

**The City of
Fort Pierce, Florida**

Community Redevelopment Plan



Approved by City Resolution No. 01-131

On

August 6, 2001

The City of Fort Pierce
Community Redevelopment Agency

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I PART ONE – BACKGROUND

A. Introduction to the Plan

The City of Fort Pierce is a coastal community located in the eastern and central part of St. Lucie County and its current population within the incorporated area amounts to approximately 37,516 persons in 2000, compared to 36,830 persons in 1990. St. Lucie County's population amounts to approximately 192,695 persons in 2000, compared to 150,191 in 1990, according to the United States Census Bureau.

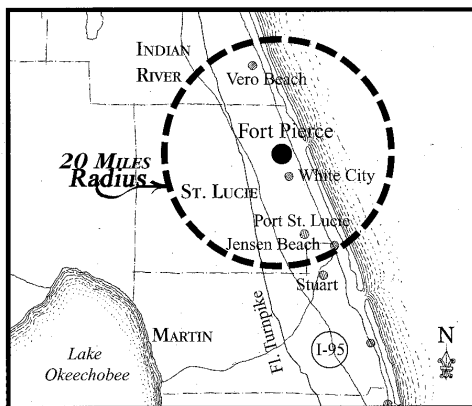


Figure 1 – Map of the Area

The City began to focus on its downtown in the early 1980's and viewed revitalization and rehabilitation of its core as an important strategy to deal with the declining economic conditions. The areas of decline and deterioration have been incorporated within the geographic boundaries of the "City of Fort Pierce Community Redevelopment Area." The redevelopment area, which encompasses the older central core of the city and extends eastward to the declining areas on the beach, is depicted graphically in Figures 2 and 3. Appendix "A" describes the legal boundaries of the area. Furthermore, the area, which contains a significant amount of vacant, under-developed or deteriorating residential and commercial property, will become an important growth area for the city.

The Fort Pierce Community Redevelopment Agency (CRA) was established in 1982 to guide the city in its redevelopment efforts. The purpose of the agency is to revitalize both the physical and economic environment of the Community Redevelopment Area. Prior to 1982 the Downtown Redevelopment Corporation was formed to study the issues of the declining downtown and was instrumental in the creation of the CRA. In 1995 and 1996 the City Commission expanded the boundaries of the CRA and included an area south of Atlantic Avenue to Citrus Avenue and Delaware Avenue. Again in 2000 the City Commission expanded the boundaries of the CRA and included the neighborhoods west of 7th Street, the Port and the Beaches. The Commission included these areas since they were in a state of economic and physical decline and in need of redevelopment.

The CRA has over the years adopted various redevelopment plans, including one in 1982, 1991, 1996 and the current plan of 2001. In 1981 the City Commission hired a planning firm, the Stewart Corporation and Barton-Aschman Associates, to study and develop a plan for the redevelopment of downtown. The study provided the impetus for the creation of the CRA in 1982 and become the CRA Redevelopment Plan. In 1996 the new CRA plan was a result of changing conditions and the Agency's desire to undertake new programs not anticipated in the original document or its 1991 revision.

The 2001 document, "The City of Fort Pierce Community Redevelopment Plan," provides for the framework for programming redevelopment activities within the CRA. Since it is not practical for the CRA to fund and implement all redevelopment projects with the community, the plan sets forth a series of implementations steps and specific projects intended to leverage or stimulate the type of public interest and private investment necessary to achieve the revitalization. The City Commission by Ordinance No. 01-131 formally adopted the current version of the Plan on August 6, 2001.



Sunrise Theatre 1923



2nd Street in the 1950's

B. Authority to Undertake Community Redevelopment

This document has been prepared under the direction of the Fort Pierce Community Redevelopment Agency in accordance with the Community Redevelopment Act of 1969, F. S. 163, Part III. In recognition of the need to prevent and eliminate slum and blighted conditions within the community, the 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 State Statutes shall apply.

“Community redevelopment” or “redevelopment” means undertakings, activities, or projects of a 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 for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area, or rehabilitation or conservation 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.’¹

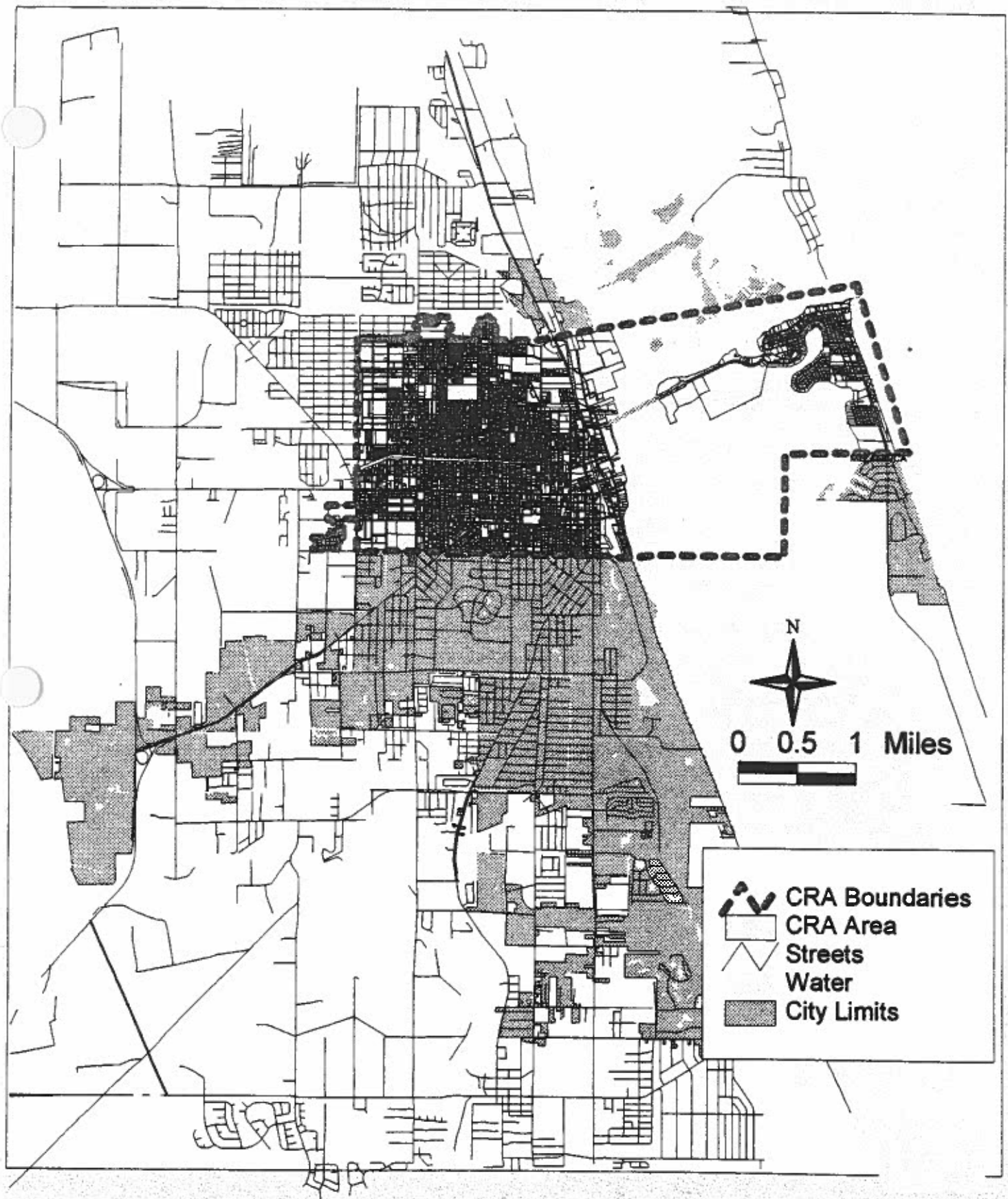
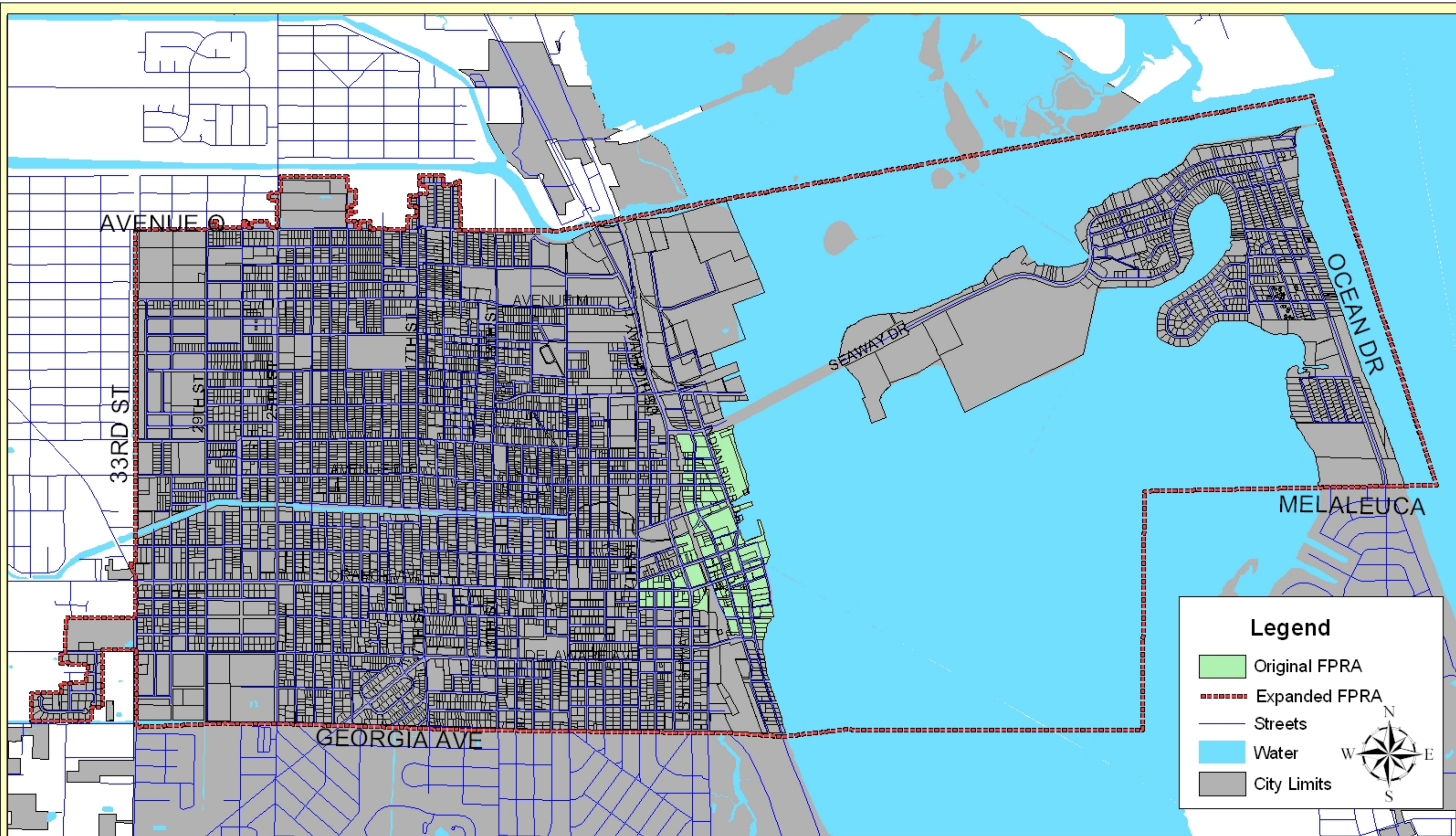


Figure 2

Map of City Boundaries and CRA Area of Ft. Pierce

This map is a conceptual tool utilized for project development only. Through the information provided by this map, no warranty is made by the City of Ft. Pierce as to the accuracy of the information. This map is not to be used for legal purposes. Any information, including but not limited to, street names, lot numbers, and other data, received from the City of Ft. Pierce in fulfillment of a public records request is provided "AS IS" without warranty of any kind. Any information provided by this map is to be used for purposes other than reference and should be confirmed by field survey. Data on condition of structures was collected in a field survey performed by an experienced code enforcement personnel. Map shows general trends for the area and should not be used to make determinations for individual parcels.



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Map of Fort Pierce Redevelopment Agency Area

Approximate Area of Original FPRA = 163 Acres
 Approximate Area in Expanded FPRA = 2757 Acres
 Approximate Area Combined = 2920 Acres

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 is necessary in the interest of the public health, safety, morals, or welfare of the residents of the county or municipality.’²

The City Commission of the City of Fort Pierce adopted a “Finding of Necessity” on June 19, 2001, by Resolution No. 01-98 and determined that the area encompassing the CRA boundaries is in need of redevelopment.

C. Creation of the Community Redevelopment Agency

Upon the adoption of 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 politic to be known as a “Community Redevelopment Agency.” The Agency shall be constituted as a public instrumentality, and the exercise by the Agency of the powers conferred by Florida Statutes Chapter 163, Part III, shall be deemed and held to be the performance of an essential public function.³

The City of Fort Pierce City Commission established the Fort Pierce Community Redevelopment Agency on December 8, 1982, with the adoption of Ordinance H-239. Previously the Commission declared a certain area a “slum and blighted” area by Resolution No. 82-25 on June 21, 1982. The organizational structure of the agency was established at the time of the creation of the Agency with the adoption of Ordinance No. H-240 and the Commission appointed five members.

D. Powers of the Community Redevelopment Agency

As authorized by the Community Redevelopment Act, a wide variety of powers are available to the City of Fort Pierce to carry out redevelopment activities. While most of these powers may be delegated to a Community Redevelopment Agency, others may not. These powers, which continue to vest in the City Commission, are as follows:⁴

- a. 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 with respect thereto.

- b. The power to grant final approval to Community Redevelopment Plans and Modifications thereof.
- c. The power to authorize the issuance of revenue bonds as set fourth in Section 163.385
- d. 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.
- e. The power of eminent domain; a four-fifths vote of the City Commission is required to condemn under this provision.
- f. The power to approve the budget and any amendments thereto.
- g. 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 to the Fort Pierce Community Redevelopment Agency under City Ordinance No. H-239 include the following:⁵

- 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 at its fair market value, carrying out plans for a program of repair and rehabilitation in accordance with the Community Redevelopment Plan, acquisition of real property in the Community Redevelopment Project area (under the Community Redevelopment Plan) is to be repaired or rehabilitated for dwelling use, acquisition of real property when necessary to eliminate unsafe conditions or eliminate obsolete uses detrimental to the public welfare, and the acquisition of air rights in an area consisting principally of land in highways, railway tracks, bridge entrances or other similar facilities which have a blighted influence on the surrounding area.
- Construction of foundations and platforms necessary for the provisions of air rights site of housing for low and moderate income persons.
- To recommend by four-fifths vote of the agency to the City Commission the condemnation of property under this ordinance.
- To provide for streets, roads, public utilities or other facilities.
- To acquire, lease or option any real property to hold, improve or prepare for redevelopment.
- To mortgage, pledge, hypothecate or otherwise encumber to dispose of any real property.
- To insure or provide for insurance of any real property against risks or hazards.
- To invest Community Redevelopment Funds held in reserve.
- To borrow money and to apply for and accept advances, loans, grants, contributions and any other 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.

E. The Community Redevelopment Area

Pursuant to 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 Fort Pierce Community Redevelopment Agency generally consists of the older central core of the city, which has become deteriorated due to age, obsolescence, and the lack of investment. Unfortunately, a deteriorating area is self-propagating, and as conditions worsen, residents and private businesses become less willing to put 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.

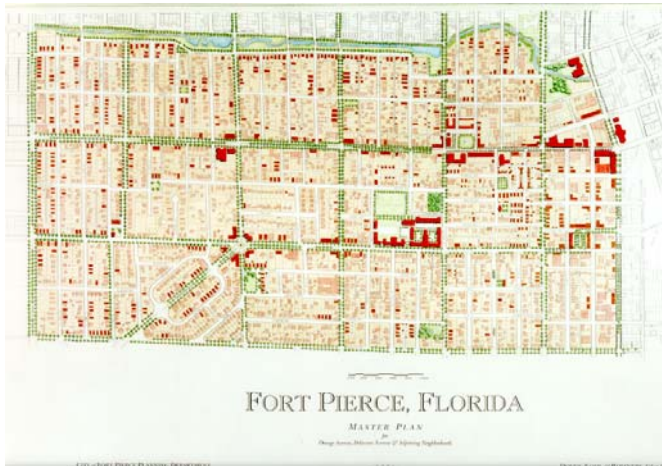
The City Commission with Resolution No. 82-25 on June 21, 1982 adopted a “Finding of Necessity” for the initial Fort Pierce Community Redevelopment Area. Additional area was added to the CRA with the adoption of City Resolution No. 95-89 on December 18, 1995. The additional area is bounded by Atlantic Avenue on the north, Delaware Avenue and Citrus Avenue on the south, the FEC Railroad on the east and South 5th Street on the west. In 1996 the CRA area was increased again with the adoption of City Resolution No. 96-15 on February 6, 1996. The additional area is bounded by Atlantic Avenue on the north, the south rear lot line of lots fronting Delaware Avenue on the south, South 5th Street on the east and South 7th Street on the west.

A “Finding of Necessity” for additional area located west of the current district, the area encompassing the “Port” and the area east of downtown along the Seaway Causeway and a portion of the beach area was adopted by the City Commission with Resolution No. 01-98 on June 19, 2001. The overall boundaries of the Community Redevelopment Area are illustrated in Figure 3 and its legal description is found in Appendix “A.”

F. The Community Redevelopment Plan

All public redevelopment activities expressly authorized by the Community Redevelopment Act and funded by tax increment financing must be in accordance with a redevelopment plan approved by the City Commission. Like the City’s Comprehensive Plan, the Community Redevelopment Plan is an evolving document, which is evaluated and amended on a regular basis in order to accurately reflect changing conditions and community objectives. City Resolution No. 01-131 adopted the current Plan on August 6, 2001.

G. History of Fort Pierce



Early Master Plan of Orange and Delaware Aves.

The City of Ft. Pierce, named in honor of Lt. Col Benjamin K. Pierce and within St. Lucie County, is an historic town on the Treasure Coast. The vibrant town represents a crucial landmark during the development of Florida in the late nineteenth and twentieth century. Lt. Col Pierce used the location of Ft. Pierce as the army's headquarters during the Seminole Wars in the late 1830's to 1840's. Once the Seminole Indians left the land of Ft. Pierce for the Everglades, in 1842, the land was readily available for a more secure and stable settlement. Settlers began to inhabit the land remaining only on the mainland next to Indian River Lagoon. The economy was primarily agricultural, fishing, and cattle ranching. The trans state trading route, the Cracker Trail, ended in Ft. Pierce. Once Henry Flagler had the railroad built, Ft. Pierce became the furthest northern stop on the FEC line. Flagler also built the repair yard, in Ft. Pierce, beginning a new industry and form of transportation for the town.



FEC Ry Station 1894-1964



Children at the Sunrise Theatre on Saturday

The influence of the railways transformed Ft. Pierce into the largest citrus producers in the County. The tradition of citrus agriculture continues today in many of the same packing plants. The fishing industry became another major industry. P.P. Cobb bought the trading post from

Capt. Benjamin Hogg in the late nineteenth century. The P.P. Cobb's General Merchandise had a dock that extended 1200 feet into the Indian River receiving steamships, fish houses, and an oyster house. By the 1920's, Ft. Pierce had banks, phone company, utility company, railroad, County Courthouse, and thriving industries: cattle, citrus, fishing, and pineapple farming. Throughout the 1920's and 30's, the architectural "Golden Age" brought a simple and elegant style to the community. The 12,000 persons thrived and cultivated until the real estate Bust and the War Years.



Fort Pierce Port 1930's



Fort Pierce Hotel 1930's

Development continued throughout the War Years contrary to the Bust. New buildings, including the Post Office and Farmers Market were built. During the New Deal, Ft. Pierce became a recipient of the Public Works Administration, which enabled the funding for the new post office. Economically, the citrus crop became a primary industry. In 1945, tomatoes had also become a cash crop. The open range closed by 1949 closing all ranching, and, by 1963, the FEC railroad, which had provided transportation for tourists over the first half of the century, ceased running passenger service. These changes and those to come preserved the small town with a prideful history. During the latter part of the nineteenth century, Ft. Pierce experienced a complete halt in development. Through the 60's, Ft. Pierce experienced some development with the construction of the Indian River Amphitheater. The 70's and 80's brought about the period of de-construction of buildings and construction of Interstate 95 and the Turnpike. Today, Ft. Pierce is once again restoring pride and history to the center of the Treasure Coast.



Sunrise Theatre 1923



Old Post Card

¹ Florida Statutes Chapter 163.340(9)

² Florida Statutes Chapter 163.355

³ Taken from Florida Statutes Chapter 163.356(1)

⁴ City of Fort Pierce Ordinance No. H-239

⁵ City of Fort Pierce Ordinance No. H-239

II. PART TWO – EXISTING CONDITIONS

A. General Description of the Community Redevelopment Area

1. Existing Land Use

Existing land uses in the Community Redevelopment Area follow patterns of the historical development activity and the requirements of current and past zoning districts. There are approximately 2,920 acres of land within the Community Redevelopment Area, which represents approximately 30% of the total land area of the City. The City contains 13,251 acres, which consists of 9,609 acres of land and 3,642 acres of water. A generalized existing land use is depicted in Figure 4.

Overall the single largest land use within the CRA Area is residential. Although there are duplexes and higher density multi-family structures located within the redevelopment area, the majority of the residential structures comprise of single-family, detached dwellings. The residential land uses are generally found in the neighborhoods west of the downtown or west of US 1, between Georgia Avenue, 33rd Street and the northern boundary of the City.

Commercial uses within the redevelopment area are generally clustered around the traditional shopping streets, including US 1, Orange Avenue, Delaware Avenue, North and South 2nd Street, Avenue D and Seaway Drive and others. The cluster of streets forming the traditional downtown include Orange Avenue, 2nd Street, US 1, Indian River Drive, Avenue A and others. The magnificent waterfront serves as the eastern border of the downtown. The downtown serves as the center of the City and will be the area where new urban housing is found.

A wide variety of other commercial uses also exist in the redevelopment area, including offices, restaurants, auto related uses, and others. These business and retailers extend well beyond the core of the City along US1, Orange Avenue, Delaware Avenue and other streets. While the main commercial, retail shopping district is found in the traditional downtown core, US 1 is the corridor for the strip, stand-alone, “modern” retailers.

Due to the proximity of the railroad and its obvious negative impacts (e.g. noise and vibration) traditionally adjacent properties developed primarily into light and heavy commercial/industrial land uses. For example, the most prominent industrial use, citrus packing, is found along side the railroad yards. The Port, designed for light and heavy industrial uses because of its cargo facilities, currently underutilized, contains several industries, including Egan Pickett, Palmdale Oil, Tropicana, and others.

Institutional and recreational land uses are located throughout the residential neighborhoods of the CRA. These uses include public schools, public parks, City Hall, Public Safety (Police) Complex, the County Courthouse, the County Public Library, the Fort Pierce Utility Authority, the St. Lucie County Historic Museum, the Smithsonian, the Manatee Center, and many churches.

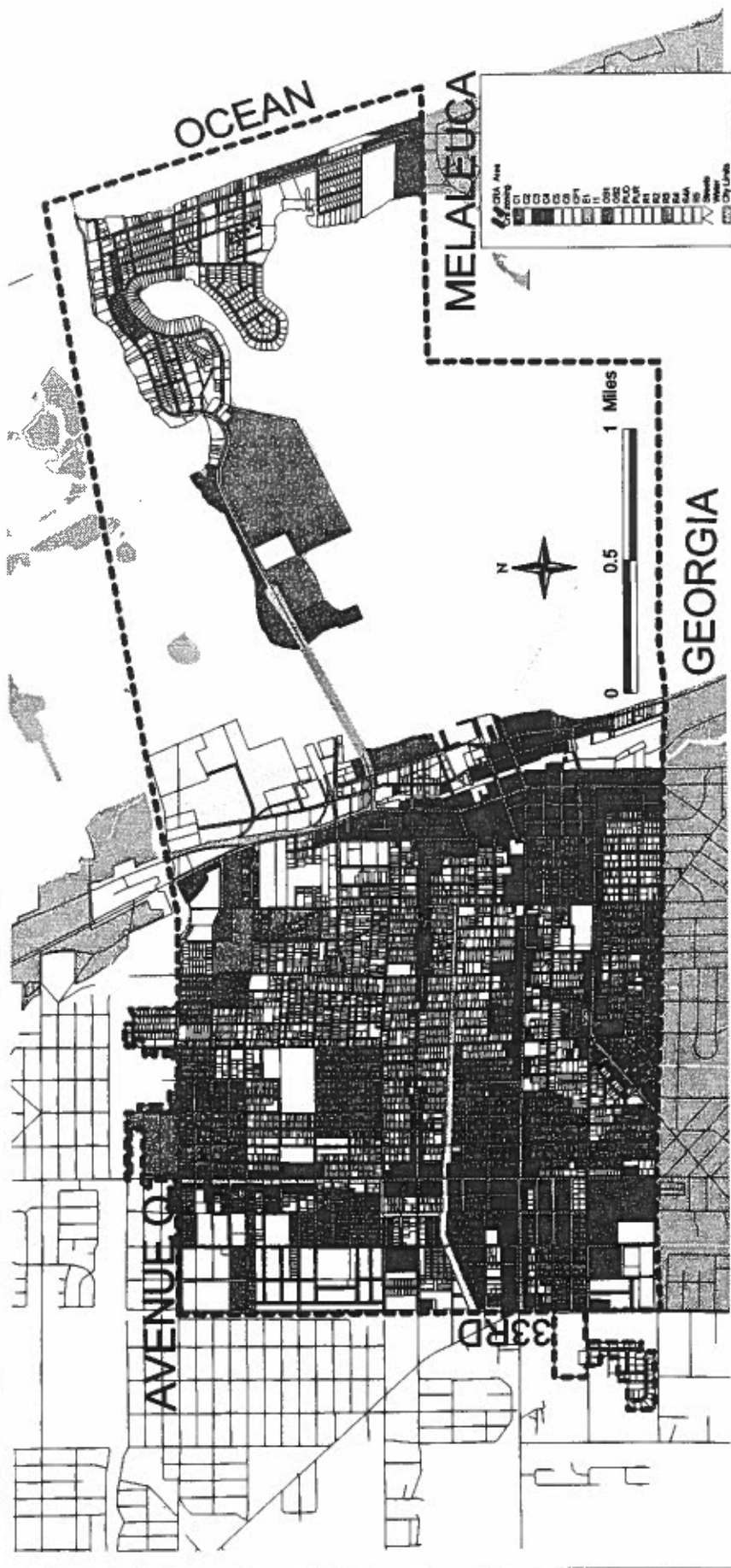


Figure 4

Zoning Districts in the CRA Redevelopment Area in the City of Ft. Pierce

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The beach area land uses consist mainly of residential land uses; the predominant use being single family. There are a several motels and a small amount of strip commercial. The area is in need of imaginative redevelopment.

Vacant land comprises an important part of the CRA area. Much of the vacant land is found in vacant single-family lots in the older residential neighborhoods but in addition a significant amount of land is found in large tracts in the Port area and the Seaway Drive area. These two areas represent a different redevelopment opportunity compared to the single, scattered vacant lots.



Multifamily structure off Avenue D



Vacant retail on Orange Avenue



Delaware Ave. neighborhood house



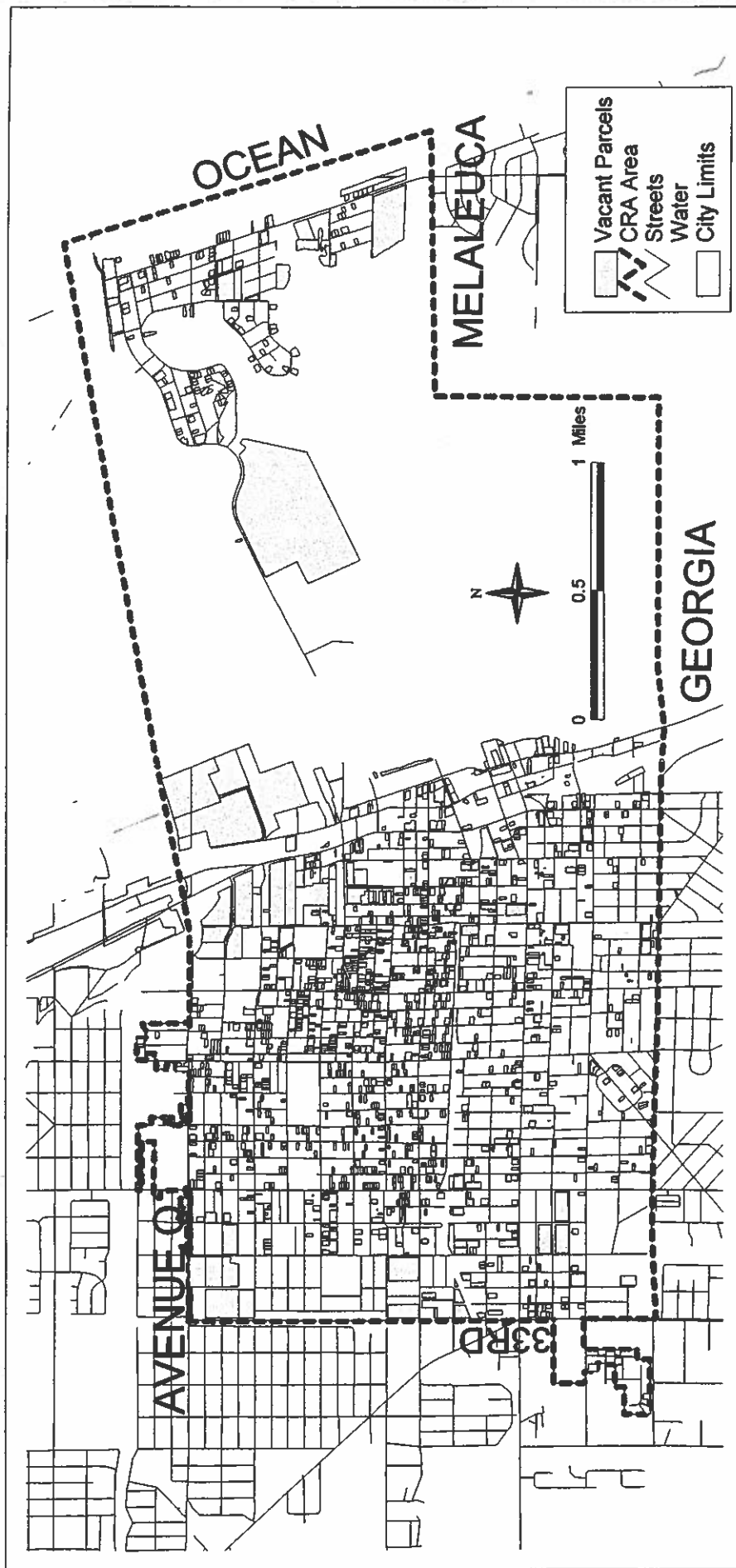
Typical US 1 commercial



Port packinghouse



Beach Area typical retail on SR A1A



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Approximate Area of Vacant Parcels = 771 Acres
Approximate Number of Vacant Parcels = 1422

Figure 5

Vacant Land in the CRA Redevelopment Area in the City of Ft. Pierce

2. Population and Housing Characteristics

The 1990 Census of Population and Housing indicates the Redevelopment Area contains approximately 9,000 households, with a resident population of approximately 24,000 persons. A breakdown of the total number of housing units and population is provided in Tables A and B. The overall racial composition of the Community Redevelopment Area is approximately 42% White, 50% Black, 7% Hispanic and 1% Other. It should be noted that there is considerable variation in these percentages within different neighborhoods of the Community Redevelopment Area.

Table 1
1990 Population and Race
In the Fort Pierce CRA Area (footnote)

Census Tracts	White	Black	Hispanic	Other	Total
1	647	855	89	10	1,601
2	257	5,165	323	29	5,774
3	246	7,074	288	46	7,654
4	3,640	1,498	883	69	6,090
5	4,777	561	574	58	5,970
13.02	3,080	8	36	10	3,134
Total	12,647	15,161	2,193	222	30,223
%	41.8%	50.2%	7.3%	.7%	100.0%

The population (1990) within the CRA represents approximately 65% of the total population of the City and since 1990 there has been an increase in the number of households residing in the City, largely due to annexation.

Age Characteristics

The age of the population residing within the CRA Redevelopment Area is characterized in Table B. The age groups are relatively balanced between pre-school/school age children (0-19), young adults (20-34), middle-aged adults (35-54) and older aged adults (55 and over). The pre-school represents the larger group and school aged children. The conclusion is that the Redevelopment Area is characteristic of the entire city.

Table 2
1990 Age Distribution
In the Fort Pierce CRA Area

Census Tracts	Ages 0-4	Ages 5-19	Ages 20-34	Ages 35-54	Ages 55+	Total
1	145	231	437	371	417	1,601
2	666	1,458	1,364	1,306	980	5,774
3	921	2,456	1,590	1,477	1,210	7,654
4	577	1,360	1,584	1,252	1,317	6,090
5	434	1,070	1,441	1,244	1,778	5,970
13.02	72	181	511	629	1,735	3,128
Total	2,815	6,756	6,927	6,279	7,437	30,217
%	9.3%	22.4%	22.9%	20.8%	24.6%	100.0%

Household Income Characteristics

In reviewing the 1990 Census data, Census Tracts 1, 2, 3, and 4 have poverty rates that range from 28.3% to 54.9%. These four tracts were nominated for the Enterprise Zone application in 1999. Furthermore the unemployment rate for these four areas average 16.5% according to the Enterprise Zone application. Table C describes the percentage of households that earn less than \$15,000 annually in 1990, which approximates 50% of the median income for the city.

Table 3
1990 Household Income Distribution Below \$15,000
in the Fort Pierce CRA Area

Census Tracts	Total Households	No. Earn < \$15,000	% of Total	Median Income
1	767	505	65.8%	\$10,370
2	1,845	1,240	78.5%	\$ 8,732
3	2,181	1,205	55.2%	\$12,984
4	2,194	814	37.1%	\$20,920
5	2,330	801	34.4%	\$22,145
13.02	1,709	320	18.7%	\$30,389
Total	10,761	4,885	45.4%	

In July of 2000 the City prepared a Consolidated Plan for the U. S. Department of Housing and Urban Development. The purpose of the plan is to satisfy the requirement for the application and use of four federal programs, including Community Development Block Grant Program, HOME Investment Partnership Program, Emergency Shelter Grant (ESG) Program, and Housing Opportunities for Persons with Aids (HOPWA). The Consolidated Plan reported that female-single-parent households head one third of the families in Fort Pierce. It furthermore reported that Fort Pierce is a city of many young people and many older residents. The median age for the City is 32 years old, compared to 33.1 for the entire nation.

In reviewing the 1990 U. S. Census, particularly the tracts that encompass the CRA Redevelopment Area (Tracts 1, 2, 3, 4, 5, and 13.02) several important demographic characteristics of the residents are described. The median income for the area ranges from \$8,732 to \$34,840, the latter being those who live on the barrier island and the former being those who live in the urban core. As a group, over 60% earned in 1990 less than \$25,000 annually. Refer to the following table for a description of the distribution of household income.

Table 4
1990 Household Income Distribution
in the Ft. Pierce CRA Area

Census Tracts	\$0-9,999	\$10,000-24,999	\$25,000-49,999	\$50,000 Above	Total	Median Income
1	369	279	78	41	767	\$16,728
2	986	283	292	19	1,580	\$10,847
3	913	655	490	123	2,181	\$15,092
4	588	632	670	304	2,194	\$28,620
5	443	851	760	276	2,330	\$22,917
13.02	143	558	478	530	1,709	\$34,840
Total	3,442	3,258	2,768	1,293	10,761	
%	32.0%	30.3%	25.7%	12.0%	100.0%	

3. Existing Traffic Circulation

Overall, the street system within the Redevelopment Area can be summarized as a grid system, sometimes offset by the direction of the railroad such as the downtown core. The local streets define a system of rectangular shaped blocks with the longer block dimension oriented to the north and south.

North-South Roadways



SR A1A view adjacent to Bergalis Park



US 1 in the downtown

Major north and south arterial roadways include SR A-1-A and US 1. SR A-1-A is 2 lanes along its entire length within the Redevelopment Area with occasional turn lanes at selected points. US 1 have two lanes each way with turn lanes running down the center of the road between the two sets of lanes. There is no on-street parallel parking on the outside edge of each arterial.

North-South collector roads include 33rd Street, 25th Street, 17th Street, 2nd Street, and Indian River Drive. These roads are two lanes and some have on-street parking, particularly in the downtown.



View of 33rd Street



View of 25th Street

33rd Street, the western boundary of the city and the CRA Redevelopment Area, is a north-south collector road and from the northern boundary of the city (slightly north of Avenue D) the roadway is two lanes and contains no on-street parking. The areas land uses contain predominantly commercial and industrial businesses. From Orange Avenue to Okeechobee Road the roadway becomes 3 lanes, the third lane being a center turn lane. The western edge of the roadway is an open ditch (the County side) and the eastern edge is curbed. The areas land uses are a mixture of residential and commercial.

25th Street is an important north-south collector road, containing five lanes with curb and gutter; the center lane is a turn lane. Commercial uses bound each side of 25th Street although residential also is mixed occasionally with the commercial.

13th Street was historically an important east-west collector but the more commercial collectors such as 25th Street have overshadowed its importance. 13th Street is a wide 2-lane roadway where on-street parking is feasible but not marked. It serves the residential neighborhoods.

7th Street is a commercial north-south roadway, 4 lanes in width, two lanes of which could accommodate on-street parking. The roadway is also an historic collector road traversing through the historic residential neighborhoods.

