

City of Sebastian

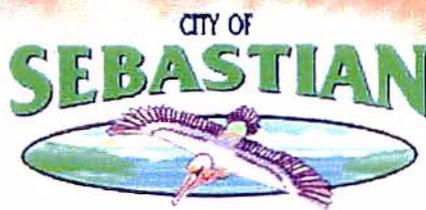
Community Redevelopment Master Plan

December 3, 2003



Kimley-Horn and Associates, Inc.

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ILER PLANNING GROUP

City of Sebastian Community Redevelopment Master Plan

December 3, 2003



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EXECUTIVE SUMMARY

Background

This Community Redevelopment Master Plan is intended to guide the redevelopment of Sebastian's downtown and adjacent areas delineated within the Community Redevelopment Agency (CRA) Area boundaries (Figure 3). The City originally created the CRA in 1995 for an area generally east of the FEC Railroad right-of-way to the eastern City limits, and subsequently adopted a redevelopment plan for that area. The purpose of this Plan is to address the changing conditions in the original CRA, and expand it to include a 106 acre area generally encompassing the "Sebastian Boulevard Triangle" west of the FEC Railroad right-of-way. This Plan unifies the 1995 CRA boundary and the expansion area as one cohesive CRA, and presents conceptual district recommendations, potential policy amendments, and capital improvements intended to meet the City's redevelopment goals.

Implementable recommendations from the Treasure Coast Regional Planning Council's (TCRPC) 2000 and 2001 charettes have also been incorporated into the redevelopment recommendations that follow. These charettes were conducted with extensive community involvement, and were well received by the City.

The City of Sebastian originally created a CRA as a means to ensure that the downtown and surrounding vicinity would develop with a coherent community vision, and to encourage reinvestment throughout the CRA. CRAs have three primary benefits in promoting redevelopment. These include:

1. 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;
2. Increased eligibility for federal and state grants that can be used for infrastructure improvements, business development, and property acquisition; and
3. A master planning approach and implementation strategy for the CRA.

It should be noted that although the Sebastian CRA will bring outside tax revenues into the City, it will not increase the property tax millage rate on any CRA properties.

Economic Trends

The recommendations contained within this Plan are based on recent economic analysis of the Sebastian Market Area, which reveals:

- Property value increases within Downtown Sebastian increased from \$45.83 million to \$66.17 million between Fiscal Years 2001 and 2004, indicating that the area is positively perceived by the market;

- There will be an estimated demand for between 600 and 700 new residential units in the Market Area annually through 2010;
- Higher value single-family attached (townhouse) development should be encouraged for the Sebastian Boulevard Triangle Area, and will create land values substantially higher than under current industrial zoning;
- The market area could support the development of approximately 100,000 square feet of new retail space annually through 2010, in addition to approximately 150,000 square feet of retail space in the vicinity of Riverview Park; and
- Office development and hospitality uses will not likely play a significant role in redevelopment.

Redevelopment Concept Plan

The Redevelopment Plan Summary Map (Figure 1) provides an overview of proposed redevelopment concepts within the CRA. These concepts include the following:

- Improvements to Riverview Park and the surrounding vicinity, utilizing public-private partnerships to create improvements to the park and surrounding streetscape, while also encouraging development of retail space adjacent to the park on privately-owned land;
- Creation of a mixed-use district within the Sebastian Boulevard Triangle Area, incorporating single-family attached (townhouse) development and complementary retail and commercial space, in addition to creating a new "lake" and park within the district;
- Enhancement of the streetscape on Riverside Drive, including the installation of waterfront pedestrian "pocket parks" where feasible;
- Considering the future creation of a Main Street activity center, increasing the usability of the City-owned park and capitalizing on the historical museum as a cultural amenity;
- Streetscape enhancements along US-1 throughout the CRA, including enhanced pedestrian lighting, trees and vegetation, and well-delineated pedestrian crossing areas;
- Encouraging commercial developers of land fronting on US-1 to "build to the street" to create a more defined urban edge;
- Installation of gateway treatments at major points of entry to the City along Sebastian Boulevard and US-1; and
- Retaining current building height and density requirements within the CRA to reinforce the "Old Florida Fishing Village" design theme.

The linchpins of this Plan are the eventual redevelopment of the Sebastian Boulevard Triangle Area, as well as the redevelopment of Riverview Park and the surrounding vicinity. The Sebastian Boulevard Triangle Area serves as an important gateway to Downtown Sebastian, and the concepts presented within this plan will create a vibrant small-town neighborhood within this area that integrates well into the adjacent residential

communities. Riverview Park is already a magnet for the southern portion of the CRA. Redevelopment of the park and surrounding vicinity will create additional recreational opportunities for residents of Sebastian, and will provide attractive opportunities for complementary retail and commercial development oriented to the park.

In addition to the above, numerous urban design recommendations are proposed throughout the CRA, infrastructure improvements are proposed to allow for anticipated future development, and other improvements are proposed that maintain the small-town feel of Sebastian while also providing a demand and population base for the Downtown.

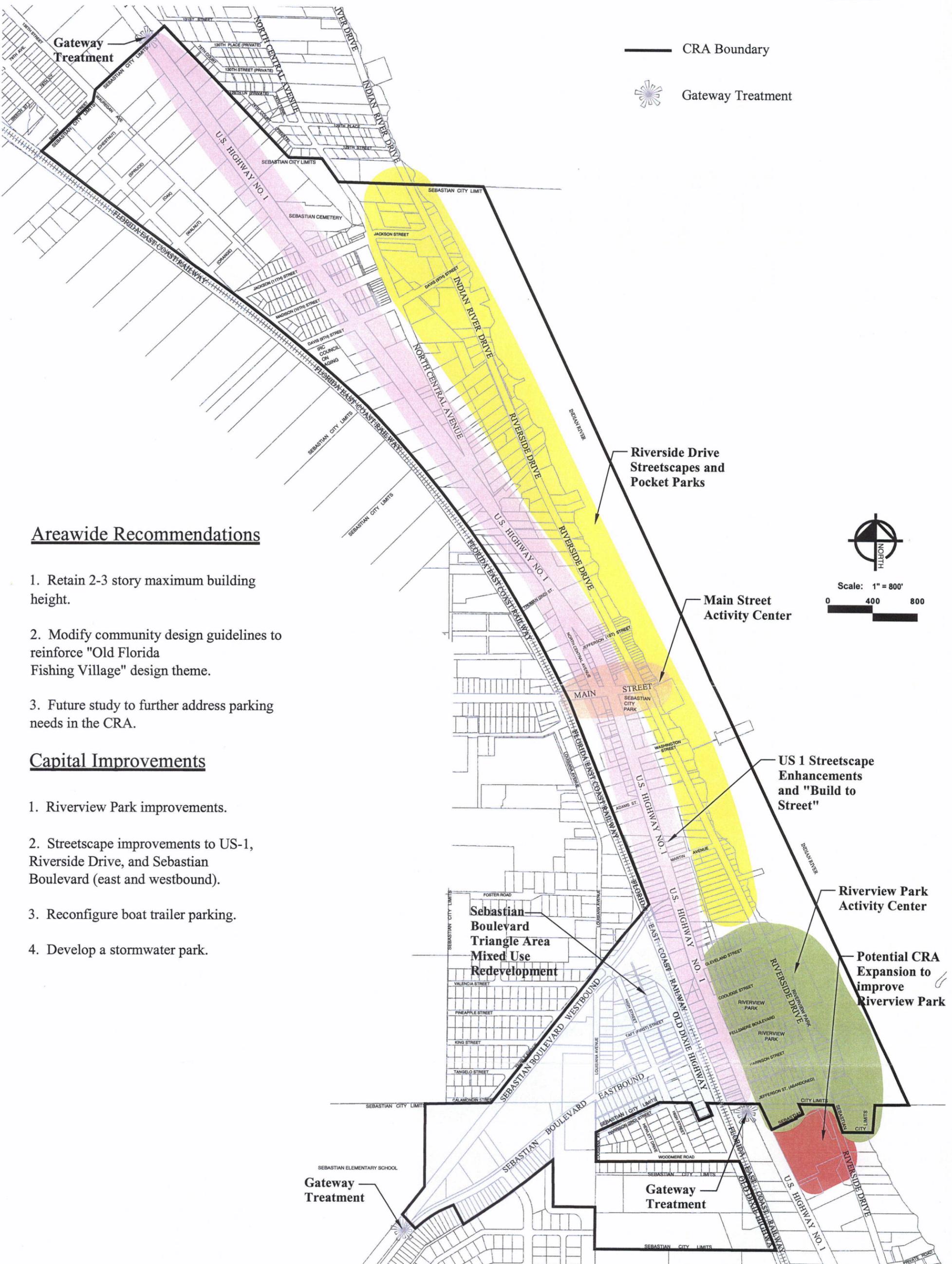
These policy changes and improvements, coupled with continued public involvement as redevelopment takes place, should ensure the success of the CRA throughout its 30-year term.

Revenue Projections

In 2003, the CRA is expected to receive a total payment of approximately \$250,000, which includes City and County tax increment revenues. With the addition of the Sebastian Boulevard Triangle Area, the CRA is projected to generate approximately \$1 million in annual increment by 2012. This continued growth will provide the City with considerable bonding leverage for large-scale projects such as streetscape and infrastructure improvements.

Legend

-  CRA Boundary
-  Gateway Treatment



Areawide Recommendations

1. Retain 2-3 story maximum building height.
2. Modify community design guidelines to reinforce "Old Florida Fishing Village" design theme.
3. Future study to further address parking needs in the CRA.

Capital Improvements

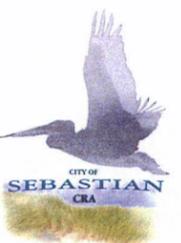
1. Riverview Park improvements.
2. Streetscape improvements to US-1, Riverside Drive, and Sebastian Boulevard (east and westbound).
3. Reconfigure boat trailer parking.
4. Develop a stormwater park.

Redevelopment Plan Summary Map

City of Sebastian CRA



Figure 1



I. INTRODUCTION & HISTORY

The City of Sebastian has recognized for many years that significant areas of the downtown and surrounding community are in need of redevelopment, as evidenced by the City's initial efforts in the early 1990's towards the establishment of a Community Redevelopment Agency (CRA).

In 1990, the Riverfront Study Committee was created, and was charged with developing recommendations regarding the future development of the riverfront area. In 1995, the City of Sebastian completed a study to identify and delineate the boundaries of a redevelopment area, which resulted in the adoption of a CRA and a Redevelopment Plan for the waterfront and U.S.-1 area. In 2000 and 2001, the Treasure Coast Regional Planning Council (TCRPC) conducted two (2) urban design visioning charettes with the community to create conceptual designs for the Sebastian Boulevard corridor as well as the Riverfront area.

In 2002, the City renewed its commitment to redevelopment by completing a study (Appendix A) to assess the feasibility of adding approximately 106 acres of land generally centered around the Sebastian Boulevard Triangle just west of U.S.-1 ("Triangle Area"), and further resolved to update and rewrite the 1995 Redevelopment Plan to reflect existing conditions and community needs and incorporate this expansion area. The City Council subsequently passed Resolution R-02-57 (Appendix B) in December 2002, making a finding of necessity for redevelopment and directing the amendment of existing CRA boundaries to include the Triangle Area.

This Plan presents a unified vision for the redevelopment of Sebastian's CRA . It has been developed with the intent that it be reevaluated and updated on a five (5) year basis to reflect current conditions, and uses a ten (10) year planning horizon for capital projects and Tax Increment Financing (TIF) revenue projections. The urban design recommendations, development of conceptual districts, and specific site recommendations presented herein are intended to be phased throughout the life of the CRA to ensure gradual and progressive redevelopment of the area as funding becomes available.

A Brief History of the Sebastian Area

The following early historical timeline is adapted from *A Guide to Historic Sebastian and Roseland*, published by the Sebastian Area Historical Society, Inc:

- 1882: Reverend Thomas New opened a post office in the Sebastian area, naming it "Newhaven".
- 1884: Silvanus Kitching takes over the post office, renaming it "Sebastian".
- Late 1880's: The first road in Sebastian, Louisiana Road, is created on the sand ridge.

- 1893: The Jacksonville, St. Augustine and Indian River Railroad is completed, spurring shipping and commerce. A railroad station is subsequently built in Sebastian.
- 1903: Pelican Island is designated the nation's first National Wildlife Refuge.
- 1905: The area's first schoolhouse is constructed on Louisiana Avenue.
- 1920: The population of the Sebastian-Roseland area increases to over 200. Sebastian is considered an "established fishing center".
- 1924: Sebastian is incorporated as a municipality. By this time, the City had "a municipal power and light plant, a telephone company and an ice plant."
- 1926: The land boom ends as the Great Depression begins.

The City recently completed a study delineating a National Register of Historic Places District in the downtown area, including portions of the CRA. Approximately 13 contributing historic structures were identified within the part of the District boundary inside the CRA, as well as several contributing structures not within the District boundaries but within or adjacent to the CRA.

A. Redevelopment Planning Process

This Community Redevelopment Master Plan is intended to serve as a guide for the effective redevelopment and enhancement of the redevelopment area. The following ten step planning process was employed in the preparation of this Plan:

1. Assess existing conditions in the proposed Sebastian CRA Area;
2. Conduct stakeholder interviews and distribute a survey, and subsequently establish a community vision;
3. Use Treasure Coast Regional Planning Council charettes, public input, and staff input to define guiding principles;
4. Identify problems and opportunities;
5. Outline land use and zoning changes necessary to facilitate appropriate development;
6. Identify public projects to help solve problems and spur redevelopment;
7. Review private development plans for consistency with redevelopment efforts;
8. Identify opportunities for public/private partnerships;
9. Prepare a realistic Redevelopment Plan oriented to effective implementation; and
10. Provide for Redevelopment Plan updating as conditions change.

