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# CITY OF SEBASTIAN, FL **EXISTING CONDITIONS & BASELINE EVALUATION**

*Prepared for: City of Sebastian Community Redevelopment Agency  
Prepared by: GAI Consultants, Inc.*



An aerial photograph of a coastal area featuring a long bridge spanning across a body of water. The bridge has several piers and a curved section on the right side. The water is a vibrant turquoise color, and there are several small, green, forested islands scattered throughout the scene. The sky is filled with soft, white clouds. The overall scene is bright and scenic.

# EXISTING CONDITIONS & BASELINE EVALUATION

# 01

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# SEBASTIAN CRA HISTORY

The City of Sebastian (“City”) is a coastal community located on the western shore of the Indian River in Northern Indian River County. The City is accessible by U.S. Highway-1, Interstate 95, and County Roads (“CR”) 512 and 510, and is within minutes of Sebastian Inlet State Park, Pelican Island National Wildlife Refuge, and beautiful east coast beaches.

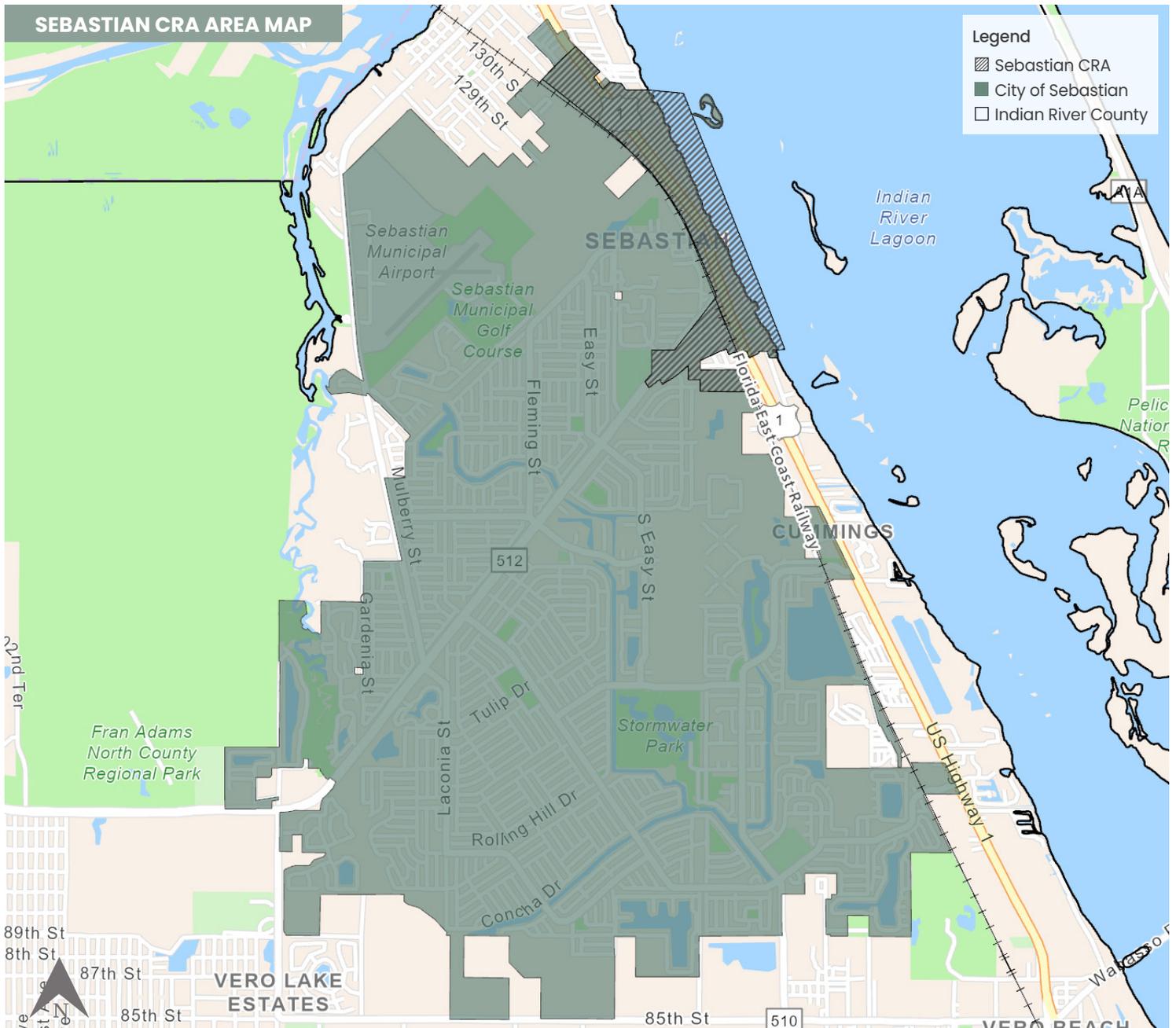
The City is about 14.8 square miles and is bordered by the Indian River to the east, the St. Sebastian River State Park Preserve to the west,

and surrounded by unincorporated Indian River County. The City has natural charm—boasting many parks, several scenic and wildlife areas, and small town character.

The City recognized significant areas of the downtown that were in need of redevelopment and dedicated investment. In 1995, the City completed a study to identify and delineate the boundaries of the redevelopment area; this resulted in the City forming the Sebastian Community Redevelopment Agency (“Sebastian CRA”) under

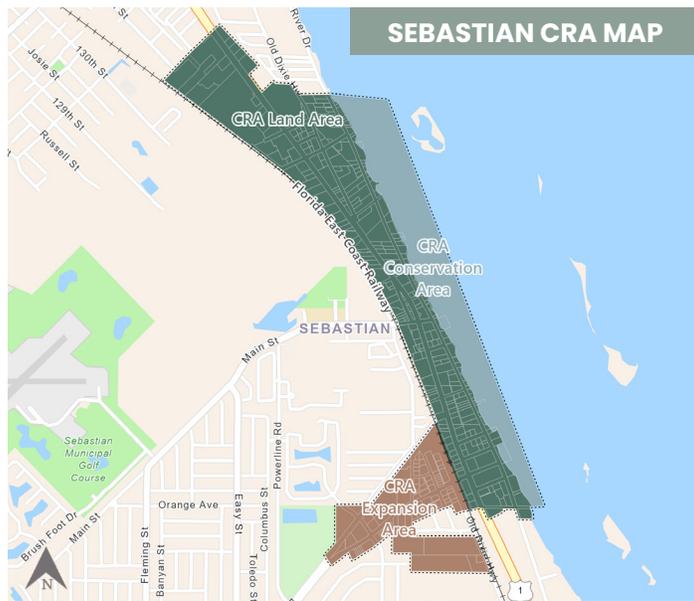
Chapter 163, Part III, Florida Statutes. The goal of this effort is to establish a **coherent community vision** and encourage **reinvestment** and **redevelopment** throughout the Sebastian CRA.

The Sebastian CRA is contained in the City’s municipal limits within Indian River County, Florida (“County”) and is known as a **small waterfront fishing community**. The adjacent map illustrates the location of the Sebastian CRA in relation to the City of Sebastian and Indian River County.



The Sebastian CRA totals 398 land acres and 189 acres of conservation adjacent to or within the Indian River Lagoon, as illustrated in the map below.