East-West Roadways



View of Orange Avenue at City Limits



View of Orange Avenue at 13th Street

Orange Avenue is the primary east-west collector road connecting the west and Interstate 95 to the downtown. From the Interstate to the city limits at Angle Road the County road is two lanes. Orange Avenue east of 33rd Street (Angle Road) is a five-lane collector utilizing the center lane as turn lane, sometimes called the “suicide” lane. However from 13th Street to U. S. 1 Orange Avenue narrows to two. The two-lane profile contains parallel parking on each side of the street, except where curb cuts are required. For a short distance as Orange Avenue approaches the downtown it becomes one way. As Orange Avenue traverses U. S. 1 and heads to the Indian River Lagoon, the motorist experiences a two-lane road with parallel parking on each side of the road and a recently landscaped pedestrian sidewalk. This section until recently accommodated one-way traffic.



View of Delaware Ave. near 13th Street



View of Delaware Ave. near 32nd Street

Delaware Avenue is another important east-west collector road and contains more successful commercial ventures compared to Orange Avenue. Delaware Avenue from 33rd Street to 17th Street is an improved four lane divided roadway with curb and gutters and a landscaped median. Left turn lanes exist at the intersections. At 17th Street the roadway changes to 2 lanes with on street parking on both sides of the road. Left turn lanes do occur at certain important intersections. At 13th Street Delaware Avenue is noticeable different as it begins its historic character where magnificent mature oak trees provide noticeable cover for the road. From 13th Street to 7th Street the roadway continues to be edged in curb and gutter and once the roadway passes onto 7th street the two-lane roadway remains with on street parking on each side. Delaware essentially terminates at U. S. 1.



View of Georgia Avenue at 25th Street



View of Georgia Avenue at 13th Street

Georgia Avenue is the southern boundary of the CRA Redevelopment Area and is a residential east-west secondary roadway. From Martin Luther King, Jr. Boulevard (25th Street) to Okeechobee Road, the roadway is 2 lanes and has no curb and gutter improvements and the surrounding area is a moderately blighted neighborhood. From Okeechobee Road to 13th Street, the two lane roadway with no curb and gutter traverses through a blighted residential neighborhood. From 13th Street, the beginning of the historic neighborhood of Fort Pierce, the street widens and contains old curbs. The roadway is of sufficient width that on-street parking is possible, although the parking spaces are not marked. Georgia Avenue essentially terminates at U. S. 1.



View of Avenue D



View of Avenue D near 25th Street

Avenue D is an important east-west collector road and provides street frontage for commercial uses. From Angle Road (33rd Street) to 25th Street the roadway is 2 lanes and is

need of improvement. From 25th Street to U. S. 1 the 2-lane roadway is improved with curb and gutter and on-street parking. The City recently improved this area and its sidewalks are newly paved and well lighted. The commercial in the area serves an important neighborhood both north and south of the roadway.



View of Seaway Drive



View of Seaway Drive near SR A1A

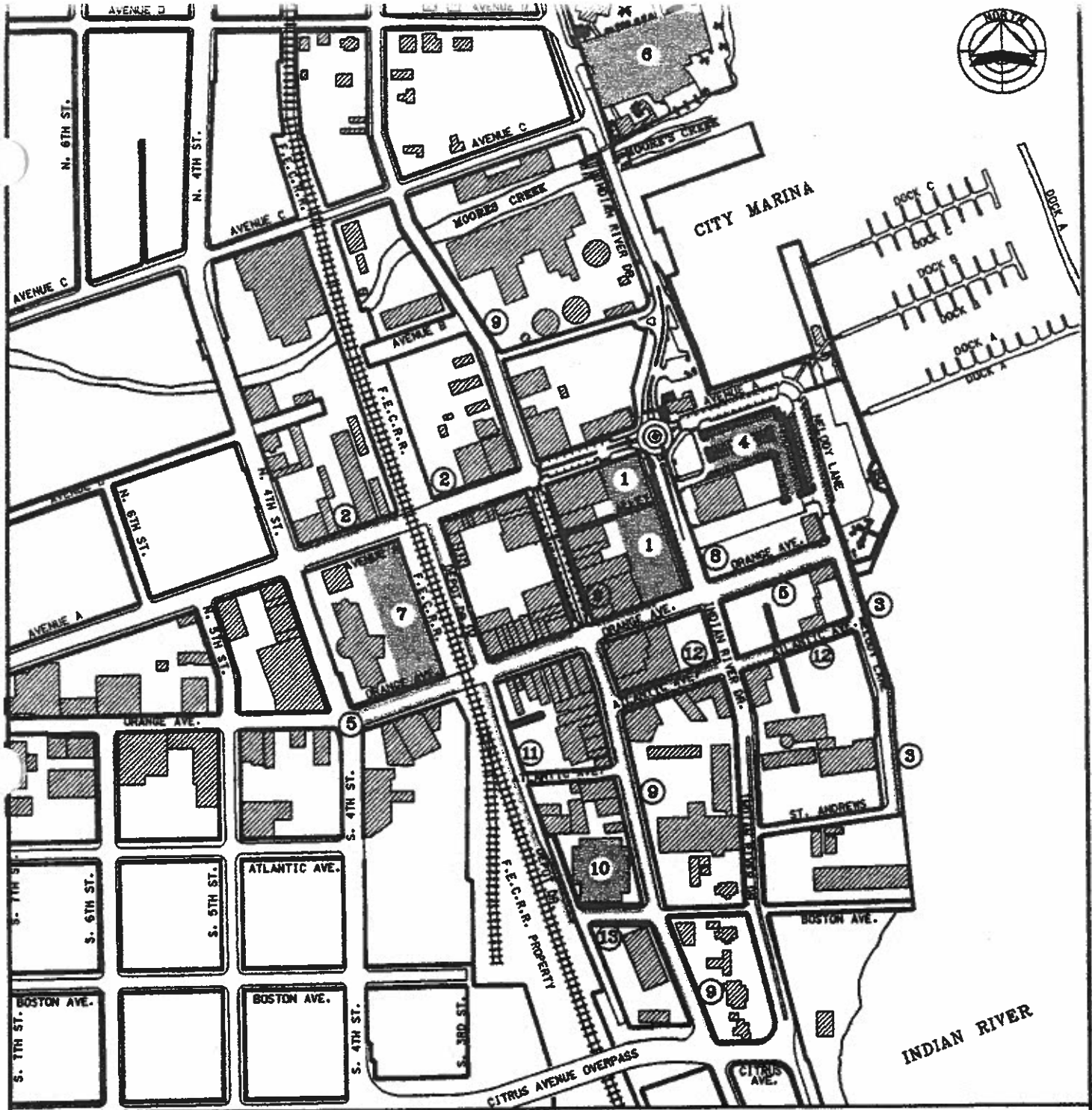
Seaway Drive, another east-west thoroughfare connects the mainland to the barrier island or the beach area.

4. Downtown Parking

While on-street parking has historically served the downtown well, off-street parking lots have been constructed to serve the additional parking needs of shoppers and employees of the businesses. However for the downtown to grow and to prevent the use of valuable land for surface parking lots, the City and CRA has recognized that a public parking garage will eventually be required to meet the increased demand for parking. On-street parking will always be important and will remain. Surface lots may be transformed in later years as redevelopment sites. In the downtown there are currently approximately 1,046 regular parking spaces and 17 handicapped parking spaces available to the public in parking lots and on-street spaces. Refer to Figure 5 for a graphic description of the location of the parking.

In 1993 the City retained the services of a parking consultant, Rich and Associates, to study downtown parking, including determining the gap between the supply and demand of parking spaces, to develop preliminary design of a parking structure on a particular site, and to prepare an economic analysis for the parking garage. With respect to the gap between supply and demand, Rich concluded that there was adequate parking in the downtown. However for the future, if new development were to occur, then there would be a deficit. This would spark the demand for a garage. The site of the garage was located in the parking lot of J. C. Penny's. With respect to economic feasibility of a garage of 300 spaces, the City would subsidize the garage's debt service as well as the operating costs. It was assumed that the garage would charge for its parking.

Rich's final recommendations are outlined as follows.



NOTE: DOES NOT INCLUDE C & C PARKING LOT, NO LONGER LEASED TO CITY

LOCATION	REG.	H.	C.	LOCATION	REG.	H.	C.
1. J.C. PENNY'S PARKING LOT	115	7		9. 2ND ST. CITRUS AVE TO BRIDGE	96	3	
2. AVENUE A, U.S.1 TO MELODY LANE	62	0		10. COUNTY PARKING GARAGE	227	0	
3. MELODY LANE, ORANGE AVE. TO DEAD END	28	0		11. DEPOT DRIVE AVE. A TO BOSTON AVE.	65	0	
4. MARINA PARKING AREA	102	0		12. ATLANTIC AVE. 2ND ST. TO MELODY LANE	86	0	
5. ORANGE AVENUE, U.S. 1 TO MELODY LANE	47	0		13. BOSTON AVE. 2ND ST. TO DEPOT DRIVE	32	0	
6. MANATEE OBSERVATION AREA	110	2			13	0	
7. CITY HALL PARKING	122	4					
8. INDIAN RIVER DR. WEST SIDE	18	1					

GRAND TOTALS 1,046 REGULAR 17 HANDICAPED

FIGURE 6
DOWNTOWN PUBLIC PARKING LOT AREAS

- “provide full-time enforcement of on-street and off-street parking to ensure that employees are not taking valuable on-street visitor/customer spaces”
- “consider parking meters on-street to help with turnover of on-street spaces and to help generate a revenue stream and history which will make financing a new parking structure more valuable”
- “increase contributions to a parking development fund that would go to reduce the borrowing for a new parking structure and increase its viability”



Orange Ave. Downtown On-Street Parking



Parking lot at the Downtown Marina

B. General Housing Conditions

In early 2000 the City conducted a comprehensive survey of all structures in the City and in adjacent neighborhoods. The purpose of the structural analysis was to determine where major deterioration problems were and to quantify the extent of the problem. Five ratings were used to describe the conditions of the structures, ranging from excellent to poor (remove). Within the City 19,814 structures were surveyed and the results found that approximately 49% were in either fair or poor condition. Refer to the table below.

Table 5
Conditions of Structures in the City of Fort Pierce

<u>Rating</u>	<u>No. of Structures</u>	<u>% of Total</u>
Excellent	3,017	15.2%
Good	7,009	35.4%
Fair	4,658	23.5%
Poor (Rehabable)	3,843	19.4%
Poor (Remove)	<u>1,287</u>	<u>6.5%</u>
Totals	19,814	100.0%

The survey concluded that a strong relation exists between deterioration and renter occupied dwellings and that urban decay, primarily found in the older parts of the community and the CRA Redevelopment Area, is tied closely with the age of buildings.

In reviewing the 1990 Census data, Census Tracts 1, 2, 3, and 4 have poverty rates that range from 8.8% to 47.5%. These four tracts were nominated for the Enterprise Zone application in 1999.



FEC RR through the middle of downtown



Beach life on Sunday

Photographs of housing, commercial, industrial, parking, traffic and other

Figure 7 – Conditions of Existing Structures



This map is a conceptual tool utilized for project development only. Though the information provided by this map is accurate, it is not intended to be used for any other purpose. Any information, including but not limited to, building conditions, is for informational purposes only and is not intended to be used for any other purpose. Any information, including but not limited to, building conditions, is for informational purposes only and is not intended to be used for any other purpose. Any information, including but not limited to, building conditions, is for informational purposes only and is not intended to be used for any other purpose.

Figure 7
Conditions of existing structures

Approximate Number of Buildings in Original CRA = 4298	Approximate Number of Buildings in Original CRA = 391	Approximate Area in Original CRA = 163 Acres
Approximate Number of Excellent Buildings = 530	Approximate Number of Excellent Buildings = 50	Approximate Area in Expanded CRA = 2757 Acres
Approximate Number of Good Buildings = 1000	Approximate Number of Good Buildings = 123	Total Area in CRA = 2920 Acres
Approximate Number of Fair Buildings = 1684	Approximate Number of Fair Buildings = 45	
Approximate Number of Poor Buildings = 2008	Approximate Number of Poor Buildings = 44	
Approximate Number of Very Poor Buildings = 837	Approximate Number of Very Poor Buildings = 9	

C. Geographic Sub-Areas

Within the Community Redevelopment Area there are considerable variations in the degree of deterioration, land use patterns and existing socioeconomic conditions. In order to develop an effective plan, which is cognizant of these variations, the CRA has been divided into four distinct geographic sub-areas, each requiring a different redevelopment strategy. In addition to addressing underlying problems and capitalizing on area opportunities, associated redevelopment strategies focus on maintaining and enhancing major assets, which provide positive contributions to the redevelopment effort. Physical features such as landmarks, barriers, and activity centers and many others, within each sub-area are also considered, since they have a significant influence upon specific urban design decisions that impact the redevelopment strategy for the area.

Another significant factor in the development of effective sub-area redevelopment strategies is the participation of community members including businesses, residents, elected officials and others. The success or failure of stabilization and redevelopment efforts is dependent upon the level of public support.

The four geographic sub-areas are shown in the following table, which describes in general their major characteristics.

Figure 8 – CRA Sub-Areas



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Figure 8
CRA In Sections

Table 6
General Land Use in the CRA Sub-Areas

Sub-Area	Size	Households	Land Use	Zoning Districts
Downtown	400 acres		Commercial:	C3, C1, C4, R4, PUR, OS1, CP1, R3, C2
Port/Causeway	162 acres		Industrial/Res:	PUR, C6, I1, OS1, R3
Neighborhoods	1,768 acres		Res./Comm.:	C3, R1, R4, PUD
Beach	<u>590 acres</u>		Comm./Res.:	R1, R2, R4A, PUD, PUR, OS1
Total	2,920 acres			

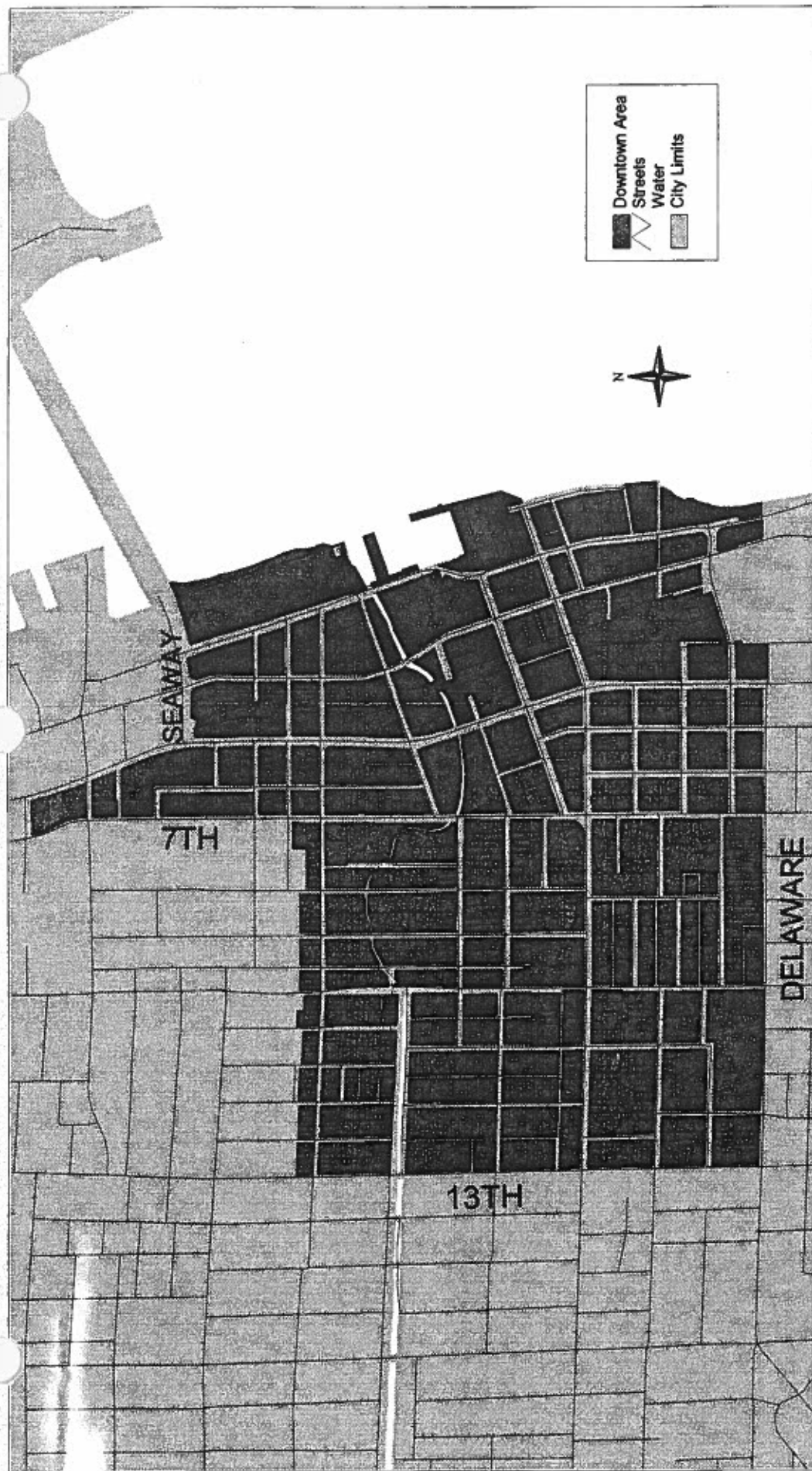
A detailed description of each of the four geographic sub-areas of the CRA is provided below. Each description provides an overview of existing conditions, including a list of major physical features and key agencies and special interest groups operating within the sub-area.

1. Sub-Area No. 1 – The Downtown

The sub-area, containing approximately 400 acres of land, consists of the City's central business district. The area, while primarily commercial in nature, contains a mix of other uses, including institutional, industrial, and residential. The area is generally bounded on the east by the Indian River Lagoon, on the west by 7th Street and U. S. 1 (both sides of the street), on the North by Seaway Drive, and on the South by Delaware Avenue (both sides of the street). Refer to Figure 9 for a graphic description of the sub-area.

With exception of a few mid-rise buildings, such as the new City Hall, most of the buildings within the area are one or two stories in height. The tight, urban massing of structures, particularly along Orange Avenue, 2nd Street and Avenue A, creates a solid continuous façade of buildings typically associated with older, historic downtown areas. The architectural styles are diverse, reflecting a downtown that has evolved over ten decades.

The predominant architectural style remaining from the past is Mediterranean Revival. The finest examples of this style in the downtown include Old City Hall (1925) at 315 Avenue A, the Sunrise Theater (1923) at 117 South 2nd Street, the Arcade Building ((1926) at 101-123 North U S 1, the Raulerson Building (1920's) at the corner of 2nd Street and Avenue A, and the Second Street Station (1909) at 2nd Street and Avenue A. However other important styles include Wood Vernacular Florida Cracker architecture as represented by the P. P. Cobb Building (1882) at Avenue A and Indian River Drive, the McCarthy Home (1905) at 303 South Indian River Drive, the Backus House ((1895) at 124 Avenue C, and the Seven Gables House (1905) at 482 North Indian River Drive. Art Deco is represented by the Public Defender's Office at 216 South 2nd Street, and Brick and Masonry, Neoclassical and



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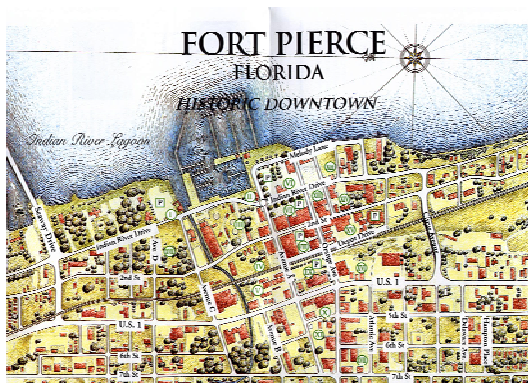
Figure 9

Approximate Area = 400 Acres

Sub Area No. 1 - Downtown

Georgian architecture, is represented by the Boston House (1909) at 239 South Indian River Drive and Hemmings and the Andrews Law Office (1908) at 211 South 2nd Street.

The wide mix of businesses further reflects the diversity of the traditional downtown. Retail uses such as drug stores, furniture stores, office supplies, restaurants, gift shops, antiques stores, art galleries, and many more, together with the anchors of a traditional downtown such as financial institutions, reflect the wide diversity of interests. The overall scale of the downtown is that of a medium sized center that has a strong sense of place, one that residents and frequent visitors identify as their town. The citizens of Fort Pierce consider the downtown the center of its city.



Illustrative Map of Downtown

Renewal and redevelopment have been an on-going activity in the downtown area for a number of years. Minor renovations and rehabilitations occur from time to time; however, for the past five years the public sector, mainly the City, CRA, the County and Main Street Fort Pierce, have carried the lead in renovating and building the public streets, open space, public buildings, and cultural institutions. A great deal of planning has taken place and in fact the City together with the CRA and other agencies conducted several public-planning meetings ("charrettes"). The charrettes for downtown issues included an overall Downtown Charrette in 1995 and an Orange Avenue Charrette in 1996. The Downtown Charrette made numerous recommendations, which are listed as follows:



Intersection of US 1 and Orange Ave.



Orange Ave. looking West

Recommendations concerning downtown Streets (the “Grid”)

- Redesign Orange Avenue
- Redesign Avenue A
- Redesign the Intersection of Orange Avenue and U. S. 1
- Redesign the intersection of Avenue A and U. S. 1
- Design the Citrus Avenue bridge roundabout
- Restore two-way traffic on Delaware Avenue



Main Street’s Sights and Sounds on 2nd



Main Street Fort Pierce staff

Recommendations concerning “Main Street”

- Redesign 2nd Street as the “Main Street” of Fort Pierce
- Adopt an architectural code for “Main Street” buildings
- Preserve the Sunrise Theater
- Prepare a marketing plan for “Main Street”



Illustration of the Arcade Building on US 1



Illustration of Old City Hall on Ave. A

Recommendations concerning a downtown “Civic Plaza”

- Enhance City Hall’s surroundings as a Civic Plaza
- Preserve the Arcade Building
- Adopt an architectural code for buildings around the plaza
- Redesign U. S. 1

- Locate the Federal Courthouse on the corner of Orange Avenue and U. S. 1



The St. Lucie County Library



Photograph of the Cultural Square Model

Recommendations concerning a downtown “Cultural Square”

- Build a “Cultural Square” at the waterfront
- Build a new public library, fronting the “Cultural Square”
- Adopt urban design and architectural standards for the buildings along the perimeter of the “Cultural Square”



Illustration of the FEC Railway Station



Fort Pierce Power Plant

Recommendations concerning “Downtown Infill”

- Adopt a building code that promotes appropriate downtown development
- Bury power lines
- Encourage businesses to “adopt a block”
- Beautify the Power Plant
- Beautify the concrete silos
- Encourage a downtown train station

Recommendations concerning a “Waterfront Park”

- Build a Manatee Observation Center
- Redesign Indian River Drive
- Landscape the Waterfront Park to create a series of landscaped rooms
- Redesign the water edge as a public promenade that could be used for walks along the water and for special events (art festivals, carnivals, wind surfing competitions, ect.)
- Refurbish the open air theater

Since the 1995 and its adoption as the CRA Redevelopment Plan in 1996, much has been accomplished in the list of objectives. The following describes many of those accomplishments, including some which were added to the original list of objectives.



Orange Avenue Improvements, 2001



Avenue A Improvements,

Accomplishments concerning downtown Streets (the “Grid”)

- Orange Avenue has been redesigned and the section between U. S. 1 and Indian River Drive is currently under construction in 2000 at a cost of \$3.4 million. Part of Orange Avenue has been returned to two-way traffic between U. S. 1 and 13th Street; the remainder will be accomplished in the near future.
- Avenue A has been redesigned and the section between 2nd Street and Indian River Drive was completed in 1997 at a cost of approximately \$1.0 million. The section between U. S. 1 and 2nd Street is anticipated to be reconstructed in the next few years.
- The Intersection of Orange Avenue and U. S. 1 have been redesigned and the design includes a median. It is scheduled to commence within the next two years.
- The intersection of Avenue A and U. S. 1 has been conceptually redesigned but it is not scheduled as of this date.
- The Citrus Avenue bridge improvements include the completed design of the roundabout at the foot of the bridge. The bridge has not been redesigned nor is it scheduled for reconstruction.
- Two-way traffic on Delaware Avenue has been accomplished. In 1999 the City initiated a \$3.5 million road improvement project for Delaware Avenue and Okeechobee Road.



2nd Street Improvements in 2001



Depot Drive in 2001

Accomplishments concerning “Main Street”

- 2nd Street as the “Main Street” of Fort Pierce has been redesigned and reconstructed in 1995 and 1999 between Orange Avenue and Avenue A at a cost of approximately \$265,000 and between Avenue A and Backus, approximately \$267,000. 2nd Street improvements between Orange Avenue and Citrus Avenue are in the design phase. The funding of the road project is pending. 2nd Street between Backus Avenue to Seaway Drive is also pending.
- Depot Drive between Avenue A and Boston Avenue is a road project that is under design.
- An architectural code for “Main Street” buildings was not formally adopted; however, there is an informal design review process for architectural design that an applicant must respond to.



Sunrise Theatre in 2001



Performance in front of the Sunrise

- The Sunrise Theater is under reconstruction in 2000 at a cost of approximately \$8.0 million.
- A marketing plan for “Main Street” has been prepared and the Fort Pierce Main Street, Inc. is implementing the plan. In 1997 the marketing firm, Marketek, provided a retail strategy for downtown. The study was funded by the CRA.
- A marketing plan for housing in the downtown was prepared by Marketek in 2000.

Accomplishments concerning a downtown “Civic Plaza”



City Hall on US 1



The Arcade under construction in 2001

- City Hall’s surroundings as a Civic Plaza have been initiated with the 1995 restoration of Old City Hall at a cost of \$500,000.
- The Arcade Building is undergoing historic preservation work in 2000 at a cost of approximately \$2.0 million.
- An architectural code for buildings around the plaza was initiated with the City’s design concept of enhancing pedestrian space in front of the public buildings, executed in conjunction with the road building projects of U. S. 1, Orange Avenue, and Avenue A.
- U. S. 1 is in the process of being redesigned with the addition of landscaped medians and bike lanes in the right-of-way. An overall landscape and hardscape design provides visual cohesion to the space.
- Work continues on the Federal Courthouse, on the corner of Orange Avenue and U. S. 1. The Courthouse renovated an existing building in 1998 to accommodate the expansion needs of the facility. The cost of the new Courthouse is estimated at \$48.0 million.

Accomplishments concerning a downtown “Cultural Square”



The new library in 2001



The City Marina in 2001

- A “Cultural Square” at the waterfront is evolving. The first part of the square is the completion of the public library.

- A new public library, fronting the “Cultural Square,” was built in 1999 at a cost of approximately \$2.2 million.
- Urban design and architectural standards for the buildings along the perimeter of the “Cultural Square” have been designed conceptually, including detailed elevations and drawings.

Accomplishments concerning “Downtown Infill”

- A building code that promotes appropriate downtown development has been investigated on a case-by-case basis as projects are submitted to the City for approval.
- Power lines are being buried in the road projects of Orange Avenue, Avenue A and 2nd Street.



Aerial view of the Redevelopment Site



Fort Pierce Power Plant



Buried lines on Orange Avenue

- The Power Plant has begun to beautify its edges. In 1999 the Indian River Drive entrance was beautified and the design for its entire campus is in process.
- The concrete silos remain a project for the future.
- A downtown train station conceptual design has been completed and the project awaits an agreement between the F. E. C. Railroad and Amtrak.

Accomplishments concerning a “Waterfront Park”



Manatee Observation Center



The Riverwalk at the Marina

- A Manatee Observation Center was completed in 1996 on Indian River Drive at a cost of approximately \$350,000.
- Indian River Drive has been redesigned from Citrus Avenue to Avenue A and from Avenue A to 2nd Street.
- The Waterfront Park, called Veterans Memorial Park, has been improved with new sidewalks, the Manatee Center and the Seven Gables House. These structures create a series of landscaped rooms. The remaining project is the restoration of the amphitheater, which is a future project.



The Seven Gables Visitor Information Center



The Backus Art Gallery

- The Seven Gables Visitor Information Center, managed by the Chamber of Commerce and the Downtown Business Association, was moved and refurbished in 1999 at a cost of approximately \$240,000.
- One of the City's most impressive projects is the completion of the \$2.3 million marina renovation in 2000.
- The City is in the design phase of adding new slips to the Marina and Marina Dock "L" is being scheduled for construction. Another marina project, the Dockmaster Building, is a pending project.
- The Riverwalk, a pedestrian walkway between the Manatee Center and Seaway Drive has been completed and cost approximately \$435,000.



The City Marina



The Riverwalk near Seaway Drive

Refer to Table 7 for a listing of capital projects in the CRA area, many of which are in the downtown.

As with most true historic downtowns, street parking played the most important early role in providing convenient customer access to downtown businesses. When the streetscape improvements were planned for Orange Avenue and 2nd Street, the critical importance of street parking was understood, and the parking was retained to the greatest extent possible. In addition the City recognized the importance of two-way streets and eliminated the one-way streets in the improvement plans.

Numerous physical features and significant buildings, many of which are public structures, as described below, influence the downtown sub-area.

Major Physical Features and Buildings

- Old City Hall (historic: 1925)
- Post Office (historic: 1935)



The Fort Pierce Post Office on Orange Ave.



The Old City Hall on Avenue A in 2001

- Arcade Building (historic: 1922)
- Sunrise Theater (historic: 1923)
- Seven Gables House and Information Center (historic: 1905 and renovated: 1998)

- 2nd Street (historic main street)
- New City Hall (constructed: 1990)
- P. P. Cobb Building (historic: 1875)
- St. Lucie County Court House (historic: 1909; demolished: 1962)



P. P. Cobb Building on Indian River Drive



St. Lucie County Courthouse

- Fort Pierce City Marina (constructed: numerous)
- Manatee Observation Center (constructed: 1990)
- Public Library (constructed: 1999)
- The F. E. C. Railroad (historic: 1905)
- The Indian River Lagoon
- U. S. 1 (Federal Highway)



The City Marina in 2001



The Fort Pierce Power Plant in 2001

- The waterfront
- The City of Fort Pierce Power Authority Electric Generating Plant

The downtown has been the focus of renewal for many years and many entities have played an important role, beginning with the predecessor of the CRA, the Downtown Association. The following is a list of the players in the downtown sub-area.

The Players

- The Fort Pierce Community Redevelopment Agency
- The City of Fort Pierce
- Main Street Fort Pierce, Inc.
- Sunrise Theatre, Inc.
- The Downtown Business Association
- The St. Lucie County Chamber of Commerce
- St. Lucie County
- City of Fort Pierce Utility Authority
- Florida Trust for Historic Preservation
- The Florida Department of Transportation
- The Florida Inland Navigational District (“FIND”)
- Private businesses
- Private development interests
- The citizens of Fort Pierce

2. Sub-Area No. 2 – The Port



Cargo Ship at the Port



Port packinghouse

The sub-area, containing approximately 162 acres of land, consists of the City’s most prominent industrial district as well as a unique area on the Seaway Drive causeway. The sub-area, while primarily industrial in nature, contains a mix of other uses, including commercial, residential, and a substantial amount of vacant land. The vacant land is for the most part contained in two parcels adjacent to the Port: the McArthur Tract (67 acres) and Harbor Point (20 acres) and one parcel on Seaway Drive: the WCI Tract (100 acres). The area is generally bounded on the east by the Indian River Lagoon, on the west by F. E. C. Railroad, Dixie Highway and U. S. 1, on the North the C-25 Canal (Taylor Creek), and the on the South by Seaway Drive and the South Bridge. Refer to Figure 10 for a graphic description of the sub-area.

Most of the Port’s buildings within the sub-area are one or two stories in industrial standard heights. Building types include port facility warehouses, packing plants for fresh fruit and vegetables and marine industry office space. The majority of the land mass is vacant land located on the north side of the port.

The type and form of development of the Port has been the subject of debate for several decades. In the recent past, the contrasting agendas of cargo/industry advocates and those citizens who believed development based on tourism and recreation was more appropriate have fueled lively debates. In August of 1996 the City and St. Lucie County conducted a public planning meeting (charrette) to help resolve the long-standing port issues. The charrette produced a master plan for the port. The charrette was organized after the St. Lucie County voters voiced their views on the future development of the port. In March of 1996, the voters were asked on a preference ballot the following: should the port develop for cargo, recreation or mixed-use? 67% of the voting public chose mixed-use. The city and the county adopted the charrette master plan of the port and in November of 1996 the voters of St. Lucie County voted to approve a bond issue to acquire a tract of land in the port area known as the Harbor Point (20 acres) for future tourism and recreation development. Shortly after the sale of the bond issue, the County acquired the Harbor Point and has made modest improvements for public use.

The Port Charrette made several important recommendations stated below.

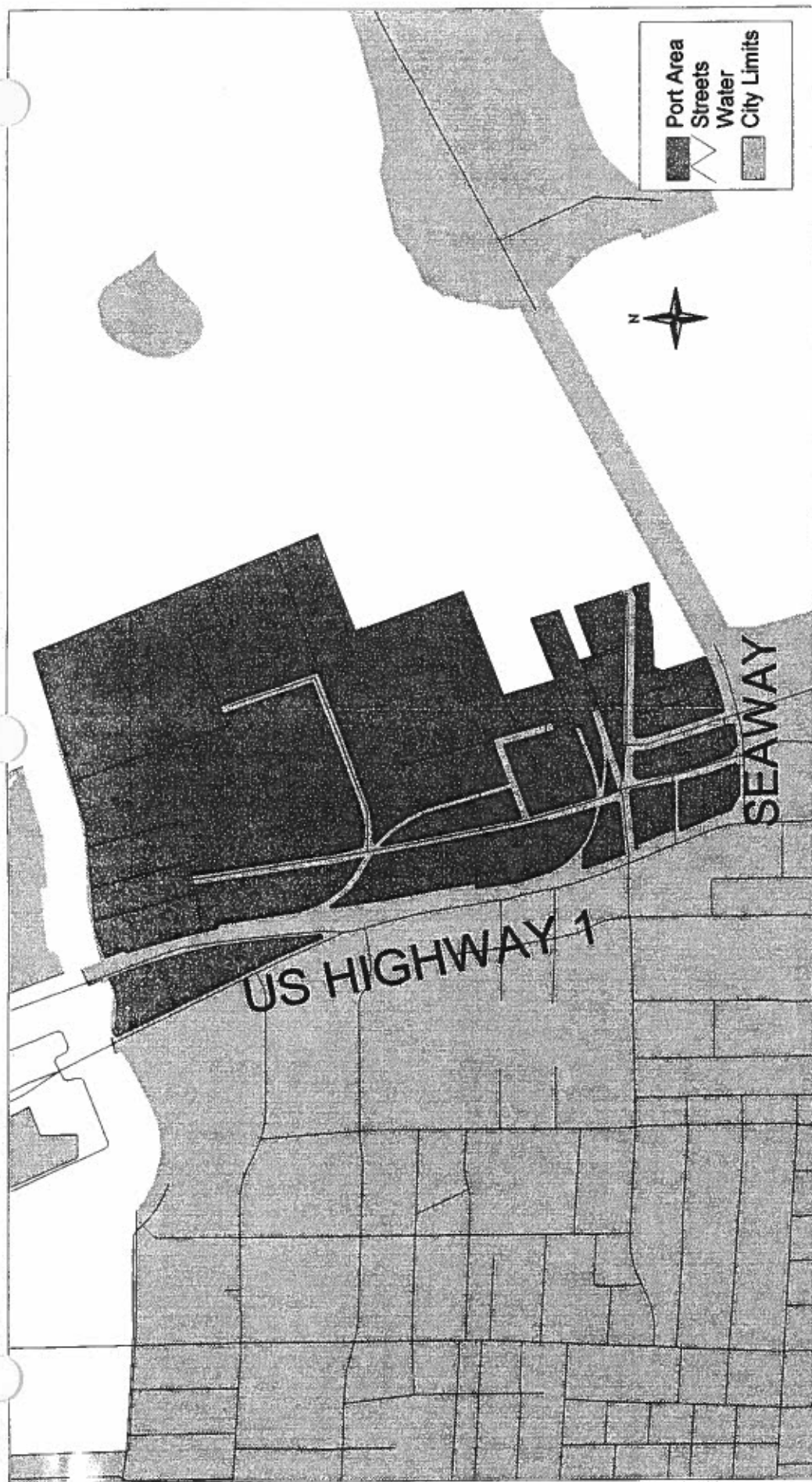
Recommendation to Divide Vacant Port Area into 3 Zones: Cargo, Tourist/Recreation and Flex Zone

The charrette study area included a variety of parcels on both shores of the “Indian River Lagoon”. Nevertheless, 87 acres of vacant land on the mainland side of the Port received most of the attention. The vacant land was composed of two tracts: the MacArthur parcels (about 67 acres) and Harbor Point (about 20 acres). At the time of the charrette, the Port and Airport Authority were considering the acquisition of some or all of that land.

The southern third of the 87 acres was adjacent to the existing deep-water berths and the charrette proposed that it should develop primarily for cargo and industrial uses. Tropicana and Agrilog, two companies that were negotiating a land lease with the Authority before the charrette could be located in that area. The lease was contingent on the acquisition of land by the Authority. The surrounding areas were used already for warehousing and cargo (packing houses, silos, storage, etc.). The charrette master plan proposed a modest expansion of similar uses, in order to maximize the economic development opportunities of the Port.

The northern third of the vacant land, on the other hand, would be developed for tourist and recreational uses. This included Harbor Point and the northern section of the MacArthur land. Variety of uses may occur within this area, some purely recreational (such as a park and public access to the water) others typical of mixed-use commercial projects (such as a hotel, restaurants, condominiums and office space). However, emphasis would be places of public uses and public spaces, as the area was envisioned as a waterfront recreational district to be enjoyed by all the residents of the county and the visitors to the area.