This process proved effective in the preparation of this Community Redevelopment Master Plan, as well as in helping community participants understand the steps involved and how they fit together.

B. Public Participation Program

Community involvement was an essential component in the planning process for this Redevelopment Plan.

Stakeholder interviews were held with community leaders and CRA property owners to identify key redevelopment issues in the proposed CRA Area. The Sebastian community provided opinions regarding building height, traffic circulation and parking, zoning issues, density and intensity of development, and redevelopment opportunities. Additionally, CRA and City Council workshops were held on September 10 and November 12, 2003 to present preliminary Plan concepts and solicit comment.

The Treasure Coast Regional Planning Council (TCRPC) conducted two community visioning charettes with the City of Sebastian in November 2000 and March 2001. The community feedback resulting from these charettes was incorporated into two reports, entitled *County Road 512, A Citizen's Master Plan*, and *Riverfront District, a Waterfront Town*, respectively. With the guidance of City leadership and the community, implementable design recommendations from each of these documents have been incorporated into this Redevelopment Master Plan.

A community redevelopment area opinion survey was included in the June edition of the Sebastian River Area Chamber of Commerce's newsletter. A cross-section of community citizens and business owners responded to this survey, providing additional community input to help guide the Plan's principles and recommendations.

Through this process, City staff and the consulting team were able to develop a Redevelopment Master Plan for the City of Sebastian tailored to the community's vision for this very unique area.

II. EXISTING CONDITIONS IN THE REDEVELOPMENT AREA

A. *Regional Relationships*

Figure 2 shows the geographic relationship of the Sebastian Redevelopment Area to the rest of Sebastian and Indian River County. Sebastian's most significant natural resource is the Indian River, with which the City shares the majority of its eastern boundary. The City of Vero Beach lies near the southern boundary of Indian River County, and the Town of Fellsmere is located generally west of Sebastian along C.R. 512. Sebastian also lies between the unincorporated communities of Roseland to the north and Wabasso to the south, and has nearby access to Interstate 95, Florida's Turnpike, and U.S. Highway 1, the latter of which bisects the redevelopment area.

B. *Sebastian Community Redevelopment Area*

The boundaries of the Sebastian Community Redevelopment Area (CRA) are delineated in Figure 3. A legal description of the CRA is located in Appendix C. The CRA, including the Triangle Area, is generally bound by the Indian River to the east, City limits to the north and south, and the Florida East Coast Railroad right-of-way to the west. The Sebastian Boulevard Triangle Area is centered on the east and westbound split of Sebastian Boulevard.

For the purposes of this Plan, that part of the Indian River included in the City and the CRA are excluded from all calculations and analyses. This area, zoned "Conservation", makes up approximately 437 acres.

Lessing out the "Conservation" zoned area overlaying the Indian River, the gross area of the Sebastian CRA Area is 401 acres (including the Sebastian Boulevard Triangle Area), comprising 4.6% of the City of Sebastian's total land area. Excluding road rights-of-way, the acreage decreases to 299 acres ("net area"). Approximately 66% (196 acres) of the net area is developed and supports a variety of uses including residential, commercial retail, heavy commercial/light industrial (typically automobile repair facilities, self-storage facilities, etc.), parks and recreation, public/institutional, and marine-related uses. Approximately 34% (103 acres) of the net area is undeveloped, excluding existing parklands. Vacant land is depicted on Figure 4.

C. *Land Use and Zoning*

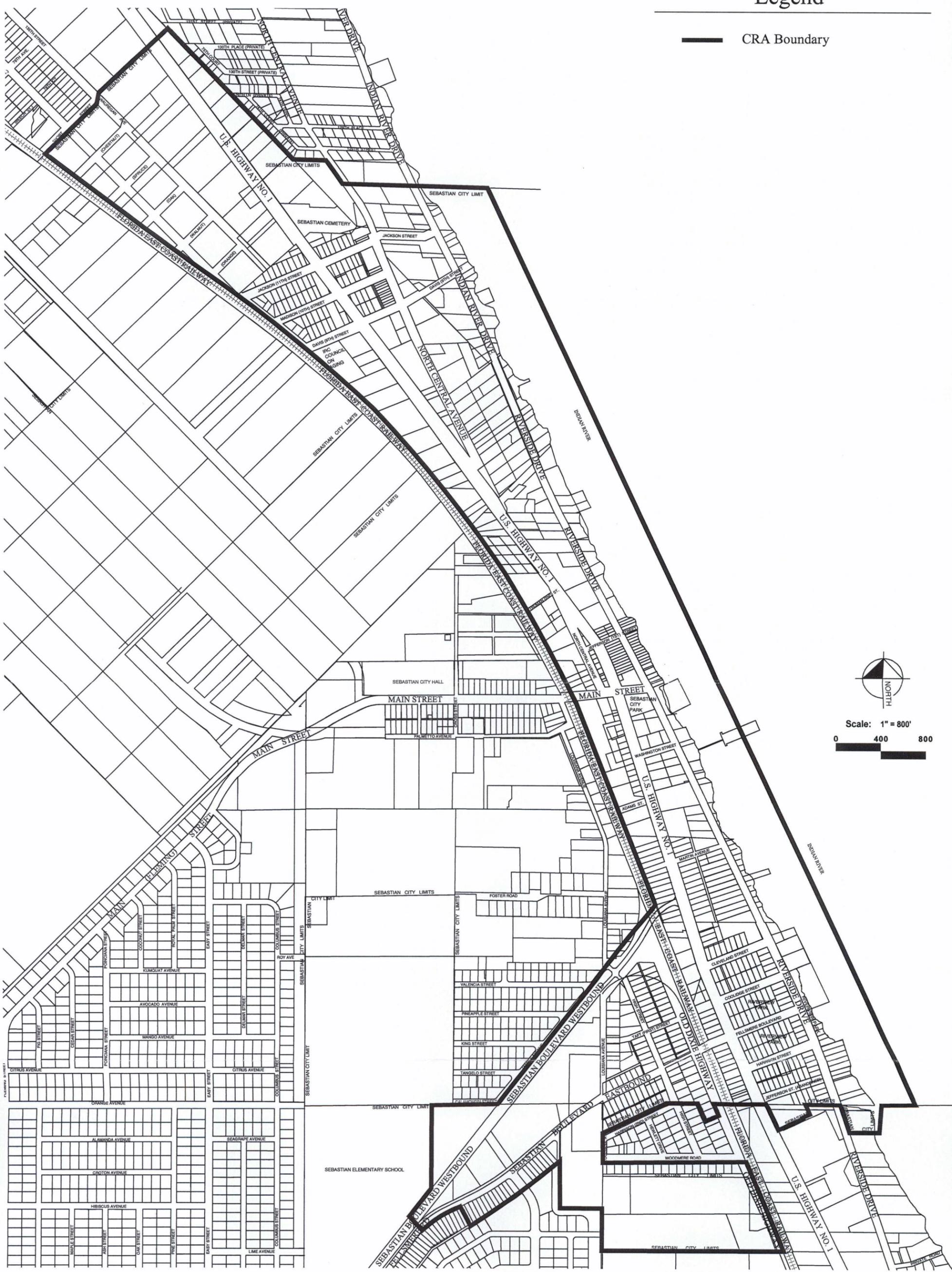
Figures 5 and 6 show the land use and zoning patterns, respectively, in the Redevelopment Area. The City's Future Land Use and Zoning are nearly identical



Figure 2. Sebastian CRA Regional Location Map

Legend

— CRA Boundary



City of Sebastian CRA

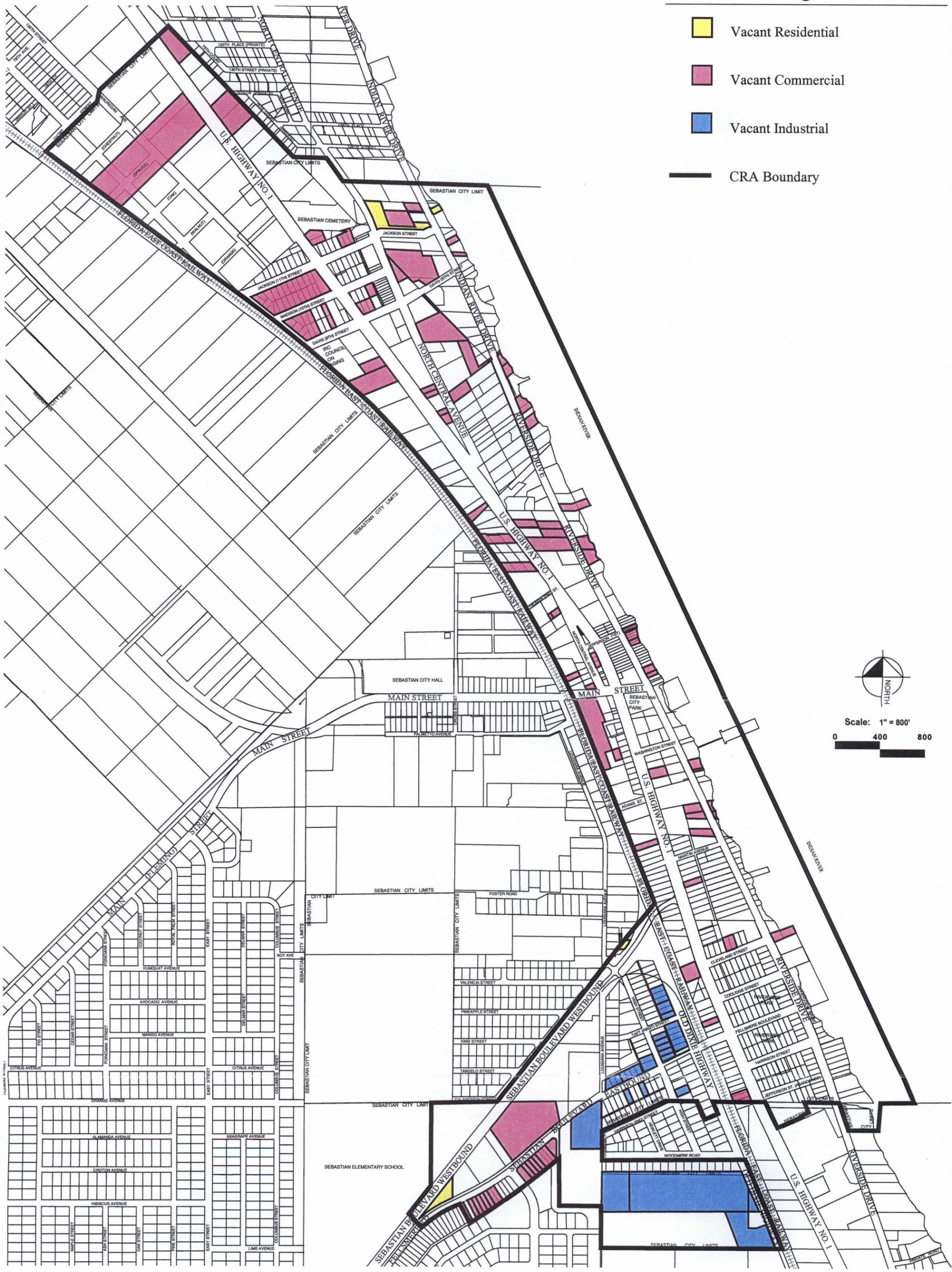


Figure 3



Legend

- Vacant Residential
- Vacant Commercial
- Vacant Industrial
- CRA Boundary



Scale: 1" = 800'

0 400 800

Vacant Land City of Sebastian CRA



Figure 4



overlays in the CRA, with the exception of approximately 15 parcels within the 1995 CRA boundaries. The land use in the CRA is predominantly "Commercial Riverfront" (109.7 acres), which accounts for 36.7% of the land in the CRA (lessing out road right-of-ways) and provides for a broad mix of uses including residential, recreational, marine-related uses, restaurants, and other commercial uses. An additional 20.2% (60.3 acres) of the land in the CRA is zoned for "Commercial Waterfront Residential" use, which is similar to the "Commercial Riverfront" designation, providing a variety of opportunities for recreational, residential and commercial uses. A mix of residential, commercial, and industrial land uses shares the balance of the remaining 299 net acres within the CRA.

Zoning designations within the CRA closely resemble land use patterns, with the three most predominant designations being "Commercial Riverfront" at 107.8 acres (36%), 60.4 acres (20.2%) zoned "Commercial Waterfront Residential", and 55 acres (18.4%) zoned for Industrial use. The tables below provide a breakdown of land use and zoning in the CRA.

Sebastian CRA Land Use within CRA Boundaries, 2003

Zoning/ Land Use	Net Acres*	% of total
Commercial Riverfront	109.7	36.7%
Commercial Waterfront Residential	60.3	20.2%
Industrial	55.3	18.5%
Public Service	42.7	14.3%
Commercial General	14.6	4.9%
Medium Density Multiple Family Residential	12.7	4.2%
Commercial-512	3.5	1.2%
TOTAL	299	100%

Source: City of Sebastian, Iler Planning Group, 2003.

* Acreages are approximate. Inaccuracies are the result of rounding.

