLY PROJECTION OF THE EAST RIG HT OF WAY LINE OF SE. GEORGIA AVE.; THENCE NORTHERLY ALONG SAID EAST RIGHT OF WAY LINE AND ALONG THE SOUTHERLY PROJECTION THEREOF TO AN INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF SE. OCEAN BLVD.; THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE TO AN INTERSECTION WITH THE SOUTHERLY PROJECTION OF THE EAST RIGHT OF WAY LINE OF SE. GEORGIA AVE.; THENCE NORTHERLY ALONG SAID EAST RIGHT OF WAY LINE AND ALONG THE SOUTHERLY PROJECTION THEREOF TO AN INTERSECTION WITH THE CENTERLINE OF SE. OSCEOLA BLVD.; THENCE EASTERLY ALONG SAID CENTERLINE TO AN INTERSECTION WITH THE SOUTHERLY PROJECTION OF 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, FLORIDA ; THENCE NORTHERLY ALONG SAID EAST LINE OF LOT 2 AND ALONG THE SOUTHERLY PROJECTION THEREOF TO AN INTERSECTION WITH THE MEAN HIGH WATER LINE OF THE ST. LUCIE RIVER; THENCE EASTERLY AND NORTHEASTERLY ALONG SAID MEAN HIGH WATER LINE TO AN INTERSECTION WITH THE WEST LINE OF THE PLAT OF HILDABRAD PARK, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGE 64 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE SOUTHERLY ALONG SAID WEST LINE TO AN INTERSECTION WITH THE CENTERLINE OF THE 10.00 FOOT WIDE ALLEY IN BLOCKS 6 THROUGH 8 OF SAID PLAT OF HILDABRAD PARK; THENCE EASTERLY ALONG SAID CENTERLINE TO AN INTERSECTION WITH THE WEST LINE OF LOT 3, BLOCK 2 OF THE PLAT OF RIVER RIDGE, ACCORDI NG TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 4, PAGE 11 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE SOUTHERLY ALONG SAID WEST LINE TO AN INTERSECTION WITH THE NORTH LINE OF SAID LOT 3; THENCE EASTERLY ALONG SAID NORTH LINE TO AN INTERSECTION WITH THE EAST LINE OF SAID LOT 3: THENCE SOUTHERLY ALONG SAID EAST LINE TO AN INTERSECTION WI TH THE NORTH LINE OF LOT 4, BLOCK 3 OF SAID PLAT OF RIVER RIDGE; THENCE EASTERLY ALONG SAID NORTH LINE TO AN INTERSECTION WI TH THE WEST RIGHT OF WAY LINE OF SE. PALM BEACH ROAD; THENCE SOUTHERLY ALONG SAID WEST RIGHT OF WAY LINE TO AN IN TERSECT ION WITH THE WESTERLY PROJECTION OF THE NORTH LINE OF LOT 2, BLOCK 2 OF THE PLAT OF SECTION ONE, ST. LUCIE ESTATES ACCORDI NG TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 10, PAGE 70 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE EASTERLY ALONG SAID NORTH LINE OF LOT 2 AND ALONG THE WESTERLY PROJECTION THEREOF TO AN INTERSECTION WITH THE WEST LINE OF SAID LOT 2; THENCE SOUTHERLY ALONG SAID WEST LINE OF LOT 2 AND ALONG THE SOUTHERLY PROJECTION THEREOF TO AN IN TERSECT ION WITH THE SOUTH RIGHT OF WAY LINE OF SE. OSCEOLA BLVD.; THENCE EAST ALONG SAID SOUTH RIGHT OF WAY LINE TO AN INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF SE. COCONUT AVE. (FORMERLY COCONUT ROW), A PARTIALLY OPEN RIGHT OF WAY; THENCE SOUTHERLY ALONG SAID WEST RIGHT OF WAY LINE A DISTANCE OF 770.57 FEET TO A POINT 34.60 FEET SOUTH OF THE SOUTH RIGHT OF WAY LINE OF SE. 5TH ST. EAST; THENCE EASTERLY TO AN INTERSECTION WITH A POINT ON THE CENTERLINE OF SAID SE. COCONUT AVE.; THENCE SOUTHERLY ALONG SAID CENTERLINE TO AN INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF SE. MARTIN LUTHER KING JR. BLVD.; THENCE WESTERLY ALONG SAID NORTH RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTHERLY PROJECTION OF THE EAST LINE OF LOT 3, BLOCK 2 OF THE PLAT OF SECTION ONE, LAKE CHAROLETTE SUBDIVISION ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 7 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA ;

CONTINUED ON SHEET 3 OF 4

SHEET NO. 2
OF 4 SHEETS
PROJECT NO.
02-62

....DATIL

COMMUNITY REDEVELOPMENT AREA EXPANSION
CITY OF STUART, MARTIN COUNTY, FLORIDA
SKETCH AND LEGAL DESCRIPTION
EAST pARCEL

DATE 09/24/2015
SCALE NOT TO SCALE
DRAWING BY ,e_g_
FIELD BK.
CHECKED BY EA.L

DBETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE S"JUART, FLORIDA 34997
(772)286-5753 (772)286-5933FAX
LICENSED BUSINESS NO. 6852