The flex zone was planned for the balance of the land between the main cargo area and the tourist/recreational area. It was intended to provide an opportunity for growth by either the



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Figure 10

Sub Area No. 2- The Port

Approximate Area = 162 Acres

cargo port or the tourist/recreational area or both, depending on market conditions. At the present time, the land within the flex zone is mainly occupied by the Marcona operation. This company has a lease until the year 2014. The flex zone, therefore, was a practical way to guide the future development of a parcel located at the core of the vacant area of the port and which had no short-term development potential and to allow flexibility to account for future market conditions. The charrette plan shows infrastructure that would allow either cargo or tourist/recreational uses, which should develop in an orderly fashion after the two other zones are fully occupied. The new infrastructure includes new roads, improved waterfront edges and, a new rail spur. The design does not foreclose nor determine which use might eventually occupy this flexible area.

The character of the buildings would be prescribed by a set of detailed codes. A new mixed-use zoning designation category will specify the allowed uses. All regulations will emphasize design concepts, which enhance the compatibility of different uses. In addition, the impact of future projects on the function and general appearance of the port will be carefully monitored through a new project review process.

Recommendation to Build a Connected Street System within the Port Area

The charrette determined that access to the vacant properties needed to be improved and connections among the various developed and undeveloped areas of the port needed to be established. The master plan proposed a grid of streets, which allowed the orderly development of vacant properties, in the manner that a plat or subdivision would determine the physical layout of a neighborhood or district within a city.

This system of streets provides access to the port's cargo and recreational facilities. The pattern shown in the Charrette plan creates two primary streets (Harbor Street and the extension of Second Street) and secondary streets, which provide access to berths and individual parcels and protect the views of the Indian River Lagoon.

A secondary connection is to be created between the main recreational area in the northern area of the port and downtown Fort Pierce via Second Street (and without having to cross and recross the railroad tracks). This allows vehicular, pedestrian, and other multi-modal transportation connections between two important places; the main street area and the civilian maritime port area. The street system also accomplishes this without foreclosing the possibility of a secure perimeter for the cargo areas in the future. Second Street might also be an ideal route for a tram or shuttle service in the future especially considering that the port area will provide more adequate parking facilities for tour buses.

- Create a New Northern Entrance to the 'Port Area'

Adequate access to the northern half of the port was deemed essential to encourage development. Currently, there is no satisfactory way in and out of most vacant parcels. This deficiency may be the most important factor, which discourages development.

The charrette master plan included a new northern entrance into the port area from U.S. 1. The location of the new road access was determined by topography and existing undeveloped land which was suitable for road construction. U.S. 1 is elevated at that point with respect to the F.E.C. rail lines and the port. A grade separated crossing, therefore, could be designed as a simple bridge, which would ramp down into the port.

The proposed bridge on U.S. 1 will allow for southbound cargo vehicles to enter and exit the port circumventing the tourist/recreation area. This concept ties in with other plans to create a route from I-95 north of town along 'Airport Road'. In addition, the new entrance would provide direct access to Harbor Point and allow its development.

The new northern entrance will connect directly into Harbor Street which heads south into the main cargo area. The radius and curve of the entrance was designed to accommodate trucks and tourist buses.

This new entrance should be attractive. Special attention should be placed on landscape and signs. Well-designed retention walls for the ramp will create a high aesthetic view as shown in the perspective rendering from the Charrette. Attention to detail is important if retaining walls are to be employed. Scored walls, cornices, moldings, and arched openings and public art should be incorporated in the design. Such attention to detail will underscore the commitment of the citizens of Fort Pierce to high quality development.

- Require a High Aesthetic Quality for all Buildings Within the Port Area

Beauty and attractiveness are essential to create an environment where different uses can coexist and where tourists would enjoy visiting. A high aesthetic level of building has to be a primary objective of any development within the port area. The buildings of the cargo area as well as the recreational area have to meet strict requirements for appearance, scale, proportion, and fenestration. These details shall be set forth by the city and described in a new mixed-use category and other local land development regulations.

In addition, the concrete silos are a prominent landmark on the city skyline. Their appearance can be improved with painting or some other type of cosmetic change. A design competition would elicit more ideas from the public.

- Add Another Rail Spur Adjacent to Proposed Spurs 3 and 4

An additional rail spur running perpendicular to berth 3 would enhance both its cargo and recreational possibilities. It could be used for a rail connection for a cruise operation. It could also be used for cargo operations.

- Build Bulkhead Where it is Needed, but Don't Build it Where Not Necessary

New bulkheads could be created for berths 2, 3 and 4. All of these are within the cargo area except the north edge of berth 4 which would run adjacent to the 'flex zone'. Wherever possible, "rip-rap" or other types of soft edge should be preferred over bulkheads. In any event, the environmental effects of new bulkheads should be carefully examined.

- Renovate the Park on the Causeway Island and Build New Boat Ramps

In order to maximize the recreational potential of lands already owned by the public, the park along the north side of the Causeway Island should be improved with new landscaping, expanded boat ramps, and better signage.

The charrette master plan proposed a significant redesign of the boat ramps and accessory parking area. The county had considered this idea previously and there were some technical difficulties that had to be resolved. A plan for this area, therefore, should carefully review past design work done in this area, and should take into account the natural difficulties of the site (such as currents, potential for silting, etc.)

- Encourage Limited New Cargo Facilities

The cargo facilities for Tropicana and Agrilog (or comparable companies) represent a valuable opportunity for acquisition of the MacArthur tract and the limited expansion of the cargo area. As the taxpayers are paying for many of the improvements to the port, the highest quality of structures should be demanded from the respective companies. The physical appearance of the warehouse buildings should be governed by the aesthetic principles and requirements of the guidelines or codes established by the City of Fort Pierce.

- Protect the Environment

The Indian River Lagoon may be the most valuable resource of the region. Its preservation as a viable marine habitat will have long lasting effects on the future quality of life in the County. All development projects in the port must consider their impact in the function of the lagoon. In addition, projects should be designed to take advantage of the natural beauty of the shore, by providing public access and preserving vistas for the enjoyment of the citizens.

Recommendations for Implementation

The Charrette made recommendations concerning the implementation of the strategy discussed above described as follows.

The implementation of planning concepts was not the primary focus of the charrette. However, the charrette participants and the professional team proposed some general ideas. The intent was to chart a direction towards the realization of the charrette master plan. Some of the ideas for implementation come strictly from the consultant as their advice to the community. Others come from the general group of people who participated in the charrette, or individuals. They do not mean to be exhaustive or final, and it is anticipated in the next few months and years the city and the county will develop precise policies and strategies for the implementation of the charrette vision.

- The Public should Acquire Vacant Land

The port area includes two large vacant parcels: the MacArthur tract and Harbor Point. The MacArthur tract contains 67 acres. Harbor Point contains 20 acres. Both of these properties are owned by private entities.

The Board of County Commissioners is responsible for the planning of deep-water ports. However, unless there is public control of the land, the Authority's and the city's impact on development will be minimal. For a period of several years before the charrette, the Authority has targeted the MacArthur and Cotton parcels for acquisition.

In the months preceding the charrette, a business plan was developed by the Authority to buy the MacArthur tract. The price of \$16 million was to be evenly split between an \$8 million grant from the state's port council and a local match. Two cargo companies, Tropicana and Agrilog, would lease about 20 acres of the tract. Their payments to the Authority would generate enough revenue to pay the local share of the total amount.

In September 1996, the Ports Council approved the grant. A preliminary draft of the charrette master plan was reviewed as part of the application process and was found consistent with the intent of the grant. In November 1996, the voters of St. Lucie County approved a bond to acquire Harbor Point, allowing the start of the implementation of the charrette master plan.

Public ownership presents good development options. This is due to the scope of improvements needed by any complex development scheme. The vacant 87 acres of the Port has inadequate infrastructure and poor access. A new northern entrance into the port would be needed to accommodate the traffic of any project of even moderate intensity. Although it is conceivable that a private developer would be interested in such improvements, it would be unlikely based on past development ideas and on current development practices and expectations. A public-private partnership, in which the public owned the land and made the necessary improvements to create buildable parcels, and a private developer constructed the buildings and programmed the uses according to market needs and the wishes of the citizens, is more likely to result in significant new development.

The charrette plan has a better chance of being realized if the public owns the land. Therefore, the Port Authority should acquire the MacArthur land and Harbor Point. Then it should proceed to build the infrastructure of streets and bulkheads as set forth in the charrette plan. This is the first step in changing the vacant land into usable parcels. The basic infrastructure designed in the charrette plan will support a broad range of uses.

- Rezone the Land and Adopt Necessary Land Development Regulations

At the present time, the port land is zoned marine industrial. The charrette master plan proposed mixed-use development. Appropriate regulations (a master plan, good zoning, effective review processes) will be necessary to achieve this goal.

Current zoning does not encourage the development of the port as a mixed-use area. A new category for mixed-use development within the port area should be created within the local land development regulations. It should contain criteria for building placement, scale, and design. It should also contain graphics and clear proactive language, which describes in detail the physical characteristics desired by the community for any port area development.

Zoning and project review processes will remain the responsibility of the city.

- Build a Connected Street System within the Port Area

In order to stimulate private development, the public sector should build the street infrastructure proposed by the charrette master plan. The city, the Authority and the county may build different parts of the street network.

The charrette master plan proposes a well-connected street system, which incorporates different types of streets into a complete network. Dead ends and cul-de-sacs are avoided. Instead, a multiple number of routes to each location within the network are created to maximize access and minimize traffic conflicts. Some streets are direct primary routes, but they are supported by a number of secondary routes. Such a network minimizes congestion during peak hours of use.

Primary routes directly connect to the entrances of the port area. Secondary routes provide links to all areas of the port and to adjacent properties and destinations such as the downtown business district.

- Fund, Design and Build a New Northern Entrance to the 'Port Area

The north entrance is the key to the proposed transportation system. Without it, the potential development of the charrette master plan would be severely limited, if not impossible. The county should place a high priority on this project. This entrance has to function as a primary route for cargo trucks departing and arriving to and from the north. It provides a left hand turn off U.S. 1 and overpasses the rail lines. This overpass removes any congestion which might have occurred from simultaneous vehicular and rail movements. This entrance also must be designed to facilitate the movement of large trucks. Therefore, the charrette drawings indicate a gentle slope and left hand curve in the entrance ramp as it enters the port area.

The original entrance to the south should also be maintained to allow for secondary departures during peak hours of traffic. A new configuration shown in the charrette drawings realigns the south entrance. This allows for easier turns into and out of the port area and negates the current tendency of trucks to use Avenue H.

Several accomplishments have taken place since the Charrette process as described below.

- The vacant land adjacent to the Port (the McArthur Tract and Harbor Point) were rezoned to "PUR" (Planned Urban Redevelopment), a mixed use zoning district;

- The feasibility study of the engineering on the northern entrance of the Port is almost completed as of the date of this report;
- Amendments to the City's Comprehensive Plan have been made which place the Port in the plan itself;
- Fisherman's Wharf's design and construction documents have been completed;
- Harbor Point was purchased by the County and funds expended to create a passive park.

Numerous physical features and buildings, as described below, influence the Port sub-area.

Major Physical Features and Buildings

- The Port deep water docks
- Port Industrial buildings
- South Bridge
- The F. E. C. Railroad
- The Indian River Lagoon
- U. S. 1 (Federal Highway)
- The Cleme Mobil Home Park
- Taylor Creek
- Indian River Terminal Company
- St. Lucie County Park



Cleme Mobil Home Park



Port Packing House



South Bridge



Meeting at the Port on Sunday



Cargo Ship docking



Taylor Creek



County Park in the Port Area



FEC RR in the Port Area

The port has been the focus of renewal for many years and many entities have played an important role. The following is a list of the players in the port sub-area.

The Players

- The Fort Pierce Community Redevelopment Agency
- The City of Fort Pierce
- The Downtown Business Association
- The St. Lucie Chamber of Commerce
- St. Lucie County
- FDOT
- Private businesses
- Egan Fickett Packing Company
- Palmdale Oil Company
- Indian River Terminal Company
- Taylor Creek Marina
- Cargo Companies
- Private development interests and the citizens of Fort Pierce

3. Sub-Area No. 3 – The Neighborhoods

The sub-area, containing approximately 1,768 acres of land, consists of one of the City's central and oldest residential district. The area, while primarily residential in nature, contains a mix of other uses, including institutional and commercial. The area is generally bounded on the east by 7th Street, on the west by 33rd Street, on the North by Avenue Q (the northern boundary of the City), and on the South by Georgia Avenue (both sides of the street). Refer to Figure 11 for a graphic description of the sub-area.

With exception of a few institutional buildings, such as churches, most of the buildings within the area are one or two stories in height. The massing of residential structures is typical of the development from 1930 to the present where a single family house is sited on a 50 feet by 100 feet lot and the garage faces the street unless an alley exists for access to the rear of the lot. The majority of the commercial uses are found along the east-west corridors of Delaware Avenue and Avenue D. Commercial also bounds each side of the street on the north-south corridors of 25th Street and 33rd Street. When first built, the historic area's commercial created a solid, continuous façade of buildings typically associated with older, historic downtown areas. But the continuity has been badly broken by free standing fast food facilities, gas stations, and other businesses, many of which today are marginal and severely blighted. The commercial uses traditionally serve the neighborhood compared to the commercial uses in the downtown, which serve the entire community. The architectural styles of the residential are very traditional and are diverse, reflecting a neighborhood that has evolved over many decades. Many of the original commercial structures were an unadorned, Mediterranean architectural style, sometimes with brick introduced as an exterior element.

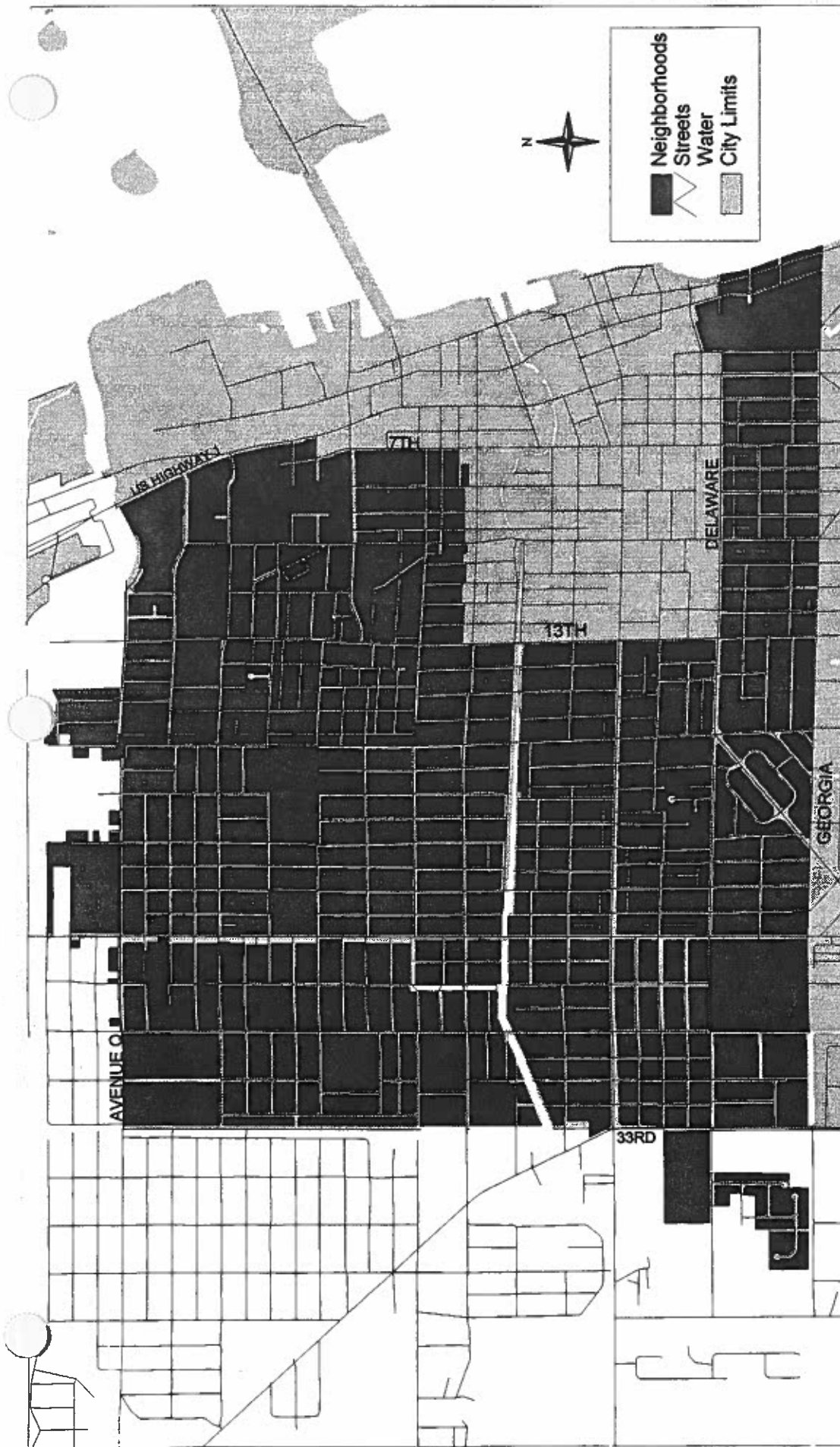
The brick and masonry architectural style is represented by a magnificent institutional building, the Fort Pierce Magnet School of the Arts (1914) at 1200 Delaware Avenue. The structure recently received an important renovation by the School Board. Other fine examples include the St. Anastasia's School (1914) at 910 Orange Avenue and the United Methodist Haitian Mission (1914) at 739 Orange Avenue. The Methodist Church (1925) at 616 Orange Avenue is representative of the Mediterranean Revival architectural style and the Downtown Post Office (1935) at 500 Orange is an example of a simple, "WPA" Mediterranean style.



Magnet School 2001



United Methodist Haitian Church 2001



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Figure 11

Sub Area No. 3 - Neighborhoods

Approximate Area = 1768 Acres



Magnet School 2001



United Methodist Haitian Church 2001



Methodist Church 2001



St. Anastasia School 2001



Typical commercial on Orange Ave. at 33rd



Typical commercial on Orange Ave. at 27th

While renewal and redevelopment have been active in the downtown area for a number of years, the neighborhoods have not yet received the attention that they need. With the recent inclusion of the neighborhoods in the expanded CRA Redevelopment Area, the City and CRA will be able to focus their attention on these blighted areas. There are approximately 6,000 residential units within the sub-area, consisting of single family, duplex and multiple family structures. As discussed earlier, many of these structures are in need of repair. The most deteriorated area is found in Census Tracts 2 and 3, the area bounded by 33rd Street, Orange Avenue, 10th Street and Avenue D. The area of least blight is found in the area south of Orange Avenue between 33rd Street and 7th Street.

Zoning in the neighborhoods is predominately medium density residential and single family. The City and CRA will review the zoning categories within the neighborhood and prepare a neighborhood plan, which will develop a detailed strategy for redevelopment.

In 1999 the City retained a community revitalization consultant, Henry Moore of Savannah, Georgia, to assess the residential neighborhoods near the downtown and make recommendations for neighborhood revitalization. Mr. Moore recommended three fundamental goals of revitalization.

- “a neighborhood with residents at the center of community building activities leading community work”
- “a neighborhood free of blighted vacant lots”
- “a neighborhood free of substandard housing”

In a report (July 10, 2000) from the City Manager to the Mayor and Members of the City Commission, Mr. Dennis Beach recommended several additional strategies, described below.

- “Design a mechanism and process to provide homeowner associations the ability to buy rental property in their neighborhoods and convert the property to owner occupied.”
- “Design a program that allows the City to buy rental property and convert to owner occupied.”
- “Develop mechanisms to control housing deterioration before condemnation is necessary.”
- “Expand CRA boundaries to include all blighted neighborhoods for purpose of creating a source of reinvestment funds.”
- “Acquire major community buildings for restoration and return-to-use. Examples are the Orange Avenue Churches, St. Anastasia, etc.)



Orange Ave. at 7th Improvements in 2001



Orange Ave. at 5th Improvements in 2001



Delaware Ave. at 13th Street



Florida Ave. roundabout

The City has initiated several important elements of these strategies, described below.

- Orange Avenue, Delaware Avenue and Avenue D have been improved and have been returned to two-way in cases where the roadway was one-way (Orange Avenue).
- Many streets are undergoing a repaving program.



Police Substation on Avenue D



Avenue D improvements

- The magnificent renovation of the important historic Delaware school structure, now the Magnet School of the Arts.
- A new police station on Avenue D.
- A new fire station on Avenue D.



The roundabout on Avenue D



Moores Creek improvement project

- A trend-setting roundabout on Avenue D and 15th Street.
- Concentration of code enforcement in the neighborhood, including selected demolition of extremely blighted buildings.
- Completion of the conceptual design of a community center on Avenue D, adjacent to the Police Station. The design includes the inclusion of a civic plaza.
- The completion of 25th Street improvements at a cost of \$2.7 million.
- The completion of a conceptual plan for Moores Creek, entailing the creation of a neighborhood linear park coupled with a master drainage project.



Public Housing at Delaware Ave. and 32nd



Multifamily structure on Delaware Ave. and 26th

- The City is studying the down-zoning of the multi-family in the predominantly single family neighborhood.
- Neighborhood planning, including street improvements.
- The creation of neighborhood associations.
- Planning a neighborhood park at Boston, Curtis and 10th Streets.
- Completion of a master drainage plan for the area.

The following describes major physical features and organizations which play an important part in the revitalization program.



Moores Creek 2001 at 7th Street



Proposed Park at Boston, Curtis and 10th Streets

Major Physical Features and Structures

- Orange Avenue Corridor
- Avenue D Corridor
- Moores Creek
- Delaware Avenue
- Fort Pierce Magnet School of the Arts
- Schools
- Parks
- Public Housing
- 25th Street Corridor

The Neighborhood sub-area has several important entities, which play an important part in the redevelopment of the area.

The Players

- The City of Fort Pierce
- The Community Redevelopment Agency
- Neighborhood Associations
- St. Lucie County School Board
- Florida Department of Transportation
- Business owners
- Citizens of Fort Pierce

4. Sub-Area No. 4 – The Beach



Welcome sign to Fort Pierce Beach



South Bridge to the Beach Sub-Area

The sub-area, containing approximately 590 acres of land, consists of one of the City's greatest and most underutilized assets. The area, while primarily residential in nature, contains a mix of other uses, including commercial and institutional. The area is generally bounded on the east by Atlantic Ocean, on the west by properties situated on the Indian River Lagoon, on the North by the Inlet and the South Jetty (the northern boundary of the City),

and on the South by Jaycee Park. Refer to Figure 12 for a graphic description of the sub-area.

With exception of a few waterfront buildings, such as hotels, most of the buildings within the area are one or two stories in height. The residential structures are typical of the development since 1950, which are characteristically concrete block, modest ranch style homes. The majority of the commercial uses are found along Seaway Drive. A small section of commercial fronts South Ocean Drive (A1A). The commercial for the most part is either a freestanding facility or a strip center, both usually without great architectural merit. The commercial uses serve the beach area neighborhood and the visitors to the beaches and public facilities.



Typical older beach house on SR A1A Drive



Typical older condominium off Seaway



Strip commercial on Seaway Drive



Holiday Inn Express on Seaway Drive

With the recent inclusion of the beach area in the expanded CRA Redevelopment Area, the City and CRA will be able to focus their attention on improving this important sub-area. There are approximately 1,700 households within the sub-area, consisting of single family, duplex and multiple family structures. Although the structures within the sub-area are in moderately fair condition, the economic conditions of the beach are lacking and therefore in need of revitalization.

Zoning in the beach area is predominately single family in the platted subdivisions west of S. R. A1A and multifamily and commercial along the S. R. A1A corridor.

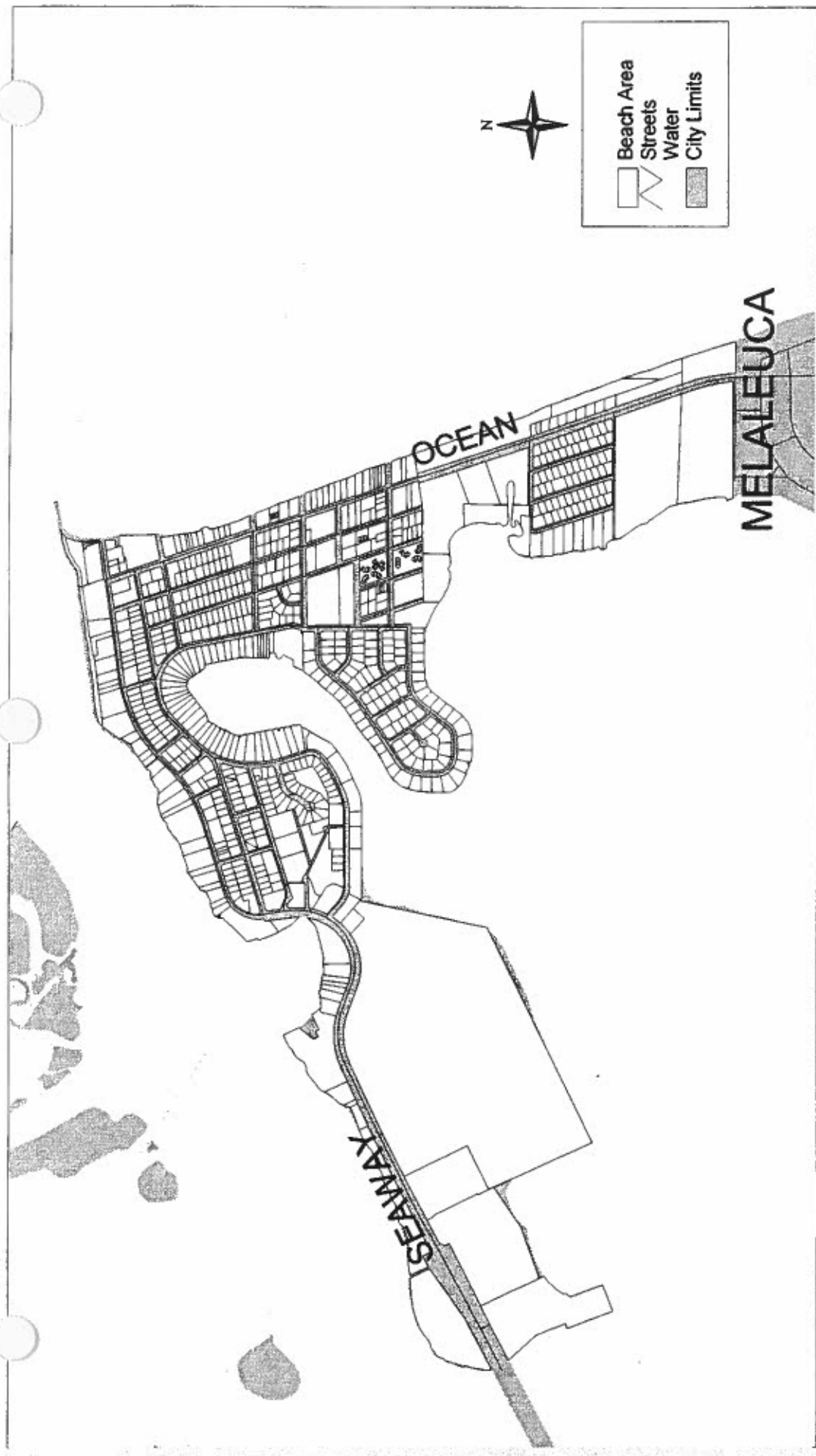


Figure 12

Sub Area No. 4 - The Beach

Approximate Area = 590 Acres

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Typical home on Fernandina Street



The Causeway Mobile Home Park

In 1997 the City conducted a community charrette to discuss the problems and opportunities of the beach area. The recommendations are summarized as follows:

- Redesign A1A, add sidewalks and bicycle lanes.
- Redesign South Causeway Park and provide more public amenities.
- Promote more orderly development of the 100 acre WCI tract.
- Enhance beach access and parking.
- Redevelop land adjacent to the public beaches.

The City has made improvements to the Beach sub-area and these accomplishments are summarized as follows.



SR A1A to be redesigned



Jetty Park to be studied

- Completed the conceptual design for A1A. FDOT will participate in the improvements of the roadway and the MPO has scheduled the work in 2002. The design includes 20 feet wide sidewalks on the beach side of A1A, using the sidewalks to connect the existing park and beach access areas. The design includes utilizing a plaza in the park.
- Causeway Park's conceptual design is completed. The City is working with the Smithsonian and the County on an \$822,000 aquarium facility, scheduled for completion in 2002.
- The City prepared a conceptual design for the WCI property which follows the principals of traditional neighborhood development.

- The Smithsonian Laboratory was constructed in 1997, a 10,000 square feet scientific research facility to study fish and their food supply.
- The City has completed a conceptual design of the “Beach Village,” a small urban village with appropriate medium density housing and street level retail.



Smithsonian Aquarium



The County Historical Museum

The following describes major physical features and organizations which play an important part in the revitalization program.



The Inlet at Jetty Park



Jaycee Beach Park



The Beach



The regional water reclamation facility

Major Physical Features and Structures

- Atlantic Ocean
- South Ocean Drive (S. R. A1A)
- The Inlet and the South Jetty
- Seaway Drive
- Jaycee Park
- Ocean Drive Park
- Condominiums on S. R. A1A
- WCI vacant land
- The Causeway Mobil Home Park (Seaway Drive)
- Smithsonian Laboratory
- History Museum
- South Bridge
- The regional wastewater treatment facility

The Beach sub-area has several important entities, which play an important part in the redevelopment of the area.

The Players

- The City of Fort Pierce
- The Community Redevelopment Agency
- Neighborhood Association
- Smithsonian
- Smithsonian Aquarium
- St. Lucie County
- Florida Department of Transportation
- Metropolitan Planning Organization (MPO)
- Hotel and Motel operators
- Citizens of Fort Pierce

D. Projects and Programs within the CRA

Within the Community Redevelopment Area currently there are a variety of projects and programs, which are administered by the CRA, the City, Fort Pierce Main Street, other agencies or jointly between the CRA and the City and other agencies. The following table provides a comprehensive listing of these projects and identifies the responsible agency. City projects which have not been implemented, but which are planned through inclusion in the City's Comprehensive Plan or funded through other sources of revenue such as a bond issue are also listed. CRA projects include those, which have already been implemented by the CRA or are authorized either by the City's Comprehensive Plan or by the Community Redevelopment Plan. CRA Project Numbers have been provided for those projects in which the CRA has an active role, regardless of the lead agency status.

Table 7
Public Projects & Programs
In the Community Redevelopment Area

		Lead Agencies	
Projects in the CRA Area	CRA	Others	Joint
A. Planning Projects			
1. Avenue D Charrette	CRA	City	x
2. Orange & Delaware Avenues Charrette	CRA	City	x
3. South Beach Charrette	CRA	City	x
4. Downtown Master Plan	CRA	City	x
5. Library Square	CRA	City	x
6. Port Charrette	CRA	City	x

	Lead Agencies		
<u>Projects in the CRA Area</u>	<u>CRA</u>	<u>Others</u>	<u>Joint</u>
B. Redevelopment And Capitol Improvement Projects			
1. City Marina Improvements		City	
2. Ave. D Police Substation		City	
3. Ave. D Streetscape		City/County	x
4. Seven Gables Visitor Information Center		City/Main St.	x
5. Major Corridors-Improvements		City/DOT	x
6. City Street and Improvements		City	
7. Downtown Public Library		City/County	x
8. Riverwalk Project		City/FIND	x

C. Community Improvement Projects

1. Retail Study- Implementation	CRA	City/Main St.	x
2. Housing Study-Implementation	CRA	City/Main St.	x
3. CDBG		City	
4. Sunrise Theatre Renovation	CRA	City/Main St.	x
5. SHIP		City	
6. Enterprise Zone		City	

III PART THREE – ANALYSIS

A. Problems, Needs and Opportunities within Geographic Sub-Areas

The purpose of this section of the Redevelopment Plan is to provide a list of problems, needs and opportunities identified within each of the geographic sub-areas of the Community Redevelopment Area. These items are addressed within the “Community Redevelopment Program” through sub-area redevelopment strategies, which include the implementation of specific programs and projects of the Community Redevelopment Agency, the City of Fort Pierce and other governmental agencies operating within the Community Redevelopment Area.

1. Sub-Area 1: The Downtown

Problems

- Limited market appeal of the existing downtown retail core due to current mix of uses.
- There are a number of unoccupied and underutilized commercial buildings.
- The public’s awareness of public parking is lacking.
- Lack of public parking.
- Fort Pierce Utility Authority exterior appearance.
- Lack of consumers to support downtown retailers.
- Lack of entertainment and activities in the downtown.
- Dysfunctional infrastructure in the downtown.
- Lack of pedestrian sidewalks and spaces.
- U. S. 1 is an anti-pedestrian series of strip centers.

Needs

- Additional residential development.
- Increase the potential for new development.
- Redesign the streets to create a pedestrian friendly downtown.
- Continue to support the Sunrise Theater.
- Create additional nighttime activity (theater, restaurants, entertainment).
- Continue to develop downtown civic spaces.
- Continue to promote recreational activities.
- Continue the coordinated marketing strategy for the retail core.
- Increased economic stimulation through private investment.
- Strategy to attract new businesses to the downtown.
- Provide improved public transportation.
- Bury overhead utility lines.
- Beautify the power plant.
- Refurbish the open air theater (amphitheater).

- Continue to support high quality design on all public and private buildings and spaces.
- Encourage the building of an Amtrak Station downtown.
- Maintain and improve existing historic buildings.
- Provide adequate lighting for nighttime activity.
- Remove blighting influences.
- Continue to erase the image that downtown is an unsafe place.

Opportunities

- Fort Pierce offers an historic downtown that provides a unique shopping experience and serves as an alternative to the suburban outlying shopping malls and strip centers.
- The City and CRA are motivated to pursue redevelopment opportunities.
- St. Lucie County supports its city's progress and destiny as the center of the county.
- The downtown is situated at the center of the County and through which a major roadway connects the beach area and Interstate 95.
- Main Street Fort Pierce, established in 1988, will provide a boost to the redevelopment effort of the downtown through its activities and support systems.
- The Marina and the Riverwalk serves as an important foreground for future redevelopment.
- The preservation of historic buildings will attract new investment from businesses and developers.
- Several vacant land parcels are ripe for redevelopment sites.
- The proposed Federal Building may act as an additional catalyst for related office development.
- Capitalize on downtown Fort Pierce's reputation as a city under a renaissance type revival.

2. Sub-Area 2: The Port and the Causeway

Problems

- The Port is underutilized and only a few businesses take advantage of its facilities.
- The Port area has a poor exterior image.
- The Port area contains several vacant unused tracts of land.
- The roadway system and entrance at the Port functions poorly.
- The retail site at the Port is underutilized.
- The Causeway contains a large undeveloped tract of land.
- The Causeway contains an unsightly trailer park and regional waste treatment facility.

- A strong visual appearance of the Causeway, particularly while driving, is lacking

Needs

- The Port needs to transform into a multiple set of uses: cargo, tourist/recreation and flex zone.
- The roadway system and entrance needs a complete redesign.
- New Port buildings need to be of high aesthetic quality.
- The Port needs additional rail spurs.
- Bulkheads need to be added in the appropriate locations.
- The perimeter of the Port needs dramatic exterior landscaping.
- Renovate the Park on the Causeway and build new boat ramps.
- Seaway Drive needs visual improvements.
- Protect the environment.
- Encourage limited new cargo facilities.
- Move the wastewater treatment plant someday in the future.
- Build on the bio research industry.

Opportunities

- The Port can be turned into a positive redevelopment project.
- The vacant land at the Port and the Causeway can be a future redevelopment site.
- Build a destination around the Port and Causeway as a tourist attraction with the History Museum and Smithsonian.
- The underutilized retail, “Fisherman’s Wharf,” on Seaway Drive at the foot of the Bridge can be a destination entertainment center.
- Enhance the County Park at the Port in order to make the area an attraction rather than a passive park.

3. Sub-Area 3: The Neighborhoods

Problems

- Decades of visual blight plague the older neighborhoods.
- The housing stock is in poor physical condition and in need of repair.
- There are a substantial number of vacant lots in the area.
- Residential lot landscaping is not well maintained.
- Lack of sidewalks prevents linkage to commercial areas.
- Some open space and parks in poor condition.
- The majority of the residents are renters.
- The neighborhood is invaded by multi-family zoning.
- The area is seen as neglected by residents.

- Lack of private investment in the area.
- Orange Avenue presents a poor visual image.
- Area contains vacant and underutilized property.
- Vacant property provides a place for littering and tends to collect trash and debris resulting in a poor image.
- Loitering detracts from business environment.
- Lack of parking for shoppers on Orange Avenue, Delaware Avenue and Avenue H.
- Existing buildings are so deteriorated that demolition and new construction may be more economical.

Needs

- Develop a strategy for single family home ownership.
- The need to remove the blighting influences.
- Need to create a neighborhood free of substandard housing.
- Need to create a neighborhood free of blighted vacant lots.
- The need to utilize the vacant and underutilized institutional structures for new housing and redevelopment.
- Existing good quality housing needs to be protected.
- Area needs additional landscaping and better maintenance of existing landscaping.
- Need for additional parking in the commercial area and to eliminate the strip center blight particularly on Orange Avenue.
- Need to improve pedestrian linkages to commercial and the downtown.
- Neighborhoods need sidewalks and lighting.
- Need for better public transportation.
- Need for neighborhood lighting for nighttime security.
- Need to provide a positive image on Orange Avenue, the gateway to the downtown.
- Need to foster positive attitudes toward redevelopment efforts through incorporation of maximum citizen participation into the planning process.
- Need to provide employment opportunities for the residents of the neighborhoods.
- The need to provide adequate opportunities for minority business ownership in the area.
- The need to provide adequate neighborhood commercial shopping opportunities for the neighborhoods.