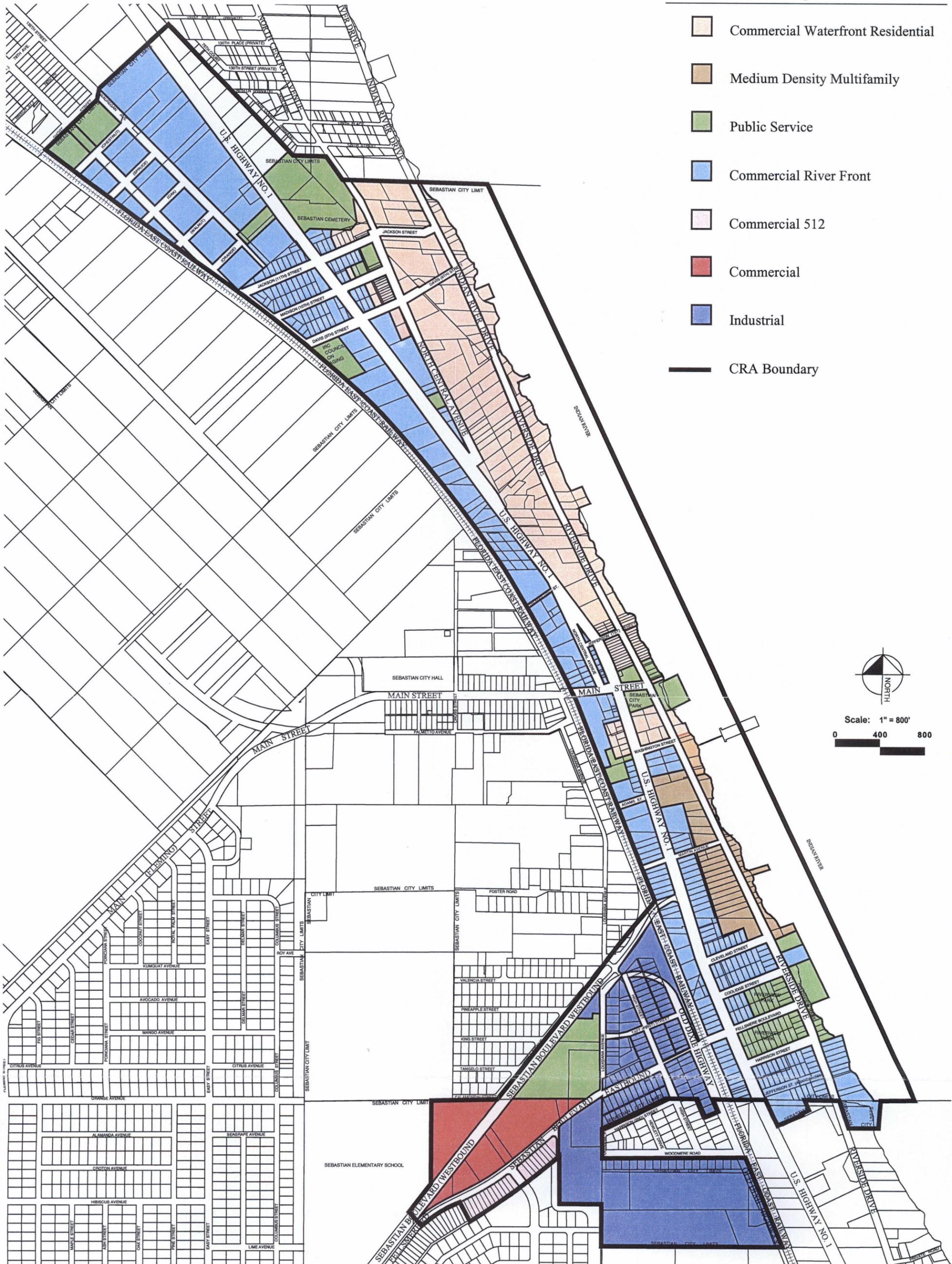
Sebastian CRA
Zoning within CRA Boundaries, 2003

Zoning/ Land Use	Net Acres*	% of total
Commercial Riverfront	107.8	36.0%
Commercial Waterfront Residential	60.4	20.2%
Industrial	55.0	18.4%
Public Service	46.2	15.4%
Commercial General	14.6	4.9%
Medium Density Multiple Family Residential	11.3	3.8%
Commercial-512	3.5	1.2%
TOTAL	299	100%

Source: City of Sebastian, Iler Planning Group, 2003.

* Acreages are approximate. Inaccuracies are the result of rounding.

-  Commercial Waterfront Residential
-  Medium Density Multifamily
-  Public Service
-  Commercial River Front
-  Commercial 512
-  Commercial
-  Industrial
-  CRA Boundary



Scale: 1" = 800'
0 400 800

Future Land Use City of Sebastian CRA

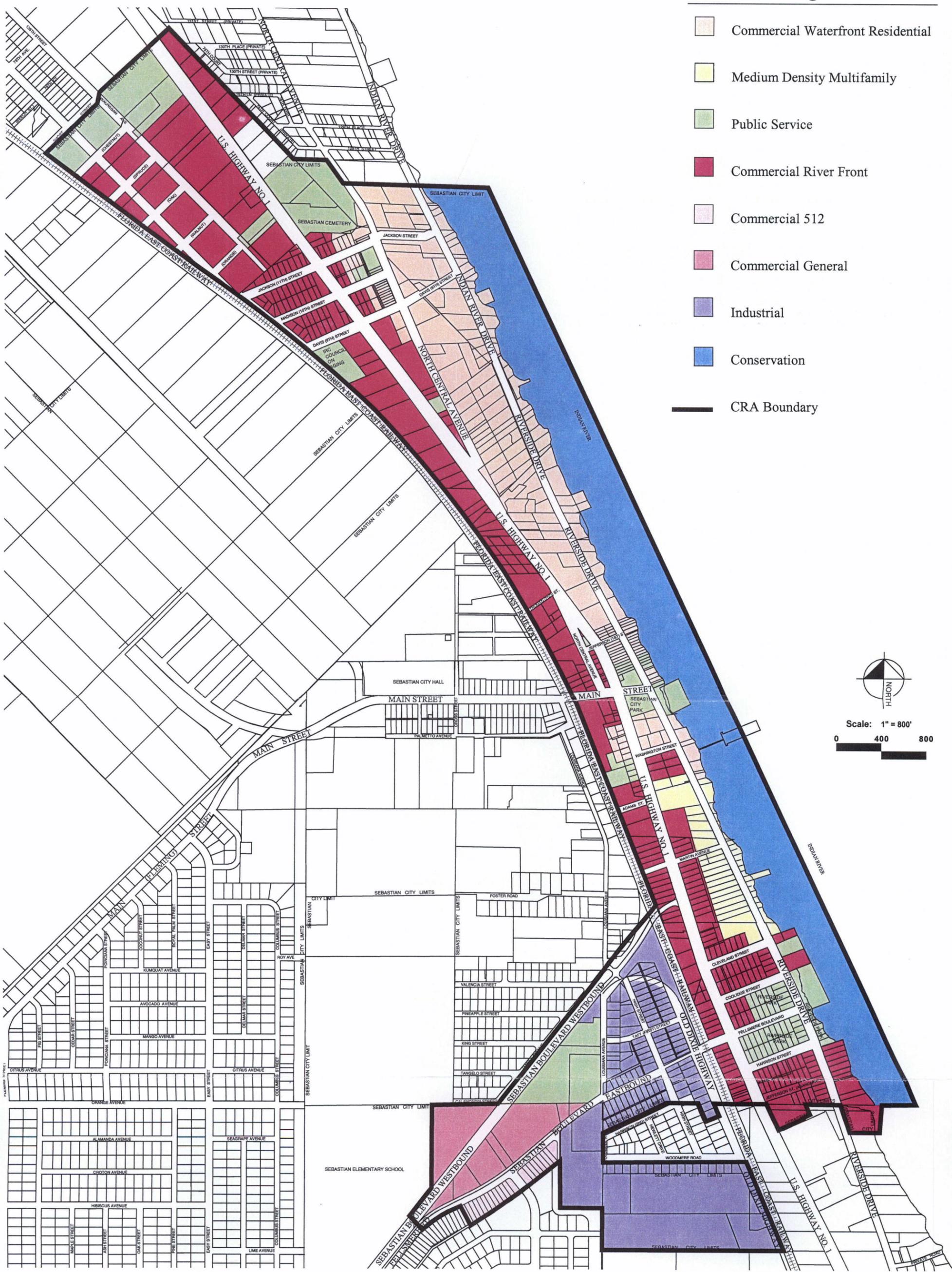


Figure 5



Legend

-  Commercial Waterfront Residential
-  Medium Density Multifamily
-  Public Service
-  Commercial River Front
-  Commercial 512
-  Commercial General
-  Industrial
-  Conservation
-  CRA Boundary



Scale: 1" = 800'
 0 400 800

Zoning Map City of Sebastian CRA



Figure 6



D. Performance Overlay Districts

The City of Sebastian currently has two adopted Performance Overlay Districts in place in the City's Land Development Code: the Riverfront Overlay District, and the CR512 Overlay District. The purpose of these performance overlay zones, which encompass the entire CRA, is to provide for special protective measures in these areas by "impos(ing) additional or different development standards than those that would otherwise apply."

The following are brief descriptions of each Performance Overlay District, as well as their respective site design requirements. Section III of this Plan presents recommendations for additional regulations within these districts.

Riverfront Overlay District Regulations

The Riverfront Overlay District was created to "encourage development and redevelopment within the Riverfront District that includes promotion of traditional building types with arcades, balconies, and porches." Moreover, the District is intended to encourage architectural design consistent with the "Old Florida Fishing Village" theme of Sebastian. This District covers all of the CRA east of the Florida East Coast Railroad.

Design criteria within the District are summarized as follows:

- Buildings with facades fronting on more than one street should have consistent detailing on all building elevations on street frontages;
- Porches are encouraged;
- Wood picket fences, wrought iron fences, or landscape buffers are encouraged along property lines;
- Buildings with larger facades are required to provide an open vista through which to view adjacent water bodies;
- Flat, blank, unarticulated, or "massive" building facades are prohibited;
- Lighting may not follow the form of a building, and neon lighting, fiber optics, and similar systems are prohibited;
- Accessory structures should be consistent in design to the site's primary building;
- Whites, earth tones, and subdued gray building colors are encouraged, while fluorescent and bright colors are prohibited.

In addition to the above, the District regulations contain guidelines for roof slopes, landscaping, exterior wall finishes, signage, and other relevant site design considerations.

CR512 Overlay District Regulations

The CR512 Overlay District includes all properties abutting Sebastian Boulevard within the Sebastian Boulevard Triangle Area. This District does not include properties within the CRA west of the FEC Railroad right-of-way that do not have lot frontage on Sebastian Boulevard.

The purpose of the CR512 Overlay District is to provide an "attractive, well maintained, orderly and uncluttered appearance" to the corridor through the installation and maintenance of landscaping, appropriate building architecture, and through encouragement of multi-modal transportation accommodating mass transit, and pedestrians in addition to the automobile.

A summary of site design criteria within this District is as follows:

- Corporate signature architecture is prohibited, including flat roofed convenience stores, gas stations, and canopies for gas stations, car washes, and drive-through facilities;
- "Kitsch" architecture (buildings not resembling a typical structure) is prohibited;
- Materials, finishes, signage, and colors of shopping centers and structures developed on shopping center out-parcels shall be compatible with each other;
- Buildings with facades fronting on more than one street shall have similar design considerations and consistent detailing on all street frontages;
- Flat, blank, unarticulated, or "massive" facades fronting on a roadway are prohibited;
- Advertising is prohibited on any exposed amenity or facility (e.g. benches, trash containers);
- "Visually offensive elements" (e.g. walk-in coolers, electrical equipment, etc.) as well as "nuisance elements" must be screened from view on all sides;
- Base building colors must relate to wall and parapet wall areas and shall be limited to white and light neutral colors in the warm range.

For complete Land Development Code language for each Performance Overlay District, please see Appendix D.

E. Public Facilities and Environmental Features

Boat access in the CRA Area occurs via the Indian River, which runs east of and contiguous to the CRA Area. In addition, passive recreation opportunities are provided at Riverview Park in the southern portion of the CRA, and through riverfront pedestrian trails and observation areas. A park housing the Chamber of Commerce and the Sebastian Historical Museum is located on the south side of Main Street between Indian River Drive and U.S.-1.

Municipal facilities within the CRA Area include the City's Public Works compound, located between the Sebastian Boulevard east and westbound split. The City also maintains boat and vehicle parking facilities throughout the CRA, and is in the process of building a boat-docking pier east of Riverview Park.

Critical environmental resources within the CRA Area include the rich habitat provided by the Indian River. In addition, a small lake between the Sebastian Boulevard east and westbound split provides potential recreational opportunities in the westernmost section of the CRA.

F. Redevelopment Needs

A number of significant factors indicating a need for redevelopment were identified in the 1995 *Sebastian Community Redevelopment Plan* as well as the 2002 *City of Sebastian CRA Expansion Finding of Necessity*. A summary of these blighting factors is presented as follows:

1. Evidence of deterioration and a decrease in the CRA Area's relative share of the tax base;
2. Presence of dilapidated and/or deteriorated structures;
3. Evidence of insufficient or deteriorated infrastructure (as of 1995), including sidewalks, paved roadways, drainage, water facilities, and sewer facilities;
4. Parking deficiencies;
5. Faulty lot layout, due mostly to small lot sizes not meeting current zoning code requirements;
6. A diversity of land ownership, which necessitates substantial parcel assembly for new development to take place; and
7. Land use conflicts, where incompatible existing uses conflict with commercial and industrial-zoned areas.

The City has made great strides towards improving conditions within the CRA since the completion of the original plan in 1995, particularly with regard to infrastructure deficiencies. The purpose of this Redevelopment Plan is to provide the vision, strategies, and implementation necessary to provide for continued appropriate and effective redevelopment of the Sebastian CRA.