The 2010 Sebastian CRA Master Plan contained incorrect acreage and boundary maps that have since been corrected through a GIS mapping exercise in 2019 to align information received by the Indian River County Property Appraiser's office. The 2019 GIS mapping exercise correctly identifies the acreage of the expansion area, referred to as "Triangle Area", as 95 acres; the portion of the CRA adjacent to or within the Indian River as 189 acres; and the net total of acreage of the CRA as 398 land acres.



The Sebastian CRA is generally bound by the Indian River to the east, the Florida East Coast ("FEC") Railway to the west, and the extent of the City limits to the north and south. Whereas, the Sebastian CRA Expansion Area is generally bound by the FEC Railway to the east, CR 512 to the north, and Sebastian CRA boundary to the west and south.

U.S. Highway-1 is the Sebastian CRA's primary north-south 4-lane principal arterial connection, and Sebastian Boulevard is its primary east-west 4-lane principal arterial connection. Indian River Drive provides an additional north-south coastline connection, with Main Street acting as an east-west minor arterial connection. Buses access the Sebastian CRA via U.S. Highway-1; whereas, boats access the Sebastian CRA via the dock in Riverview Park and public boat ramps along the Indian River.

Generally, Community Redevelopment Agencies have three primary benefits in promoting redevelopment, such as the following:

1. A master planning approach and implementation strategy for the overall Sebastian CRA;

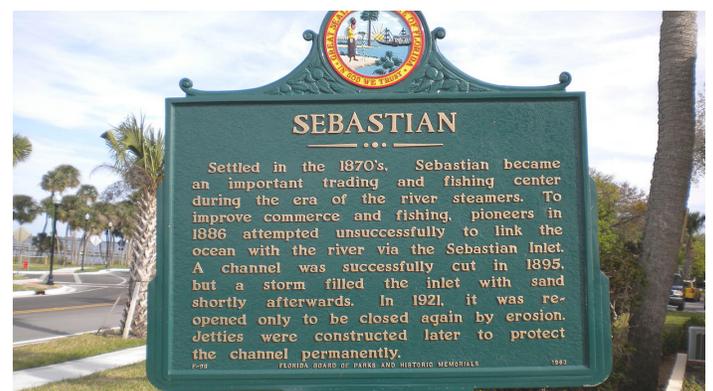
2. Tax Increment Financing ("TIF"), which diverts future property tax revenues from Indian River County and the City of Sebastian to a trust fund specifically intended for redevelopment projects and programs; and
3. Increased eligibility for federal and state grants that can be used for infrastructure improvements, business development, and priority acquisition.

Originally adopted on March 22, 1995 (under Resolution R-95-17), the City of Sebastian's Community Redevelopment Master Plan ("Sebastian CRA Master Plan") organized the Sebastian CRA's vision and implementation strategy. Since then, the Sebastian CRA Master Plan has been updated two more times: (1) on December 10, 2003 (under Resolution R-03-51) to expand the Sebastian CRA area to include the adjacent 95-acre Sebastian Boulevard Triangle Area; and (2) on October 13, 2010 (under Resolution R-10-40) to update its recommendations and capital improvement schedule.

Despite these updates, the 2010 Sebastian CRA Master Plan documents that land use data and maps are outdated, specifically stating, "Due to the limited scope of this (2010 Master Plan) update, data and analysis for the Plan was not generally updated, except where specifically related to the updated capital improvements program. Additionally, it should be noted that several of the plan maps include outdated street names." (2010 Sebastian CRA Master Plan, pg. 1)

As a result, there is a necessity to update the City of Sebastian's CRA Master Plan. This update will help further the vision and aid the City in identifying sustainable strategies and opportunities for the future of its core urban area. This update will also help promote a diverse economy and implement economic strategies that will assist the City in defining markets, designing infrastructure projects that address growth and climate change, and capturing the City's essence in a comprehensive design.

Currently, the Sebastian CRA sunsets on September 30, 2039, unless the City approves its continued existence by a majority vote of the members of the governing body.



# CONCEPTUAL PLANNING DISTRICTS

The Sebastian CRA is divided into five conceptual planning districts used exclusively for categorizing recommendations, these planning districts are defined in the following district descriptions and illustrated in the adjacent map.



## Park District

The Park District is known as the “heart” of the Sebastian CRA. The district is bound by the City limits to the south, Indian River Lagoon to the east, Main Street to the north, and U.S. Highway 1 to the west. The Park District defines the character of the Sebastian CRA and encompasses Riverview Park, Main Street Boat Ramp, Old Town Sebastian Historic District, Sebastian Yacht Club, and Indian River Drive filled with many local waterfront restaurants, retail, and businesses.



## Sebastian Boulevard Mixed-Use District

The Sebastian Boulevard Mixed-Use District encompasses the Sebastian Boulevard Triangle Area and is part of the Sebastian CRA expansion area. The district is bound by major thoroughfares, including FEC Railway to the east, and is split between Sebastian Boulevard to the north and the south. This Sebastian Boulevard Mixed-Use District has a mix of uses, such as industrial, general commercial, public service, and residential.



## U.S.-1 Commercial District

The U.S.-1 Commercial District is characterized by large-scale auto-oriented development. The district is bounded by FEC Railway to the west, the Sebastian CRA boundary to the north, North Central Avenue and U.S. Highway-1 to the east, and the City limits to the south. The U.S.-1 Commercial District comprises the Main Street Historic District, as well as many auto parts stores, big box development, drive-through restaurants, and other linear strip development common on arterial highways.



## Riverfront District

The Riverfront District extends along the Indian River Lagoon to the east, and is enclosed by Main Street to the south, the City Limits to the north, and North Central Avenue and U.S. Highway 1 to the west. The Riverfront District also helps define the character of the Sebastian CRA, as it encompasses Indian River Drive filled with many local riverfront and over-the-river restaurant and retail establishments.