Opportunities

- Utilize the abundance of vacant lots for new construction and home ownership.
- Design a mechanism and proves to provide homeowner associations the ability to buy rental property and convert to owner occupied.

- Design a program that allows the City and CRA to buy rental property and convert to owner occupied.
- Home Owner Associations can be nurtured and assisted in playing a role in the redevelopment of the neighborhoods.
- Transit linkage with the downtown and the beaches.
- The location of schools in the area can provide additional recreational opportunities for the area's youth.
- Vacant buildings and land can be redevelopment sites.
- The single-family character, much of which is historic, may provide a catalyst for stabilization efforts.

4. Sub-Area 4: The Beach

Problems

- The Beach is not a vibrant retail economic area.
- The Jetty Park at the Beach projects a poor image.
- Lack of parking at the beach for visitors.
- Lack of pedestrian space for residents and visitors.
- Lack of quality retailing.
- The Beach projects an image of strip centers and fast food.
- Beach access is lacking and parking access is lacking.
- The visual appearance of A1A is lacking.
- Automobiles cut through the residential neighborhoods.
- SR A1A floods frequently after a heavy rainstorm.
- Northeaster tides flood the beach, particularly in front of the Seaport Towers.
- A local hangout for motorcyclists projects a poor image.

Needs

- Beach area needs a sense of place, a sense of identity.
- Redesign A1A with wider sidewalks and bicycle lanes.
- Create a theme for the landscaping on A1A.
- Need to enhance beach parking and access.
- Redevelop land adjacent to public beaches.
- Improve all public open space in order to provide quality parkland.
- Acquire additional land for public space.
- Create resting, sitting, viewing and socializing areas in public space.
- Redevelop the vacant land and underutilized parcels for redevelopment.
- Need for additional full time residents living in the Beach Sub-Area.
- Need for additional quality restaurants and entertainment.
- Traffic calming in the neighborhoods.
- Improved grocery shopping.

Opportunities

- Utilize State transportation funds for enhancement of A1A.
- Existing parkland can be redesigned for better open space.
- Vacant land and underutilized parcels can be used for creating parking lots and new redevelopment projects.
- The beach area can be a “gateway” from A1A to the City.

B. Functional Needs of the Community Redevelopment Area

As opposed to specific needs identified within the various sub-areas of the Community Redevelopment Area, these “functional needs” are area wide in scope and encompass some of the more serious problems which are prevalent throughout the area and contribute to the overall state of decline.

1. Removal of Slum and Blight

The Community Redevelopment Area contains a substantial number of slums, deteriorated structures that are a menace to the health, safety or welfare of Area residents. The existence of these slum and blighted conditions contribute substantially to the spread of disease and crime, decrease the tax base and substantially impair or arrest sound growth. The major charge of the Community Redevelopment Agency is the removal of these conditions and to subsequently preserve and enhance the tax base of the Community Redevelopment Area.

2. Land Use Patterns

Fort Pierce is primarily a residential community. Land uses within the City should be balanced so that the commercial, recreational and public service needs of all its residents can be conveniently provided within the community. The Community Redevelopment Area contains a concentration of the City’s poorer, less mobile population who are very dependent upon convenient commercial and recreational facilities within their neighborhood. In addition redevelopment policies encourage downtown housing for professionals, retirees and employees in the downtown. These residents also need convenient commercial and recreational facilities within walking distance. Although some properties will be redeveloped and some removed for new development, some residents may be moved. The CRA will ensure that adequate facilities remain available to meet the needs of area residents when implementing its redevelopment programs and will ensure that residents who are relocated will find adequate replacement facilities.

3. Economic Development

The City’s survival as a solvent governmental entity is dependent upon the generation of adequate tax revenues to meet the service needs of its residents. Projects that increase the

overall marketability of the City as a commercial, recreational and residential area will ultimately increase the tax base.

Slum and blight have a negative impact on the tax base of the City and are self-propagating. Although there is often a tendency to focus on individual redevelopment projects at the expense of resolving underlying problems in order to set the stage for redevelopment, the existing and planned CRA projects and programs stress the importance of both. The success of this community redevelopment effort is largely dependent upon the economic vitality of the area. Through programs aimed at the elimination of slum and blighted conditions and improving the standard of living of its residents, the CRA hopes to provide the catalyst for the revitalization of the entire area. Additional projects aimed at increasing jobs, retail sales and other business activity in the area will complement the process and hopefully solve many of the underlying problems, which originally resulted in creating slum and blight.

4. Housing



Historic house on Florida Avenue



Altered historic house on Avenue B

In today's economic climate, a major problem for local government is the provision of sufficient affordable housing to meet the needs of its current and projected population. Furthermore local government must introduce market rate housing into its downtowns in order to give the core economic support. For the most part housing delivery systems are driven by the private sector, which depends upon certain local economic and market conditions, including the price of land, the availability of capital, cost of labor and materials, and demand for housing. Local government, particularly redevelopment agencies, can have an effect on the process through maintaining an adequate supply of buildable land and an adequate infrastructure to serve the future development. Local government in many cases must stimulate the housing delivery system by providing incentives and facilitation of the process or actually being a developer itself.

The role of the CRA in this process will be one of active participation. By implementing programs that improve the overall area or provide financial opportunities to area residents to improve their living conditions, the CRA will create the incentive for additional private investment in the area. The programs found in this document are intended to provide incentives to developers and non-profit community development corporations to enhance housing development, both affordable and market rate.

5. Infrastructure



Orange Avenue under construction in 2001



Fort Pierce's most famous roundabout on Avenue A

The provision of support infrastructure and community services will be the responsibility of the City in most cases; however, the CRA will participate when needed and in association with specific redevelopment projects, such as Orange Avenue street beautification. On and off-site infrastructure improvements such as parking, roadway improvements, utility upgrades, and other improvements may be used by the CRA as incentives to secure private sector redevelopment.

6. Recreational Facilities



Bergalis Park in the Beach Area



Ellis Park

As with infrastructure, the City, the County and others will be responsible for the provision of recreational facilities for the residents except in cases where the CRA develops a specific program to develop facilities that encourage and enhance other programs such as affordable housing or downtown housing. The City's recreational facilities are varied and play an important part of the economic development of the Redevelopment Area, such as the beaches, the Smithsonian's proposed aquarium, the Marina, the Riverwalk, the development of Moores Creek and others.

The following describes the existing City parks, which are currently maintained by the Public Works Department.

Table 8
City Parks in the CRA Redevelopment Area

Name of Park	Location	Size	Features
Pinewood Park	S 23rd St. & Virginia	5.5 ac.	picnic, play
N 10 th St. Park	N10th St. & Ave. C	1.4 ac.	shelter, grills, play, basketball
Coach Fenn Park	N 23 rd St. & Ave. K	3.8 ac.	ball field, basketball.
Sample Oaks Park	S 8 th St. & Boston Ave.	.7 ac.	
Glidden Park	S 10 th St. & Georgia Ave.	4.5 ac.	
Goodwin Park	S 10 th St. & Florida Ave.	3.7 ac.	picnic, play
Boy Scouts' Park	S 10 th St. & Boston	.4 ac.	
Pioneer Park	N 29 th St. & Ave. M	8.8 ac.	shelter, grills, play, restrms., ball field, basketball
Gazebo Park	N Indian River Dr.	1.0 ac.	shelter, observation
Old Fort Park	S Indian River Dr.	7.0 ac.	riverwalk,
Old SLC Library	Indian River Dr. & Orange	1.0 ac.	
Melody Lane Park	Melody Lane & Orange	.5 ac	shelter, grills, elect. Outlets
Veterans Mem. Park	N. Indian River Dr.	10.0 ac.	Riverwalk
South Jetty Park	Seaway Dr. & A1A	2.4 ac	shelters, grills, restrooms
Jaycee Park	A1A & Melaleuca Dr.	17.2 ac.	shelters, grills, elect., play, restrooms, tennis, basketball
Surfside Park	A1A	4.7 ac.	shelters, grills, restrooms
Kimberly Bergalis Park	A1A	2.2 ac.	shelters, grills, restrooms
South Beach Boardwalk	A1A	47.7 ac.	picnic, restrooms
St. Lucie Co. Beach Acc.	A1A	.3 ac.	
Porpoise Beach Cross.	A1A	.3 ac.	
Gulfstream Beach Cross.	A1A	.3 ac.	picnic
Coconut Dr. Crossing	A1A	.8 ac.	
Avalon Beach Access	A1A	.2 ac.	

7. Cultural



Sights and Sounds Christmas Tree at the Roundabout



Backus Days 10 K Race on 2nd Street

Fort Pierce in the last decade has begun its renewal of several important cultural institutions, and the CRA along with other entities, such as the City, County and others, will be engaged in the development of cultural facilities in order to continue to fuel the economic development engine for the downtown. The most significant cultural facility in Fort Pierce is the Sunrise Theater and it will prove to be a magnet for attracting people to the downtown, particularly at night. The Theater was once a major institution in the County in the period prior to World War II and its prominence will be recreated in 2000. Other cultural facilities of importance are the recent renovation of the Magnet School of the Arts, a magnificent architectural structure and an important teaching institution for the arts. On the Causeway is located the Historical Museum featuring the history of St. Lucie County and the proposed Smithsonian Aquarium. The latter facility will be an important economic development generator for the area, bringing residents and visitors to the core of the City. Recently the Mainstreet Fort Pierce organization founded and created the Manatee Center along the shore of the Indian River Lagoon. This facility is yet another example of Fort Pierce's continued commitment to provide educational facilities to the area.

A strong part of Fort Pierce's cultural heritage is its celebrations and festivals. A number of organizations are involved in the celebration of events, holidays, famous persons, and downtown activities including the City, the Chamber, and Main Street. The following table illustrates the diversity of activities in the Redevelopment Area. Important to note is the economic impact that the activities have on the downtown.



Friday Fest with alligator wrestling



Wheels on the Waterfront



Santa on 2nd Avenue



Redshirts

Table 9
Celebrations and Events
In the CRA Redevelopment Area

Event	Major Sponsor	Date of Event	Est. Annual Attendance
Marina Magic	City Marina	Every other Weds.	2,500
Friday Fest	Main Street	1st Friday Monthly	60,000
Coffee with Mayor	Main Street	3 rd Friday Monthly	800
Sunrise 5K	Sunrise/Tribune	January	500
MS Centennial Celebration	City	February	50,000
Backus Art Festival	Main Street	March	10,000
Cracker Trail Ride	Cracker Riders	March	1,000
St. Patrick's Day	DBA	March	5,000
Seafood on 2 nd	DBA	July	5,000
Wheels on the Waterfront	DBA	August	8,000
Reverse Raffle/Auction	Main Street	August	600
Sights & Sounds on Second	Main Street	December	5,000
Artwalk	DBA	2 nd Weds. Monthly	1,000
Various Fishing Events	Various	Various	5,000
Total			154,400

8. Education



Francis K. Sweet Elementary School 2001



Lincoln Park Academy

Although education is thought to be the sole responsibility of St. Lucie County School Board, the City, County and CRA will continue to joint venture and assist in the development of educational facilities in the Redevelopment Area. The most important example of improving the educational facilities is the development of the Magnet School of the Arts. The CRA will act as a co-venture in future projects that promote a higher standard of education since high quality educational institutions will attract residents to the Redevelopment Area which in turn will act to improve the quality of the area and eliminate the blight.

Over the past five years the School Board has made significant changes to the existing inner city schools by improving the physical condition of the schools.

C. Market Conditions and Development Potential

In 1997 the CRA, Main Street Fort Pierce, and the City contracted with a market research firm, Marketek, Inc., to conduct a retail market analysis and prepare a business retention and recruitment program and marketing program for downtown Fort Pierce. Furthermore, in 1999 the City of Fort Pierce contracted with Marketek, Inc., to provide a comprehensive assessment of the potential residential market in the downtown. The following is an overview of the market potential for several basic markets as described in the Marketek studies and in the charrettes conducted by the City and CRA.

1. Retail Market



US 1 Retail



Beach Area retail

As the financial, service and government center of St. Lucie County, historically Fort Pierce played the lead role as the retail hub of the county and the region. However, in the last two decades downtown Fort Pierce's retail base has slowly eroded as customers and sales have increasingly been drawn to newer and larger shopping centers located throughout and beyond Fort Pierce's trade area. The apparent lack of reinvestment in retail businesses and commercial buildings downtown has also caused a decline in the overall quality of the shopping district. These factors combine to raise serious concerns about the possible acceleration of consumer dollars flowing away from the Fort Pierce area. In recent years the CRA, the City and Main Street Fort Pierce have worked together to redevelop and create a unified business district with emphasis on physical plans and improvements.

Marketek described in its report the critical strengths, weaknesses, opportunities and threats to downtown retailing as outlined below.

Strengths

- Significant downtown employment base for approximately 1,500 workers on a year-around basis. The largest employers are banks, city, county, federal courthouse, Orchid Island Juice Company, and Fort Pierce Utilities.

- Large, growing market area, delineated by a 20-mile radius from the center of downtown has been growing at a phenomenal rate for the last two decades. During the 1980's the population doubled in size.
- Location by the waterfront. Fort Pierce is a major attraction for recreational and commercial boaters and its inlet is one of the safest and most attractive between Sebastian Inlet and Lake Worth Inlet. The area is called a boating paradise.
- Destination attractions close to downtown, including the Manatee Center (75,000 visitors), Backus Gallery (10,000 visitors), the Midnight Gambler casino cruise ship, and many other festivals and events. The proposed Smithsonian aquarium on Seaway Drive will be added to the area's list of attractions in 2001.
- Local risk takers and investors are present in the marketplace, both public and private.
- Compact, unique shopping environment is an important asset for developing a critical mass of retail business in the downtown. The downtown has a walkable business district, recently renovated with sidewalks, lighting and landscaping.
- Art and entertainment assets include the Sunrise Theatre, historic buildings, art galleries, Friday Fest, Mystery Dinner Theatre, building murals, Green Market, Backus Festival and many other events.
- Attitude of enthusiasm by the downtown stakeholders are prevalent. A positive outlook is crucial to affecting change.

Weaknesses

- Prime retail space has been filled with other commercial uses or in some cases sits vacant.
- Low traffic area. Without the critical mass of retail oriented businesses, there is not a great deal of pedestrian traffic to and through the downtown district.
- Seasonal and inconsistent business hours. Some businesses close for the summer and other have inconsistent hours, leaving the consumer wondering when is it appropriate to shop.
- Coordinated parking needed. Downtown workers park in prime parking spaces, which should be reserved for the consumer only.

Market Opportunities

- Untapped target customer markets. The Fort Pierce area serves a number of local sub-markets, which could be better targeted by downtown businesses to increase retail trade. These include year-round retirees, seasonal residents, nearby college students and daily commuters to the area.
- Vacancies represent opportunities to influence the tenant mix downtown and to encourage retail businesses to locate in the prime retail spaces. 2nd Street has over 10,000 square feet of vacant space (1999).

- Mixed-use, including residential, development will enhance the retailing in the downtown.
- Sunrise Theatre redevelopment is perhaps the most significant economic opportunity for the downtown since it will bring many new consumers to the downtown particularly at night.
- Linkage between the waterfront and the downtown core will enhance both areas. The city is providing the linkage with public improvements of the streets.

Threats

- Self-perception. Fort Pierce lacks a strong self-image. There is among some residents a strong perception of crime in the downtown area and west of U. S. 1.
- Fear of change and the potential inability to adapt to market changes by current and prospective business owners, property owners, financial community and the average citizen.

Summary of Research Findings

Marketek in its report of 1997 summarized the major findings of its market analysis. Marketek defined the primary retail market area of downtown as a 20-mile radius extending from the center of town. The report also indicated that retail sales between 1990 and 1996 increased annually at an average rate of 5% per year. Furthermore, the firm described four major market segments that should be targeted by Fort Pierce businesses. These include local workers, the local residents of the trade area, seasonal residents and short-term visitors to the area.

Marketing Plan

Marketek in its report developed a marketing plan based upon the market strengths and opportunities. The purpose of the plan is to develop programs to increase consumer expenditures in the downtown and to establish a new market identity. The downtown, it is recommended, should reposition itself as the Sunrise Entertainment District, building upon the community's existing name recognition as the Sunrise City together with the redevelopment of the Sunrise Theatre. Downtown Fort Pierce is well positioned to become the area's cultural, social and entertainment center with an emphasis on specialty goods.

Marketek lists a set of strategies which if implemented would expand and enhance the downtown's customer base.

- Develop a downtown business directory
- Initiate an image campaign
- Develop an annual promotion calendar
- Develop a regular, ongoing promotion targeting downtown employees, such as "First Friday Freebies."

- Develop a coupon book with special discounts for downtown workers.
- Look for creative ways to get downtown employees into downtown businesses.
- Encourage downtown businesses to extend their business hours to at least 6 PM to appeal to area workers who might stop after work and do some shopping.
- Parking should be user-friendly and convenient. Use management techniques of parking maps, parking signs and reserved parking for customers.
- Construct information kiosks to orient visitors and them a frame of reference.
- Create coupon booklets for downtown business specials.
- Use rack cards and brochures to promote existing and developing business niches or clusters, such as a shopper guide to restaurants.
- Promote family entertainment and activities available in the downtown district.
- Cross-market with nearby communities.
- Join efforts and build partnerships with other organizations in the region that are promoting tourism such as St. Lucie County tourism, the Chamber and other communities in the South Central travel region.
- Encourage the expansion of lodging facilities in the long term.

Marketek also lists in its report a set of strategies that would expand and enhance downtown's retail business base. The following are listed below.

- Organize a downtown business development team starting with the participants of the business retention and recruitment workshops.
- Develop a one-page fact sheet describing the positive findings of the market analysis.
- Form a speaker's bureau to promote economic redevelopment of the downtown.
- Utilize the market opportunity information sheets prepared by Marketek as the basis for a recruitment folder.
- Designate sub-groups of the business development team to focus exclusively on recruiting one or more target business types to one or more priority properties.
- Implement ongoing prospecting activities for new business. Establish a local prospect referral network.
- Conduct a vacant property assessment to review the existing condition of vacant buildings and identify those with the greatest "marketability."
- Create individual property redevelopment plans.
- Track and publicize the results of new retail business development efforts on an ongoing basis to demonstrate that progress is being made and that the downtown's economy is indeed on the upswing.
- Develop a press kit to help encourage positive media relations.
- Improve the appearance of all storefronts and windows including vacant buildings to suggest activity and "life."

Marketek's study included an important recommendation in addition to the marketing program: the development of a cluster plan. The primary vehicle for developing unified groups of stores and businesses is clustering. Business clustering demonstrates how the location of businesses in a shopping district or center can create mutual advantages in terms of pedestrian flow and shared markets. All successful shopping centers utilize clustering techniques which produce the following benefits: increase the number of customers and sales; offer both convenience and a wide variety of merchandise; help convey the shopping district as a single unified shopping district; and provide direction for a business retention and recruitment program. Successful clustering is dependent upon having the appropriate mix of businesses in any cluster that will create market synergies and an uninterrupted grouping of businesses that draw customers to and through the entire cluster.

Marketek's cluster plan was developed with consideration of the retail opportunities identified in their market analysis. The firm identified six key clusters as described below.

- Arts and antiques. The arts and antiques cluster would include business such as arts and collectibles, quality antiques or reproductions, decorative arts center, pottery and craft store, unique gift stores, specialty bookstore, local art cooperative.
- Convenience/variety. This category would include a dry cleaner, small specialty grocery store and deli, bagel, fresh orange juice and coffee shop, variety shop and drugstore, newspaper stand, paperbacks and cigar shop, exercise studio, camera supplies and film developing.
- Entertainment/specialty, particularly surrounding the Sunrise Theatre, would include businesses such as a wine bar, dessert place, card and bookshop, specialty gifts and jewelry store, microbrewery, ice cream and yogurt shop, and a "Made in St. Lucie" gift store.
- Apparel/accessories/gifts would include businesses such as men's apparel store, shoe store, children's apparel, women's apparel, accessories, optical store, specialty toys, games and children's gift store, and cosmetics and beauty supply store.
- Entertainment, centered around music and dining could include businesses such as ice cream and yogurt, deli, sports bar, family style restaurant, convenience store, wine shop, dessert place, piano bar-restaurant, and other clubs.
- Home Improvements would include businesses such as home accessories, garden supplies, hobby and craft shop, upholstery and drapery fabrics, lamps and lighting fixtures, bed and bath shop, kitchenware and house ware shop, and flooring and tile shop.

Potential Retail Demand

Marketek in its 1997 report analyzed the potential retail demand for downtown Fort Pierce and found that by 2002 there would be an unfulfilled demand for approximately 138,000 square feet of retail space. The six categories of retailers are listed below and the corresponding potential demand.

Table 10
Retail Market Share
Downtown Fort Pierce
(Cumulative 1997-2002)

<u>Category</u>	<u>Unfilled Potential Demand (Sq. Ft.)</u>
General Merchandise	23,804 sf
Apparel & Related	39,432 sf
Home Furnishings	21,794 sf
Food Store	8,516 sf
Eating & Drinking	20,512 sf
Miscellaneous	<u>24,519 sf</u>
Total	138,578 sf

“Top Ten” Priority Retail Stores for Expansion and Recruitment

Marketek summarized the “top ten” priority retail types for expansion and recruitment in the downtown as identified by the participants of the study. These include the following

- Bookstore
- Men’s & Women’s Apparel
- Gifts & Cards
- Ice Cream/Yogurt Shop
- Arts & Antiques/Home Accessories
- Garden Supplies
- Drugstore/Variety Store
- Hobby/Craft Store
- Family-Style Restaurant
- Small Specialty Grocery/Deli

2. Office Market



Restored office building on Indian River Drive



County offices on 2nd Street

The demand for office space is related to the creation of new businesses as well as to the desire among existing businesses to move up to newer or better office space. Because of the recent demand for office space in the suburbs of Fort Pierce and Port St. Lucie, a market for medium sized projects within the Community Redevelopment Area exists in the future, particularly when the market recognizes the advantages of being located in the downtown. Many of the recommendations for recruitment for retailers in the report by Marketek also apply to businesses seeking office space.

An additional small market does exist within the Community Redevelopment Area for smaller professional office space to serve legal, medical, financial, real estate and related businesses. In large part this market is being met through use conversions of existing residential buildings. When the Federal courthouse finalizes its plans for a new building, there should be a spurt of interest by professionals, particularly the legal profession, to locate near the federal building.

3. Industrial Market



Orchid Island Juice Co. factory on US 1



The Port of Fort Pierce

When the City of Fort Pierce was founded, a major means for the shipment of goods to and from the northern markets of the United States was both the railroad and the port. Hence the downtown business district of the City logically developed around both the railroad and the port. Properties adjacent to the railroad developed primarily into a heavy commercial/light industrial land use pattern and port facilities such as packing plants and cargo warehousing

developed at the port. Over the years the light industrial base of the city diminished, particularly the agricultural markets. Industrial development has been weakening over the years, although the port does offer long term potential for shipping and cruise/tourist related industries. The City conducted an in-depth charrette to study the port and its conclusions can be found in an earlier section of this report.

One recent industrial potential for Fort Pierce is the expansion of the Fort Pierce Utility Authority power plant. The energy company, Enron, has proposed to expand the operating capacity of the plant and will develop an energy efficient system to produce electricity. The power will be sold to all parts of the United States and Canada on an as-needed basis. The Authority will benefit from additional revenues and will be a state-of-the-art facility. The estimates for the expansion are approximately \$95 million.

Another concept, which is being utilized in other urban cities, is the rethinking of permitting downtown or near-town light industrial parks. These parks compete with the suburban office and industrial parks. Cities such as Miami, Coral Gables and Delray Beach has created a light industrial overlay district in their downtown so that companies who both manufacture and have wholesale and retail showrooms can be accessible to the urban area. If a viable alternative to weak strip commercial is found, such as a light industrial zone, then retailing can be located where it is desirable, that is in the downtown and new uses can be attracted to the deteriorated strip commercial corridors.

4. Hotel and Tourism Market



Days Inn Motel on Seaway Drive



Super 8 Motel on US 1 in the Downtown

Fort Pierce's future as an economically viable community is clearly linked to one of Florida's strongest industries, the tourism market. Fort Pierce, as indicated in the Marketek study, has great potential in this area and has already by 2001 made great strides in becoming a significant tourism center. The success of tourism is linked to having quality attractions in the downtown and in the beach area. Already the attractions include the marina, the Riverwalk and the waterfront on the Indian River Lagoon, the Manatee Center, seafood restaurants in the downtown, the St. Lucie County History Museum, historic downtown, the Sunrise Theatre, and others. The proposed aquarium on Seaway Drive is another significant attraction. The Beach area is lacking as an attraction and it must be developed to become a destination for vacations and dining.

Although hotel rooms do exist in the Beach sub-area, more are needed as the Beach area develops. Downtown could eventually be a very successful location for a hotel, related to the marina and all the downtown activities.

Table 11
Survey of Hotels and Motels in the
CRA Redevelopment Area

<u>Hotel/Location</u>	<u>No. Rooms</u>	<u>Rates-High</u>	<u>Rates-Low</u>
Beach Sub-Area			
Dockside Harbor	19	\$55-\$115	\$42-\$89
Days Inn	45	\$95-\$135	\$70-\$95
Kiwi Motel	10	\$49-\$119	\$49-\$89
Holiday Inn Express	70	\$65-\$89	\$89-\$129
Harbor Light Inn	21	\$55-\$115	\$49-\$89
Edgewater Inn & Apartments	10	\$55-\$115	\$49-\$89
Beachwood Motel	25	\$60-\$93	\$56-\$75
Royal Inn	<u>18</u>	\$69-\$89	\$49-\$59
Subtotal	218		
Downtown			
Super 8 Motel	40		
Kings Inn	24	na	na
Colony Court	23	\$35-\$50	\$35-\$50
Reno Motel	24	na	na
Nowalk Hotel & Apartments	15		
Baraka Motel	10		
Sunset Inn	<u>37</u>		
Subtotal	173		
Total No. of Rooms	391		

5. Housing Market



South Pointe Towers in the Beach Area



Single Family house on Beach Street

In 1999 Marketek completed a residential market study for the downtown area. Marketek concluded that downtown Fort Pierce has the potential of becoming a small urban village where residents can have the urban experience in a small town setting, an exciting, “live-work-walk” environment. (Footnote)

The study estimates potential demand for housing in the market area and in downtown Fort Pierce for a five-year period, 1999-2004. The following are excerpts from the 1999 report.

Demographic and Economic Indicators

The following population and income data for the market area residents formed the basis for Marketek’s analysis of potential housing demand.

- Population growth in Fort Pierce market area was above average during the 1900’s. Population grew at a rate of 2% from 1990 to 1999, from 262,652 to 306,000. Future growth is projected at 1.3%.
- Fort Pierce market area is beginning to experience an increase in family households and a drop in the proportion of newcomers that are elderly.
- In 1999 the primary market area had an estimated median household income of \$38,400, 8% higher than the state median income of \$35,484. Fort Pierce’s median income appears to grow at a faster rate than the state as a whole, attributable to wealthy retirees moving into the Treasure Coast.
- Two-fifths of the Fort Pierce market area is comprised of individuals, age 55 and older, with moderate to high incomes. In addition, 13% of the market area population is made up of an affluent family-oriented lifestyle group called “Prosperous Baby Boomers.”
- The Fort Pierce-Port St. Lucie metropolitan area has diversified its economic base beyond a traditional dependence upon the citrus and tourism industries. Martin County and St. Lucie County as well as the agribusiness and aquaculture industries are targeting high tech jobs related to the aircraft/aviation industries.

Residential Development Potential

Marketek’s residential assessments include both for-sale and rental housing markets in the Fort Pierce market area. The following is a summary of their conclusions regarding the development potential.



Vacant land downtown



Vacant land on Seaway Drive

- The single family housing market has “tightened up” significantly since 1996, particularly in the Fort Pierce area where the increase in the supply of new housing has been lower than in the southern portion of the county.
- The Fort Pierce Board of Realtors reports that the 1999 average sales price for a single-family house was \$93,000.
- The area’s multifamily for-sale market has been showing strength in recent years. North Hutchinson Island has seen a revival in construction of condominiums with prices ranging from \$150,000 to \$500,000. Absorption on North Hutchinson Island averages 2 to 3 units per month.
- The demand for 3 bedroom units has increased significantly during the past few years.
- Unit sizes are larger. Previously units ranging from 1,200 to 1,500 square feet are now ranging from 1,600 to 2,000 square feet.
- The number of year-round, primary residents in the market area is increasing to the point that the ratio of primary to seasonal residents is approaching 50/50.
- There is a limited supply of multifamily for-sale units with waterfront locations in the downtown.
- Rental units with waterfront views are scarce throughout the market.
- Rental market in Fort Pierce is strong, reaching an occupancy level of 95%.
- The potential annual demand of for-sale housing in the market for 1999 to 2004, is for more than 8,041 units.
- The potential annual demand for rental apartment units in the market area for 1999 to 2004 is for more than 1,624 units.

Marketek quantified the demand potential for for-sale housing and rental apartments for downtown Fort Pierce in the following two tables.

Table 12
Preliminary For-Sale Housing Program
Downtown Fort Pierce, Florida

Year	Potential Demand	Downtown Capture	Total Units
1	8,041	1%	80
2	8,041	1%	80
3	8,041	2%	161
4	8,041	2%	161
5	8,041	3%	241
Total	40,205		724

Table 13
Preliminary Rental Housing Program
Downtown Fort Pierce, Florida

Year	Potential Demand	Downtown Capture	Total Units
1	1,624	8%	130
2	1,624	8%	130
3	1,624	12%	195
4	1,624	12%	195
5	1,624	12%	195
Total	8,120		844

Target Markets for Residential Development

Marketek suggested in its report a list of the markets that downtown housing could approach. These include the following.

- Primary residents who work in the Fort Pierce area, including the more than 37,000 workers employed within an eight-mile radius of downtown. These residents include young people, singles and couples with few or no children, and empty nesters.
- In a survey concerning downtown living, over 45% of the respondents expressed an interest in living downtown.
- As services and amenities in the downtown expand with further revitalization, more retirees and second homebuyers will be attracted to the district.

- Other downtown residents include boaters, artists and downtown business owners.
- The development of an apartment hotel in the downtown district would provide an early stimulant to a residential development program.

In summary residential housing in the downtown has a clear potential and as the downtown increases its attractions and activities, more people will want to live in the urban entertainment environment.

D. Neighborhood Impacts of Redevelopment Efforts

The following section describes the potential impacts of redevelopment efforts on the residential neighborhoods of the Community Redevelopment Area. While neighborhood impacts have been considered for the specific redevelopment actions recommended in the Plan, it should be noted that many of these projects are in the early stages of planning. Therefore, some impacts resulting from their implementation may be determined at a later date, particularly as projects become more clearly defined.

1. Relocation of Displaced Residents and Businesses

Residential relocations are contemplated by this plan in connection with projects. While very limited relocations are anticipated, it is important to note that changing conditions and modifications to planned projects may result in some additional residential and/or business displacement. In the event that existing or future CRA projects do require the relocation of residents or businesses, a relocation plan will be submitted as a component of the project as part of the official action by the Board of Commissioners on the project.

It is also important to note that through the combined efforts of the CRA, the City and private development, the neighborhood housing stock will be expanded and thereby provide opportunities for the relocation of residents elsewhere in the neighborhood.

To protect the residents and businesses within the Community Redevelopment Area, the CRA will formally adopt a relocation policy containing procedures for relocation. When required by redevelopment actions, the relocation of residents and businesses within the Community Redevelopment Area will follow the officially adopted CRA procedures. Expenses and financial assistance required by these procedures will become the responsibility of the CRA. Refer to the appendix of this Plan for a full the official text of the CRA relocation policy.

2. Traffic



High traffic volume on US 1



Moderate traffic volume on SR A1A

Although redevelopment actions will inevitably increase overall traffic, the Community Redevelopment Area is blessed with an existing roadway network that services the entire city. Additionally the City has over the past five years expended over \$8.0 million in improving the roadways in the downtown including street reconstructions, one-way traffic conversions to two-way traffic, lighting, beautification, landscaping, traffic calming and pedestrian walkway enhancement. These improvements will result in better traffic flow and in the case of one-way conversions a better understanding of destination routes by the motorist.

The major impacts of the CRA's redevelopment efforts on the existing roadway network will occur through its efforts to revitalize and redevelop the downtown core, the neighborhoods, the port and the beaches. It should be noted that continued development and redevelopment of the compact downtown core should also encourage alternate means of transportation, particularly where employment and housing are within walking distance of each other. A component of the redevelopment effort is the provision of housing units within the downtown area and in the neighborhoods and many of the residents of these new housing units will be able to walk or bicycle to shopping or to work.

Although implementation of individual redevelopment projects may require improvements or modifications to the existing roadway network, these localized impact will be reviewed when specific project design 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.

3. Environmental Quality

The redevelopment actions proposed in the Plan are intended to improve the environmental quality within the Community Redevelopment Area. Several programs, such as the Loan Program and the Façade Program, allows 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. Several projects, involving removal of existing uses, followed by full-scale redevelopment, will improve the appearance of several blocks within the downtown area.

4. Demand for Community Facilities and Services

Since the Community Redevelopment Area contains the oldest sections of the City, it has the availability of a full range of community services and facilities usually associated with urban areas. However due to the age of these facilities, there is a potential problem with their conditions and obsolete design. Therefore implementation of individual redevelopment projects and streetscape beautification projects may require improvements or modifications to existing systems. In recent years the City, County and School Board has expended considerable funds on infrastructure improvements and beautification efforts. Much of the funds are derived from bonds issued by their respective governmental units.

Recreational projects have been funded and will continue to be funded principally by the City and the County. Recent projects include the redevelopment of the downtown waterfront. The County and City are supporting the new aquarium on Seaway Drive and the City has a long-term plan for the improvement of Moores Creek.

At the present time there are five existing public schools within the Community Redevelopment Area. These schools have recently undergone extensive renovation by the School Board. The following table lists each school, their respective capacity and current enrollment and the funds expended in recent remodeling.

Table 14
Public and Private School Facilities
In the CRA Redevelopment Area

<u>School Name</u>	<u>Grades</u>	<u>Permanent Capacity</u>	<u>2000-2001 Enrollment</u>	<u>Funding Amount</u>
Public Schools				
Frances K. Sweet Elementary	K-5	722	641	\$ 1.1 million
C. A. Moore Elementary	K-5	600	585	\$ 7.0 million
Lawnwood Elementary	K-5	791	730	\$ 2.0 million
Fairlawn Elementary	K-5	675	644	
Lincoln Park Academy &	6-12	1,957	1,836	
Dan McCarty Middle School	6-8	1,046	974	\$ 5.7 million
Fort Pierce Magnet School	3-8	377	326	\$ 8.0 million
Subtotal		6,168	5,737	\$23.8 million

Private Schools

Palm Vista Christian School	PK-12	185	145	na
St. Andrews Episcopal School	PK-8	<u>200</u>	<u>186</u>	<u>na</u>
Subtotal		375	321	na

The St. Lucie County School Board plans no other major actions affecting existing school facilities within the Redevelopment Area at this time. The residential programs identified within the Plan will likely represent only a small percentage of overall County population growth and therefore will not have an effect on school population.

The CRA programs in this Plan will supplement those infrastructure projects of the City and County, which it feels, is important to fund in order to encourage private development in the area.

E. City's Comprehensive Plan Consistency

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 the program, etc.) or substantive (e.g. 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 review by the Planning and Zoning Board (LPA) 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 time 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.

IV. PART FOUR – THE REDEVELOPMENT PROGRAM

A. Community Redevelopment Agency Projects and Programs

The projects and programs of the Community Redevelopment Agency are designed to solve underlying problems which have a blighting influence on the Community Redevelopment Area, satisfy basic needs of the populace or take advantage of opportunities for economic, social or aesthetic improvement. Overall redevelopment strategies of both the CRA and the City are embodied within these projects and programs undertaken by the CRA.

The following sections provide a detailed description of all current and proposed projects and programs for which funding is provided or will be provided, by the Community Redevelopment Agency. For organizational purposes, these projects and programs have been divided into three groups: Group "1": Planning; Group "2": Redevelopment; and Group "3": Community Improvement. This organizational structure is not; however meant to be mutually exclusive, since many projects contain components, which fit into more than one category.

1. Group “1”: Planning

1.1: “Community Redevelopment Area Planning”

Background

The City of Fort Pierce and the CRA together with many other organizations, businesses and individuals have completed a series of charrettes for areas in the redevelopment area. These areas include the downtown, the port, the beach and specific streets. The charrettes produced reports, many of which are summarized in the earlier section of this plan, and have laid the groundwork for many of the programs that the CRA and City have implemented over the years. In addition the planning set the stage for future planning. The general planning program discussed below intends to provide the framework for future studies and evaluations of specific issues in the CRA Redevelopment Area.

The CRA Plan has subdivided its area into four sub-areas for purposes of planning, which include the Downtown, the Port, the Beach and the Neighborhoods.

Project Objectives

- Update the CRA Redevelopment Plan as necessary to incorporate new information and changed conditions.
- Update the Sub-Area plans as necessary to incorporate new information or changed conditions.
- Continue the planning process to improve long range strategies.
- Support the City’s planning efforts.
- Provide a basis for new ideas and research for grants.
- Identify new issues which may arise which meet the objectives of the CRA.

- Encourage both affordable housing and market rate housing in the district.
- Study the opportunities for the creation of public open spaces.
- Encourage the construction of parking, both public and private, to meet the current and future demand.
- Promote historic preservation.
- Increase employment and business opportunities in the area.
- Improve street appearance by beautification.
- Stabilize the beaches against erosion.
- Provide continued support for the Transit Greenways principals.

