

Martin County Countywide Community Redevelopment Plan



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Executive Summary

This countywide plan is the road map to provide guidance for implementation of redevelopment strategies in the Martin County Community Redevelopment Agency's (CRA) seven areas. These redevelopment strategies are about driving revitalization by improving economic conditions and quality of life. Improving the quality of life for CRA residents is an important role of the CRA. All of Martin County will benefit from increased vitality in the CRA areas. In this effort, the CRA has partners in the Business Development Board, the County, and local municipalities.

In the recent past, quality of life has become one of the most important factors in improving local economic conditions. This plan positions the redevelopment areas for the appropriate type of private investment necessary for revitalization to take place.

A market assessment was conducted that includes Martin County and the seven CRA areas. The retail sector showed the highest potential and the most activity over the seven CRAs. According to Costar Group market data, retail use is growing within the CRA areas. New projects are under construction, vacancy rates are significantly lower than the 5-Year average, and rents are increasing. These are all signs of a strong retail market with high demand.

The industrial sector showed the least potential and activity overall in the CRA markets. Over the past 12 months there has been little addition of industrial product within the CRA boundaries. Even with the small quantity of industrial space, square foot absorption has decreased causing vacancy rates to rise. Market trends are showing that overall there is no real demand for industrial product in the market.

This document is the product of a public engagement process which included stakeholder interviews and public workshops, as well as online surveys during the period between June and August 2017. During that same time, Redevelopment Management Associates (RMA) completed a detailed market assessment that evaluated the drivers of investment, including real estate, labor conditions, financing and capital, and consumer markets. Throughout Martin County, residents expressed interest in public improvements that include infrastructure, recreational assets, expanded retail opportunities and housing.

As part of this plan, RMA evaluated potential funding sources besides TIF, such as public private partnerships and other sources, which are included in the plan. Additionally, the potential impacts of future redevelopment on the residential neighborhoods in the redevelopment areas is discussed. These include relocation of displaced businesses and residents, traffic circulation, environmental quality, the availability of community facilities and services, and the effect on schools.

Plan Approach

The redevelopment goals for this plan, which are intended to reduce and eliminate the blight conditions that exist in the redevelopment areas, are organized to drive the increment revenue necessary for plan implementation.

Economic Development

- Goal #1: Reduce blight in the CRA areas and address issues identified in the findings of necessity.
- Goal #2: Create appropriate viable Commercial Corridors within CRA areas.
- Goal #3: Support and recruit “target” commercial, cultural and light industrial uses/industries within the CRA.
- Goal #4: Incorporate the cultural arts, education and recreation as critical components of Economic Development.
- Goal #5: Reposition Martin County CRA areas to enhance and encourage private investment and consumer spending.

Public Improvements/Infrastructure

- Goal #6: Coordinate roadway, sidewalk, landscaping, infrastructure, open space and community enhancement improvements.
- Goal #7: Support Neighborhood Improvement initiatives to reduce slum and blight conditions in residential neighborhoods.

Housing/Residential Development

- Goal #8: Work with the private sector to create a “Healthy Mix” of Affordable, Workforce, Market Rate, Luxury, and Mixed-Income Housing.
- Goal #9: Work with local, state, and federal entities and their affordable housing partners to encourage development and renovation of Affordable, Workforce, and Mixed-Income Housing.

Transportation, Transit & Parking

- Goal #10: Encourage safe, convenient, efficient and effective motorized and alternative-means transportation and transit systems throughout Martin County.
- Goal #11: Create efficient and attractive parking to support retail, restaurant, cultural, office and industrial facilities within the redevelopment area.

Redevelopment Support

- Goal #12: Encourage and support sound and redevelopment-friendly Land Use Regulations within the CRA.
- Goal #13: Use powers of borrowing and land acquisition and disposition to further Redevelopment Goals & Initiatives.
- Goal #14: Provide economic incentives and other support for projects that further Redevelopment Goals & Initiatives.

- Goal #15: Identify and pursue resources for successful implementation of CRA plan initiatives.

Implementation

The initiatives necessary to achieve the redevelopment goals fall under one of two categories. There are countywide recommendations that are based on community input and redevelopment best practices, and which deliver value to Martin County as a whole, and to the individual CRA areas. There are also specific opportunities that are unique to each of the seven redevelopment areas from which implementation can proceed. These opportunities and observations also provide a guide for the next update of each individual plan. The countywide initiatives include:

Implement a countywide market positioning and branding program to define and highlight the individual and collective identities of Martin County's seven community redevelopment areas. This includes a new logo and area tagline, regular branded 'tactical urbanism' events in the seven distinct CRA areas through partnerships with the business community, surrounding attractions, and parks and recreation, event friendly overlays that make it easier to activate areas, and identification of natural gathering areas and their connectivity.

Develop a countywide marketing and communications plan with partnerships and a coordinated message, and specifically address the septic conversion as part of a marketing campaign. The CRA areas should be marketed to the greater community in Martin County, and should highlight infrastructure improvements and educate and recruit volunteers for community programs.

Improve and create interstate, wayfinding, and directional signage, and draft policies for acquisition and disposition of CRA-owned properties.

Draft language to provide for the repayment of CRA loans when a CRA area falls within an area for incorporation, and prioritize identifying resources that will enable implementation of immediate opportunities.

The agency should define what "redevelopment" means for each CRA, including the link between phases and priorities of implementation. Additionally, this includes identifying specific funding sources and incorporating each area CRA plan into the countywide communications effort.

Update each CRA area redevelopment plan given existing market conditions to include asset inventories, identification of partners for collaboration and existing catalytic events, and the creation of retail attraction programs in retail-centric CRA areas. Additionally, efforts to improve real and perceived safety should be integrated.

Individual CRA Areas

Each of the individual CRA areas has a unique character and diverse challenges and opportunities. This plan identifies opportunities in each, and provides information gathered from the public input and community survey for each CRA area. Additionally, information is provided on the incentives that can be the most effective in each CRA area.

Golden Gate: Golden Gate has a successful commercial industrial sector with supporting nearby workforce housing. An immediate opportunity to upgrade housing in the area would include a beautification program for both residential and commercial buildings.

Hobe Sound: The opportunity created by the investment in Bridge Road should be seized. The once-in-a-generation scope of this project can attract destination retail and restaurants and facilitate special events. These commercial destinations and events should be marketed to Hobe Sound residents, Jupiter Island residents, and eco-tourists.

Indiantown: Indiantown should capitalize on the foundation built by its successful open market and its surrounding agricultural community through continued strategic collaborations to produce both low-cost and free events.

Jensen Beach: Jensen Beach's art and music scene provide a strong foundation for additional destination events and investments in the short term. In the near-term, public private partnerships on catalytic properties and projects would enhance the central business district. Additionally, programs to grow and support local-flavor entrepreneurs and restaurants would benefit existing assets and maintain Jensen Beach's character as a unique Florida destination.

Old Palm City: This area includes the Mapp Road project, and street scaping and beautification is an important element for its opportunity for success. Additionally, traffic feasibility should be studied for the project. There are additional opportunities related to Leighton Park.

Port Salerno: The Port Salerno area has many opportunities to improve the quality of life for its residents and enhance commercial opportunities for businesses. The New Monrovia community is one opportunity, and there are several housing initiatives that should be explored. The Port Salerno area has a distinct character that can be capitalized on to drive additional commerce to the businesses.

Rio: This area has unique opportunity with showcasing the downtown development project, and working with the property owner to activate the area. There are also opportunities to increase owner-occupied housing in the Rio area.

Conclusion

Successful redevelopment is accomplished through the generation of Tax Increment Revenue, which is then reinvested into the area through the implementation of the Redevelopment Plan. The Redevelopment Plan should identify initiatives that will foster economic development which drives the growth of Tax Increment Revenue.

This plan identifies goals and initiatives that can drive successful redevelopment and generation of increment revenue. Additionally, it identifies resources that are knowledge based, relationship based, and financial, which are important elements of successful implementation. Finally, it also includes a discussion on exit strategies and measures, so that Martin County can track progress toward the redevelopment goals.

Section 1. Community Input

Florida Statutes mandate community outreach and public input. It is important to gather and acknowledge these public perceptions, uncover supporting/dispelling data and identify solutions and methods to overcome misperceptions. Beginning in June and through August of 2017, stakeholder interviews and public workshops were held throughout the redevelopment area. Efforts to gather public input included consecutive overnight stays; weekend trips to key destinations; weekday business outings; an advertised day-long open house; and an online survey.

HELP SHAPE YOUR COMMUNITY!
Public Input Open House

Saturday, August 26 | 10 am-5 pm
Blake Library | 2351 SE Monterey Road, Stuart

The Martin County Community Redevelopment Agency is seeking public input regarding the 2017 Countywide Community Redevelopment Plan. Come and share your vision.

WE WANT TO KNOW

- Important neighborhood assets to preserve
- Hidden neighborhood gems to promote
- Projects in which to invest
- Quality of life improvements
- How you live, work and play in your community!

Share your input online! Take the Martin County CRA Survey at <https://bit.ly/MARTINCOUNTYSURVEY>

For more info, contact Jenae Valentine:
954-695-0754 or info@rma.us.com

Florida law requires CRAs to draft and adopt redevelopment plans highlighting existing conditions, opportunities for improvement, and community vision (Adopted 2001). This update ensures statutory compliance and will show changes in market forces, completed projects and current community dynamics. Public input is required by Florida law.

This updated countywide redevelopment plan incorporates many of those observations and conversations, along with accompanying data points and other economic development drivers to support an updated vision for the County, while keeping in mind existing assets and conditions.

Online Community Survey

Martin County Community Redevelopment

Q9 What type(s) of improvements would you like to see in your community? (Choose 3)

Answered: 37 Skipped: 4

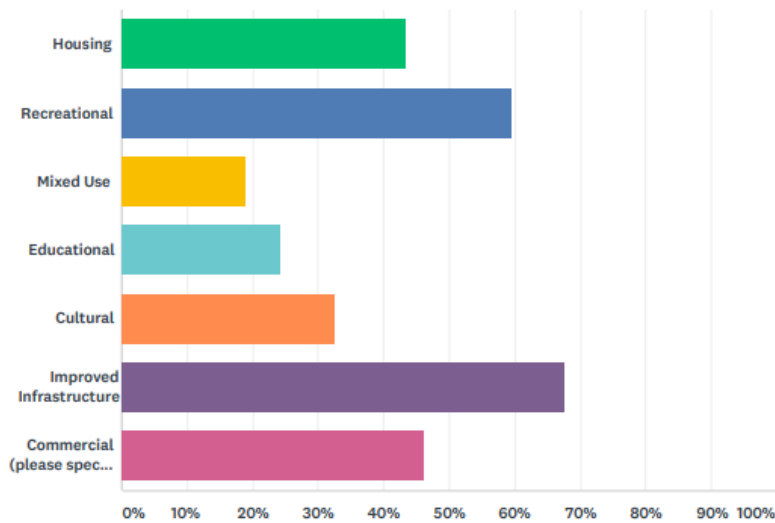


Figure 4 Sample Survey Question

Q5 What can be enhanced to improve quality of life in your community

Mapp Road Jobs Businesses Residential Water
Access Parking Safety Code Kept Sidewalks
Town Needs

Figure 5 Sample Survey Question

*Full survey results can be found in the appendix section of this report.

Section 2. Redevelopment Goals, Funding & Neighborhood Impact

Other sections of this plan update provide background information, a summary of statutory requirements of the Community Redevelopment Act, and a summary of the existing conditions in the CRA, including a physical assessment as well as economic and demographic information. This section introduces fifteen (15) economic development-focused redevelopment goals and provides a statement of residential neighborhood impacts.

To continue to eliminate the conditions of blight currently existing within the CRA through implementation of a comprehensive redevelopment program, redevelopment goals have been identified for implementation within the following areas, with an emphasis on Economic Development as the engine to drive the increment revenue necessary for full implementation of the redevelopment program.

- Economic Development
- Public Improvements/Infrastructure
- Housing/Residential Development
- Transportation, Transit & Parking
- Redevelopment Support

Redevelopment Goals

This update to the CRA Plan identifies 15 Redevelopment Goals as follows. Each goal will be achieved through incorporation of the recommended strategies and initiatives.

Economic Development

- **Goal #1:** Reduce slum and blight in the CRA areas.
- **Goal #2:** Create appropriate viable commercial corridors within CRA areas.
- **Goal #3:** Support and recruit “target” commercial, cultural and light industrial uses/industries within the CRA.
- **Goal #4:** Incorporate the cultural arts, education and recreation as critical components of economic development.
- **Goal #5:** Reposition Martin County CRA areas to enhance and encourage private investment and consumer spending.

Public Improvements/Infrastructure

- **Goal #6:** Coordinate roadway, sidewalk, landscaping, infrastructure, open space and community enhancement improvements.
- **Goal #7:** Support neighborhood improvement initiatives to reduce slum and blight conditions in residential neighborhoods.

Housing/Residential Development

- **Goal #8:** Work with the private sector to create a “healthy mix” of affordable, workforce, market rate, luxury, and mixed-income housing.
- **Goal #9:** Work with local, state, and federal entities and their affordable housing partners to encourage development and renovation of affordable, workforce, and mixed-income housing.

Transportation, Transit & Parking

- **Goal #10:** Encourage safe, convenient, efficient and effective motorized and alternative-means transportation and transit systems throughout Martin County.
- **Goal #11:** Create efficient and attractive parking to support retail, restaurant, cultural, office and industrial facilities within the redevelopment area.

Redevelopment Support

- **Goal #12:** Encourage and support sound and redevelopment-friendly Land Use Regulations within the CRA.
- **Goal #13:** Use powers of borrowing and land acquisition and disposition to further Redevelopment Goals & Initiatives.
- **Goal #14:** Provide economic incentives and other support for projects that further Redevelopment Goals & Initiatives.
- **Goal #15:** Identify and pursue resources for successful implementation of CRA plan initiatives.

Redevelopment Administration

As provided for in FS 163, Part III, the CRA may utilize increment revenue to fund administration, overhead or any other expenses encumbered to achieve the redevelopment goals identified within this plan update, including, but not limited to:

- Redevelopment planning, surveys, and financial analysis
- Acquisition of real property in the CRA District
- Clearance and preparation of area for redevelopment and relocation of occupants
- Repayment of borrowed funds
- All expenses related to bonds/other indebtedness
- Development of affordable housing
- Community policing innovations

Potential Sources of Project Funding

Countywide and area-specific funding sources are identified later in this redevelopment plan update. In addition, CRAs often enter into public-private partnerships or pursue loans or other assistance.

- **Public Private Partnerships** – There are several approved private development projects in the pipeline for the redevelopment area corridors. In addition, there are other strategically located privately-held parcels which could play a significant role in repositioning the CRA areas. The CRA is authorized to enter into public private partnerships for community benefit and could explore projects such as a community event space, a smart lighting program, or a shared parking garage with revenue sharing.
- **Other Funding Sources** – As provided in FS 163 Part III, the CRA may apply for and accept advances, loans, contributions, and any other form of financial assistance from the Federal Government or the state, county, or other public body or from any sources, public or private, for use to support the goals and initiatives in this plan. Additional funding resources for implementation of redevelopment initiatives, as well as to support and incentivize private sector investment are included in the initiatives section of this plan.

Neighborhood Impact

The following describes the potential impacts of future redevelopment on the residential neighborhoods within the CRA areas. While neighborhood impacts have been considered in the identification of the redevelopment goals outlined, it should be noted that redevelopment projects are in various stages of planning. Specific impacts resulting from implementation should be further identified as individual projects begin the design phase.

Relocation of Displaced Residents and Businesses

The possibility of residential relocations is contemplated by this plan relating to future redevelopment projects. While no, or only very limited relocation is anticipated, it is important to note that implementation of redevelopment goals and initiatives may result in residential and/or business displacement.

In the event existing or future CRA projects require the relocation of residents or businesses, a relocation plan must be included as a component of the project as part of the official approval by the CRA Board. It is also anticipated that the CRA and the County, as well as private developers, will expand the housing stock and housing variety. This will provide additional opportunities if it becomes necessary to relocate residents within the redevelopment area boundaries. Additionally, any private development project which receives CRA incentives and which displaces residents must submit a relocation plan for approval prior to the approval of CRA incentives for the project.

To protect the residents and businesses within the redevelopment area, the CRA should formally adopt a relocation policy containing procedures for relocation. If and when required as a result of redevelopment, the relocation of residents and businesses within the redevelopment area will follow the officially adopted procedures.

Traffic Circulation

Although successful redevelopment can increase overall traffic, most of the CRA areas are part of an existing roadway network that serves greater Martin County. As part of this redevelopment effort, it is anticipated that Martin County and the State of Florida will make a significant investment in improving roadways, including street reconstructions, lighting, beautification, landscaping, traffic calming, and pedestrian walkway enhancement, improvements that may be supplemented with CRA support. These improvements should result in better traffic flow and enhanced mobility for pedestrians and non-motorized transport.

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

Environmental Quality

The redevelopment goals and initiatives proposed in this plan are intended to improve the environmental quality within the redevelopment area. Several recommended initiatives, such as commercial rehabilitation/beautification grants, will provide funding for businesses and commercial property owners in the CRA to make interior and exterior improvements to their properties. It is anticipated that improvements resulting from these programs will foster a new sense of community pride and spur additional revitalization efforts throughout the area, further reducing slum and blighted conditions.

Streetscape and landscape improvements associated with redevelopment projects will, when completed, upgrade the overall appearance of the area. Future redevelopment will improve the appearance of the commercial areas throughout the CRA.

Availability of Community Facilities and Services

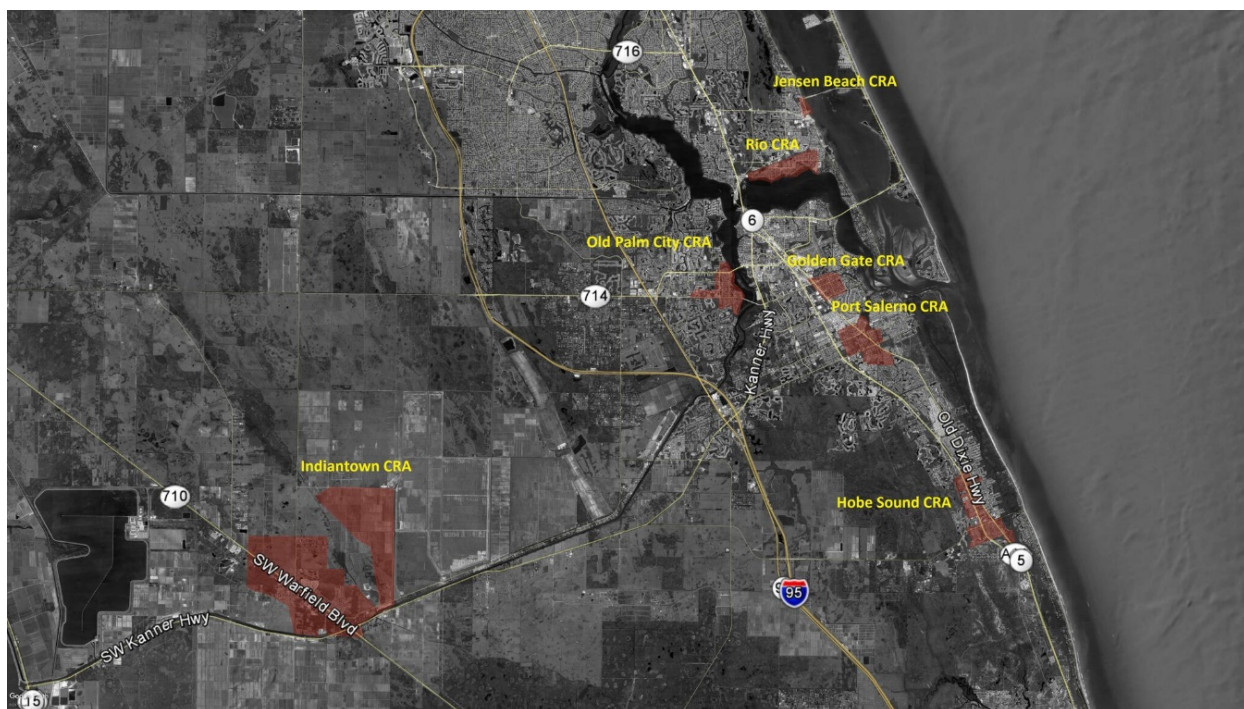
The redevelopment area contains a range of community services and facilities. These facilities contribute to the success of the redevelopment plan and support cultural, neighborhood, social and educational enhancement. Implementation of individual redevelopment projects and public improvements may require modifications to existing systems by both the public and private sectors.

Implementation of this plan will supplement County and State infrastructure projects to encourage private development in the area. Any existing community facilities within the boundary of the redevelopment area may benefit from the economic improvement of the area by the implementation of the redevelopment initiatives, and the physical improvements of the surrounding area that will create economic revitalization with the advent of new businesses and job opportunities. Community services such as innovative policing and code enforcement can be expanded utilizing the programs included in the Countywide Community Redevelopment Plan.

Effect on Schools

The Martin County School Board plans no other major actions affecting existing school facilities within the redevelopment area in the near future. Residential development anticipated within this plan will likely represent only a small percentage of overall County population growth and therefore not have a significant effect on school population. All CRA initiatives are subordinate to the Comprehensive Plan, the Land Development Regulations or any countywide concurrency guidelines. The CRA should enhance its relationship with the public and private schools in efforts to activate key parcels and community events. This would be part of an ongoing effort to increase communication and outreach with Martin County CRA stakeholders, and support programs which enhance education where realistic. Given area assets and the strength of select industries, leadership should also explore and encourage charter schools and/or vocational programs linked to the fine art, culinary arts, agriculture, and eco-tourism.

Section 3. Countywide Community Redevelopment Recommendations



These countywide recommendations are based on both community input and best practice economic development principles. In addition to investing in, and capitalizing on, area-specific assets, these recommendations also focus on strategies that bring value to the County, as a whole, and individual CRA areas. The specific initiatives recommended for the Martin County Community Redevelopment Agency include the following.

1. Implement a countywide market positioning and branding program to define and highlight the individual and collective identities of Martin County's seven community redevelopment areas.

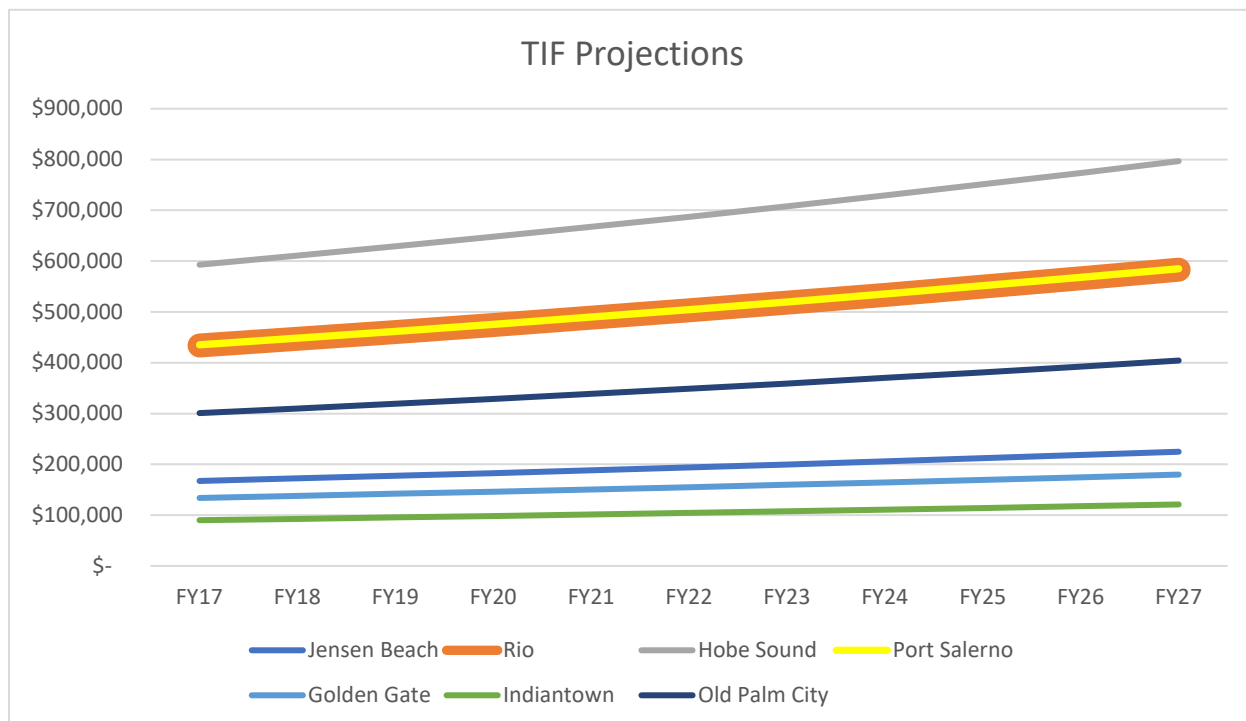
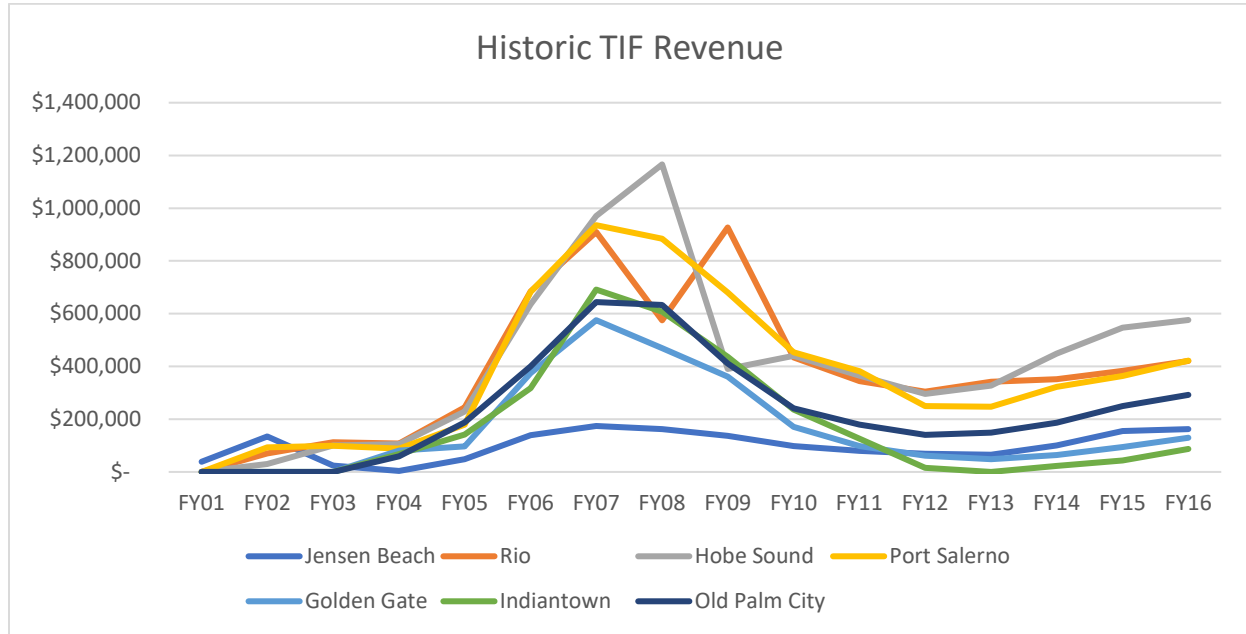
1. *Logo and area tagline*
2. *Partner and host regular branded 'tactical urbanism' events in the seven distinct CRAs through partnerships with the business community, surrounding attractions, and parks and recreation.*
 1. *Create event-friendly, CRA-specific, zoning and permitting overlays to make it easier to activate areas.*
 2. *Identify existing natural gathering places and associated folk-paths to link neighborhoods, pedestrians, and cyclists to area events.*

3. *Countywide Marketing and Communications Plan*
 1. *Partner with Neighborhood Advisory Committees (NACs) to design and maintain a relational database to capture contact information for outreach, recruitment, volunteers, marketing and communications.*
 2. *Create a coordinated message across all CRA's given the proximity of the areas.*
 3. *Include marketing the septic conversion as part of a green campaign.*
 4. *Market the CRA areas to the greater community.*
 5. *Highlight infrastructure improvements in relation to area-specific building capacity for redevelopment projects.*
 6. *Utilize the joint marketing and communications plan to educate and recruit new volunteers and concerned citizens.*
2. **Improve and create wayfinding, and directional signage.**
3. **Draft policies for acquisition and disposition of CRA-owned properties.**
 1. *Identify acquisition and disposition parameters.*
 2. *Review and/or implement land swap guidelines.*
4. **Prioritize identifying resources that will enable implementation of immediate opportunities.**
5. **Define what "redevelopment" means for each CRA.**
 1. *Spell out each area's redevelopment phases for prioritization and implementation and the link/building blocks between phases.*
 2. *Coordinate area-specific funding sources to their respective redevelopment phases and associated timelines*
6. **Update each CRA area redevelopment plan given existing market conditions to include the following initiatives.**

1. *Conduct an asset inventory of key landmarks, historic structures, structures for demolition, key businesses, area destinations, targeted vacant store-fronts, and parking availability.*
2. *Identify partners for collaboration to include organizations realtors, investors, financial institutions, land owners, etc.*
3. *Identify existing private and public catalytic events.*
4. *Create retail attraction programs, in retail-centric CRA areas, consistent with the overall Martin County brand. Area-specific retail should include destination retail, unique restaurants, coffee shops, antique stores, breweries, etc.*
5. *Revisit and/or create CRA-specific zoning overlays to create or encourage residential and building programs, in residential-centric CRA areas, for infill housing rehabilitation, owner-occupied resident attraction, and short-term vacation rentals.*
6. *Integrate efforts to improve real and perceived safety throughout each of the above efforts using innovative lighting programs, community policing and similar strategies.*

Section 4. Funding and Timeline

Successful redevelopment is accomplished through the generation of Tax Increment Revenue, which is then reinvested into the area through the implementation of the Redevelopment Plan. The Redevelopment Plan should identify initiatives that will foster economic development which drives the growth of Tax Increment Revenue, especially in the initial stages of a CRA.



Note: Rio and Port Salerno TIF Projections are close in number. Chart highlights TIF Projections together.

Section 5. Capital Improvement Plan

Each CRA has planned capital projects of county-wide importance. Capital Improvements include:

Building rehabilitation, neighborhood beautification, crosswalks and fence replacement in Golden Gate.

Complete Streets, the Bridge Road project, and park improvements in Hobe Sound.

The boardwalk and disposition of the old library property in Jensen Beach.

Mapp Road and Leighton Park in Old Palm City.

Aesthetic (buffer) improvements and parking improvements in Port Salerno.

The downtown development site in Rio.

Section 6. Programmatic Plan: Implementation of Countywide Plan

Knowledge Based Resources

Hire CRA staff and additional resources with the specific skills and knowledge to implement the initiatives identified by this Plan. Technical skills change over time and the CRA Board must ensure that the proper resources are in place for successful implementation. For example, the CRA should focus on market positioning, business assistance, real/perceived safety, and attracting private investment in the near term, while in the intermediate and longer-term capital project management and neighborhood outreach skills may be necessary. Additionally, the CRA should implement a grant strategy to pursue additional funding to support implementation of CRA initiatives.

Relationship Based Resources

The CRA and its staff, board members, ombudsman, and other stakeholders should expand participation and engagement with other organizations to build relationships which may benefit revitalization in the redevelopment area by attracting new businesses, attracting new customers, and expanding the positive awareness of the individual CRA areas.

- Commercial and residential realtor
- Lending institutions
- Area assets
- Tourism and economic development, local and regional chambers of commerce, the International Council of Shopping Centers, the Urban Land Institute, and the Florida Department of Economic Opportunity.

Financial Resources

Determine the viability of resources that may provide additional funding to support implementation of this plan and supplement (and eventually replace) increment revenue, including:

- **Private Investment:** Many CRAs and other districts design business attraction programs with developer entitlements and financial incentives in mind to fund public improvements and infrastructure with private investment.
- **Community Benefits:** Municipalities routinely partner with developers to encourage design and/or construction of parks and other public facilities and infrastructure projects providing community benefit.
- **Revenue Sharing:** Through Public Private Partnerships, CRA's frequently participate in revenue sharing projects for long-term benefits and self-sustainability.
- **Transit Oriented Development Funding.**

- **Community Development Block Grants:** CDBG is available for eligible projects and Martin County has received such funds in the past. The program funds can be used to build community facilities, roads, parks; to repair or rehabilitate housing, to provide new or increased public services to residents or to fund initiatives that generate or retain new jobs.
- **Housing and Urban Development Grants and Loans:** The US Department of Housing and Urban Development (HUD) provides low-interest loans to local governments for the implementation of capital projects for revitalization and economic development, including streetscape and infrastructure improvements. These loans can be supplemented by Economic Development Initiative (EDI) grants from HUD.
- **Department of Economic Opportunity Grants:** The Florida Department of Economic Opportunity (DEO) provides grants to local governments for the planning and implementation of economic development initiatives. Grants are usually in the \$40,000 range.
- **Business Improvement District:** This is a long-term goal. With a BID in mind down the road, the CRA's business retention and attraction program should focus on businesses and building relationships for implementation. A BID can provide funding support for the continuity of some CRA programs after the CRA sunsets and increment revenue is no longer available.
- **Industrial Development Authority Revenue Bonds:** IDA tools provide revenue bond financing to eligible capital projects.