## Sebastian Boulevard South District

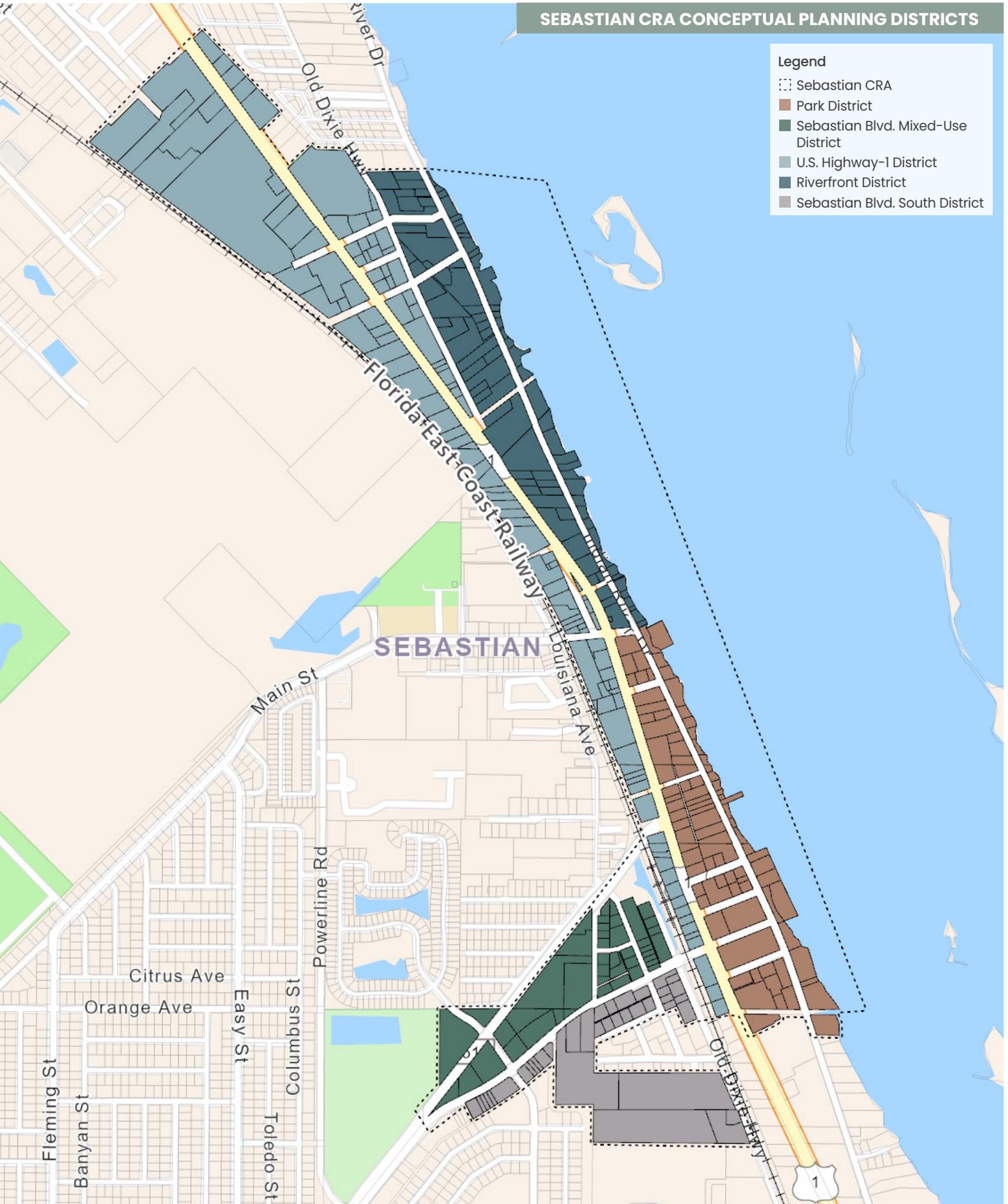
The Sebastian Boulevard South District is part of the Sebastian CRA expansion area, and is bound by Sebastian Boulevard eastbound to the north, Old Dixie Highway and the FEC Railway to the east, and the City limits to the south. The Sebastian Boulevard South District resembles a horseshoe-shaped boundary around the City limits, and encompasses light industrial uses such as warehouses, equipment suppliers and rentals, and automotive repair and storage.



# SEBASTIAN CRA CONCEPTUAL PLANNING DISTRICTS

**Legend**

- Sebastian CRA
- Park District
- Sebastian Blvd. Mixed-Use District
- U.S. Highway-1 District
- Riverfront District
- Sebastian Blvd. South District



# PRIOR DATA AND ANALYSIS REPORTS

## MAJOR OBSERVATIONS

The prior data and analysis reports identified by the Sebastian CRA and reviewed for this existing conditions and baseline evaluation included the following:

### 2010 SEBASTIAN CRA MASTER PLAN

The purpose of updating the Sebastian CRA Master Plan in 2010 was to reevaluate its recommendations and capital improvement schedule. The 2010 Sebastian CRA Master Plan helped serve as a guide for effective redevelopment and enhancement of the redevelopment area.

### SEBASTIAN CRA MARKET ANALYSIS, 2018

The analysis provides a trade area review for the City and the Sebastian CRA study area. The assessment includes a collection of demographic and lifestyle data, retail spending, existing conditions review, real estate and housing market info, and consumer trends organized by their respective influence on one of the five key drivers of economic development.

### 2040 SEBASTIAN COMPREHENSIVE PLAN

This plan, adopted on June 23, 2021, incorporated an assessment of the City's existing Comprehensive Plan; an analysis of existing conditions; a series of community meetings; input from City of Sebastian Departments/staff; and work sessions with both the Planning Commission and the City Council. This plan provides a long-term approach to the City's Vision based on a more realistic analysis of the City's carrying and development capacities.

### RIVERFRONT DISTRICT DRAINAGE STUDY, 2014

This study identifies two main drainage deficiency areas (Central Avenue and Davis Street and the Presidential Streets) and other capital stormwater projects (along Indian River and the CavCorp Parking lot) through existing drainage outfall assessment. The document also outlines a series of best management practices to remediate these issues.

### RIVERFRONT PARKING STUDY, 2011

This report evaluates four 'zones' in the CRA area for parking sufficiency. The study found that there is a 'geographical mismatch' in underutilized parking and popular destinations as well as a lack of safety, accessibility, and wayfinding to existing parking areas.

In addition to these studies, the Sebastian CRA Annual Activity Reports (2016-2021), Public Input Open House (2018) feedback, and other related documents were utilized in this evaluation.

### HISTORICAL ECONOMIC TRENDS

The 2010 Sebastian CRA Master Plan conducted an economic analysis of the Sebastian Market Area, which is composed of the City of Sebastian and nearby unincorporated areas. The analysis revealed that the Sebastian CRA has historically experienced increases in property values; this indicates the area is positively perceived by the overall market, with increases in demand for single family residential units, and space availability to annually support new commercial space.

The analysis also indicated that higher value single-family attached (townhouse) development should be encouraged for the Sebastian Boulevard Triangle Area to create land values substantially greater than under the existing industrial zoning, as well as indicating that office development and hospitality uses will not likely play a significant role in redevelopment.

In 2018, the Sebastian CRA Market Analysis concluded that the retail sector showed the highest potential and most activity of all major real estate sectors within the Sebastian CRA. Subsequently, branding the Sebastian CRA and enhancing the residential market will help drive this potential for increased retail activity, as well as other commercial uses. The market analysis also revealed five key drives for economic development, including: land, labor, markets, capital and regulation.

In addition, the market analysis identified the City as featuring a diverse and healthy workforce centered around the services, retail, construction, finance, insurance and real estate industries. Lastly, the analysis identified the following incentives put forth by the Sebastian CRA to promote economic development; these included a facade, sign, and landscaping grant program, and a septic-to-sewer grant program.

All of these findings, as well as the financial feasibility highlighted below, helped shape the past 2010 Sebastian CRA Master Plan priorities and recommendations.

### FINANCIAL FEASIBILITY

A significant benefit of the Sebastian CRA is the ability to manage future incremental ad valorem tax revenues within the redevelopment area from both County and City sources.

# SEBASTIAN CRA PRIORITIES

The major funding source for the Sebastian CRA is Tax increment Financing (“TIF”) revenues. TIF revenues are the increase in ad valorem tax attributed to the increase in the assessed property value over a set ‘base year’ for the redevelopment area. The government jurisdictions remitting TIF revenues to the Sebastian CRA are the City and County. TIF revenues can also be combined with other funding sources such as grants to help finance initial projects prioritized by the Redevelopment Plan.