Project Description

- Study the parking needs, issues, and requirements in each sub-area, including retaining parking consultants.
- Study the feasibility of creating parking assessment districts to improve the parking in a specific area.
- Evaluate automobile and pedestrian traffic patterns and make recommendations for improving roadways and walkways.
- Provide support to the City for a historic building survey in the Redevelopment Area.
- Create a program for encouraging the preservation of historic structures, including utilizing adaptive reuse.
- Study building codes, zoning regulations and land development regulations in order to improve the redevelopment process and implementation, particularly housing.
- Create design guidelines in sub-areas or neighborhoods in order to encourage quality development.
- Identify important structures and properties for acquisition and redevelopment.
- Study the feasibility of establishing assessment districts or business improvement districts with the CRA Redevelopment Area in order to accelerate improvements.
- Evaluate mobile home parks for reuse and redevelopment.
- Study the waterfronts in all of the sub-areas to determine greater public access.
- Study beach restoration/erosion and tourist destination.
- Create a master plan for the inlet park.
- Identify infrastructure requirements which will be needed to accommodate the ultimate level of development intensity.
- Review long-range infrastructure needs.
- Increase housing opportunities, both affordable home ownership in the neighborhoods and market rate housing in the downtown.
- Encourage minority business development.
- Study and plan all issues which relate to meeting the objectives of the CRA.

Project Participants and Administration

- The Community Redevelopment Agency and the City of Fort Pierce will administer the planning. The City will provide the staff support for planning services.

- Other participants in the program may include, but are not limited to, Main Street Fort Pierce, The County, Treasure Coast Planning Council, Fort Pierce Chamber of Commerce, Downtown Merchants Association, the merchants of Avenue D, Fort Pierce South Beach Property and Business Owners Association, home owner associations, businesses, citizens and elected officials.

Funding Sources

- The CRA, the City and others, as appropriate, will provide funding for staff support and professional consultants.

Project Schedule

- The Downtown Design Charrette was completed in the fall of 1995.
- The Port Charrette was completed in 1996.
- The Beach Charrette was completed in 1997.
- Completion and adoption of the CRA Plan in FY 1991 and in FY 1996 and FY 2001.
- Completion of the historic building survey is scheduled for FY 2001.
- Update on downtown parking needs is scheduled for FY 2002.
- Future revisions to the CRA Plan will be made as required and planning for specific issues will be made as required.

2. Group “2”: Redevelopment

2.1: “Affordable Housing”

Background

The City and the CRA have a goal of improving the western area of the CRA Redevelopment Area, known in this plan as the Neighborhoods. The area has many positive attributes including historic structures and affordable homes, but the area is also blighted, dominated by rental housing and in a state of disinvestments. If a prospective homebuyer were to evaluate the area as a potential site for a home, it would be clear that the cost of rehabilitating an older home together with the purchase price would exceed the fair market value of the home after renovations. In addition there are a substantial number of vacant lots in the area and many of the structures in the area have been converted to multi-family rentals.

The overall objective is to invigorate the neighborhood with new homebuyers and establish the area as a viable home ownership community.

Project Objectives

- Provide decent, affordable housing for residents who are of low to moderate-income level.

- Stabilize and preserve the neighborhoods through redevelopment and the elimination of slum and blight.
- Encourage fee simple home ownership.
- Reduce the number of multi-family structures in the neighborhood.

Project Description

- The target area for establishing affordable housing is generally the area described in the earlier part of the plan as the Neighborhood Sub-Area. However all of the CRA must be considered a target area.
- The details of the program may be set forth in program guidelines adopted by the CRA. Components of the program may include, but are not limited to the following:
 - Home Buyer Assistance (subsidies secured by CRA soft junior mortgages).
 - Credit Enhancement for Builders through loan guarantees for a portion of construction loans for speculative homes.
 - Permanent Loan Assistance with interest subsidies or direct low interest loans
 - Homebuyer's marketing program.
 - Referral of prospective homebuyers to other agencies, which provide education on home ownership and credit repair.
 - Architectural and engineering design assistance to builders, homebuyers, and non-profits at minimal cost.
 - CRA acquisition of vacant residential lots and residences for resale and development or redevelopment (refer to the Appendix for the Land Acquisition Map).
 - Technical and financial assistance to CDC's and home owner's associations.
 - Apply for grants and other aid to enhance the program including economic development, credit repair, beautification projects and administration.
 - Support local homeowner's associations with housing redevelopment.
 - Provide grants to homebuyers converting multi-family structures to single-family home ownership.
 - Provide additional incentives for all employees of the City who purchase structures for single-family home ownership.
 - Provide additional incentives to historic structures.
- The CRA may also provide the above services as part of a joint program between other public and private sector participants.
- To supplement the program, the CRA may assist the City Police Department to improve security in the area through the purchase and rehabilitation or construction of one or more housing units within the target area for use as police substations. When these substations become unnecessary, they will be recycled as affordable housing.
- The CRA may also provide, on a temporary basis, vacant lots leased to the City or neighborhood associations for use as community gardens, open space, or neighborhood parks.
- Provide architectural and engineering design for sample affordable housing structures, including the issuance of a design competition.

Project Participants and Administration

- Participants may include, but are not limited to, the CRA, private developers/homebuilders, non-profit housing sponsors, homebuyers, lending institutions, the City, the County, the Housing Authority, and other foundations, the State of Florida Housing Finance Agency, and public/private sponsors.
- The roles and the various participants will be set forth in the program guidelines adopted by the CRA and City.

Funding Sources

- Funding of the program elements, for which the CRA is responsible, will be provided by the CRA.
- Other potential funding sources include, but are not limited to, Local, State and Federal Governmental Grants, and Private contributions.

Project Schedule

- Program will be implemented in 2001.

2.2: “Downtown Mixed-Use Redevelopment – Fort Pierce Waterfront”

Background

The CRA and the City acquired several parcels of land in the downtown for the purpose of providing a site for the County library and to provide public parking. The City prepared a master plan of the two-block area and facilitated an agreement with the County to build a new library on the site. The site is strategically located on the waterfront of the downtown bounded by Avenue A on the north, Orange Avenue on the south, Melody Lane on the east and Indian River Drive on the west. The City prepared a master plan for the block and a brochure for marketing purposes and in 1999 the CRA issued a Request for Proposal (“RFP”) to developers for proposals to develop the area contiguous to the library. The RFP sought mixed-use proposals, which included a large residential component and a structured parking garage. The parking garage element of the master plan is essential to the economic viability of the waterfront. One respondent was selected and the City is undergoing negotiations with the developer for the development of the site. If the negotiations are not concluded sometime in FY 2001 the City may reissue the RFP.

Project Objectives

- Assemble a site large enough for a large-scale project.
- Provide economic stimulation and investment in the CBD.
- Improve marketability and demand of the retail core.
- Increase nighttime activity in the downtown.
- Provide housing opportunities in the downtown area.

- Provide a complementary use to the library.
- Provide more parking in the downtown area through a structured garage.
- Create jobs in the downtown area.

Project Description

- Development of a mixed-use redevelopment project.
- The CRA may offer incentives to attract major tenant(s) including but not limited to financial assistance for parking, architectural and engineering design, off-site infrastructure and others. Refer to other incentive programs in the Plan for a more detailed description of potential incentives.
- Phase One of the project, already completed, included land acquisition, planning, feasibility studies, market research and marketing. In addition Phase One includes the sale of land to the County for the county library.
- Phase Two may include but not be limited to the solicitation of RFP's from private developers, selection of project developers, design of the project, project economic feasibility studies, advertisement for disposition of property to be acquired by the CRA for the implementation and construction of the project.
- Phase Three would include but not be limited to the implementation of project development, including the acquisition and disposition of property required for the project participation and the construction of the project and other matters.
- Phase Four may include the expansion of structures for retail, housing, and/or office onto additional properties lying within the defined project area, the providing of additional structure or surface parking, as well as additional infrastructure as required.

Project Participants and Administration

- The project will be administered and coordinated jointly by the CRA and the City.
- Other participants may include, but are not limited to, the City of Fort Pierce, the County, Main Street Fort Pierce, major tenant(s) or purchasers and the project developer.

Funding Sources

- The CRA, the City and others, as appropriate, shall provide the funding for Phases One and Two of the project.
- Funding sources for Phases Three and Four shall be provided by the developer (selected for the project), the CRA, the City and others as appropriate.

Project Schedule

- The City acquired a bank property in 1996 as part of Phase 1 and conducted studies of the site.
- The City sold one parcel in FY 1998 to the County for the library as part of Phase 1.
- Phase Two commenced in FY 1999.

- Phase Three shall commence on the completion of Phase Two and the determination of feasibility for proceeding.
- The schedule for Phase Four will be determined upon the completion of Phase Three.
- The Phases set forth above are illustrative only and may be combined with one another as the circumstances dictate.

2.3: “Mixed-Use Commercial and Residential Infill Redevelopment”

Background

The City and CRA as part of their long range strategy for redevelopment wishes to encourage private development on infill sites in all of the sub-areas of the CRA Redevelopment Area. The CRA and City have expended as described in an earlier section of this Plan great resources in improving the infrastructure and the appearance of particularly the downtown as part of the strategy. Time is ripe for the private sector to invest their capital in response to the public investment that has been made in the last ten years. Infill sites can be as small as a single lot for a new home or as large as the 100 acres on the Seaway Drive Causeway. More typical will be infill sites for mixed-use with residential being the predominant use.

Project Objectives

- Provide economic stimulation and private investment in each of the sub-areas.
- Assemble a site large enough for a small, medium and large-scale projects.
- Improve marketability and demand of the retail in each of the sub-areas.
- Provide additional neighborhood shopping opportunities and services for area residents.
- Increase nighttime activity in the commercial areas of each of the sub-areas.
- Provide housing opportunities in each of the sub-areas, both affordable and market-rate.
- Eliminate blighting influences each of the sub-areas.
- Create jobs in each of the sub-areas.

Project Description

- Development of a mixed-use redevelopment projects, housing projects and commercial revitalization projects.
- The CRA may offer incentives to attract major tenant(s) including but not limited to financial assistance for parking, architectural design, off-site infrastructure, construction, and others. Refer to other incentive programs in the Plan for a more detailed description of potential incentives.
- The CRA may offer incentives to encourage mixed-use projects including but not limited to financial assistance for parking, architectural design, off-site infrastructure and others. Refer to other incentive programs in the Plan for a more detailed description of potential incentives.

- The CRA and City will study building, zoning and other land development regulations for infill buildings and make recommendations to the City Commission for changes to the respective codes in order to encourage infill development.
- The CRA will acquire infill sites for the purpose of reselling to the private sector. The sites may require multiple acquisitions, demolition of structures, environmental clean-up, site planning analysis, market research and other investigation by the CRA in order to enhance the sale of sites. Refer to the Appendix for identification of selected infill sites (Jetty, Sun Trust, Records Storage Building)

Project Participants and Administration

- The project will be administered and coordinated by the CRA.
- Other participants may include, but are not limited to, the City of Fort Pierce, the County, Main Street Fort Pierce, South Beach Property and Business Owners Association, the Avenue “D” merchants association, major tenant(s), purchasers and project developers.

Funding Sources

- With respect to public investments the CRA, the City and others, as appropriate, will provide the funding for incentives, technical assistance, land acquisition and other.
- With respect to private investments funding sources for redevelopment will be provided by the developer, tenants, and property owners as appropriate.

Project Schedule

- Program will be implemented in 2001.

2.4: “Federal Courthouse Redevelopment”

Background

In the 1990’s the Federal government working with the City determined that a new federal courthouse would be required in order to accommodate the volume of judicial matters coming before the federal court. The City recommended a site located on the southwest corner of the intersection of US 1 and Orange Avenue. The City devised a site plan, and the federal government is proceeding slowly for congressional approval. Although the pace at which the federal government is proceeding appears to be discouraging, the City and CRA must be ready in the event congress approves the funds for the new facility. The purpose of this program is to be able to lay the groundwork in the event the project becomes a reality. Its impact would be significant and it would be extremely important to keep the future facility in the downtown.

Project Objectives

- Provide economic stimulation and private investment in the downtown.
- Assist in assembling a site large enough for the courthouse and any other associated projects.
- Improve marketability and demand of the retail in the downtown.
- Increase pedestrian activity in the commercial areas of downtown, particularly US 1.
- Create jobs for area residents.
- Eliminate blighting influences on the block designated for the courthouse.

Project Description

- Phase One is to create a master plan for the courthouse area.
- Phase Two is to acquire land for the project as required to assist the redevelopment.
- Phase Three is to make any street improvements to enhance the pedestrian viability of the area and;
- Assist in developing the parking, particularly in utilizing the courthouse parking during non-use hours for downtown parking and;
- Assist in developing public spaces within the project in order to enhance the area and;
- Provide architectural and planning and engineering assistance to the project in order to improve the quality of the development.
- Phase Four includes the construction of the courthouse.

Project Participants and Administration

- The project will be administered and coordinated by the City and the CRA jointly.
- Other participants may include, but are not limited to, The Federal Government, the State of Florida, St. Lucie County, major tenant(s), and adjacent project developers.

Funding Sources

- Funding of the program elements, for which the CRA and/or the City are responsible, will be provided by the CRA and the City.
- Other potential funding sources include, but are not limited to, Local, State and Federal Governments, and private contributions.

Project Schedule

- Phase One of the program will commence in 2001.
- Phase Two and Three of the program will commence upon notice that the Federal Government will proceed with the project.
- Phase Four will commence when funding for the project is realized.
- The Phases set forth above are illustrative only and may be combined with one another as the circumstances dictate.

2.5: “County Courthouse Redevelopment”

Background

The county courthouse has always been an important structure and facility in downtown Fort Pierce. This magnificent 1909 historic structure was demolished in 1962 to make room for the expansion and modernization of the current courthouse facilities. A two-story parking garage was constructed across the street on South 2nd Street but with the ability to add additional floors when required. The Courthouse site fronts on South 2nd Street and contains a public open space. The purpose of this program is to provide a master plan for the expansion of the courthouse, including administrative and court room space, parking and the reuse of existing buildings.

Project Objectives

- Assist the County with its long-range goals to provide service to its citizens.
- Provide economic stimulation and private investment in the downtown.
- Improve marketability and demand of the retail in the downtown as well as improve the parking supply for the downtown.
- Increase pedestrian activity in the downtown.
- Create jobs for area residents.

Project Description

- Phase One includes the master planning of the courthouse site for its future expansion. This phase will include site planning, architectural schematics, open space design, parking analysis and an analysis of the County’s courthouse expansion needs. In addition the planning phase will analyze the Records Storage building, an historic structure fronting South 2nd Street, for a more appropriate downtown use.
- Phase Two includes assisting the County is assembling any additional land for the courthouse and any other associated projects.
- Phase Three is to make any street improvements to enhance the pedestrian viability of the area and;
- Assist in developing the parking, particularly in utilizing the courthouse parking during non-use hours for downtown parking and;
- Assist in developing public spaces within the project in order to enhance the area and;
- Provide architectural, engineering and planning assistance to the project in order to improve the quality of the development.
- Phase Four includes the construction of the courthouse.

Project Participants and Administration

- The project will be administered and coordinated by the City and the CRA jointly.
- Other participants may include, but are not limited to, St. Lucie County, the State of Florida, Fort Pierce Main Street, the St. Lucie County Chamber of Commerce, and adjacent project developers.

Funding Sources

- Funding of the program elements, for which the CRA and/or the City are responsible, will be provided by the CRA and the City.
- Other potential funding sources include, but are not limited to, the County, State and Federal Governments, and private contributions.

Project Schedule

- Phase One of the program will commence in 2001.
- Phase Two and Three of the program will commence upon notice that the County wishes to proceed with the project.
- Phase Four will commence when funding for the project is realized.
- The Phases set forth above are illustrative only and may be combined with one another as the circumstances dictate.

2.6: “Main Street Fort Pierce”

Background

The Main Street Fort Pierce (“MSFP”) organization, created in 1988, and currently located at 106 South Depot Drive, was created for the purpose of implementing the strategies of the state and national main street programs for downtowns. These strategies include creating design standards for the downtown, creating a viable organization to carry forward its programs, promote the downtown through advertising and promotion and be a major catalyst along with the City, CRA and other organizations in restructuring the economics of the downtown. MSFP has been a very effective organization in all of these areas. Its current membership is approximately 200 members. The organization is strongly devoted to historic preservation as a tool for economic revitalization and its many projects have made a large impact on the economics of the downtown. One of its first projects was the rehabilitation of the historic “Old City Hall” located on Avenue A adjacent to the new city hall. This was followed by a unique project known as the Manatee Center. The facility located on Indian River Drive is an important tourist destination and economic stimulus to the downtown. Its latest project is the rehabilitation of the historic Sunrise Theatre on South 2nd Avenue. The theatre is expected to open in the fall of 2001. MSFP has is credited with establishing numerous events and promotions in the downtown. One of its most successful events is its Friday Fest, a street festival occurring on the first Friday of every month, where residents, visitors and business owners convene on South 2nd Street for six hours of music, food, dance and socializing. Other MSFP events include Coffee with the Mayor, Centennial Celebration, Backus Art Festival, and Sights and Sounds of Second.

The MSFP has been operating under a 501(c)(3), non-profit corporation. The CRA’s approach to downtown revitalization will be one of supporting, assisting and funding programs of MSFP. Currently the City provides funding in the amount of \$80,000 annually

for the administration and operations of the organization. In the first few years of operations, the County also contributed to the organization.

Project Objectives

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

Project Description

- Support the administration of MSFP.
- Provide grants and loans for the marketing of the downtown including events, advertising, and other media.
- Support business recruitment for the downtown.
- Coordinate a plan to relocate nonconforming or incompatible land uses.
- Provide grants and loans for downtown murals and art works.
- Provide matching grants and loans for redevelopment.
- Provide incentives for businesses and property owners.

Project Participants and Administration

- MSFP shall generally administer and coordinate the program.
- The CRA may participate through the utilization of its unique powers and financial resources as appropriate for selected elements of the Program.
- Other participants may include, but are not limited to, the City, the Chamber of Commerce, DBA and other property owners.

Funding Sources

- Funding of the program elements, for which MSFP is responsible, will be provided by MSFP.
- Funding of the program elements, for which the CRA and/or the City are responsible, will be provided by the CRA and the City.
- Other potential funding sources include, but are not limited to, the County, State and Federal Governments, members, businesses and private contributions.

Project Schedule

- The program has been functioning since the inception of MSFP in 1988.

2.7: “Downtown Improvement Program”

Background

The downtown core has been in the midst of a major revitalization effort for several years. The numerous street beautifications improvement projects have contributed to the overall charm and appeal of the area for the pedestrian shopper. Other projects and programs contained within this CRA Plan or the City's Comprehensive Plan are geared to stimulate additional investment in the downtown. This program is designed to build upon previous efforts and set the stage for future initiatives to improve the downtown core as a center of business and social activity.

Project Objectives

- Provide economic stimulation and increase investment in the downtown core.
- Increase nighttime activity.
- Improve visual appearance of existing structures and pedestrian accesses to parking areas.
- Strengthen the relationship between parking areas and destinations for downtown workers and visitors.
- Improve perceptions of nighttime safety for downtown visitors.

Project Description

- Creation of a downtown historic district.
- Establish a downtown sign program, including regulations, and design guidelines.
- Continue the improvement of streets, alleys, and other rights of way improvements.
- Establish a valet parking system, particularly for restaurants and special events.
- Establish a sidewalk vendors program.
- Provide grants and loans for façade improvements to downtown properties.
- Establish a program for “art in public places.”
- 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.
- Establish a street banner program.
- Provide architectural and planning assistance to private and public projects
- Establish a newspaper rack plan including design, location and maintenance, for approval by the city commission.

Project Participants and Administration

- The project will be administered and coordinated by the City and the CRA jointly.

- Other participants may include, but are not limited to, Fort Pierce Main Street, St. Lucie County, the St. Lucie County Chamber of Commerce, the DBA, downtown property owners, and new project tenants and developers.

Funding Sources

- Funding of the program elements, for which the CRA and/or the City are responsible, will be provided by the CRA and the City.
- Other potential funding sources include, but are not limited to, MSFP, the County, State and Federal Governments, businesses, and private contributions.

Project Schedule

- Parts of the program have been functioning since the inception of the CRA in 1982.
- All parts of the program will commence in 2001.

2.8: “Neighborhood Improvement Program”

Background

When the CRA was established in 1982, the blighted neighborhoods of the northwest area (defined in this Plan as the Neighborhood Sub-Area) were not included. Residential in those days were not thought of as the most important land use to revitalize but rather it was the traditional downtown commercial area. However after years of continuing disinvestments in the neighborhoods, the CRA expanded its district to include these important neighborhoods. These neighborhoods are important for several reasons. First they are historic and secondly they contain valuable consumers who must be attracted to the downtown to shop. These neighborhoods represent the first band of urban housing outside of the downtown and they should be preserved, revitalized and enhanced. The City has established as one of its primary goals the revitalization of these neighborhoods. For this reason the CRA’s program will aide in the revitalization process.

Project Objectives

- Elimination of blighting influences.
- Physical and economic revitalization of the neighborhoods.
- Increase resident participation in the revitalization process.
- Redevelopment of the historic commercial areas.
- Promote historic preservation and maintain the historic character of the neighborhood.
- Encourage a mix of income groups in the residential areas.
- Provide sites for historic houses displaced by redevelopment.
- Improve the appearance of the area.
- Improve safety for residents and their guests.
- Improve visual appearance of existing structures.

- Improve the livability of the neighborhoods
- Promote home ownership

Project Description

- Establish a program with neighborhood associations for the associations to carry out the objectives of the program including acquisition of blighted property for redevelopment and neighborhood code enforcement.
- Acquire problem properties, rehabilitate and resell to homebuyers.
- Establish the “Keep Fort Pierce Beautiful” program in the neighborhoods.
- 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 historic 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.
- Establish a special incentive program for city employees to acquire residential structures in the neighborhoods for home ownership. The incentives include, but not limited to, low interest loans for acquisition and rehabilitation, grants and loans for conversion of multi-family structures to single family, down payment assistance, and architectural, engineering and planning assistance.
- Provide home improvement grants for correcting code deficiencies.
- Provide architectural assistance for new construction and rehabilitation of existing structures.
- Provide architectural and engineering design for sample affordable and market rate housing structures, including the issuance of a design competition for obtaining architectural designs.

Project Participants and Administration

- The project will be administered and coordinated by the City and the CRA jointly.
- Other participants may include, but are not limited to, St. Lucie County, property owners associations, Habitat for Humanity, builders, residents, homebuyers, lending institutions, and non-profits housing sponsors.

Funding Sources

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

Project Schedule

- The program will commence in 2001.

2.9: “Avenue D Improvement Program”

Background

Avenue D, stretching from US 1 on the East to the city limits on the west, is an important neighborhood commercial street for the community. It historically was an economically vibrant strip, lined with restaurants, jazz spots, hair salons, clothing stores, and other retailing catering to the nearby residents. However the advent of shopping malls in the suburbs doomed the commercial viability beginning in the 1960's.

The City has made several important public improvements on the Avenue including the beautification of the street from US 1 to 25th Street. In addition the City constructed a police substation in 2000 and has planned for a new community center as well. The attractive roundabout on the Avenue provides a unique transition in the curvature of the street. The City has built the stage, and the Avenue now waits for private investment. Now that downtowns are reviving in the urban cities of Florida, Avenue D wants to return to its once vibrant days; this program is intended to assist in this objective.

Project Objectives

- Provide economic stimulation and increase investment on the Avenue.
- Eliminate blighted conditions along the Avenue.
- Encourage minority business development.
- Creation of jobs for the area residents.
- Acquire land over a long term in order to aggregate sites sufficiently large enough to encourage redevelopment.
- Development of programs, events, and projects, which attract new consumers to the Avenue.
- Improve visual appearance of existing structures and pedestrian accesses to parking areas.
- Improve perceptions of nighttime safety for Avenue visitors.
- Support the Avenue's merchant association, Lincoln Park Business Association, in venturing programs that meet the objectives of the program.
- Enhance the pedestrian nature of downtown streets.
- Assist in promoting Avenue as a neighborhood-shopping destination.
- Recruit businesses to relocate on the Avenue.

Project Description

- Continue the street beautification of the Avenue to the western boundary.
- Provide grants and loans for building façade improvements.

- Establish an art in public places program.
- Develop a program with the merchants association and the police department for added security.
- Establish uniform sign and design guidelines for the Avenue.
- Establish a street banner program.
- Research and implement a business improvement district for the Avenue.
- Support cultural events to attract consumers to the Avenue.
- Provide grants and loans to property owners to correct code deficiencies.
- Provide financial assistance for infill development including parking lots and structured parking, for public and private spaces, demolition, environmental clean-up, architectural design, and other incentives outlined in other programs of the Plan.
- Provide financial and technical support to the Avenue's merchant association.
- Support the youth development center, "Human Development and Resources Centre."
- Assist the city in the program "Soldiers Against Crime."
- Provide architectural, engineering and planning assistance for infill development as well as for rehabilitating existing structures.
- Provide incentives to small businesses for relocation or creation of a new business located on the Avenue.
- Redevelopment projects may be joint public/private ventures between the CRA and private developers.
- A major component of the program shall be site acquisition, assembly and resale for redevelopment. The CRA may also acquire property for construction of centralized parking facilities to service the surrounding areas. The parking lots 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. Private users located in the surrounding areas may make arrangements to pay the CRA or other public or private entity a fee to lease or purchase enough parking spaces to meet City parking requirements for their use.

Project Participants and Administration

- The project will be administered and coordinated by the CRA.
- Other participants may include, but are not limited to, the City, St. Lucie County, the Lincoln Park Merchants Association, developers, residents, retail and business tenants, lending institutions, and the state and federal government.

Funding Sources

- Funding of the program elements, for which the CRA is responsible, will be provided by the CRA.
- Other potential funding sources include, but are not limited to, the City, the County, State and Federal Governments, businesses, banks, builders, investors, and private contributions.

Project Schedule

- Public improvements by the City have been made during 1999 to 2001.
- The new aspects of the program will commence in 2001.

2.10: “Historic Preservation Program”

Background

The City of Fort Pierce and the CRA, along with Main Street Fort Pierce, have all been strong proponents of historic preservation, and with good reason. Historic downtowns and neighborhoods possess those elements that create livable, viable, communities by encouraging mixed-use and more compact development. The benefits of historic preservation are numerous. Features of historic neighborhoods and historic commercial areas feature buildings and homes built close to the street. Abundant sidewalks and the proliferation of front porches create a pedestrian friendly environment. This creates an increase of social interaction that not only is good for creating a sense of community but also increases the “eyes on the street,” which in turn results in a reduction of crime. Historic preservation makes good economic sense as well. Because historic preservation deals with the redevelopment of areas already equipped with infrastructure, there is no need for taxpayers to spend more of their dollars on new streets, water lines, schools, and police and fire services. Historic neighborhoods have traditionally proved themselves to stabilize and even increase property values. There are environmental benefits as well. Having shops and offices located near homes encourages the use of mass transit. Becoming less dependent on automobiles helps to reduce the amount of air pollution they create. Redevelopment of city cores also helps to reduce the amount of rural and undeveloped land from being needlessly used. Most any city will have some kind of socio-economic problems that revolve around vacant lots, properties overrun with vagrants, and places of drug activity. Some solutions such as demolition or condemnation do nothing to improve that property’s value, but simply create more vacant lots. More than any other method, historic preservation has proven to be most effective in fostering civic pride among those neighbors and encouraging the revitalization of slum areas. There is also an educational benefit to historic preservation. Having the buildings and homes of our past with us today bring history lessons “alive”, serve as physical evidence, and are tangible tools that people can associate historic moments with.

Fort Pierce has several examples of both private and public successful historic preservation projects that are benefits to the character of the community, including the Old City Hall, the Sunrise Theater, the Arcade Building, and the P.P. Cobb Building. For both residents and visitors, the preservation of these historic structures sends a strong signal that the community is proud of its heritage and wishes to build upon that strength. The City has shown its commitment by recently passing a Historic Preservation Ordinance and is also working on a Historic Tax Exemption Ordinance.

This program’s intent is to educate the general public as to the benefits of historic preservation so they will support the CRA’s preservation activities, and to encourage

preservation both in the neighborhoods as well as in the commercial areas. The tools in this program can be utilized with other programs in the Plan.

Project Objectives

- Preserve the heritage of Fort Pierce.
- Use historic preservation as a tool for economic restructuring.
- Utilize historic preservation to combat and eliminate blight.
- Encourage residential restoration 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 Fort Pierce as a reference for new construction styles.
- Provide sites for historic buildings displaced by redevelopment.

Project Description

- Support a downtown historic district.
- The CRA will purchase vacant lots for use for new, moderate-income housing and for sites for historic homes displaced by redevelopment in the CRA district.
- Support Oakland Park Neighborhood historic district and any other neighborhood area that meets the city's standards for a district.
- Support historic building renovation standards that meet both the Department of Interior Standards and the City's building codes.
- Provide grants and loans for historic façade restoration, including the taking façade easements in return for such incentives. Any structure receiving assistance by the CRA and/or City must be listed on the local historic preservation register.
- Provide grants and loans for parking facilities for commercial historic structures, which are in need of assistance.
- Review and recommend changes to the building codes, zoning codes and other land development regulations for adaptive reuse and renovation of existing historic structures.
- Provide architectural, engineering and planning assistance to the private and public sector for historic preservation projects.
- Acquire historic buildings, which are threatened by decay and/or demolition and provide, if required, structural and façade improvements in order to maintain the historic integrity of a structure and resell to the private or public sector for redevelopment.
- Acquire historic buildings, which are underutilized and are ripe for redevelopment. The CRA may provide if required, structural and façade improvements in order to maintain the historic integrity of a structure and resell to the private or public sector for redevelopment. Refer to the Appendix for a list of historic properties designated for acquisition.

- Acquire land for purposes of adding property to a historic redevelopment project for parking and open space.
- Acquire land for purposes of providing a site for any historic structure threatened by demolition. The program will include the acquisition of the threatened structure, the moving of the structure to a new site and the construction of adequate foundation for the structure. The CRA may provide if required, structural and façade improvements in order to maintain the historic integrity of a structure and resell to the private or public sector for redevelopment.
- Provide incentives to businesses located in historic structures.

Project Participants and Administration

- The project will be administered and coordinated by the CRA but the City will play an active part in the program.
- Other participants may include, but are not limited to, St. Lucie County, the State of Florida, preservation organizations, developers, residents, retail and business tenants, lending institutions, and the state and federal government.

Funding Sources

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

Project Schedule

- The City in cooperation with other organizations such as MSFP has been actively involved in preserving historic buildings over the last ten years.
- The City is currently providing a citywide historic building survey.
- New elements of the program will commence in 2001.

2.11: “Beach Sub-Area Improvement Program”

Background

The Beach Sub-Area as defined in this Plan incorporates the area of the barrier island within the CRA Redevelopment Area, from the jetty on the north to the Jaycee’s Park on the south, the residential area north of the Park and properties fronting Seaway Drive as far east as the WCI property. This area only recently has been included in the CRA Redevelopment Area but was important to include because of the lack of private investment in the area. The potential for redevelopment is great but over the years developers and retailers have overlooked it. The City’s most important contribution to the area has been the development of the beaches and open space between A1A and the beaches. The area with its beautiful

landscape should be an important tourist destination, something that it lacks today. Several condominiums over the years have been built in the area but not at the pace that much of the area south on South Hutchinson Island has experienced. Retail is spotty and not particularly satisfying to the area's residents, but retailing could be much improved. There exists many opportunities for infill development and this program is designed to be a catalyst for redevelopment.

Project Objectives

- Provide economic stimulation and increase investment in the Area.
- Eliminate blighted conditions in the Area.
- Acquire land over a long term in order to aggregate sites sufficiently large enough to encourage redevelopment.
- Development of programs, events, and projects, which attract new consumers to the area
- Improve visual appearance of existing structures and pedestrian accesses to parking areas.
- Support the area's merchant association in venturing programs that meet the objectives of the program.
- Enhance the pedestrian area along A1A.
- Assist in promoting the commercial area as a neighborhood-shopping destination.
- Recruit businesses to relocate in the area.
- Maintain the quality of the beaches.
- Provide maximum open space for residents and visitors to create a destination for enjoying the natural environment.
- Create a safe drainage system for the area.

Project Description

- Acquire beachfront properties in order to enlarge the public parks, open space, public parking and beach access.
- Provide grants and loans for façade restoration, including the taking façade easements in return for such incentives.
- Provide grants and loans for parking facilities for commercial structures, which are in need of assistance.
- Review and recommend changes to the building codes, zoning codes and other land development regulations renovation of existing structures. In addition review the codes regarding drug rehabilitation centers.
- Provide architectural, engineering and planning assistance to the private and public sector for infill and redevelopment projects.
- Acquire properties and/or vacant land, which are underutilized and are ripe for redevelopment. The CRA may provide if required, incentives described in other programs in the Plan in order to encourage redevelopment and resell to the private or public sector for redevelopment. Refer to the Appendix for a list of properties designated for acquisition.

- Participate in street beautification of A1A, Seaway Drive and other streets. Connect neighborhood sidewalks with major pedestrian walkways.
- Establish uniform sign and design guidelines for the major thoroughfares, including a street banner program. Establish design guidelines for new development and any rehabilitation.
- Work with the City on intensifying code enforcement.
- Research and implement, if feasible, a business improvement district for the Avenue.
- Establish cultural events to attract consumers to the area.
- Provide grants and loans to property owners to correct code deficiencies.
- Provide financial assistance for infill development including parking lots and structured parking, for public and private spaces, demolition, environmental clean-up, architectural design, and other incentives outlined in other programs of the Plan.
- Support the City and other agencies a beach erosion/beach nourishment control program.
- Support the City and other agencies a master drainage design and implementation plan.
- Design and implement a boardwalk on the beach and inlet.
- Develop a master plan for the sub-area.

Project Participants and Administration

- The project will be administered and coordinated by the CRA but the City will play an active part in the program.
- Other participants may include, but are not limited to, St. Lucie County, Chamber of Commerce, the Corps of Engineers, the South Beach Property and Business Owners Association, developers, residents, retail and business tenants, lending institutions, and the state and federal government.

Funding Sources

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

Project Schedule

- Elements of the program will commence in 2001 and others will follow.

3. Group “3”: Community Improvement Programs

3.1: “Small Business Development and Lending Program”

Background

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

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

Project Objectives

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

Project Description

- Provide funds for a subsidized loan pool for businesses to make permanently fixed interior and exterior improvements; and, to landlords/building owners to make permanently fixed interior and exterior improvements in preparation for lease to business tenants or to make additions to their structures as part of a business expansion.
- The CRA Board will maintain Policy guidelines regarding loan limits, subsidy levels, project eligibility and list of qualified improvements.
- Matching grants to entrepreneurs for business development courses at an approved educational institution.
- Grants for training workforce particularly in order to attract a new industry to locate in the CRA Area.

- Support a mentoring program for entrepreneurs where established businesses provide a watch over a new business. Utilize the resources of SCORE.
- Work with Indian River Community College, Goodwill Industries and the Workforce Program to train residents of the CRA Area for jobs in the City.

Project Participants and Administration

- The program will be administered and coordinated by the CRA.
- Other participants include one or more financial lending institutions, loan applicants, and entrepreneurs, Indian River Community College, Goodwill Industries, the Workforce Program and the City of Fort Pierce.

Funding Sources

- The CRA will provide an initial allocation in their FY 2002 budget.
- Additional program allocations shall be determined annually during the budget process or at the discretion of the CRA on an as-needed basis to maintain the loan pool.
- Grants will be sought for training and education.

Project Schedule

- The Program was implemented in 2000.

3.2: “Site and Building Development Assistance Program”

Background

In order to assist private sector redevelopment efforts, the CRA, through an annual allocation of funds, will provide assistance for site development on a case-by case basis for private development and redevelopment projects, including site design and engineering.

Project Objectives

- Encourage private redevelopment initiatives by providing assistance to overcome technical, administrative and economic obstacles to the site development of selected projects within the Community Redevelopment Area.
- Increase investment within current CRA projects.
- Provide economic stimulation and increase investment in the Area.

Project Description

- Use of the allocated funds for individual projects shall be solely at the discretion of the CRA and the Board may set from time to time a series of policies and guidelines for the program.

- Use of Loans, Grants and direct contracting of work by the CRA for site development purposes.
- In order to preserve the City's historic heritage, the CRA may provide grants for the relocation of historic structures. These grants may be paid to the property owner in annual installments, equal to a percentage of the Tax Increment Revenue received by the CRA due to the increased assessment on the property where the structure has been relocated. The CRA Board will maintain Policy guidelines regarding grant limits, annual payment amounts (based on percentage of TIF revenue), and time frame over which grant is to be paid.
- In order 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 may be 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 any other means approved by the CRA Board.
 - The CRA Board will maintain Policy guidelines regarding grant limits, annual payment amounts (based on percentage of TIF revenue), and time frame over which grant is to be paid.
 - The CRA Board will maintain Policy guidelines regarding credit enhancement including the amount, time limitations and other issues.
- Grant and Loan program for the improvement of commercial structures, particularly but not limited to Orange Avenue, Avenue D and Delaware Avenue within the CRA Redevelopment Area.
- Grant and Loan program for signage on commercial structures, particularly but not limited to Orange Avenue, Avenue D and Delaware Avenue 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 or perform directly for structural analysis, fire code deficiencies, handicap accessibility issues, and other building code issues and/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 on 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.
- Provide grants and loans to businesses for the purpose of attracting the business to the CRA Area and for moving existing business because of expansion or because the moving results in attracting an additional business for the CRA Area.
- Provide water and sewer impact and connection fee assistance for selected projects.
- Provide environmental clean-up assistance for selected projects.

Project Participants and Administration

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

Funding Sources

- The CRA will provide the funding for the program but may borrow funds from the City as required and approved by the City.
- Program allocations shall be determined annually during the budget process or at the discretion of the CRA.
- Utilize CDBG funds received by the City initially until the program can be self-supporting from tax increment revenue.

Project Schedule

- Program will be implemented in 2002.

