CITY OF STUART
CRB MEETING
July 2, 2019

CRA Plan Amendment

The 2016 CRA Plan is amended to address the following:

- Remove outdated language;
- Update to reflect changes in State law for impact fees;
- Update to reflect the existing conditions and needs;
- Add specific programs and projects with funding sources, budget and timeline for each program and project.

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 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.

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.

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Planning and Site Design	Provide planning, engineering, design and processing services.	Project specific staff time and/or funding for consultant design service.

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



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

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

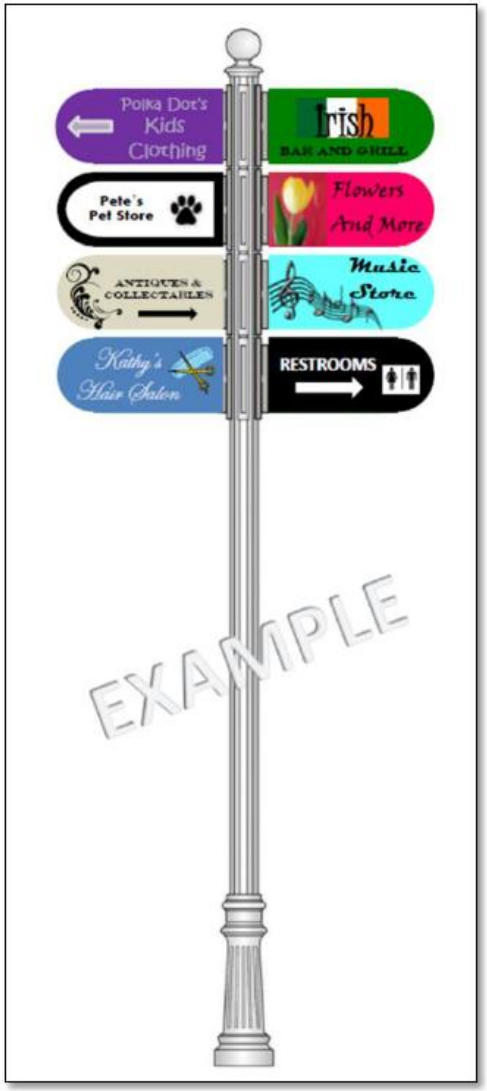
- Phase I - $5,000
- Phase II - $5,000

Funding Sources

- Tax Increment Finance (TIF)

Time-Frame

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



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)

Time-Frame

- Planning – 1 - 2 years; Implementation 2 -4 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 - $25,000
- Phase II Gateway Markers - $100,000

Funding Sources

- Tax Increment Finance (TIF), Tree Funds

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.