After the establishment of the Sebastian CRA in 1995, the City established the Redevelopment Trust Fund and the base year for tax increment revenues. The boundary was later expanded to include the adjacent Sebastian Boulevard Triangle area in 2003, establishing a new base year for this area of the Sebastian CRA.

The tables below illustrate the total taxable value and tax increment collected within the Sebastian CRA over the last 10 years, as well as the past year-end statements for fiscal years 2018 to 2021, highlighting specifically the Sebastian CRA fund beginning and end balances.

## SEBASTIAN CRA HISTORIC TAXABLE VALUE

Fiscal Year	Taxable Value (\$, 000s)	Base Year Value (\$, 000s)	Tax Increment Value (\$, 000s)	% Change in Tax Increment Value
2012	83,558	41,562	41,996	-14.24%
2013	82,753	41,562	41,191	-1.92%
2014	82,599	41,562	41,037	-0.38%
2015	84,940	41,562	43,378	5.70%
2016	91,018	41,562	49,456	14.01%
2017	91,875	41,562	50,313	1.73%
2018	97,801	41,562	56,239	11.78%
2019	102,731	41,562	61,169	8.77%
2020	106,989	41,562	65,427	6.96%
2021	113,478	41,562	71,916	9.92%

Source: Sebastian Riverfront Community Redevelopment Agency 2021 Annual Report.

## SEBASTIAN CRA HISTORIC TAXABLE VALUE

Year-End	Revenues	Expenditures	Net Position	Fund Balance (Begin)	Fund Balance (Ending)
09/2018	\$ 413,147	\$ 240,474	\$ 172,673	\$ 540,748	\$ 423,926
09/2019	437,317	396,239	41,078	423,814	374,104
09/2020	444,322	301,894	142,428	374,014	478,660
09/2021	495,138	258,249	236,889	478,660	541,244

Source: Sebastian Riverfront Community Redevelopment Agency 2021 Annual Report.

The priorities outlined in the 2010 Sebastian CRA Master Plan were guided by the input from multiple groups, including the Sebastian CRA Board, Treasure Coast Regional Planning Council, and those who reside, work, and play within the Sebastian CRA.

Major priorities identified by the public at large, which have remained a major focus based on project progress within the Sebastian CRA, include:

- 1 Preserving the Historic Character and ‘Old Town’ Feel.
- 2 Enhancing the Waterfront as a Resource.
- 3 Maintaining Low Residential Density and Building Heights.
- 4 Encouraging Mixed-Use Development.
- 5 Creating Complete Streets to Ease Congestion and Improve Linkages.
- 6 Improving Existing and Creating New Recreational Opportunities.
- 7 Developing a Marketable Identity for the Overall Sebastian CRA Area.

Some of these priorities were organized by conceptual planning districts and others relate to the entire Sebastian CRA.

Additionally, this input helped form the Sebastian CRA’s major themes and subsequent capital projects, as detailed within the following pages.

# SEBASTIAN CRA **MAJOR THEMES**

The **major themes**, identified below, are to be used as a planning framework for the Sebastian CRA to help enhance the character of the downtown and to embrace opportunities that exist within the CRA redevelopment area. There are four overarching themes which embody the Sebastian CRA's 12 guiding principles previously identified within the 2010 Sebastian CRA Master Plan; these major themes include the following:

## WATERFRONT, PARKS & OPEN SPACE

The 2010 Sebastian CRA Master Plan states that the community supports efforts to enhance the Sebastian CRA's waterfront to preserve and enhance the City's history as a fishing village, contribute to the desired design theme, and make use of the waterfront resource to maximize economic development.

Open space enhancement projects along the water and restoring waterfront properties for new uses were contemplated within the 2010 Sebastian CRA Master Plan.

In addition, the Sebastian CRA closely identifies with its waterfront, occupying over 47% of its total acreage. The Sebastian CRA has prioritized access and preservation of its waterfront, as it is vital to the area's economic success.

In 2018, the consensus of community members and key stakeholders was to focus on river views and access, a waterfront pedestrian experience, and open public spaces. Specifically, the "Working Waterfront" initiative has been a high priority of the City and Sebastian CRA to promote economic revitalization along the Indian River coast. Subsequently, these

efforts have continued to bring activity and regeneration to the Sebastian shoreline.

The 2010 Sebastian CRA Master Plan also discussed stakeholders' support for the creation of additional parkland within the Sebastian CRA, including the enhancement of existing facilities. More specifically, Riverview Park is an example of the potential for park revitalization and economic activity in the surrounding vicinity.

A Riverview Park Master Plan was developed in 2019 to diversify its current uses and implement best management practices moving forward.

The Sebastian CRA seeks to generate more engagement with its open space by creating connectivity between greenspaces through implementation of a pedestrian pathway system, greenway connectors, and bicycle paths that may provide for future recreation enhancement opportunities. The CRA also seeks to enhance its recreational piers, waterfront boat ramp access, and smaller opportunistic waterfront parks, especially within the Park District.

## GUIDING PRINCIPLES

- Land Use
- Land Development Regulations
- Architectural Style
- Waterfront/Historic Preservation
- Banding/Promotion
- Vehicular Traffic and Circulation
- Parking
- Riverfront
- Tax Base



Photo Courtesy of Marinas.com

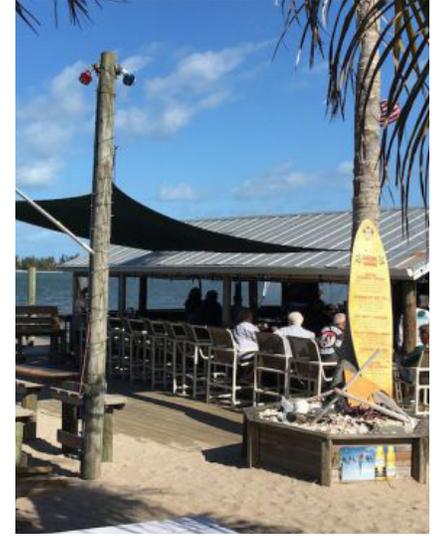
## COMMUNITY CHARACTER

Promoting the community character as “Old Florida Fishing Village” and the Sebastian CRA as a destination has been major priorities within the Sebastian CRA since adoption. In doing so, the Sebastian CRA has prioritized creating a unique brand through signage, wayfinding, and advertising.

In addition, the Sebastian CRA has prioritized enhancing existing recreation land in the area through use of appropriate urban design for parks and open spaces, increasing pedestrian connectivity and walkways, and preserving the character of the existing Sebastian CRA neighborhoods through proper landscaping, lighting, and signage. All of these practices have helped create and define the Sebastian CRA’s community character.

### GUIDING PRINCIPLES

- Land Use
- Architectural Style
- Historic Preservation
- Branding/Promotion
- Parks and Open Space
- Neighborhoods
- Tax Base



## TRANSPORTATION AND PARKING

The Land Development Code was updated under Ordinance No. O-10-05 in an effort to encourage public parking use in high-demand/low-supply areas. The “payment in lieu of parking” program permits the use of City parking areas adjacent to commercial property to satisfy zoning requirements. The Sebastian CRA envisions increasing public parking in the Downtown, and establishing on-street parking and streetscapes adjacent to recreation areas.