G. Economic and Market Conditions

Key Market Findings

The key findings of a recent economic analysis of the Sebastian Market Area performed by the consultant is as follows. For the purpose of this analysis, the Sebastian Market Area was defined to include the City of Sebastian and the unincorporated areas surrounding it within Zip Code 32958. It also includes other nearby unincorporated areas such as Vero Lakes Estates, as well as the portion of the barrier island lying north of Wabasso Road. While in-flow into the market can be expected from areas outside that just defined, redevelopment will be primarily defined by the market forces at work within the defined Sebastian Market Area.

Existing Economic Conditions

- Review of the tax rolls for Downtown Sebastian reveals that the between Fiscal Years 2001 and 2004 the taxable value of property contained therein increased from \$45.83 million to \$66.17 million. While a portion of the increase was due to the record levels of appreciation experienced by real property generally in recent years, it also indicates that the area is positively perceived by the market and that some amounts of new development have been occurring even in the absence of a formal redevelopment plan.
- The Sebastian Market area is characterized by strong growth in terms of population and income. Between now and 2010, population within the area is expected to increase by approximately 4 percent a year with the result that the area should have about 45,000 residents by the latter date compared to the slightly more than 32,600 it had at the time of the 2000 Census. Median household income is expected to increase from approximately \$52,500 in 2000 to in excess of \$75,000 in 2010. It should be noted that income varies greatly throughout the Market Area with the households on the north end of the barrier island as a group being considerably more affluent than those on the mainland. From a retail perspective, this makes it essential that island households be made to feel a part of the Sebastian community.
- During the 1990's, private sector employment in Indian River County increased by approximately 1,000 workers on an average annual basis. Specific data for the Sebastian Market Area is not available. Private sector employment within the County — also apparently within the Market Area — is dominated by the Retail Trade, Health Care Services and Leisure and Hospitality sectors. Manufacturing and Wholesale Trade, which are the prototypical users of industrial space, are significantly smaller employment sectors and not growing at significant rates. As a result the small amounts of industrial space added since 1998 have primarily been occupied by service establishments such as repair shops. There has also

been only minor amounts of office development because with the exception of Health Care Services, the sectors of the economy that typically use such space like Finance, Insurance and Real Estate and Professional Services have also not been growing quickly.

Future Economic Trends

- There will be an estimated demand for between 600 and 700 new residential units in the Market Area annually through 2010. Historically, residential demand for new residential units within Sebastian has been overwhelmingly oriented toward single-family homes, which would be inappropriate in the Downtown area. The area is essentially zoned to accommodate low-density multi-family units such as townhouses. It is likely that approximately 50 such higher value --- \$200,000 and above ---- units could be absorbed annually along the riverfront if the land were available. It is recommended that such development be particularly encouraged to occur along the portion of the riverfront south of Main Street where it would benefit from proximity to Riverfront Park while, in turn, serving to energize the park. The preceding estimate of absorption is based on a number of factors including:
 - The successful development of multi-family units on the barrier island's riverfront; and
 - A segmentation analysis of the market represents a significant portion of prospective demand will be comprised of households headed by persons over the age of 55 with incomes in excess of \$75,000.
- Higher value residential development of the townhouse type should be encouraged in the portion of the area targeted for redevelopment that is located within the Sebastian Boulevard Triangle Area. Residential units developed on this property could also potentially benefit from excellent water views. This area is in relatively close proximity to the FEC right-of-way; however, development of the type proposed has been successfully undertaken in locations equally close the FEC line in the Cities of Boynton Beach and Delray Beach in Palm Beach County. In fact, the opportunity to buffer the proposed development from the impacts of rail traffic is greater in this instance than in those other locations.
- It is recognized that property within the Sebastian Boulevard Triangle Area is currently zoned for industrial uses but sufficient land is likely available for all foreseeable industrial development within the redevelopment target area exists south of Sebastian Boulevard. Based on data relating to sales of industrial land in the area, designation of land within the Triangle Area to residential, inclusive of the parcel that the City will soon be disposing of, would produce higher land values than its current designation.

- As a result of the population and income growth already discussed, it is estimated that the Sebastian Market Area could support the development of approximately 100,000 square feet of new retail space annually through 2010. It is recommended that up to 150,000 square feet of retail space be encouraged to occur in the vicinity of Riverfront Park at eventual build out and be designed for specialty shops, entertainment uses, and restaurants. Such development should serve as a catalyst for the higher value townhouse development in the area south of Main Street previously discussed. It could also serve to attract residents of the barrier island to Downtown Sebastian.
- Office development will not likely play a significant role in redevelopment, and current office uses in the City (e.g. medical offices) meet primarily local needs. The demand for hospitality uses in the City will be modest, due to current demand and the potential for new hotel development, which is limited by the City's three-story height limit for all new development.

More detailed information regarding the economic potential of the CRA is provided in Appendix E.

III. PROPOSED REDEVELOPMENT PLAN

A. *Primary Public Involvement Findings*

The Community Redevelopment Planning process utilized an extensive program of public involvement to ascertain the constraints, opportunities, and future vision for the area from the people that live, work, and play there. Stakeholder interviews were conducted along with two CRA/Council workshops.

In addition, the findings of the Treasure Coast Regional Planning Council (TCRPC) Riverfront and Sebastian Boulevard Charettes have been integrated into the recommendations contained within this Plan. These charettes were well attended, and provided ample opportunity for community involvement in shaping the conceptual design of the riverfront and Sebastian Boulevard areas.

Consensus comments resulting from public involvement are summarized below.

Downtown Character

Stakeholders and community leaders agree that the "Old Florida Fishing Village" design theme needs to be maintained in Sebastian, while still providing opportunities for appropriate residential and commercial growth. There is consensus that development should give deference to the historic character of the City, and redevelopment efforts should ensure that Sebastian retains a "small town feel". This can be accomplished through the use of effective urban design, integrating appropriate architectural styles and uses to create a vibrant and successful downtown.

Building Height and Density

Stakeholders and City leaders agree that maintaining a three (3) story building height limit throughout the CRA is essential to preserving the "Old Florida Fishing Village" ambiance of Sebastian. In addition, there is broad support for maintaining a two (2) story height limit on the east side of Indian River Drive.

The City's Land Development Code currently (as of 2003) allows a maximum residential development density of eight (8) dwelling units per acre. The recommendations presented in this Plan use this density as a guideline for new residential development within the CRA.

Zoning and Land Use

The community is generally pleased with the existing mix of land uses along the riverfront. Community opinions regarding land use and zoning included the following:

- Encouragement of mixed-use development throughout the CRA;
- Maintaining heavy commercial / light industrial land uses in appropriate areas;
- Encouragement of additional complementary retail, restaurant, and entertainment-type uses along the riverfront; and
- Allowance of mixed-use residential development in appropriate parts of the Sebastian Boulevard Triangle Area.

Traffic and Circulation

Traffic and circulation concerns in the community generally include the following:

- Creating connections between Indian River Drive and U.S.-1;
- Traffic calming on U.S.-1;
- Streetscape beautification.

In particular, pedestrian links between U.S.-1 and Indian River drive should be strengthened so the districts can benefit from each other. Additionally, slowing down traffic on U.S.-1 is a priority, as well as providing additional streetscape enhancements to both U.S.-1 and Indian River Drive.

Parks and Recreation

Stakeholders support the creation of additional parkland within the CRA, including the enhancement of existing facilities. Creating connectivity between greenspaces through a pedestrian pathway system, greenway connectors, and bicycle paths may provide future recreation enhancement opportunities.

Parking

There is community support for creating additional parking in the downtown area, particularly in along the riverfront in the vicinity of Main Street to Riverview Park. This plan provides recommendations to provide additional parking, which include reconfiguring existing parking, identifying opportunities for additional parking, and modifying some east-west streets connecting U.S.-1 and Indian River Drive to provide supplementary on-street parking.

B. Guiding Principles

Using the public involvement findings and background data and analysis as a basis, the following principles were developed to guide plan preparation and implementation.

Land Use

- Encourage residential and mixed-use development in the Sebastian Boulevard Triangle Area.
- Encourage retail uses adjacent to Riverview Park.
- Create an "Institutional" land use designation to include civic, non-profit, and related uses.

Land Development Regulations

- "Double Front" buildings on Riverview Drive.
- Provide for expedited approval for development furthering the redevelopment goals of the City.
- Recommend amendments to the City's existing Performance Overlay Districts as appropriate to encourage appropriate redevelopment.
- Consider implementing regulations that will encourage primary and out-parcel structures built to property lines along U.S.-1.

Architectural Style

- Enhance the character of Downtown Sebastian with architecture that addresses the community's "Fishing Village" scale and feel.
- Create conceptual land use districts with distinct recommendations for character, architectural style, and community identity.
- Create CRA entry features at west end of Sebastian Boulevard Triangle Area and on U.S.-1.

Vehicular Traffic and Circulation

- Make U.S.-1 a more pedestrian and bicycle friendly streetscape environment.
- Provide visual linkages between the riverfront and U.S.-1.
- Improve bicycle and pedestrian linkages from west Sebastian to the Riverfront.

Parking

- Address public and private parking needs in the Riverfront area.
- Increase public parking in Downtown.
- Establish additional on-street parking adjacent to recreation areas.

- Ensure that private redevelopment projects provide an appropriate number of public parking spaces.

Riverfront

- Maximize access potential of the Indian River with the addition of additional marine-related uses and residential development.
- Implement water-based uses, such as a water "taxi".

Parks and Open Space

- Enhance existing recreation land in the CRA through appropriate adjacent urban design.
- Provide for connectivity of recreation land throughout the CRA.
- Redesign Riverview Park.
- Enhance the design of Sebastian City Park on the south side of Main Street between US-1 and Riverside Drive.

Neighborhoods

- Preserve and enhance the character of existing CRA neighborhoods.
- Ensure proper landscaping, lighting, sidewalks and signage in neighborhoods.
- Encourage compatible infill development.

Infrastructure

- Address infrastructure needs relative to water and wastewater treatment.
- Provide for enhanced stormwater management requirements in the CRA.

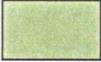
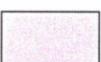
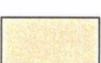
Tax Base

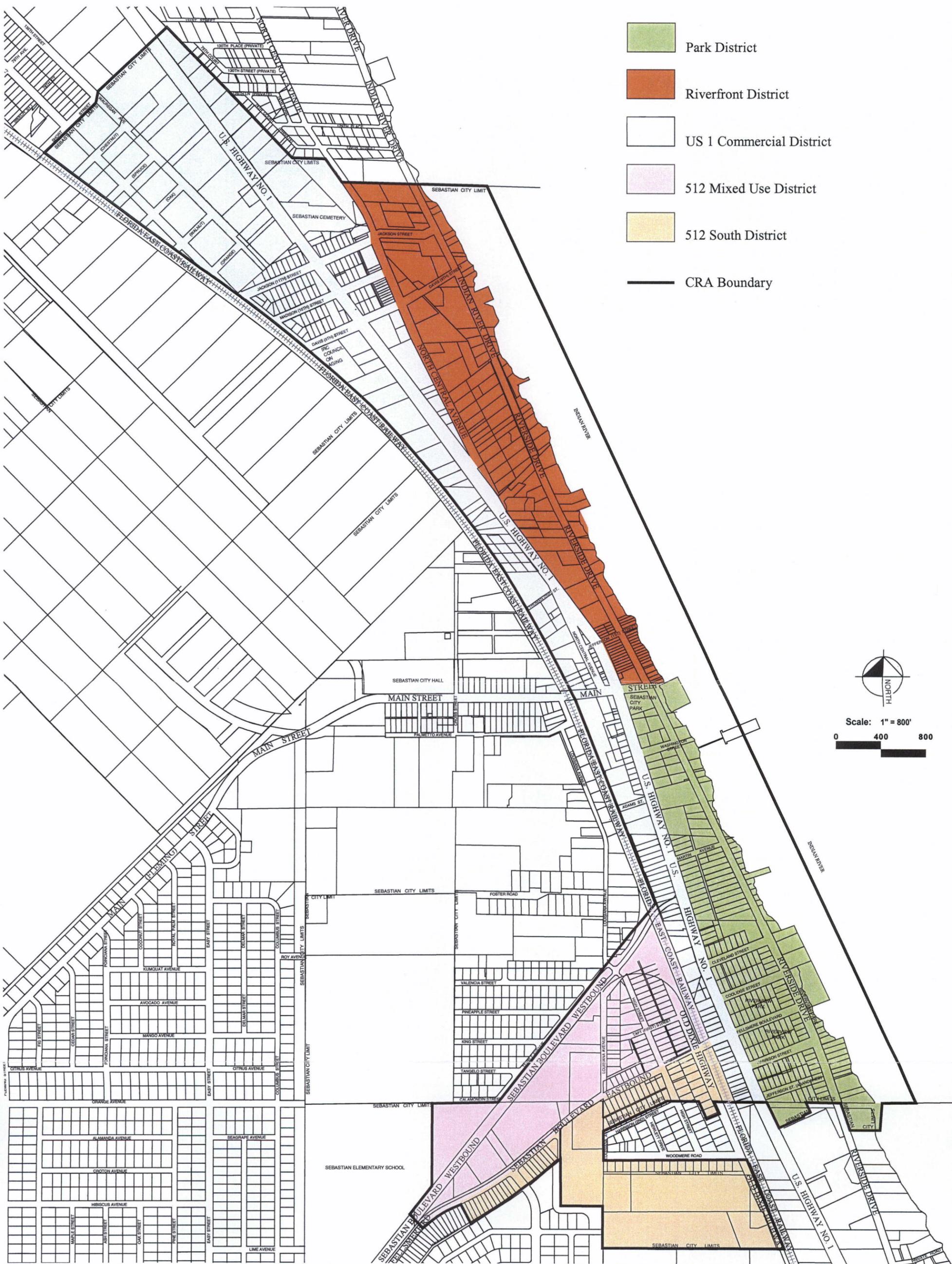
- Generate the greatest possible growth in the area tax base consistent with the redevelopment vision established in the plan. This will be maximized through effective implementation of the land use policies, incentive programs and capital projects.