S:\02 PROJECTS\02-62cos-cra\CRA

LEGAL OESCR/P170N

CRA EXPANSION TO THE CITY OF STUART - EAST PARCEL

CONTINUED FROM SHEET 2 OF 4

THENCE SOUTHERLY ALONG SAID PROJECTION AND ALONG SAID EAST LINE TO AN INTERSECTION WITH THE SOUTH LINE OF SAID LOT 3; THENCE EAST ALONG SAID SOUTH LINE TO AN INTERSECTION WITH THE WEST LINE OF THE PLAT OF LAKE CHARLOTTE SECTION OF ST. LUCIE ESTATES ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 36 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE SOUTH ALONG SAID WEST LINE A DISTANCE OF 532.50 FEET; THENCE WESTERLY TO AN INTERSECTION WITH A LINE BEING 13.00 FEET EASTERLY OF, AS MEASURED AT RIGHT ANG LES, AND PAR ALLEL WITH THE EAS T LINE OF BLOCK 3 OF SAID PLAT OF LAK E CHARLOTTE SECTION OF ST. LUCIE ESTATES; THENCE SOUTH ALONG SAID PARALLEL LINE TO AN INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF SE. 9TH STREET; THENCE SOUTHWESTERLY AND WESTERLY ALONG SAID NORTH RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTHER LY PROJECTION OF THE WEST LINE OF LOTS 7 THROUTH 10, BLOCK 5 OF THE AFOREMENTIONED PLAT OF SECTION ONE, LAKE CHAROLETTE SUBDIVISION; THENCE SOUTH ALONG THE NORTHERLY PROJECTION AND ALONG SAID WEST LINE TO AN INTERSECTION WITH THE NORTH LINE OF LOTS 11 & 12 OF SAID PLAT OF SECTION ONE, LAKE CHAROLETTE SUBDIVISION; THENCE EAST ALONG SAID NORTH LINE TO AN INTERSECTION WITH THE WEST LINE OF LOT 12, BLOCK 4 OF SAID PLAT OF SECTION ONE, LAKE CHAROLETTE SUBDIVISION; THENCE SOUTH ALONG SAID WEST LINE TO AN INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF SE. 10TH STREET; THENCE WESTERLY ALONG SAID NORTH RIGHT OF WAY LINE TO AN INTERSECTION THE WEST RIGHT OF WAY LINE OF SE. FORREST PARK DR.; THENCE NORTHERLY ALONG SAID WEST RIGHT OF WAY LINE TO AN INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF SE. FORREST PARK DR.; THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE TO AN INTERSECTION WITH THE WEST LINE OF THE PL AT OF FORREST PARK ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 16, PAGE 66 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE NORTHERLY ALONG SAID WEST LINE TO AN INTERSECTION WITH THE NORTH LINE OF SAID PLAT OF FORREST PARK; THENCE EASTERLY ALONG SAID NORTH LINE TO AN INTERSECTION WITH THE WEST LINE OF THE PLAT OF SHERWOOD FORREST ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 3, PAGE 126 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE NORTHERLY ALONG SAID WEST LINE TO AN INTERSECTION WITH THE NORTH LINE OF SAID PLAT OF SHERWOOD FORREST; THENCE EASTERLY ALONG SAID NORTH LINE TO AN INTERSECTION WITH THE EAST LINE OF BLOCK 4 OF THE PLAT OF STYPMANN PARK 2ND ADDITION TO THE TOWN OF STUART ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 28 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORID A; THENCE NORTHERLY ALONG SAID EAS T LINE TO AN INTERSECTION WITH THE SOUTH LINE OF LOTS 1 THROUGH 8 AND LOT 14 OF SAID PLAT OF STYPMANN PARK 2ND ADDITION TO THE TOWN OF STUART; THENCE WESTERLY ALONG SAID SOUTH LINE TO AN INTERSECTION WITH THE WEST LINE OF BLOCK 7 OF THE PLAT OF STYPMANN PARK, AN ADDITION TO THE CITY OF STUART ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 29 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE NORTHERLY ALONG SAID WEST LINE TO AN INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF SE. 6TH STREET; THENCE WESTERLY ALONG SAID NORTH LINE TO AN INTERSECTION WITH THE WEST LINE OF BLOCK 8 OF SAID PLAT OF STYPMANN PARK, AN ADDITION TO THE CITY OF STUART; THENCE SOUTHERLY ALONG SAID WEST LINE TO AN INTERSECTION WITH THE NORTH LINE OF THE SW.1/4 OF THE SE. 1 / 4 OF SECTION 4, TOWNSHIP 38 SOUTH, RANG E 41 EAST, SAID LINE ALSO BEING THE CENTERLINE OF SE. MARTIN LUTHER KING JR. BLVD.; THENCE WESTERLY ALONG SAID NORTH LINE TO AN INTERSECTION WITH THE NORTH LINE OF THE SE.1 / 4 OF THE SW. 1 / 4 OF SECTION 4, TOWNSHIP 38 SOUTH, RANGE 41 EAST, SAID LINE ALSO BEING THE CENTERLINE OF SE. MARTIN LUTHER KING JR. BLVD.; THENCE WESTERLY ALONG SAID NORTH LINE TO THE POINT OF BEGINNING .

CONTAINING 193.59 ACRES MORE OR LESS.

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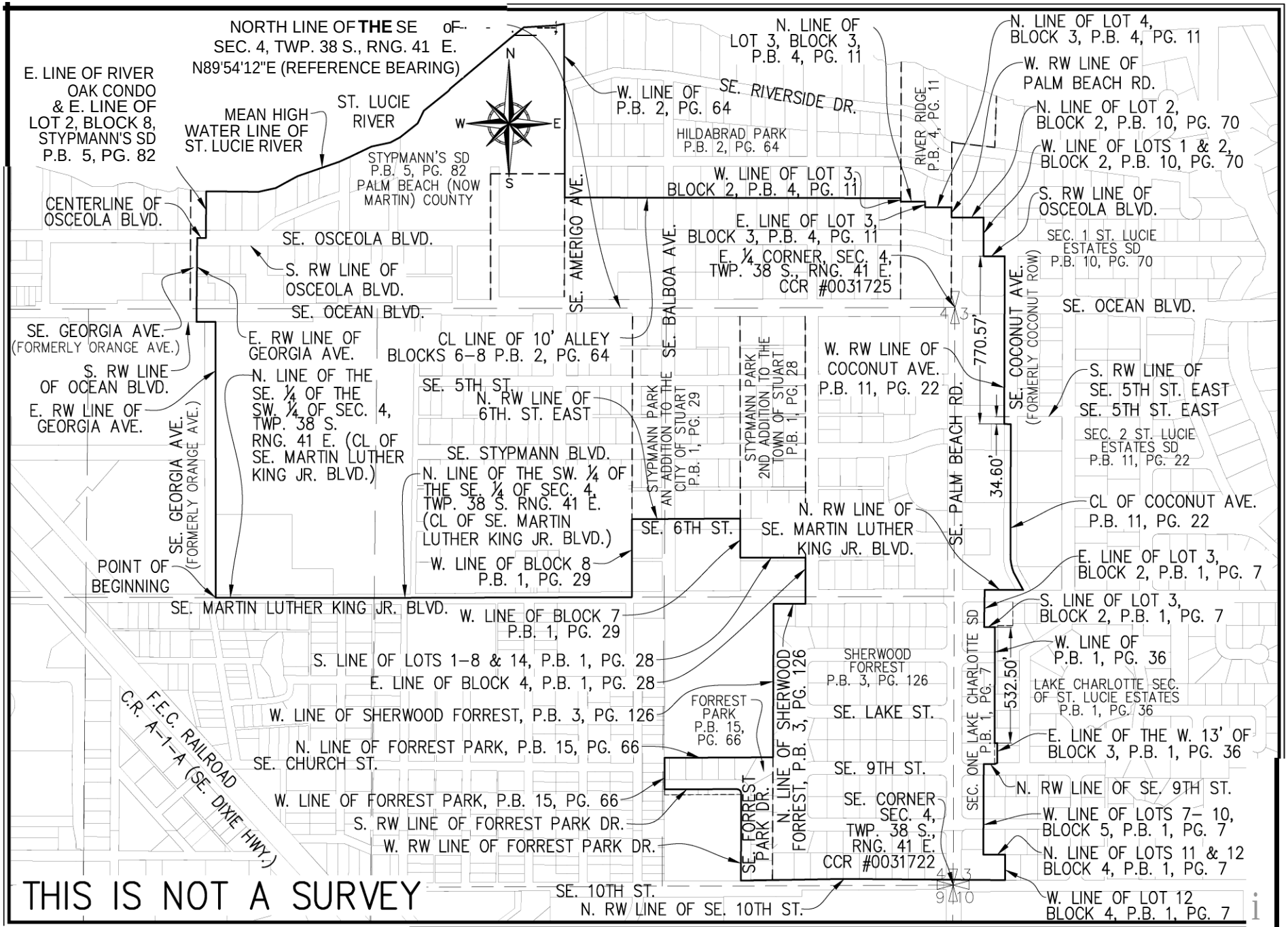
SHEET NO. 3
OF 4 SHEETS
PROJECT NO.
02-62