Additionally, the CRA is prioritizing pedestrian connectivity and accessibility in order to link west Sebastian to the waterfront by creating a more pedestrian- and bicycle-friendly streetscape environment and providing visual linkages between the riverfront and U.S. Highway 1.

### GUIDING PRINCIPLES

- Land Development Regulations
- Vehicular Traffic and Circulation
- Parking
- Tax Base



## DRAINAGE AND UTILITY INFRASTRUCTURE

The stormwater facilities and water utility infrastructure require upgrades within the Sebastian CRA, especially when expecting new demands from residential, commercial, and mixed-use development.

A Riverfront Drainage Study performed in 2014 identified a list of stormwater improvement areas within the Sebastian CRA; these included drainage improvements to Indiana River, Presidential Street, Coolidge Street, Central Avenue/Davis Street, and the CavCorp parking lot. These stormwater facility improvements were completed in 2017 through the implementation of baffle boxes at major outfall locations. In addition, the Sebastian CRA continues plans to address other infrastructure needs relative to septic-to-sewer conversion within the redevelopment area.

### GUIDING PRINCIPLES

- Land Use
- Land Development Regulations
- Neighborhoods
- Infrastructure
- Tax Base



# CONCEPTUAL PLANNING DISTRICTS' PRIORITIES

As previously noted, some of the major priorities outlined in the 2010 Sebastian CRA Master Plan, which have remained a major focus within the Sebastian CRA, are organized by conceptual planning districts and detailed below.



## Park District

### SHORT-TERM PRIORITIES

Roadway improvements, streetscape, and boat ramp parking for all roads within the immediate vicinity of Riverview Park.

Upgrades and renovations to Riverview Park, specifically expanding the park to include picnic pavilions, a participatory fountain, and a new parking lot; as well as new recreational piers, band shell, and restroom facilities.

Reconfigure Harrison Street, including vacating the eastern half of the road right-of-way.

Pedestrian connections via a mid-block pedestrian/vehicular "spine" network throughout the district and specifically to Sebastian Square to improve circulation.

### LONG-TERM PRIORITIES

Encourage commercial infill development adjacent to Riverview Park, as well as other large-scale redevelopment initiatives in the district.



## Sebastian Blvd. Mixed-Use District

### SHORT-TERM PRIORITIES

Creation of mixed-use commercial areas and single-family attached (townhouse) uses throughout the district, with pedestrian and visual connections between the uses.

Realignment of property boundaries to create more usable parcel configurations.

Adding a streetscaped gateway at the Sebastian Boulevard east and westbound split, and at Sebastian Boulevard westbound and U.S.-1.

Modification of the existing lake in order to create a park.

### LONG-TERM PRIORITIES

Streetscaping on Sebastian Boulevard to include large shade trees, 10-foot-wide pedestrian/bikeway, installation of roadway streetlights, specialty paving at key intersections, a 25-foot-wide proposed parkway zone, and pedestrian and vehicular connections adjacent to residential uses.

Create a connection to South Wimbrow Drive by incorporating a traffic roundabout and focal point.



## U.S.-1 Commercial District

### SHORT-TERM PRIORITIES

Streetscape improvements along U.S.-1, such as median enhancements, decorative pedestrian-scale lighting, and bury existing utility lines.

Support new infill commercial development to complement improvements to Riverview Park and provide a linkage to the riverfront.

Development of a stormwater park on the west side of U.S.-1 to accommodate installation of drainage improvements in the Downtown.

Gateway improvements at the northern and southern entrance to the City along U.S.-1.

### LONG-TERM PRIORITIES

Provide additional funding to install additional enhancements features (mature landscaping, street furniture, delineated pedestrian crosswalks, wayfinding system, etc.) along U.S.-1, following the already completed Florida Department of Transportation (FDOT) U.S.-1 streetscape improvements.



## Riverfront District

### SHORT-TERM PRIORITIES

Urban design considerations that are complementary to projects completed in the Park District.

Installation of picnic tables, covered seating areas, wildlife observation areas, and “pocket parks” along the east side of Indian River Drive.

Pedestrian kiosks with information pertaining to upcoming events, local businesses, and recreation opportunities.

Pedestrian-scale lighting along the sidewalk to support evening use of recreation facilities.

### LONG-TERM PRIORITIES

Improvements to overall walkability via installation of a grade-separated bicycle and pedestrian path with a vegetative buffer between the path and the roadway.

Continuous shade along pedestrian paths by installing tree canopies with mature vegetation.



## Sebastian Blvd. South District

### SHORT-TERM PRIORITIES

Developing more residential properties and creating a buffer between the housing products and industrial/commercial uses.

Continuing to support light industrial land use and heavy commercial uses such as automotive repair, and warehousing and storage facilities.

This district will be buffered from the Sebastian Boulevard Mixed-Use District with adequate setbacks and vegetative landscaping.

No other significant urban design changes are recommended.



# PAST AND PROPOSED CAPITAL PROJECTS & PROGRAMS

The Sebastian CRA's past and proposed **capital improvement projects** and **programs**, outlined within the 2010 Sebastian CRA Master Plan and re-evaluated for this assessment, are detailed within the following pages. Project name, project description, project state and completion date, and project cost, are included where data is available.

## CAPITAL IMPROVEMENT PROJECTS

Project	Description	Date	Cost
Riverview Park Renovation	Boat dock, landscaping, and shoreline stabilization.	2001	-
Riverview Park Renovation Master Plan	Created master plan. Completed conceptual design and tree preservation plan (2019); Constructed sidewalks (2020); irrigation and landscaping (2021).	2019–Ongoing	2019 - \$19,704.50 2020 - \$78,622.00 2021 - \$40,714.00
Sign Master Plan	Design RFP (2019); bid selection and vendor design work (2020); installation (2021).	2019–2021	2019 - \$31,905.00 2020 - \$13,448.00 2021 - 61,608.00
Yacht Club Improvements	Completed pier installation.	2018	-
Flagpole Project	Enhanced the view at the western entrance to the CRA area.	2018	-
CavCorp Boat Parking	Paving, drainage, and lighting renovation.	2016	-
<b>Waterfront/Street Maintenance &amp; Improvements:</b>			
	General maintenance & improvements.	Ongoing	2019 - \$157,844.00 2020 - \$124,774.00 2021 - \$111,516.00
<i>Jackson Street Renovation</i>	<i>Completed extension, sidewalk, and street light installation.</i>	<i>2004</i>	<i>-</i>
<i>Indian River Drive/Main Street Intersection</i>	<i>Completed construction.</i>	<i>2018</i>	<i>-</i>
<i>N. Central Ave Sidewalk</i>	<i>Completed pedestrian walking trail connection from US Hwy 1 to Indian River Drive.</i>	<i>2021</i>	<i>2021 - \$169,480.00</i>
<b>The Working Waterfront Project, AKA "Fisherman's Landing":</b>			
<i>Property Acquisition and Revitalization Funding</i>	<i>Property acquisition and revitalization funding.</i>	<i>2019–Ongoing</i>	<i>2019 - \$43,785.85 2020 - \$4,216.90 2021 - \$4,302.00</i>
<i>Waterfront Conservation Land Funding</i>	<i>Waterfront conservation land funding.</i>	<i>-</i>	<i>-</i>
<i>Waterfront Parking and Shoreline Improvements</i>	<i>Waterfront parking and shoreline improvements.</i>	<i>2019–Ongoing</i>	<i>2020 - \$1,743.93 2021 - \$510,553.00</i>

Sources: 2010 Sebastian Community Redevelopment Master Plan; Sebastian CRA Annual Activity Reports 2016–2021.