Section 7. CRA Exit Strategies

The goal of CRAs is to stimulate and change market conditions, and to provide catalysts and investments that promote private investment and redevelopment. As plan implementation occurs and initiatives move forward, success will depend on strong leadership and project management, with a goal of reducing and eventually eliminating the need for tax increment funding support. This plan has identified several additional and alternative funding mechanisms that may be available to continue public and private redevelopment initiatives.

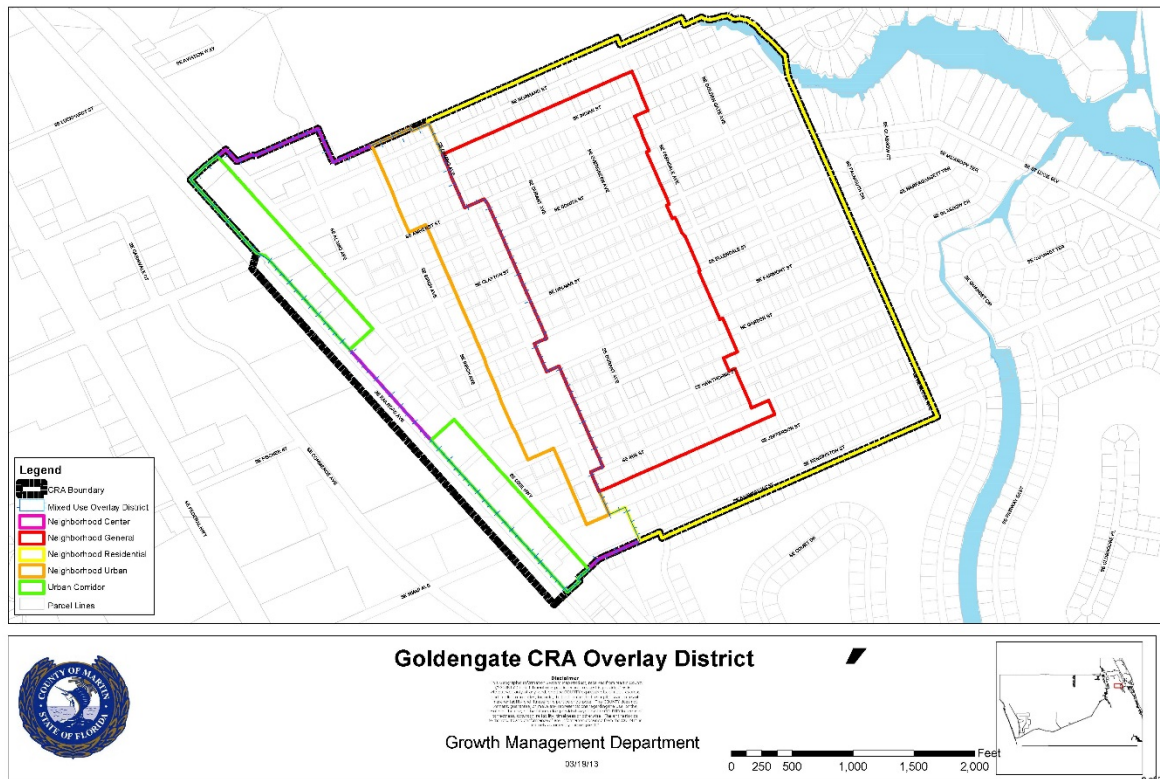
Additionally, the CRA should identify certain metrics and measures which indicate progress toward the redevelopment goals, and which will ultimately guide any policy decisions on whether the CRAs should be terminated prior to their expirations or if a change in the distribution of increment revenue should be explored.

CRA Performance and Progress Metrics and Measures:

- Tax base growth and increase of increment revenue
- New business starts
- Consumer and business perception survey results
- Retail sales change
- Household income change
- Private investment levels
- Number of requests for and/or need for CRA incentives for project feasibility
- Public investment and capital project completions
- Change in the crime rate
- Transfer of successful program responsibility to partner organizations
- Successful utilization of the alternative funding mechanisms

The above measures should be established by the CRA Board, and tracked and reported by Martin County CRA staff.

Appendix A: GOLDEN GATE



What should be preserved that will support new investment in the seven distinct CRA areas?

What can be enhanced to encourage economic development investment in the seven distinct CRA areas?

What can be exposed and promoted to attract more development in seven distinct CRA areas?

What can be invested in that will improve the district area's competitiveness?

What can be capitalized on to establish Martin County as a good location for investment?

Golden Gate Open House and Stakeholder Community Feedback

- Preserve character and diversity of the community
- Preserve commercial areas and targeted industries
- Preserve the history of Jim Hutchinson; Famous artist that lived in Golden Gate building
- Enhance regulation on the number of homes living off of each sewer tank
- Enhance homeownership education/programming; Need better balance between homeowners and renters
- Enhance presence of code enforcement in the community
- Enhance parking; limited driveways and garages
- Enhance community aesthetics through neighborhood beautification program
- Enhance programming at the Golden Gate building; House of Hope is a great resource

- Enhance Lamar Howard Park
- Invest in incentives/grants to entice landlords to fix up property
- Invest in crosswalks that cross Dixie highway for residents
- Invest in duplex conversions
- Capitalize on the neighborhood trail system; connect trail to Cassidy Center
- Capitalize on Golden Gate's founding as a port city
- Capitalize on proximity to air and rail
- Expose Diversity within Golden Gate (ethnicity, age)
- Expose vibrant business district
- Expose opportunity for multi-family housing development
- Build on the NAC (Neighborhood Advisory Committee) Plan; good ideas
- Move forward with community garden in the Cassidy Center
- Establish zoning codes that regulate aesthetics
- Send out list to all property owners that states what is required to avoid citations; have a 3 strikes program for those who don't abide
- Amnesty waste hauling program; Free hauling program for landlords certain days out of the month
- Golden Gate safe streets

Select Immediate Opportunities

Golden Gate: Golden Gate has a successful commercial industrial sector with supporting nearby workforce housing. An immediate opportunity to upgrade housing in the area would include a beautification program for both residential and commercial buildings. The program could include the following efforts.

Residential

1. *Identify structures for rehabilitation.*
2. *Partner with organizations to create home-maintenance and home-ownership education and social media programs.*
3. *Partner with state and national organizations on residential beautification programs.*
4. *Create temporary, painted crosswalks at key neighborhood intersections.*

Events

1. *Program events and gatherings to activate the Golden Gate Building.*
2. *Activate and link green spaces through neighborhood walks and tours.*

Commercial

1. *Identify select commercial sites for fence replacement.*
2. *Draft chain-link fence ordinances for new commercial projects or a matching grant program for replacement fencing.*

Golden Gate Incentives

Brownfield Economic Development Initiative (BEDI): Spurs redevelopment of brownfield sites to productive economic use. Must be used in conjunction with a Section 108 loan.

Brownfield Incentives: Florida offers incentives to businesses that locate on a brownfield site with a Brownfield Site Rehabilitation Agreement (BSRA). The Brownfield Redevelopment Bonus Refund is available to encourage Brownfield redevelopment and job creation. Approved applicants receive tax refunds of up to \$2,500 for each job created.

Community Development Block Grants: CDBG funding is available for eligible projects through Martin County. The program funds can be used to build community facilities, roads, parks, repair or rehabilitate housing, provide new or increased public services to residents, or fund initiatives that generate or retain new jobs.

Economic Development Transportation Fund: The Economic Development Transportation Fund, commonly referred to as the “Road Fund,” is an incentive tool designed to alleviate transportation problems that adversely impact a specific company’s location or expansion decision. The award amount is based on the number of new and retained jobs and the eligible transportation project costs, up to a specified limit. The award is made to the local government on behalf of a specific business for public transportation improvements.

Economic Development Agency: Public Works program investments help facilitate the transition of communities from being distressed to becoming competitive by developing key public infrastructure, such as technology-based facilities that utilize distance learning networks, smart rooms, and smart buildings; multi-tenant manufacturing and other facilities; business and industrial parks with fiber optic cable; and telecommunications and development facilities. In addition, EDA invests in traditional public works projects, including water and sewer systems improvements, industrial parks, business incubator facilities, expansion of port and harbor facilities, skill-training facilities, and brownfields redevelopment.

Housing and Urban Development (HUD) Grants and Loans: HUD provides low-interest loans to local governments for the implementation of capital projects for revitalization and economic development, including streetscape and infrastructure improvements. These loans can be supplemented by Economic Development Initiative (EDI) grants from HUD.

Incumbent Worker Training Program (IWT): Incumbent Worker Training is a program that provides training to currently employed workers to keep Florida's workforce competitive in a global economy and to retain existing businesses. The program is available to all Florida businesses that have been in operation for at least one year prior to application and require skills upgrade training for existing employees. Priority is given to businesses in targeted industries, HUB Zones, Inner City Distressed areas, Rural Counties and areas, and Brownfield areas.

National Complete Streets Coalition: Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

New Markets Tax Credits (NMTC), Eligible: Incentivizes business and real estate investment in low-income communities of the United States via a federal tax credit. It is administered by the US Treasury Department's Community Development Financial Institutions Fund and allocated by local Community Development Entities across the United States.

Qualified Target Industry Tax Refund (QTI): The Qualified Target Industry Tax Refund incentive is available for companies that create high wage jobs in targeted high value-added industries. This incentive includes refunds on corporate income, sales, ad valorem, intangible personal property, insurance premium, and certain other taxes.

Quick Response Training (QRT): Quick Response Training is an employer-driven training program designed to assist new value-added businesses and provide existing Florida businesses the necessary training for expansion. A state educational facility – community college, area technical center, school district or university – is available to assist with application and program development or delivery. The educational facility will also serve as fiscal agent for the project. The company may use in-house training, outside vendor training programs or the local educational entity to provide training.

Section 108 Loan Guarantees: Provides CDBG-eligible communities with a source of financing for economic development, public facilities, and other eligible large-scale physical development projects.

Safe Routes to School: The Florida Department of Transportation funds projects that will substantially improve the ability of students to walk and bicycle to school. Projects may include planning, design, and construction of infrastructure-related projects directly supporting

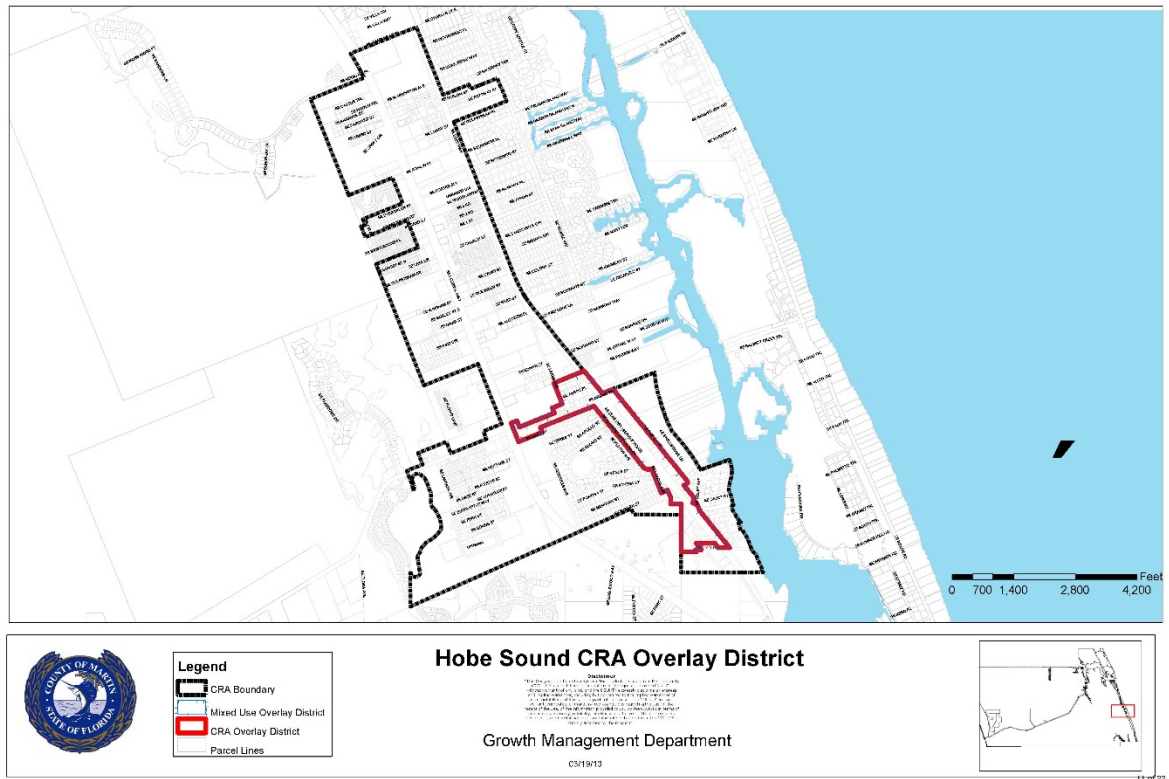
increased safety and convenience for school children in grades K-12 to bicycle and/or walk to school. Projects may indirectly benefit the public; however, these constituencies cannot be the sole or primary beneficiaries.

Surface Transportation Program - Transportation Enhancement: Helps expand transportation choices and enhance transportation through 12 eligible transportation enhancement surface transportation activities, including pedestrian & bicycle infrastructure and safety programs, landscaping beautification, historic preservation, and environmental mitigation.

Transportation, Community & System Preservation: Livability is a criterion that will be used to evaluate candidate projects. Planning grants, implementation grants, and research, could include transit projects, complete streets, streetscaping, pedestrian/bike improvements or plans, implementation of transit-oriented development plans, traffic calming measures, and much more. Projects must improve relationships among transportation, community, and system preservation plans and practices.

Transportation Investments Generating Economic Recovery (TIGER): Competitive grant program funding infrastructure projects that promote economic competitiveness, improve energy efficiency, reduce greenhouse gas emissions and improve safety, quality-of-life and working environments in communities.

Appendix B: HOBE SOUND



What should be preserved that will support new investment in the seven distinct CRA areas?
 What can be enhanced to encourage economic development investment in the seven distinct CRA areas?
 What can be exposed and promoted to attract more development in seven distinct CRA areas?
 What can be invested in that will improve the district area's competitiveness?
 What can be capitalized on to establish Martin County as a good location for investment?

Hobe Sound Open House and Stakeholder Community Feedback

- Preserve artist mural tours
- Enhance crosswalks, sidewalks, speed limit signs, and stop signs in Banner Lake community
- Enhance neighborhood connections by reopening some of the closed roads.
- Enhance Zeus Park
- Enhance communication about Bridge Road project
- Invest in bathrooms and stands at JV Reed park
- Invest in neighborhood beautification program
- Invest in lighting
- Invest in Complete Street Model

- Build on the NAC (Neighborhood Advisory Committee) Plan; good ideas are in the plan
- Recruit more community leaders, including younger residents
- Capitalize on natural environment and eco-tourism
- Capitalize on proximity to Jupiter Island

Select Immediate Opportunities

Hobe Sound: The Bridge Road “Main Street” redevelopment project should be implemented by activating the area through events and destination restaurants and retail to rebrand the new Bridge Road area as a destination for future activities. The marketing and outreach efforts would include existing residents, nearby Jupiter Island, and eco-tourists.

***Retail:** Given Hobe Sound’s positive retail trends and restaurant efforts would include the following efforts.*

1. *Develop a Bridge Road marketing campaign to rebrand the area’s “Main Street” during redevelopment.*
2. *Implement a “business interruption” program for existing businesses during the construction/improvement phase.*
3. *Identify select retail and restaurant businesses for retention and expansion.*
4. *Reach out to building owners to identify available retail space.*
5. *Create a list of property owners willing to participate in pop-up store campaigns.*
6. *Create destination events, including pop-up stores to introduce non-competing new “local-flavor” products and services to the Bridge Road area.*

***Residential:** The stability of single-family and multi-family housing in Hobe Sound creates a healthy support system for strong neighborhoods. Efforts to further strengthen Hobe Sound neighborhoods, in walking distance of the Bridge Road project, would include the following efforts.*

1. *Program Bridge Road events to encourage nearby neighborhood participation ranging from hosting neighborhood association programs and new-neighbor welcome events to street tours and meet-your-neighbor events.*
2. *Convene local realtors to actively market available single-family and multi-family housing to targeted audiences fitting the Hobe Sound owner-occupied mindset.*

Events

1. *Program and activate JV Reed Park to capitalize on park improvements.*
2. *Create events simultaneously activating JV Reed and Zeus Parks to further build community.*

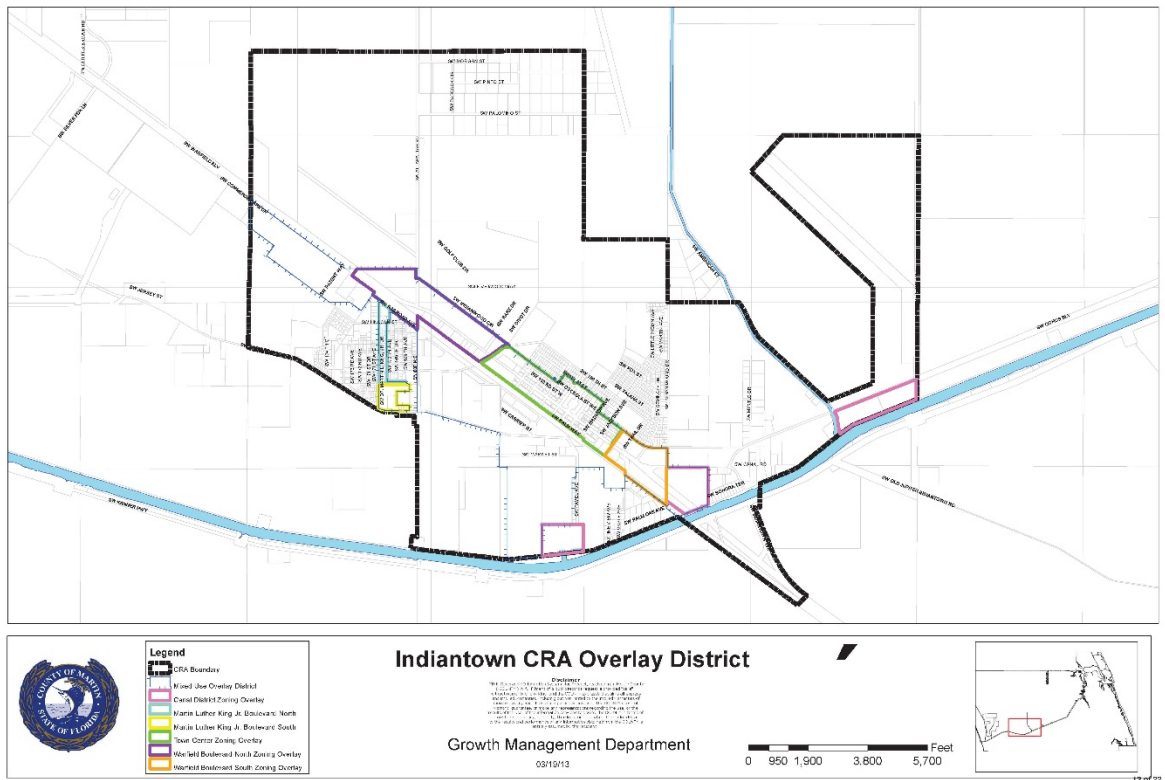
Hobe Sound Incentives

Economic Development Agency: Public Works program investments help facilitate the transition of communities from being distressed to becoming competitive by developing key public infrastructure, such as technology-based facilities that utilize distance learning networks, smart rooms, and smart buildings; multi-tenant manufacturing and other facilities; business and industrial parks with fiber optic cable; and telecommunications and development facilities. In addition, EDA invests in traditional public works projects, including water and sewer systems improvements, industrial parks, business incubator facilities, expansion of port and harbor facilities, skill-training facilities, and brownfields redevelopment.

New Markets Tax Credits (NMTC), Eligible: Incentivizes business and real estate investment in low-income communities of the United States via a federal tax credit. It is administered by the US Treasury Department's Community Development Financial Institutions Fund and allocated by local Community Development Entities across the United States.

Transportation, Community & System Preservation: Livability is a criterion that will be used to evaluate candidate projects. Planning grants, implementation grants, and research, could include transit projects, complete streets, streetscaping, pedestrian/bike improvements or plans, implementation of transit-oriented development plans, traffic calming measures, and much more. Projects must improve relationships among transportation, community, and system preservation plans and practices.

Transportation Investments Generating Economic Recovery (TIGER): Competitive grant program funding infrastructure projects that promote economic competitiveness, improve energy efficiency, reduce greenhouse gas emissions and improve safety, quality-of-life and working environments in communities.



Appendix C: INDIANTOWN

- What should be preserved that will support new investment in the seven distinct CRA areas?
- What can be enhanced to encourage economic development investment in the seven distinct CRA areas?
- What can be exposed and promoted to attract more development in seven distinct CRA areas?
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Indiantown Open House and Stakeholder Community Feedback

- Preserve agriculture feel
- Preserve old Florida feel
- Invest in a complete streets model. Warfield Blvd is a challenge from a safety perspective; Need crosswalks and signals
- Invest in water and sewer lines. Infrastructure improvements on Farm Road are a must, the road floods easily
- Invest in road maintenance. Heavy traffic from large trucks are affecting the roads
- Invest in gateway entry

- Invest in street lights
- Invest in housing rehabilitation and cleanup
- Invest in utilities
- Invest in nature trails and walking paths
- Expose community center
- Expose available commercial space on main road
- Expose new housing and streetscape
- Expose equestrian assets
- Capitalize on agricultural history
- Capitalize on existing big-name agribusinesses
- Capitalize on existing fiber network
- Capitalize on Boys and Girls Club facility

Indiantown Community Survey Summary

Based on the many previous redevelopment ideas presented for your area, what is the first thing you would like to see happen in your area?

- Water quality updated. Purchase the water company

Preserve:

- The architectural style of our community

Enhance:

- Housing and infrastructure. i.e Roads

Expose:

- Post Park created as Town Center

Invest in:

- Industry!

Capitalize On:

- Rural village, more stores to come and see

What is the biggest challenge impacting your quality of life?

- No retail business, No entertainment, No affordable housing, and infrastructure challenges

Select Immediate Opportunities

Indiantown: Capitalizing on Indiantown's successful open market, the area should build upon that foundation with other strategic collaborations for both free or low-cost events and targeted revenue-generating events to capitalize on assets within Indiantown's agriculture industry. Specific efforts include the following.

***Farm to Table:** Identify and activate two distinct destination sites for ongoing future events. Create an eco-tourism-type marketing campaign for events, including the following.*

1. *Monthly Farmers Market.*
2. *Seasonal Plant Sales.*
3. *Semi-Annual Farm-to-Table Dinner Collaborations.*
4. *Cycling Rides.*

***Agribusiness:** Design an Agribusiness Recruitment and Retention program involving:*

1. *Identify select businesses for retention and expansion*
2. *Identify available properties for collaboration with economic development partners for recruitment opportunities.*

Indiantown Incentives

Brownfield Economic Development Initiative (BEDI): Spurs redevelopment of brownfield sites to productive economic use. Must be used in conjunction with a Section 108 loan.

Brownfield Incentives: Florida offers incentives to businesses that locate on a brownfield site with a Brownfield Site Rehabilitation Agreement (BSRA). The Brownfield Redevelopment Bonus Refund is available to encourage Brownfield redevelopment and job creation. Approved applicants receive tax refunds of up to \$2,500 for each job created.

Community Development Block Grants: CDBG funding is available for eligible projects through Martin County. The program funds can be used to build community facilities, roads, parks, repair or rehabilitate housing, provide new or increased public services to residents, or fund initiatives that generate or retain new jobs.

Community Facilities Grants: Community Programs provides grants to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population. Grant funds may be used to assist in the development of essential community facilities. Grant funds can be used to construct, enlarge, or improve community facilities for health care, public safety, and community and public services.

Competitive Florida Grant: This is a two-year program that provides technical assistance and support to rural areas seeking to improve their communities through an asset-based economic development strategy.

Economic Development Agency: Public Works program investments help facilitate the transition of communities from being distressed to becoming competitive by developing key public infrastructure, such as technology-based facilities that utilize distance learning networks, smart rooms, and smart buildings; multi-tenant manufacturing and other facilities; business and industrial parks with fiber optic cable; and telecommunications and development facilities. In addition, EDA invests in traditional public works projects, including water and sewer systems improvements, industrial parks, business incubator facilities, expansion of port and harbor facilities, skill-training facilities, and brownfields redevelopment.

Incumbent Worker Training Program (IWT): Incumbent Worker Training is a program that provides training to currently employed workers to keep Florida's workforce competitive in a global economy and to retain existing businesses. The program is available to all Florida businesses that have been in operation for at least one year prior to application and require skills upgrade training for existing employees. Priority is given to businesses in targeted industries, HUB Zones, Inner City Distressed areas, Rural Counties and areas, and Brownfield areas.

New Markets Tax Credits (NMTC), Severely Distressed: This federal program incentivizes business and real estate investment in low-income communities of the United States via a federal tax credit. It is administered by the US Treasury Department's Community Development Financial Institutions Fund and allocated by local Community Development Entities across the United States.

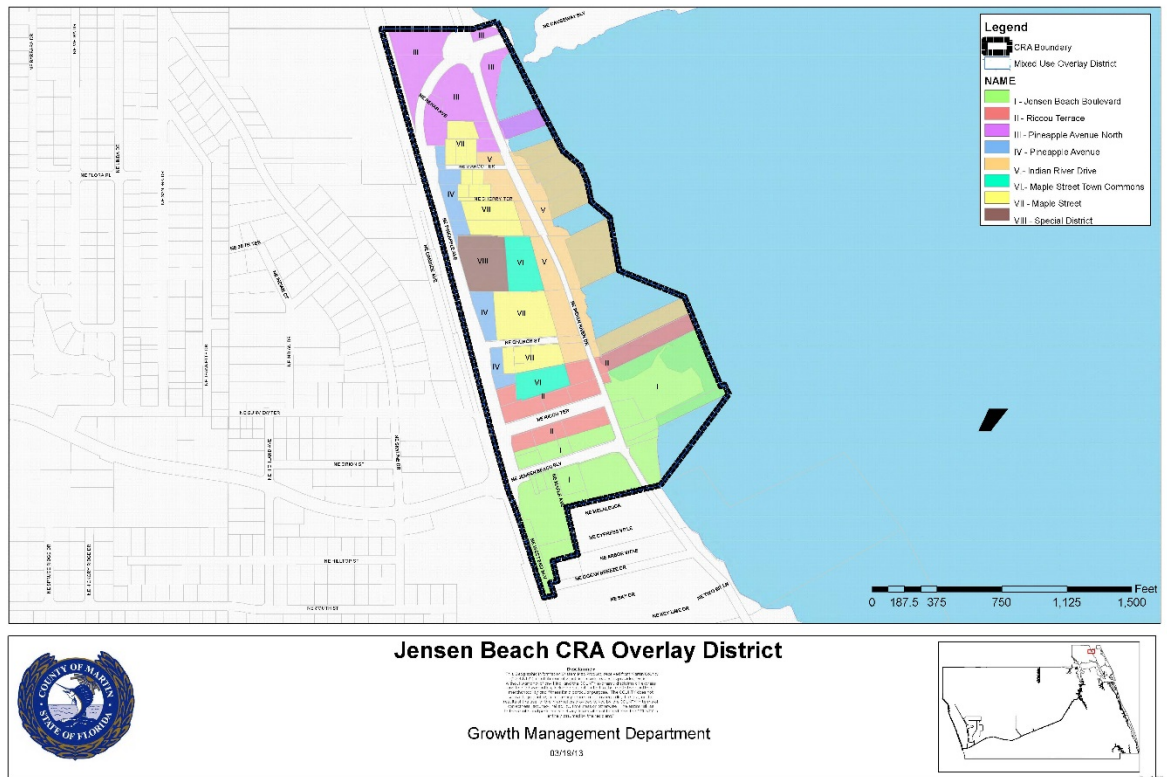
Recreational Trails Program (RTP): This federal program provides Funding for maintenance and new construction of recreational trails and related facilities.

Rural Energy for America Program (REAP): provides financial assistance to agricultural producers and rural small businesses in America to purchase, install, and construct renewable energy systems, make energy efficiency improvements to non-residential buildings and facilities, use renewable technologies that reduce energy consumption, and participate in energy audits and renewable energy development assistance.

Rural Community Development Revolving Loan Program: Created to promote the economic viability of rural communities and create jobs for residents of Florida's rural areas by leveraging the use of existing federal, state, and local financial resources. This program provides local governments with access to financial assistance through low-interest long-term loans.

Rural Incentives: Florida encourages growth throughout the state by offering increased incentive awards and lower wage qualification thresholds in its rural counties.

Appendix D: JENSEN BEACH



- What should be preserved that will support new investment in the seven distinct CRA areas?
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Jensen Beach Open House and Stakeholder Community Feedback

- Enhance CRA boundaries
- Enhance residential product
- Enhance parking
- Enhance Aesthetics of businesses along Indian River Drive
- Enhance waterfront access in district
- Expose the “high-tech” hub
- Invest in Mooring field
- Invest in Wells Fargo site
- Preserve Community events i.e. Jammin Jensen, Pineapple festival

- Preserve Historic Inn
- Add mixed use retail element to the Renar development
- Large undeveloped parcel in the center of district
 - Could be used to redirect Indian River Drive to the center of district to make room for waterfront dining and dock space (extremely limited in area)
- Vacant land next to community center (owned by chamber) is underutilized
 - Opportunity to create a park that connects with and enhances the community center
 - Invest in activities for local residents, post-snow bird departures
 - Capitalize on location as a gateway to Hutchinson Island

Jensen Beach Community Survey Summary

Based on the many previous redevelopment ideas presented for your area, what is the first thing you would like to see happen in your area?

- Riverwalk, Development of vision plan, mooring field

Preserve:

- Open space, walkable community

Enhance:

- Code enforcement

Expose:

- Available land for development

Invest in:

- Infrastructure

Capitalize On:

- Location, Property values

What is the biggest challenge impacting your quality of life?

- Traffic

Select Immediate Opportunities

Jensen Beach: The area has a strong brand and destination restaurants and retailers. Strategies to support and grow this market include the following.

Old Jensen Beach Library

1. *Re-engage the community and re-affirm the vision for this important corner. Such engagement will assist with the decision as to how this property will be most advantageous in the Jensen Beach CRA.*

Mango Terrace Arts District

1. *Create and incentivize an economic gardening program to identify and grow local artists, artisans, and crafters.*
2. *Encourage creative arts in schools and life-long learning venues.*
3. *Develop a global pipeline of new artists for destination juried shows and themed exhibitions.*

Water Access

1. *Explore potential options for mooring field facilities in the CRA area.*
2. *Identify proposed boardwalk funding sources to provide water access for the public.*

Jensen Beach Incentives

Community Benefits: Municipalities routinely partner with developers to encourage design and/or construction of parks and other public facilities and infrastructure projects providing community benefit.

Economic Development Agency: Public Works program investments help facilitate the transition of communities from being distressed to becoming competitive by developing key public infrastructure, such as technology-based facilities that utilize distance learning networks, smart rooms, and smart buildings; multi-tenant manufacturing and other facilities; business and industrial parks with fiber optic cable; and telecommunications and development facilities. In addition, EDA invests in traditional public works projects, including water and sewer systems improvements, industrial parks, business incubator facilities, expansion of port and harbor facilities, skill-training facilities, and brownfields redevelopment.