C. Conceptual Planning Districts

To simplify urban design and land use recommendations, the CRA has been divided into five (5) conceptual planning districts. Figure 7 depicts the division of these districts throughout the CRA, and Figures 7-a through 7-e show land use and zoning within each conceptual district. The following table shows a breakdown of zoning and land use acreages within each conceptual planning district.

Legend

-  Park District
-  Riverfront District
-  US 1 Commercial District
-  512 Mixed Use District
-  512 South District
-  CRA Boundary



Scale: 1" = 800'
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Sebastian CRA Conceptual Districts

City of Sebastian CRA



Figure 7





Figure 7-a: Park District

City of Sebastian CRA



Date: 10/08/2003



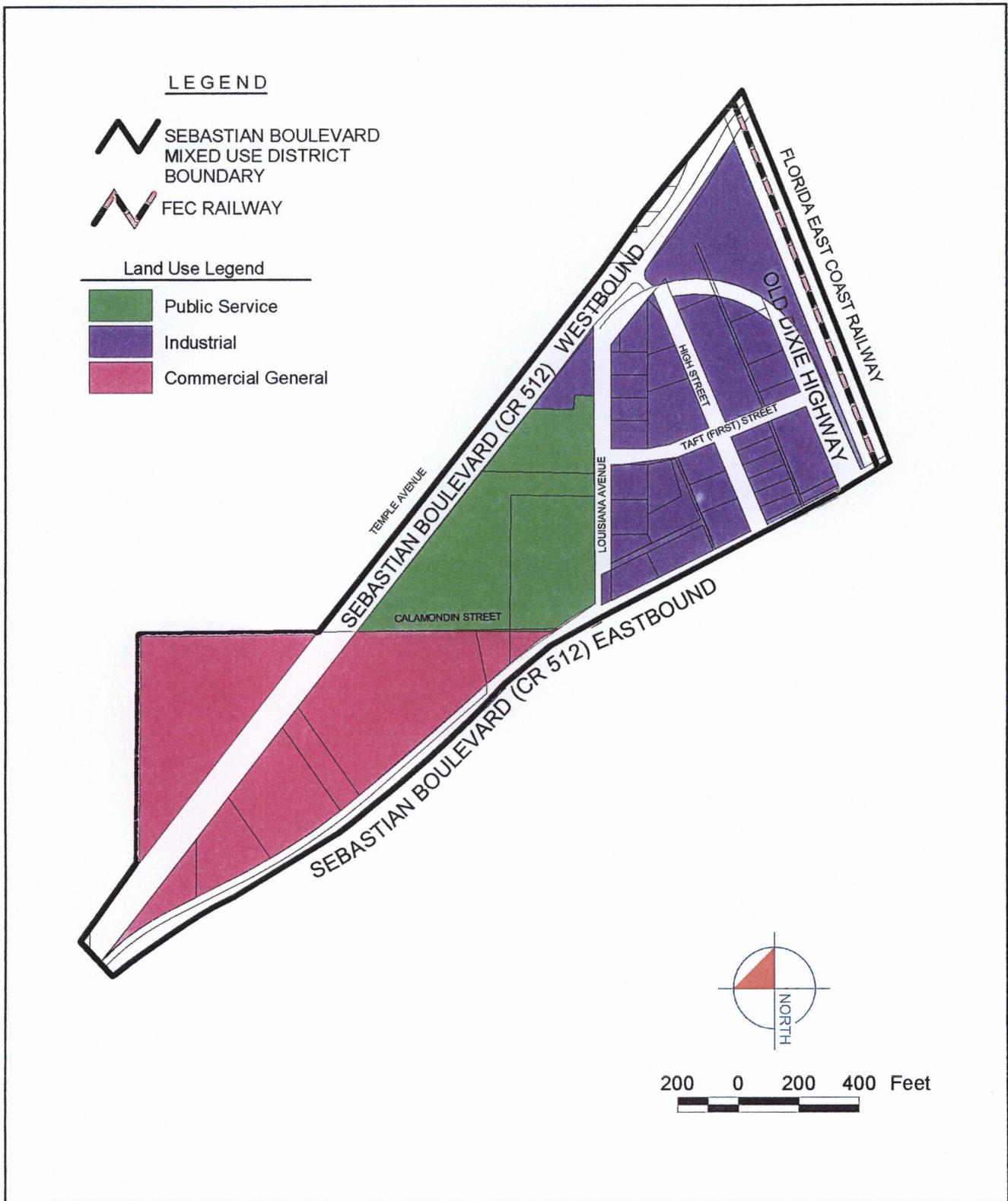


Figure 7-b: Sebastian Boulevard Mixed Use District

City of Sebastian CRA



Date: 10/08/2003





Figure 7-c: US 1 Commercial District

City of Sebastian CRA



Date: 10/08/2003



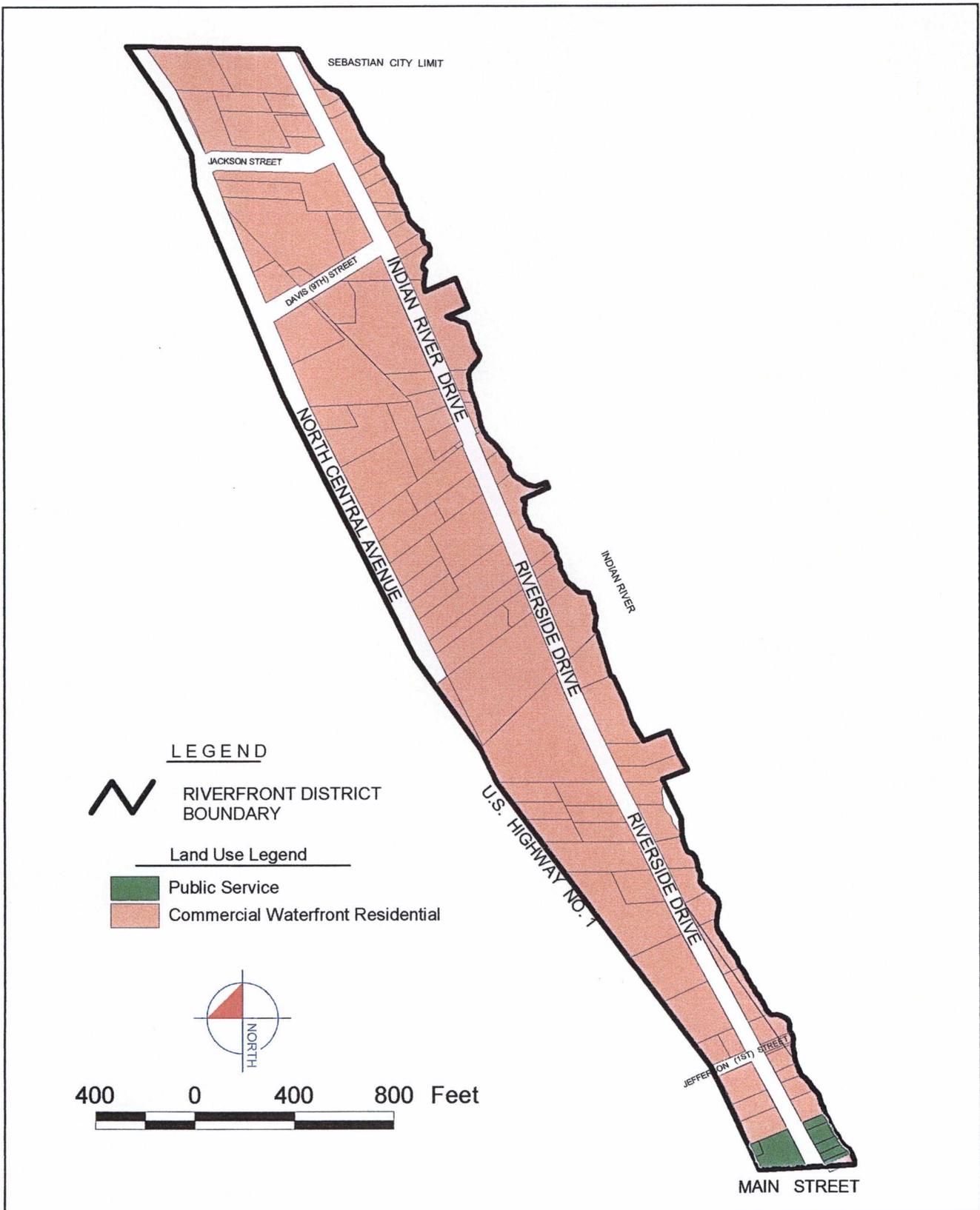


Figure 7-d: Riverfront District

City of Sebastian CRA



Date: 10/08/2003



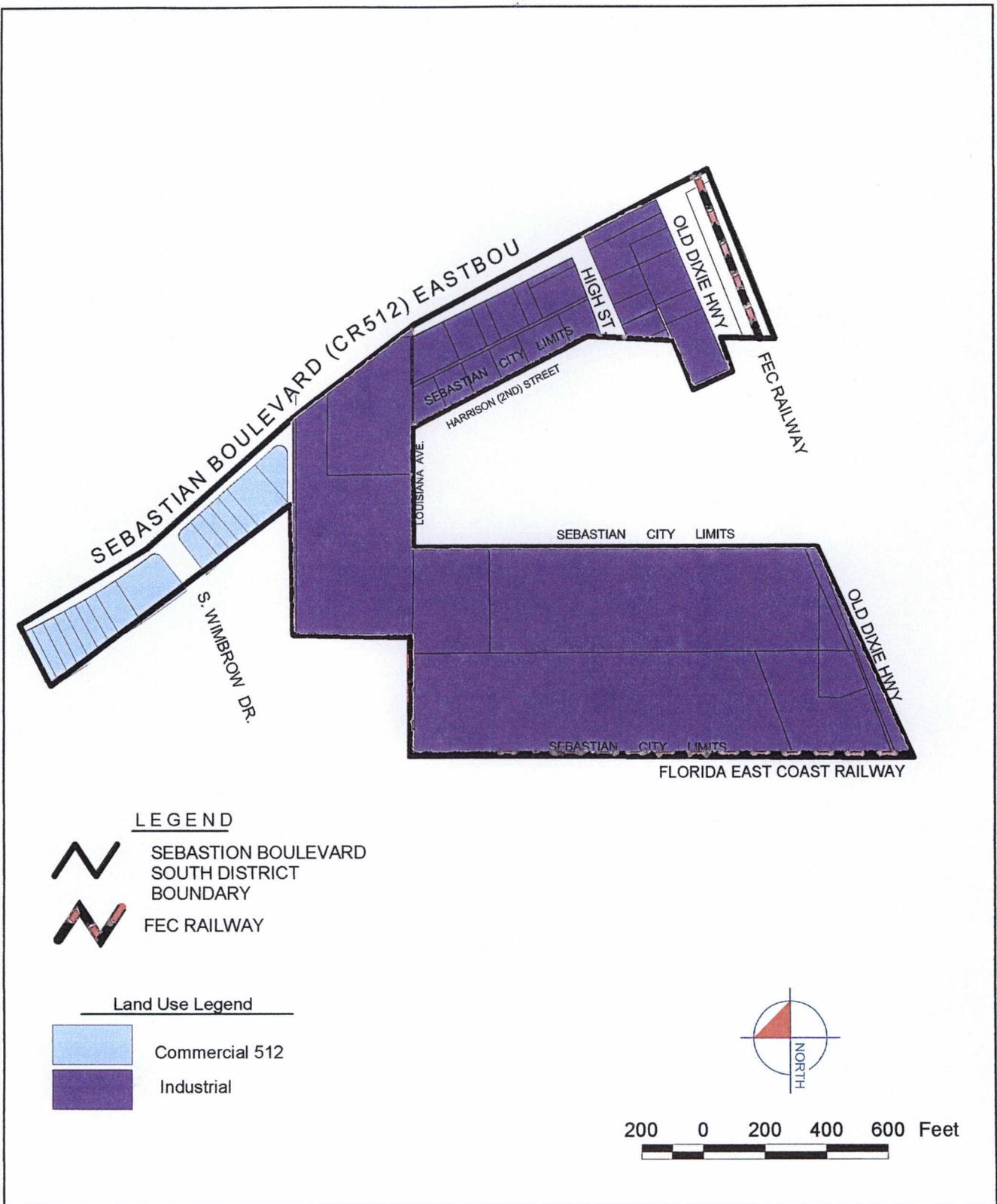


Figure 7-e: Sebastian Boulevard South District

City of Sebastian CRA



Date: 10/08/2003



Sebastian Conceptual Planning Districts Land Use/Zoning Calculations		
	<i>Area (sq. ft.)</i>	<i>Acres</i>
Sebastian Blvd. Mixed-Use District		
Commercial General	635,456	15
Industrial	617,760	14
Public Service	361,562	8
Riverfront District		
Public Service	43,539	1
Commercial Waterfront	2,229,228	53
Park District		
Commercial Riverfront	105,577	2
Commercial Waterfront Residential	142,522	3
Medium Density Multifamily Residential	508,227	12
Public Service	473,036	11
US-1 Commercial District		
Commercial Riverfront	3,589,268	86
Commercial Waterfront Residential	191,163	4
Public Service	1,096,646	25
Sebastian Blvd. South District		
Industrial	1,587,767	36
Commercial 512	152,020	3

Source: Iler Planning Group, 2003.

These Districts are further referenced with specific recommendations in the urban design and land use and zoning recommendations portions of this Plan.