3.3: “Community Activities Sponsorship Program”

Background

Since its creation, in 1982, the Community Redevelopment Agency has been asked to participate in and/or provide funding for a number of community events and projects. Since the programs and projects of the CRA have a direct impact on the residents of the district, the CRA must consider the problems, needs and desires of the people in its project decision-making process. Therefore, it is important to maintain an open line of communication between the agency and the residents. Expenditures for community projects and events, which further the goals of the CRA, are necessary from time to time in order to maintain and promote the CRA's role in community redevelopment.

Program Objectives

- Maintain a positive and involved role within the community.
- Further the goals of the CRA through participation of community events.

Program Description

- Promote and sponsor community events, projects and programs which will lead to stabilization and expansion of the economic environment within commercial and residential areas, revitalization and rehabilitation of the existing housing supply or further other basic goals of the CRA.

Program Participants and Administration

- The project will be administered by the CRA.
- Other participants may include, but are not limited to, MSFP, community groups and organizations, public bodies and private not-for-profit corporations.

Funding Sources

- The CRA will provide the funding for the program.
- Program allocations shall be determined annually during the budget process or at the discretion of the CRA but shall not exceed a limit determined by the CRA Board in each annual budget.

Program Schedule

- Program was implemented 1982.

3.4: “Downtown Transit System”

Background

The City completed a “Transit Greenway Conceptual Master Plan” (CMP) in July of 1999 and its purpose was to ‘describe a community-wide transportation system that is consistent with the City’s planning and redevelopment efforts, and that ties into a unified program, significantly advancing the community’s goals.’

Fort Pierce has always been an important transportation hub. The FEC Railroad, established by Henry Flagler, built an important facility in the first decade of the 1900’s. While freight is the predominant use of the lines, passenger service existed until the 1960’s. A return to providing passenger service is an objective of this program.

It is hoped that development of a transit system will significantly bolster downtown revitalization efforts. By providing a direct link to the rail station and the beach, the trolley will greatly increase the accessibility of the downtown to the residential neighborhoods east of I-95 and others who may wish to utilize Amtrak for a winter vacation or weekend visit to Fort Pierce.

Program Objectives

The Transit Greenway Conceptual Master Plan described in its report several study objectives listed below.

- ‘To undertake a non-traditional transportation project that will promote a community/neighborhood approach to urban infrastructure development.’
- ‘To improve mobility, intermodal connections and alternative modes of transportation.’
- ‘To respond to local transportation needs and priorities as expressed in the Treasure Coast Regional Planning Council’s charrettes and policy planning documents, by city staff and officials, and by members of the public.’
- ‘To interface with the “Eastward Ho!” program objectives of the Governor’s Commission for a Sustainable South Florida and Front Porch Florida.’

The CRA Redevelopment Plan adopts the objectives of the CMP in its entirety and in addition lists the following:

- Develop an alternative means of transportation between the Downtown Amtrak Station and the beach.
- Support the development of the Amtrak Station on the FEC line.
- Increase market appeal of the downtown, both to visitors and to new businesses.
- Limit automobile traffic trips within the downtown.
- Provide additional transportation system for low and moderate-income riders in order to facilitate employment opportunities.

Program Description

- The program shall be divided into two phases.
- Phase One shall include the following:
 - The CRA and others shall provide limited trolley service at special events, on a case-by-case basis at the discretion of the CRA Board. The CRA and others may provide, on a limited basis, a tram, which would be the precursor to a full-scale transit program.
 - The City, County or other appropriate transportation agency shall be the lead agency in development of the full-scale program. The CRA will work with the City to develop this program. Additionally, the CRA will coordinate with the County transit.
 - The City and other appropriated agencies will develop the Amtrak Station in the downtown.
- When it becomes feasible, Phase Two shall be implementation of a full-scale system.

Program Participants and Administration

- Participants in the project may include, but are not limited to, the City, CRA, DBA and the Chamber of Commerce, MSFP, St. Lucie County, and State and Federal agencies.

Funding Sources

- Funding for operation of limited, special event trolleys shall be by the CRA, the City, the County, MSFP, DBA, Chamber of Commerce, merchants, and others as appropriate.
- Funding sources for a full-scale system shall be determined.

Program Schedule

- Phase One will begin in 2001, although event sponsors have utilized trams and trolleys for many years.
- For Phase II, a transit plan will be completed by 2005.

3.5: “Business Development Program”

Background

Increasing economic activity within the Community Redevelopment Area is a major objective of the overall Community Redevelopment Program. Investments by the CRA which result in increased business opportunities have positive impacts on employment, the tax base, and the physical environment, all of which are positive steps toward the elimination of slum and blighted conditions. Many other CRA programs are aimed at increasing economic activity within the CRA district. The purpose of this "Business Development Program" is to provide a means to focus the effort. The primary goal of the program is to facilitate small business development within the Community Redevelopment Area. Types of businesses to be encouraged include artist studios, galleries, craft shops, apparel shops, specialty shops and other unique businesses which add vitality, attract visitors and help Fort Pierce to find its niche in the market. The program was a recommendation of the market study completed by Marketek, a summary of which is found in an earlier section of this Plan.

The program will encourage and assist businesses by providing assistance during the crucial first year of operation or expansion. The program will provide additional benefits to the local economy by helping to eliminate some of the vacant commercial space within the area. This not only improves the overall appearance of the area, but also contributes toward the development of a critical mass of activity, whereby individual businesses draw additional customers for each other.

Program Objectives

- Provide economic stimulation to the area.
- Increase business opportunities.
- Increase employment opportunities.
- Decrease unoccupied commercial space within the area.
- Prevent the spread of slum and blighted conditions.

Program Description

- Provide business rental subsidies for the first year of multi-year leases.
- Although at the discretion of the CRA, generally the rental subsidy shall not be given when total rent, including subsidy exceeds the fair market rent for the area.
- Additional items toward which financial support may be given include, but are not limited to, security deposits, last month rental deposit, utility deposits, advertisement, signage, licenses, and legal assistance.
- The CRA Board shall maintain policy guidelines regarding types of assistance, funding limits and eligibility requirements.
- Although the CRA shall make its decision on a case-by-case basis, generally assistance shall not be given for uses which do not reinforce and further the redevelopment strategy and goals for the geographic sub-area in which they are located or are non-conforming with regards to the City's Land Development Regulations.
- Provide small business loans at below market interest rates through a community-lending program.
 - This loan fund will be funded through grant monies obtained from Local, County, State and Federal Agencies, Private Foundations, Corporations and Individuals. The CRA may enter into a local partnership with other governmental agencies, non-profits and financial institutions.
 - The CRA may also form, or assist in forming, a non-profit lending institution called a "Community Development Loan Fund" for the purposes of administering this loan program.
 - The CRA Board, together with any partnership organizations, if applicable, will maintain policy guidelines for the loan program including, but not limited to, loan limits, project eligibility and application requirements. These guidelines will apply to CRA funds.

Program Participants and Administration

- The program will be administered and coordinated by the CRA.
- Other participants include Local, County, State and Federal Agencies, non-profits, private foundations, businesses and landlords.

Funding Sources

- Funding for the program will be by the CRA, the City, the County, MSFP, DBA, Chamber of Commerce, and others as appropriate.

Program Schedule

- Parts of the Program were implemented in prior years.
- The full Program will commence in 2002.

#3.6: “Grant Administration Program”

Background

To facilitate additional investment within the Community Redevelopment area, the CRA will administer grants, which complement the redevelopment efforts of the CRA and the goals of the Community Redevelopment Plan. It is anticipated that this additional investment within the CRA district will result in increased opportunities for residents and have positive impacts on employment, housing, the tax base, and the physical environment, all of which are positive steps toward the elimination of slum and blighted conditions.

Program Objectives

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

Program Description

- The CRA may apply for, accept, and administer grants from Federal, State, and local governmental entities, charitable foundations and entities, and such other organizations as may offer grant funds for the planning and carrying out of redevelopment efforts in pursuit of the purposes of the Community Redevelopment Plan.

Program Participants and Administration

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

Funding Sources

- Federal, State, and local governmental entities, charitable foundations and entities, and such other organizations as may offer grant funds.

Program Schedule

- The Program will commence in 2001.

3.7: “Public Space and Public Property Improvement Program”

Background

The City has paid close attention to the detail of public space in all of its public works projects over the last ten years. Examples include all of the street improvement projects, which created quality pedestrian spaces. Others include the Riverwalk on Indian River Drive, where substantial public space was created in front of public buildings. Another fine example is Waterfront Park in front of the library. The City and the CRA as a partner wishes to continue to encourage the development of public open space. The Plan has described other proposed public projects, including the Federal Courthouse, the County Courthouse, the Avenue D Community Center and others, which have the opportunity of creating great public open spaces. This program is designed to enhance the public spaces created on public property but also is designed to encourage private developers to create public spaces on their projects as well.

Project Objectives

- Enlarge the public open space for residents of Fort Pierce.
- Improve the quality of life for the residents.
- Provide recreation in open spaces.
- Provide more public access to the water.
- Provide improved public facilities for the residents.

Project Description

- Provide grants and loans for public space improvement on both public land and private land. These improvements may include but are not limited to design, parking, lighting, landscaping, signage, access road improvements, art in public spaces, utilities, restroom facilities, plazas, bicycle pathways, and park furniture.
- Provide funds and planning for public access to the water at the Port and the Beach Sub-Areas.
- Acquire land for public open space for use as recreation and environmental preserves.
- Enhance communication within public spaces with signage, lighting, markers, and sound systems.
- Assist in installing artistic neon lighting on the Causeway Bridge.

- Assist the City, County, and State in the redevelopment of the beach park and beaches east of A1A.

Project Participants and Administration

- The project will be supported by the CRA but the City will play the active part in the program.
- Other participants may include, but are not limited to, St. Lucie County, Chamber of Commerce, the South Beach Property and Business Owners Association, developers, residents, retail and business tenants, lending institutions, and the state and federal government.

Funding Sources

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

Project Schedule

- Elements of the program will commence in 2001 and others will follow.

3.8: “Small Public Buildings Program”

Background

This program is a companion to the preceding program concerning public spaces and encourages the development by public and non-profit entities of small public buildings. These buildings can have for their size a great impact on a neighborhood or commercial area. An important example is the proposed community building for Avenue D. The building can provide meeting space for residents and businesses in the area and a social setting for residents of all ages, particularly the youth, who are always in need of a space to socialize. Tourists may also utilize the public buildings and the program could be very beneficial to stimulate this part of Fort Pierce’s economy.

Project Objectives

- Provide spaces for residents to conduct community business and spaces for social events and educational programs.
- Provide facilities to stimulate the tourist industry.
- Save important historic landmark buildings.
- Provide a venue for public open space.
- Provide economic stimulation to the area.

- Increase business opportunities.
- Increase employment opportunities.

Project Description

- Build small public buildings in neighborhoods, including community centers, recreation centers for neighborhood parks, public exhibit space for art and community projects, and others that enhance the quality of life in the community.
- Fund and build the Avenue D Community Center.
- Fund and build the waterfront amphitheatre restoration project.
- Support the Sunrise Theatre restoration project.
- Acquire historic buildings for reuse as public buildings and a combination of public buildings and private space. Refer to the Appendix for a list of public buildings to be acquired.

Project Participants and Administration

- The project will be supported by the CRA but the City will play the active part in the program.
- Other participants may include, but are not limited to, St. Lucie County, Chamber of Commerce, the South Beach Property and Business Owners Association, developers, residents, retail and business tenants, lending institutions, and the state and federal government.

Funding Sources

- The project will be supported by the CRA but the City will play the active part in the program.
- Other participants may include, but are not limited to, St. Lucie County, Chamber of Commerce, developers, residents, retail and business tenants, lending institutions, and the state and federal government.
- Utilize CDBG funds received by the City initially until the program can be self-supporting from tax increment revenue.

Project Schedule

- The program has been underway since 1995 and will continue in its expanded version of this Plan in 2001.

B. Programs of Regulatory Actions

The following section describes the changes to existing City regulations that will be required to implement the Community Redevelopment Plan.

1. Comprehensive Plan Amendments

The City will endeavor to amend its comprehensive plan to reflect the new CRA Redevelopment Plan.

2. Amendments to the Land Development Regulations

The City will endeavor to amend its Land Development Regulations to reflect the new CRA Redevelopment Plan.

C. Sources of Redevelopment Funding and Financing

The following section provides a general review of potential sources of funding for redevelopment programs, and a description of the funding sources applicable to each of the improvements or projects identified in the plan. In general, a variety of financing options are presently available to the Community Redevelopment Agency and the City of Fort Pierce. Among these are the following:

1. Tax Increment Revenues

Tax Increment Revenue is typically the major source of funding for redevelopment projects under the State of Florida Community Redevelopment Act. This increment, which is determined annually, is equal to 95% of the difference between the amount of ad valorem taxes levied each year by each applicable taxing authority on taxable real property within the Community Redevelopment Area and the amount of ad valorem taxes that would have been produced by the current millage rates prior to establishment of the Redevelopment Trust Fund. Both of these amounts are exclusive of debt service millage of the taxing authorities.

The ability of the Community Redevelopment Agency to utilize this funding method requires two key actions:

- a. *The establishment of a redevelopment trust fund as required by FS 163.387 as the repository for increment tax funds, and;*
- b. *The provision, by ordinance of the City, for the funding of the redevelopment trust fund for the duration of the Community Redevelopment Plan.*

2. Redevelopment Revenue Bonds

The provisions of F.S.163.385 allow the City of Fort Pierce Community Redevelopment Agency to issue "Revenue Bonds" to finance redevelopment actions, with the security for such bonds being based on the "anticipated assessed valuation of the completed community redevelopment." In this way, the additional annual taxes generated within the Community Redevelopment Area, the "tax increment", is used to finance the long-term bond debt. Prior to the issuance of long-term revenue bonds, the City or Community Redevelopment Agency may issue bond

anticipation notes to provide up-front funding for redevelopment actions until sufficient tax increment funds are available to amortize a bond issue.

3. General Obligation Bonds

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

4. Special Assessment Districts

The City of Fort Pierce could also establish special assessment districts, Municipal Benefit Units (MSBU), for the purpose of funding various neighborhood improvements within an area or for the construction of a particular project. Typically the assessment appears on the tax bill of each property owner and it can be amortized over a short or long period of time, a decision that the City would make. In addition the City may consider charging interest on the assessment equal to or less than the cost of funds the City is charged.

5. Community Development Block Grants (CDBG)

Between 1990 and 2000, the City of Fort Pierce received \$750,000 in CDBG grant funds directly from the Federal Government to improve the area designated as the "Community Development Target Area". These CDBG monies are committed to demolition of substandard housing units, housing rehab assistance, and home ownership assistance within the target area, which includes much of the Community Redevelopment Area. All of the total funds expended have been for the benefit very-low, low, and moderate income residents and assistance grants to community-based social service organizations.

6. Historic Preservation Grants

The Department of State (Florida) offers several categories of grants for the restoration and renovation of historic structures. The grants are competitive and they are available to non-profit organizations and to government agencies such as a Community Redevelopment Agency. Also the Department offers planning grants for projects that are in the planning phase or pre-construction phase.

7. Florida Recreation Development Assistance Program (FRDAP)

The annual State of Florida recreation assistance program may be used for recreational land acquisition, park design, and park construction. Active park amenities are normally afforded a higher priority than passive parks. With a \$150,000 award limit, project may be phased over several years. In addition the grants require a local match of 50%.

8. Florida Inland Navigation District (FIND) Grants

The FIND grants may be applied to several categories of improvements that relate to the Florida Intercoastal Waterway. Funding from this program does not have an annual limit and projects can be phased over more than one year. FIND grants could be used for improvements to boardwalks, shoreline erosion control, channel dredging and marina development.

9. Florida Boating Improvement Program (FBIP)

The FBIP grant is formulated on a pro-rata share of annual proceeds from boater licensing in each county. Funding may be used for shoreline protection, boats ramps, parks and other boating related facilities.

10. Congestion Mitigation Air Quality (CMAQ) Grants

A Department of Transportation grant program for improvements of State and Federal highways that have air quality issues. Typical improvements may include bicycle paths, paving improvements, traffic signal standards, and other improvements. The program is administered by the FDOT.

11. Transportation Equity Act (TEA-21)

A Department of Transportation grant program for enhancement of State and Federal highways and programs for highway safety and transit. Typical improvements may include bicycle paths, paving improvements, traffic signal standards, and other improvements. The Federal program is administered through FDOT and the local MPO. Each year the funding level is determined by FDOT and projects are awarded on a competitive basis.

12. Keep America Beautiful Grant (KAB)

The KAB grant is an annual landscaping program administered through the State Department of Agriculture. It has a \$200,000 limit and projects may be phased.

13. Industrial Revenue Bonds (IRB)

Industrial revenue bonds may be used to finance industrial, and some commercial projects. The primary emphasis on such projects is the creation of jobs, and as a consequence speculative ventures are not normally financed by this means. The County typically issues such bonds, with repayment pledged against the revenues of the private enterprise being funded. IRB's are tax exempt and consequently are typically 3 percentage points below prevailing interest rates. Such financing has been used effectively in Florida.

14. Land Sales/Leases

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

15. Contributions and Grants

Voluntary contributions by private companies, foundations and individuals are a potential source of income to the Community Redevelopment Agency. Although such contributions may only account for a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits.

16. Safe Neighborhoods Act - Chapter 163.502 FS

Neighborhood Improvement Districts created pursuant to the Act may request a planning grant from the state's Safe Neighborhood Trust Fund on a 100% matching basis. The District may also be authorized to levy an ad valorem tax of up to 2 mills annually on real and personal property.

17. Urban Mass Transit Administration (UMPTA) Grants

UMPTA grants can be used for construction of infrastructure in support of mass transit objectives. Some flexibility exists in the guideline for this grant program, for example UNPTA funds could be used to help construct a multi-story parking facility if the facility is part of a distribution plan for other means of mass transit, such as a rail system.

18. Economic Development Administration (EDA) of the U. S. Department of Commerce Grants

The EDA provides funds for economic development in communities. The grant usually requires a governmental sponsor and requires a match. It is a “bricks and mortar” type of grant, since it funds capital projects. The real estate must be secured in order to apply for the grant and matching funds must be appropriated.

19. Florida Community Trust (FTC) Fund Grant

The grant program was established for environmental land acquisition. Ten percent of the grant proceeds are distributed from the Preservation 2000 program. This is an excellent funding source for land acquisition of Moore’s Creek project.

20. Environmental Protection Agency (EPA)

EPA’s Recreational Trails Program provides funding for the construction of nature trails. This funding source could support development of the Moore’s Creek project.

21. Direct Borrowing From Commercial Lenders

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

D. Five Year Revenue and Expenditure Projections

Table 15 provides a five-year projection of revenues and expenditures available for CRA redevelopment programs. The primary funding source for CRA activities is the Redevelopment Trust Fund. This Fund is the depository for all TIF revenues generated within the Community Redevelopment Area. Based on estimates of the current property valuations, and assuming the historic annual increase of three (2-3%) percent in these valuations, together with new construction, it is estimated that the total tax increment revenue generated by the redevelopment area will be approximately \$ 6.7 million over the next five-year period.

Since its creation in 1982, the CRA has continued to expand its redevelopment efforts into the surrounding community. Starting with just a few projects, the CRA has increased its activities to include numerous projects and programs. It must be noted; however, that this increased commitment is not without costs. Consequently, the CRA's overall program has outgrown the limited funding provided by TIF revenues. To continue its redevelopment effort and provide adequate funding for its various projects and programs, the agency must turn to long-term borrowing. Since property values will inevitably increase as a result of its activities, this method of financing the CRA redevelopment effort can also be looked upon as an investment in future TIF revenue. Table 15 is for planning purposes only and is not a guarantee of revenues or expenditures of funds on a given project. Actual project allocations will be determined annually through the budget process. As priorities change, projects are deleted or new projects or programs are created, this table will be amended. It is intended that this process occur at least once annually, after adoption of the budget.

Table 15
5-Year Revenue & Expense Projections

PROJECTIONS	FISCAL YEAR				
	2002	2003	2004	2005	2006
Projected Assessment	\$24,044,729	\$24,645,847	\$33,261,993	\$110,093,543	\$207,845,882
Base Year Assessment	\$18,591,720	\$18,591,720	\$18,591,720	\$18,591,720	\$18,591,720
Tax Increment	\$5,453,009	\$6,054,127	\$14,670,273	\$91,501,823	\$189,254,162
Tax Increment @ 95%	\$5,180,358	\$5,751,421	\$13,936,760	\$86,926,732	\$179,791,454
REVENUES					
Tax Increment Revenues	\$89,789	\$99,686	\$241,559	\$1,506,658	\$3,116,235
Land Sales	\$0	\$0	\$0	\$0	\$0
Grants	\$0	\$75,000	\$100,000	\$150,000	\$200,000
Bond Proceeds	\$0	\$10,000,000	\$0	\$0	\$0
Interest Income	\$5,000	\$10,000	\$65,000	\$25,000	\$25,000
TOTAL REVENUES	\$94,789	\$10,184,686	\$406,559	\$ 1,681,658	\$3,341,235
EXPENDITURES					
Repayment to City	\$25,000	\$25,000	\$25,000	\$25,000	\$825,000
Debt Service	\$0	\$100,000	\$0	\$600,000	\$650,000
Project Expenses	\$90,000	\$2,000,000	\$5,000,000	\$3,000,000	\$2,000,000
Property Expenses	\$0	\$0	\$0	\$100,000	\$100,000
General & Administrative Expenses	\$24,175	\$111,675	\$185,250	\$196,813	\$208,703
TOTAL EXPENDITURES	\$139,175	\$2,236,675	\$5,210,250	\$3,921,813	\$3,793,703
CASH BALANCE BEG. OF YEAR	\$88,758	\$44,372	\$7,992,383	\$3,188,692	\$948,537
TOTAL OPERATING PLUS BOND FUNDS	\$44,372	\$7,992,383	\$3,188,692	\$948,537	\$496,069

V. PART FIVE: GOALS, OBJECTIVES AND POLICIES

GOAL AREA “A” The Community Redevelopment Agency will continue to maintain and enhance its current projects in accordance with its adopted Redevelopment Plan

Objective A-1: The Community Redevelopment Agency shall prepare and maintain a Redevelopment Plan containing a list of redevelopment programs.

Policy A-1.1: All Community Redevelopment Activities included in this Plan, which are financed by tax increment revenues, shall be completed within 30 years of the adoption date of the Plan.

Policy A-1.2: The Community Redevelopment Plan shall be kept up-to-date. All current programs and projects shall be evaluated at least once yearly, prior to adoption of the budget.

Policy A-1.3: The Community Redevelopment Plan shall be reasonably flexible in accommodating private sector initiatives and future economic trends and opportunities.

GOAL AREA "B" The Community Redevelopment Agency shall implement projects and programs aimed at meeting area-wide needs within the Community Redevelopment Area

Objective B-1: The Community Redevelopment Agency shall strive to improve the overall visual appearance of the Community Redevelopment Area.

Policy B-1.1: The Community Redevelopment Agency shall implement a subsidized loan program for the exterior improvements to residential and commercial property within the Community Redevelopment Area.

Policy B-1.2 The Community Redevelopment Agency shall implement a grant and loan program for the exterior façade improvements to commercial property within the Community Redevelopment Area. The improvements may include the building façade, signage, lighting, and other elements of a building.

Policy B-1.3 The Community Redevelopment Agency shall implement a grant and loan program to assist property owners in meeting the current modern building codes as an incentive for redevelopment of the property. The code issues include but are not limited to fire safety, handicap accessibility, structural and others.

- Policy B-1.4: The Community Redevelopment Agency may implement its own programs or provide funding toward City programs for the beautification of roadways, public buildings and other public spaces within the CRA.
- Policy B-1.5: When deciding to fund projects or programs to improve the physical appearance of private property, the Community Redevelopment Agency shall consider the level of private participation in the project.
- Policy B-1.6: The Community Redevelopment Agency shall develop a program(s) to utilize the large number of vacant parcels within the Community Redevelopment Area. Specific projects shall be determined by the redevelopment strategy for each sub-area of the CRA and shall be sensitive to the use of the surrounding property. Administration of these programs may be by the CRA, the City or jointly by each.
- Policy B-1.7: The Community Redevelopment Agency may develop a program in cooperation with property owners to create Mainstreet programs, special assessment districts or business improvement districts for improving public and private rights-of-way and open space, for both capital improvements and maintenance programs.
- Policy B-1.8: The Community Redevelopment Agency may develop a program in cooperation with property owners and other governmental entities to develop adequate parking for the downtown and other sub-area needs, particularly in conjunction with a redevelopment project.
- Policy B-1.9: The Community Redevelopment Agency shall support historic preservation while at the same time it pursues redevelopment.
- Policy B-1.10: The Community Redevelopment Agency shall support the City in reviewing codes and other regulations that inhibit redevelopment.
- Objective B-2: The Community Redevelopment Agency will strive to ensure that adequate land uses and facilities remain available to meet the recreational, shopping and public service needs of area residents when implementing its redevelopment projects.**
- Policy B-2.1: The Community Redevelopment Agency will monitor the needs of its residents and visitors and make recommendations to the City for land use changes that encourage the development of recreational, shopping and public service uses.
- Policy B-2.2: Needed facilities, which are displaced due to redevelopment efforts, will be relocated or replaced.

Objective B-3: **The Community Redevelopment Agency shall strive to increase the overall level of economic activity within the Community Redevelopment Area.**

Policy B-3.1: Projects, which provide increased employment opportunities for CRA residents, shall be encouraged.

Policy B-3.2: The Community Redevelopment Agency shall initiate programs and projects which focus on business development and act as catalysts to leverage additional investment by private enterprise.

Policy B-3.3: When possible, CRA funding for projects shall be structured so as to encourage investment in redevelopment and rehabilitation, either in the same project or in adjacent areas.

Policy B-3.4: The Community Redevelopment Agency may participate in a program(s) to increase the market share of the downtown retail core. This program should contain, at least, the following elements:

- a strategy to attract new businesses to the downtown;
- an advertising and promotion strategy;
- a unified merchandising strategy to establish a theme;
- a leasing and operation strategy to coordinate leasing efforts, sales events and store hours;
- a strategy to attract consumers to the downtown;

Objective B-4: **The Community Redevelopment Agency shall strive to improve the existing housing stock within the Community Redevelopment Area and to increase the availability of affordable housing and market rate housing opportunities.**

Policy B-4.1: The Community Redevelopment Agency shall provide financial support for various CRA selected public and private housing improvement programs which are aimed at rehabilitation and the provision of additional affordable housing.

Policy B-4.2: The Community Redevelopment Agency shall work with the City in the preparation of neighborhood and redevelopment plans as defined in the City's Comprehensive Plan. The City shall be the lead agency in the preparation of these plans. The CRA may provide funding or utilize its unique powers for implementation of appropriate provisions of these plans.

Policy B-4.3: The Community Redevelopment Agency shall implement an "Affordable Housing Program" to increase affordable housing opportunities in the area

and to demonstrate the type of infill housing, which could be built on available vacant lots within the CRA.

Policy B-4.4: 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 of replacement housing for such persons in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship 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 family, 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 household. In cases where there are more than two families, related or unrelated, occupying a single family home or one apartment, the CRA will only provide moving expenses for one household.
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 Section-8 Rent Subsidy Programs, as they exist from time to time.
6. The CRA will endeavor to participate with the City of Fort Pierce and the St. Lucie County Housing Authority to provide priority assistance to eligible displaced persons under the Section-8 Rent Subsidy Program and Public Housing Occupancy, as well as other programs available through the City.

Policy B-4.5 The CRA, together with the City and other organizations, shall encourage the development of market-rate housing, particularly in the Downtown and the Beach Sub-Areas. The housing should accommodate employees working in the downtown area, beach area and port area, resulting in shorter vehicle trips to and from work or resulting in allowing the employee to walk to and from work. The housing should also

accommodate new consumers, particularly the young professionals, to support the area's businesses and retail establishments.

GOAL AREA "C" **In recognition of variations in social, physical and economic conditions throughout the Community Redevelopment Area, each identified geographic sub-area of the CRA shall be stabilized, renewed or redeveloped according to a long-range strategy.**

Objective C-1: **The Community Redevelopment Plan shall contain a long-range redevelopment objective for each geographic sub-area of the CRA.**

Policy C-1.1: Current and future CRA programs and projects within each geographic sub-area shall be consistent with the specific objectives and policies set forth within this goal area of the Community Redevelopment Plan.

Objective C-2: **Geographic Sub-Area #1, "The Downtown", shall be revitalized and intensified as a vibrant, mixed-use, people-oriented commercial shopping, working and living center. The following policies and activities shall be pursued in the achievement of this objective.**

Policy C-2.1: The Community Redevelopment Agency shall, in a joint effort with the City of Fort Pierce, prepare redevelopment plans which further define the image for the Downtown and shall identify the infrastructure requirements necessary to accommodate the planned level of intensity. The City shall be the lead agency in the preparation of plans.

Policy C-2.2: The Community Redevelopment Agency may be the lead agency in pursuing the construction of specified downtown redevelopment projects, including but not limited to one or more anchors. Its role in the projects shall be one of active participation and may include, but is not limited to, property acquisition, building demolition, provision of parking facilities and infrastructure improvements.

Policy C-2.3: The Community Redevelopment Agency may utilize its unique powers and financial resources for implementation of appropriate provisions of the 1995 Downtown Charrette plan.

Policy C-2.4: The provision of additional cultural and entertainment uses to establish a high level of activity during evenings and weekends shall be encouraged.

Policy C-2.5: The Community Redevelopment Agency shall coordinate with the City or future Parking Authority (if established) to develop and implement a user-friendly parking system to direct the public to convenient parking facilities.

- Policy C-2.6: The Community Redevelopment Agency shall encourage downtown housing, both “for-sale” and “rental”, in order to bring new consumers to the area. The housing can be in various forms, including townhouses, mid-rise apartments and condominiums or high-rise apartments and condominiums.
- Policy C-2.7: The Community Redevelopment Agency may acquire land to give to St. Lucie County for Courthouse expansion pursuant to a master plan. In addition the Community Redevelopment Agency may assist the Federal Government in acquiring land for the development of a new Federal Office Building in the downtown.
- Policy C-2.8: The Community Redevelopment Agency shall encourage the revitalization, rehabilitation of adaptive re-use of existing structures within the downtown as well as infill development. Furthermore the Agency shall encourage redevelopment of mixed-use buildings, when feasible, and encourage housing to be built with ground floor retail. The Agency shall promote historic preservation in its pursuit of redevelopment.
- Policy C-2.9: The Community Redevelopment Agency shall work with Main Street Fort Pierce in accomplishing the goals of the program, particularly the redevelopment of the Sunrise Theatre.
- Policy C-2.10: The Community Redevelopment Agency shall assist the City in its pursuit of establishing a “Civic Plaza” in front of City Hall on US1, a “Cultural Square” at the waterfront, and other civic projects that may include open space or small public buildings. The recreation of the FEC Railroad Station for Amtrak is a priority.
- Policy C-2.11: The Community Redevelopment Agency will assist the City in the redevelopment of the downtown, waterfront amphitheatre.
- Policy C-2.8: The Community Redevelopment Agency
- Objective C-3: Geographic Sub-Area #2, "The Port", shall be revitalized and redeveloped as a mixed-use area with industrial (cargo), tourist/recreation and a variety of commercial land uses to serve the community needs. The following policies and activities shall be pursued in the achievement of this objective.**
- Policy C-3.1: The Community Redevelopment Agency shall work with City in the implementation of the "Port Redevelopment Plan" for this area completed in FY 1996. The City and the Community Redevelopment Agency shall be the lead agencies jointly in the preparation of any amendments to this

Plan. The Redevelopment Plan shall include maximum feasible citizen participation. The County will also be asked to play a role in any future updates.

Policy C-3.2 The Community Redevelopment Agency and the City will work on a plan to implement a connected street system within the Port Sub-Area. A new northern entrance will be created.

Policy C-3.3 The Community Redevelopment Agency and the City will strive to require a high aesthetic quality for all buildings developed within the Port Sub-Area.

Policy C-3.4 The Community Redevelopment Agency and the City will negotiate with the FEC Railroad to add another spur adjacent to the proposed spurs 3 and 4.

Policy C-3.5 The Community Redevelopment Agency and the City will seek funding and cooperation with other governmental agencies to build a new bulkhead at the Port.

Policy C-3.6 The Community Redevelopment Agency encourages limited new cargo facilities.

Policy C-3.7 The Community Redevelopment Agency and the City will maintain a vigil on protecting the environment at the Port in its efforts to redevelop the area.

Policy C-3.8 The Community Redevelopment Agency will assist the City in acquiring land for redevelopment projects.

Objective C-4: Geographic Sub-Area #4, "The Neighborhoods", shall remain a predominantly residential area. It shall be revitalized and rehabilitated in order to promote the stabilization of its residential neighborhoods. The following policies and activities shall be pursued in the achievement of this objective:

Policy C-4.1: The policies to improve and increase the housing stock of this area, as identified in Objective B-4 shall be adhered to.

Policy C-4.2: New residential development on vacant property in this sub-area shall be encouraged to include a mix of housing types within appropriately zoned areas.

Policy C-4.3: The Community Redevelopment Agency shall work with the City in the preparation of neighborhood plans for the residential neighborhoods within this sub-area. The Agency may utilize its unique powers and

financial resources for implementation of appropriate provisions of this plan.

Policy C-4.4: The Community Redevelopment Agency shall assist the City in the construction of specified redevelopment projects within this area. Its role in the projects shall be one of active participation and may include, but is not limited to, property acquisition, building demolition, provision of parking facilities and infrastructure improvements. The location and intensity of this development shall follow the Redevelopment Plan.

Policy C-4.5: The Community Redevelopment Agency shall encourage private sector redevelopment efforts that will result in the removal and replacement of obsolete or deteriorated commercial structures, substandard housing and non-conforming uses within this area.

Policy C-4.5: The Community Redevelopment Agency shall encourage the redevelopment of Avenue D commercial district and to work with the businesses in the area to establish a viable minority owned businesses.

Objective C-5: Geographic Sub-Area #4, "The Beach", shall maintain its current land use pattern with commercial development fronting along SR A1A and Seaway Drive and residential development to the rear. The residential neighborhoods shall be revitalized and rehabilitated in order to achieve stabilization. Selective redevelopment of commercial property shall also take place in order to eliminate obsolete and deteriorated buildings, reduce negative impacts and to provide for better utilization of land and resources. The following policies and activities shall be pursued in the achievement of this objective:

Policy C-5.1: The Community Redevelopment Agency shall encourage mixed-use redevelopment of the larger parcels in the area. The redevelopment projects should include provisions for a community retail center, the "Beach Village" to serve this end of the City. Although the Agency may provide selective funding assistance toward such a project, the planning and implementation of said redevelopment shall primarily be the responsibility of the private sector.

Policy C-5.2: The Community Redevelopment Agency shall encourage private sector redevelopment efforts that will result in the removal and replacement of obsolete or deteriorated commercial structures and non-conforming uses within this area.

Policy C-5.3: The Community Redevelopment Agency shall assist the City and other governmental agencies in maintaining the beach and its problems of erosion.

- Policy C-5.4: The Community Redevelopment Agency shall assist the City the development of Jetty Park and other beachfront parks.
- Policy C-5.5: The Community Redevelopment Agency shall assist the City in solving the problems of drainage in the sub-area.
- Policy C-5.6: The Community Redevelopment Agency shall assist the City in solving the problems of traffic in the sub-area.
- Policy C-5.7: The Community Redevelopment Agency shall work with the City in the preparation of a redevelopment plan for the sub-area. The City shall be the lead agency in implementing the Redevelopment Plan. It shall pursue the construction of specified redevelopment projects within this area. Its role in the projects shall be one of active participation and may include, but is not limited to, property acquisition, building demolition, provision of parking facilities and infrastructure improvements. The location and intensity of this development shall follow the Redevelopment Plan.
- Policy C-5.8: The Community Redevelopment Agency shall encourage the orderly development of the WCI tract.
- Policy C-5.9: The Community Redevelopment Agency shall encourage the development of the public waterfront between the bridge and the WCI tract.
- GOAL AREA "D" The Community Redevelopment Agency shall conduct its business in accordance with Florida State Statutes, City Ordinance No. H-239, which created it, and adopted standards and procedures contained within this Community Redevelopment Plan**
- Objective D-1: The Community Redevelopment Agency shall strive to boost public relations and increase public awareness of its activities within the CRA.**
- Policy D-1.1: The Community Redevelopment Agency shall continue to solicit the participation of residents and citizen groups in the formulation of its redevelopment strategies.
- Policy D-1.2: The Community Redevelopment Agency shall invite the press to attend its regular meetings and shall issue press releases when it determines that additional public notice of its actions is warranted.
- Policy D-1.3 The Community Redevelopment Agency shall issue a newsletter and brochure, on an as-needed basis, to the public to describe its purpose, mission and accomplishments.

VI. PART SIX – APPENDICES

A. Legal Description of the Community Redevelopment Area

The legal description of the Community Redevelopment Area is as follows:

B. CRA By-Laws and Amendments

The Agency's by-laws and its amendments are attached herein.

C. Land Acquisition Map

There are no land acquisition maps attached herein.

D. Interlocal Agreements

There are no interlocal agreements attached herein.

E. Findings of Necessity

The approved Finding of Necessity on June 19, 2001 is under separate cover.

F. Ordinances and Resolutions of the CRA and the City

- a. Resolution No. 82-25 of the City of Fort Pierce
- b. Ordinance H-239 of the City of Fort Pierce
- c. Ordinance H-240 of the City of Fort Pierce
- d. Resolution No. 95-89 of the City of Fort Pierce
- e. Resolution No. 96-15 of the City of Fort Pierce
- f. Resolution No. 01-98 of the City of Fort Pierce
- g. Resolution No. 01-131 of the City of Fort Pierce

Objective D-2: **Administration of the Community Redevelopment Agency and the procedures by which it operates shall be in accordance with adopted Bylaws.**

Policy D-2.1: The Bylaws of the Community Redevelopment Agency shall be available for public inspection.