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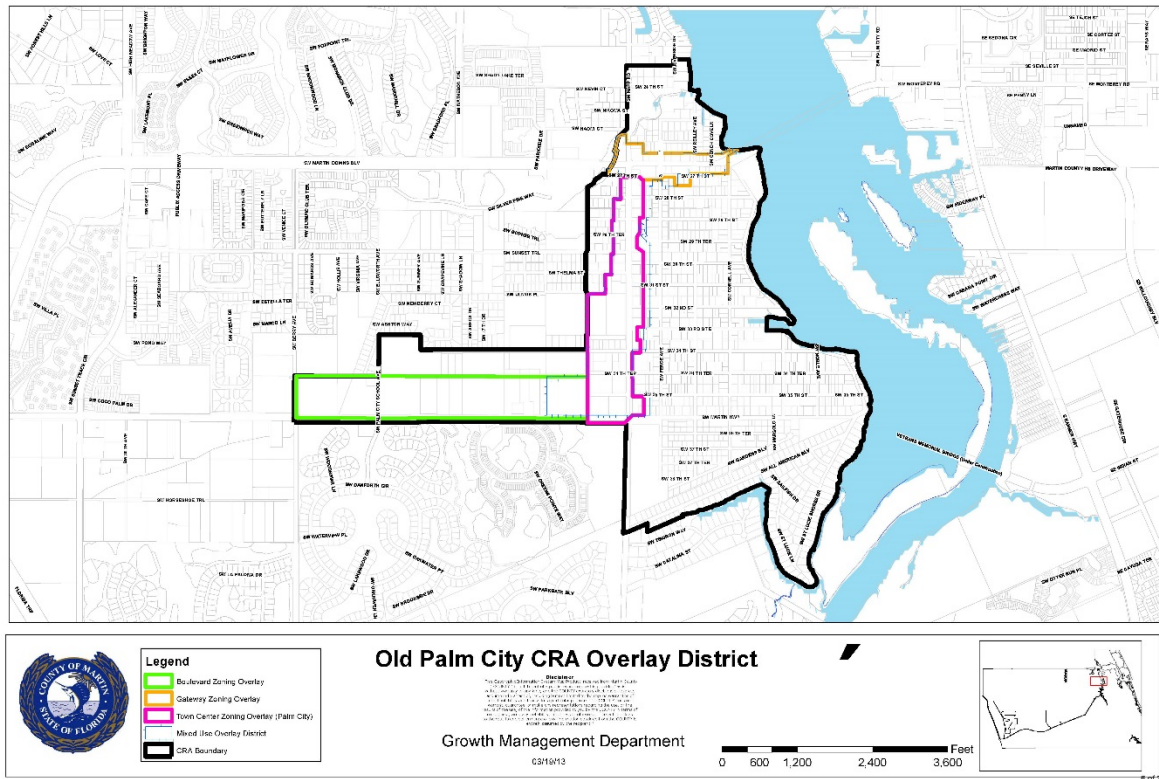
National Endowment for the Arts: Our Town (Projects that Build Knowledge About Creative Placemaking)

Private Investment: Many CRAs and other districts design business attraction programs with developer entitlements and financial incentives to fund public improvements and infrastructure with private investment.

Qualified Target Industry Tax Refund (QTI): The Qualified Target Industry Tax Refund incentive is available for companies that create high wage jobs in targeted high value-added industries. This incentive includes refunds on corporate income, sales, ad valorem, intangible personal property, insurance premium, and certain other taxes.

Quick Response Training (QRT): Quick Response Training is an employer-driven training program designed to assist new value-added businesses and provide existing Florida businesses the necessary training for expansion. A state educational facility – community college, area technical center, school district or university – is available to assist with application and program development or delivery. The educational facility will also serve as fiscal agent for the project. The company may use in-house training, outside vendor training programs or the local educational entity to provide training.

Appendix E: OLD PALM CITY



- What should be preserved that will support new investment in the seven distinct CRA areas?
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Old Palm City Open House and Stakeholder Community Feedback

- Preserve neighborhood and residential feel
- Preserve Treasure Coast Rowing Club
- Enhance safety measures for multimodal travel; Frequent conflicts between drivers and cyclists
 - Would like to see center turn lanes opposed to bike lanes
- Enhance entertainment options for children
- Enhance access to businesses on Mapp Road
- Expose biking opportunities on the new bridge
- Invest in nature trails for biking and hiking

- Invest in drive thru bait shop at barbershop location on Mapp Road
- Invest in Bike shop
- Invest in gathering/event space
- Invest in Leighton Park and other green spaces
- Invest in maintenance of ponds and ditches
- Invest in communication Mapp Road plan to the community
- Invest in extending other streets, like SW Ulmus to alleviate traffic on Mapp Road
- Capitalize on good schools
- Mitigate heavy congestion on Mapp Road and Sunset
- Relocate soccer field at Leighton Park to allow for more boat trailer parking
 - Large number of visitors using the ramp; consider fee schedule with a discount for locals. Invest in management for the park.
- NAC should be more open to criticism and hearing bad news
- NAC land owners should recuse themselves from Mapp Road votes
- Determine impact of Mapp Road project on SW Cornell Avenue
- Keep Mapp Road as a neighborhood economy, not big-box

Old Palm City Survey Summary

Based on the many previous redevelopment ideas presented for your area, what is the first thing you would like to see happen in your area?

- Mapp Rd and further action on storm water mgt infrastructure in the Old Palm City neighborhood
- 3 lane map road and scrap the very old re-development plan to make "old palm city a downtown community area. "Waste of funds.
- Center turn lane on Mapp Road. Forego grant-funded bike lanes. These are not safe especially in the application envisioned for Mapp Road. Bike lane funding should be redirected for either turn lane or community bike paths that do not utilize a portion of the vehicle road.
- Mapp Road Town Center
- Direct community involvement from residents in and surrounding the CRA. 80% of residents in Old Palm City have no idea of the NAC vision. How about an up to date vision not from 2002/2003. A lot has changed. NAC members for old Palm City should not be business owners on Mapp road. Conflict of interest.
- I'd like to see you implement the plan in Palm City that had been drafted and approved by the people who live in the CRA area! It's probably not feasible because there were opportunities for grants and the County Commission ruined that opportunity.

Preserve:

- Variety of home styles, sizes and lot sizes
- Better utilization of green space
- Traffic flow
- Keep Mapp Road as a through fare NOT a downtown destination
- The small town and quaintness of Palm City

Enhance:

- Improved road surfacing, improved code enforcement or updating the code if needed
- Mapp road enhancement (three lane) and more speed tables on Sunset Trail
- Visibility and safety on Mapp
- Pedestrian and bicycle safety
- Improve residential areas
- Center turn lane and fix drainage on Mapp road, no traffic circles, bike paths not bike lanes, no curb side parking along Mapp Road, Do not overbuild commercial next to residential
- There needs to be some things done to prevent flooding of the old houses in Palm City

Expose:

- Investment in the infrastructure of the area will stimulate investment in the private homes and businesses
- More community involvement, the CRA does not promote community involvement
- Lack of local restaurant/pub other than Italian/pizza
- Quality of Life
- Improve Palm City boat ramp park, more parking, user fee for out of county
- The people in Palm City invest in Palm City, we provide a lot of tax dollars from housing and we would like to keep it that way, There are enough empty office buildings and we don't need more

Invest in:

- Good maintenance of our current parks, the adjacent bridges, landscaping
- A better long-term plan in which will help improve the community, i.e. ..parks, bike paths, dog parks
- Bike paths and trails using existing county property
- Mapp Road

Capitalize On:

- Feature and involve the young families moving in to the neighborhood

- The present green spaces still available. The county should acquire these lots to improve the community not populate more
- Central location
- Location, Access to major arteries

What is the biggest challenge impacting your quality of life?

- My biggest concern in OPC is security
- No water or sewage service
- Safety
- Improving Mapp Road
- Contaminated well water (no county help), turning off of side streets onto Mapp road, fear of being rear ended by a car while waiting to turn off of Mapp Road to my street

Select Immediate Opportunities

Old Palm City

Mapp Road

1. *Launch street scaping and beautification project for Mapp Road.*
2. *Conduct traffic feasibility study to determine whether and how creating Mapp Road as a "town center" would shift pass-through traffic onto interior neighborhood roads.*

Water Access

1. *Gather community input on the use and configuration of Leighton Park to include discussion of boardwalk access and visibility, chain-link fencing along the soccer field, fishing pier access, boat ramp capacity and park configuration.*
2. *Identify pop-up opportunities, festivals, food-truck events, etc, for waterfront dining.*

Old Palm City Incentives

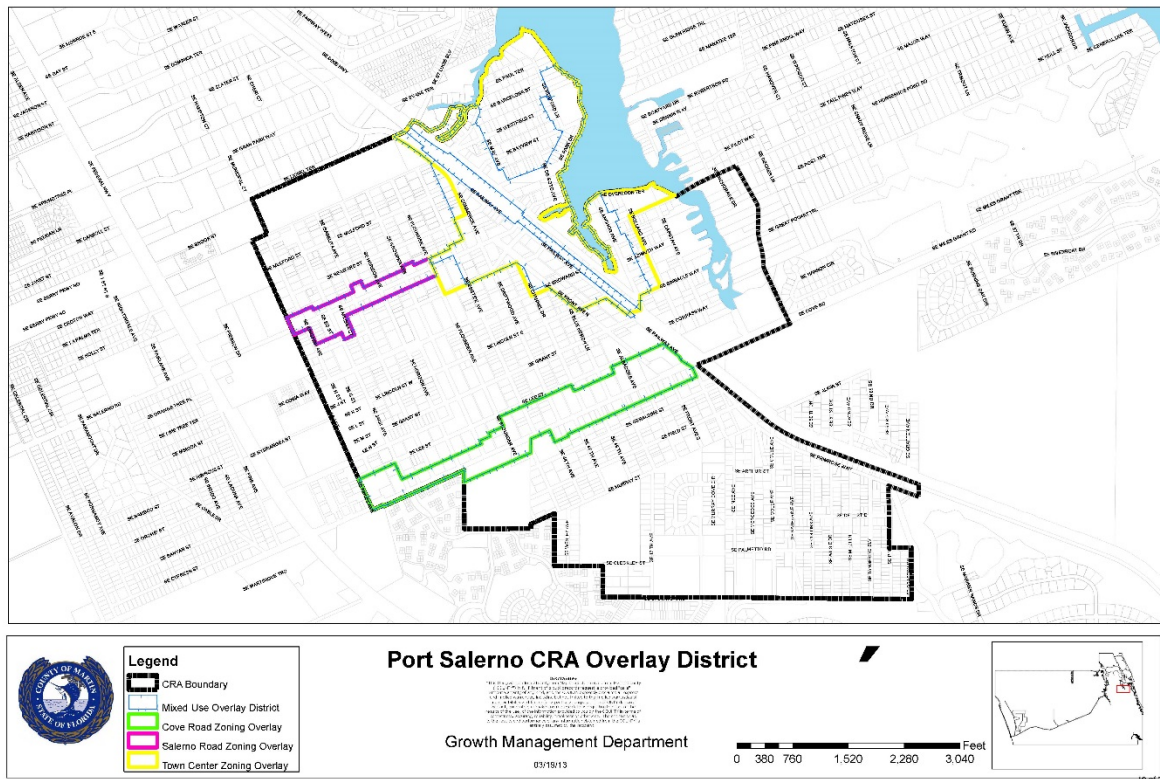
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improvements, industrial parks, business incubator facilities, expansion of port and harbor facilities, skill-training facilities, and brownfields redevelopment.

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Safe Routes to School: The Florida Department of Transportation funds projects that will substantially improve the ability of students to walk and bicycle to school. Projects may include planning, design, and construction of infrastructure-related projects directly supporting increased safety and convenience for school children in grades K-12 to bicycle and/or walk to school. Projects may indirectly benefit the public; however, these constituencies cannot be the sole or primary beneficiaries.

Appendix F: PORT SALERNO



- What should be preserved that will support new investment in the seven distinct CRA areas?
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Port Salerno Open House and Stakeholder Community Feedback

- Boardwalk is an asset
 - Needs to be marketed as a destination (similar to Downtown Stuart)
 - Needs signage and wayfinding
- Preserve New Monrovia Community
 - Rotate NAC meetings between Port Salerno and New Monrovia community centers to draw attention to the area
 - Need better lighting, infrastructure, and street calming
 - Preserve the newly renovated 1 room schoolhouse and add programming

- Preserve “big tree”
- Preserve Post Office
- Create better connection between the community and New Monrovia Park
- Capitalize on New Monrovia Park “story walk” and add new stories to the book
- Enhance activities and facilities for youth in the community
- Invest in incentives to develop homes on vacant land in community
- Educate the public on how the septic to sewer tank project effects the New Monrovia neighborhood
- Preserve and expand on marine industry opportunity
 - Sponsor apprenticeship program for marine industries as Port Salerno is one of the last working waterfronts
 - Opportunity for educational partnership with Indian River State College on Marine Industry
 - Create virtual platform for marine education i.e. Radio or Website with docking instruction, fishing history, etc.
 - Capitalize on opportunity for small marine businesses i.e. kayak companies
- Preserve the Seafood festival
- Enhance Code Enforcement to address litter in residential and commercial areas
- Enhance parking
 - Invest in incentives to park further away, i.e. free ice cream cones, drink tokens
- Enhance infrastructure i.e. water lines and sewer
- Enhance communication between Water/Utilities department and residents
- Enhance beautification efforts i.e. tree trimming
- Invest in gateway features
- Invest in mooring field, Derelict live-aboard boats are a nuisance
- Invest in small business and angled parking along railway- both sides of Salerno Road
- Invest in duck (amphibious trolley)
- Invest in paved roads throughout the Port Salerno CRA; stops within the US-1 to Dixie Hwy stretch
- Invest in boardwalk connectivity to Pirates Cove Resort and Marina
- Invest in better public transit
- Invest in code enforcement
- Invest in Cove Road Cemetary maintenance, fencing and gates
- Invest in a fish market
- Create better connection between the community and downtown
- Capitalize on opportunities for jobs and office space in western portion of CRA
- Capitalize on foot traffic
- Spell out the difference between maintenance versus beautification

Port Salerno Community Survey Summary

Based on the many previous redevelopment ideas presented for your area, what is the first thing you would like to see happen in your area?

- Standardization of style, increase of "entrance", small/useful businesses, better housing particularly for low income/minority populations, STYLE, HOUSING, URBANISM
- Fix the roads
- Litter problem at residences and businesses addresses with code enforcement
- Secure/buy the land at north end of SE Railway Ave and Commerce Ave intersection; close off the intersection; create a surface parking lot up to the RR tracks; run a trolley to restaurants; budget for a future parking garage on the site
- Builders be charged impact fees that would go toward road upkeep and improvement, due to the continuing growth in the Port Salerno area, as well as going toward school needs
- Twin Rivers Park needs overgrowth of trees & brush on the South side down by the river cleaned out
- ADVOCATE FOR WATER QUALITY, fix the shade canopies in downtown Salerno, overall maintenance plan for projects to keep them looking fresh
- Stop water flow from the lake

Preserve:

- Small town feeling
- The small-town atmosphere
- Working man's neighborhood, historically fishermen
- Water ways; no high-rises
- Undeveloped land. Let's not build on every inch of Rocky Point
- Parks like Hammock and Twin Rivers
- Small town charm, waterfront access, WATER QUALITY
- Stop water flow from the lake

Enhance:

- Small town look
- More jobs
- Aesthetics (cleaner lots, roadways, etc.) and less trash
- 1) Bring city water and sewer (we have a home on Broward St with deplorable well water conditions
- 2) Upgrade Broward St boat ramp and trailer parking; provide separate launch for kayaks/SUPs; signage for non-trailer vehicles to park on street or across on RR tracks on SE Railway Ave/Broward street
- 3) Provide proper angle parking at the east end of Cove Road for access to Intracoastal; build another shelter/bathrooms
- Road improvement and low growth for the Rocky Point area.
- Sidewalks kept level, no tree root upheavals
- More/quality of parks, make safer For bike/walking, improved water quality, code enforcement

- Stop water flow from the lake

Expose:

- Urbanist, diverse use
- Availability of businesses to open
- Large lots, laid back neighborhood, wonderful location
- Create commercial business strip along RR tracks on Railway Ave north of Broward St and light use the walking bridge to Salerno Road
- Not in favor of that
- Compared to Palm Beach County- SO many more waterfront restaurants & attractions, Great schools

Invest in:

- Transit entrance and interest, Urbanist commitment
- More businesses
- Code enforcement of debris and eye sores
- A parking garage will be needed to gain more commercial in the area -- start by securing the land at the intersection of SE Railway and Commerce Ave; get a trolley and surface park for a few years until the coffers can support a parking garage, more small businesses
- Maintenance & landscaping of public areas and code enforcement for private

Capitalize On:

- Good growth
- The ability to open a business
- Cute manatee pocket shops, access to river/ICW/ocean
- Water water water; small, vibrant mixed-use neighbor community close to I95 and recreational water access to intracoastal and ocean
- Walkability- the area surrounding downtown Salerno would be amazing for better housing (not the dilapidated trailers that occupy prime real estate now)

What is the biggest challenge impacting your quality of life?

- Lack of fun, jobs, people, and terrible public transit
- Too much government regulation
- Amount of litter/trash/debris in neighborhood
- Dirty water releases from Lake Okeechobee; no city water on Broward Street
- The building of new houses in an area that does not have roads to handle it.
- Water quality
- Water flow from the lake

Select Immediate Opportunities

Port Salerno

Housing

1. *Market and incentivize owner-occupied housing options.*
2. *Create cosmetic buffer zone between entertainment district and nearby housing.*
3. *Enforce the existing short-term rental legislation.*

Marketing

1. *Highlight the New Monrovia Community as a destination.*
2. *Identify tourism and retail-related opportunities.*
3. *Enhance marketing for Salerno Road businesses.*

Commercial

1. *Create expansion, retention, and attraction program for the marine industry.*
2. *Preserve marine industry zoning and overlay.*
3. *Enforce code violations related to slum and blight in the marine district.*
4. *Invest in and incentivize local-flavor pop-up retailers and restaurateurs.*
5. *Identify parking assets in relation to destinations and market the numerous existing parking options.*
6. *Upgrade surface parking lot near waterfront.*
7. *Expose waterfront dining.*

Port Salerno Incentives

Brownfield Economic Development Initiative (BEDI): Spurs redevelopment of brownfield sites to productive economic use. Must be used in conjunction with a Section 108 loan.

Brownfield Incentives: Florida offers incentives to businesses that locate on a brownfield site with a Brownfield Site Rehabilitation Agreement (BSRA). The Brownfield Redevelopment Bonus Refund is available to encourage Brownfield redevelopment and job creation. Approved applicants receive tax refunds of up to \$2,500 for each job created.

Community Development Block Grants: CDBG funding is available for eligible projects through Martin County. The program funds can be used to build community facilities, roads, parks, repair or rehabilitate housing, provide new or increased public services to residents, or fund initiatives that generate or retain new jobs.

Economic Development Transportation Fund: The Economic Development Transportation Fund, commonly referred to as the “Road Fund,” is an incentive tool designed to alleviate transportation problems that adversely impact a specific company’s location or expansion decision. The award amount is based on the number of new and retained jobs and the eligible transportation project costs, up to a specified limit. The award is made to the local government on behalf of a specific business for public transportation improvements.

Economic Development Agency: Public Works program investments help facilitate the transition of communities from being distressed to becoming competitive by developing key public infrastructure, such as technology-based facilities that utilize distance learning networks, smart rooms, and smart buildings; multi-tenant manufacturing and other facilities; business and industrial parks with fiber optic cable; and telecommunications and development facilities. In addition, EDA invests in traditional public works projects, including water and sewer systems improvements, industrial parks, business incubator facilities, expansion of port and harbor facilities, skill-training facilities, and brownfields redevelopment.

Housing and Urban Development (HUD) Grants and Loans: HUD provides low-interest loans to local governments for the implementation of capital projects for revitalization and economic development, including streetscape and infrastructure improvements. These loans can be supplemented by Economic Development Initiative (EDI) grants from HUD.

Incumbent Worker Training Program (IWT): Incumbent Worker Training is a program that provides training to currently employed workers to keep Florida’s workforce competitive in a global economy and to retain existing businesses. The program is available to all Florida businesses that have been in operation for at least one year prior to application and require skills upgrade training for existing employees. Priority is given to businesses in targeted industries, HUB Zones, Inner City Distressed areas, Rural Counties and areas, and Brownfield areas.

National Complete Streets Coalition: Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Qualified Target Industry Tax Refund (QTI): The Qualified Target Industry Tax Refund incentive is available for companies that create high wage jobs in targeted high value-added industries. This incentive includes refunds on corporate income, sales, ad valorem, intangible personal property, insurance premium, and certain other taxes.

Quick Response Training (QRT): Quick Response Training is an employer-driven training program designed to assist new value-added businesses and provide existing Florida businesses the necessary training for expansion. A state educational facility – community college, area technical center, school district or university – is available to assist with application and program development or delivery. The educational facility will also serve as fiscal agent for the project. The company may use in-house training, outside vendor training programs or the local educational entity to provide training.

Section 108 Loan Guarantees: Provides CDBG-eligible communities with a source of financing for economic development, public facilities, and other eligible large-scale physical development projects.

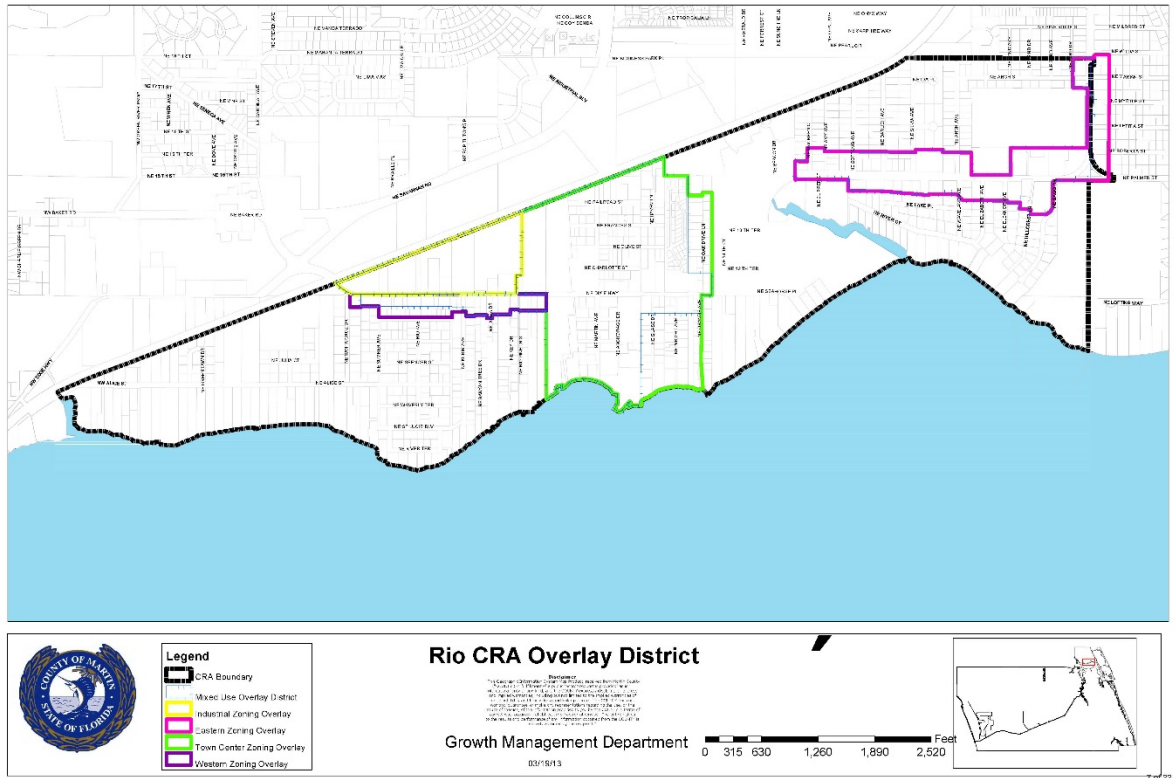
Safe Routes to School: The Florida Department of Transportation funds projects that will substantially improve the ability of students to walk and bicycle to school. Projects may include planning, design, and construction of infrastructure-related projects directly supporting increased safety and convenience for school children in grades K-12 to bicycle and/or walk to school. Projects may indirectly benefit the general public, however these constituencies cannot be the sole or primary beneficiaries.

Surface Transportation Program - Transportation Enhancement: Helps expand transportation choices and enhance transportation through 12 eligible transportation enhancement surface transportation activities, including pedestrian & bicycle infrastructure and safety programs, landscaping beautification, historic preservation, and environmental mitigation.

Transportation, Community & System Preservation: Livability is a criterion that will be used to evaluate candidate projects. Planning grants, implementation grants, and research, could include transit projects, complete streets, streetscaping, pedestrian/bike improvements or plans, implementation of transit-oriented development plans, traffic calming measures, and much more. Projects must improve relationships among transportation, community, and system preservation plans and practices.

Transportation Investments Generating Economic Recovery (TIGER): Competitive grant program funding infrastructure projects that promote economic competitiveness, improve energy efficiency, reduce greenhouse gas emissions and improve safety, quality-of-life and working environments in communities.

Appendix G: RIO



What should be preserved that will support new investment in the seven distinct CRA areas?

What can be enhanced to encourage economic development investment in the seven distinct CRA areas?

What can be exposed and promoted to attract more development in seven distinct CRA areas?

What can be invested in that will improve the district area's competitiveness?

What can be capitalized on to establish Martin County as a good location for investment?

Rio Observations and Stakeholder Community Feedback

- Preserve local service-driven businesses
- Enhance two development sites on Dixie Highway
- Enhance/Clean up SR 707
- Enhance and renovate old Keystone building as a quick service restaurant
- Expose history of RIO from Spanish pronunciation to Dutch pronunciation
- Expose healthy housing mix
- Expose walkable community

- Expose art and streetscape (i.e. benches)
- Invest in peacock solution
- Invest in code enforcement
- Invest in a "transition to ownership" program
- Capitalize on complete road scaping and on-street parking
- Capitalize on waterfront access
- Capitalize on future habitat live-work units
- Live work community

Rio Community Survey Summary

Based on the many previous redevelopment ideas presented for your area, what is the first thing you would like to see happen in your area?

- Construction of mixed use projects along Dixie Highway
- Completion of Rio town center
- A better sense of town
- Protected bike lanes
- Dixie Hwy. sidewalk completion, across FEC tracks and Savannah road
- More sewer connections
- No sober homes
- Promote business in Rio. We are all dressed up and nobody is home. The community message sign was not high priority
- Completion of sidewalks
- Finish all the sidewalks, especially important is a sidewalk along 707 to cross the railroad tracks on that dangerous corner
- Public marina developed with restaurants and shopping, public access to the river
- More control over Sober Homes
- Complete sidewalk on NE Dixie Hwy by railroad tracks

Preserve:

- Great place to live, do business, recreate (parks [Langford Park, Pat Mark Rio-Jensen Skatepark, Rio Nature Park, pocket parks, and close to Indian RiverSide Park], boating, fishing, walking, mature trees, low-profile structures, affordable cottages on small lots for easy maintenance
- Rio arch
- The small town feel
- Protected bike lanes
- Existing small businesses
- The Water Front with access for the locals
- Parks, access to water
- Small town atmosphere, small business, low tech
- Small town feel, native landscaping, improve water quality
- The recent landscaping along State Rd. 707 (Dixie Hwy)

- Zoning laws
- Family friendly parks
- Open space

Enhance:

- Create regulations for requiring exposed dumpsters to be located 50 or more feet back from the street/sidewalk with opening facing into the property (not the street, screen from view of the public). Stop permitting Quonset huts. Stop allowing front yards to be covered with stuff, vehicles, boats, etc. Eliminate salvage yard, i.e. Robbies. Fences should be attractive (see Rio code) and in good condition
- More activities (and communication of them) at Langford park
- Help for those in need
- public access to the waterfront
- Upgrade the pocket park at Rio traffic circle
- Sidewalks connected Bathrooms for skatepark
- Finish the sidewalk from SPS to Savana Rd.
- No parking on lawns and no storage of junk in view
- Promote small business and we will support
- Code Enforcement especially using commercial properties for industrial use
- Clean water in the St Lucie River
- Encourage both business and residents to maintain their property and stay in compliance with codes
- Buried power lines
- Clean St Lucie River water

Expose:

- Hidden Neighborhood Gems to Promote: - Waterfront, views, cool breezes and southern exposure overlooking Stuart - Affordable cottages on quiet streets/cul-de-sacs
- Boat ramp
- Rio's proximity to the St Lucie
- Water-front properties
- Water front
- Less commercial
- Unique shops, low rent
- SE exposure on the St Lucie River
- Location
- New harbor front project
- St Lucie River

Invest in:

- Attract private investors to build on vacant acres adjacent to Dixie Highway in Town Center. Provide incentives and assist with development review process. Create a funding source program with banks (a consortium of banks) and economic incentives. Assist with build-out of Rio Town Center ISTAR project and Habitat project. Remove regulations that inhibit development/redevelopment, such as, transition and wide shoreline protection setback for commercial waterfront
- Sewer system
- Buy land to increase public access to the waterfront
- Rio civic center... To enhance community pride and participation in community events
- Restaurant on the water
- More hometown feel
- Water front access
- Sewers
- Attract small restaurants and re-vamp existing marinas
- Public marina, restaurants, shopping, public access to the river
- Development
- Buried power lines
- Rio town center

Capitalize On:

- Rio town center
- Buy land to increase public access to the waterfront
- Existing infrastructure for small business and light industry
- The water a boardwalk
- Waterfront access, low volume of traffic. Not the mall.
- Community support for development. The community has whole heartedly supported the marina development project but it seems investors are still hesitant
- Location, small town feel
- Clean up the dilapidated houses in the neighborhood
- St Lucie River

What is the biggest challenge impacting your quality of life?

- Lack of connected sidewalks with shade trees
- More places/activities to meet new people
- Unsafe to use my bicycle to go to Publix, even though I live close. please create protected bike lanes
- Housing cost
- The community able to enjoy the water front
- Access to riding/walking from my home around, nearby Rio
- Lack of a round-about or turnaround area west of where the median ends

- Neighbors who are out of code compliance that in turn devalues other properties in the neighborhoods
- Safety
- Unkempt housing in my neighborhood
- Dirty St Lucie River

Select Immediate Opportunities

Rio

Downtown Development Project

1. *Partner with national site selector team to create an incoming Realtor/Brokers Showcase of the downtown development site.*
2. *Partner with existing property owner to activate the site through CRA-sponsored events, outdoor festivals, temporary art installations, sculpture field, temporary park setting, etc.*

Housing

1. *Design a resident-recruitment campaign to increase owner-occupied housing.*

Rio Incentives

Brownfield Economic Development Initiative (BEDI): Spurs redevelopment of brownfield sites to productive economic use. Must be used in conjunction with a Section 108 loan

Brownfield Incentives: Florida offers incentives to businesses that locate on a brownfield site with a Brownfield Site Rehabilitation Agreement (BSRA). The Brownfield Redevelopment Bonus Refund is available to encourage Brownfield redevelopment and job creation. Approved applicants receive tax refunds of up to \$2,500 for each job created.

Community Development Block Grants: CDBG funding is available for eligible projects through Martin County. The program funds can be used to build community facilities, roads, parks, repair or rehabilitate housing, provide new or increased public services to residents, or fund initiatives that generate or retain new jobs.

Community Benefits: Municipalities routinely partner with developers to encourage design and/or construction of parks and other public facilities and infrastructure projects providing community benefit.

Economic Development Agency: Public Works program investments help facilitate the transition of communities from being distressed to becoming competitive by developing key public infrastructure, such as technology-based facilities that utilize distance learning networks, smart rooms, and smart buildings; multi-tenant manufacturing and other facilities; business and industrial parks with fiber optic cable; and telecommunications and development facilities. In addition, EDA invests in traditional public works projects, including water and sewer systems improvements, industrial parks, business incubator facilities, expansion of port and harbor facilities, skill-training facilities, and brownfields redevelopment.

Housing and Urban Development (HUD) Grants and Loans: HUD provides low-interest loans to local governments for the implementation of capital projects for revitalization and economic development, including streetscape and infrastructure improvements. These loans can be supplemented by Economic Development Initiative (EDI) grants from HUD.

Private Investment: Many CRA areas and other districts design business attraction programs with developer entitlements and financial incentives to fund public improvements and infrastructure with private investment.

Appendix H: Resolutions Approving Community Redevelopment Areas

MARSHA WILLIAMS
CLERK OF COUNTY COURT
MARTIN COUNTY, FL

RECORDED & VERIFIED
BY [Signature] D.C.

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97 JUL 9 AM 11:53

BEFORE THE BOARD OF COUNTY COMMISSIONERS

MARTIN COUNTY, FLORIDA

RESOLUTION NUMBER 97-6.11

(REGARDING A FINDING OF NECESSITY FOR A MARTIN COUNTY COMMUNITY
REDEVELOPMENT AGENCY)

WHEREAS, the Board of County Commissioners has determined that blight exists within several communities of the county;

WHEREAS, the Board of County Commissioners has determined that there is a shortage of affordable housing for residents of low or moderate income; and

WHEREAS, the Board of County Commissioners has determined and has found under FSS 163.355 that the rehabilitation, conservation, or redevelopment or any combination thereof of these communities is necessary in the interest of the public health, safety, morals, or welfare of Martin County; and

WHEREAS, Residential blight can be defined as the general deterioration of a neighborhood due to neglect of public and private resources as seen through unkept and dilapidated housing, and poorly maintained or inadequate streets, sewers, parks, etc.; and

WHEREAS, in Martin County, residential blight is occurring to varying degrees in numerous neighborhoods. This blight includes but is not limited to the problems of the neighborhoods summarized in Attachment A; and

WHEREAS, Evidence of commercial blight is manifest through empty storefronts, deteriorating facades, unkept public right-of-ways, traffic deficiencies, and other problems; and

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ATTACHMENT A:

This list of residential blight is not exhaustive, but is provided simply as evidence of the types of problems plaguing older neighborhoods throughout Martin County.