D. Overall Concept Plan

In using the Guiding Principles as a planning framework, a Redevelopment Plan for the Sebastian CRA has been formulated to enhance the character of downtown Sebastian and to embrace opportunities that exist in the CRA. This Plan is introduced in the Executive Summary, and is shown in Figure 1. Opportunities include:

- Improvement of Riverview Park and a "local activity center" surrounding the park, to include complementary retail uses, connectivity to the riverfront, and streetscape improvements.
- Improvement of the Sebastian Boulevard Triangle Area to provide for mixed-use development, connectivity to adjacent residential communities, and streetscape improvements;
- Enhancement of the U.S.-1 streetscape to provide for greater pedestrian and bicycle usability, as well as the installation of mature landscaping and trees;
- Creation of a Main Street activity center, incorporating improvements to the City park and on-site buildings;
- Potential CRA/municipal boundary expansion to include the underutilized parcel just south of the City; and
- Installation of gateway treatments at entrances to the City/CRA along Sebastian Boulevard and US-1.

Additional opportunities for redevelopment are identified and further discussed throughout this Plan.

E. Transportation and Pedestrian Improvements

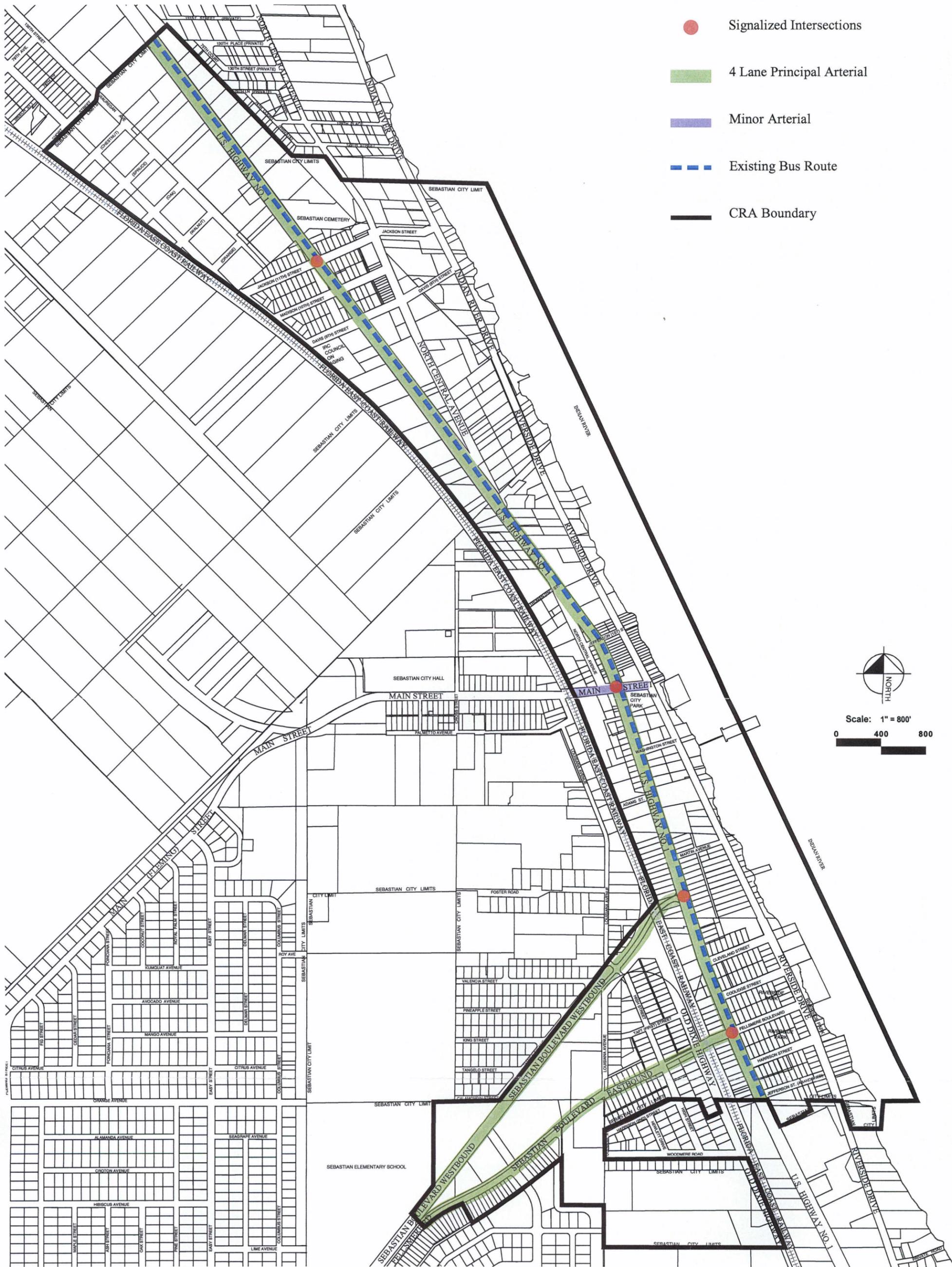
Figure 8 depicts existing major transportation facilities within the CRA. Recommended transportation and pedestrian improvements include:

- Creation of new street(s) in Riverview Park, per Figures 12 and 13.
- New sidewalk construction in all districts as necessary to provide a continuous sidewalk network throughout the CRA;
- Streetscape improvements to U.S.-1, Sebastian Boulevard east and westbound, and Indian River Drive; and
- Creation of new streets in the Sebastian Boulevard Mixed-Use District.

Cost estimates are provided for these projects in Section IV(B).

Legend

-  Signalized Intersections
-  4 Lane Principal Arterial
-  Minor Arterial
-  Existing Bus Route
-  CRA Boundary



Major Thoroughfares City of Sebastian CRA



Figure 8



F. Greenways, Parks, and Trails

Some of the most desirable amenities within a community are its recreation facilities. The CRA's existing parks, sidewalks, and bikeways are depicted on Figure 9. Recommended greenway, parks and trails features include:

- Implementation of the Riverview Park conceptual plan; and
- Enhancing connectivity between recreation areas throughout the CRA with improved pedestrian and bikeway connections.

G. Urban Design Recommendations

Urban design guidelines and projects are recommended for development and codification based on the design recommendations contained herein. Specific components of several of the conceptual improvement projects introduced herein are further discussed in additional sections (e.g. infrastructure) in this Plan. The following conceptual projects and design issues, which are organized by conceptual planning district, should be addressed.

Park District (Figure 7-a)

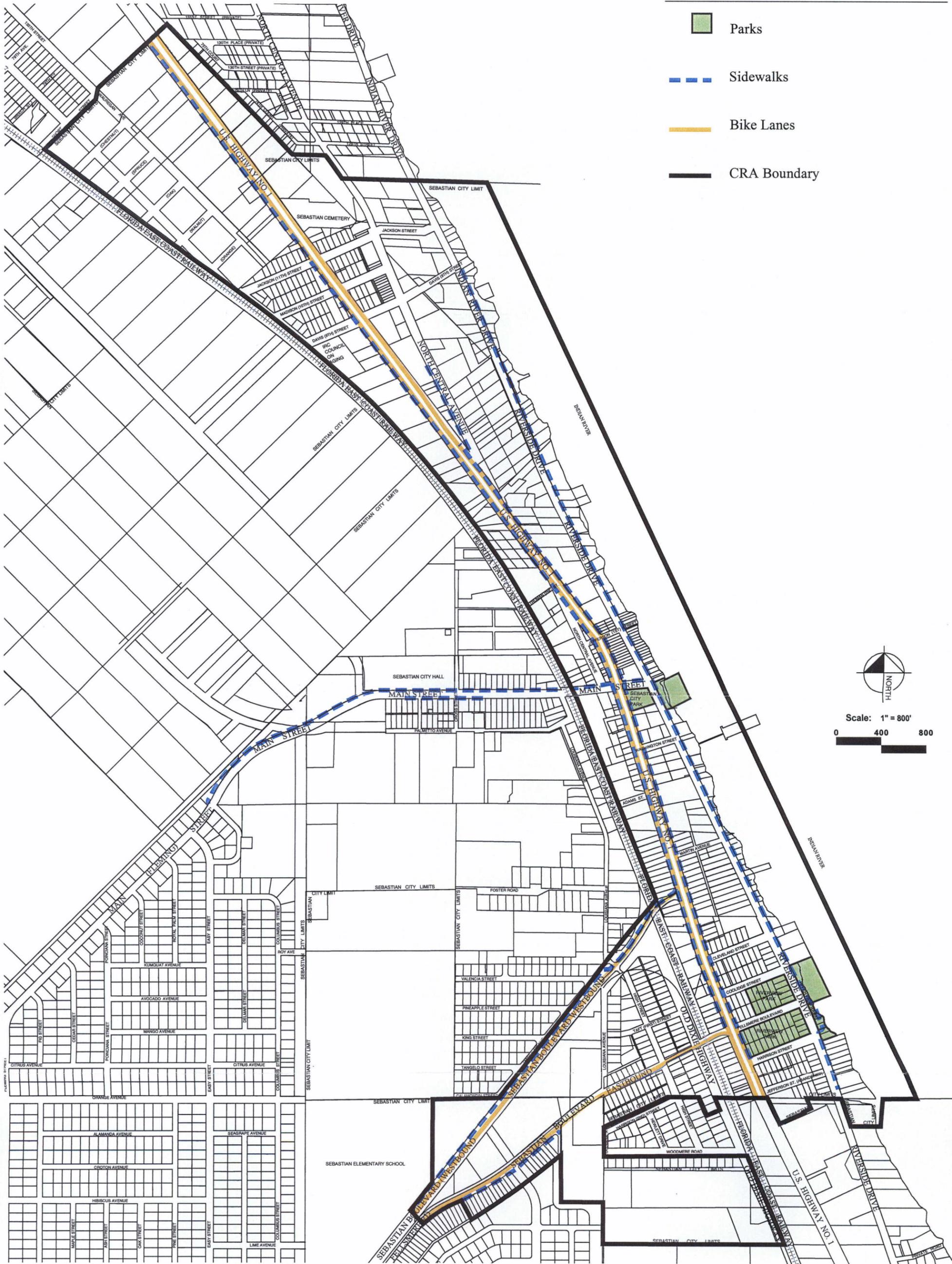
The Park District is the "heart" of the CRA, and should define the character of the City. Proposed physical design improvements within this district are shown on Figures 12 through 14. These improvements include the following short-term (5-year) improvements (Figure 12):

- Roadway improvements and streetscape for all roads within the immediate vicinity of Riverview Park, including closing the western half of Harrison Street between US-1 and Riverside Drive;
- Reconfiguration of the existing boat ramp parking area at the northwest corner of Sebastian Boulevard and Riverside Drive;
- Upgrades and renovations to Riverview Park;
- Expanding the park to include picnic pavilions, a participatory fountain, and a new parking lot;
- Creating a pedestrian connection to Sebastian Square;
- Creating a mid-block pedestrian/vehicular "spine" to improve circulation and create development "blocks";
- Reconfiguration of Harrison Street, including vacating the eastern half of the road right-of-way; and
- Installation of new recreational piers, a proposed band shell, and restroom facilities.

Specific urban design enhancements within this district will address:

Legend

-  Parks
-  Sidewalks
-  Bike Lanes
-  CRA Boundary

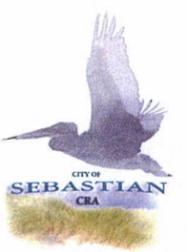


Scale: 1" = 800'
 0 400 800

Parks, Sidewalks & Bikeways City of Sebastian CRA



Figure 9



- Parallel on-street parking;
- Curb and gutter installation;
- Pedestrian and roadway lighting;
- Sidewalks;
- Street trees;
- Street furniture;
- Raised Pedestrian Intersections;
- Traffic circles with public art or architectural features; and
- Underground utilities.

Long-term (10 year) improvements are shown in Figure 13, and emphasize infill commercial development adjacent to the park, and other large-scale redevelopment initiatives in the district. Please note that while retail uses are encouraged adjacent to the park, no commercial or other privately owned land use is recommended for the park itself. Additionally, the development of this district (and generally, the CRA) should be considered a public-private partnership. That is, infrastructure and physical improvements to publicly owned land will be completed by the City, and complementary retail and related uses will be developed by the private sector in cooperation with the City to ensure redevelopment goals are met.

Figure 14 shows a typical roadway cross-section within the Riverview Park District. This cross-section features wide pedestrian arcades to provide shade for shoppers, a 16 feet wide landscaped pedestrian zone adjacent to the roadway, and on-street parallel parking.

Conceptual improvements to Sebastian City Park, located on the south side of Main Street between US-1 and Riverside Drive, should also be considered within this district. Creation of a future Main Street activity center may increase the usability of the park. The City should also capitalize on the historical museum as a cultural amenity, and investigate the feasibility of developing an expanded facility in the future.

Sebastian Boulevard Mixed-Use District (Figure 7-b)

The Sebastian Boulevard Triangle Area Concept Plan is shown in Figure 15, and is predicated on significant land use and zoning changes, which are presented in Subsection I of this Section. Urban design and other conceptual improvements presented in this plan are summarized as follows:

- Creation of mixed-use commercial areas and single-family attached (townhouse) uses throughout the district;
- Creation of City gateway features at the Sebastian Boulevard east and westbound split and at Sebastian Boulevard westbound and U.S.-1, to provide:
 - Architectural features and/or flags;
 - Signature landscaping;

- Specialty feature lighting; and
- A fountain feature at the conceptual new lake.
- Modification of the existing lake in order to create a park;
- Creation of pedestrian and visual connections between the commercial, mixed, and residential multi-family uses;
- Realignment of property boundaries (e.g. parcel assembly) to create more usable parcel configurations;
- Streetscape Sebastian Boulevard:
 - Double rows of large shade trees;
 - 10 feet wide pedestrian/bikeway;
 - Placing structures between the roadway and parking areas;
 - Installation of pedestrian and roadway streetlights;
 - Specialty paving at key intersections;
 - A 25 feet wide proposed parkway zone; and
 - Pedestrian and vehicular connections to adjacent residential use.
- Creation of a connection to South Wimbrow Drive:
 - Traffic roundabout and focal point; and
 - Vehicular and pedestrian connection to adjacent residential land use.