...DATIL

COMMUNITY REDEVELOPMENT AREA EXPANSION
CITY OF STUART, MARTIN COUNTY, FLORIDA
SKETCH AND LEGAL DESCRIPTION
EAST pARCEL

DATE 09/24/2015
SCALE NOT TO SCALE
DRAWING BY e_g_
FIELD BK.
CHECKED BY EA.L

DBETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE STUART, FLORIDA 34997
(772)286-5753 (772)286·5933FAX
LICENSED BUSINESS NO. 6852



SHEET NO. 4
OF 4 SHEETS
PROJECT NO. 02-62

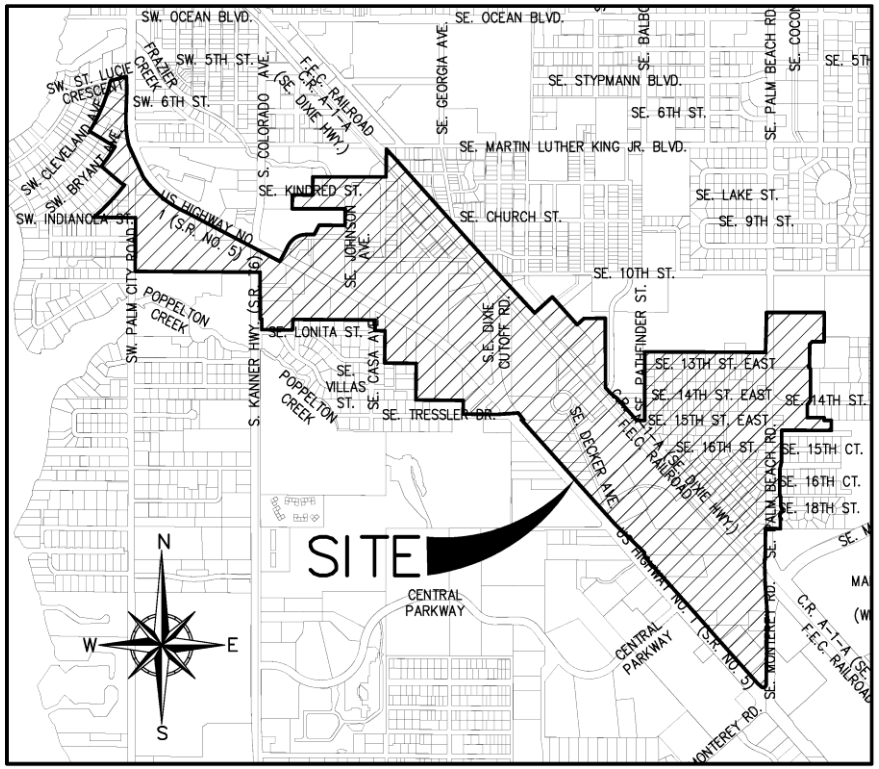
12ATIL	REVISIONS

COMMUNITY REDEVELOPMENT AREA EXPANSION
CITY OF STUART, MARTIN COUNTY, FLORIDA
SKETCH AND LEGAL DESCRIPTION

DATE 09/24/2015
SCALE 1" = 600'
DRAWING BY_,e-g-
FIELD BK. _

BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE, STUART, FLORIDA 34997

S:\02 PROJECTS\02-62cos-cra\CRA



LOCATION MAP
(NOT TO SCALE)

SURVEYOR NOTES

1. THE BEARINGS AS SHOWN HEREON ARE BASED ON ST.ATE PLANE COORDINATES, NORTH AMERICAN DATUM OF 83/90, FLORIDA EAST ZONE, REFERENCE A BEARING OF N00'26'34"E ALONG THE WEST LINE OF THE SOUTHWEST \ OF SECTION 4, TOWNSHIP 38 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA.

2. THIS IS NOT A BOUNDARY SURVEY.

3. THIS SKETCH AND LEGAL DESCRIPTION SHALL NOT BE VALID UNLESS PROVIDED IN ITS ENTIRETY CONSISTING OF SHEETS 1 THROUGH 8.

ABBRE/4A 170NS

CCR	CERTIFIED CORNER RECORD
CL	CENTERLINE
CR	COUNTY ROAD
F.E.C.	FLORIDA EAST COAST
NO.	NUMBER
O.R.B.	OFFICIAL RECORDS BOOK
P.B.	PLAT BOOK
PG.	PAGE
P.L.S.	PROFESSIONAL LAND SURVEYOR
RNG.	RANGE
RW	RIGHT OF WAY
SD	SUBDIVISION
SEC.	SECTION
S.R.	STATE ROAD
TWP.	TOWNSHIP

~~*SURVEYOR CER77FICA 770N*~~

I HEREBY CERTIFY THAT THE "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" AS SHOWN HEREON WAS PREPARED UNDER MY DIRECTION AND CHARGE ON SEPTEMBER 24, 2015, AND THAT SAID "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" IS TRUE AND ACCURATE TO THE BEST.OF MY KNOWLEDGE AND BELIEF. IT IS FURTHER CERTIFIED THAT THIS "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" COMPLIES WITH THE STANDARDS OF PRACTICE FOR "SKETCH TO ACCOMPANY LEGAL DESCRIPTION" SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER SJ-17, FLORIDA ADMINIST.RATIVE CODE PURSUANT TO SECTION 472.027, FLORIDA ST.A TUTES.

BETSY LINDSAY, INC.
SURVEYORS AND MAPPERS

ELIZABETH A. LINDSAY, P.L.S.
FLORIDA REGIST.RATION NO. 4724

NOT VALID WITHOUT THE SIGNATURE
AND ORIGINAL RAISED SEAL OF FLORIDA
LICENSED SURVEYOR AND MAPPER

SHEET NO. 1
OF 8 SHEETS
PROJECT NO. 02-62

DATE	REVISIONS
10 05 2015	REVISED SKETCH & LEGAL DESCRIPTION

COMMUNITY REDEVELOPMENT AREA EXPANSION
CITY OF STUART, MARTIN COUNTY, FLORIDA
SKETCH AND LEGAL DESCRIPTION
WEST PARCEL

DATE 09/24/2015
SCALE NOT TO SCALE
FIELD BK. _
DRAWING BY ___,e_g_
CHECKED BY EAL

BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE STUART, FLORIDA 34997
(772)286-5753 (772)286-5933FAX
LICENSED BUSINESS NO. 6852