Booker Park, located in Indiantown, is comprised of a large rental population, many of which are migrant farm laborers. The age of the housing structures is generally over 30 years old, and absentee landlords have let many units fall into disrepair to a point where many violate numerous building codes. In addition to this disinvestment, in the past, maintenance of the public drainage ways has been lacking. Overgrown weeds and trash could be found along nearly any street. The County has, however, applied for funding to resolve many of the drainage concerns and recently installed a central sewer system, alleviating chronic septic system failures.

Banner Lake, a residential neighborhood in Hobe Sound, suffers from the same disinvestment that plagues Booker Park. A majority of the residents have low or very-low incomes and absentee landlords have allowed the condition of houses to deteriorate to the point where many violate numerous building codes. The average age of the housing structures is over 40 years old. The neighborhood is also plagued with failing septic systems. Martin County has received funds to install a central sewer system to alleviate this problem. This work will commence during FY 1996/97.

New Monrovia is located in Port Salerno. The housing structures are, on average, over 30 years old. The neighborhood is on well and septic. Drainage is inadequate with flooding occurring

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in certain areas on many occasions throughout the year. Many of the septic systems are reaching the end of their useful life, and failures are becoming increasingly common. Portions of New Monrovia also experience problems with the drinking water supply due to failing septic systems and contamination caused by the nearby Solitran complex. A large percent of the residents are not homeowners, and absentee landlords have allowed the condition of houses to deteriorate to the point where many violate numerous building codes. Most residents have low or very-low incomes and maintenance has routinely been delayed.

Golden Gate is located just outside of the City of Stuart, fronting Indian Street and Dixie Highway. The housing structures are mostly duplex and multifamily and, on average, are 20 years old. However, with such a large percent of non-owner occupied housing, the problems of disinvestment are acute. Many structures lie vacant and in disrepair. Drainage ditches are also unkept and in need of routine maintenance. Martin County has applied for funding to improve the drainage system. If funded, this work will commence during FY 1996/97. A more ominous problem in Golden Gate is the regular drug transactions that occur in isolated pockets of the neighborhood.

Numerous abandoned houses are evidence of residential blight in Pettway Park, located in Hobe Sound. In addition, junk, debris, abandoned vehicles, and overgrown weeds plague the neighborhood. On average, the housing stock is over 40 years old with some houses as old as 70 years. Because of the age of the housing stock, many residents are living in substandard conditions. The residents of

ATTACHMENT B:

This list of economic blight is not exhaustive, but is provided simply as evidence of the types of problems plaguing areas of Martin County. Just as with residential blight, disinvestment is a contributing factor. Without public resources to maintain the public right-of-way and needed infrastructure, businesses opt for more attractive locations. Because of business flight, building owners cannot provide needed maintenance. A cycle develops that eventually leads to general conditions that cannot support business development or retention.

In Port Salerno, the old fishing village of yesteryear has been lost due to a changing economy and development that has altered the physical character of the area. The design of Dixie Highway, which runs through the center of the Port Salerno commercial district, has impacted the area tremendously and will continue to if plans for additional widening are implemented. Boat Ramp Park anchoring the commercial district to the south leads to the general blight of the area. Building facades do not create a sense of identity or commonality. Furthermore, the once vibrant fisherman's dock is crumbling into Manatee Pocket. Finally, the State of Florida net ban has impacted the local economy, putting many family fisherman out of work.

Commercial blight is evident in Hobe Sound. Businesses along Bridge Road, running through the core of the commercial district, have been restricted from expanding due to inadequate water and sewer service. Disinvestment and business loss has resulted. In addition, increased traffic is reducing the quality of the business

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the neighborhood also experience drainage problems and ailing septic systems.

Rio is a small commercial center along SR 707 north of the St. Lucie River. As an older commercial area, the public infrastructure is often inadequate, and the urban features reduce the attractiveness of the area. Sidewalks are also lacking or are in disrepair in many instances. In addition, parking and landscaping often do not meet current code provisions, and as in Hobe Sound, loading and unloading zones are absent or poorly planned.

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environment, and typical road widening solutions threaten to eliminate the small town character of the business district. Inadequate urban features also reduce the attractiveness of the downtown. Building facades do not create a sense of identity or commonality, sidewalks end abruptly, and loading and unloading zones are absent or poorly designed.

In Palm City, businesses are in need of central water and sewer systems. Vacant lots abound in the Old Palm City area as businesses are unable to locate due to the infrastructure constraints. Just as troubling is the development of considerable commercial activity outside of the urban core. This has caused a fragmentation of Palm City into old and new, both competing for needed resources and customers. Given the predicament, the older part of town struggles for redevelopment resources in the face of commercial blight as evidenced by the numerous vacant lots.

In Jensen Beach, the buildings and infrastructure have not kept pace with the increased demands of a growing populace. Many of these facilities are 30 to 80 years old. The area is overwhelmed by traffic on narrow streets designed at a time when traffic was not an issue. Incentives for property improvement or even maintenance are lacking as infrastructure problems and development regulations impede such actions. Many lots are too small for today's regulations and adequate parking is lacking throughout the area. All of this leads to a general condition of commercial blight.

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WHEREAS, In Martin County, commercial blight is occurring to varying degrees in numerous areas and a summary of the problems encountered in some of these areas is provided in Attachment B.

NOW THEREFORE BE IT RESOLVED THAT:

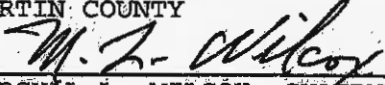
The Board of County Commissioners of Martin County finds that there is a need to establish a Community Redevelopment Agency as defined in Florida State Statute 163, Part III; to develop and implement redevelopment Activities in Martin County;

DULY PASSED AND ADOPTED THIS 24TH DAY OF JUNE, 1997.

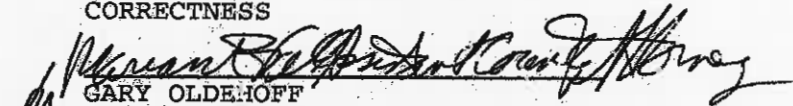
ATTEST:


MARSHA STILLER, CLERK

BOARD OF COUNTY COMMISSIONERS
MARTIN COUNTY


MARSHAL L. WILCOX, CHAIRMAN

APPROVED AS TO FORM AND
CORRECTNESS


GARY OLDEHOFF
COUNTY ATTORNEY

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LAST
PAGE

Appendix I: Legal Boundary Descriptions for all Community
Redevelopment Areas

GOLDEN GATE NPA

DESCRIPTION OF NPA BOUNDARY

A Portion of Land Lying in that Part of the following Plats, Golden Gate Park as Recorded in Plat Book 1, Page 50, 50A, 50B and 50C, Public Records of Martin County, Florida, Golden Gate as Recorded in Plat Book 11, Page 41 Public Records of Palm Beach (Now Martin) County, Florida and the Plat of Port Sewall Land Company Revised as Recorded in Plat Book 3, Page 8, Public Records of Martin County, Florida, said Portions being more Particularly Described as follows:

Commence at the Northeasterly Corner of Block 225 according to said Plat of Golden Gate Park; Thence Southwesterly along the Northerly Line of said Block 225 (said Line also being the Southerly Un-open Right-of-Way of Daniels Ave (a 50 foot wide Right-of-Way) and its Southwesterly Projection to the Easterly Right-of-Way Line of the (F.E.C.) Florida East Coast Railroad (a 100 foot wide Right-of-Way); Thence Southeasterly along said F.E.C. Railroad Right-of-Way to the Intersection with the Northerly Right-of-Way Line of SE Indian Street (a 100 foot wide Right-of-Way) according to the Plat of Golden Gate; Thence Southwesterly Across the F.E.C. Railroad Right-of-Way to the Northeasterly Corner of Lot 65 according to the Plat of Port Sewall Revised Map of Sewall's Point Land Company as Recorded in Plat Book 3, Page 7, Public Records of Martin County, Florida and the Westerly Right-of-Way Line of said F.E.C. Railroad; Thence Southeasterly along said Westerly Right-of-Way Line of the F.E.C. Railroad to the Intersection with the Southwesterly Projected Southerly Line of Lot 52, Block 5 according to the Plat of Golden Gate; Thence Northeasterly along said Projected Line and the Southerly Line of said Lot 52, Block 5 to the Southeasterly Corner of said lot 52, Block 5; Thence Northwesterly along the Easterly Line of said Lot 52, Block 5 to the Southwesterly Corner of Lot 148, Block 5: Thence Northeasterly along the Southerly Line of said Lot 148, Block 5 to the Westerly Right-of-Way Line of SE Dixie Highway (C.R.- A-1-A) (a 80 foot wide Right-of Way); Thence Northeasterly Across said SE Dixie Highway to the Northwesterly Corner of Block 230, said Corner also being the Easterly Right-of-Way Line of said SE Dixie Highway and the Southerly Right-of-Way Line of SE Kensington Street (a 50 foot wide Right-of-Way); Thence Easterly along the Southerly Right-of-Way Line of said SE Kensington Street to the Easterly Right-of-Way Line of the Un-opened Right-of-Way Line of 8th Street (a 67 foot wide Right-of-Way) according to the Plat of Golden Gate; Thence Northerly along the Easterly Right-of-Way Line of said 8th Street to the Intersection with the Southerly Right-of-Way Line of SE St Lucie Blvd (a 60 foot wide Right-of-Way); Thence Continue on the Projected Easterly Right-of-Way Line of said 8th Street to the Intersection with the Northerly Right-of-Way Line of said SE St Lucie Blvd; Thence Northerly along the Easterly Right-of-Way Line of SE St Lucie Blvd (a 67 foot wide Right-of-Way Platted as 8th Street) to the Intersection with the Westerly Mean High Water Line of Willoughby Creek; Thence Northwesterly along said Mean High Water Line of Willoughby Creek and the Easterly Right-of-Way Line of Said SE St Lucie Blvd to the Southerly Right-of-way

Line of SE Indian Street (a 100 foot wide Right-of-Way) according to the Plat of Golden Gate Park; Thence Continue along said Westerly Mean High Water Line of Willoughby Creek Across said SE Indian Street to the Northerly Right-of-Way Line of said SE Indian Street; Thence Continue Northerly along said Mean High Water Line of said Willoughby Creek and the Easterly Line of Block 15 According to the Plat of Port Sewall's Land Company Revised to the Intersection with the Southerly Right-of-Way Line of the Un-opened SE Normand Street (a 50 foot wide Right-of-Way); Thence Westerly along said Southerly Right-of-Way Line and the Northerly Line of said Block 15 to the Intersection with the Easterly Right-of-Way Line of SE Golden Gate Ave (a 50 foot wide Right-of-Way); Thence Northerly on the Northerly Projection of said easterly Right-of-Way line of SE Golden Gate Ave a Distance of 50.00 feet to the Northerly Right-of-Way Line of said SE Normand Street; Thence Continue Northerly on said Projected Easterly Right-of-Way Line a Distance 64.00 feet said point being on the Original Westerly Line of Block 43 according to said Plat of Port Sewall's Land Company Revised; Thence Westerly on a Line that is 64.00 feet Northerly of and Parallel to the Northerly Right-of-way Line of said SE Normand Street to the Westerly Line of Block 45 according to said Plat of Port Sewall's Land Company Revised; Thence Northerly along said Westerly Line of Block 45 a Distance of 61.00 feet; Thence Westerly along a Line that is 125.00 feet Northerly of and Parallel to the Northerly Right-of-Way Line of said SE Normand Street Through Blocks 47A, 47, 49, 51, 53 to the Northwest Corner of Lot 10, Block 55 according to the Plat of Golden Gate Park; Thence Northerly along the Westerly Line of Lot 9, Block 55 Across the Un-opened Taylor Ave (a 50 foot wide Right-of-way) and the Westerly Line of Lot 10, Block 61 to the Northwest Corner of said Lot 10, Block 61; Thence Westerly along the Northerly Line of Lots 8, 6, 4 and 2 of said Block 61 to the Westerly Right-of-Way Line of the Un-opened 1st street (a 60 foot wide Right-of-Way); Thence Southwesterly Across said Right-of-Way to the Westerly Right-of-Way Line of said 1st Street and the Southeast Corner of Lot 24, Block 59; Thence Westerly along the Southerly Line of Lots 24 Through 11 of said Block 59 and its Westerly Projection Across a 15.00 foot wide alley to the Easterly Line of Lot 5, Block 59; Thence Northwesterly along the Easterly Line of said Lot 5, Block 59 to the Northeast Corner of said Lot 5, Block 59; Thence Westerly along the Northerly Line of said Lot 5, Block 59 to the Easterly Right-of-Way Line of SE Dixie Highway (C.R.-A-1-A) (a 80 foot wide Right-of-Way); Thence Northwesterly along said Easterly Right-of-Way Line of said SE Dixie Highway to the Northwesterly Corner of said Block 59; Thence Southwesterly Across SE Dixie Highway to the Northeasterly Corner of said Block 225 according to the Plat of Golden Gate Park and the Point of Beginning.

HOBE SOUND CRA

OVERLAY OF ZONING BOUNDARY

LEGAL DESCRIPTION

A Parcel of Land Lying in a Portion of the Gomez Grant as shown on the Plat of Gomez Grant and Jupiter Island as Recorded in Plat Book 1, Page 80 of the Public Records of Palm Beach (Now Martin), County, Florida, and a Portion of Sections 26 and 27, Township 39 South, Range 42 East, said Parcel of Land being more Particularly Described as Follows:

For a Point of Beginning Commence at the Intersection of the Northeasterly Corner of Lot 28, Block 1 according to the Plat of Hobe Sound as Recorded in Plat Book 2, Page 99, Palm Beach (Now Martin) County, Florida, Public Records and the Westerly Right-of-Way Line of SE Dixie Highway (C.R. – A-1-A) and the Southerly Line of a 15 Foot Wide Alley according to said Plat; Thence Southwesterly along the Southerly Line of said 15 Foot Wide Alley and the Northerly Line of Said Lot 28, Block 1 to the Northwest Corner of said Lot 28, Block 1; Thence Northerly on the Southerly Projection of the Westerly Line of Lots 54 Through 57, Block 1 according to the Amended Plat of Blocks 1, 2 and 3 Hobe Sound as Recorded in Plat Book 10, Page 9 Palm Beach (Now Martin) County, Florida Public Records and the Westerly Line of said Lots 54 Through 57, Block 1 to the Intersection of the Southerly Right-of-Way Line of SE Hillside Circle; Thence Westerly along said Southerly Right-of-Way Line of said SE Hillside Circle and the Northerly Line of Lots 20 and 19, Block 1 to the Northwesterly Corner of said Lot 19, Block 1; Thence Northwesterly across said SE Hillside Circle Right-of-Way to the Northerly Right-of-Way Line and the Easterly Line of Lots 22, 23 and 24, of said Block 1; Thence Northerly along said Easterly Line of said Lots 22, 23 and 24, Block 1 to the Southerly Right-of-Way Line of said SE Hillside Circle; Thence Westerly along said Southerly Right-of-Way Line of SE Hillside Circle and the Northerly Line of said Lot 24, Block 1 to its Intersection with the Southeasterly Projection of the Westerly Line of Lot 10, Block 1; Thence Northwesterly along said Southeasterly Projected Westerly Line of said Lot 10, Block 1 and the Westerly Line of said Lot 10, Block 1 and its Northwesterly Projection across a 15 Foot Wide Alley to the Southerly Line of Lot 3, Block 1; Thence Northeasterly along the Northerly Line of said 15 Foot Wide Alley and the Southerly Line of Lots 3 and 4, Block 1 to the Southwesterly Corner of Lot 37, Block 1; Thence Northwesterly along the Westerly Line of Lots 37 Through 33 of said Block 1 to the Northwesterly Corner of said Lot 33 Block 1 and the Southerly Right-of-Way Line of Ridge Road (a 100 Foot Wide Right-of-Way Now Abandoned); Thence Northwesterly across said Abandoned Ridge Road to the Northerly Right-of-Way Line and the Southwesterly Corner of Lot 1, Block 2; Thence Southwesterly along the Northerly Right-of-Way Line of said Abandoned Ridge Road and the Southerly Line of said

Continued Page 2 of 4

OVERLAY OF ZONING BOUNDARY

LEGAL DESCRIPTION (CONTINUED)

Block 2 to the Intersection with the Westerly Line of said Section 26, Township 39, Range 42 East; Thence Northerly along said Westerly Line of said Section 26 to the Intersection with a Line that is 233 Feet Northerly of and Parallel to the Northerly Line of Government Lot 1 of said Section 27, Township 39 South, Range 42 East; Thence Westerly a Distance of 233 Feet More or Less to a Line that Lies 233 Feet Westerly of and Parallel to the Easterly Line of said Section 27; Thence Northerly along said Line being 233 Feet westerly of and Parallel to said Easterly Line of Section 27 to the Southeasterly Corner of Lot 1 of the Unrecorded Plat called the Saturn Ave Addition; Thence Northwesterly along the Easterly Line of said Lot 1 of said Unrecorded Plat of Saturn Ave Addition to the Southerly Right-of-Way Line of SE Saturn Ave according to the Plat of Olympia Palm Beach County, Florida Plat No. 1, Plat Book 9, Page 68 Palm Beach (Now Martin) County, Florida, Public Records; Thence Northwesterly across said Right-of-Way of SE Saturn Street along a Line Measured at Right Angles to the Southerly Right-of-Way Line to the Intersection with the Southerly Line of Block 1 of said Plat and the Northerly Right-of-Way Line of said SE Saturn Street; Thence Southwesterly along said Northerly Right-of-Way Line of said SE Saturn Street and its Projection across SE Vulcan Ave to the Southeasterly Corner of Block 2; Thence Northwesterly along the Westerly Right-of-Way Line of said SE Vulcan Ave and its Projection across the Right-of-Way's of SE Mercury Street and SE Athena Street to the Southeast Corner of Block 9; Thence Continue Northwesterly along said Westerly Right-of-Way Line of SE Vulcan Ave and the Easterly Line of said Block 9 to the Northeasterly Corner of said Block 9 and the Southerly Right-of-Way Line of SE Venus Street; Thence Northwesterly along the Southerly Right-of-Way Line of said SE Venus Street to its Intersection with the Southeasterly Projected Westerly Line of a 25 Foot Wide Alley Lying within Block 13 of said Plat; Thence Northwesterly along said Projected Westerly Line and the Westerly Line of said 25 Foot Wide Alley and its Projection Through Blocks 13, 16, 19, 22 and Part of 24 (said Projected Westerly Line of the 25 Foot Wide Alley also Crossing the Right-of-Ways of SE Olympus Street, SE Adonis Street, SE Apollo Street and SE Mars Street) to the Northeasterly Corner of Lot 536, Block 24; Thence Southwesterly along the Northerly Line of the Southerly One Half (1/2) of Blocks 24 and 25 (said Line also Crossing SE Lares Ave) to the Westerly Line of said Block 25 and the Easterly Right-of-Way Line of SE Hercules Ave; Thence Southeasterly along the Easterly Right-of-Way Line of said SE Hercules Ave and its Southeasterly Projection across SE Mars Street to the Northwest Corner of Block 23 of said Plat; Thence Southwesterly along the Southerly Right-of-Way Line of SE Mars Street across said SE Hercules Ave as it is Extended Through Lot 86 of said Plat of Gomez Grant and Jupiter Island to the Easterly Right-of-Way Line of U.S. – 1; Thence Northwesterly along the Easterly Right-of-Way Line of said U.S. – 1 to the Northerly Right-of-Way Line of SE Bridge

Continued Page 3 of 4

OVERLAY OF ZONING BOUNDARY

LEGAL DESCRIPTION (CONTINUED)

Road; Thence Continue Northwesterly along the Easterly Right-of-Way Line of U.S. – 1 to a Point being 200 Feet Northerly of the Centerline of said SE Bridge Road; Thence Northeasterly along a Line that is 200 Feet Northerly of and Parallel to said Centerline of SE Bridge Road a Distance of 145 Feet; Thence Southeasterly along a Line that is 145 Feet Easterly of and Parallel to said Easterly Right-of-Way Line of U.S. – 1 to its Intersection with said Northerly Right-of-Way Line of SE Bridge Road; Thence Northeasterly along the Northerly Right-of-Way Line of said SE Bridge Road to its Intersection with a Line that is 245 Feet Westerly of and Parallel to the Westerly Right-of-Way Line of SE Lares Ave; Thence Northwesterly along said Parallel Line to the Intersection with a Line being 165 feet Northerly of and Parallel to said Centerline of SE Bridge Road; Thence Northeasterly along said Parallel Line to its Westerly Right-of-Way Line of said SE Lares Ave; Thence Northwesterly along said Westerly right-of-Way Line of SE Lares Ave to the Northerly Line of Lot 87 according to said Plat of the Gomez Grant and Jupiter Island; Thence Northeasterly on the Southwesterly Projection of the Southerly Line of Lot 77 of said Plat of the Gomez Grant and Jupiter Island and the Southerly Line of said Lot 77 a Distance of 314.12 Feet to a Point being the Southwesterly Corner of that Part of said Lot 77 being the AT&T Parcel; Thence Northwesterly along a Line Measured by Angle to the Left 89°52'25" a Distance of 237.85 Feet to its Intersection with a Line that is 237.85 Feet Northerly of and Parallel with the Southerly Line of said Lot 77 of said Plat; Thence Northeasterly along said Parallel Line to the Westerly Right-of-Way Line of SE Dixie Highway (C.R. – A-1-A); Thence Northwesterly along said Westerly Right-of-Way Line of SE Dixie Highway to its Intersection with a Line that is 57.28 Feet South of and Parallel to the Northerly Line of Lot 76 according to said Plat of the Gomez Grant and Jupiter Island; Thence Southwesterly along said Parallel Line and its Projection across SE Lares Ave to the Westerly Right-of-Way Line of said SE Lares Ave; Thence Northwesterly along said Westerly Right-of-Way Line of SE Lares Ave to its Intersection with a Line, as Measured by Right Angles to said Westerly Right-of-Way Line of SE Lares Ave, that Intersects with the Point of Intersection of the Easterly Right-of-Way Line of said SE Lares Ave and the Westerly Right-of-Way Line of SE Dixie Highway and its Projection across SE Dixie Highway and the F.E.C. Railway; Thence along said Line to its Intersection with the Easterly Right-of-Way Line of said F.E.C. Railway; Thence Southeasterly along said Easterly Right-of-Way Line of the F.E.C. Railway to the Northerly Right-of-Way Line of said SE Bridge Road; Thence Northeasterly along the Northerly Right-of-way Line of said SE Bridge Road to its Intersection with the Northwesterly Projection of the Westerly Right-of-Way Line of SE Shell Ave; Thence Southeasterly Along the Projected Right-of-Way Line of said SE Shell Ave and the Westerly Right-of-Way Line of said SE Shell Ave and its Projection to the Southerly

Continued Page 4 of 4

OVERLAY OF ZONING BOUNDARY

LEGAL DESCRIPTION (CONTINUED)

Right-of-Way Line of SE Gleason Street according to the Plat of Hobe Sound as Recorded in Plat Book 2, Page 99, Palm Beach (Now Martin) County, Florida, Public Records; Thence Southwesterly along the Southerly Right-of-Way Line of said SE Gleason Street to its Intersection with the Easterly Right-of-Way Line of SE Nassau Ave; Thence Southeasterly along said Easterly Right-of-Way Line of SE Nassau Ave to its Intersection with the Westerly Right-of-Way Line of SE Colby Ave; Thence Southwesterly across SE Nassau Ave along the Northerly Right-of-Way Line of said SE Colby Ave and its Projection across said F.E.C. Railway Right-of-Way to its Intersection with the Westerly Right-of-Way Line of said F.E.C. Railway and the Easterly Right-of-Way Line of SE Dixie Highway; Thence Southwesterly across said SE Dixie Highway to the Southeasterly Corner of Block 2 of said Amended Plat of Blocks 1, 2 and 3 Hobe Sound said Point being the Westerly Right-of-Way Line of Said SE Dixie Highway; Thence Southeasterly along the Westerly Right-of-Way Line of said SE Dixie Highway across the Abandoned Right-of-Way of said Ridge Road, Right-of-Way's of SE Hills Circles, (2) 15 Foot Wide Alley's to the Northeasterly Corner of said Lot 28, Block 1 of said Plat of Hobe Sound and the Point of Beginning.

Legal Description – Indiantown CRAWarfield Blvd. South District

Description of Boundary

A Parcel of Land Lying in a Portion of Sections 5 and 8, Township 40 South, Range 39 East Martin County, Florida said Parcel of Land Being More Particularly Described as Follows:

Begin at the Intersection of the East Line of said Section 5 and the Southerly Right-of-way Line of SW Osceola Street said Intersection also being the Westerly Right-of-way Line of SW Indian Mound Drive; Thence South along the East Line of said Section 5 and 8 across (State Road) S.R.-710 and the (Seaboard Air Line) S.A.L. Railroad to the Intersection of the Southerly Right-of-way Line of said S.A.L. Railroad; Thence Northwesterly along the Southerly Right-of-way Line of said S.A.L. Railroad to the Intersection with the Easterly Right-of-way Line of SW Fernwood Forest Road; Thence North along said Easterly Right-of-way Line of SW Fernwood Forest Road to the Northerly Right-of-way Line of said S.A.L. Railroad; Thence Northwesterly along said Northerly Right-of-way Line of the S.A.L. Railroad to the Intersection with the Southerly Projected Easterly Right-of-way Line of SW Tyler Ave; Thence Northeasterly along said Southerly Projected Easterly Right-of-way Line and the Easterly Right-of-way Line of said SW Tyler Ave to the Intersection with the Southerly Right-of-way Line of SW Osceola Street Lying in the Plat of Indiantown Plat B as Recorded in Plat Book 1, Page 79 Public Records of Martin County, Florida; Thence Southeasterly along said Southerly Right-of-way Line of SW Osceola Street to the Intersection with the Westerly Right-of-way Line of SW Trail Drive; Thence Southwesterly along said Westerly Right-of-way Line of SW Trail Drive to the Northwesterly Projected Southerly Right-of-way Line of said SW Osceola Street According to the Plat of Indiantown Park as Recorded in Plat Book 3, Page 82 Public Records of Martin County, Florida; Thence Southeasterly and Easterly along the Southerly Right-of-way Line of said SW Osceola Street to the Point of Beginning.

Legal Description – Jensen Beach CRA

"Jensen Beach Redevelopment District" shall be defined as: the unincorporated portion of Martin County which is bordered on the North by the Northern border of property located in Section 15, Township 37 and Range 41 being tax lot 1.3 of Block 4, Ballantine and Moore Subdivision; on the East by the Indian River/Lagoon; to the south by the northern municipal boundary of Ocean Breeze Park, and to the West by the Florida East Coast railway right-of-way.(Article XI.Sec 6-133(b), Code of Laws and Ordinances of Martin County)

Legal Description For Palm City District

A Parcel of Land Lying in a Portion of the Plat of The Cleveland Addition as Recorded in Plat Book 10, Page 78, a Portion of Plat of The Cleveland 2nd Addition as Recorded in Plat Book 11, Page 63, a Portion of the Plat of Palm City Amended as Recorded in Plat Book 6, Page 42, a Portion of the Plat of Palm City as Recorded in Plat Book 2, Page 24, a Portion of the Plat of Palm City Farms as Recorded in Plat Book 6, Page 42, a Portion of The Amended Plat of Belle View Court as Recorded in Plat Book 11, Page 78, all of the Public Records of Palm Beach (Now Martin) County, Florida, and a Portion of the Plat of St. Lucie Vista as Recorded in Plat Book 1, Page 93, the Plat of St. Lucie Shores Section No. 1 as Recorded in Plat Book 3, Page 58, the Plat of St. Lucie Shores Section No. 2 as Recorded in Plat Book 3, Page 90, the Plat of Katel Place as Recorded in Plat Book 1, Page 61, the Plat of Margolo Estates as Recorded in Plat Book 7, Page 37, a Portion of the Plat of Palm City Gardens as Recorded in Plat Book 1, Page 19, the Plat of Harwin No. 1 Minor as Recorded in Plat Book 5, Page 34, the Plat of Townsend and Coffrin Addition to Palm City as Recorded in Plat Book 1, Page 38, the Plat of Just Away as Recorded in Plat Book 10, Page 27, the Plat of Skelton Minor Plat No. 1 as Recorded in Plat Book 6, Page 64, the Plat of Rastrelli's Minor Replat as Recorded in Plat Book 5, Page 39, the Plat of Marcy's Subdivision No. 1 as Recorded in Plat Book 5, Page 60, the Plat of Rastrelli's Minor Plat No.3 as Recorded in Plat Book 5, Page 84, all of the Public Records of Martin County, Florida, that Certain Land known as Leighton Park Lying in a Portion of Section 18, Township 38 South, Range 41 East, and a Portion of Government Lot 3, Section 18, Township 38 South, Range 41 East, said Parcel Being More Particularly Described as Follows:

For a Point of Beginning Commence at the Southeasterly Corner of Allen's Subdivision Minor Plat as Recorded in Plat Book 6, Page 56 of the Public Records of Martin County, Florida, said Point also being on the Westerly Right-of-Way Line of SW Mapp Road and the Northerly Right-of-Way Line of SW Naomi Street; Thence Northerly along the Easterly Line of said Allen 's Subdivision and the Westerly Right-of-Way Line of SW Mapp Road to the Intersection with the Westerly Projection of the Northerly Right-of-Way Line of SW Rio Vista Way and Westerly Right-of-Way Line of SW Mapp Road; Thence Easterly along said Westerly Projected Northerly Right-of-Way Line of SW Rio Vista Way and the Northerly Right-of-Way Line of said SW Rio Vista Way to the Westerly Right-of-Way Line of SW Riverside Drive; Thence Northerly along said Westerly Right-of-Way Line of SW Riverside Drive to the Intersection of the Westerly Right-of-Way Line of SW Riverside Drive and the Westerly Projection of the Northerly Line of Lot 6, Block 1 of said Plat of St. Lucie Vista; Thence Easterly along said Westerly Projected Line and Northerly Line of said Lot 6 to the Shore Line of the South Fork of the St Lucie River; Thence Meander the Shore Line Southwesterly to the Northernmost Point of said Plat of The Cleveland Addition, said Point also being the Northerly Extension of the Westerly Line of Lot 16, Block G; Thence Continue Meandering the Shore Line of said South Fork of the St. Lucie River Southeasterly to the Northeasterly Corner of Lot 1, Block 1 of said Plat of Palm City; Thence Continue

Legal Description For

Palm City District (Continued)

Meandering along said Shore Line of the South Fork of the St Lucie River Southerly, Southeasterly, Southerly, Southwesterly, Southeasterly to the Southeasterly Corner of Lot 22, Block 16, of said Plat of Palm City, Thence Continue Meandering said Shore Line of the South Fork of the St. Lucie River Northwesterly, Southwesterly, Northeasterly, Southeasterly, Southerly, Southeasterly, and Southwesterly to the North Line of the Hanson Grant and said Plat of St. Lucie Shores Section No. 1; Thence Continue Meandering said Shore Line Southwesterly to the Southernmost Point of That "Not Included" Parcel as shown on the Plat of St. Lucie Shores Section No.1; Thence Meander along the Shore Line of the Waterway Lying Westerly of and Adjacent to the Westerly Line of said Plat of St. Lucie Shores Section No. 1 Northwesterly, Northeasterly to the South Line of St. Lucie Shores Section No. 2; Thence Continue Meandering said Shore Line of Said Waterway Southwesterly along said South Line of said Plat of St. Lucie Shores Section No. 2 to the Southern Most Point of Lot 34 of said Plat; Thence Continue Southwesterly along said South Line of said Plat to the Westerly Line of Lot 26 of said Plat (said Westerly Line of Lot 26 Now Being the Centerline of the Now Abandoned Right-of-Way of Tuna Drive); Thence Northeasterly along said Westerly Line of said Lot 26 to the Southerly Right-of-Way Line of said SW All American Blvd.; Thence Southwesterly along said Southerly Right-of-Way Line of SW All American Blvd. and its Southwesterly Projection to the Westerly Right-of-Way Line of SW Mapp Road; Thence Northerly along said Westerly Right-of-Way Line of SW Mapp Road to the Southerly Right-of-Way Line of SW Martin Highway; Thence Westerly along said Southerly Right-of-Way Line to the Southerly Projection of the Westerly Right-of-Way Line of SW Berry Avenue; Thence Northerly along said Projected Line and the Westerly Right-of-Way Line of SW Berry Avenue to the Westerly Projection of the Southerly Line of Tract 55, Section 18 of said Plat of Palm City Farms; Thence Easterly along said Projected Line and Southerly Line of said Tract 55 to the Southeasterly Corner of said Tract 55; Thence Northerly along the Easterly Line of said Tract 55 to the Northeasterly Corner of said Tract 55 and the Southwesterly Corner of Tract 43, Section 18 of said Plat; Thence Easterly along the Southerly Line of said Tract 43 to the Southeasterly Corner of said Tract 43; Thence Southerly along the Southerly Projection of the Easterly Line of said Tract 43 to the Northerly Right-of-Way Line of SW 34th Street; Thence Easterly along said Northerly Right-of-Way Line to the Intersection of the Westerly Line of Block 51 of said Plat of Palm City; Thence Northerly along said Westerly Line of said Block 51 to the Southwesterly Corner of Tract 48, Section 18 of said Plat of Palm City Farms; Thence Northerly along the Westerly Line of said Tract 48 to the Northwesterly Corner of said Tract 48 and the Southerly Right-of-Way Line of SW Ulmus Place; Thence Westerly along said Southerly Right-of-Way Line to the Intersection of the Southerly Projection of the Westerly Right-of-Way Line of SW Corrine Avenue; Thence Northerly along said Projected Line and the Westerly Right-of-Way Line of SW Corrine Avenue to the Southerly Right-of-Way Line of SW Sunset Trail; Thence Northeasterly across said SW Sunset Trail to the Westerly Right-of-Way Line of SW Center Avenue of said Plat of

Legal Description For

Palm City District (Continued)

the Cleveland 2nd Addition to the Plat of Palm City and the Northerly Right-of-Way Line of said SW Sunset Trail; Thence Northerly along said Westerly Right-of-Way Line of SW Center Avenue to the Southerly Shore Line of Danforth Creek; Thence Meander said Southerly Shore Line of said Danforth Creek Northeasterly to the Intersection of the Westerly Right-of-Way Line of SW Mapp Road; Thence Northerly along said Westerly Right-of-Way Line of SW Mapp Road to the Southerly Right-of-Way Line of SW Naomi Street; Thence Continue Northerly along the Northerly Projection of the Westerly Right-of-Way Line of said SW Mapp Road to the Southeast Corner of said Plat of Allen's Subdivision Minor Plat, said Point also Being the Northerly Right-of-Way Line of said SW Naomi Street and the Point of Beginning.