Figures 16 and 17 provide conceptual roadway cross-sections for Sebastian Boulevard east and westbound, respectively.

U.S.-1 Commercial District (Figure 7-c)

The U.S.-1 Commercial District is characterized by larger-scale auto-oriented development, such as auto parts stores, big box development, drive-through restaurants, and other linear strip development common to arterial highways. Figures 12 and 13 primarily show improvements to Riverview Park, but also call for the following improvements along U.S.-1. These improvements are shown as a typical roadway cross-section in Figure 18.

- Streetscape enhancement:
 - Large specimen Medjool Date Palms in median for scale and visual statement;
 - Decorative lighting in median where possible;
 - Washington Palms along roadside;
 - Decorative pedestrian-scale lighting along roadside;
 - Bury existing utility lines; and
 - Existing trees to remain.

- Gateway features at the northern and southern entrance to the City along U.S.-1;
- Development of a stormwater park on the west side of U.S.-1 at the southern boundary of the CRA to accommodate installation of drainage improvements in the Downtown and to serve as a gateway statement; and
- Infill commercial development (Figure 13) to complement improvements to Riverview Park and provide a linkage to the riverfront.

The Florida Department of Transportation recently completed streetscape improvements to U.S.-1. However, the CRA may provide adequate funding to install additional features, such as mature landscaping (larger trees), street furniture, delineated pedestrian crosswalks, a way finding system with banners and/or pedestrian kiosks, and other functional improvements.

Riverfront District (Figure 7-d)

The Riverfront District extends along the river from Main Street to the northern boundary of the CRA. Urban design considerations should be complementary to projects completed in the Park District, and may include the following:

- Installation of picnic tables, covered seating areas, wildlife observation areas, and "pocket parks" along the east side of Indian River Drive;
- Mature vegetation and tree plantings to provide continuous shade along pedestrian paths;
- Installation of a grade-separated bicycle and pedestrian path with a vegetative buffer between the path and the roadway;
- Pedestrian kiosks with information pertaining to upcoming events, local businesses, and recreation opportunities; and
- Pedestrian-scale lighting along the sidewalk to support evening use of recreation facilities.

Sebastian Boulevard South District (Figure 7-e)

This district will continue to support light industrial land use; through market and development trends, these uses have primarily resulted in heavy commercial uses (e.g. automotive repair, storage, etc.). 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.

H. Infrastructure Improvements

The Sebastian CRA is fortunate in that the majority of the infrastructure in the area is suitable to support existing development as well as limited redevelopment in the CRA, which frees up Tax Increment Financing (TIF) funds to be used on other redevelopment projects and programs.

The 1995 *Sebastian Community Redevelopment Plan* included a narrative providing a brief analysis of infrastructure issues in the CRA. A brief summary of this information as well as an updated analysis is as follows.

Sidewalks

The original Riverfront Study, completed in the early 1990s, identified pedestrian access as a major development concern in enhancing the riverfront. The study recommended the creation of a "linear park" along the eastern side of Indian River Drive, extending the length of the CRA. The City has accomplished this goal. A wide, linear pedestrian path has been constructed along the length of the riverfront in Downtown Sebastian, and has been enhanced by the installation of landscaping, trees, seating areas and the improvement of points of interest along the path, such as the City park on Main Street and Riverview Park in the southern end of the CRA.

As the CRA continues to redevelop, emphasis should be placed on providing a connected grid of pedestrian walks along existing City rights-of-way throughout the Downtown, as well as the Sebastian Boulevard Triangle Area. The installation of additional landscaped sidewalks could provide a means of pedestrian connectivity between U.S.-1 and the riverfront, and connect the CRA's parks and green spaces.

Water, Sewer, and Drainage Facilities

The City has made substantial infrastructure improvements within the CRA since the adoption of the original *Community Redevelopment Plan*. Additional visual and functional improvements within the CRA may include the following:

- Installation of stormwater facilities, including treatment ponds, in the areas of the CRA currently not being served;
- Infrastructure improvements in the Sebastian Boulevard Triangle Area to support redevelopment efforts as presented herein;
- Upgrading water lines, as necessary, to provide for additional demand in commercial and residential fire-flow requirements.

Parking

Public parking is perhaps the most visible deficiency in the Downtown, particularly during weekends and during events, when demand for parking facilities close to the riverfront typically exceeds current capacity. The City has been addressing this issue through the development of public parking facilities throughout the CRA; there are now approximately 250 public parking spaces in the Downtown area east of U.S.-1, not counting parallel on-street parking, private lots, or unpaved boat trailer lots.

Approximately 168 parking spaces are provided in the northern CRA at a paved public parking lots located at the southwest corner of Jackson Street and Riverside Drive (Indian River Drive). Thirteen spaces are provided on Main Street adjacent to Sebastian City Park, 25 spaces are provided in a linear public lot along Riverview Drive between Fellsmere Boulevard and Coolidge Street, and 44 angled spaces are available adjacent to Riverview Park. An inventory of these parking locations is provided in Figure 10, Existing Parking.

Recommendations for providing additional parking in the Downtown are as follows:

- Require new development east of U.S.-1 to set aside part of their total parking as public;
- Address public parking needs in the Land Development Code by adopting public parking requirements in the City's Performance Overlay Districts;
- Consider entering discussions to annex the underutilized land parcel and structure ("Bealls") south of and contiguous to the City and CRA boundary between U.S.-1 and Riverside Drive. A cooperative agreement may be reached with the owner of this development to provide occasional public parking;
- Provide a shuttle service during high demand periods (e.g. weekends and during events) so that satellite parking lots may be utilized.
- Consider developing additional parking in the Riverview Park Expansion Area, as indicated on Figure 12.

Clearly, it is not in the best interest of the City to provide a large number of public parking lots along prime Riverfront property within the CRA. The recommendations above provide alternatives to meet the demand for public parking, while maintaining the integrity and development potential of the CRA and Riverfront.

I. Land Use and Zoning Recommendations

Land use and zoning recommendations are included herein to address proposed land uses according to the redevelopment concept plan, building height, mixed-use development, urban design guidelines, and building setbacks. These recommendations are shown on Figure 11.

Proposed Land Uses/Zoning by Conceptual Planning District

Existing site development regulations and permitted uses for each zoning/land use district throughout the CRA are presented in Appendix F. Specific land use/zoning recommendations presented below, and are organized by conceptual planning district.

Park District. No changes are proposed.

Sebastian Boulevard Mixed-Use District. Currently the Sebastian Boulevard Triangle Area is zoned for Public Service, Industrial, and Commercial General. The land uses in the industrial-zoned areas is typically commercial in nature, and includes equipment rental, automotive-based uses, and other similar uses. The land use/zoning throughout this District should be changed to a new zoning/land use designation closely resembling the requirements of the Commercial Waterfront Residential district (e.g. Commercial/Residential Mixed Use), which will provide for appropriate mixed-use development throughout the area such as single-family attached (townhouse) and commercial mixed uses, and will support the existing clubs and lodges within the district.

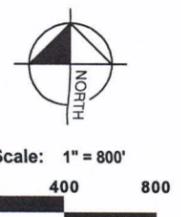
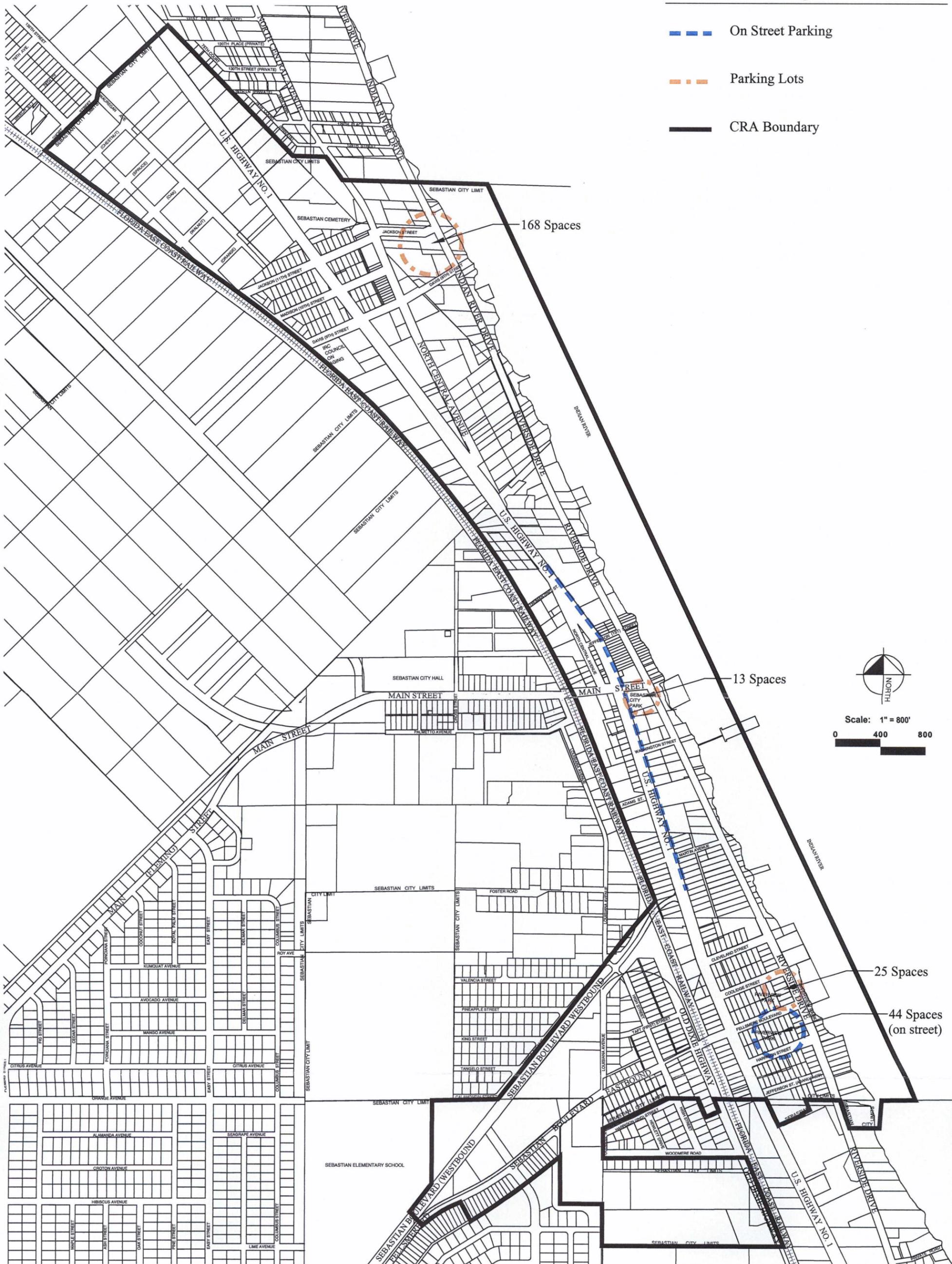
U.S.-1 Commercial District. No land use or zoning amendments are proposed. However, the City should complete further study of how to mitigate the impacts of large commercial development setback considerably from U.S.-1. These developments have large amounts of parking in the front, and can create the image of a "sea of parking" when traveling down the highway. The City should investigate adopting regulations for an overlay area including all commercial parcels adjacent to U.S.-1 requiring a reasonable part of a large development's out parcel space be dedicated to buildings built close to (or on) the property line, with parking behind the structure. This helps create a more pedestrian-friendly urban edge throughout the district.

Riverfront District. No changes are proposed.

Sebastian Boulevard South District. No changes are proposed, with the possible exception of changing the land use/zoning of all property fronting on Sebastian Boulevard to Commercial 512.