## CAPITAL IMPROVEMENT PROGRAMS

Program	Description	Date	Cost
Special Event Funding	Provide support annually to festivities like Clam Bake festival, Fine Art Festival, concerts in the park, and the Pelican Island celebration; provide Christmas/holiday decoration funding.	2000–Ongoing	2019 - \$43,460.00 2020 - \$41,210.00 2021- \$32,125.00
Façade, Sign and Landscaping Matching Grant Program	\$40,000 total funds available.	2017–Ongoing	2017 - \$15,000 2018 - \$19,676.03 2021 - \$5,323.25
Public Education/Awareness Funding	Contributed \$20,000 to a film production about the story of Pelican Island; constructed information boards at Riverview Park and at the Main Street Boat Ramp Park.	2018	-
Septic to Sewer Connection Grant Program (SSP)	Provide grants to property owners to cover cost to remove a septic tank system and connect to the County sanitary sewer system.	2017–Ongoing	2017 - \$60,000 2018 - \$45,000 2019 - \$111,244.75 2020 - \$26,591.00 2021 - \$16,190.00
Parking-in-lieu Program	Established parking within right-of-way of business district.	2005	-
Business Assistance Program	FSL Grants S2S Grants	2019–Ongoing	2019 - \$111,244.75 2020 - \$63,847.00 2021 - \$37,703.25

Sources: 2010 Sebastian Community Redevelopment Master Plan; Sebastian CRA Annual Activity Reports 2016–2021.

## OTHER PROJECTS AND PROGRAMS

Program	Description	Date
Indian River Drive Improvements	Crosswalks, resurfacing, sidewalks.	2019
Housing Rehab Program	CDBG 5-Year Plan for low-income residents and N. Ave sidewalk replacement.	2019–Ongoing
U.S. Hwy-1 Corridor Improvements	Study conducted.	2019

Sources: 2010 Sebastian Community Redevelopment Master Plan; Sebastian CRA Annual Activity Reports 2016–2021. Note: These projects and programs are not funded by the CRA.

The 2010 Sebastian CRA Master Plan recommended creating the following programs:

### BUSINESS ASSISTANCE PROGRAMS

- CRA Commercial Façade Improvements Program.
- Local Business Expansion Program.
- Historic Building Rehabilitation Program.

- Development Liaison/ Expedited Permitting Program (Implemented).
- Facility Location Program.
- Commercial Code Compliance Program.

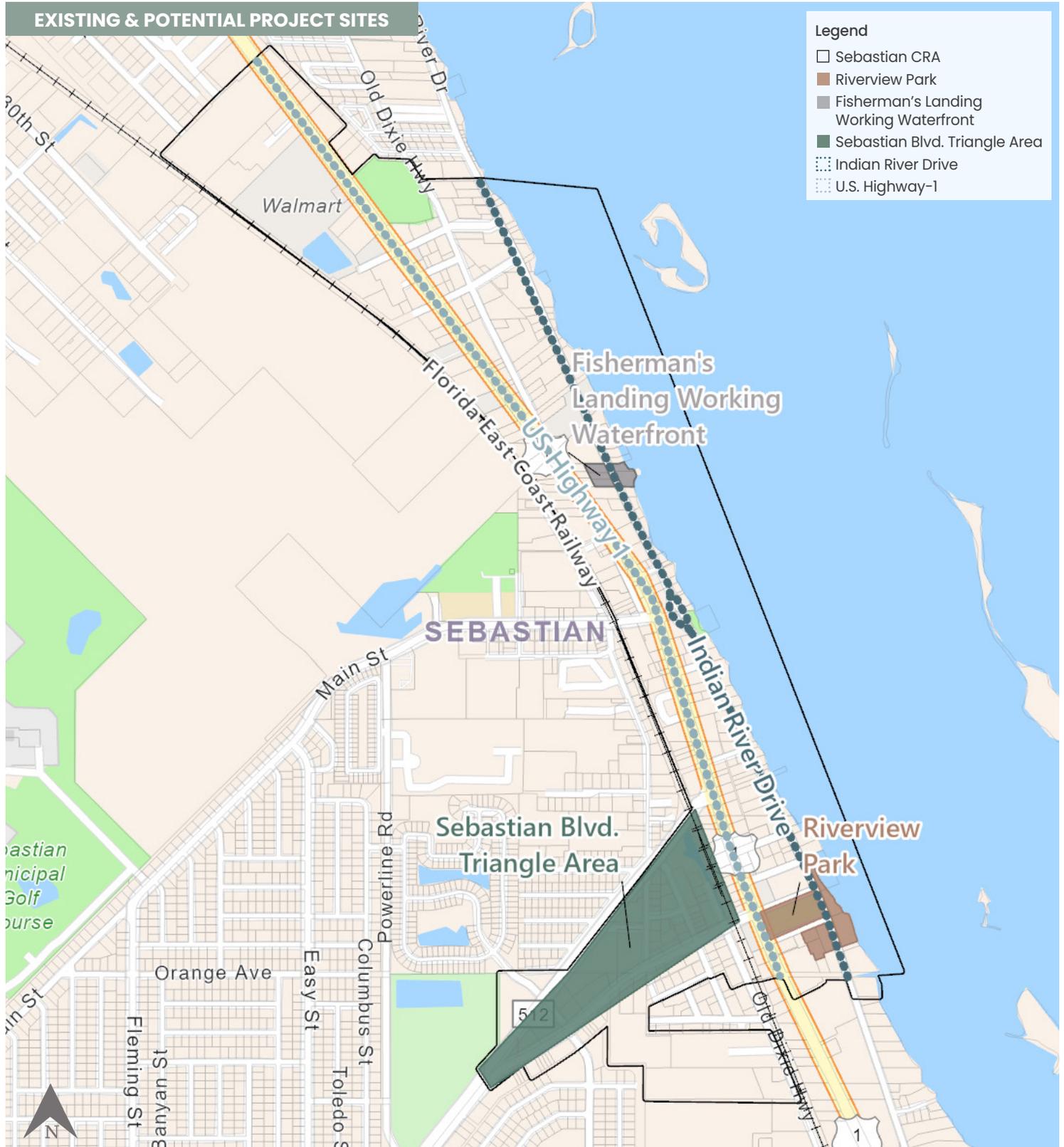
### GENERAL PROGRAMS

- Main Street Program.
- Downtown Marketing Program.

- Advertising I-95.
- Neighborhood Infill Program.
- District Branding.
- Waterfront Programs.
- Façade, Signage and Landscaping (FSL) Grant Program (Implemented).