S:\02 PROJECTS\02-62cos-cra\CRA 2015.dwg, W. PARCEL (1), 10/5/2015 11:08:00 AM, EAL

LEGAL OESCR/P170N

CRA EXPANSION TO THE CITY OF STUART - WEST PARCEL

A PARCEL OF LAND BEING A PORTION OF SECTION 4, SECTION 5, SECTION 9 AND SECTION 10, TOWNSHIP 38 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, BEING MORE PARTICULALY DESCRIBED BY METWS AND BOUNDS AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY RIGHT OF WAY LINE OF NW. CORNER OF LOT 106 OF THE PLAT OF H.W. BESSEY ADDITION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGE 14 OF THE PUBLIC RECORDS OF PALM BEACH, (NOW MARTIN) COUNTY, FLORIDA; SAID POINT ALSO LYING ON THE EAST RIGHT OF WAY LINE OF SW. CLEVELAND AVE.; THENCE SOUTHWESTERLY ALONG SAID EAST RIGHT OF WAY LINE TO AN INTERSECTION WITH THE SOUTH LINE OF LOTS 96 AND 118 OF THE PLAT OF H. W. BESSEY ADDITION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGE 14 OF THE PUBLIC RECORDS OF PALM BEACH, (NOW MARTIN) COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE TO AND IT'S SOUTHEASTERLY PROJECTION TO AN INTERSECTION WITH THE EAST RIGHT OF WAY LINE OF SW. BRYANT AVE.; THENCE SOUTHWESTERLY ALONG SAID EASTERLY RIGHT OF WAY LINE TO AN INTERSECTION WITH THE SOUTH LINE OF LOTS 147 AND 158; THENCE SOUTHEASTERLY ALONG SAID SOUTH LINE AND IT'S EASTERLY PROJECTION TO THE EAST RIGHT OF WAY LINE OF SW. PINE AVE.; THENCE SOUTHWESTERLY ALONG SAID EAST RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF SW. INDI ANOLA ST.; THENCE EASTERLY ALONG SAID NORTH RIGHT OF WAY LINE AND IT'S EASTERLY PROJECTION TO THE EAST RIGHT OF WAY LINE OF SW. PALM CITY ROAD, SAID EAST LINE ALSO BEING THE WEST LINE OF THAT CERTAIN PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 2288, PAGE 841 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE ALONG SAID EAST RIGHT OF WAY LINE TO AN IN TERSECTION WITH THE SOUTH LINE OF SECTION 5, TOWNSHIP 38 SOUTH, RANGE 41 EAST, SAID LINE ALSO BEING THE SOUTH LINE OF SAID OFFICIAL RECORDS BOOK 2288, PAGE 841; THENCE EASTERLY ALONG SAID SOUTH LINE TO AN INTERSECTION WITH THE EAST RIGHT OF WAY LINE OF S. KANNER HIGHWAY (STATE ROAD 76); THENCE SOUTHERLY ALONG SAID RIGHT OF WAY LINE A DISTANCE OF 486.95 FEET; THENCE EASTERLY A DISTANCE OF 15.00 FEET TO AN INTERSECTION WITH THE WEST LINE OF LOT 1, BLOCK 1 OF THE PLAT OF CASA TERRACE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 35 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE SOUTHERLY ALONG SAID WEST LINE TO AN INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF SE. LONITA ST.; THENCE EASTERLY ALONG SAID NORTH RIGHT OF WAY LINE TO AN INTERSECTION WITH THE EAST LINE OF LOT 6, BLOCK 1 OF SAID PLAT OF CASA TERRACE ; THENCE NORTHERLY ALONG SAID EAST LINE TO AN INTERSECTION WITH NORTH LINE OF SAID PLAT OF CASA TERRACE; THENCE EASTERLY ALONG SAID NORTH LINE TO AN INTERSECTION WITH THE EAST RIGHT OF WAY LINE OF SE. CASA AVE.; THENCE SOUTHERLY ALONG SAID EAST RIGHT OF WAY LINE TO AN INTERSECT IO N WITH THE NORTH RIGHT OF WAY LINE OF SE. LONITA ST.; THENCE EASTERLY ALONG SAID NORTH RIGHT OF WAY LINE TO AN INTERSECTION WITH THE EAST LINE OF SAID PLAT OF CASA TERRACE; THENCE SOUTHERLY ALONG SAID EAST LINE TO THE SOUTHEAST CORNER OF LOT 6, BLOCK 3 OF SAID PLAT OF CASA TERRACE, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF THAT CERTAIN PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 2470, PAGE 2609 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 2470, PAGE 2609 TO AN INTERSECTION WITH THE SOUTH LINE OF THAT CERTA IN PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 1152, PAGE 1105 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA ; THENCEEASTERL Y ALONG SAID SOUTH LINE TO AN INTERSECTIN WITH THE WEST LINE OF THAT CERTAIN PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 1964, PAGE 2704 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE SOUTHERLY ALONG SAID WEST LINE TO AN INTERSECTION WITH THE SOUTH LINE OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 9, TOWNSHIP 38 SOUTH, RANGE 41 EAST; THENCE EAST ALONG SAID SOUTH LINE TO AN INTERSECTION WITH THE WEST LINE OF THAT CERTAIN PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 895, PAGE 1656 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE SOUTHERLY ALONG SAID WEST LINE TO AN INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF NE. TRESSLER DR.; THENCE EASTERLY ALONG SAID NORTH RIGHT OF WAY LINE A DISTANCE OF 358.04 FEET; THENCE DEPARTING SAID NORTH RIGHT OF WAY LINE, CONTINUE EASTERLY A DISTANCE OF 21 4. 89 FEET TO AN INTERSECTION WITH THE NORTHEASTERLY RIGHT OF WAY LINE OF US HIGHWAY NO. 1 (S.R. NO. 5); THENCE SOUTHEASTERLY ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTH LINE OF THAT CERTAIN PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 984, PAGE 1066 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE WESTERLY ALONG SAID NORTH LINE A DISTANCE OF 23.00 FEET TO AN INTERSECTION WITH THE NORTHEASTERLY RIGHT OF WAY LINE OF US HIGHWAY NO. 1 (S.R. NO. 5);

CONTINUED ON SHEET 3 OF 8

D BETSY LINDSAY, INC.
SURVEYING AND MAPPING
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LICENSED BUSINESS NO. 6852