Legal Description For Port Salerno Town Center

A Parcel of Land Lying in a Portion of the Plat of Salerno as Recorded in Plat Book 1, Page 75, Public Records of Martin County, Florida, Plat of Port Salerno as Recorded in Plat Book 1, Page 132, Public Records of Palm Beach (Now Martin) County, Florida, Plat of Revised Plat of Blocks 69-71 and 1 and First Addition to Port Salerno as Recorded In Plat Book 8, Page 28, Public Records of Palm Beach (Now Martin) County, Florida, Plat of First Addition to Port Salerno As Recorded In Plat Book 7, Page 80, Palm Beach (Now Martin) County, Florida, Plat of Amended Plat Blocks 66 and 67 Port Salerno as Recorded in Plat Book 5, Page 47, Public Records OF Palm Beach (Now Martin) County, Florida, Plat of Amended Plat of a Portion of Port Salerno as Recorded in Plat Book 5, Page 16, Public Records of Palm Beach (Now Martin) County, Florida, Plat of Salerno Shores as Recorded in Plat Book 11, Page 33, Public Records of Palm Beach (Now Martin) County, Florida, Plat of Manatee Bay as Recorded In Plat Book 2, Page 78, Public Records of Martin County, Florida, Plat of Manatee Bay Revised as Recorded in Plat Book 3, Page 100, Public Records of Martin County, Florida and the Plat of Port Salerno Park Minor Plat as Recorded in Plat Book 5, Page 79, Public Records of Martin County, Florida, said Parcel of Land Being More Particularly Described as Follows:

For a Point of Beginning Commence at the Northeasterly Corner of said Plat of Port Salerno Park Minor Plat, Lot 2 (Wojcieszak Park) and the Westerly Right-of-Way Line of the (F.E.C.) Florida East Coast Railroad said Point also being the Southeasterly Corner of the Plat of Gran Park at Port Salerno Plat 2 as Recorded in Plat Book 14, Page 52, Public Records of Martin County, Florida; Thence Northeasterly on the Northeasterly Projected Northerly Line of said Plat of Port Salerno Park Minor Plat to the Easterly Right-of-Way Line of the F.E.C. Railroad and the Westerly Right-of-Way Line SE Dixie Highway (C.R. A-1-A); Thence Southeasterly along said Westerly Right-of-Way Line of SE Dixie Highway and Easterly Right-of-Way Line of said F.E.C. Railroad to a point which is at Right Angles to the Southwesterly Corner of Lot 23 of said Plat of Manatee Bay and the Easterly Right-of-Way Line of said SE Dixie Highway said Point also being the Northerly Right-of-Way Line of SE Manatee Lane; Thence Northeasterly along the Northerly Right-of-Way Line of said Manatee Lane to the Northeasterly Corner of Lot 21 of said Plat; Thence Continue Northeasterly along the Northerly Line of said Plat to the Northerly Right-of-Way Line of said SE Manatee Lane and the Northwesterly Corner of Lot 20; Thence Continue Northeasterly along the Northerly Line of said Lot 20 and Plat to the Shore Line of the Tributary of the Manatee Bay; Thence Southeasterly across said Tributary to the Northeasterly Corner of Lot 7 of said Plat; Thence Meander the Shore Line Easterly and Northeasterly to the Northerly most Point of Lot 50, said Lot 50 Lying at the Northerly End of SE Mulford Lane and the Westerly Shore Line of the Manatee Bay; Thence Continue Meandering along said Westerly Shore Line of the Manatee Bay Southeasterly, Southwesterly, Southerly, Southwesterly and Southerly to the Southeasterly Corner of Block 69 of said Plat of Port Salerno Revised; Thence Continue Meandering along the Westerly Shore Line of the Southwest Tributary to the Manatee

Legal Description For

Port Salerno Town Center (Continued)

Bay, Southerly, Southeasterly and Southwesterly to the Easterly Right-of-Way Line of said SE Dixie Highway; Thence Southeasterly along said Easterly Right-of-Way Line of SE Dixie Highway to Intersection with the Easterly Shore Line of said Southwest Tributary of the Manatee Bay; Thence Meander Northeasterly, Northerly, Northwesterly, Westerly and Northeasterly along said Easterly Shore Line of said Southwest Tributary to the Southerly Shore Line of the Manatee Bay and the Intersection with the Westerly Right-of-Way Line of SE Anchor Ave; Thence Continue Meandering Southeasterly, Easterly and Southeasterly to the Intersection with the Northerly Right-of-Way Line of SE Horseshoe Point Road; Thence Southwesterly along said Northerly Right-of-Way Line of SE Horseshoe Point Road to the Westerly Right-of-Way Line of SE Bollard Ave; Thence Southeasterly along said Westerly Right-of-Way Line of SE Bollard Ave to the Northerly Right-of-Way Line of SE Binnacle Way; Thence Southwesterly along said Northerly Right-of-Way Line of SE Binnacle Way to the Easterly Right-of-Way Line of SE Anchor Ave; Thence Southwesterly Across said SE Anchor Ave and SE Dixie Highway to the Southerly Point of Block 71 of said Plat of Revised Plat of Blocks 69-71 and 1 and the First Addition to Port Salerno said Point also being the Westerly Right-of-Way Line of said SE Dixie Highway and the Easterly Right-of-Way Line of the F.E.C. Railroad; Thence Southwesterly across said F.E.C. Railroad and SE Railway Ave Rights-of Ways to the Southeasterly Corner of Block 57 of said Plat of Salerno; Thence Northwesterly along said Easterly Line of Block 57 and the Westerly Right-of-Way of SE Railway to the Northeasterly Corner of said Block 57 and the Abandoned Southerly Right-of-Way Line of SE Lincoln Street; Thence Southwesterly along the Northerly Line of said Block 57 and the Southerly Right-of-Way Line of SE Lincoln Street to the Northwesterly Corner of said Block 57 and the Easterly Right-of-Way Line of SE Front Ave; Thence Northwesterly along said Easterly Right-of-Way Line of SE Front Ave and the Westerly Line of Block 58 to the Southwesterly Corner of Block 59 of said Plat and the Northerly Right-of-Way Line of SE Broward Ave; Thence Southwesterly along said Northerly Right-of-Way Line of SE Broward Ave to the Easterly Right-of-Way Line of SE Channel Drive and the Southwesterly Corner of Block 50 of said Plat; Thence Northwesterly along said Easterly Right-of-Way Line of SE Channel Drive to the Westerly Right-of-Way Line of said SE Front Ave and the most Northerly Point of Block 50; Thence Northwesterly along said Westerly Right-of-Way Line of SE Front Ave to the Intersection with the Centerline of SE Cleveland Ave Now Abandoned; Thence Southwesterly along said Centerline of SE Cleveland Ave to the Intersection with the Easterly Right-of-Way Line of SE Flounder Ave; Thence Northwesterly along said Easterly Right-of-Way Line of SE Flounder Ave and the Westerly Line of Block 22 and the Projection of said Line across SE Salerno Road to the Northwest Corner of Lot 7, Block 21 of said Plat of Salerno; Thence Northeasterly along the Northerly Line of said Lot 7 and 15, Block 21 and its Northeasterly Projection to the Easterly Right-of-Way Line of SE Ebbtide Ave; Thence Northwesterly along said Easterly Right-of-Way Line of SE Ebbtide Ave to the Northwest Corner of Lot 6, Block 34; Thence Northeasterly

Legal Description For
Port Salerno Town Center (Continued)

along the Northerly Line of said Lot 6, Block 34 to the Northeast Corner of said Lot 6, Block 34 and the Westerly Line of a 15 Foot Wide Alleyway; Thence Northwesterly along said Westerly Line of the 15 Foot Wide Alleyway and its Northwesterly Projection Across SE Seaward Street to the Northerly Right-of-Way of said SE Seaward Street and the Southeast Corner of Lot 8, Block 35; Thence Northeasterly along said Northerly Right-of-Way Line of SE Seaward Street to the Westerly Right-of-Way Line of SE Commerce Ave and the Easterly Line of said Block 35; Thence Northwesterly along said Westerly Right-of-Way Line of SE Commerce Ave Through Blocks 35 and 36 as SE Commerce Ave is Now Laid Out and in Use Through said Block 36 to the Northerly Line of said Plat of Salerno and the Southerly Line of said Plat of Port Salerno Park Minor Plat (Wojcieszak Park); Thence Continue Northwesterly along said Westerly Right-of-Way Line of SE Commerce Ave Through said Plat of Port Salerno Park Minor Plat, Lot 2 as SE Commerce Ave is Now Laid out and in Use to the Northerly Line of Said Plat of Port Salerno Park Minor Plat; Thence Northeasterly along said Northerly Line of said Plat of Port Salerno Park Minor Plat across said SE Commerce Ave to the Northeasterly Corner of said Lot 2 and Plat said Point also being the Intersection with the Westerly Right-of-Way Line of said F.E.C. Railroad and the Point of Beginning.

Rio C.R.A.

Boundary Description for

S.R. 707 (NE Dixie Highway) Eastern District (Continued)

Wilda Street; Thence East along the South Right-of-Way Line of said NE Wilda Street and the North Line of said Lot H to the Northeast Corner of said Lot H; Thence South along the East Line of said Lot H to the Southeast Corner of said Lot H of said Plat of 2nd Addition to South Jensen Heights, said Point also Being the Northeast Corner of Lot 2 of said Plat of Pavlik's Minor Plat; Thence Continue South along the East Line of said Lot 2 to the Southeast Corner of said Lot 2 and the North Right-of-Way Line of NE Marian Ave of said Plat of 1st Addition to South Jensen Heights across said NE Marian Ave and Continuing South along the East Line of Lots F and E of said Plat and Continuing South across NE Myrtle Street and Continuing South along the East Line of Lot D to the Southeast Corner of said Lot D of said Plat of 1st Addition to South Jensen Heights; Thence Continue South along the East Line of Lot A of said Plat of South Jensen Heights across NE Letitia Street and Continuing South along the East Line of Lot B of said Plat and Continuing South across NE Roberta Street and the East Line of Lot C to the Southeast Corner of said Lot C of said Plat of South Jensen Heights said Point also Being the North Right-of-Way Line of NE Palmer Street; Thence Continue South on the South Projection of the East Line of said Lot C of said Plat of South Jensen Heights to the South Right-of-Way Line of said NE Palmer Street; Thence West along the South Right-of-Way Line of said NE Palmer Street to the Intersection with the East Line of said Section 27, Township 37 South, Range 41 East and the Point of Beginning.

STATE OF FLORIDA
MARTIN COUNTY

THIS IS TO CERTIFY THAT THE
FOREGOING 32 PAGES IS A TRUE
AND CORRECT COPY OF THE ORIGINAL
MARSHA EWING, CLERK



BY: [Signature] D.C.
DATE: 11-14-12

(End Page 4 of 4)

Appendix J: Chapter 163.362 Checklist

In accordance with 163.362 Florida Statutes, the Community Redevelopment Plan must include the elements described below. The following section includes language from the statute shown in italic type, with a brief response to each element in normal type.

1) Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.

Legal descriptions of the boundaries of the seven Martin County CRA areas as Appendix I. The areas within the boundaries were shown to contain slum and blight are included in Resolution R-97-6.11, which is included as Appendix H.

2) Show by diagram and in general terms:

(a) The approximate amount of open space to be provided and the street layout.

(b) Limitations on the type, size, height, number, and proposed use of buildings.

(c) The approximate number of dwelling units.

(d) Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.

Maps of the Martin County CRA areas and general descriptions of the existing physical and regulatory conditions are included in the **Market Assessment**. The areas within the Martin County CRA areas remain subject to the County's Comprehensive Plan and zoning regulations, which stipulate limits on locations, sizes, height, etc. of dwelling units, streets, and park and recreations areas, among other things.

(3) If the redevelopment area contains low or moderate-income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood.

A neighborhood impact analysis is included in the section highlighting **Redevelopment Goals, Funding, & Neighborhood Impact**.

(4) Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area.

The **Financial Projections** includes revenue and expense projections. Specific public capital projects are identified in these projections. Publicly funded projects will be evaluated on an ongoing basis.

(5) Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan.

Specific programs and expenditures must be enumerated in the Plan in order for the CRA to have the authority to undertake them. CRA activities are overseen by a Board of Commissioners that meets periodically in public session to review and monitor all CRA activities. Refer to **Redevelopment Program Initiatives** and **Financial Projections** for a description of both general and specific programs.

(6) Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.

Regulatory and zoning authority within the CRA is governed by the County. Any recommendations regarding regulatory amendments and design guidelines to assist with redevelopment efforts must be implemented by County Staff and Board.

(7) Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.

The **Redevelopment Goals, Funding & Neighborhood Impact** section includes a discussion of neighborhood impacts of redevelopment and includes a recommendation that the CRA adopt a relocation policy to provide adequate protections and assistance for any persons displaced by redevelopment activities.

(8) Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefore.

The Introduction section; the **Market Assessment** section; and the **Redevelopment Goals, Funding & Neighborhood Impact** sections highlight residential redevelopment. Many portions of the Martin County CRA areas are residential neighborhoods. The Plan contemplates strengthening existing neighborhoods and providing for additional housing, where economically feasible, to improve and diversify housing stock and housing opportunities.

(9) Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area

and any indebtedness of the community redevelopment agency, the county, or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.

Detailed financial projections are provided in the **Financial Projections** section. These financial projections will be reviewed and updated at least annually so that the CRA is always able to look ahead and plan for adequate financial resources to undertake its activities.

(10) Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted, or amended pursuant to s. 163.361(1). However, for any agency created after July 1, 2002, the time certain for completing all redevelopment financed by increment revenues must occur within 40 years after the fiscal year in which the plan is approved or adopted.

This update to the Plan is for the Martin County CRA areas and does not alter the timeframe for completion of redevelopment activities from the original sunset date for Martin County CRA areas.

Appendix K : INITIATIVE AND STRATEGY MATRIX

Martin County CRA Opportunity

PRESERVE

- Community Character
- History & Historic Buildings
- Natural Resources, Parks, Green Space
- Water Access
- Commercial Areas
- Owner-Occupied Residential
- Arts and Entertainment
- Walkability

	Golden Gate	Golden Gate - Residential	Golden Gate - Restaurant/Retail	Golden Gate - Commercial	Hobe Sound - Residential	Hobe Sound - Restaurant/Retail	Hobe Sound - Commercial	Indiantown - Residential	Indiantown - Restaurant/Retail	Indiantown - Commercial	Jensen Beach - Residential	Jensen Beach - Restaurant/Retail	Jensen Beach - Commercial	Old Palm City - Residential	Old Palm City - Restaurant/Retail	Old Palm City - Commercial	Port Salerno - Residential	Port Salerno - Restaurant/Retail	Port Salerno - Commercial	Rio - Residential	Rio - Restaurant/Retail	Rio - Commercial	
X	X				X	X		X				X	X		X			X	X	X	X		
X	X				X	X												X	X	X	X		
	X					X									X								
		X	X				X	X									X					X	X
	X					X						X						X					
					X																		
	X	X	X		X	X					X	X	X	X			X	X	X	X			

STRATEGIES INFLUENCED

WEIGHT (1-3)

SCORE

9	3	27
6	3	18
3	3	9
0	2	0
5	3	15
3	3	9
10	2	20

ENHANCE

- Aesthetics
- Parking
- Gateway Signage and Wayfinding
- Neighborhood Water/Sewer Restorations
- Arts and Entertainment
- Natural Resources, Parks, Green Space
- Branding
- Residential Beautification Program
- Pedestrian Activity
- Riverfront Access
- Commercial Real Estate Partnerships

	X		X			X			X	X	X						X	X			X	X	X
						X															X	X	X
X				X																			
	X				X							X			X			X					
X				X				X			X				X						X		
X				X							X						X						
	X				X				X												X		
	X	X	X			X							X			X		X	X	X		X	X
						X	X																

8	3	24
1	2	2
2	3	6
4	3	12
5	3	15
2	3	6
4	2	8
3	2	6
6	2	12
0	2	0
2	2	4

EXPOSE

- Owner-Occupied Residential Communities
- Available Land/Parcels
- Hidden Assets
- P3 Opportunity / City Participation
- Available Workforce
- Location
- Quality of Life
- Highly rated schools
- Free Parking
- Large Lot Sizes
- Catalytic Projects
- Walkability
- Water Access
- Waterfront Dining
- Diversity

	X				X				X						X			X			X		
	X	X	X			X	X																
X				X																			
X				X																			
X	X		X	X					X				X							X			
	X																		X	X			
	X																						
							X							X	X			X	X	X		X	
X									X												X		

4	2	8
5	3	15
2	2	4
0	2	0
2	2	4
2	1	2
6	3	18
1	3	3
2	2	4

INVEST

- Branding
- Public Spaces
- Community Pride
- Signage
- Education
- Activities
- Public Private Partnerships and Incentives
- Land
- Trail Network
- Lobbying and advocacy
- Infrastructure
- Structured Parking
- Code Review and Amendment
- Residential Rehabilitation
- Lighting
- Sidewalks/Crosswalks/Bike Lanes
- Road Maintenance

	X						X			X				X			X			X			
					X	X			X			X	X		X			X	X		X	X	
				X					X					X						X			
	X		X				X			X				X			X			X			
	X			X			X							X						X			
				X			X		X	X			X				X			X		X	
	X			X					X	X			X			X		X		X		X	
	X		X	X		X							X	X		X		X		X		X	
	X		X	X			X							X			X		X		X	X	
	X			X										X						X		X	
X	X		X	X			X						X						X				
				X					X											X			

5	3	15
6	3	18
3	2	6
6	2	12
3	3	9
3	3	9
7	2	14
2	1	2
2	3	6
4	3	12
8	3	24
0	2	0
6	3	18

Martin County CRA Opportunity

CAPITALIZE

- Market Potential and Position
- Location / Proximity to other assets
- New Economic Development Projects
- Connections to other assets
- Existing Tourist/Visitor Market
- Recreation Opportunity
- Private Sector Experience
- Return on Investment
- Shovel Ready Sites
- Federal Investment
- Alternate Transportation Modes

	Golden Gate	Golden Gate - Residential	Golden Gate - Restaurant/Retail	Golden Gate - Commercial	Hobe Sound	Hobe Sound - Residential	Hobe Sound - Restaurant/Retail	Hobe Sound - Commercial	Indiantown -	Indiantown - Residential	Indiantown - Restaurant/Retail	Indiantown - Commercial	Jensen Beach	Jensen Beach - Residential	Jensen Beach - Restaurant/Retail	Jensen Beach - Commercial	Old Palm City -	Old Palm City - Residential	Old Palm City - Restaurant/Retail	Old Palm City - Commercial	Port Salerno	Port Salerno - Residential	Port Salerno - Restaurant/Retail	Port Salerno -- Commercial	Rio	Rio - Residential	Rio - Restaurant/Retail	Rio - Commercial
Market Potential and Position	X								X			X			X												X	
Location / Proximity to other assets					X	X		X		X					X		X					X				X		
New Economic Development Projects						X							X		X													
Connections to other assets				X														X	X									
Existing Tourist/Visitor Market										X		X					X											
Recreation Opportunity							X	X			X				X	X	X						X	X				X
Private Sector Experience			X																									
Return on Investment																	X											
Shovel Ready Sites			X		X	X	X		X	X	X			X	X		X		X	X		X	X		X	X	X	X
Federal Investment															X									X				
Alternate Transportation Modes	X				X								X									X						

STRATEGIES INFLUENCED	WEIGHT (1-3)	SCORE	
Market Potential and Position	4	3	12
Location / Proximity to other assets	5	2	10
New Economic Development Projects	4	2	8
Connections to other assets	3	2	6
Existing Tourist/Visitor Market	3	3	9
Recreation Opportunity	6	2	12
Private Sector Experience	1	2	2
Return on Investment	1	1	1
Shovel Ready Sites	11	3	33
Federal Investment	1	2	2
Alternate Transportation Modes	4	2	8

APPENDIX L: TIF Projections

Historical Tax Increment Growth

Fund #		FY99	FY00	FY01	FY02	FY03	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	
6202 Jensen Beach CRA Base Year: 1999(ORD, 571)	Ad Valorem Growth			#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
	Taxable Value			\$ 93,653,780	251.75%	-82.34%	-84.01%	1184.97%	187.55%	24.57%	-6.75%	-15.74%	-28.22%	-18.30%	-13.99%	-5.63%	53.76%	54.68%	4.80%	
																				\$ 144,192,213
																				18.72%
62021 RIO CRA Base Year: 2000	Ad Valorem Growth				\$ 70,079	\$ 112,940	\$ 108,105	\$ 244,693	\$ 683,891	\$ 909,932	\$ 575,337	\$ 926,910	\$ 433,693	\$ 343,919	\$ 304,007	\$ 341,903	\$ 351,181	\$ 383,527	\$ 421,266	
	Taxable Value		\$91,321,557		61.16%	-4.28%	126.35%	179.49%	33.05%	-36.77%	61.11%	-53.21%	-20.70%	-11.61%	12.47%	2.71%	9.21%	9.84%		
																				\$ 164,961,750
																				4.52%
62022 HOBE SOUND CRA Base Year: 2000	Ad Valorem Growth				\$ 30,161	\$ 100,515	\$ 105,168	\$ 229,568	\$ 635,690	\$ 970,071	\$ 1,166,020	\$ 390,444	\$ 439,781	\$ 364,526	\$ 295,268	\$ 327,342	\$ 448,995	\$ 547,138	\$ 575,617	
	Taxable Value		\$93,126,222		233.26%	4.63%	118.29%	176.91%	52.60%	20.20%	-66.51%	12.64%	-17.11%	-19.00%	10.86%	37.16%	21.86%	5.21%		
																				\$ 185,095,878
																				11.22%
62023 PORT SALERNO CRA Base Year: 1999(ORD, 571)	Ad Valorem Growth				\$ 93,007	\$ 98,961	\$ 88,868	\$ 179,360	\$ 682,425	\$ 935,622	\$ 883,880	\$ 680,521	\$ 453,561	\$ 381,982	\$ 249,915	\$ 247,808	\$ 322,738	\$ 363,845	\$ 422,574	
	Taxable Value	\$77,238,908			6.40%	-10.20%	101.83%	280.48%	37.10%	-5.53%	-23.01%	-33.35%	-15.78%	-34.57%	-0.84%	30.24%	12.74%	16.14%		
																				\$ 145,363,889
																				4.74%
62024 GOLDEN GATE CRA Base Year: 2002	Ad Valorem Growth					\$ 81,411	\$ 96,651	\$ 374,813	\$ 575,356	\$ 468,725	\$ 361,173	\$ 170,485	\$ 97,869	\$ 61,896	\$ 48,545	\$ 63,726	\$ 94,200	\$ 129,905		
	Taxable Value					\$ 51,415,512		18.72%	287.80%	53.50%	-18.53%	-22.95%	-52.80%	-42.59%	-36.76%	-21.57%	31.27%	47.82%		
																				\$ 75,805,079
																				11.73%
62025 INDIANTOWN CRA DIST. 3 Base Year: 2002	Ad Valorem Growth					\$ 67,173	\$ 141,205	\$ 318,143	\$ 691,395	\$ 607,425	\$ 436,749	\$ 236,071	\$ 126,217	\$ 15,530		\$ 23,055	\$ 30,617	\$ 54,277		
	Taxable Value					\$ 79,896,071		110.21%	125.31%	117.32%	-12.15%	-28.10%	-45.95%	-46.53%	-87.70%	48.45%	32.80%	77.28%		
																				\$ 92,023,012
																				17.71%
62036 INDIANTOWN CRA DIST 5 Base year: 2002	Ad Valorem Growth																\$ 12,218	\$ 33,147		
	Taxable Value					6,217,931.00														63.14%
																				17.71%
62026 PALM CITY CRA Base Year: 2002	Ad Valorem Growth					\$ 59,457	\$ 187,265	\$ 399,820	\$ 644,006	\$ 633,629	\$ 411,317	\$ 240,912	\$ 179,343	\$ 140,398	\$ 148,882	\$ 186,982	\$ 249,925	\$ 292,059		
	Taxable Value					\$ 93,653,780		214.96%	113.50%	61.07%	-1.61%	-35.09%	-41.43%	-25.56%	-21.72%	6.04%	25.59%	33.66%		
																				\$ 292,059
																				16.86%
																				12.09%
TOTAL Ad Valorem:				38,103	327,274	336,089	513,967	1,127,378	3,234,633	4,900,591	4,497,468	3,343,989	2,072,752	1,574,122	1,136,047	1,179,625	1,496,841	1,836,406	2,091,213	

**Projected Tax Increment Growth
Based on Historic Growth Rates**

Fund #	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
6202 Jensen Beach CRA Base Year: 1999(ORD, 571)	\$192,766	\$228,854	\$271,700	\$322,566	\$382,955	\$454,650	\$539,768	\$640,820	\$760,792	\$903,224	\$1,072,321
62021 RIO CRA Base Year: 2000	\$ 440,328	\$ 460,253	\$ 481,079	\$ 502,847	\$ 525,601	\$ 549,384	\$ 574,243	\$ 600,227	\$ 627,387	\$ 655,776	\$ 685,450
62022 HOBE SOUND CRA Base Year: 2000	\$ 640,190	\$ 712,008	\$ 791,881	\$ 880,715	\$ 979,515	\$ 1,089,398	\$ 1,211,608	\$ 1,347,527	\$ 1,498,694	\$ 1,666,820	\$ 1,853,805
62023 PORT SALERNO CRA Base Year: 1999(ORD. 571)	\$ 442,602	\$ 463,580	\$ 485,552	\$ 508,565	\$ 532,669	\$ 557,915	\$ 584,358	\$ 612,055	\$ 641,064	\$ 671,448	\$ 703,272
62024 GOLDEN GATE CRA Base Year: 2002	\$ 145,148	\$ 162,179	\$ 181,209	\$ 202,472	\$ 226,230	\$ 252,776	\$ 282,437	\$ 315,577	\$ 352,607	\$ 393,982	\$ 440,211
62025 INDIANTOWN CRA DIST. 3 Base Year: 2002	\$ 63,889	\$ 75,203	\$ 88,520	\$ 104,196	\$ 122,649	\$ 144,368	\$ 169,934	\$ 200,028	\$ 235,451	\$ 277,146	\$ 326,226
62036 INDIANTOWN CRA DIST 5 Base year: 2002	\$ 5,870.15	\$ 9,577	\$ 15,623	\$ 25,488	\$ 41,581	\$ 67,835	\$ 110,666	\$ 180,541	\$ 294,535	\$ 480,505	\$ 783,896
62026 PALM CITY CRA Base Year: 2002	\$ 327,363	\$ 366,934	\$ 411,289	\$ 461,005	\$ 516,730	\$ 579,192	\$ 649,204	\$ 727,679	\$ 815,640	\$ 914,234	\$ 1,024,746
TOTAL Ad Valorem:	2,258,156	2,478,588	2,726,853	3,007,855	3,327,930	3,695,519	4,122,219	4,624,456	5,226,170	5,963,134	6,889,927

**Tax Increment Revenue Growth
3% Annual Growth Rate**

Fund #	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
6202 Jensen Beach CRA Base Year: 1999(ORD, 571)	\$ 167,239	\$ 172,256	\$ 177,424	\$ 182,747	\$ 188,229	\$ 193,876	\$ 199,692	\$ 205,683	\$ 211,853	\$ 218,209	\$ 224,755
62021 RIO CRA Base Year: 2000	\$ 433,904	\$ 446,921	\$ 460,329	\$ 474,139	\$ 488,363	\$ 503,014	\$ 518,104	\$ 533,647	\$ 549,657	\$ 566,146	\$ 583,131
62022 HOBE SOUND CRA Base Year: 2000	\$ 592,886	\$ 610,672	\$ 628,992	\$ 647,862	\$ 667,298	\$ 687,317	\$ 707,936	\$ 729,174	\$ 751,050	\$ 773,581	\$ 796,789
62023 PORT SALERNO CRA Base Year: 1999(ORD. 571)	\$ 435,251	\$ 448,309	\$ 461,758	\$ 475,611	\$ 489,879	\$ 504,575	\$ 519,713	\$ 535,304	\$ 551,363	\$ 567,904	\$ 584,941
62024 GOLDEN GATE CRA Base Year: 2002	\$ 133,802	\$ 137,816	\$ 141,951	\$ 146,209	\$ 150,595	\$ 155,113	\$ 159,767	\$ 164,560	\$ 169,497	\$ 174,581	\$ 179,819
62025 INDIANTOWN CRA DIST. 3 Base Year: 2002	\$ 55,905	\$ 57,582	\$ 59,310	\$ 61,089	\$ 62,922	\$ 64,810	\$ 66,754	\$ 68,756	\$ 70,819	\$ 72,944	\$ 75,132
62036 INDIANTOWN CRA DIST 5 Base year: 2002	\$ 34,141	\$ 35,166	\$ 36,221	\$ 37,307	\$ 38,426	\$ 39,579	\$ 40,767	\$ 41,990	\$ 43,249	\$ 44,547	\$ 45,883
62026 PALM CITY CRA Base Year: 2002	\$ 300,821	\$ 309,845	\$ 319,141	\$ 328,715	\$ 338,576	\$ 348,734	\$ 359,196	\$ 369,972	\$ 381,071	\$ 392,503	\$ 404,278
TOTAL Ad Valorem:	2,153,949	2,218,568	2,285,125	2,353,679	2,424,289	2,497,018	2,571,928	2,649,086	2,728,559	2,810,415	2,894,728

Appendix M: Market Assessment

Martin County Community Redevelopment Economic Analysis



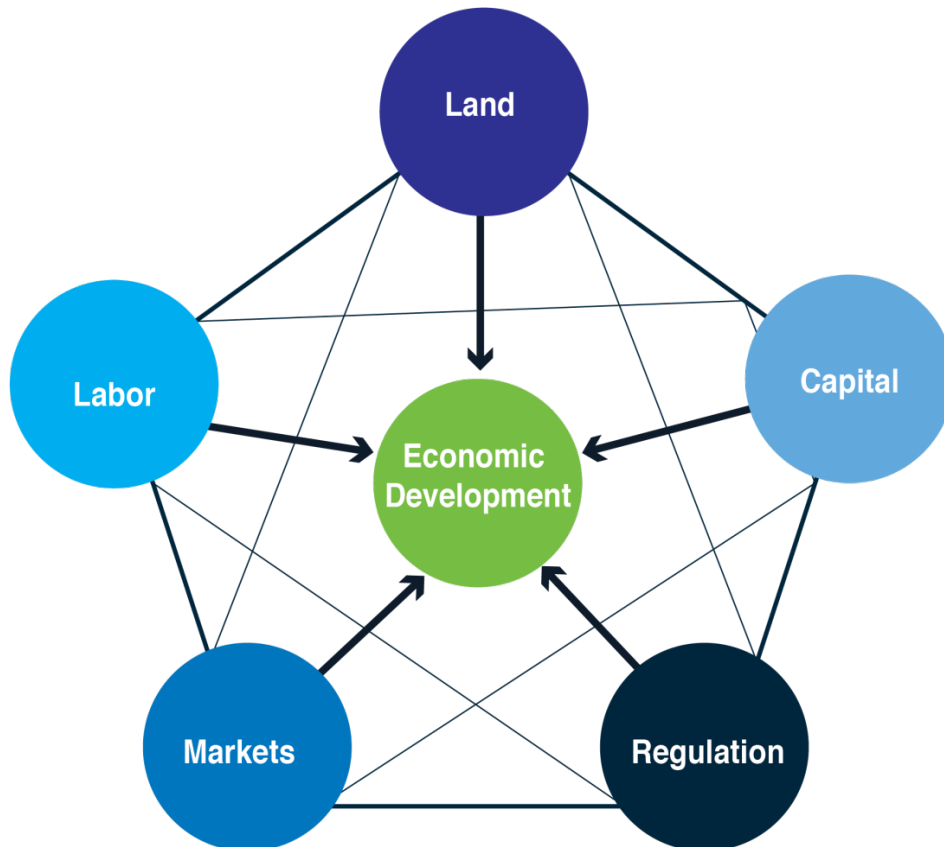
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Approach & Analysis

The market analysis will provide a realistic assessment of the area's economic development potential and an overview of the constraints and opportunities influencing the five drivers of economic development.