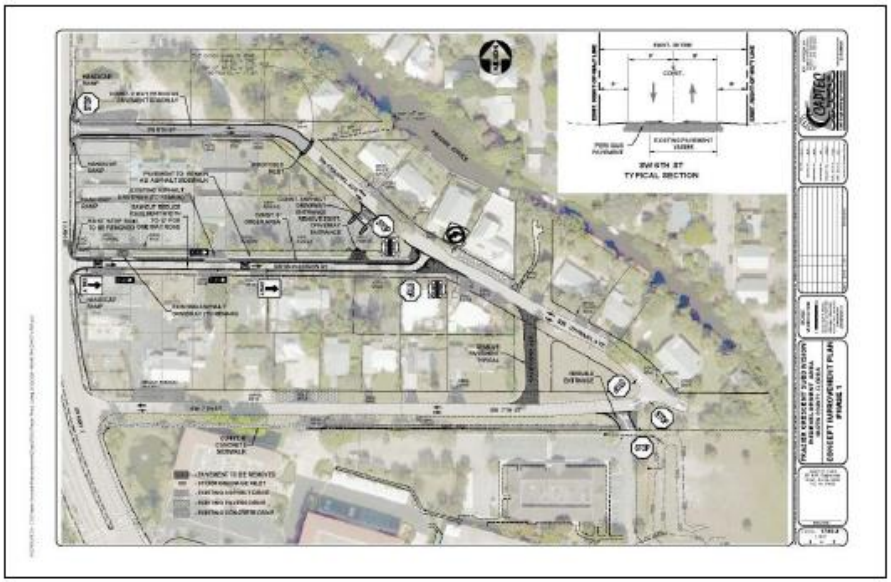


New Programs and Projects

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

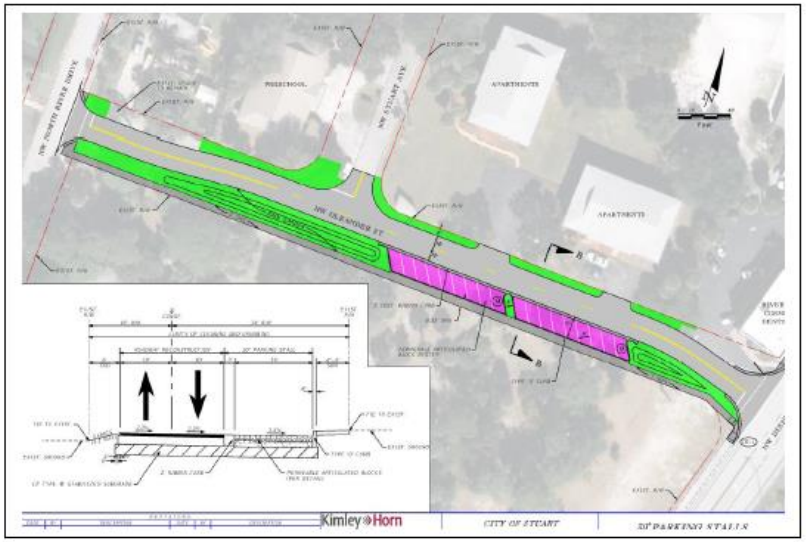
- Conceptual Design - $12,950
- Final Design – TBD
- Construction - TBD