S:\02 PROJECTS\02-62cos-cra\CRA 2015.dwg, W. PARCEL (2), 10/5/2015 4:51:26 PM

LEGAL OESCR/P170N

CRA EXPANSION TO THE CITY OF STUART - WEST PARCEL

CONTINUED FROM SHEET 2 OF 8

THENCE SOUTHEASTERLY, SOUTHWESTERLY AND SOUTHEASTERLY ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE TO AN INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF SE. MONTERY RD.; THENCE NORTHERLY ALONG SAID WEST RIGHT OF WAY LINE AND IT'S NORTHERLY PROJECTION TO AN INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF SE. PALM BEACH RD.; THENCE NORTHERLY ALONG SAID WEST RIGHT OF WAY LINE TO AN INTERSECTION WITH THE WESTERLY PROJECTION OF THE SOUTH LINE OF LOT 21 OF THE PLAT OF LAWLER GARDENS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 5, PAGE 20 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE EASTERLY ALONG SAID WESTERLY PROJECTION AND THE SOUTH LINE TO AN INTERSECTION WITH THE EAST LINE OF SAID LOT 21; THENCE NORTHERLY ALONG SAID EAST LINE TO AN INTERSECTION WITH THE SOUTHERLY LIMITS OF LOT 22 OF SAID PLAT OF LAWLER GARDENS; THENCE NORTHEASTERLY, NORTHERLY AND NORTHWESTERLY ALONG SAID SOUTHERLY AND EAST LIMITS OF LOT 22 TO AN INTERSECTION WITH THE SOUTH RIG H T OF WAY LINE OF SE. 18TH ST.; THENCE NORTHWESTERLY TO THE SOUTHEAST CORNER OF LOT 1 OF SAID PLAT OF LAWLER GARDENS; THENCE NORTHERLY ALONG THE EAST LINE TO AN INTERSECTION WITH THE NORTH LINE OF SAID PLAT OF LAWLER GARDENS; THENCE NORTHWESTERLY TO THE SOUTHEAST CORNER OF LOT 18 OF THE PLAT OF PINEWOOD PARK, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 4, PAGE 45 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE NORTHERLY ALONG THE EAST LINE OF SAID LOT 18 AND IT'S NORTHERLY PROJECTION TO THE SOUTHEAST CORNER OF LOT 1 OF SAID PLAT OF PINEWOOD PARK; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 1 TO AN INTERSECTION WITH THE NORTH LINE OF SAID PLAT OF PINEWOOD PARK; THENCE NORTHEASTERLY TO AN INTERSECTION WITH THE SOUTHEAST CORNER OF LOT 16 OF THE PLAT OF PINEWOOD PARK SECTION TWO, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 4, PAGE 87 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE NORTHERLY ALONG THE EAST LINE OF SAID LOT 16 AND IT'S NORTHERLY PROJECTION TO AN INTERSECTION WITH THE SOUTHEAST CORNER OF LOT 1 OF SAID PLAT OF PINEWOOD PARK SECTION TWO; THENCE NORTHERLY ALONG THE EAST LINE OF SAID LOT 1 AND IT'S NORTHERLY PROJECTION TO AN INTERSECTION WITH THE SOUTH LINE OF BLOCK 1 OF THE PLAT OF COLONIAL PARK ADDITION TO COLONIAL PARK SECTION OF ST. LUCIE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 59 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE EASTERLY ALONG SAID SOUTH LINE TO AN INTERSECTION WITH THE EAST LINE OF LOT 29, BLOCK 1 OF SAID PLAT OF COLONIAL PARK ADDITION; THENCE NORTHERLY ALONG THE EAST LINE OF SAID LOT 29 A DISTANCE OF 105.00 FEET TO AN INTERSECTION WITH A LINE BEING 105.00 NORTHERLY OF, AS MEASURED AT RIGHT ANGLES, AND PARALLEL WITH THE SOUTH LINE OF SAID BLOCK 1; THENCE WESTERLY ALONG SAID PARALLEL LINE A DISTANCE OF 75.00 FEET TO AN INTERSECTION WITH A LINE BEING 25.00 WESTERLY OF, AS MEASURED AT RIGHT ANGLES, AND PARALLEL WITH THE WEST LINE OF LOT 28, BLOCK 1 OF SAID PLAT OF COLONIAL PARK ADDITION; THENCE NORTHERLY ALONG SAID PARALLEL LINE A DISTANCE OF 28.00 FEET TO AN INTERSECTION WITH THE SOUTH LINE OF LOTS 11 THROUGH 14 OF SAID PLAT OF COLONIAL PARK ADDITION; THENCE WESTERLY ALONG SAID SOUTH LINE TO AN INTERSECTION WITH THE WEST LINE OF LOT 11 OF SAID PLAT OF COLONIAL PARK ADDITION; THENCE NORTHERLY ALONG SAID EAST LINE TO AN INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF SE. 14TH ST.; THENCE NORTHEASTERLY TO THE SOUTHEAST CORNER OF LOT 1 OF THE PLAT OF MILLER'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 12, PAGE 65 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE NORTHERLY ALONG THE EAST LINE OF SAID LOT 1 TO THE NORTHEAST CORNER OF SAID LOT 1 ; THENCE NORTHWESTERLY TO THE SOUTHEAST CORNER OF THAT CERTAIN PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 2713, PAGE 234 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA: THENCE NORTHERLY AND EASTERLY ALONG THE EAST LIMITS TO THE NORTH LINE OF SAID PROPERTY AS DESCRIBED IN OFFICIAL RECORDS BOOK 2713, PAGE 234; THENCE WESTERLY ALONG SAID NORTH LINE AND IT'S WESTERLY PROJECTION TO THE WEST RIGHT OF WAY LINE OF SE. PALM BEACH RD.; THENCE SOUTHERLY ALONG SAID WEST RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTH LINE OF THE PLAT OF ELDORADO HEIGHTS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 5 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE WESTERLY ALONG SAID NORTH LINE OF SAID PLAT OF ELDORADO HEIGHTS TO AN INTERSECTION WITH THE EAST RIGHT OF WAY LINE OF SE. PA THFINDER ST.;

CONTINUED ON SHEET 4 OF 8

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SHEET NO. 3 OF 8 SHEETS

PROJECT NO. 02-62

10 0 15 RE :S ov HN: LE GAL DESCR IPT ON

COMMUNITY REDEVELOPMENT AREA EXPANSION
CITY OF STUART, MARTIN COUNTY, FLORIDA

SKETCH AND LEGAL DESCRIPTION

WEST PARCEL

DATE 09,/24/20!5
SCALE NOT TO SCALE
FIELD BK.
DRAWING BY___,e_g_
CHECKED BY EAL.

D BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE S'JUART, FLORIDA 34997
(772)286-5753 (772)286·5933FAX
LICENSED BUSINESS NO. 6852

LEGAL OESCR/P170N

CRA EXPANSION TO THE CITY OF STUART - WEST PARCEL

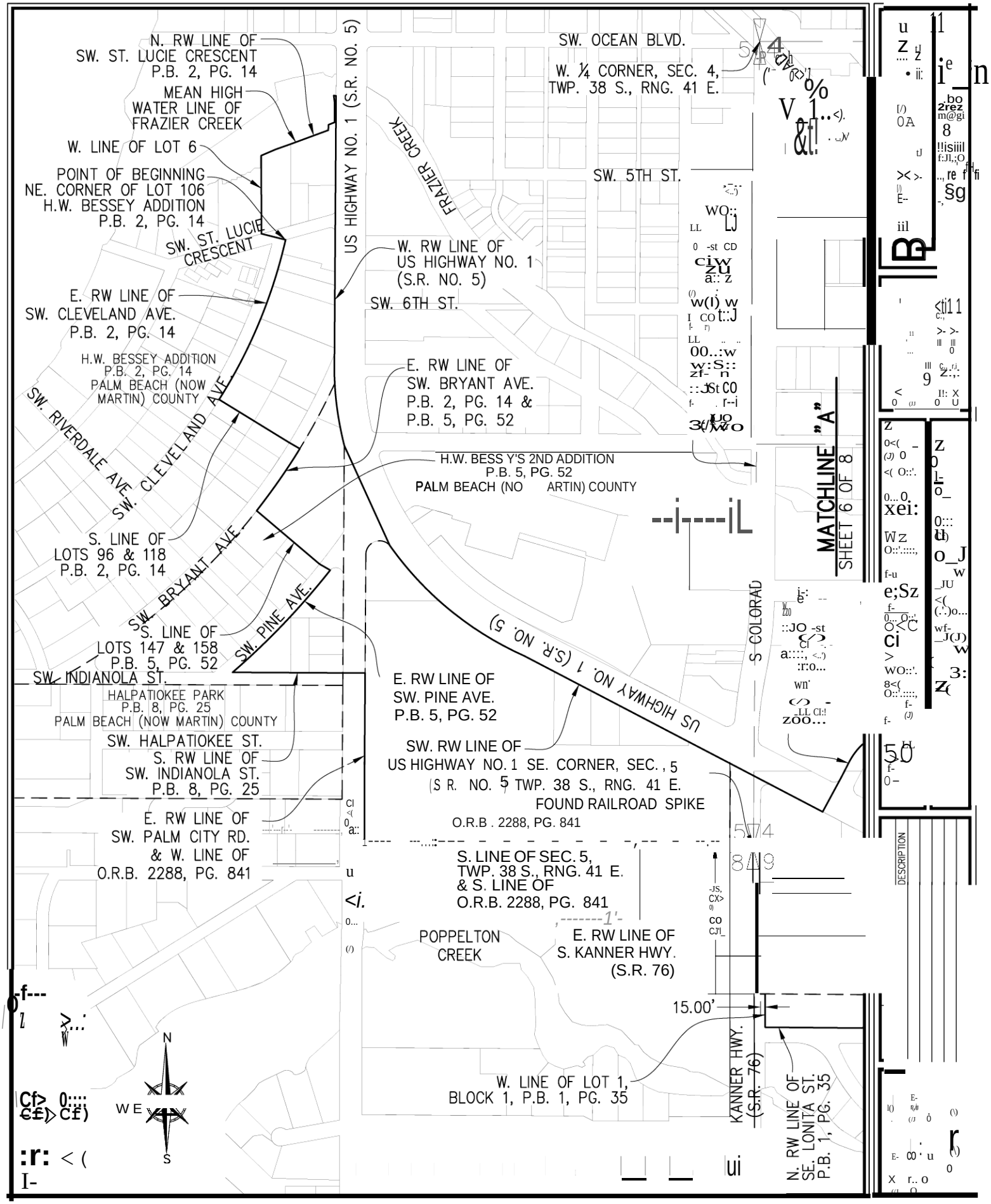
CONTINUED FROM SHEET 3 OF 8

THENCE SOUTHERLY ALONG SAID EAST RIGHT OF WAY LINE TO AN INTERSECTON WITH THE NORTH RIGHT OF WAY LINE OF SE 15TH ST. EAST; THENCE WESTERLY ALONG SAID NORTH RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTHEASTERLY RIGHT OF WAY LINE OF COUNTY ROAD A-1-A (SE. DIXIE HWY.); THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE TO THE EAST LINE OF PLAT OF THE CENTRE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 11, PAGE 26 OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE NORTHERLY ALONG SAID EAST LINE TO AN INTERSECTON WITH THE NORTH LINE OF SAID PLAT OF THE CENTRE; THENCE WESTERLY ALONG SAID NORTH LINE TO AN INTERSECTION WITH THE WESTERLY LIMITS OF SAID PLAT OF THE CENTRE; THENCE SOUTHWESTERLY ALONG SAID WESTERLY LIMITS TO AN INTERSECTION WITH A LINE BEING 250. 00 FEET NORTHEASTERLY OF, AS MEASURED AT RIGHT ANGLES, AND PARALLEL WITH THE NORTHEASTERLY RIGHT OF WAY LINE OF THE F.E.C. RAILROAD; THENCE NORTHWESTERLY ALONG SAID PARALLEL LINE A DISTANCE OF 390.00 FEET TO AN INTERSECTION WITH A LINE BEING 390.00 FEET NORTHWESTERLY OF, AS MEASURED AT RIGHT ANGLES, AND PARALLEL WITH THE WESTERLY LIMITS OF SAID PLAT OF THE CENTRE; THENCE SOUTHWESTERLY ALONG SAID PARALLEL LINE TO AN INTERSECTION WITH THE NORTHEASTERLY RIGHT OF WAY LINE OF THE F.E.C. RAILROAD; THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE TO AN INTERSECTION WITH THE WEST LINE OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 38 SOUTH, RANGE 41 EAST; THENCE SOUTH ALONG SAID WEST LINE OF SAID SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 4 TO THE NORTHEAST CORNER OF THE PLAT OF SEVEN JEM ADDITION TO THE CITY OF STUART, 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 SEVEN JEM ADDITION TO THE NORTHWEST CORNER OF LOT 4 OF SAID PLAT OF SEVEN JEM ADDITION; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID LOT 4 AND IT'S SOUTHERLY PROJECTION TO AN INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF SE. KINDRED ST.; THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE TO THE NORTHWEST CORNER OF LOT 5 OF SAID PLAT OF SEVEN JEM 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, OF SAID PLAT OF SEVEN JEM ADDITION TO THE WEST RIGHT OF WAY LINE OF SE. JOHNSON AVE.; THENCE SOUTHERLY ALONG THE WEST RIGHT OF WAY LINE OF S.E. JOHNSON AVENUE TO THE NORTHEAST CORNER OF LOT 32 OF SAID PLAT OF SEVEN JEM ADDITION; THENCE WESTERLY ALONG THE NORTH LINE OF LOTS 32 THROUGH 36, INCLUSIVE, OF SAID PLAT OF SEVEN JEM 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 SE. HUDSON CT.; THENCE WESTERLY AND SOUTHWESTERLY ALONG THE SAID NORTHERLY AND WESTERLY RIGHT OF WAY LINE OF SE. HUDSON COURT AND ALONG THE SOUTHWESTERLY PROJECTION THEREOF TO THE SOUTHWESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 (S.R. NO. 5): THENCE NORTHWESTERLY AND NORTHERLY ALONG THE SAID SOUTHWESTERLY AND WESTERLY RIGHT OFIWAY LINE OF US HIGHWAY NO. 1 (S .R. NO. 5) TO AN INTERSECTION WITH THE MEAN HIGH WATERLINE OF FRAZIER CREEK; THENCE SOUTHERLY AND SOUTHWESTERLY ALONG SAID MEAN HIGH WATER LINE TO AN INTERSECTION WITH THE WEST LINE OF LOT 6 OF THE AFOREMENTIONED PLAT OF H. W. BESSEY ADD ITION; THENCE SOUTHERLY ALONG SAID WEST LINE TO AN INTERSECTION WITH THE NORTH RIGHT OF WAY LINE OF SW. ST. LUCIE CRESCENT; THENCE SOUTHEASTERLY TO THE NW. CORNER OF LOT 106 OF SAID PLAT OF H. W. BESSEY ADDITION AND THE POINT OF BEGINNING.