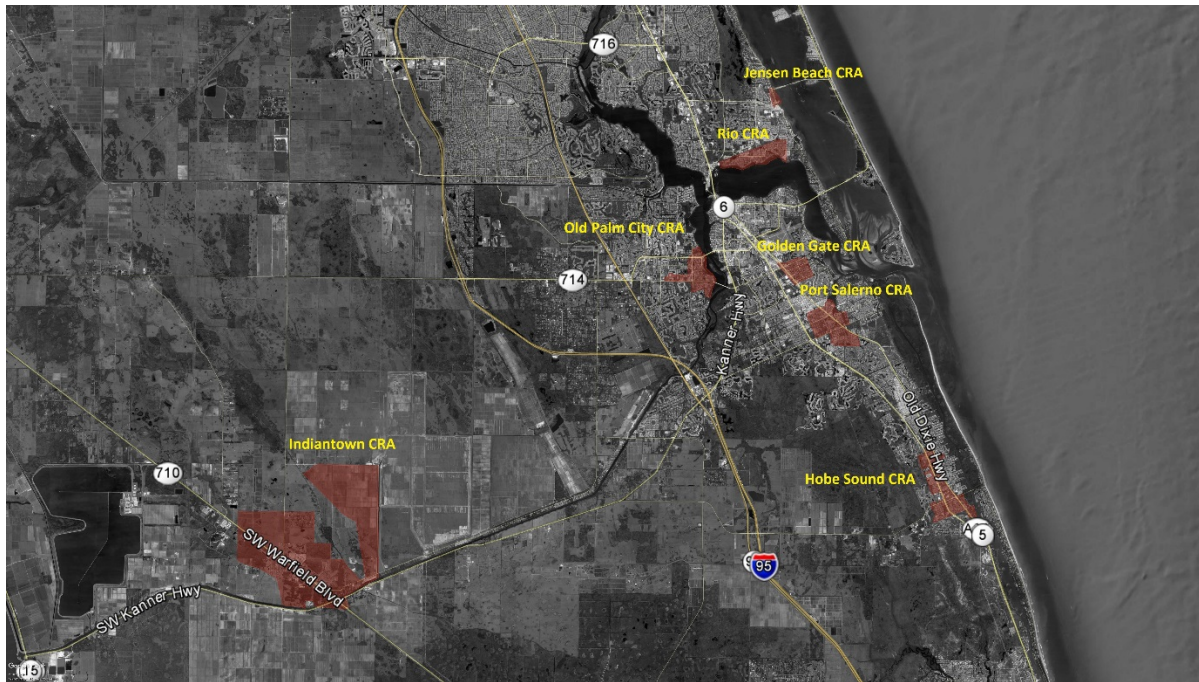


RMA's review of demographic and lifestyle data, along with real estate information, housing conditions, labor market, business types, spending potential and other economic data points will enable the team to develop potential build-out scenarios that the market can support, including demand analysis for residential and commercial development that will inform the recommendations the team will make regarding zoning and comprehensive plan changes.

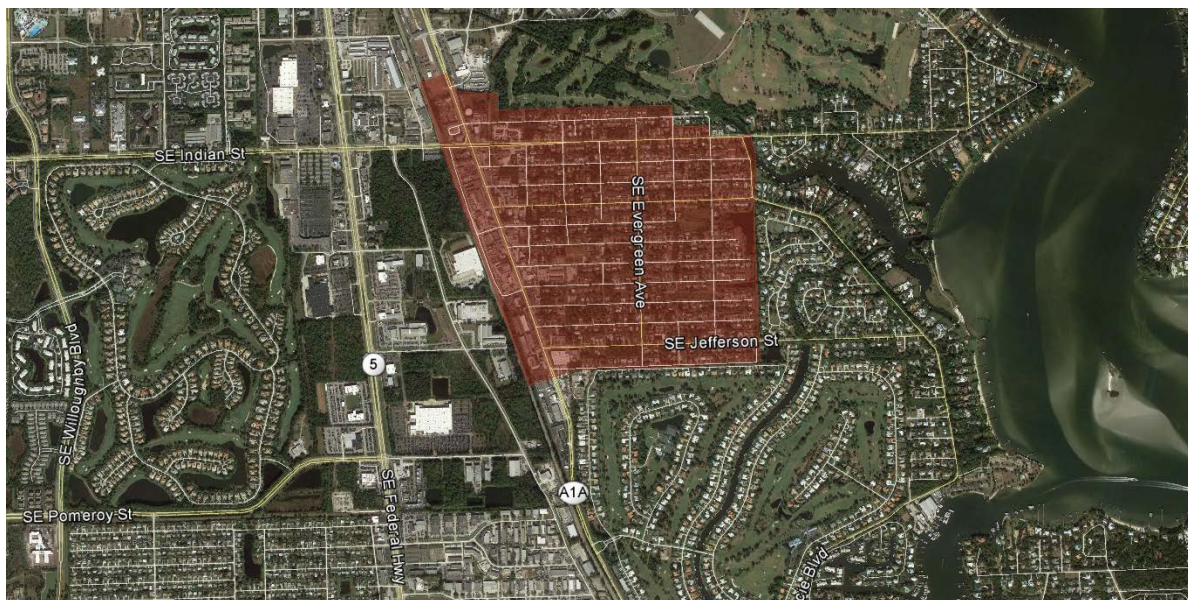
Maps

This report analyzes the real estate and economic market conditions of the seven Community Redevelopment areas in Martin County. Maps of CRA boundaries are provided below.

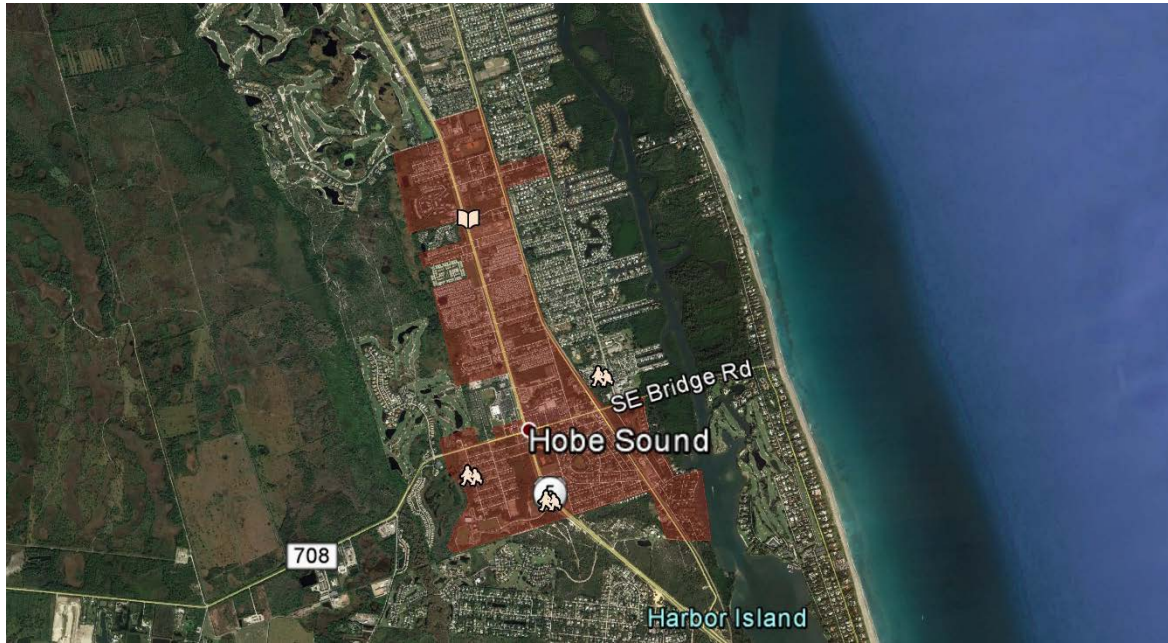
Martin County Community Redevelopment Areas



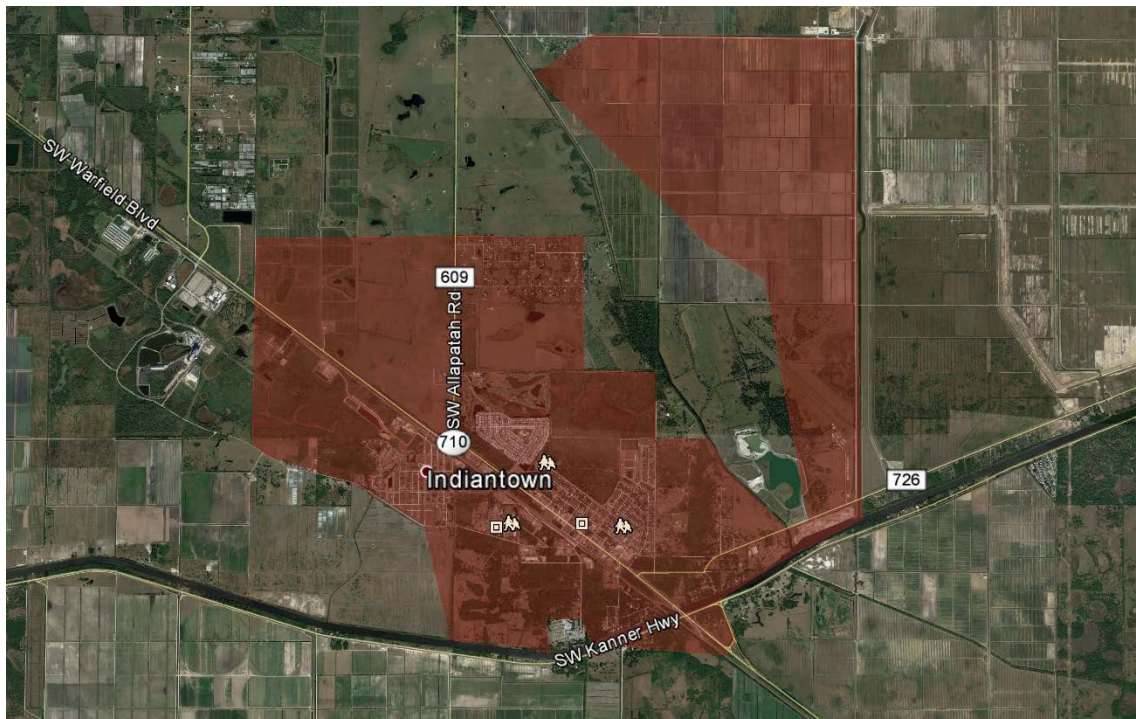
Golden Gate CRA Map



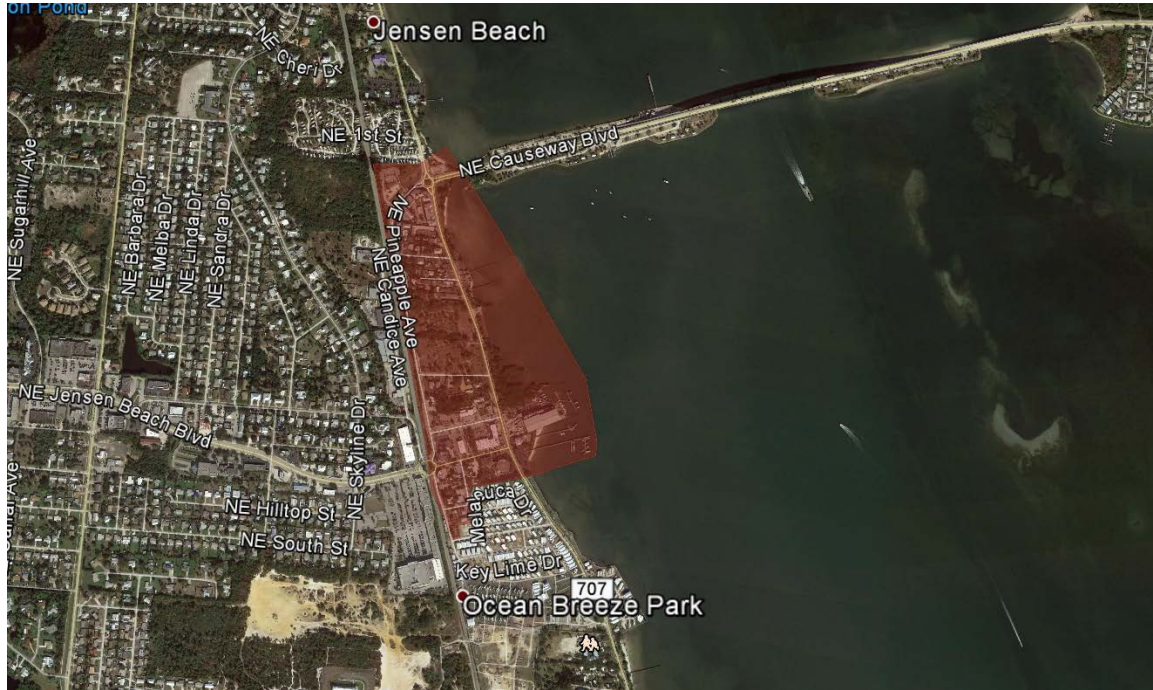
Hobe Sound CRA Map



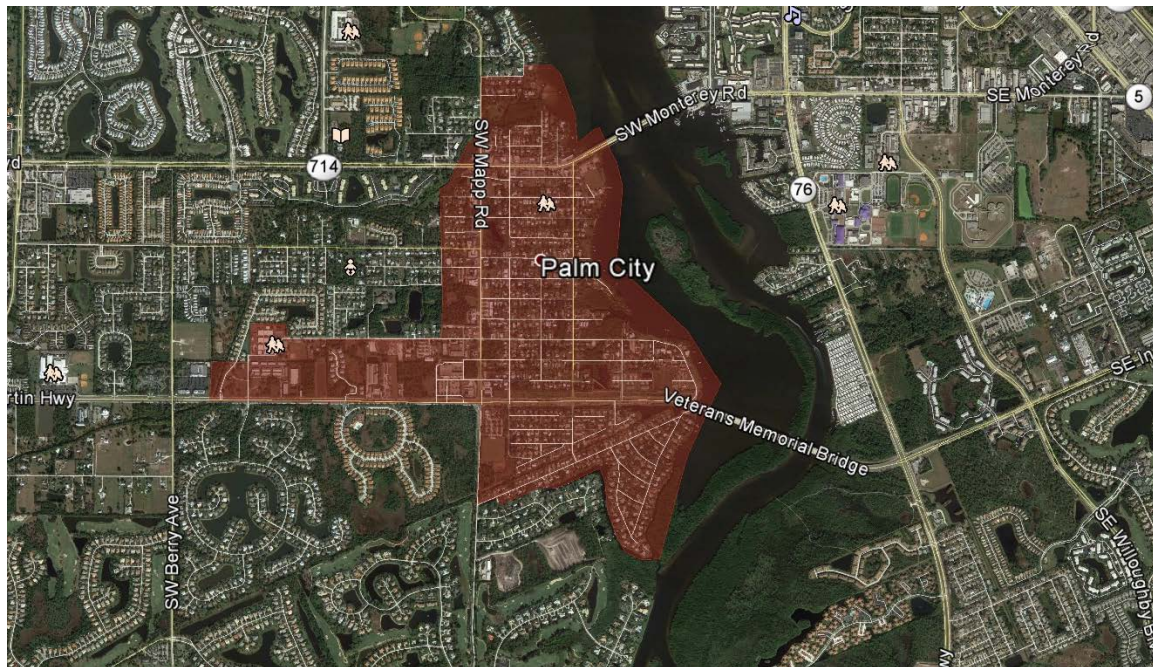
Indiantown CRA Map



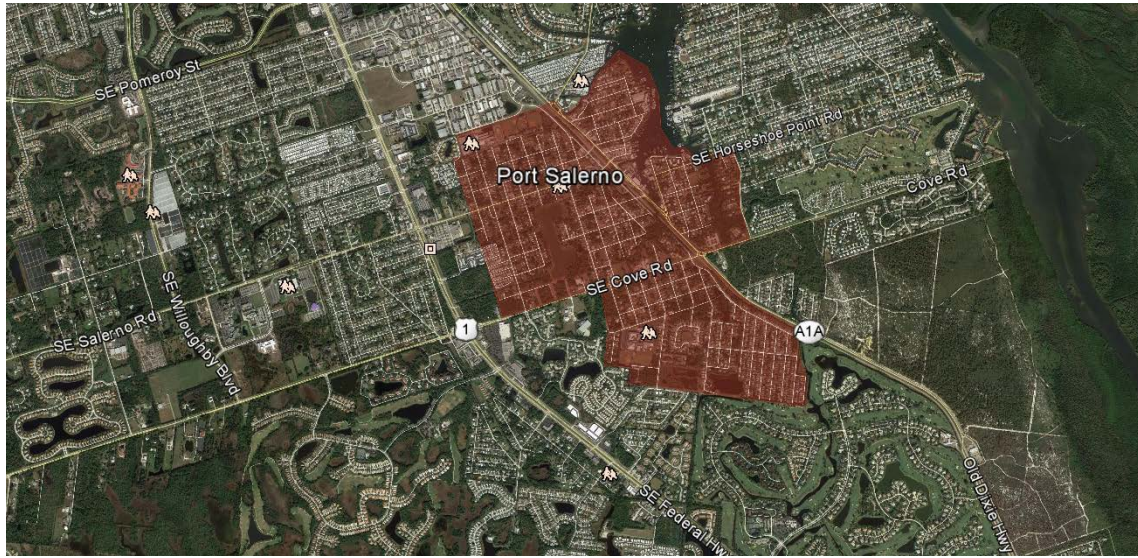
Jensen Beach CRA Map



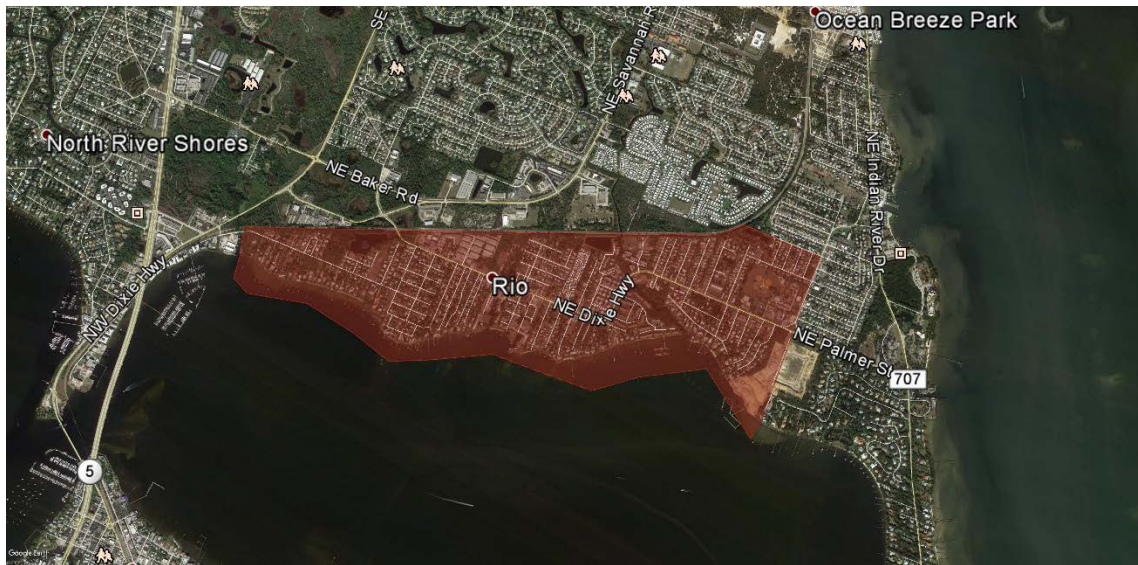
Old Palm City CRA Map



Port Salerno CRA Map



Rio CRA Map



Investment Driver: Land

Commercial Real Estate Market Characteristics

Costar Group is the leading commercial real estate information and marketing provider in the industry. Costar is recognized by real estate professionals for its sale and lease availability, information, market reports, and commercial marketing services. Utilizing the market provider, the seven Martin County CRA areas of Golden Gate, Hobe Sound, Indiantown, Jensen Beach, Old Palm City, Port Salerno, and Rio were analyzed. All major real estate sectors were examined including office, retail, industrial, and multifamily. Each real estate sector is highlighted below showcasing the strength, weakness, opportunity and threat.

Martin County CRA Real Estate Market Overview

CRA Office Market

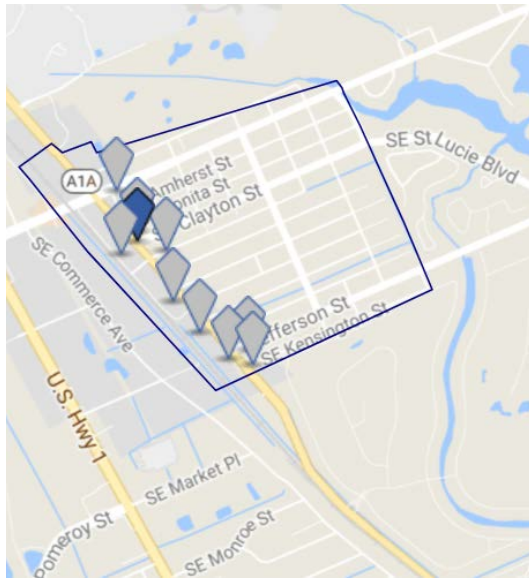
Martin County CRA	Rent PSF	Vacant SF	Existing SF
Golden Gate	\$24.00	2,600	97,743
Hobe Sound	\$23.35	2,040	156,653
Indiantown	\$14.78	Fully Leased	2,596
Jensen Beach	\$17.80	1,261	37,800
Old Palm City	\$16.72	900	124,049
Port Salerno	\$14.66	450	10,705
Rio	\$16.22	1,209	13,101

SWOT Analysis of CRA Office Market

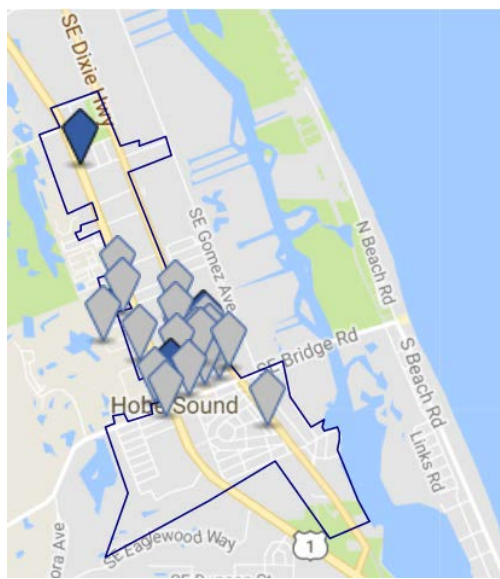
<p>Strength</p> <ul style="list-style-type: none"> • Low amount of vacancy in the market • Improving rents • Positive net absorption • Increase of sales volume • Decrease of time office space remains on the market with no tenant/buyer • Overall market improvement over the past 5 years 	<p>Weakness</p> <ul style="list-style-type: none"> • Older office product in the market • Primarily Class C product- lower end product with no new updates • Lack of variety in office product • Small amount of office product delivered over the past 5 years
<p>Opportunity</p> <ul style="list-style-type: none"> • New construction of office product with higher quality (Class A and B) • Update interior/exterior of existing office stock 	<p>Threat</p> <ul style="list-style-type: none"> • Little office product in the construction pipeline • Small office market

Martin County Office Maps

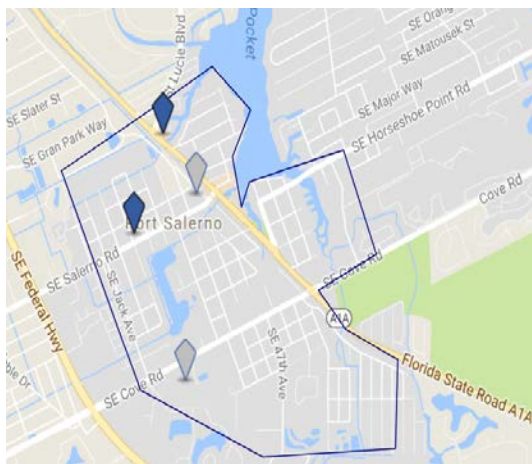
Golden Gate



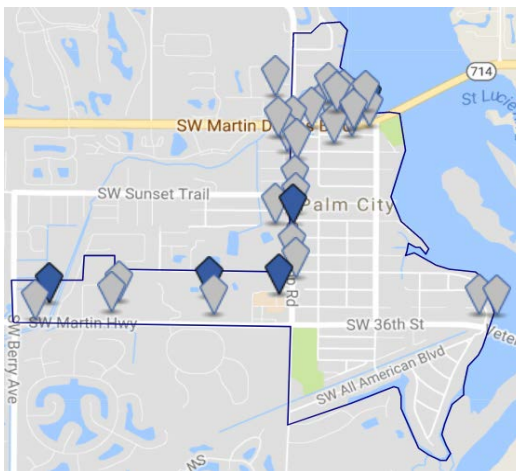
Hobe Sound



Port Salerno

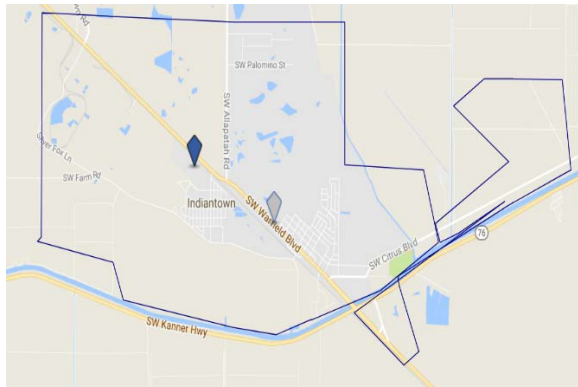


Old Palm City

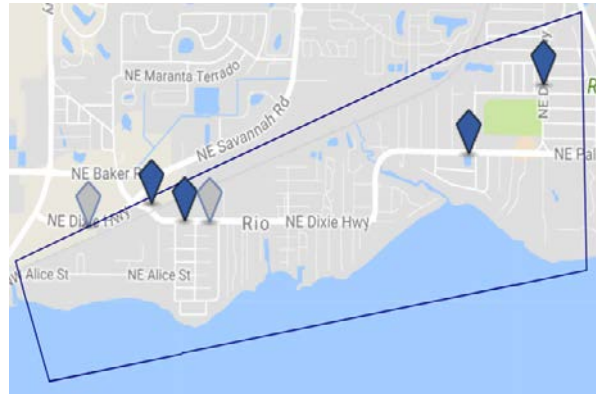


Note: Dark blue markers represent property for sale and light blue markers represent property for lease

Indiantown



Rio



Jensen Beach



Retail Market

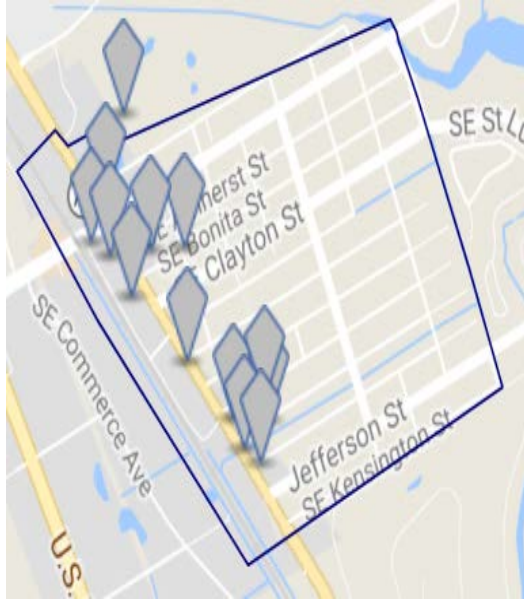
Martin County CRA	Rent PSF	Vacant SF	Existing SF
Golden Gate	N/A	325	71,440
Hobe Sound	\$14.07	21,381	352,566
Indiantown	\$20.00	3,171	130,664
Jensen Beach	N/A	2,838	85,463
Old Palm City	\$15.94	14,154	190,925
Port Salerno	N/A	5,056	54,558
Rio	\$10.00	9,114	68,760

SWOT Analysis of CRA Retail Market

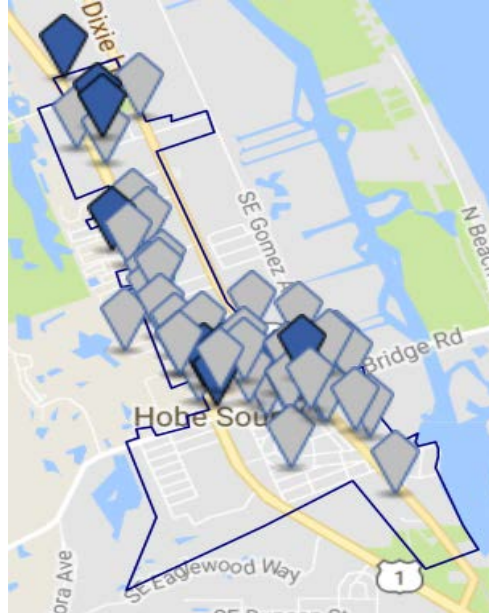
<p>Strength</p> <ul style="list-style-type: none"> • Most consistent real estate sector with construction activity over the past 5 years • Relatively low vacancy rates • Interest from private sector • Plans for additional mixed use projects 	<p>Weakness</p> <ul style="list-style-type: none"> • Lack of product type- mostly strip center development • Market is saturated with chain retail • Lack of local places to shop/dine • Small amount of retail product delivered over the past 5 years • Insufficient amount of parking
<p>Opportunity</p> <ul style="list-style-type: none"> • New construction of mixed use projects • Update interior/exterior of existing retail stock • Build on the marine industry 	<p>Threat</p> <ul style="list-style-type: none"> • Overall small amount of retail product in the construction pipeline • Smaller retail market

Martin County Retail Maps

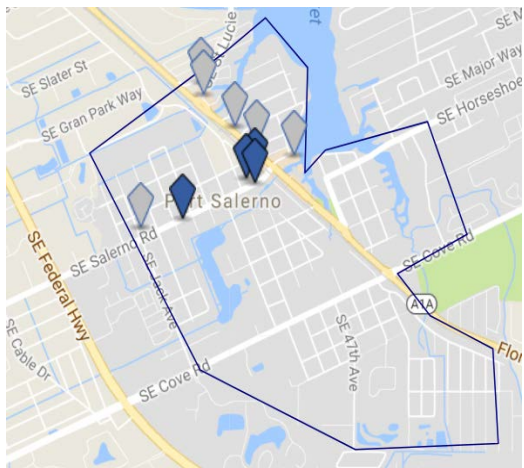
Golden Gate



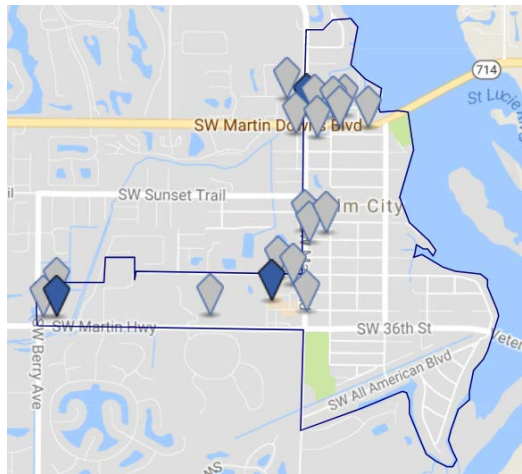
Hobe Sound



Port Salerno

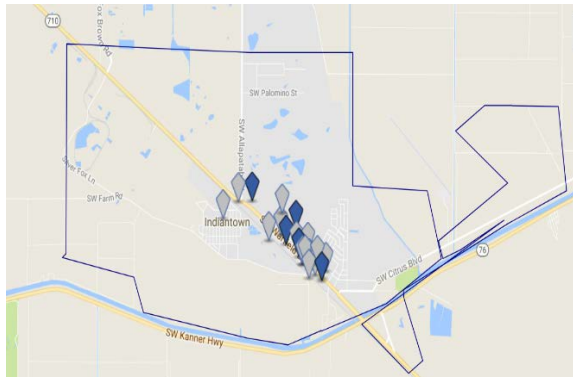


Old Palm City

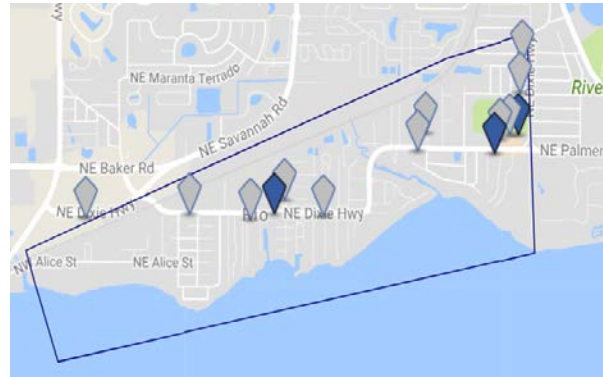


Note: Dark blue markers represent property for sale and light blue markers represent property for lease