# EXISTING & POTENTIAL PROJECT SITES WITHIN THE SEBASTIAN CRA

The 2010 Sebastian CRA Master Plan identifies five **existing** and **potential project opportunity sites** that could be ripe for redevelopment and reinvestment in the Sebastian CRA area. These potential project opportunity sites include: (1) Riverview Park; (2) Fisherman's Landing Working Waterfront; (3) Sebastian Blvd. Triangle Area; (4) Indian River Drive; and (5) U.S. Highway-1, as illustrated in the following map.



## 1 | RIVERVIEW PARK

The 2010 Sebastian CRA Master Plan views Riverview Park as an attraction for the southern area of the Sebastian CRA. Since then, a Riverview Park Complex Master Plan was developed, which identified park improvements in three phases. The phases include: (1) developing a streetscape, event center, lawn space, trail, and memorial garden; (2) expanding the boardwalk; and (3) developing a comprehensive landscaping and tree succession plan. The master plan concept for Riverview Park has begun and can expect continued improvements. Some of the master plan-related activities that have been completed include mapping of the park's trees, sidewalks, parking, and event areas, which was completed in 2018; conceptual park design and canopy tree preservation plan, which was completed in 2019; construction of sidewalks consistent with the master plan in 2020; and installation of irrigation and landscaping at the park in 2021.

## 2 | FISHERMAN'S LANDING WORKING WATERFRONT

The "Working Waterfront" initiative has been a high priority of the City and Sebastian CRA to promote economic revitalization along the Indian River coast, and has subsequently initiated a series of projects.

In early 2009, City staff began discussions about the revival of a "Working Waterfront" area along the Indian River Lagoon in Sebastian as part of the City's "Fishing Village" heritage. There were two parcels of land with buildings for sale that were considered perfect for this venture. At the same time, a local, non-profit fishermen's group, Fisherman's Landing Inc, filed an application to restore their fishing pier adjacent to the land/buildings proposed by the City. The *vision* of this project was to link several parcels together to educate the public about the commercial fishing heritage of the community through a retail/wholesale seafood house, exhibitions, educational venues and events.

The project, now named "Fisherman's Landing Working Waterfront", comprises a main building, originally known as "Hurricane Harbor", which has been restored to include a large, working wholesale/retail fish market and eatery and a waterfront museum featuring Sebastian's fishing history. This site now serves as a catalyst for new economic activity and a tourist anchor within the Sebastian CRA area.

## 3 | SEBASTIAN BLVD. TRIANGLE AREA

The 2010 Sebastian CRA Master Plan views the Sebastian Boulevard Triangle Area as a prime location for a Downtown gateway and aims to create a mixed-use district by developing new retail space, lake, and park with the gateway entrance. The plan also reflects on the ability of this area to support high-value, single family attached development; this would require rezoning but would substantially increase property values. The Sebastian Boulevard Triangle serves as an important gateway to Downtown Sebastian; the concepts presented within the plan could create a vibrant small-town neighborhood within this area that integrates well into the adjacent residential communities.

## 4 | INDIAN RIVER DRIVE

The previous master plan aims to improve the pedestrian experience through streetscape and pocket parks. To that end, crosswalks, resurfacing, and sidewalks were completed in 2019. More recently, in 2021, completed projects related to improved pedestrian connectivity include a pedestrian walking trail connection from US Hwy 1 to Indian River Drive (aka, Riverside Drive) by constructing a sidewalk on N. Central Ave.

## 5 | U.S. HIGHWAY-1

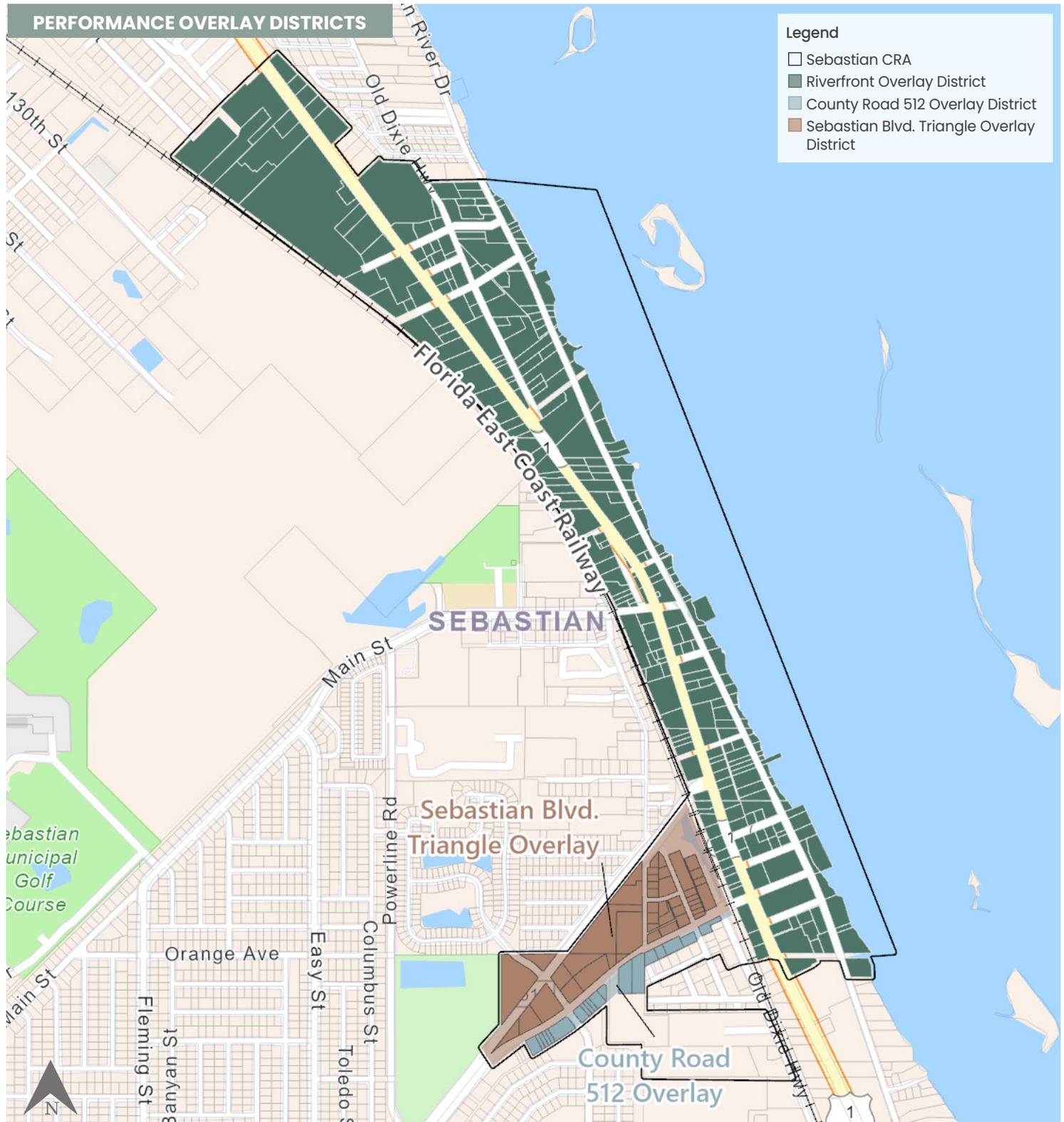
The previous master plan aims to improve activity by developing commercial property and updating the lighting, landscaping, and pedestrian crossings with a gateway entrance. The 2011 Riverfront Parking Study aimed to improve aesthetics of existing on-street parking spaces, and in 2019 a Corridor Enhancement Study was completed for US Hwy 1. Recent efforts to improve activity along US Hwy 1 include collaboration with FDOT on a Complete Streets design.