Objective D-3: **The Community Redevelopment Agency shall coordinate its activities with the City Commission of Fort Pierce.**

Policy D-3.1: The Community Redevelopment Agency shall prepare an annual report and review the status of its redevelopment programs with the City Commission.

Policy D-3.2: All applications for development approvals on property located within the CRA shall be presented to the Community Redevelopment Agency for its review and recommendations at its regular meetings by the Executive Director or by a city representative.

Policy D-3.3: The Executive Director, or in his absence, the Chairman, shall be responsible for maintaining the Community Redevelopment Plan and to ensure its consistency with the City's Comprehensive Plan.

Policy D-3.4: The Executive Director or in his absence, the Chairman, shall be responsible for maintaining coordination with the City Commission.

Objective D-4: **The Community Redevelopment Agency shall coordinate its planning and redevelopment activities with those units of government and agencies that may be impacted by it.**

Policy D-4.1: The Community Redevelopment Agency shall strive to coordinate its activities with other agencies through the attendance of the executive director or a board member at meetings where activities that impact the CRA will be discussed.

Policy D-4.2: The Community Redevelopment Agency shall request that the City Commission appoint one member of the CRA Board to all City task forces or committees that deal with items affecting the CRA.

Policy D-4.3: The Community Redevelopment Agency shall invite members of other agencies to attend its meetings when items that would impact the respective agencies will be discussed.

DESCRIPTION OF THE FORT PIERCE CRA REDEVELOPMENT AREA

COMMENCE AT THE NORTHWEST CORNER OF SECTION 7, TOWNSHIP 35S, RANGE 41E, ST LUCIE COUNTY, FLORIDA; THENCE RUN NORTHEASTERLY ALONG THE NORTH LINE OF SAID SECTION 7 A DISTANCE OF 230.00 FEET MORE OR LESS TO THE MEAN HIGH WATER LINE OF THE ATLANTIC OCEAN; THENCE SOUTHEASTERLY ALONG THE MEAN HIGH WATER LINE A DISTANCE OF 590.00 FEET MORE OR LESS TO THE NORTH LINE OF BEACH VILLAS ON HUTCHINSON ISLAND, A CONDOMINIUM AND THE POINT OF BEGINNING; THENCE WESTERLY ALONG THE NORTH LINE OF BEACH VILLAS ON HUTCHINSON ISLAND, A CONDOMINIUM, TO THE EASTERLY RIGHT OF WAY LINE OF STATE ROAD A1A; THENCE SOUTHERLY ALONG THE EASTERLY RIGHT OF WAY LINE OF STATE ROAD A1A TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE SOUTH RIGHT OF WAY LINE OF MELALEUCA DRIVE; THENCE WESTERLY ALONG THE EASTERLY EXTENSION OF MELALEUCA DRIVE TO THE WESTERLY RIGHT OF WAY LINE OF A1A; THENCE CONTINUE WESTERLY ALONG THE SOUTH RIGHT OF WAY LINE OF MELALEUCA DRIVE TO A POINT OF INTERSECTION WITH THE EASTERLY MEAN HIGH WATER LINE OF THE INDIAN RIVER; THENCE CONTINUE WESTERLY ALONG THE WESTERLY EXTENSION OF MELALEUCA DRIVE A DISTANCE OF 7,620.00 FEET MORE OR LESS TO A POINT OF INTERSECTION WITH THE WEST BANK OF THE INTERCOASTAL WATER WAY; THENCE SOUTHEASTERLY ALONG SAID WEST BANK OF THE INTERCOASTAL WATERWAY A DISTANCE OF 5,100.00 FEET MORE OR LESS TO A POINT 150.00 FEET SOUTH OF THE EASTERLY EXTENSION OF THE SOUTH RIGHT OF WAY LINE OF GEORGIA AVENUE; THENCE WESTERLY ALONG SAID LINE A DISTANCE OF 4,010.00 FEET MORE OR LESS TO THE WESTERLY MEAN HIGH WATER LINE OF THE INDIAN RIVER; THENCE CONTINUE WESTERLY ALONG THE LINE 150.00 FEET SOUTH OF THE EASTERLY EXTENSION OF THE SOUTH RIGHT OF WAY LINE OF GEORGIA AVENUE TO THE INTERSECTION OF THE CENTERLINE OF SOUTH 33RD STREET; THENCE NORTHERLY ALONG SAID CENTERLINE OF SOUTH 33RD STREET TO THE INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF ANGLE ROAD; THENCE NORTHERLY ALONG THE CENTERLINE EXTENDED OF SOUTH 33RD STREET TO A POINT OF INTERSECTION WITH THE CENTERLINE OF THE CITY OF FT PIERCE CANAL NO. 8C; THENCE NORTHERLY ALONG THE CENTERLINE OF CITY OF FT PIERCE CANAL NO. 8C TO A POINT OF INTERSECTION WITH THE SOUTH RIGHT-OF-WAY LINE OF AVENUE Q EXTENDED WESTERLY; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY OF AVENUE Q EXTENDED WESTERLY, A DISTANCE OF 50.00 FEET MORE OR LESS TO THE EAST RIGHT-OF-WAY LINE OF CITY OF FT PIERCE CANAL NO 8C; THENCE CONTINUE EASTERLY ALONG THE SOUTH RIGHT OF WAY LINE OF AVENUE Q A

DISTANCE OF 1,245.00 FEET MORE OR LESS TO THE WEST RIGHT OF WAY LINE OF NORTH 29TH STREET AND BEING THE CENTERLINE OF AVENUE Q TO THE EAST; THENCE CONTINUE EASTERLY ALONG THE SAID CENTERLINE OF AVENUE Q A DISTANCE OF 104.80 FEET MORE OR LESS TO A POINT WHICH IS THE WEST LINE OF LOT 14 OF BLOCK 7 OF SUNRISE PARK NO. 1 SUBDIVISION EXTENDED SOUTHERLY; THENCE NORTHERLY ALONG THE SAID WEST LINE OF LOT 14 A DISTANCE OF 35.00 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE NORTHERLY ALONG THE WEST LINE OF LOT 14 OF SUNRISE PARK 1 SUBDIVISION A DISTANCE OF 125.60 FEET MORE OR LESS TO THE NORTHWEST CORNER OF SAID LOT 14; THENCE EASTERLY ALONG THE NORTH LINE OF LOT 14 AND LOT 15 OF SAID BLOCK 7 OF SUNRISE PARK NO. 1 SUBDIVISION A DISTANCE OF 102.00 FEET MORE OR LESS TO THE NORTHEAST CORNER OF SAID LOT 15; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 15 A DISTANCE OF 125.60 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE SOUTHERLY ALONG THE EAST LINE OF LOT 15 OF BLOCK 7 OF SUNRISE PARK NO. 1 SUBDIVISION EXTENDED SOUTHERLY A DISTANCE OF 35.00 FEET MORE OR LESS TO THE CENTERLINE OF AVENUE Q; THENCE EASTERLY ALONG THE SAID CENTERLINE OF AVENUE Q A DISTANCE OF 509.00 FEET MORE OR LESS TO A POINT WHICH IS THE EAST RIGHT OF WAY LINE OF NORTH 27TH STREET EXTENDED SOUTHERLY; THENCE NORTHERLY ALONG THE SAID EAST RIGHT OF WAY LINE OF NORTH 27TH STREET EXTENDED SOUTHERLY A DISTANCE OF 35.00 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE CONTINUE NORTHERLY ALONG THE EAST RIGHT OF WAY LINE OF NORTH 27TH STREET A DISTANCE OF 124.80 FEET MORE OR LESS TO THE NORTHWEST CORNER OF LOT 12 OF BLOCK 8 OF SUNRISE PARK NO. 1 SUBDIVISION; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT 12 A DISTANCE OF 50.80 FEET MORE OR LESS TO THE NORTHEAST CORNER OF SAID LOT 12; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 12 A DISTANCE OF 124.80 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE SOUTHERLY ALONG THE EAST LINE OF LOT 12 OF BLOCK 8 OF SUNRISE PARK NO. 1 SUBDIVISION EXTENDED SOUTHERLY A DISTANCE OF 35.00 FEET MORE OR LESS TO THE CENTERLINE OF AVENUE Q; THENCE EASTERLY ALONG THE SAID CENTERLINE OF AVENUE Q A DISTANCE OF 108.00 FEET MORE OR LESS TO A POINT; WHICH IS THE WEST LINE OF LOT 15 OF BLOCK 8 OF SUNRISE PARK NO. 1 EXTENDED SOUTHERLY; THENCE NORTHERLY ALONG THE SAID WEST LINE OF LOT 15 OF BLOCK 8 OF SUNRISE PARK NO. 1 EXTENDED SOUTHERLY A DISTANCE OF 35.00 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE NORTHERLY ALONG THE WEST LINE OF LOT 15 OF BLOCK 8 OF SUNRISE PARK 1 SUBDIVISION A DISTANCE OF 124.60 FEET MORE OR LESS TO THE NORTHWEST CORNER OF SAID LOT 15; THENCE EASTERLY ALONG THE NORTH LINE OF LOTS 15, 16, 17, 18, 19, & 20 A DISTANCE OF 324.00 FEET MORE OR LESS TO THE NORTHEAST CORNER OF SAID LOT 20, THENCE

SOUTHERLY ALONG THE EAST LINE OF SAID LOT 20 A DISTANCE OF 124.60 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE CONTINUE SOUTHERLY ALONG THE EAST LINE OF LOT 15 EXTENDED SOUTHERLY A DISTANCE OF 35.00 FEET MORE OR LESS TO THE CENTERLINE OF AVENUE Q, THENCE EASTERLY ALONG THE SAID CENTERLINE OF AVENUE Q A DISTANCE OF 158.00 FEET MORE OR LESS TO THE CENTERLINE OF NORTH 25TH STREET, THENCE NORTHERLY ALONG THE SAID CENTERLINE OF NORTH 25TH STREET A DISTANCE OF 600.00 FEET MORE OR LESS TO A POINT; THENCE WEST A DISTANCE OF 150.00 FEET MORE OR LESS TO A POINT; THENCE NORTH A DISTANCE OF 100.00 FEET MORE OR LESS TO THE SOUTH RIGHT OF WAY LINE OF AVENUE S; THENCE EAST ALONG THE SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 150.00 FEET MORE OR LESS TO THE CENTERLINE OF NORTH 25TH STREET; THENCE SOUTH ALONG THE SAID CENTERLINE OF NORTH 25TH STREET A DISTANCE OF 270.00 FEET TO A POINT, WHICH IS THE NORTH LINE OF TRACT 7 OF GARDEN CITY FARMS EXTENDED WESTERLY; THENCE EASTERLY ALONG THE SAID NORTH LINE OF TRACT 7 OF GARDEN CITY FARMS EXTENDED WESTERLY A DISTANCE OF 50.00 FEET MORE OR LESS TO THE NORTHWEST CORNER OF SAID TRACT OF GARDEN CITY FARMS; THENCE CONTINUE EASTERLY ALONG THE NORTH LINE OF TRACT 7 AND TRACT 8 OF GARDEN CITY FARMS A DISTANCE OF 1,270 FEET MORE OR LESS TO A POINT WHICH IS 30.00 FEET MORE OR LESS WEST OF THE NORTHEAST CORNER OF SAID TRACT 8 OF GARDEN CITY FARMS; THENCE NORTHERLY ALONG A LINE WHICH IS 30.00 FEET MORE OR LESS WEST OF THE EAST LINE OF TRACT 5 OF GARDEN CITY FARMS A DISTANCE OF 330.00 FEET MORE OR LESS TO A POINT WHICH IS 30.00 FEET MORE OR LESS WEST OF THE NORTHEAST CORNER OF SAID TRACT 5 OF GARDEN CITY FARMS; THENCE WESTERLY ALONG THE NORTH LINE OF SAID TRACT 5 OF GARDEN CITY FARMS A DISTANCE OF 335.02 FEET MORE OR LESS TO A POINT; THENCE NORTHERLY ALONG A LINE PARALLEL WITH AND 325.00 FEET MORE OR LESS EASTERLY OF THE WEST LINE OF TRACT 4 OF GARDEN CITY FARMS A DISTANCE OF 247.41 FEET MORE OR LESS TO A POINT; WHICH IS 75.00 FEET MORE OR LESS SOUTHERLY OF THE NORTH LINE OF TRACT 4 OF GARDEN CITY FARMS; THENCE WESTERLY ON A LINE WHICH IS PARALLEL WITH AND 75.00 FEET MORE OR LESS SOUTHERLY OF THE NORTH LINE OF TRACT 4 AND TRACT 3 OF GARDEN CITY FARMS A DISTANCE OF 935.26 FEET MORE OR LESS TO THE EAST RIGHT OF WAY LINE OF NORTH 25TH STREET; THENCE NORTHERLY ALONG THE SAID EAST RIGHT OF WAY LINE OF NORTH 25TH STREET A DISTANCE OF 75.00 FEET TO THE NORTHWEST CORNER OF TRACT 3 OF GARDEN CITY FARMS; THENCE EASTERLY ALONG THE NORTH LINE OF TRACT 3 AND TRACT 4 OF GARDEN CITY FARMS A DISTANCE OF 1,270.28 FEET MORE OR LESS TO THE NORTHEAST CORNER OF TRACT 4 OF GARDEN CITY FARMS; THENCE SOUTHERLY ALONG THE EAST LINE OF TRACT 4 OF GARDEN CITY FARMS A DISTANCE 262.00 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 150.00 FEET MORE OR LESS TO A POINT; THENCE SOUTH A DISTANCE OF 292.00 FEET MORE OR

LESS TO A POINT; THENCE WEST A DISTANCE OF 150.00 FEET TO THE EAST LINE OF TRACT 5 OF GARDEN CITY FARMS; THENCE SOUTH ALONG THE SAID EAST LINE OF TRACT 5 A DISTANCE OF 75.00 FEET TO A POINT; THENCE EAST A DISTANCE OF 150.00 FEET MORE OR LESS TO A POINT; THENCE SOUTH A DISTANCE OF 75.00 FEET TO A POINT; THENCE WEST A DISTANCE OF 150.00 FEET MORE OR LESS TO THE SAID EAST LINE OF TRACT 5; THENCE SOUTH A DISTANCE OF 136.00 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 150.00 FEET TO A POINT; THENCE SOUTH A DISTANCE OF 150.00 FEET TO A POINT WHICH IS 12.50' SOUTH OF THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE EAST ALONG THE SAID LINE WHICH IS 12.50 SOUTH OF THE NORTH RIGHT OF WAY LINE OF AVENUE Q A DISTANCE OF 88.00 FEET TO A POINT; THENCE NORTH A DISTANCE OF 150.00 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 187.00 FEET MORE OR LESS TO A POINT; THENCE SOUTH A DISTANCE OF 150.00 FEET MORE OR LESS TO A POINT WHICH IS 12.50' SOUTH OF THE SAID NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE EAST ALONG THE SAID LINE 12.50' SOUTH OF THE NORTH RIGHT OF WAY LINE OF AVENUE Q A DISTANCE OF 235.00 FEET MORE OR LESS TO A POINT; WHICH IS THE INTERSECTION OF THE CENTERLINE OF NORTH 19TH STREET EXTENDED NORTHERLY; THENCE CONTINUE EASTERLY ALONG A LINE WHICH IS PARALLEL WITH AND 12.50 FEET MORE OR LESS SOUTHERLY OF THE NORTH RIGHT OF WAY LINE OF AVENUE Q A DISTANCE OF 460.00 FEET MORE OR LESS TO A POINT; THENCE NORTH A DISTANCE OF 250.00 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 200.00 FEET MORE OR LESS TO THE WEST RIGHT OF WAY LINE OF NORTH 17TH STREET; THENCE CONTINUE EAST A DISTANCE OF 25.00 FEET MORE OR LESS TO THE EAST RIGHT OF WAY LINE OF SAID NORTH 17TH STREET; THENCE NORTH ALONG THE SAID EAST RIGHT OF WAY LINE OF NORTH 17TH STREET A DISTANCE OF 186.00 FEET MORE OR LESS TO A POINT; THENCE WEST A DISTANCE OF 55.00 FEET MORE OR LESS TO THE WEST RIGHT OF WAY OF SAID NORTH 17TH STREET; THENCE CONTINUE WEST ALONG THE SOUTH LINE OF LOT 4 OF BLOCK 12 OF SOMMER & PRICE A DISTANCE OF 135.00 FEET TO THE SOUTHWEST CORNER OF SAID BLOCK 12; THENCE NORTH ALONG THE SAID WEST LINE OF BLOCK 12 A DISTANCE OF 200.00 FEET MORE OR LESS TO THE NORTH LINE OF LOT 1 OF SAID BLOCK 12; THENCE EAST ALONG THE SAID NORTH LINE OF LOT 1 OF BLOCK 12 A DISTANCE OF 135.00 FEET MORE OR LESS TO THE WEST RIGHT OF WAY LINE OF NORTH 17TH STREET; THENCE CONTINUE EAST A DISTANCE OF 55.00 FEET MORE OR LESS TO THE EAST RIGHT OF WAY LINE OF SAID NORTH 17TH STREET; THENCE NORTH ALONG THE SAID EAST RIGHT OF WAY LINE OF NORTH 17TH STREET A DISTANCE OF 32.50 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 145.00 FEET MORE OR LESS TO THE WEST LINE OF BLOCK 1 OF BLAKELY SUBDIVISION; THENCE NORTH ALONG THE SAID WEST LINE A DISTANCE OF 150.00 FEET MORE OR LESS TO THE SOUTH RIGHT OF WAY LINE OF AVENUE S; THENCE CONTINUE NORTH A DISTANCE OF 50.00 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY

LINE OF AVENUE S; THENCE WEST ALONG THE SAID NORTH RIGHT OF WAY LINE A DISTANCE OF 135.00 FEET MORE OR LESS TO THE EAST RIGHT OF WAY LINE OF NORTH 17TH STREET; THENCE NORTH ALONG THE SAID EAST RIGHT OF WAY LINE A DISTANCE OF 140.00 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 447.25 FEET MORE OR LESS TO THE NORTHEAST CORNER OF LOT 3 OF BLOCK 3 OF BLAKELY SUBDIVISION; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 3 A DISTANCE OF 140 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE S; THENCE CONTINUE SOUTH A DISTANCE OF 50.00 FEET MORE OR LESS TO THE SOUTH RIGHT OF WAY LINE OF AVENUE S; THENCE EAST ALONG THE SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 108.26 FEET MORE OR LESS TO A POINT; THENCE CONTINUE EAST ALONG THE SOUTH RIGHT OF WAY LINE OF AVENUE S EXTENDED EAST A DISTANCE OF 66.79 FEET MORE OR LESS TO THE EAST RIGHT OF WAY LINE OF NORTH 16TH STREET AND BEING THE SOUTHWEST CORNER OF LOT 8 OF BLOCK 3 OF BLAKELY SUBDIVISION; THENCE NORTHEASTERLY ALONG THE NORTH PROPERTY LINE OF SAID LOT 8 A DISTANCE OF 152.90 FEET MORE OR LESS TO THE NORTHEAST CORNER OF SAID LOT 8 AND BEING THE EAST PROPERTY LINE OF BLOCK 3 OF BLAKELY SUBDIVISION; THENCE SOUTH ALONG THE SAID EAST LINE OF BLOCK 3 A DISTANCE OF 927.73 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q EXCEPTING FROM ABOVE DESCRIPTION BLOCK 1, LOT 3 AND THE NORTH 15.00 FEET OF LOT 22 OF BLOCK 2 OF BLAKELY SUBDIVISION; THENCE CONTINUE SOUTH A DISTANCE OF 22.00 FEET MORE OR LESS TO THE CENTERLINE OF AVENUE Q; THENCE EASTERLY ALONG THE SAID CENTERLINE OF AVENUE Q TO ITS INTERSECTION WITH THE WESTERLY RIGHT OF WAY LINE OF C. & S.F.F.C.D. CANAL C-25; THENCE CONTINUE EASTERLY ALONG THE CENTERLINE OF AVENUE Q EXTENDED EASTERLY TO ITS INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF OLD DIXIE HIGHWAY; THENCE NORTHWESTERLY ALONG THE SAID WEST RIGHT OF WAY LINE OF OLD DIXIE HIGHWAY A DISTANCE OF 280.00 FEET MORE OR LESS TO THE CENTERLINE OF C. & S.F.F.C.D. CANAL C-25; THENCE EASTERLY ALONG THE SAID CENTERLINE OF C. & S.F.F.C.D. CANAL C-25 TO THE WEST LINE OF THE INTERCOASTAL WATERWAY; THENCE EASTERLY ALONG THE WESTERLY EXTENSION OF A LINE WHICH IS PARALLEL WITH AND 643 FEET MORE OR LESS SOUTH OF THE NORTH LINE OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 40 EAST; A DISTANCE OF 5,815 FEET MORE OR LESS TO THE INTERSECTION OF THE CENTERLINE OF THE FT PIERCE INLET CHANNEL; THENCE NORTHEASTERLY ALONG SAID CENTERLINE OF THE FT PIERCE INLET CHANNEL TO THE ATLANTIC OCEAN.

RESOLUTION NO. 82-25

A RESOLUTION DECLARING THAT A SLUM AND BLIGHTED AREA EXISTS IN AN AREA TO BE DESIGNATED THE DOWNTOWN REVITALIZATION CORE AREA PURSUANT TO THE CRITERIA OUTLINED IN CHAPTER 163, PART III, FLORIDA STATUTES; DEFINING SAID AREA; FINDING THAT SAID DESIGNATION AND REHABILITATION, CONSERVATION, REDEVELOPMENT, OR COMBINATION THEREOF, OF THE DOWNTOWN REVITALIZATION CORE AREA IS NECESSARY IN THE INTEREST OF THE PUBLIC HEALTH, SAFETY, AND WELFARE OF THE RESIDENTS OF THE CITY OF FORT PIERCE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Legislature of the State of Florida (Legislature) in 1969 duly enacted the Community Redevelopment Act of 1969 as amended (Act), codified as and consisting of F.S. 163.330 through F.S. 163.450, in which Act the legislature found that there exists in counties and municipalities of the state slum and blighted areas which constituted a serious and growing menace to the public health, safety, morals and welfare of the residents of the State constituting an economic and social liability and authorizing counties and municipalities in the State to formulate workable programs for utilizing appropriate private and public resources to eliminate and prevent the development or spread of slums and urban blight, to encourage needed community rehabilitation, to provide for the redevelopment of slum and blighted areas, or to undertake such of the aforesaid activities or other feasible county or municipal activities as may be suitably employed to achieve the objectives of such workable program; and

WHEREAS, that area of Downtown Fort Pierce more fully described in Appendix "A" attached hereto and made a part hereof contains the criteria of a slum and blighted area as defined in Section 163.340 more specifically:

- a. Over 56 percent of the existing buildings in the Downtown Core Area are substandard creating unsanitary and unsafe conditions,
- b. Over 75 percent of the lots in the Downtown Core Area are one-half acre or less in size,
- c. The real value of the Downtown Core Area tax base has decreased 25 percent from 1975 to 1980,
- d. The layout streets and roads in the area prevents an efficient and effective circulation of vehicular traffic; and

WHEREAS, the rehabilitation, conservation and redevelopment or a combination thereof of the aforesaid Downtown Fort Pierce area is necessary in the interest of the public health, safety, and welfare of the residents of the City of Fort Pierce, and in the interest of implementing the intent of the Florida Legislature as expressed in the Community Redevelopment Act of 1969, as amended, by revitalizing the area economically and socially, thereby improving the tax base, promoting sound growth, and providing improved housing conditions; and

WHEREAS, the enumeration of one area does not preclude the enlargement of or change to boundaries of said area or subsequent determination that one or more additional slum or blighted areas also exist within the City of Fort Pierce;

NOW, THEREFORE BE IT RESOLVED by the Commission of the City of Fort Pierce:

SECTION 1. The area of Downtown Fort Pierce more fully described in Appendix "A" is hereby found and declared to be a slum and blighted area, as defined by and within the purposes and intent of Florida Statutes, Chapter 163, Part III, F.S.

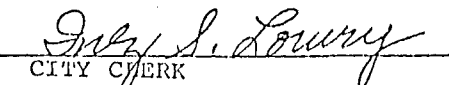
SECTION 2. Pursuant to the provisions of Section 163.355, Florida Statutes, it is hereby found and declared that the rehabilitation, conservation or redevelopment, or a combination thereof of the area described in Appendix "A" is necessary in the interest of the public health, safety, and welfare of the citizens of the City of Fort Pierce, and that such area is an appropriate area for a community redevelopment project.

SECTION 3. This Resolution shall become effective upon passage.

IN WITNESS WHEREOF, this Resolution has been duly adopted this 21st day of June, 1982.


MAYOR COMMISSIONER

ATTEST:


CITY CLERK
(CITY SEAL)

APPENDIX "A"

DOWNTOWN REVITALIZATION CORE AREA BOUNDARIES

For the purpose of this study, the DRCA boundaries are as follows:

- NORTH BOUNDARY Seaway Drive (State Road A-1-A) from
the western shore of Indian River to the
F.E.C.R.R. tracks.
- WEST BOUNDARY The F.E.C.R.R. tracks from Seaway Drive
south to Moore's Creek, then west to U.S.
Highway #1, then south to Avenue "A", then
west to 7th Street, then south to Atlantic
Avenue, then east to the F.E.C.R.R. tracks,
then south to Citrus Avenue.
- SOUTH BOUNDARY Citrus Avenue from the western shore of
Indian River to the F.E.C.R.R. tracks.
- EAST BOUNDARY The western shoreline of Indian River from
Seaway Drive to Citrus Avenue.

ORDINANCE NO. H-239

AN ORDINANCE DETERMINING THAT THERE IS A NEED FOR A FORT PIERCE REDEVELOPMENT AGENCY AND ESTABLISHING THE FORT PIERCE REDEVELOPMENT AGENCY; RETAINING CERTAIN POWERS TO THE CITY IN CONNECTION WITH THAT AGENCY; AND DELEGATING CERTAIN POWERS IN ACCORDANCE WITH FLORIDA LAW AND THE STATE STATUTES, SPECIFICALLY CHAPTER 163, TO THE AGENCY; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HERewith; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Fort Pierce, Florida has adopted Resolution No. 82-25 finding that one or more slum or blighted areas exist in the City of Fort Pierce; and that the rehabilitation, conservation, redevelopment, or combination thereof, of such areas is necessary in the interests of the public health, safety, morals, or welfare of the residents of the City of Fort Pierce; and

WHEREAS, the City Commission finds there is a need for a Fort Pierce Redevelopment Agency to carry out the rehabilitation, conservation, and redevelopment of said blighted and slum areas; and

WHEREAS, the City of Fort Pierce will select five commissioners who are either residents of the City of Fort Pierce or are engaged in business within the area of the City designated for the operation of the Fort Pierce Redevelopment Agency, who will qualify under Florida Statute 163.356, to be the commissioners of the Agency; and

WHEREAS, the City Commission has determined that certain powers should be granted to the Fort Pierce Redevelopment Agency and the City Commission should retain certain powers in order to carry out the rehabilitation, conservation, and redevelopment of the designated Redevelopment Area.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA:

SECTION 1. That the Fort Pierce Redevelopment Agency is hereby established for the purpose of carrying out redevelopment activities for the area defined as slum and blighted

in Resolution No. 82-25 and described as Appendix "A", and in any additional area as subsequently defined and approved by the City.

SECTION 2. That the Fort Pierce Redevelopment Agency is vested with the following powers authorized by Section 163.370, Florida Statutes;

1. To make and execute contracts and other instruments necessary or convenient to the exercise of its powers under the ordinance.

2. To disseminate redevelopment information.

3. To undertake and carry out community redevelopment projects and related activities within its area of operation, such projects to include:

- A. Acquisition of a slum area or a blighted area or any portion thereof;

- B. Demolition and removal of buildings and improvements;

- C. Installation, construction, or reconstruction of streets, utilities, parks, playgrounds, and other improvements necessary for carrying out the Community Redevelopment Plan.

- D. Disposition of any property acquired in the Community Redevelopment Area at its fair value for uses in accordance with the Community Redevelopment Plan;

- E. Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements in accordance with the Community Redevelopment Plan;

- F. Acquisition of real property in the Community Redevelopment Project area which, under the Community Redevelopment Plan, is to be repaired or rehabilitated for dwelling use or related

facilities, repair or rehabilitation of the structures for guidance purposes, and resale of the property;

G. Acquisition of any other real property in the Community Redevelopment Area when necessary to eliminate unhealthful, unsanitary or unsafe conditions, eliminate obsolete or other uses detrimental to the public welfare, or otherwise, to remove or prevent the spread of blight or deterioration, or to provide land for needed public facilities;

H. Acquisitions, without regard to any requirement that the area be a slum or blighted area, 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 and over which air rights sites are to be developed for the elimination of such blighting influences and for the provision of housing (and related facilities and uses) designed specifically for, and limited to, families and individuals of low or moderate income;

I. Construction of foundations and platforms necessary for the provisions of air rights sites of housing (and related facilities and uses) designed specifically for, and limited to, families and individuals of low or moderate income;

J. To recommend by four-fifths vote of the agency to the City Commission the condemnation of property under this ordinance;

4. To provide, or to arrange or contract for, the furnishings or repair by any person or agency, public or private, of services, privileges, works, streets, roads, public utilities or other facilities or in

connection with a Community Redevelopment Project; and to agree to any conditions that it may deem reasonable and appropriate attached to federal financial assistance and imposed pursuant to federal law relating to the determination of prevailing salaries or wages or compliance with labor standards, in the undertakings or carrying out of a Community Redevelopment Project and related activities, and to include in any contract let in connection with such a project and related activities, provisions to fulfill such of said conditions as it may deem reasonable and appropriate;

5. Within its area of operation;

A. To acquire by purchase, lease, option, gift, grant, bequest, devise, or otherwise except in eminent domain, any real property (or personal property for its administrative purposes) together with any improvements thereon;

B. To hold, improve, clear, or prepare for redevelopment any such property;

C. To mortgage, pledge, hypothecate, or otherwise encumber to dispose of any real property;

D. To insure or provide for the insurance of any real or personal property or operations of the agency or of the municipality against any risks or hazards, including the power to pay premiums on any such insurance;

E. To enter into any contracts necessary to effectuate the purpose of this part.

6. To invest any Community Redevelopment Funds held in reserves or sinking funds or any such funds not required for immediate disbursement in property or

securities in which savings banks may legally invest funds subject to their control; to redeem revenue bonds issued pursuant to this part at the redemption price established therein or to purchase any such bonds at less than redemption price, all such bonds so redeemed or purchased to be cancelled;

7. To borrow money and to apply 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, for the purposes of this part, and to give such security as may be required and to enter into and carry out contracts or agreements in connection therewith; and to include in any contracts for financial assistance with the Federal Government for or with respect to a Community Redevelopment Project and related activities such conditions imposed pursuant to federal laws as the municipality may deem reasonable and appropriate and which are not inconsistent with the purposes of this part;

8. Within its area of operation, to make or have made all surveys and plans necessary to the carrying out of the purposes of this part and to contract with any person, public or private, in making and carrying out such plans, which plans may include, but not be limited to:

A. Plans for carrying out a program of voluntary or compulsory repair and rehabilitation of buildings and improvements;

B. Appraisals, title searches, surveys, studies, and other plans and work necessary to prepare for undertaking of Community Redevelopment Projects and related activities;

C. Plans for the enforcement of state and local laws, codes and regulations relating to the use of land and the use and occupancy of buildings and improvements and to the compulsory repair, rehabilitation, demolition, or removal of buildings and improvements.

9. To develop, test, and report methods and techniques, and carry out demonstrations and other activities, for the prevention and the elimination of slums and urban blight and developing and demonstrating new or improved means of providing housing for families and persons of low income;

10. To apply for, accept, and utilize grants of funds from the Federal Government for such purposes;

11. To prepare plans for and assist in the relocation of persons (including individuals, families, business concerns, non-profit organizations and others) displaced from a Community Redevelopment Area, and to make relocation payments to or with respect to such persons for moving expenses and losses of property for which reimbursement or compensation is not otherwise made, including the making of such payments financed by the Federal Government.

12. To appropriate such funds and make such expenditures as may be necessary to carry out the purposes of this part;

13. To close, vacate plan or replan streets, roads, sidewalks, or other places.

14. Within its area of operation, to organize, coordinate, and direct the administration of the provisions of this part, as they may apply to the City in order that the objective of remedying slum

and blighted areas and preventing the causes thereof within the City, and to establish such offices in order to carry out such purposes most effectively.

SECTION 3. The following powers shall continue to vest in the Fort Pierce City Commission:

1. 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 with respect thereto.
2. The power to grant final approval to Community Redevelopment Plans and Modifications thereof.
3. The power to authorize the issuance of revenue bonds as set fourth in Section 163.385.
4. 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.
5. The power of eminent domain; a four-fifths vote of the City Commission is required to condemn under this provision.
6. The power to approve the budget and any amendments thereto.
7. The power to allocate municipal funds from any source to fund the Agency or to be applied to any bonds or notes issued by the Agency.

SECTION 4. That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 5. That if any word, sentence, clause, phrase, or provision of this ordinance, for any reason, is held to be unconstitutional, void, or invalid, the validity of the remainder of this ordinance shall not be affected thereby.

SECTION 6. This ordinance shall take effect immediately upon its adoption.

APPENDIX "A"

DOWNTOWN REVITALIZATION CORE AREA BOUNDARIES

For the purpose of this study, the DRCA boundaries are as follows:

NORTH BOUNDARY-----Seaway Drive (State Road A-1-A)
from the western shore of Indian
River to the F.E.C.R.R. tracks.

WEST BOUNDARY-----The F.E.C.R.R. tracks from Seaway
Drive south to Moore's Creek, then
west to U.S. Highway #1, then south
to Avenue "A", then west to 7th
Street, then south to Atlantic
Avenue, then east to the F.E.C.R.R.
tracks, then south to Citrus Avenue.

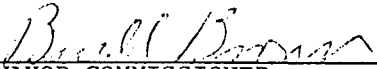
SOUTH BOUNDARY-----Citrus Avenue from the western shore
of Indian River to the F.E.C.R.R.
tracks.

EAST BOUNDARY-----The western shoreline of Indian
River from Seaway Drive to Citrus
Avenue.

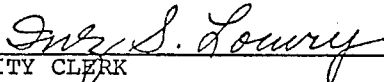
STATE OF FLORIDA)
ST. LUCIE COUNTY) ss.

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. H-239 was duly advertised by title only in the Fort Pierce News Tribune on the 5th day of November, 1982; was duly introduced, read and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on the 15th day of November, 1982; copy of said Ordinance was made available at the office of the City Clerk to the public upon request during the time between the first and second reading of the Ordinance; and was duly read and passed on second and final reading on the 6th day of December, 1982, by the City Commission of the City of Fort Pierce, Florida.

IN WITNESS HERewith, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this the 8th day of December, 1982.



MAYOR COMMISSIONER



CITY CLERK

(CITY SEAL)

ORDINANCE NO. H-240

AN ORDINANCE APPOINTING THE FIVE COMMISSIONERS FOR THE FORT PIERCE REDEVELOPMENT AGENCY; PROVIDING FOR THEIR TERMS OF OFFICE; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA:

SECTION 1. That the following persons who are either residents of the City of Fort Pierce, or who are engaged in business within the area of the City designated for the operation of the Fort Pierce Redevelopment Agency, and who are qualified in accordance with Florida Statute 163.356, are hereby appointed by the Fort Pierce City Commission as commissioners of the Fort Pierce Redevelopment Agency for the City of Fort Pierce, Florida, and shall serve for the terms as specified:

<u>PERSON</u>	<u>TERM</u>
Arthur Rubin	Four (4) years
Michael J. Brown	Four (4) years
Richard A. Coke	Three (3) years
John Edgar Sherrard	Two (2) years
John C. Bahl	One (1) year

SECTION 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

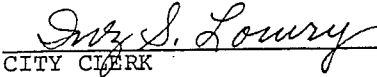
SECTION 3. This ordinance shall become effective upon its adoption.

STATE OF FLORIDA) ss
ST. LUCIE COUNTY)

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. H-240 was duly advertised by title only in the Fort Pierce News Tribune on the 5th day of November, 1982; was duly introduced, read and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on the 15th day of November, 1982; copy of said Ordinance was made available at the office of the City Clerk to the public upon request during the time between the first and second reading of the Ordinance; and was duly read and passed on second and final reading on the 6th day of December, 1982, by the City Commission of the City of Fort Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this the 9th day of December, 1982.


MAYOR COMMISSIONER


CITY CLERK

RESOLUTION NO. 95-89

A RESOLUTION OF THE CITY COMMISSION OF
THE CITY OF FORT PIERCE, FLORIDA,
**MODIFYING THE COMMUNITY REDEVELOPMENT
PLAN BY AMENDING THE DOWNTOWN
REVITALIZATION CORE AREA TO ENLARGE THE
EXISTING BOUNDARIES.**

WHEREAS, the City has established a Community Redevelopment Area in accordance to the Community Redevelopment Act of 1969 as amended, codified as and consisting of F.S. 163.330 through F.S. 163.450; and

WHEREAS, the Community Redevelopment Agency has recommended a modification of the redevelopment plan that includes a change in the boundaries of the redevelopment area to add land to the redevelopment area; and

WHEREAS, a Public Hearing was held in accordance with Florida Statute 163.361(2) concerning amending the Community Redevelopment Plan by a proposed modification to the boundaries of the redevelopment area

NOW THEREFORE BE IT RESOLVED By the City Commission of the City of Fort Pierce, Florida, that the Downtown Revitalization Core Area (as defined in Resolution No. 82-25 adopted on June 21, 1982), is hereby amended to include an area lying between Atlantic Avenue on the north, the Florida East Coast Railway Company Railroad Tracks on the east, Citrus Avenue/Delaware Avenue on the south, and South 5th Street on the west.