Indiantown



Rio



Jensen Beach



Industrial Market

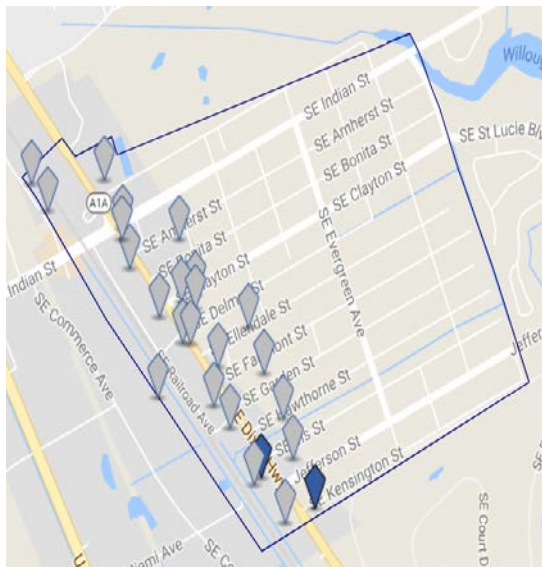
Martin County CRA	Rent PSF	Vacant SF	Existing SF
Golden Gate	\$11.85	4,250	317,554
Hobe Sound	\$10.00	8,669	71,256
Indiantown	\$13.50	Fully Leased	108,121
Jensen Beach	N/A	Fully Leased	30,870
Old Palm City	N/A	100	201,533
Port Salerno	\$7.00	1,540	10,140
Rio	\$10.00	2,800	52,950

SWOT Analysis of CRA Industrial Market

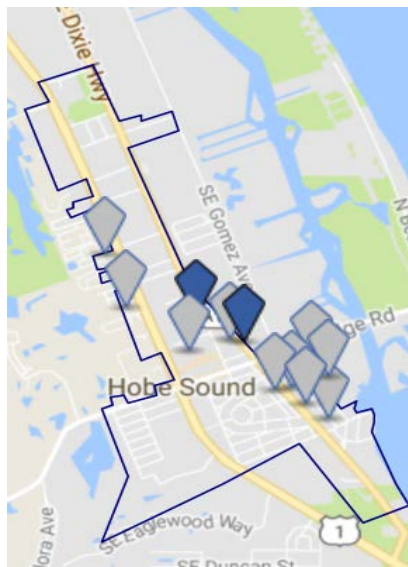
<p>Strength</p> <ul style="list-style-type: none"> • Improving rents • Fully leased buildings in the market • Lower trend of vacancy in the market compared to the 5-year average 	<p>Weakness</p> <ul style="list-style-type: none"> • Older stock of industrial product • Lack of variety in industrial product (i.e. flex, light industrial, heavy manufacturing) • Small amount of industrial product delivered over the past 5 years
<p>Opportunity</p> <ul style="list-style-type: none"> • Adaptive reuse of existing office stock • Build on marine industry and opportunity for storage and manufacturing 	<p>Threat</p> <ul style="list-style-type: none"> • Little industrial product in the construction pipeline • Small industrial market

Martin County Industrial Maps

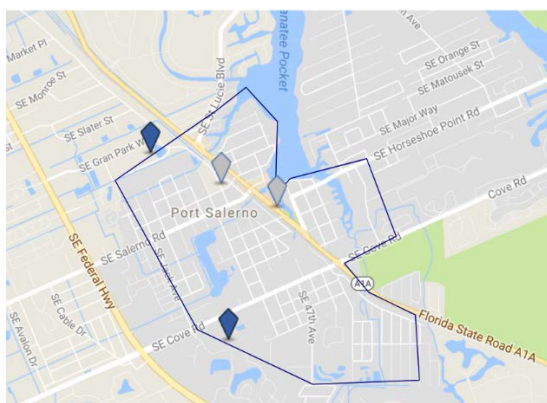
Golden Gate



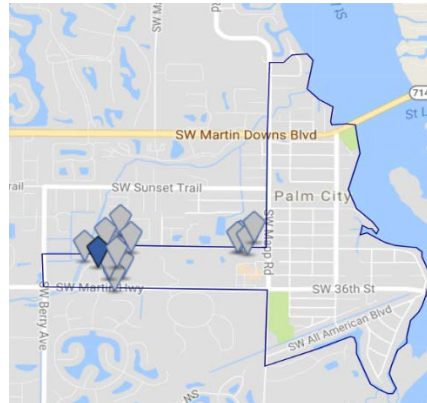
Hobe Sound



Port Salerno

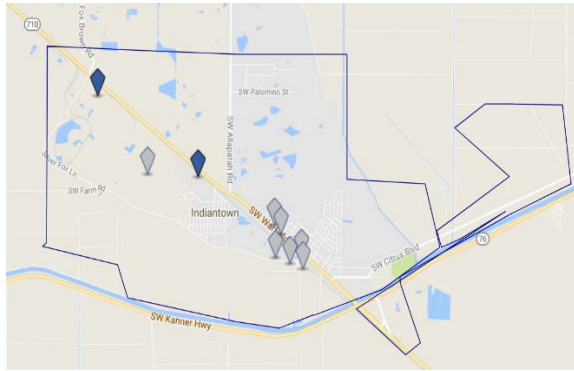


Old Palm City

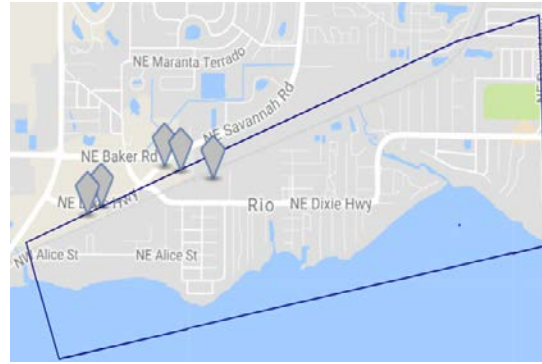


Note: Dark blue markers represent property for sale and light blue markers represent property for lease

Indiantown



Rio



Jensen Beach



Multifamily Market

Pursuant to Martin County Zoning Code, “Three or more dwelling units within one building located on a single lot” is defined as multi-family.

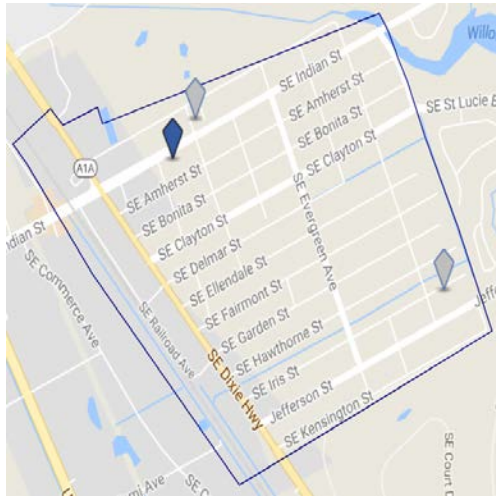
Martin County CRA	5 Year Avg. Sales Price Per Unit	Vacancy Rate	Inventory (Units)
Golden Gate	\$70,000	5.0%	20
Hobe Sound	\$30,000	4.1%	146
Indiantown	N/A	4.0%	697
Jensen Beach	\$60,869	4.3%	89
Old Palm City	\$56,617	3.6%	112
Port Salerno	\$56,595	6.0%	82
Rio	\$74,375	5.0%	45

SWOT Analysis of CRA Multifamily Market

<p>Strength</p> <ul style="list-style-type: none"> • Affordable market • Low amount of vacancy • Year over year improving rents 	<p>Weakness</p> <ul style="list-style-type: none"> • Small multifamily market • No new multifamily product in the market
<p>Opportunity</p> <ul style="list-style-type: none"> • Increase multifamily product in the market with quality projects • Capitalize on Martin County’s affordability 	<p>Threat</p> <ul style="list-style-type: none"> • Increase of capitalization rates

Martin County Multifamily Maps

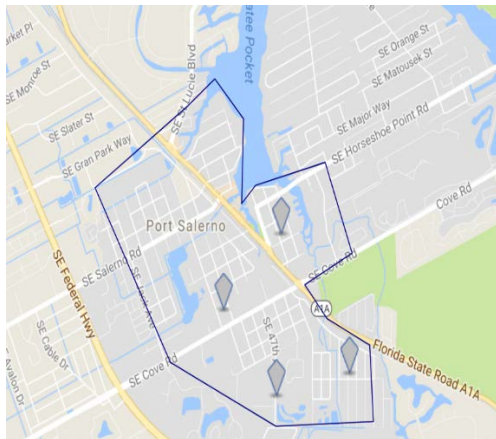
Golden Gate



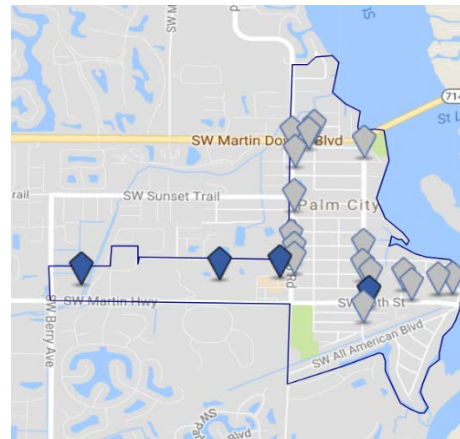
Hobe Sound



Port Salerno

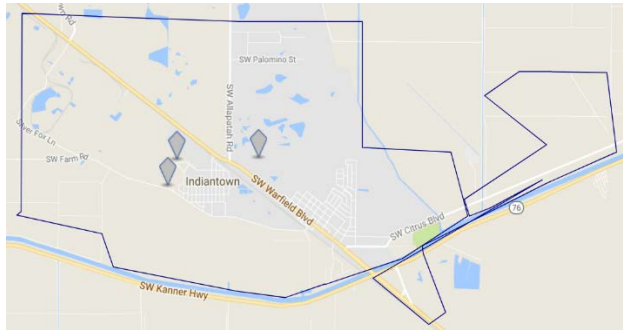


Old Palm City

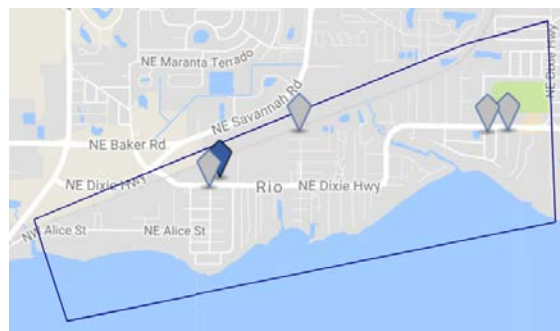


Note: Dark blue markers represent property for sale and light blue markers represent property for lease

Indiantown



Rio



Jensen Beach



Investment Driver: Labor

Overall Conditions

According to Florida Bureau of Labor Statistics, there are just over 70,000 employees and a workforce of nearly 73,000 in Martin County. Unemployment rate in Martin county (3.9%) is consistent with the state average (4.0%).

Unemployment Rate – 2016

	Labor Force	Employed	Unemployed	Unemployment Rate
Martin County	72,915	70,082	2,833	3.9%
State of Florida	10,091,000	9,685,000	406,000	4.0%

(Source: Bureau of Labor Statistics, April 2017)

Workforce

Workforce defines the people who are currently working or are available to work in an area. The seven community redevelopment areas in Martin County feature diverse and varied workforces. The CRAs with the largest workforce are Indiantown (2,642), Port Salerno (1,686), and Hobe Sound (1,508). The tables below represent the number of, followed by the percentage of, employees by industry for each of the CRAs. For illustration purposes, the 3.7% under Golden Gate- Agriculture indicates that 3.7% of the workforce in Golden Gate works in the agriculture industry.

LOCAL WORKFORCE	Golden Gate	Hobe Sound	Indian-town	Jensen Beach	Old Palm City	Port Salerno	Rio	Martin County
Agriculture	49	-	159	-	3	39	-	789
Construction	151	253	225	8	87	147	57	4,553
Manufacturing	143	51	98	1	63	130	91	3,642
Wholesale	44	8	101	3	3	13	24	1,396
Retail	223	182	222	8	164	249	316	7,224
Transport/Utilities	9	27	42	4	115	34	27	2,671
Information	3	5	79	2	7	34	30	911
Finance, Insurance and Real Estate	37	87	50	1	25	72	35	3,885
Services	564	858	1,590	30	579	921	588	3,265
Public Admin	112	36	77	2	110	47	13	2,428
Total	1,334	1,508	2,642	59	1,157	1,686	1,181	60,764

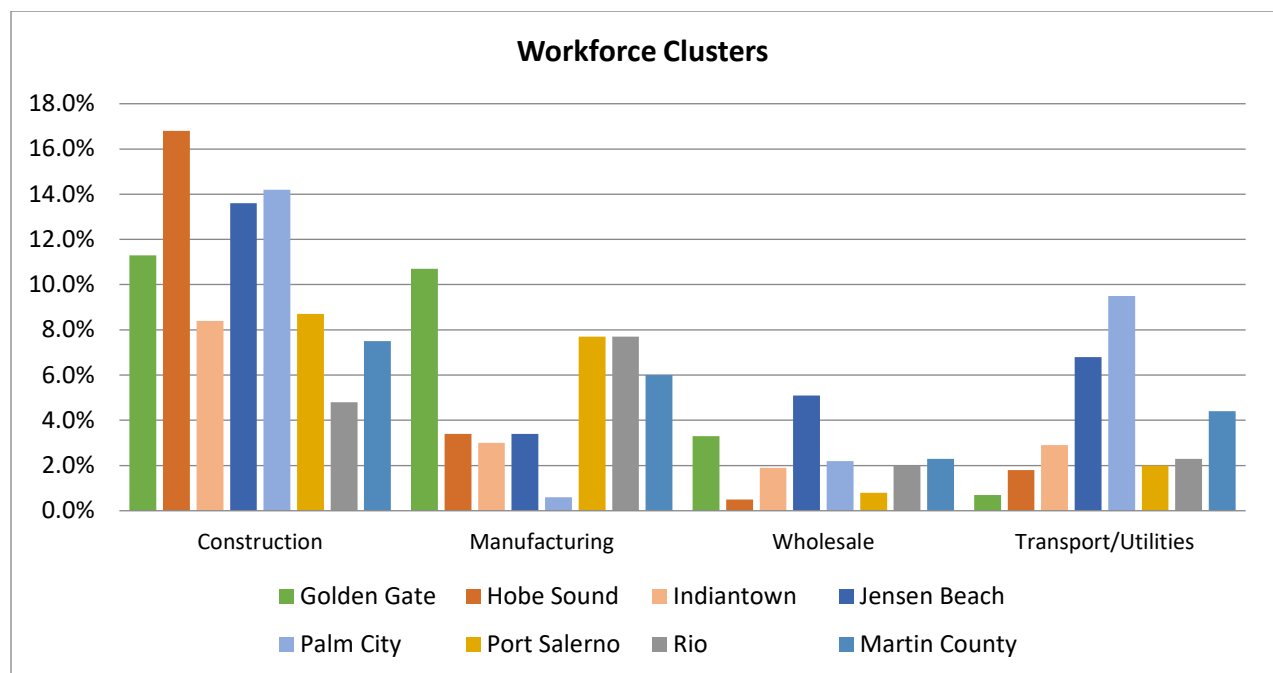
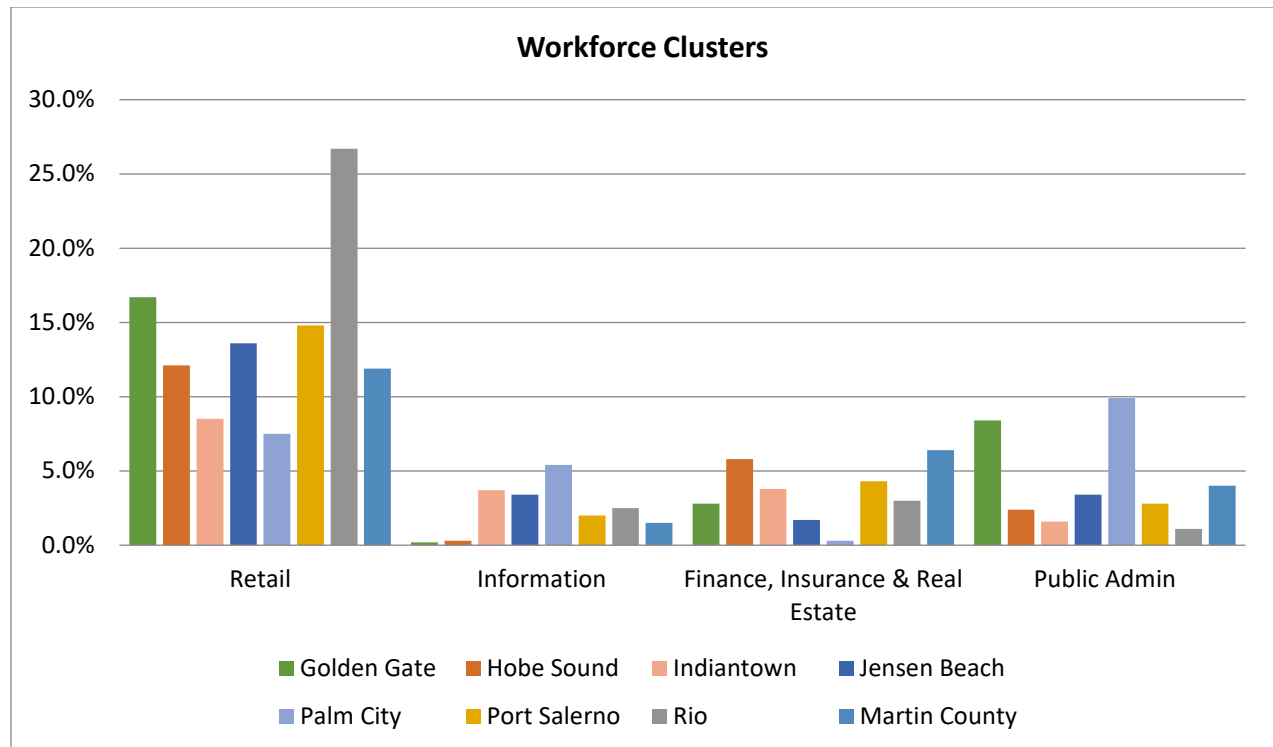
(Source: 2017 ESRI Inc.) Esri (Environmental Systems Research Institute) is an international supplier of geographic information system (GIS) software, web GIS and geodatabase management applications. ESRI projections are based on latest US Census tract data.

LOCAL WORKFORCE %	Golden Gate	Hobe Sound	Indian-town	Jensen Beach	Old Palm City	Port Salerno	Rio	Martin County
Agriculture	3.7%	0.0%	6.0%	0.0%	0.3%	2.3%	0.0%	1.3%
Construction	11.3%	16.8%	8.5%	13.6%	7.5%	8.7%	4.8%	7.5%
Manufacturing	10.7%	3.4%	3.7%	1.7%	5.4%	7.7%	7.7%	6.0%
Wholesale	3.3%	0.5%	3.8%	5.1%	0.3%	0.8%	2.0%	2.3%
Retail	16.7%	12.1%	8.4%	13.6%	14.2%	14.8%	26.7%	11.9%
Transport/Utilities	0.7%	1.8%	1.6%	6.8%	9.9%	2.0%	2.3%	4.4%
Information	0.2%	0.3%	3.0%	3.4%	0.6%	2.0%	2.5%	1.5%
Finance Insurance and Real Estate	2.8%	5.8%	1.9%	1.7%	2.2%	4.3%	3.0%	6.4%
Services	42.3%	56.9%	60.1%	50.8%	50.0%	54.7%	49.7%	54.8%
Public Admin	8.4%	2.4%	2.9%	3.4%	9.5%	2.8%	1.1%	4.0%

(Source: 2017 ESRI Inc.)

Workforce clusters represent a geographic concentration of employees in a particular industry. The bar graphs below classify workforce clusters by industry for each of the CRAs and Martin County as a whole. A summary of each CRAs workforce clusters is provided below:

- Golden Gate possessed the highest workforce clusters in manufacturing of the seven CRAs analyzed. The Golden Gate CRA also features strong services, retail, construction and wholesale workforce clusters.
- Hobe Sound possesses solid workforce clusters in construction and in the finance, insurance and real estate industries (FIRE).
- Indiantown had predominant workforce clusters in agriculture and services.
- Jensen Beach features strong workforce clusters in construction, wholesale, transportation/utilities, and services.
- Old Palm City has the strongest clusters of public administration, information, and transportation and utilities industries and the second highest cluster of construction workforce.
- Port Salerno has strong retail, services, manufacturing finance, insurance and real estate clusters.
- Rio possesses the strongest retail workforce cluster of the seven CRAs. Additionally, there is a high presence of manufacturing and construction workforce in Rio.



(Source: 2017 ESRI Inc.)

Job Market

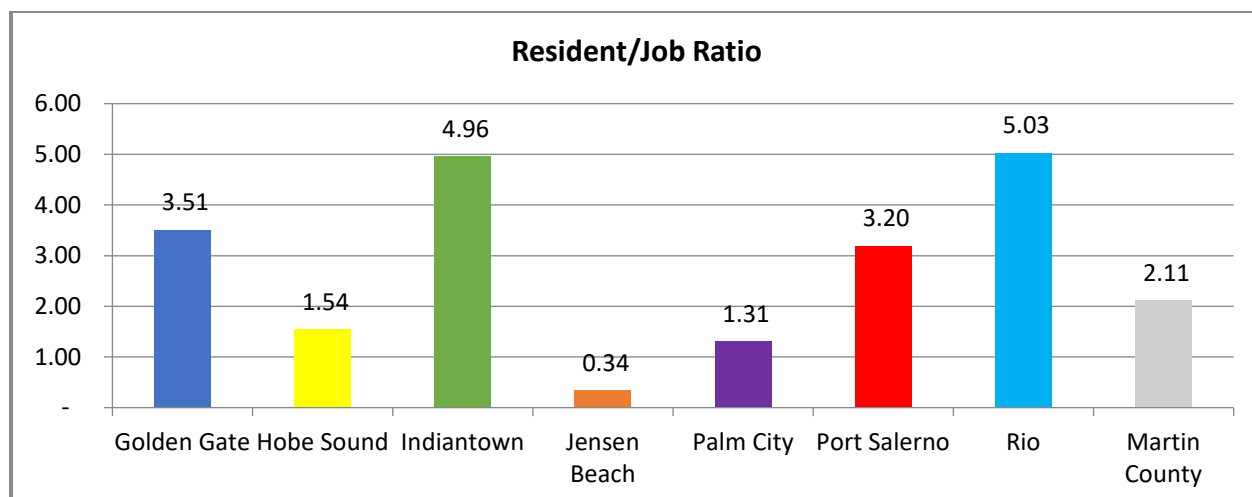
While the workforce measures the residents, who are either working or available for work, employment and job market defines the jobs that are available within the trade area.

LOCAL JOBS	Golden Gate	Hobe Sound	Indian-town	Jensen Beach	Old Palm City	Port Salerno	Rio	Martin County
Construction	166	165	101	-	96	71	59	5,107
Manufacturing	56	30	8	8	128	87	27	3,285
Wholesale	77	22	33	3	16	68	11	2,532
Retail	145	575	179	37	161	179	42	12,768
Transport/Utilities	181	66	41	62	35	15	8	1,893
Information	1	9	42	2	27	9	5	1,659
Finance, Insurance & Real Estate	24	211	68	37	131	63	34	1,249
Professional Services	97	198	90	33	143	102	53	7,169
Education/Health Care	29	301	381	17	600	183	69	16,333
Arts/Accom/F&B	26	507	158	144	80	334	131	10,745
Other Services	58	129	167	43	121	58	56	4,971
Public Admin	6	63	161	1	3	18	-	4,916
Total	866	2,276	1,429	387	1,541	1,187	495	72,627

(Source: 2017 ESRI Inc.)

Resident/Job Ratio

Resident/Job Ratio is a macro-economic ratio that divides the number of residents by the number of jobs offered in an area. The resident/job ratio can be used in combination with the unemployment rate to evaluate labor markets. A high ratio indicates that there are not enough jobs to support the available workforce, and that the residents are having to leave the area to seek employment. Conversely, a ratio that is below 1.0 resident/job shows that the area does not have the workforce to support the available jobs, and that business are having to hire employees from outside of the CRA. Rio (5.03), Indiantown (4.96), Golden Gate (3.51) and Port Salerno (3.2) have high resident/job ratios while Hobe Sound (1.54), Old Palm City (1.31) and Jensen Beach (0.34) are relatively low.

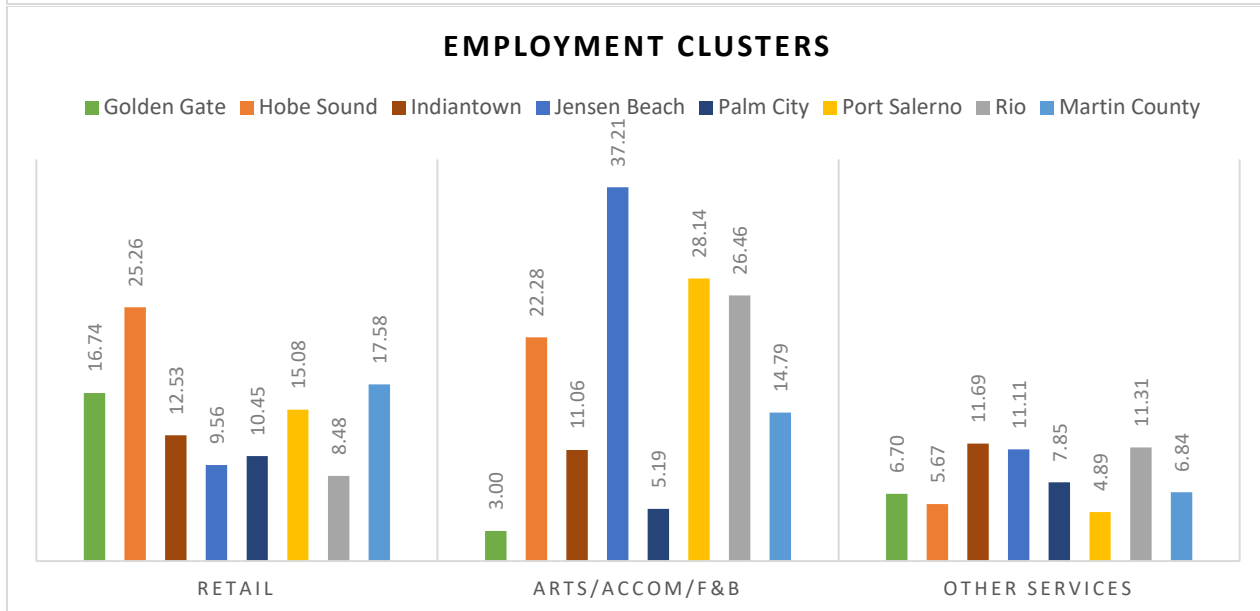
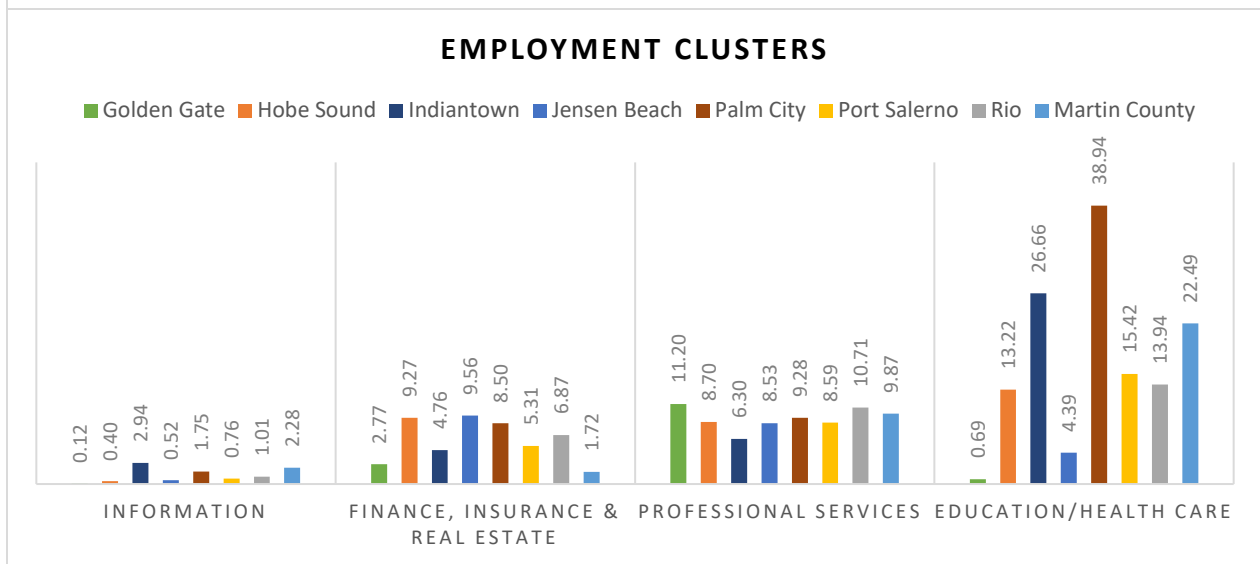
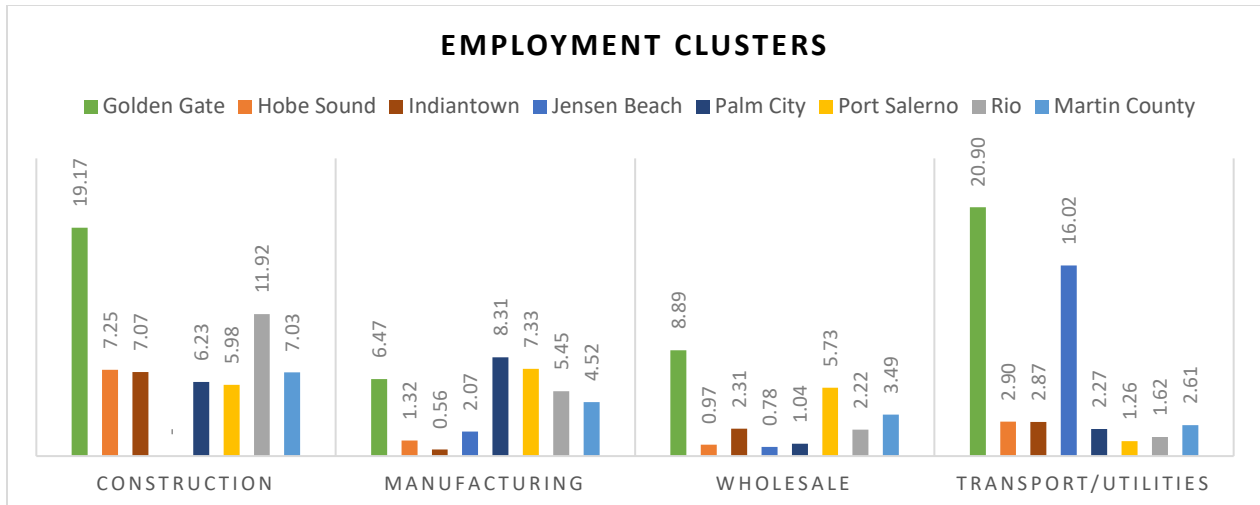


(Source: 2017 ESRI Inc.)

Employment Clusters

Employment clusters indicate if an area has strong industry sector compared to the region by comparing the percentage of all local employment that is in a sector versus that of the region. If an area has a higher percentage of employment than the larger region, then a strong cluster is present. A summary of each CRAs employment clusters is provided below.