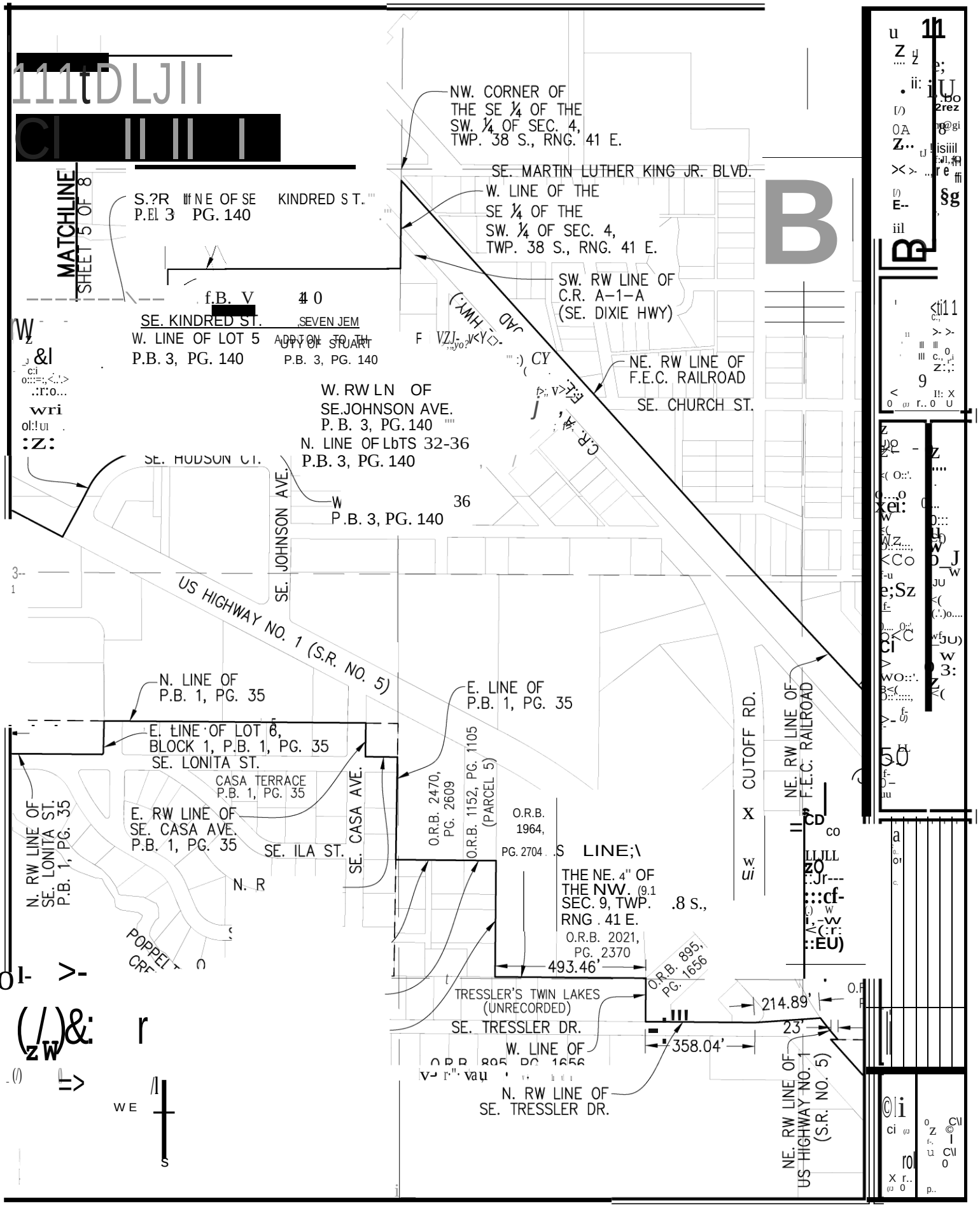
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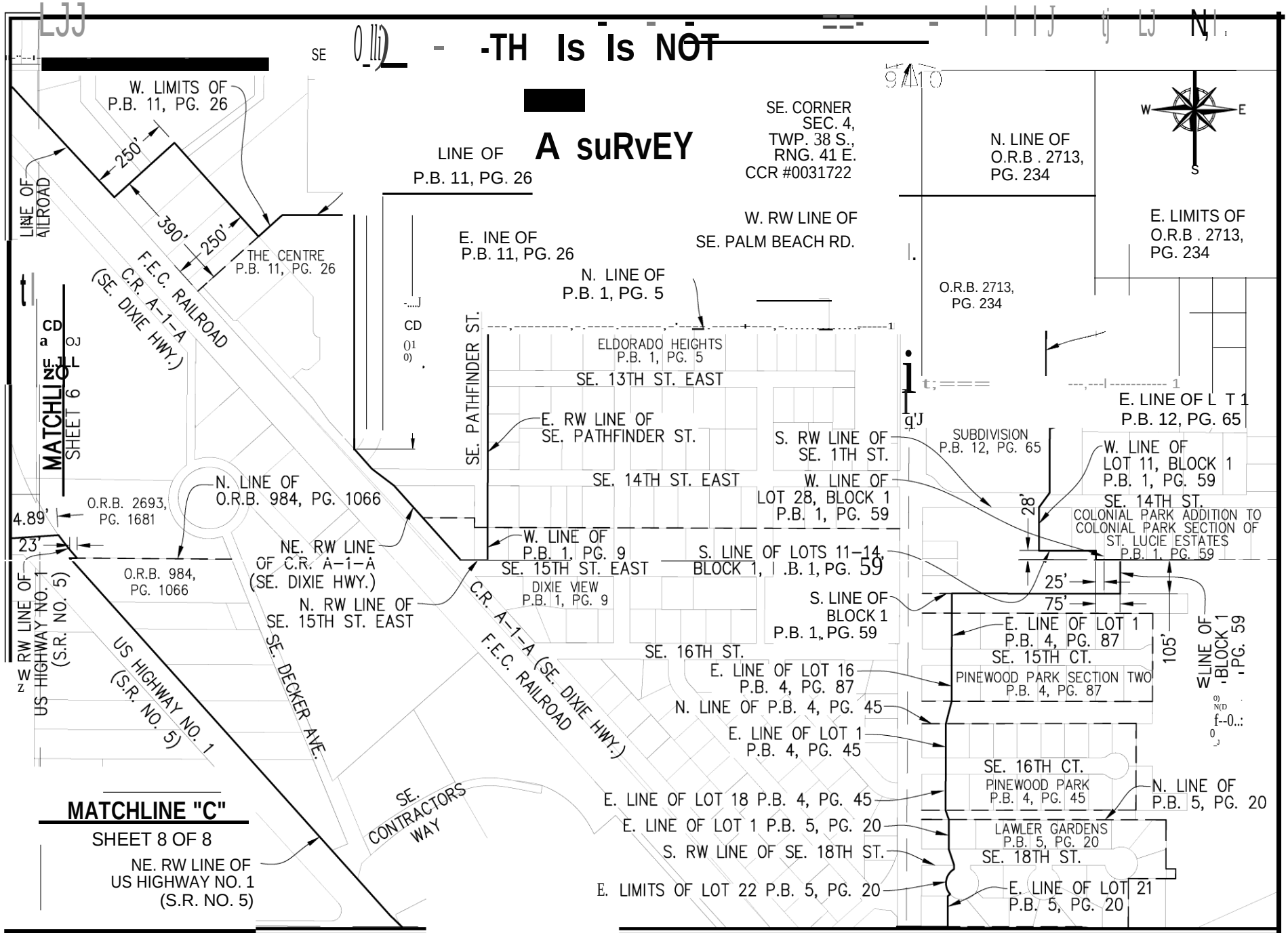
D BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE S"JUART, FLORIDA 34997
(772)286-5753 (772)286-5933FAX
LICENSED BUSINESS NO. 6852