BE IT FURTHER RESOLVED that this Resolution shall become effective upon adoption.

IN WITNESS WHEREOF, this resolution has been duly adopted this 18th day of December, 1995.


MAYOR COMMISSIONER

ATTEST:


CITY CLERK

(CITY SEAL)

RESOLUTION NO. 96-15

A RESOLUTION OF THE CITY COMMISSION OF
THE CITY OF FORT PIERCE, FLORIDA,
**MODIFYING THE COMMUNITY REDEVELOPMENT
PLAN BY AMENDING THE DOWNTOWN
REVITALIZATION CORE AREA TO ENLARGE THE
EXISTING BOUNDARIES.**

WHEREAS, the City has established a Community Redevelopment Area in accordance to the Community Redevelopment Act of 1969 as amended, codified as and consisting of F.S. 163.330 through F.S. 163.450; and

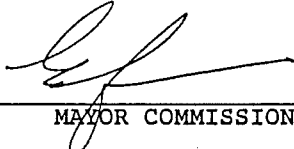
WHEREAS, the Community Redevelopment Agency has recommended a modification of the redevelopment plan that includes a change in the boundaries of the redevelopment area to add land to the redevelopment area; and

WHEREAS, a Public Hearing was held in accordance with Florida Statute 163.361(2) concerning amending the Community Redevelopment Plan by a proposed modification to the boundaries of the redevelopment area.

NOW, THEREFORE, BE IT RESOLVED By the City Commission of the City of Fort Pierce, Florida, that the Downtown Revitalization Core Area (as defined in Resolution No. 82-25 adopted on June 21, 1982, and as amended in Resolution No. 95-89 adopted on December 18, 1995), is hereby amended to include an area lying between Atlantic Avenue on the north, the south rear lot line of lots fronting on Delaware Avenue on the south, 5th Street on the east, and South 7th Street on the west.

BE IT FURTHER RESOLVED that this Resolution shall become effective upon adoption.

IN WITNESS WHEREOF, this resolution has been duly adopted this 5th day of February, 1996.



MAYOR COMMISSIONER

ATTEST:



CITY CLERK

(CITY SEAL)

RESOLUTION NO. 01-98

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA ADOPTED PURSUANT TO FLA. STAT. §163.360(1); DETERMINING CERTAIN DEFINED AREA TO BE A SLUM AREA; DETERMINING CERTAIN DEFINED AREA TO BE BLIGHTED AREA; DETERMINING CERTAIN DEFINED AREA TO POSSESS SHORTAGE OF HOUSING AFFORDABLE TO RESIDENTS OF LOW OR MODERATE INCOME, INCLUDING THE ELDERLY OR A COMBINATION THEREOF; AND DESIGNATING SUCH DEFINED AREA AS APPROPRIATE FOR COMMUNITY REDEVELOPMENT.

WHEREAS, Fla. Stat. §163.355 provides that a municipality may not exercise authority conferred by Chapter 163, Part III of the Florida Statutes unless or until it adopts a resolution finding that 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 within the City and that 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 interest of the public health, safety, morals or welfare of the residents of such City; and

WHEREAS, Fla. Stat. §163.360 provides that community redevelopment shall not be planned or initiated unless the City Commission has, by resolution, determined such area to be a slum area, or blighted area, or an area in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, or a combination thereof; and

WHEREAS, Fla. Stat. §163.360 provides that when there is a determination that the foregoing elements exist within a certain area that such area may be designated as appropriate for community redevelopment; and

WHEREAS, in the early part of the year 2000 the Department of Development for the City of Fort Pierce undertook a community redevelopment study of a certain area of the City (henceforth described as the "Defined Area"), as particularly described in the legal description attached hereto as "Exhibit A" and as further described in the boundary map attached hereto as "Exhibit B"; and

WHEREAS, the Department of Development study was conducted to ascertain whether there is a necessity for community redevelopment of the Defined Area, which study included the following:

(a) A review of property records and building permit files of the City of Fort Pierce and St. Lucie County so as to determine property control numbers, ownership, age of buildings, type of building construction, number and type of repairs made, zoning and current use;

(b) Preparation of maps to provide a visual understanding of land use, ownership patterns, vacant land patterns and conditions of structures;

(c) Conducting of a windshield survey so as to determine existing physical conditions and to identify slum and blighted conditions as defined in the Community Redevelopment Act, such survey including a review of over 26,000 structures within Fort Pierce and in neighborhoods adjacent to the City, including commercial, industrial and residential buildings, in assessing such buildings by physical condition; and

WHEREAS, Fla. Stat. §163.340 requires that certain criteria be considered in determining the existence of slum and blight, including building conditions, age of buildings, site deterioration or site deficiencies, excessive diversity of ownership, presence of vacant lots, presence of vacant buildings, building and property maintenance code violations, incompatible land uses, inadequate street layout and inadequate infrastructure; and

WHEREAS, the study undertaken of the Defined Area by the Department of Development conforms to the criteria specified in Fla. Stat. §163.340; and

WHEREAS, in October 2000, the Department of Development rendered a detailed report of its community redevelopment study of the Defined Area, which report included extensive background information, a description of methodology employed in its study and setting forth data in support of its summary and conclusions; and

WHEREAS, the City of Fort Pierce Department of Development determines that there are a substantial number of deteriorated structures and conditions within the Defined Area having a potential for endangerment of life or property by fire or other causes, and where other factors are present in the Defined Area which substantially impair or arrest the sound growth of the City and are a menace to the public health, safety, morals or welfare in their present condition including, but not limited to highly deteriorated conditions of site and structures, a large number of vacant lots and vacant buildings, under utilization of land, land use conflicts, diversity of ownership, poor condition of infrastructure, inadequate street layout, a large number of code violations and aging buildings; and

WHEREAS, the Department of Development finds that community redevelopment assistance is necessary within the Defined Area to remove slum and blighted conditions, enhance the tax base and improve the living conditions for the residents of the City of Fort Pierce; and

WHEREAS, the findings and conclusions of the Department of Development are sufficient to support its recommendation that the Defined Area may appropriately be designated for community redevelopment; and

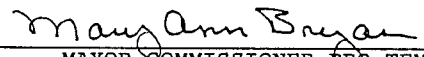
WHEREAS, Resolution No. 00-231 was previously adopted on December 18, 2000, after which it was determined that changes in the legal description of the affected area justified further consideration pursuant to Fla. Stat. §163.360 of the redevelopment potential of all lands affected by this Resolution; and

WHEREAS, timely notice of intent to adopt this Resolution was provided pursuant to Fla. Stat. §163.346 by registered mail to each taxing authority which levies ad valorem taxes on taxable real property contained within the geographic boundaries of the area affected herein, and where public notice of this proposed action was also provided by Fla. Stat. §125.66(2) or s. 166.041(3)(a).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, AS FOLLOWS:

1. Resolution No. 00-231 is hereby repealed;
2. The Defined Area is determined to be a slum area, a blighted area, and an area in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly; and
3. The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area including, as 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 the City; and
4. The Defined Area is hereby designated as appropriate for community redevelopment pursuant to Part III, Chapter 163, Florida Statutes.

IN WITNESS WHEREOF, after Public Hearings before the City Commission of the City of Fort Pierce, Florida, on June 4, 2001, and on June 19, 2001, this Resolution has been finally adopted this 19th day of June, 2001.


MAYOR COMMISSIONER RED TEM

ATTEST:


CITY CLERK

(CITY SEAL)

RESOLUTION NO. 01-131

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA; SETTING FORTH FINDINGS AS TO PROPOSED AMENDMENT OF COMMUNITY REDEVELOPMENT PLAN OF CITY OF FORT PIERCE; SETTING FORTH CERTAIN FINDINGS RELATING TO RESIDENTIAL USES INCLUDED IN BOUNDARIES OF AREA COVERED IN PROPOSED AMENDMENT OF COMMUNITY REDEVELOPMENT PLAN; SETTING FORTH FINDINGS RELATING TO NON-RESIDENTIAL USES WITHIN BOUNDARIES COVERED BY AMENDMENT TO COMMUNITY REDEVELOPMENT PLAN; PROVIDING FOR ADOPTION OF AMENDMENT TO COMMUNITY REDEVELOPMENT PLAN; PROVIDING THAT COPIES OF RESOLUTION AND PLAN AMENDMENT TO BE PROVIDED TO CERTAIN TAXING DISTRICTS AND OFFICE OF COUNTY PROPERTY APPRAISER.

WHEREAS, there exists the Fort Pierce Community Redevelopment Plan, established pursuant to Chapter 163, Part III, Florida Statutes, which sets forth a plan for redevelopment of certain areas of the City, with strategies relating thereto and wherein the Commission has created the Fort Pierce Community Redevelopment Agency, in accordance with Fla. Stat. §163.356, and designated the Fort Pierce Planning Board as this City's Land Planning Agency, pursuant to Fla. Stat. §163.3174; and

WHEREAS, pursuant to Fla. Stat. § 163.360 the City Commission adopted Resolution No. 01-98 as dated June 19, 2001, whereby the Commission determined that certain additional areas of the City were slum areas, blighted areas, or areas in which there was a shortage of affordable housing to residents of lower moderate income, including the elderly, and a combination of such findings, and determined that such additional areas of the City were appropriate for Community Redevelopment; and

WHEREAS, as a result of such findings a proposed amendment to the existing Community Redevelopment Plan was prepared and submitted in a hearing to the City Planning Board in its capacity as the City's Land Planning Agency, on July 10, 2001, wherein the Land Planning Agency determined that the proposed amendment to the Community Redevelopment Plan is consistent with the Fort Pierce Comprehensive Plan, and rendered a written recommendation setting forth its finding to the Community Redevelopment Agency; and

WHEREAS, on July 25, 2001, the Community Redevelopment Agency considered the proposed amendment, upon due notice, and submitted its written recommendation for adoption of such amendment to the City Commission; and

WHEREAS, the City Commission held a public hearing on August 6, 2001, upon the proposed amendment to the Community Redevelopment Plan, after due public notice, all as provided by Fla. Stat. §163.360(6), and considered the recommendations of staff, Christopher Brown, Consultant, and other individuals as appropriate; and

WHEREAS, St. Lucie County and the St. Lucie County Fire District and all other interested persons were given due and proper notice,

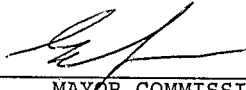
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, AS FOLLOWS:

1. With respect to the proposed amendment to the Fort Pierce Community Redevelopment Plan, the Commission finds the following:
 - (a) A feasible method exists for the location of families who will be displaced from the Community Redevelopment area in decent, safe and sanitary dwelling accommodations within their means and without undue hardship to such families;
 - (b) The Community Redevelopment Plan conforms to the general plan of the City as a whole;
 - (c) The proposed amendment to the Community Redevelopment Plan gives due consideration to the utilization of community policing innovations, and to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of children residing in the general vicinity of the site covered by the plans;

- (d) The proposed amendment will afford maximum opportunity, consistent with the sound needs of the City as a whole, for the rehabilitation or redevelopment of the Community Redevelopment Area by private enterprise; and
 - (e) The proposed amendment and resulting revitalization and redevelopment for coastal tourist areas which are deteriorating and economically distressed will reduce or maintain evacuation time, as appropriate, and ensure protection for property against exposure to natural disasters.
- 2. With respect to areas to be developed as provided by the amendment in whole or in part for residential uses, the Commission determines:
 - (a) That a shortage of housing of sound standards and design which is decent, safe, affordable to residents of lower moderate income, including the elderly and sanitary exists in the City;
 - (b) That the need for housing accommodations has increased in the area covered by the amendment;
 - (c) That the conditions of blight in the area or the shortage of decent, safe, affordable and sanitary housing cause or contribute to an increase in and spread of disease and crime or constitute a menace to the public health, safety, morals or welfare; and
 - (d) That the acquisition of the area for residential uses is an integral part of and is essential to the program of the City.
- 3. With respect to areas of the City to be developed in whole or in part for non-residential uses, as provided in the amendment, the Commission determines that:
 - (a) Such non-residential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives;

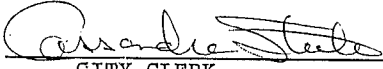
- (b) Acquisition may require the exercise of governmental action, as provided in Chapter 163, Part III, Florida Statutes, because of:
 - (i) Defective, or unusual conditions of title, or diversity of ownership which prevents the free alienability of such land;
 - (ii) Tax delinquency;
 - (iii) Improper subdivision;
 - (iv) Outmoded street patterns;
 - (v) Deterioration of site;
 - (vi) Economic misuse;
 - (vii) Unsuitable topography of faulty lot layouts;
 - (viii) Lack of correlation of the area with other areas of the City by streets and modern traffic requirements; or
 - (ix) Any combination of the foregoing factors or other conditions which retard development of the area;
 - (d) Conditions of blight in the area contribute to an increase in and a spread of disease and crime or constitute a menace to public health, safety, morals or welfare.
4. The City Commission approves and adopts that certain amendment herewith to the Community Redevelopment Plan of Fort Pierce, such amendment or modification to be deemed in full force and effect for the Redevelopment Area covered in such amendment.
5. The City Clerk shall cause certified copies of this Resolution, with the adopted amendment of the Community Redevelopment Plan, to be furnished to the St. Lucie County Board of County Commissioners, the St. Lucie County Fire District, and the St. Lucie County Tax Collector and the St. Lucie County Property Appraiser.

IN WITNESS WHEREOF, this Resolution was duly adopted on this
6th day of August, 2001.



MAYOR COMMISSIONER

ATTEST:



CITY CLERK

(CITY SEAL)

SKETCH OF DESCRIPTION

COMMENCE AT THE NORTHWEST CORNER OF SECTION 7, TOWNSHIP 35S, RANGE 41E, ST LUCIE COUNTY, FLORIDA; THENCE RUN NORTHEASTERLY ALONG THE NORTH LINE OF SAID SECTION 7 A DISTANCE OF 230.00 FEET MORE OR LESS TO THE MEAN HIGH WATER LINE OF THE ATLANTIC OCEAN; THENCE SOUTHEASTERLY ALONG THE MEAN HIGH WATER LINE A DISTANCE OF 590.00 FEET MORE OR LESS TO THE NORTH LINE OF BEACH VILLAS ON HUTCHINSON ISLAND, A CONDOMINIUM AND THE POINT OF BEGINNING; THENCE WESTERLY ALONG THE NORTH LINE OF BEACH VILLAS ON HUTCHINSON ISLAND, A CONDOMINIUM, TO THE EASTERLY RIGHT OF WAY LINE OF STATE ROAD A1A; THENCE SOUTHERLY ALONG THE EASTERLY RIGHT OF WAY LINE OF STATE ROAD A1A TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE SOUTH RIGHT OF WAY LINE OF MELALEUCA DRIVE; THENCE WESTERLY ALONG THE EASTERLY EXTENSION OF MELALEUCA DRIVE TO THE WESTERLY RIGHT OF WAY LINE OF A1A; THENCE CONTINUE WESTERLY ALONG THE SOUTH RIGHT OF WAY LINE OF MELALEUCA DRIVE TO A POINT OF INTERSECTION WITH THE EASTERLY MEAN HIGH WATER LINE OF THE INDIAN RIVER; THENCE CONTINUE WESTERLY ALONG THE WESTERLY EXTENSION OF MELALEUCA DRIVE A DISTANCE OF 7,620.00 FEET MORE OR LESS TO A POINT OF INTERSECTION WITH THE WEST BANK OF THE INTERCOASTAL WATER WAY; THENCE SOUTHEASTERLY ALONG SAID WEST BANK OF THE INTERCOASTAL WATERWAY A DISTANCE OF 5,100.00 FEET MORE OR LESS TO A POINT 150.00 FEET SOUTH OF THE EASTERLY EXTENSION OF THE SOUTH RIGHT OF WAY LINE OF GEORGIA AVENUE; THENCE WESTERLY ALONG SAID LINE A DISTANCE OF 4,010.00 FEET MORE OR LESS TO THE WESTERLY MEAN HIGH WATER LINE OF THE INDIAN RIVER; THENCE CONTINUE WESTERLY ALONG THE LINE 150.00 FEET SOUTH OF THE EASTERLY EXTENSION OF THE SOUTH RIGHT OF WAY LINE OF GEORGIA AVENUE TO THE INTERSECTION OF THE CENTERLINE OF SOUTH 33RD STREET; THENCE NORTHERLY ALONG SAID CENTERLINE OF SOUTH 33RD STREET TO THE INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF ANGLE ROAD; THENCE NORTHERLY ALONG THE CENTERLINE EXTENDED OF SOUTH 33RD STREET TO A POINT OF INTERSECTION WITH THE CENTERLINE OF THE CITY OF FT PIERCE CANAL NO. 8C; THENCE NORTHERLY ALONG THE CENTERLINE OF CITY OF FT PIERCE CANAL NO. 8C TO A POINT OF INTERSECTION WITH THE SOUTH RIGHT-OF-WAY LINE OF AVENUE Q EXTENDED WESTERLY; THENCE EASTERLY ALONG SAID SOUTH RIGHT-OF-WAY OF AVENUE Q EXTENDED WESTERLY, A DISTANCE OF 50.00 FEET MORE OR LESS TO THE EAST RIGHT-OF-WAY LINE OF CITY OF FT PIERCE CANAL NO 8C; THENCE CONTINUE EASTERLY ALONG THE SOUTH RIGHT OF WAY LINE OF AVENUE Q A

EXHIBIT

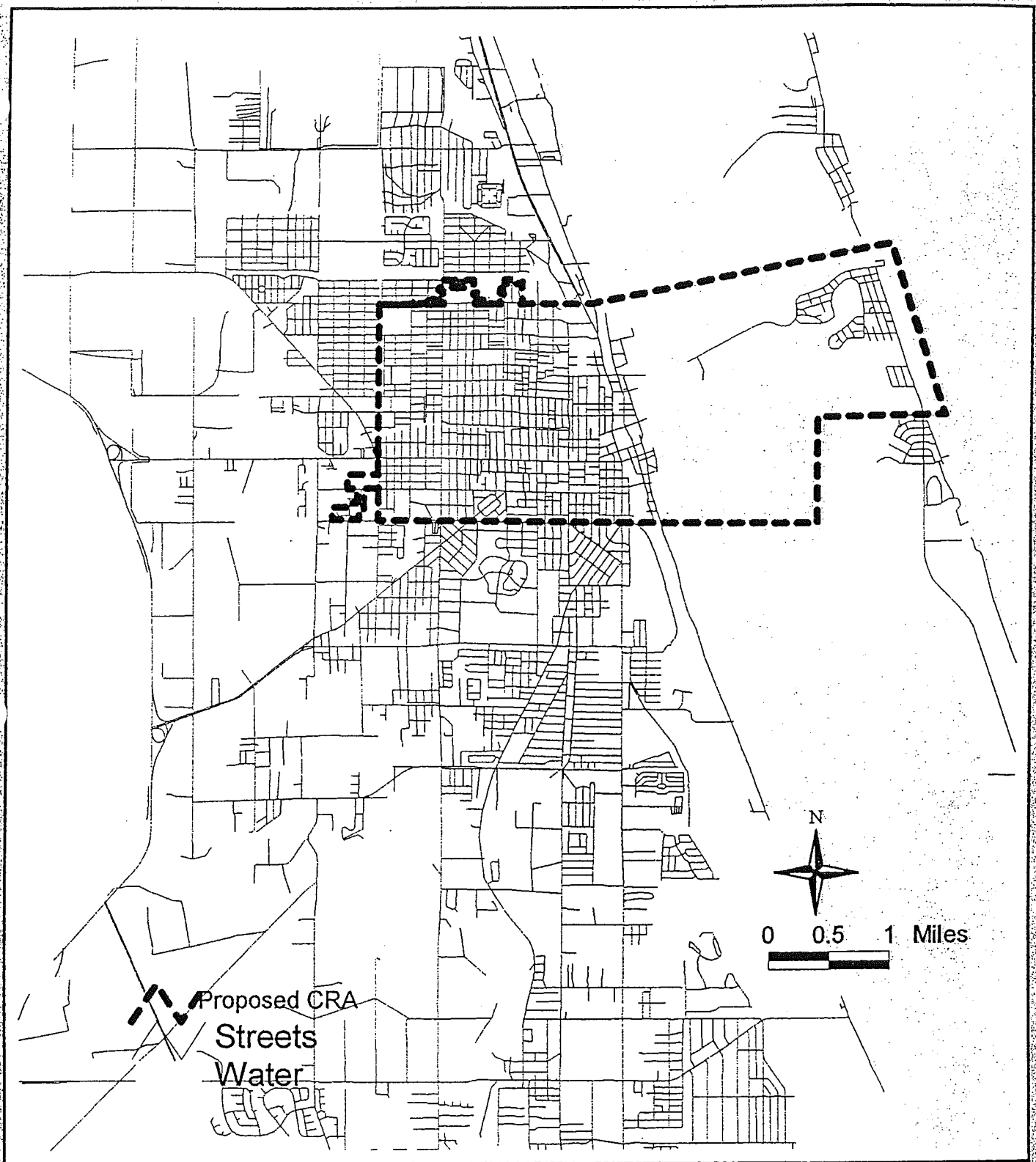
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DISTANCE OF 1,245.00 FEET MORE OR LESS TO THE WEST RIGHT OF WAY LINE OF NORTH 29TH STREET AND BEING THE CENTERLINE OF AVENUE Q TO THE EAST; THENCE CONTINUE EASTERLY ALONG THE SAID CENTERLINE OF AVENUE Q A DISTANCE OF 104.80 FEET MORE OR LESS TO A POINT WHICH IS THE WEST LINE OF LOT 14 OF BLOCK 7 OF SUNRISE PARK NO. 1 SUBDIVISION EXTENDED SOUTHERLY; THENCE NORTHERLY ALONG THE SAID WEST LINE OF LOT 14 A DISTANCE OF 35.00 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE NORTHERLY ALONG THE WEST LINE OF LOT 14 OF SUNRISE PARK NO. 1 SUBDIVISION A DISTANCE OF 125.60 FEET MORE OR LESS TO THE NORTHWEST CORNER OF SAID LOT 14; THENCE EASTERLY ALONG THE NORTH LINE OF LOT 14 AND LOT 15 OF SAID BLOCK 7 OF SUNRISE PARK NO. 1 SUBDIVISION A DISTANCE OF 102.00 FEET MORE OR LESS TO THE NORTHEAST CORNER OF SAID LOT 15; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 15 A DISTANCE OF 125.60 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE SOUTHERLY ALONG THE EAST LINE OF LOT 15 OF BLOCK 7 OF SUNRISE PARK NO. 1 SUBDIVISION EXTENDED SOUTHERLY A DISTANCE OF 35.00 FEET MORE OR LESS TO THE CENTERLINE OF AVENUE Q; THENCE EASTERLY ALONG THE SAID CENTERLINE OF AVENUE Q A DISTANCE OF 509.00 FEET MORE OR LESS TO A POINT WHICH IS THE EAST RIGHT OF WAY LINE OF NORTH 27TH STREET EXTENDED SOUTHERLY; THENCE NORTHERLY ALONG THE SAID EAST RIGHT OF WAY LINE OF NORTH 27TH STREET EXTENDED SOUTHERLY A DISTANCE OF 35.00 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE CONTINUE NORTHERLY ALONG THE EAST RIGHT OF WAY LINE OF NORTH 27TH STREET A DISTANCE OF 124.80 FEET MORE OR LESS TO THE NORTHWEST CORNER OF LOT 12 OF BLOCK 8 OF SUNRISE PARK NO. 1 SUBDIVISION; THENCE EASTERLY ALONG THE NORTH LINE OF SAID LOT 12 A DISTANCE OF 50.80 FEET MORE OR LESS TO THE NORTHEAST CORNER OF SAID LOT 12; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 12 A DISTANCE OF 124.80 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE SOUTHERLY ALONG THE EAST LINE OF LOT 12 OF BLOCK 8 OF SUNRISE PARK NO. 1 SUBDIVISION EXTENDED SOUTHERLY A DISTANCE OF 35.00 FEET MORE OR LESS TO THE CENTERLINE OF AVENUE Q; THENCE EASTERLY ALONG THE SAID CENTERLINE OF AVENUE Q A DISTANCE OF 108.00 FEET MORE OR LESS TO A POINT; WHICH IS THE WEST LINE OF LOT 15 OF BLOCK 8 OF SUNRISE PARK NO. 1 EXTENDED SOUTHERLY; THENCE NORTHERLY ALONG THE SAID WEST LINE OF LOT 15 OF BLOCK 8 OF SUNRISE PARK NO. 1 EXTENDED SOUTHERLY A DISTANCE OF 35.00 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE NORTHERLY ALONG THE WEST LINE OF LOT 15 OF BLOCK 8 OF SUNRISE PARK NO. 1 SUBDIVISION A DISTANCE OF 124.60 FEET MORE OR LESS TO THE NORTHWEST CORNER OF SAID LOT 15; THENCE EASTERLY ALONG THE NORTH LINE OF LOTS 15, 16, 17, 18, 19, & 20 A DISTANCE OF 324.00 FEET MORE OR LESS TO THE NORTHEAST CORNER OF SAID LOT 20, THENCE

SOUTHERLY ALONG THE EAST LINE OF SAID LOT 20 A DISTANCE OF 124.60 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE CONTINUE SOUTHERLY ALONG THE EAST LINE OF LOT 15 EXTENDED SOUTHERLY A DISTANCE OF 35.00 FEET MORE OR LESS TO THE CENTERLINE OF AVENUE Q, THENCE EASTERLY ALONG THE SAID CENTERLINE OF AVENUE Q A DISTANCE OF 158.00 FEET MORE OR LESS TO THE CENTERLINE OF NORTH 25TH STREET, THENCE NORTHERLY ALONG THE SAID CENTERLINE OF NORTH 25TH STREET A DISTANCE OF 600.00 FEET MORE OR LESS TO A POINT; THENCE WEST A DISTANCE OF 150.00 FEET MORE OR LESS TO A POINT; THENCE NORTH A DISTANCE OF 100.00 FEET MORE OR LESS TO THE SOUTH RIGHT OF WAY LINE OF AVENUE S; THENCE EAST ALONG THE SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 150.00 FEET MORE OR LESS TO THE CENTERLINE OF NORTH 25TH STREET; THENCE SOUTH ALONG THE SAID CENTERLINE OF NORTH 25TH STREET A DISTANCE OF 270.00 FEET TO A POINT, WHICH IS THE NORTH LINE OF TRACT 7 OF GARDEN CITY FARMS EXTENDED WESTERLY; THENCE EASTERLY ALONG THE SAID NORTH LINE OF TRACT 7 OF GARDEN CITY FARMS EXTENDED WESTERLY A DISTANCE OF 50.00 FEET MORE OR LESS TO THE NORTHWEST CORNER OF SAID TRACT OF GARDEN CITY FARMS; THENCE CONTINUE EASTERLY ALONG THE NORTH LINE OF TRACT 7 AND TRACT 8 OF GARDEN CITY FARMS A DISTANCE OF 1,270 FEET MORE OR LESS TO A POINT WHICH IS 30.00 FEET MORE OR LESS WEST OF THE NORTHEAST CORNER OF SAID TRACT 8 OF GARDEN CITY FARMS; THENCE NORTHERLY ALONG A LINE WHICH IS 30.00 FEET MORE OR LESS WEST OF THE EAST LINE OF TRACT 5 OF GARDEN CITY FARMS A DISTANCE OF 330.00 FEET MORE OR LESS TO A POINT WHICH IS 30.00 FEET MORE OR LESS WEST OF THE NORTHEAST CORNER OF SAID TRACT 5 OF GARDEN CITY FARMS; THENCE WESTERLY ALONG THE NORTH LINE OF SAID TRACT 5 OF GARDEN CITY FARMS A DISTANCE OF 335.02 FEET MORE OR LESS TO A POINT; THENCE NORTHERLY ALONG A LINE PARALLEL WITH AND 325.00 FEET MORE OR LESS EASTERLY OF THE WEST LINE OF TRACT 4 OF GARDEN CITY FARMS A DISTANCE OF 247.41 FEET MORE OR LESS TO A POINT; WHICH IS 75.00 FEET MORE OR LESS SOUTHERLY OF THE NORTH LINE OF TRACT 4 OF GARDEN CITY FARMS; THENCE WESTERLY ON A LINE WHICH IS PARALLEL WITH AND 75.00 FEET MORE OR LESS SOUTHERLY OF THE NORTH LINE OF TRACT 4 AND TRACT 3 OF GARDEN CITY FARMS A DISTANCE OF 935.26 FEET MORE OR LESS TO THE EAST RIGHT OF WAY LINE OF NORTH 25TH STREET; THENCE NORTHERLY ALONG THE SAID EAST RIGHT OF WAY LINE OF NORTH 25TH STREET A DISTANCE OF 75.00 FEET TO THE NORTHWEST CORNER OF TRACT 3 OF GARDEN CITY FARMS; THENCE EASTERLY ALONG THE NORTH LINE OF TRACT 3 AND TRACT 4 OF GARDEN CITY FARMS A DISTANCE OF 1,270.28 FEET MORE OR LESS TO THE NORTHEAST CORNER OF TRACT 4 OF GARDEN CITY FARMS; THENCE SOUTHERLY ALONG THE EAST LINE OF TRACT 4 OF GARDEN CITY FARMS A DISTANCE 262.00 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 150.00 FEET MORE OR LESS TO A POINT; THENCE SOUTH A DISTANCE OF 292.00 FEET

MORE OR LESS TO A POINT; THENCE WEST A DISTANCE OF 150.00 FEET TO THE EAST LINE OF TRACT 5 OF GARDEN CITY FARMS; THENCE SOUTH ALONG THE SAID EAST LINE OF TRACT 5 A DISTANCE OF 75.00 FEET TO A POINT; THENCE EAST A DISTANCE OF 150.00 FEET MORE OR LESS TO A POINT; THENCE SOUTH A DISTANCE OF 75.00 FEET TO A POINT; THENCE WEST A DISTANCE OF 150.00 FEET MORE OR LESS TO THE SAID EAST LINE OF TRACT 5; THENCE SOUTH A DISTANCE OF 136.00 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 150.00 FEET TO A POINT; THENCE SOUTH A DISTANCE OF 150.00 FEET TO A POINT WHICH IS 12.50' SOUTH OF THE NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE EAST ALONG THE SAID LINE WHICH IS 12.50 SOUTH OF THE NORTH RIGHT OF WAY LINE OF AVENUE Q A DISTANCE OF 88.00 FEET TO A POINT; THENCE NORTH A DISTANCE OF 150.00 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 187.00 FEET MORE OR LESS TO A POINT; THENCE SOUTH A DISTANCE OF 150.00 FEET MORE OR LESS TO A POINT WHICH IS 12.50' SOUTH OF THE SAID NORTH RIGHT OF WAY LINE OF AVENUE Q; THENCE EAST ALONG THE SAID LINE 12.50' SOUTH OF THE NORTH RIGHT OF WAY LINE OF AVENUE Q A DISTANCE OF 235.00 FEET MORE OR LESS TO A POINT; WHICH IS THE INTERSECTION OF THE CENTERLINE OF NORTH 19TH STREET EXTENDED NORTHERLY; THENCE CONTINUE EASTERLY ALONG A LINE WHICH IS PARALLEL WITH AND 12.50 FEET MORE OR LESS SOUTHERLY OF THE NORTH RIGHT OF WAY LINE OF AVENUE Q A DISTANCE OF 460.00 FEET MORE OR LESS TO A POINT; THENCE NORTH A DISTANCE OF 250.00 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 200.00 FEET MORE OR LESS TO THE WEST RIGHT OF WAY LINE OF NORTH 17TH STREET; THENCE CONTINUE EAST A DISTANCE OF 25.00 FEET MORE OR LESS TO THE EAST RIGHT OF WAY LINE OF SAID NORTH 17TH STREET; THENCE NORTH ALONG THE SAID EAST RIGHT OF WAY LINE OF NORTH 17TH STREET A DISTANCE OF 186.00 FEET MORE OR LESS TO A POINT; THENCE WEST A DISTANCE OF 55.00 FEET MORE OR LESS TO THE WEST RIGHT OF WAY OF SAID NORTH 17TH STREET; THENCE CONTINUE WEST ALONG THE SOUTH LINE OF LOT 4 OF BLOCK 12 OF SOMMER & PRICE A DISTANCE OF 135.00 FEET TO THE SOUTHWEST CORNER OF SAID BLOCK 12; THENCE NORTH ALONG THE SAID WEST LINE OF BLOCK 12 A DISTANCE OF 200.00 FEET MORE OR LESS TO THE NORTH LINE OF LOT 1 OF SAID BLOCK 12; THENCE EAST ALONG THE SAID NORTH LINE OF LOT 1 OF BLOCK 12 A DISTANCE OF 135.00 FEET MORE OR LESS TO THE WEST RIGHT OF WAY LINE OF NORTH 17TH STREET; THENCE CONTINUE EAST A DISTANCE OF 55.00 FEET MORE OR LESS TO THE EAST RIGHT OF WAY LINE OF SAID NORTH 17TH STREET; THENCE NORTH ALONG THE SAID EAST RIGHT OF WAY LINE OF NORTH 17TH STREET A DISTANCE OF 32.50 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 145.00 FEET MORE OR LESS TO THE WEST LINE OF BLOCK 1 OF BLAKELY SUBDIVISION; THENCE NORTH ALONG THE SAID WEST LINE A DISTANCE OF 150.00 FEET MORE OR LESS TO THE SOUTH RIGHT OF WAY LINE OF AVENUE S; THENCE CONTINUE NORTH A DISTANCE OF 50.00 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY

LINE OF AVENUE S; THENCE WEST ALONG THE SAID NORTH RIGHT OF WAY LINE A DISTANCE OF 135.00 FEET MORE OR LESS TO THE EAST RIGHT OF WAY LINE OF NORTH 17TH STREET; THENCE NORTH ALONG THE SAID EAST RIGHT OF WAY LINE A DISTANCE OF 140.00 FEET MORE OR LESS TO A POINT; THENCE EAST A DISTANCE OF 447.25 FEET MORE OR LESS TO THE NORTHEAST CORNER OF LOT 3 OF BLOCK 3 OF BLAKELY SUBDIVISION; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 3 A DISTANCE OF 140 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE S; THENCE CONTINUE SOUTH A DISTANCE OF 50.00 FEET MORE OR LESS TO THE SOUTH RIGHT OF WAY LINE OF AVENUE S; THENCE EAST ALONG THE SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 108.26 FEET MORE OR LESS TO A POINT; THENCE CONTINUE EAST ALONG THE SOUTH RIGHT OF WAY LINE OF AVENUE S EXTENDED EAST A DISTANCE OF 66.79 FEET MORE OR LESS TO THE EAST RIGHT OF WAY LINE OF NORTH 16TH STREET AND BEING THE SOUTHWEST CORNER OF LOT 8 OF BLOCK 3 OF BLAKELY SUBDIVISION; THENCE NORTHEASTERLY ALONG THE NORTH PROPERTY LINE OF SAID LOT 8 A DISTANCE OF 152.90 FEET MORE OR LESS TO THE NORTHEAST CORNER OF SAID LOT 8 AND BEING THE EAST PROPERTY LINE OF BLOCK 3 OF BLAKELY SUBDIVISION; THENCE SOUTH ALONG THE SAID EAST LINE OF BLOCK 3 A DISTANCE OF 927.73 FEET MORE OR LESS TO THE NORTH RIGHT OF WAY LINE OF AVENUE Q EXCEPTING FROM ABOVE DESCRIPTION BLOCK 1, LOT 3 AND THE NORTH 15.00 FEET OF LOT 22 OF BLOCK 2 OF BLAKELY SUBDIVISION; THENCE CONTINUE SOUTH A DISTANCE OF 22.00 FEET MORE OR LESS TO THE CENTERLINE OF AVENUE Q; THENCE EASTERLY ALONG THE SAID CENTERLINE OF AVENUE Q TO ITS INTERSECTION WITH THE WESTERLY RIGHT OF WAY LINE OF C. & S.F.F.C.D. CANAL C-25; THENCE CONTINUE EASTERLY ALONG THE CENTERLINE OF AVENUE Q EXTENDED EASTERLY TO ITS INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF OLD DIXIE HIGHWAY; THENCE NORTHWESTERLY ALONG THE SAID WEST RIGHT OF WAY LINE OF OLD DIXIE HIGHWAY A DISTANCE OF 280.00 FEET MORE OR LESS TO THE CENTERLINE OF C. & S.F.F.C.D. CANAL C-25; THENCE EASTERLY ALONG THE SAID CENTERLINE OF C. & S.F.F.C.D. CANAL C-25 TO THE WEST LINE OF THE INTERCOASTAL WATERWAY; THENCE EASTERLY ALONG THE WESTERLY EXTENSION OF A LINE WHICH IS PARALLEL WITH AND 643 FEET MORE OR LESS SOUTH OF THE NORTH LINE OF SECTION 2, TOWNSHIP 35 SOUTH, RANGE 40 EAST; A DISTANCE OF 5,815 FEET MORE OR LESS TO THE INTERSECTION OF THE CENTERLINE OF THE FT PIERCE INLET CHANNEL; THENCE NORTHEASTERLY ALONG SAID CENTERLINE OF THE FT PIERCE INLET CHANNEL TO THE ATLANTIC OCEAN.



This map is a conceptual tool utilized for project development only. Though the information provided by this map is accepted to be accurate for the City's administrative purposes, it is not to be used for technical purposes. Any information, including but not limited to software and data, received from the City of Ft. Pierce in fulfillment of a public records request is provided "AS IS" without warranty of any kind. Any information provided by this map to be used for purposes other than reference must be confirmed by field survey. Data on condition of structures was collected in a field survey performed by an experienced code enforcement professional. Map shows general trends for the area and should not be used to make determinations for individual parcels.

Figure 1

Proposed CRA of the City of Ft. Pierce

EXHIBIT B