- Golden Gate has the largest construction, wholesale, transportation/utilities, and professional services employment clusters of the seven CRAs analyzed.
- Hobe Sound has the highest retail employment cluster and second highest finance, insurance and real estate cluster.
- Indiantown features strong employment clusters in agriculture, education and health care, and other services.
- Jensen Beach has the highest arts/accommodation/food & beverage and finance insurance and real estate clusters.
- Old Palm City features the highest education/healthcare employment cluster.
- Port Salerno has strong arts/accommodation/food & beverage and retail employment clusters.
- Rio has solid employment clusters in the construction, other services, and art/accommodation/food & beverage industries.



(Source: 2017 ESRI Inc.)

Industry and Job Opportunity in Each CRA

The following charts display a comparison between the workforce and the jobs offered in each of the CRAs. Comparing the local workforce to the jobs offered in an area gives an indication of the amount of workforce that may be leaving the area or being pulled in from outside. A surplus, or positive number, indicates that there is not enough workforce to support the jobs and that businesses are having to look outside of the CRA boundaries to hire employees. A deficit, or negative number, means that there are not enough jobs to support the workforce, and that residents are commuting outside of the CRA for work.

Golden Gate

Industry	Golden Gate	Golden Gate Jobs	Surplus/Deficit
Construction	151	166	-15
Manufacturing	143	56	87
Wholesale Trade	44	77	-33
Retail Trade	223	145	78
Transportation/Utilities	9	181	-172
Information	3	1	2
Finance, Insurance, & Real Estate	37	24	13
Services	564	97	467
Public Administration	112	29	106
Total	1,334	26	468

Hobe Sound

Industry	Hobe Sound	Hobe Sound Jobs	Surplus/Defici
Construction	253	165	88
Manufacturing	51	30	21
Wholesale Trade	8	22	-14
Retail Trade	182	575	-393
Transportation/Utilities	27	66	-39
Finance, Insurance, & Real Estate	87	211	-124
Services	858	198	660
Public Administration	36	63	-27
Total	1508	2276	-768

Indiantown

Industry	Indiantown	Indiantown Jobs	Surplus/Defici
Construction	225	101	124
Manufacturing	98	8	90
Wholesale Trade	101	33	68
Retail Trade	222	179	43
Transportation/Utilities	42	41	1
Information	79	42	37
Finance, Insurance, & Real Estate	50	68	-18
Services	1590	90	1500
Public Administration	77	161	-84
Total	2642	1429	1213

Jensen Beach

Industry	Jensen Beach	Jensen Beach	Surplus/Defici
Construction	8	0	8
Manufacturing	1	8	-7
Wholesale Trade	3	3	0
Retail Trade	8	37	-29
Transportation/Utilities	4	62	-58
Information	2	2	0
Finance, Insurance, & Real Estate	1	37	-36
Services	30	33	-3
Public Administration	2	1	1
Total	59	387	-328

Old Palm City

Industry	Old Palm City	Old Palm City	Surplus/Defici
Construction	87	96	-9
Manufacturing	63	128	-65
Wholesale Trade	3	16	-13
Retail Trade	164	161	3
Transportation/Utilities	115	35	80
Information	7	27	-20
Finance, Insurance, & Real Estate	25	131	-106
Services	579	143	436
Public Administration	110	3	107
Total	1157	1541	-384

Port Salerno

Industry	Port Salerno	Port Salerno	Surplus/Defici
Construction	147	71	76
Manufacturing	130	87	43
Wholesale Trade	13	68	-55
Retail Trade	249	179	70
Transportation/Utilities	34	15	19
Information	34	9	25
Finance, Insurance, & Real Estate	72	63	9
Services	921	102	819
Public Administration	47	18	29
Total	1686	1187	499

Rio

Industry	Rio Workforce	Rio Jobs	Surplus/Defici
Construction	57	59	-2
Manufacturing	91	27	64
Wholesale Trade	24	11	13
Retail Trade	316	42	274
Transportation/Utilities	27	8	19
Information	30	5	25
Finance, Insurance, & Real Estate	35	34	1
Services	588	53	535
Public Administration	13	0	13
Total	1181	495	686

(Source: 2017 ESRI Inc.)

Employment and Wages

Martin County- 2016

The following chart is a summary of 2016 employment and wages in Martin County. The total number of employees is just over 65,000 and the average annual wage for all industries is slightly above \$40,000. The highest wage grossing industries are management of companies, utilities, finance and insurance, financial activities, and professional and technical services.

Industry Title	NAICS Code	Total Wages	Average Monthly Employment	Average Annual Wages
Management of Companies and Enterprises	55	\$20,907,241	145	\$144,603
Utilities	22	\$42,981,152	411	\$104,492
Finance and Insurance	52	\$145,735,853	1,790	\$81,413
Financial Activities	1023	\$181,414,620	2,675	\$67,831
Professional and Technical Services	54	\$221,094,832	3,612	\$61,214
Durable Goods Manufacturing	DUR	\$144,816,638	2,488	\$58,208
Manufacturing	1013	\$178,907,467	3,186	\$56,160
Public Administration	1028	\$144,646,858	2,694	\$53,684
Information	1022	\$36,898,948	701	\$52,656
Wholesale Trade	42	\$98,277,591	1,872	\$52,513
Transportation and Warehousing	48-49	\$83,099,927	1,643	\$50,586
Nondurable Goods Manufacturing	NONDUR	\$34,090,830	698	\$48,858
Unclassified	99	\$2,352,686	50	\$47,290
Professional and Business Services	1024	\$377,837,764	8,104	\$46,623
Goods-Producing	101	\$410,086,281	8,820	\$46,493
Mining, Quarrying, and Oil and Gas Extraction	21	\$2,933,168	64	\$45,593
Health Care and Social Assistance	62	\$572,171,091	12,762	\$44,835
Education and Health Services	1025	\$694,445,688	16,004	\$43,392

Construction	1012	\$213,789,831	5,071	\$42,160
Real Estate and Rental and Leasing	53	\$35,678,767	884	\$40,342
Service-Providing	102	\$2,246,743,669	56,520	\$39,752
Trade, Transportation, and Utilities	1021	\$499,181,664	13,712	\$36,404
Other Services	1027	\$92,509,963	2,645	\$34,977
Educational Services	61	\$11,262,421	354	\$31,852
Administrative and Waste Services	56	\$135,835,690	4,348	\$31,243
Arts, Entertainment, and Recreation	71	\$70,377,142	2,259	\$31,159
Natural Resources and Mining	1011	\$17,388,983	564	\$30,841
Agriculture, Forestry, Fishing and Hunting	11	\$14,455,815	500	\$28,941
Retail Trade	44-45	\$274,822,994	9,787	\$28,081
Leisure and Hospitality	1026	\$217,455,479	9,935	\$21,888
Accommodation and Food Services	72	\$147,078,336	7,676	\$19,161

(Source: Florida Department of Economic Opportunity)

Education

2015 Population 25+ by Educational Attainment

	Golden Gate	Hobe Sound	Indian-town	Jensen Beach	Old Palm City	Port Salerno	Rio	Martin County
High School graduate	16.8%	24.4%	24.0%	21.3%	29.1%	27.2%	17.8%	22.4%
GED/Alternative Credential	1.4%	6.2%	2.9%	5.6%	4.5%	4.8%	8.4%	3.6%
Some College, No Degree	21.3%	19.8%	12.4%	29.6%	22.0%	27.5%	20.9%	21.5%
Associate Degree	7.0%	8.6%	4.6%	10.2%	12.5%	8.5%	15.0%	10.3%
Bachelor's degree	9.7%	16.4%	9.9%	19.4%	15.5%	10.1%	17.7%	19.8%
Graduate/Professional degree	1.4%	7.5%	2.9%	7.4%	10.7%	4.6%	15.4%	12.3%
Total (Residents with no less than a High School Diploma)	57.6%	82.9%	66.6%	93.5%	94.3%	82.7%	95.2%	89.9%

(Source: 2017 ESRI Inc.)

Local Schools

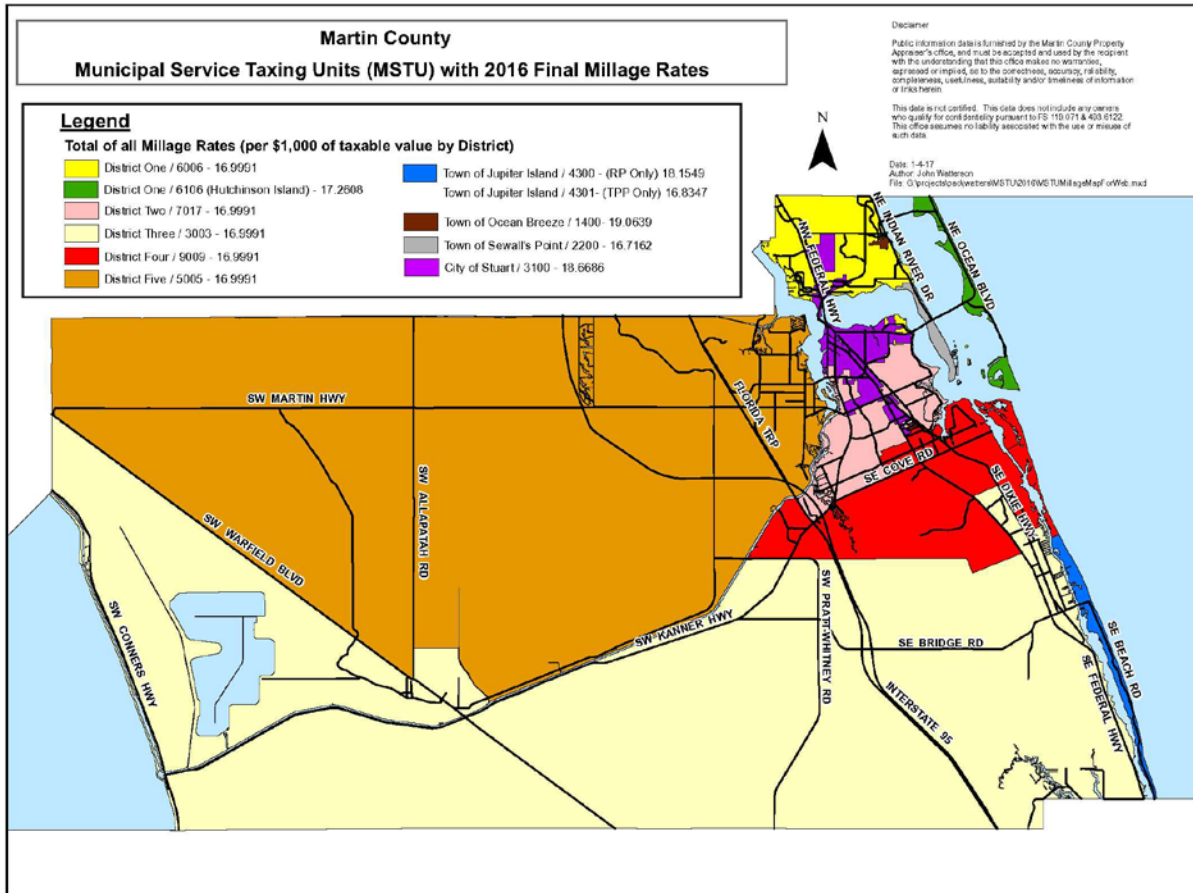
Education institutions enhance quality of life in a community and can be a major deciding factor in where families choose to live. Martin County's is well renowned for offering some of the best public education in the State of Florida. According to niche.com, Martin County is the 6th highest rated school district in the state.

School Name	Grade 2017	Grade 2016
STUART MIDDLE SCHOOL	A	A
SEA WIND ELEMENTARY SCHOOL	B	C
MARTIN COUNTY HIGH SCHOOL	B	C
J. D. PARKER SCHOOL OF TECHNOLOGY	C	C
PALM CITY ELEMENTARY SCHOOL	A	A
MURRAY MIDDLE SCHOOL	B	B
PORT SALERNO ELEMENTARY SCHOOL	C	C
HOBE SOUND ELEMENTARY SCHOOL	B	C
WARFIELD ELEMENTARY SCHOOL	B	C
JENSEN BEACH ELEMENTARY SCHOOL	B	B
INDIANTOWN MIDDLE SCHOOL	C	C
SOUTH FORK HIGH SCHOOL	B	C
PINEWOOD ELEMENTARY SCHOOL	B	B
CRYSTAL LAKE ELEMENTARY SCHOOL	A	C
HIDDEN OAKS MIDDLE SCHOOL	A	A
BESSEY CREEK ELEMENTARY SCHOOL	A	A
FELIX A WILLIAMS ELEMENTARY SCHOOL	A	B
JENSEN BEACH HIGH SCHOOL	A	B
DR. DAVID L. ANDERSON MIDDLE SCHOOL	B	B
CITRUS GROVE ELEMENTARY	A	A
CLARK ADVANCED LEARNING CENTER	A	A

(Source: Florida Department of Education)

Investment Driver: Capital

Millage Rates



Municipality	Levy Code	Municipality Millage Rate (per \$1,000 of taxable value)	Total of all Millage Rates (per \$1,000 of taxable value by Municipality)
Ocean Breeze	1400	5.2177	19.0639
Sewall's Point	2200	2.8700	16.7162
Stuart	3100	4.8224	18.6686
Jupiter Island (TPP Only)	4301	2.9885	16.8347
Jupiter Island (RP Only)	4300	4.3087	18.1549

Taxing Districts	Levy Code	Taxing District Millage Rate (per \$1,000 of taxable value)	Total of all Millage Rates (per \$1,000 of taxable value) by Taxing District
District One	6006	0	16.9991
District One (Hutchinson Island)	6106	0.2617	17.2608
District Two	7017	0	16.9991
District Three	3003	0	16.9991
District Four	9009	0	16.9991
District Five	5005	0	16.9991

Drainage (Rate is per Acre)	Districts
Pal-Mar Water Control District	\$8.63
Hobe St. Lucie Unit 1	\$41.13
Hobe St. Lucie Unit 2	\$41.13
Hobe St. Lucie Unit 3	\$41.13
Hobe St. Lucie Unit 4	\$68.23
Hobe St. Lucie Unit 5	\$5.78
Troup-Indiantown Water Mgmt. Dist.	\$35.00

(Source: Martin County)

Businesses

At the time of this study there are approximately 9,135 business in Martin County. Major employment centers that are headquartered in Martin County include: Martin Health Systems (3,120 employees), Paradigm Precision (369 employees), Triumph Aerostructures (316 employees), Seacoast Bank (302 employees), Armellini Logistics (231 employees), Awareness Technology Inc (160 employees), STS Aviation Group (159 employees), Southeastern Printing (150 employees), Waterblasting Technologies (125 employees), Optima Healthcare Solutions (125 employees), American Custom Yachts (100 employees), Continental Shelf Associates (100 employees), PAC Seating Systems (95 employees), International Wholesale Tile (81 employees), and Construction Journal (74 employees). While most of these businesses are in Stuart or near the I95 and Turnpike interchanges, Awareness Technology is located in the Old Palm City CRA, STS Aviation in the Jensen Beach CRA, and Southeastern Printing in Golden Gate. Paradigm Precision and Triumph Aerostructures are just outside of the Golden Gate CRA boundary and Waterblasting Technologies just outside of the Port Salerno CRA.

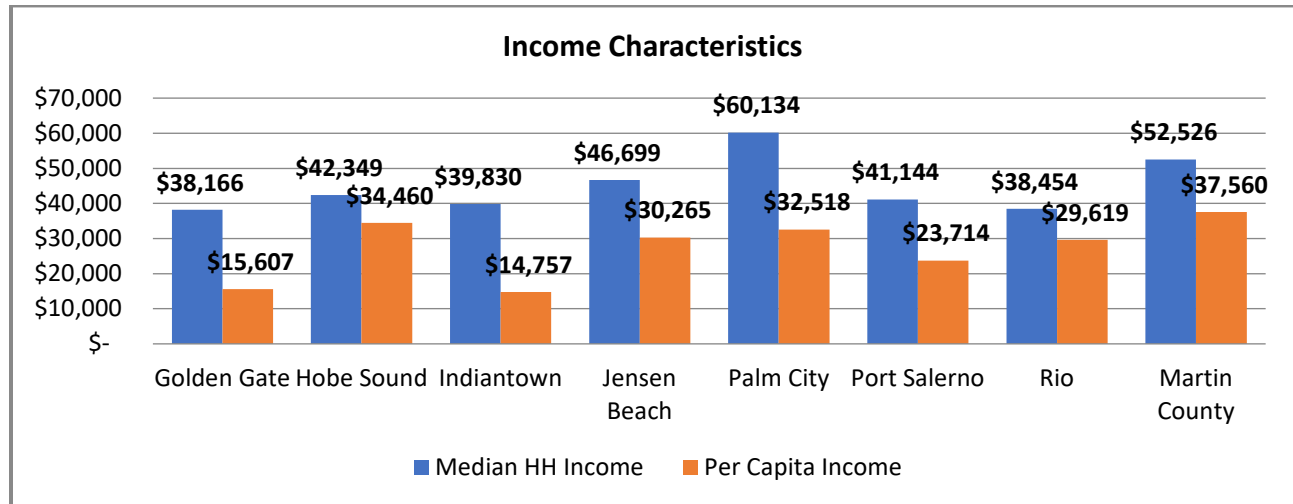
Data for all businesses in area	Golden Gate	Hobe Sound	Indian-town	Jensen Beach	Old Palm City	Port Salerno	Rio	Martin County
Total Businesses:	114	279	211	69	223	155	112	9,135
Total Employees:	877	2,276	1,532	406	1,545	1,194	464	78,187

(Source: 2017 ESRI Inc.) Esri (Environmental Systems Research Institute) is an international supplier of geographic information system (GIS) software, web GIS and geodatabase management applications. ESRI projections are based on latest US Census tract data.

Investment Driver: Markets

Local Market Area

The varying market demographics, area assets, and physical locations of the seven CRAs provide the backdrop for the high variance in incomes from area to areas.



(Source: 2017 ESRI Inc.) Esri (Environmental Systems Research Institute) is an international supplier of geographic information system (GIS) software, web GIS and geodatabase management applications. ESRI projections are based on latest US Census tract data.

Traffic Count Maps

The maps presented below provide traffic statistics from the Florida Department of Transportation (FDOT). These maps represent the average daily traffic (ADT), or number of vehicles that cross a certain point of a street location. In addition to population and income level, retailers analyze traffic counts during the site selection process. Many retailers prefer to locate in areas with a minimum of 20- 30,000 ADT.

Golden Gate Traffic Count Map

Federal Highway and Dixie Highway represent the two commercial corridors in the Golden Gate CRA. Federal Highway experiences an average daily traffic volume of 45,500 vehicles while Dixie Highway experiences between 6,000-14,000 ADT.



Hobe Sound Traffic Count Map

Light traffic volume exists in Hobe Sound with US1 experiencing 18,700-27,500 ADT, Bridge Road 5,700-9,900 ADT, and Dixie Highway 7,000 ADT.



Indiantown Traffic Count Map

Warfield Blvd (FL State road 710) reaches from Dixie Highway in Riviera Beach to northern tip of Lake Okeechobee, providing a gateway for travelers heading from the east coast to the west coast of Florida and vice versa. Warfield experiences 6,900-10,900 ADT while other roads in Indiantown do not experience traffic volume that is sufficient to attract major investment.



Jensen Beach Traffic Count Map

Jensen Beach experiences 15,400 ADT on Jensen Beach Blvd, 9,600 on Savannah Road, and 5,900-9,700 on Indian River Drive.



Old Palm City Traffic Count Map

In Palm City, heavy traffic volume (35,500-41,000 ADT) occurs on Martin Downs Boulevard. SW 36th St (Martin Highway) experiences 19,700 ADT and 13,500 ADT along Mapp Road.



Port Salerno Traffic Count Map

Port Salerno experiences an ADT of 6,100-14,800 on Dixie Highway, 2,500-14,000 on Cove Road. Although just west of the Port Salerno CRA district, heavy traffic volume exists along Federal Highway (35,500) and Kanner Highway.



Rio Traffic Count Map

Dixie Highway, the main thoroughfare in Rio, experiences 6,400 ADT. The portion of Federal Highway that runs just west of the Rio CRA district has an ADT of 57,000.



Population Summary

TOTAL POPULATION	Golden Gate	Hobe Sound	Jensen Beach	Indiantown	Old Palm City	Port Salerno	Rio	Martin County
2017 Population	3,042	3,505	135	7,090	2,015	3,795	2,491	153,430

(Source: 2017 ESRI Inc.)

Daytime Population

Daytime population refers to the number of people who are present in an area during normal business hours, including workers. Resident population refers to people who reside in a given area and are typically present during the evening and nighttime hours. Hobe Sound, Jensen Beach, and Port Salerno have a higher daytime then total population, indicative of high daytime activity in the area.

	Golden Gate	Hobe Sound	Jensen Beach	Indiantown	Old Palm City	Port Salerno	Rio
2016 Daytime Population	2,401	3,602	448	5,749	1,818	3,077	1,664
Workers	671	1,593	372	1,252	943	931	334
Residents	1,730	2,009	76	4,497	875	2,146	1,330

(Source: 2017 ESRI Inc.)

2016 Population by Age

The following chart classifies the percentage of residents by age and displays the median age for each of the seven CRAs and Martin County. Population in Indiantown and Golden Gate is young with a median age of 29.4 and 31.1 respectively. Median Age in Port Salerno (40.3) and Old Palm City (40.3) is slightly older and suggests the presence of young families in the area. Hobe Sound (53.4 median age), Jensen Beach (52.3), and Rio (51.4) have the oldest population segments.

	Golden Gate	Hobe Sound	Indian-town	Jensen Beach	Old Palm City	Port Salerno	Rio	Martin County
0-4	10.5%	3.9%	8.8%	3.8%	4.8%	6.7%	3.2%	4.2%
5-9	9.6%	4.2%	8.2%	3.0%	5.5%	6.3%	3.6%	4.7%
10-14	6.9%	4.6%	7.2%	3.8%	5.7%	5.7%	4.6%	5.3%
15 - 24	13.4%	9.2%	15.1%	8.3%	14.8%	12.3%	9.3%	9.7%
25 - 34	21.5%	9.4%	16.6%	8.3%	11.7%	12.8%	11.2%	8.5%
35 - 44	14.6%	8.6%	11.4%	9.8%	10.0%	10.9%	9.5%	10.5%
45 - 54	9.1%	12.5%	10.3%	18.8%	17.7%	11.7%	14.8%	15.2%
55 - 64	7.3%	17.1%	8.3%	18.8%	14.4%	13.6%	19.0%	14.5%
65 - 74	4.4%	15.8%	7.6%	12.8%	8.7%	10.6%	13.9%	13.3%
75 - 84	1.8%	9.9%	5.0%	9.0%	4.4%	6.1%	7.3%	9.9%
85 +	0.8%	4.7%	1.5%	3.8%	2.4%	3.3%	3.6%	4.1%
Median Age	29.4	53.4	31.1	52.3	43.0	40.3	51.4	52.0

(Source: 2017 ESRI Inc.)

Households

Of the seven CRAs analyzed, Indiantown, Hobe Sound, Port Salerno, and Rio have the largest number of households. Household size, or average number of residents that live in a household, is very high in Golden Gate (3.62) and Indiantown (3.85), very low in Jensen Beach (1.61) while the other four CRAs are in-line with the county average of 2.31.

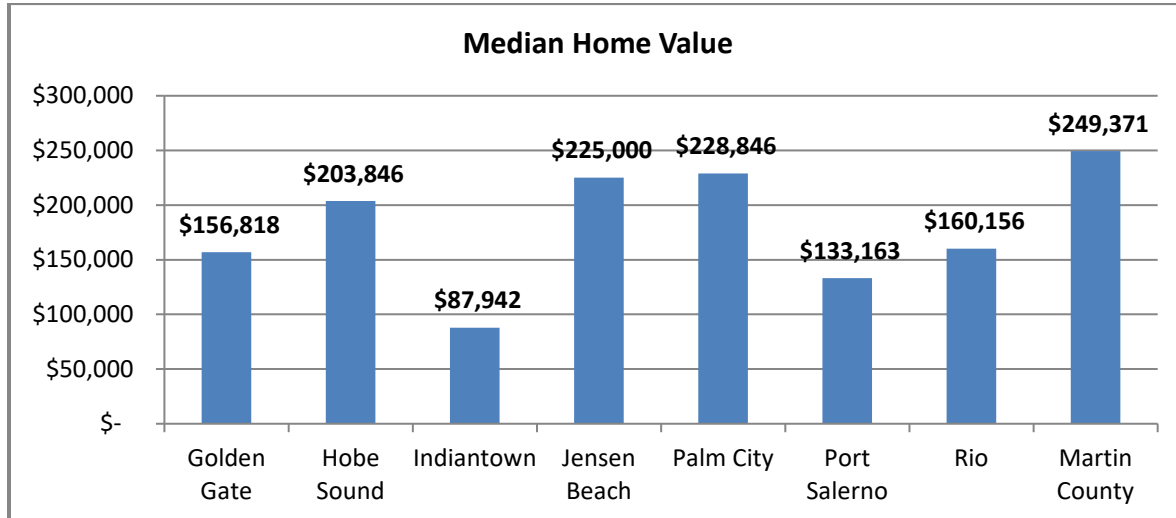
TOTAL HOUSEHOLDS	Golden Gate	Hobe Sound	Indian-town	Jensen Beach	Old Palm City	Port Salerno	Rio	Martin County
Households	841	1,650	1,842	82	810	1,379	1,216	66,456

HOUSEHOLD SIZE	Golden Gate	Hobe Sound	Indian-town	Jensen Beach	Old Palm City	Port Salerno	Rio	Martin County
Household Size	3.62	2.12	3.85	1.61	2.49	2.75	2.05	2.31

(Source: 2017 ESRI Inc.)

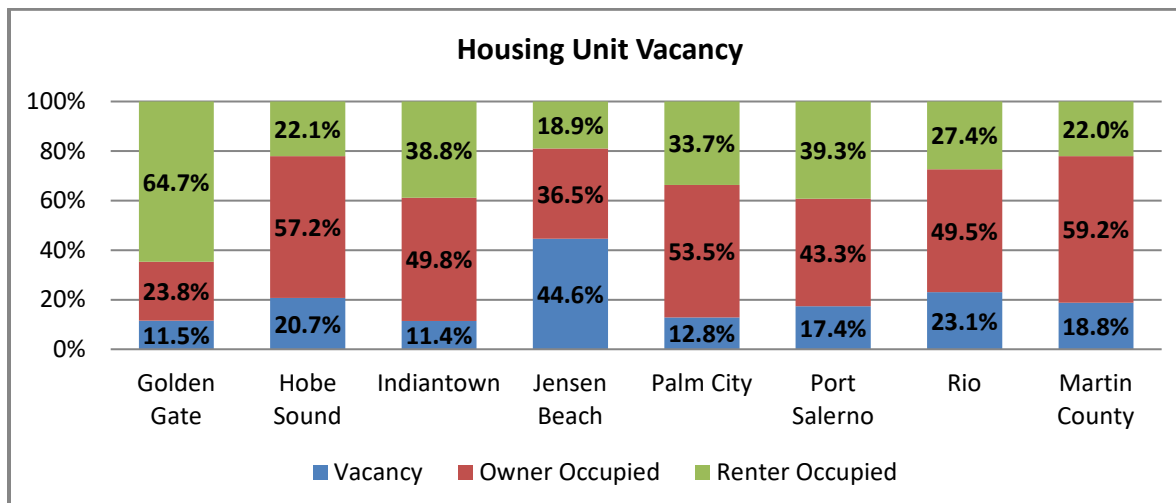
Median Home Values

When comparing median home values, we again see a large variance between the seven CRAs and Martin County. Home values are much lower in Golden Gate, Indiantown, Port Salerno, and Rio, while Jensen Beach, Old Palm City and Hobe Sound are comparable to the county average.



(Source: 2017 ESRI Inc.)

The following chart displays the percentage of vacancy, owner-occupied, and renter occupied housing units for the seven CRAs and Martin County. Port Salerno, Indiantown, Old Palm City, and especially Golden Gate have a large contingency of renter occupied housing. High vacancy exists in the Jensen Beach CRA, however this may be attributed in part to seasonal residents as well as empty units in the newly developed Renar mixed use area.



(Source: 2017 ESRI Inc.)

Retail Market

The chart below shows consumer spending data on a variety of goods and services by households in the seven CRAs in Martin County compared to the overall national average. The Spending Potential Index (SPI) represents the amount spent in the area relative to the national average of 100. This is a useful representation of spending power in the community.

	Golden Gate	Hobe Sound	Indian-town	Jensen Beach	Old Palm City	Port Salerno	Rio
Apparel & Services:	79	91	74	73	106	76	76
Entertainment/Recreation:	68	80	57	81	105	76	85
Food at Home:	77	97	73	79	106	79	85
Food Away from Home:	76	98	75	76	109	76	79
Health Care:	61	104	75	87	103	78	92
HH Furnishings & Equipment:	68	95	73	78	107	75	81
Personal Care Products & Services:	72	96	75	81	107	77	81

(Source: 2017 ESRI Inc.)

Market Potential

Market Demand (and associated development capacity) is identified through the analysis of existing conditions, and evaluates growth based on normal economic conditions, many of which the County and CRA have little direct influence over. Market demand evaluates the current need for additional office space, the amount of additional retail and commercial space that the market could support, and the additional residential units that will be necessary to accommodate population growth.

Market Potential is the estimation of development capacity that may become available through the convergence of brand strength, regulatory efficiency, financial feasibility and developer execution. Market potential analysis evaluates migration trends and mobility rates; i.e. how many households move into an area, and how many move within a market area, and the additional commercial goods and services that those additional units may patronize.

Supply and demand analysis is not sufficient in an urban setting, or in an area that seeks more urban development. At the county level, new units must respond to demand and projected increases in households. At the local level however, especially at full stabilization, there is no increase in population if no units are to be built. Supply can create its own demand, but “they will come” only works if units are matched to the households that make up the potential market.

The bottom line however, is that market demand analysis looks at the past, while market potential looks to the future. For the Martin County CRA areas, RMA believes that it is not the quantity of market demand that is important; rather, it is the quality of market potential. The difference between economic development and redevelopment is that economic development serves and capitalizes on the market while redevelopment changes the market or creates a new one. Redevelopment is about realizing market potential, and Martin County CRA’s have significant potential.

SUPPORTABLE SQUARE FEET	Golden Gate	Hobe Sound	Indiantown	Jensen Beach	Old Palm City	Port Salerno	Rio	Martin County
Furniture & Home Furnishings Stores	2,016	5,093	4,716	217	809	2,092	2,793	-
Home Furnishings Stores	553	1,401	1,401	66	-	2,278	617	-
Bldg Material & Supplies Dealers	409	-	4,999	343	-	-	5,472	-
Food & Beverage Stores	-	-	-	-	-	-	14,016	-
Grocery Stores	-	-	-	1,000	-	46	13,976	-
Specialty Food Stores	-	1,520	1,366	62	500	758	-	16,900
Beer, Wine & Liquor Stores	-	-	802	-	-	1,742	604	3,014
Health & Personal Care Stores	14,396	42,959	-	1,739	7,271	29,265	27,486	438,222
Clothing & Clothing Accessories	2,834	6,764	11,211	498	6,291	6,035	7,745	-
Clothing Stores	1,771	6,088	7,772	343	4,070	1,277	5,319	-
Shoe Stores	827	1,747	1,655	71	1,020	-	1,112	1,577
Sporting Goods, Hobby, Book & Music Stores	561	-	4,567	-	2,848	133	1,646	-
General Merchandise Stores	3,489	27,941	29,557	1,660	22,496	20,486	26,192	297,395
Department Stores Excluding Leased Depts.	12,204	29,672	26,612	1,203	16,501	7,672	18,862	121,224
Miscellaneous Store Retailers	-	1,074	5,548	-	1,249	178	3,482	30,086
Florists	79	307	-	13	-	847	119	4,931
Office Supplies, Stationery & Gift Stores	496	733	1,117	52	697	246	481	-
Used Merchandise Stores	-	2,536	733	-	692	701	811	7,069
Food Services & Drinking Places	3,031	-	2,567	-	4,460	162	350	-
Special Food Services	-	237	203	10	137	155	386	6,355
Drinking Places - Alcoholic Beverages	428	13,139	903	-	628	-	-	31,763
Restaurants/Other Eating Places	2,889	-	1,460	-	3,695	-	382	-
Total Supportable Retail Square Feet	42,008	228,735	239,659	11,064	149,225	83,852	194,921	1,452,518
Total Supportable Restaurant Square Feet	6,348	13,376	5,134	10	8,920	317	1,117	38,118
Total Supportable Square Feet	48,357	119,684	115,262	6,266	78,486	82,872	103,540	996,337

(Source: RMA/2017 ESRI Inc.)