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SHEET No. 7
OF 8 SHEETS
PROJECT NO. 02-62

REVISIONS
10 05 2015 REVISED SKETCH & LEGAL DESCRIPTION

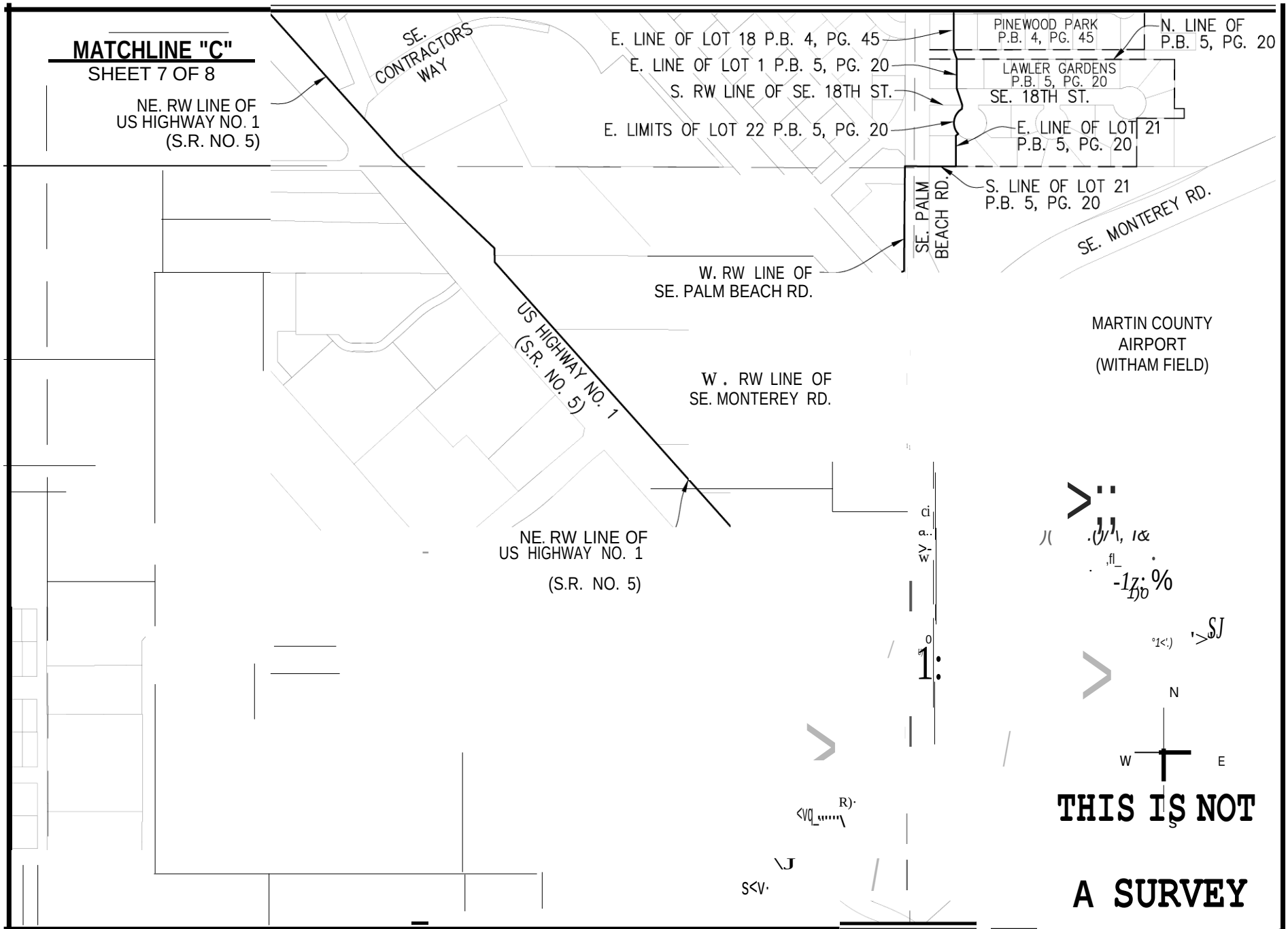
COMMUNITY REDEVELOPMENT AREA EXPANSION
CITY OF STUART, MARTIN COUNTY, FLORIDA

SKETCH AND LEGAL DESCRIPTION
WEST PARCEL

DATE 09/24/2015
SCALE 1" = 400'
FIELD BK.
DRAWING BY
CHECKED BY E A L

BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE S'JUART, FLORIDA 34997
(772)286-5753 (772)286-5933FAX
LICENSED BUSINESS NO. 6852

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THIS IS NOT

A SURVEY

SHEET No. 8
OF 8 SHEETS
PROJECT NO.
02-62

DATE	REVISIONS
10 05 2015	REVISED SKETCH & LEGAL DESCRIPTION

COMMUNITY REDEVELOPMENT AREA EXPANSION
CITY OF STUART, MARTIN COUNTY, FLORIDA

SKETCH AND LEGAL DESCRIPTION
WEST PARCEL

DATE 09/24/2015
SCALE 1" = 400'
FIELD BK.
DRAWING BY e_g
CHECKED BY E A L.

BETSY LINDSAY, IN C.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE S"JUART, FLORIDA 34997
(772)286-5753 (772)286-5933FAX
LICENSED BUSINESS NO. 6852

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