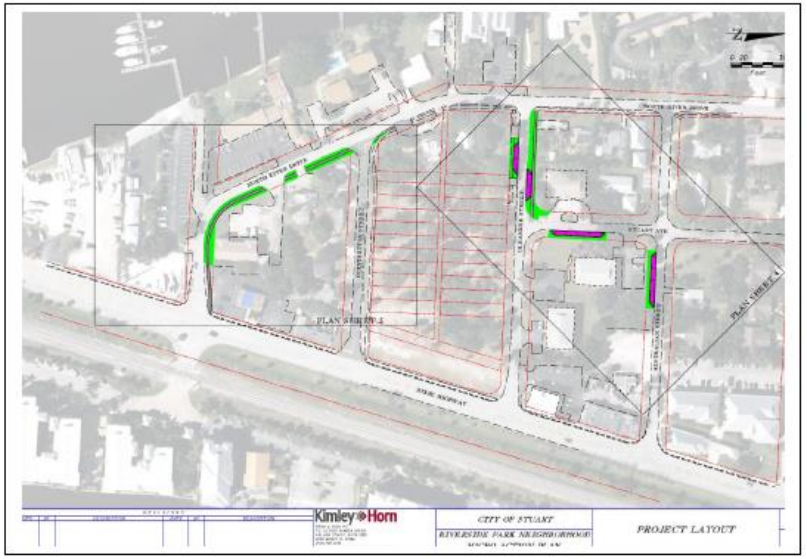
Funding Sources

- 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

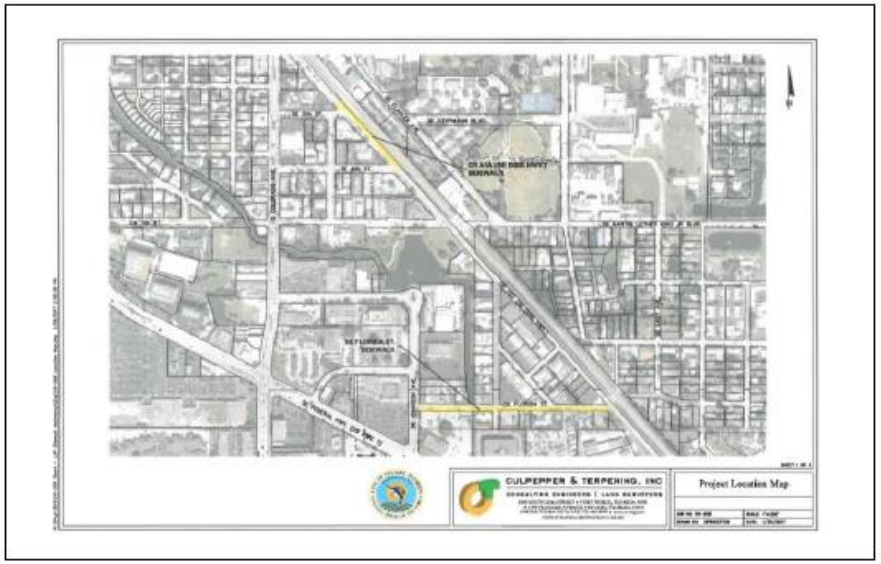
- Final Design - $80,000; Construction - $512,820
  (CRA portion is $40,000 for design and $76,000 for construction; FDOT Grant $359,594; Transportation Impact Fees $77,226)

Funding Sources

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

Time-Frame

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



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.

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 year; Implementation 2 - 3 years.
- Phase II – Planning: 4 years; Implementation 5-6 years.
- Phase III - Planning: 7 years; Implementation 8-9 years
- Phase IV - Planning: 10 years; Implementation 11-12 years.



10th Street Guy Davis Community Park Improvements/Sailfish Ballfields Improvements
OPTIONS

Options	Description	Economic Benefits/ Impact	Potential TIF Revenue	Staff Ranking/ Recommendation
A – Do Maximum	Bond improvements for Phase I at 10th Street and redevelop Sailfish Ballfields (RFQ from interested development)	• Boost economy and tax revenue of surrounding areas • Improves quality of life/health • Attracts new residents and businesses • Housing choices/mixed use/open space • Increased impact by the development will require additional roadway improvements – developers make improvements or contribute impact fees to make capital improvements to benefit the development and surrounding neighborhood	WILL BE PRESENTED AT THE MEETING	WILL BE PRESENTED AT THE MEETING
B – Do Minimum	Bond improvements for Phase I at 10th Street and create green open space for park at Sailfish Ballfields	• Boost economy and tax revenue of surrounding areas • Improves quality of life/health • Prevention of costly infrastructure improvements in ROW	WILL BE PRESENTED AT THE MEETING	WILL BE PRESENTED AT THE MEETING
C – Do Nothing	No improvements on either site and continue to operate as is	• No additional value added to local economy	WILL BE PRESENTED AT THE MEETING	WILL BE PRESENTED AT THE MEETING

- Developers have to pay one-time impact fees prior to C.O. on development projects that increase the capacity of roadway.

- HB 207 - Impact Fees

- The revenue generated by the impact fees must be spent on improvements that benefits the new development (e.g. construction of new roads or addition of lanes on existing roads).

- New proposed language in the CRA Plan – "Projects that provide infrastructure benefits and pass the dual rational nexus test for impact fees, as articulated in case 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."

- Stuart CRA Trust Fund created in 1998 (30 Years term).
- Stuart CRA sunsets in 2028.
- HB 9 – CRA Amendment (pending governor's action).
- The bill provides phase-out of existing CRAs at sunset date or on September 30, 2039 if:
  - CRAs has any outstanding bond obligations.
- CRA board may prevent the sunset of the CRA by majority vote to retain the CRA beyond 2028.

- Recommend option for 10th Street Community Park Improvement and Sailfish Ballfields.

- Recommend to the CRA to adopt Resolution No. 07-2019, amendment to the CRA plan to update and add new program and projects.

RECOMMENDATION