# EXISTING SEBASTIAN CRA

## PERFORMANCE OVERLAY DESIGN CRITERIA

The Sebastian CRA comprises of three **overlay districts** intended to guide architectural principles, these include: (1) the Riverfront Overlay District, located east of the FEC Railroad; (2) the County Road 512 Overlay District, located in properties abutting CR 512 to the properties west of the FEC Railroad with lot frontage on Sebastian Boulevard; and (3) the Sebastian Boulevard Triangle Overlay District, located north of the divided Sebastian Boulevard and west of the FEC Railroad. The following map illustrates these three overlay districts within the Sebastian CRA.



## RIVERFRONT OVERLAY DISTRICT

The Riverfront Overlay District maintains the “Old Florida Fishing Village” design by encouraging arcades, balconies, and porches. Per the 2010 Sebastian CRA Master Plan and the Sebastian Land Development Code, the design criteria for the Riverfront Overlay District can be summarized as follows:

### REQUIRED

- Consistent detailing on street-facing facades.
- Vista to view adjacent bodies of water.
- Consistently designed accessory structures.
- Whites, earth tones, and subdued gray building colors (via Overlay Districts master color list).
- Follow the Riverfront District Landscape Code.

### ENCOURAGED

- Porches.
- Wood picket/wrought iron fences.
- Landscape buffers.
- Thematic and decorative site lighting.
- Attractive and durable materials for signage that are consistent with the “Old Florida Fishing Village” theme.

### PROHIBITED

- Flat, blank, implicit facades.
- Neon lighting, fiber optics, sound systems, form-following lighting.
- Fluorescent and bright building colors.
- Corporate signature architecture.
- Advertisement buildings/non-compatible style (e.g., “A frame,” bowstring, dome, gambrel, non-symmetrical gable or hip, Quonset, and Polynesian style roofs, garishly colored roofs, translucent architectural elements, igloos, domes or geodesic domes, Quonset style structures, teepees, log cabins, medieval castle, caves).
- Advertising on amenities like benches or facilities.
- “Kitsch” architecture (e.g., pretentious bad taste) in which buildings do not represent a typical structure.
- Art Deco style.
- Materials: Plastic, metal, exposed masonry.
- Roadway style luminaries (fixtures).
- Unscreened visually offensive and/or nuisance elements.

## COUNTY ROAD 512 OVERLAY DISTRICT

The County Road 512 (“CR 512”) Overlay District focuses on achieving a multi-modal, orderly corridor by guiding the landscaping, architecture, and transit. Per the 2010 Sebastian CRA Master Plan and the Sebastian Land Development Code, the design criteria for the CR 512 Overlay District can be summarized as follows:

### REQUIRED

- Consistent detailing on street-facing facades.
- Consistent detailing of shopping centers and the accompanying outparcels.
- White and light neutral colors in the warm range building colors (via Overlay Districts master color list).

### ENCOURAGED

- Shaped and fashioned “wood look” multi-level signs, thematic signage.

### PROHIBITED

- Flat, blank, implicit facades.
- Corporate signature architecture.
- “Kitsch” architecture in which buildings do not represent a typical structure.
- Advertising on amenities like benches or facilities.
- Unscreened visually offensive and/or nuisance elements.
- Non-compatible style (e.g., “A frame,” bowstring, dome, gambrel, non-symmetrical gable or hip, Quonset, and Polynesian style roofs, igloos, domes or geodesic domes, Quonset style structures, teepees, log cabins, western “false fronts”, medieval castles, caves).
- Materials: Plastic, metal, exposed masonry.
- Neon lighting, fiber optics, form-following lighting.

## SEBASTIAN BOULEVARD TRIANGLE OVERLAY DISTRICT

The Sebastian Boulevard Triangle Overlay District intends for a mixed-use district gateway into the City of Sebastian Riverfront District characterized by attractive landscaping, thoughtfully designed buildings, and a multimodal transit system. Per the 2010 Sebastian CRA Master Plan and the Sebastian Land Development Code, the permitted and conditional uses for the Sebastian Boulevard Triangle Overlay District are dependent on the zoning and can be summarized as follows:

### Commercial General (“CG”) Zoning

#### PERMITTED:

Cultural or civic facilities; churches; clubs and lodges; business and professional offices, excluding drive-through facilities; medical services; commercial retail ≤ 20,000 sq. ft.; plant nurseries; restaurants, excluding drive-through facilities; trade and skilled services; hotels and motels; administrative services, public and private; accessory uses to permitted uses; home occupations; all uses permitted in the RM-8 Zoning District.

**CONDITIONAL USES:**

Bars and lounges; commercial retail > 20,000 sq. ft.; business and professional offices with drive-through facilities; farmer’s markets; funeral homes; nursing homes; child care services; utilities, public and private; parks and recreation, public; protective and emergency services, public; restaurants with drive-through facilities; veterinary services; wholesale trades and services; commercial amusements, enclosed; accessory uses to conditional uses; vehicular sales indoors; gasoline sales as part of retail operation; and parking garages.

*Industrial (“IN”) Zoning*

**PERMITTED:**

Business and professional offices, with or without drive-through facilities; commercial retail ≤ 5,000 sq. ft.; commercial amusements, enclosed; plant nurseries; restaurants with or without drive-through facilities; trades and skilled services; wholesale trades and services; veterinary services; clubs and lodges, public and private; administrative services, public and private; accessory watchman facilities; medical services; accessory uses to permitted uses.

**CONDITIONAL USES:**

Commercial retail with >5,000 sq. ft.; hotels and motels; protective and emergency services, public; parks and recreation, public; parking garages; utilities, public and private; commercial amusements, unenclosed; flea markets; electronics, research and development, and similar uses ≤5,000 sq. ft.; vehicular sales enclosed; all uses permitted within the RM-8 Zoning District; accessory uses to conditional uses.

*Public Service (“PS”) Zoning*

No changes from uses already permitted in the standard PS Zoning.

## CONCLUDING STATEMENT

The intent of this Existing Conditions Report is to develop a baseline evaluation of prior planning exercises, studies, and analyses that have been conducted relating to the Sebastian CRA; develop a basis of past activities undertaken by the Sebastian CRA; and create a snapshot of existing, planned, and proposed programs and projects within the Sebastian CRA. This Existing Conditions Report essentially summarizes these seemingly disparate components, creating a cogent foundation from which to build upon.

Ultimately, this Existing Conditions Report will inform elements of the forthcoming Market Assessment and Economic Analysis Report, serve as a reference tool during upcoming Public Input and Workshops, and be a resource in the formation of a Sustainable Economic Redevelopment Plan Update for the Sebastian CRA.



*Photo Courtesy of City of Sebastian, FL*



Prepared By:



618 E. South St.  
Suite 700  
Orlando, FL 32801  
T 407-423-8398  
F 407-843-1070

[gaiconsultants.com/communitysolutions](http://gaiconsultants.com/communitysolutions)