Legend

-  On Street Parking
-  Parking Lots
-  CRA Boundary



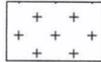
Existing Parking City of Sebastian CRA

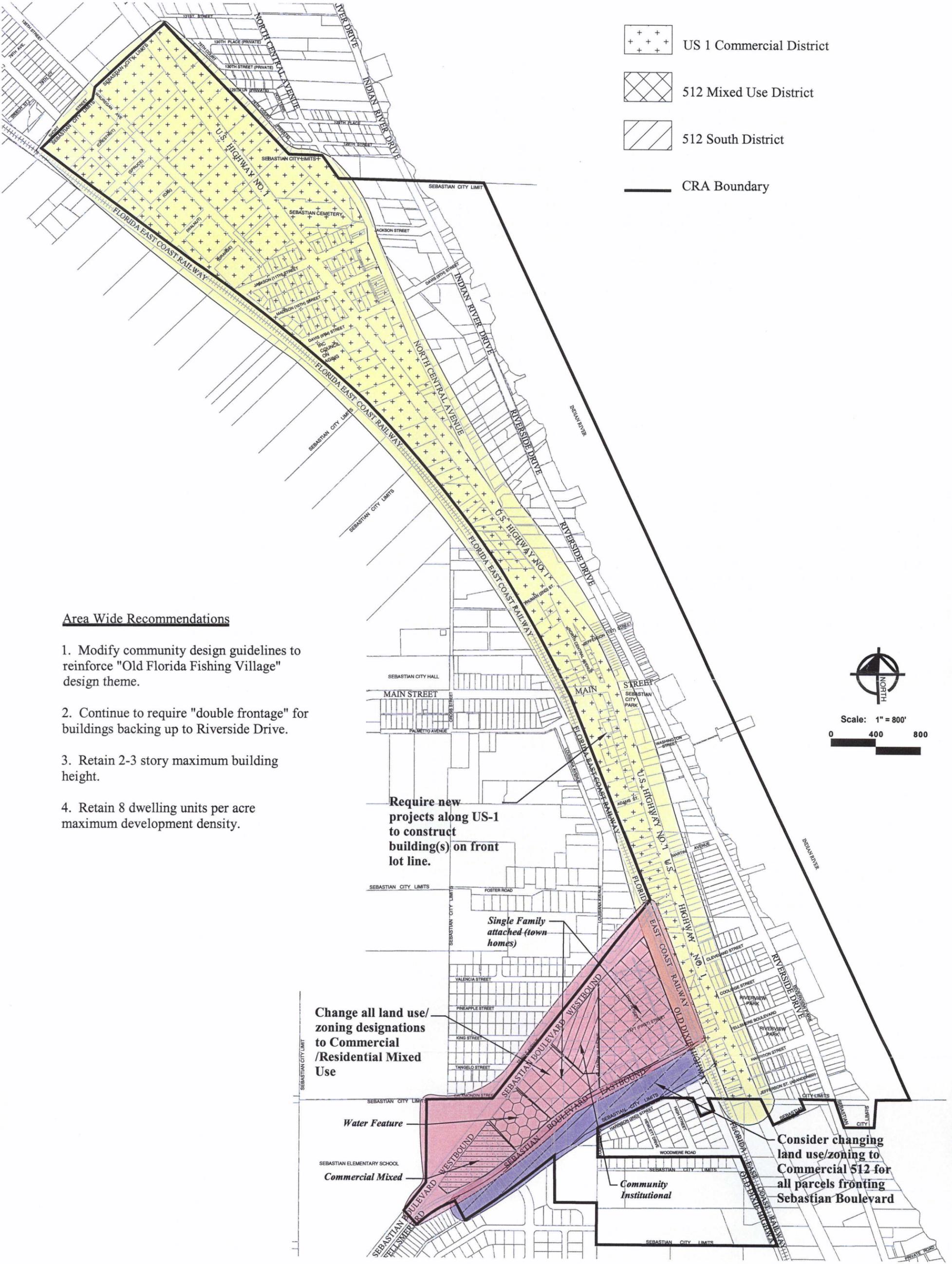


Figure 10



Legend

-  US 1 Commercial District
-  512 Mixed Use District
-  512 South District
-  CRA Boundary



Area Wide Recommendations

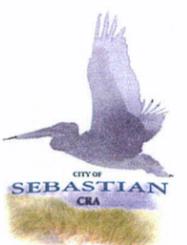
1. Modify community design guidelines to reinforce "Old Florida Fishing Village" design theme.
2. Continue to require "double frontage" for buildings backing up to Riverside Drive.
3. Retain 2-3 story maximum building height.
4. Retain 8 dwelling units per acre maximum development density.

Land Use/Zoning Recommendations

City of Sebastian CRA



Figure 11



Building Height & Density

Stakeholders and City leadership are in favor of maintaining the current three-story building height limit (two stories east of Indian River Drive) and eight dwelling unit per-acre maximum zoning density throughout the CRA. The recommendations in this plan are compliant with these regulations.

The City may wish to reexamine this issue as part of the three to five-year update of this Plan to ensure compatibility with future needs. Hotel and related development often necessitates taller building heights and greater density and/or intensity, and the current regulations may limit the tourism potential of Downtown Sebastian.

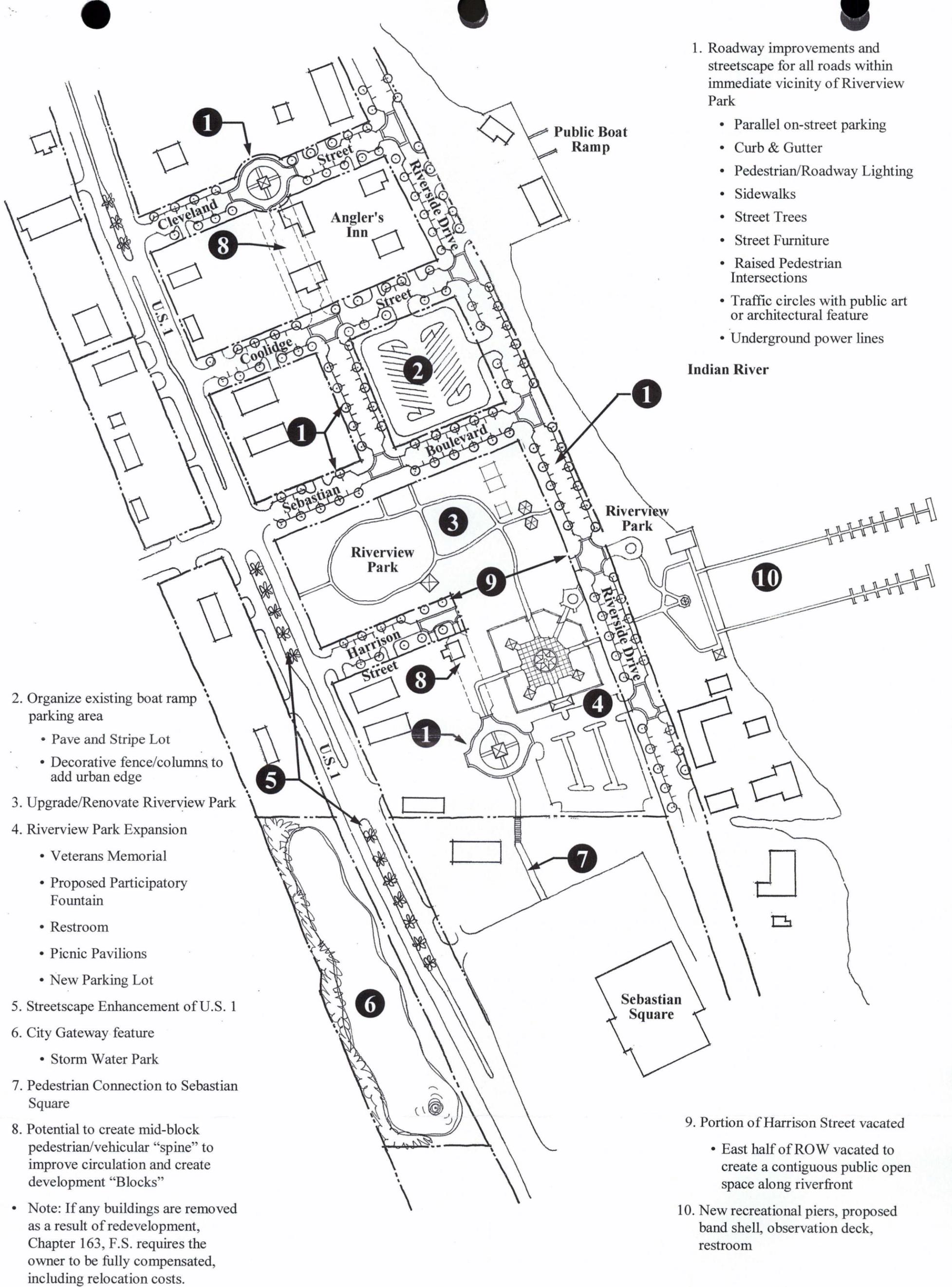
Urban Design Guidelines

The City's current urban design guidelines have been successful in promoting appropriate development within the CRA. These guidelines should be reevaluated concurrent with redevelopment to ensure their continued effectiveness. Issues that should be addressed immediately include the following:

- The CR 512 Overlay District regulations only apply to those properties with frontage on Sebastian Boulevard. The zoning overlay should be expanded to include all property within the CRA west of U.S.-1; and
- The CR 512 Overlay District regulations limit building awnings to a maximum of 30% of the length of any single façade, which limits the ability to create covered sidewalks. The City should revisit this requirement in those areas suitable for commercial mixed-use zoning in the Sebastian Boulevard Triangle Area.

Implementation Schedule

Zoning/land use changes and amendments to the City's urban design guidelines should be completed within one year following Plan adoption.



1. Roadway improvements and streetscape for all roads within immediate vicinity of Riverview Park
- Parallel on-street parking
 - Curb & Gutter
 - Pedestrian/Roadway Lighting
 - Sidewalks
 - Street Trees
 - Street Furniture
 - Raised Pedestrian Intersections
 - Traffic circles with public art or architectural feature
 - Underground power lines

2. Organize existing boat ramp parking area
- Pave and Stripe Lot
 - Decorative fence/columns to add urban edge
3. Upgrade/Renovate Riverview Park
4. Riverview Park Expansion
- Veterans Memorial
 - Proposed Participatory Fountain
 - Restroom
 - Picnic Pavilions
 - New Parking Lot
5. Streetscape Enhancement of U.S. 1
6. City Gateway feature
- Storm Water Park
7. Pedestrian Connection to Sebastian Square
8. Potential to create mid-block pedestrian/vehicular "spine" to improve circulation and create development "Blocks"
- Note: If any buildings are removed as a result of redevelopment, Chapter 163, F.S. requires the owner to be fully compensated, including relocation costs.

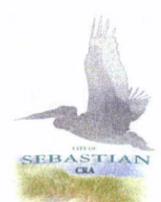
9. Portion of Harrison Street vacated
- East half of ROW vacated to create a contiguous public open space along riverfront
10. New recreational piers, proposed band shell, observation deck, restroom

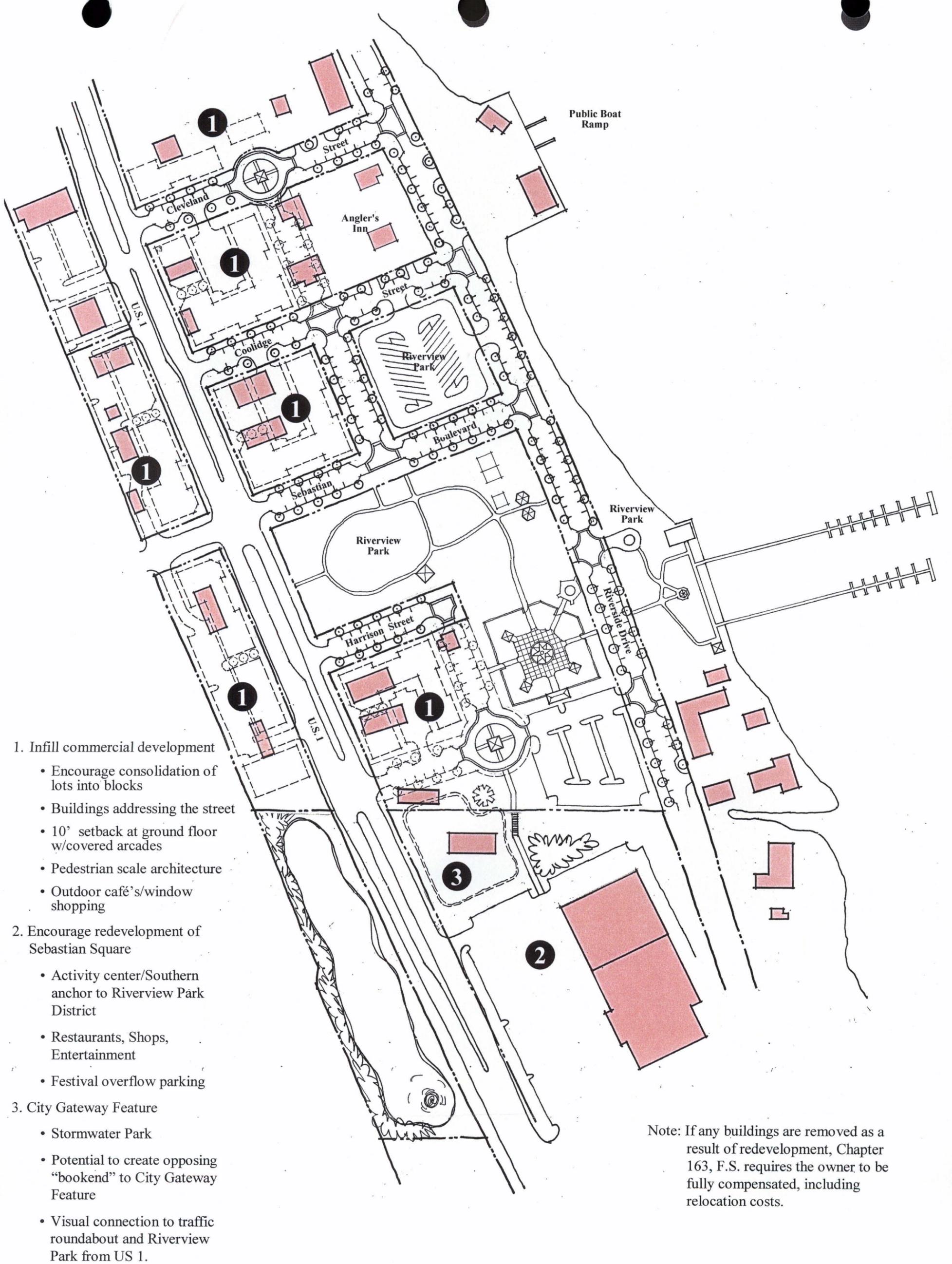
Riverview Park District "Short-Range" Plan

City of Sebastian CRA



Figure 12





1. Infill commercial development
 - Encourage consolidation of lots into blocks
 - Buildings addressing the street
 - 10' setback at ground floor w/covered arcades
 - Pedestrian scale architecture
 - Outdoor café's/window shopping
2. Encourage redevelopment of Sebastian Square
 - Activity center/Southern anchor to Riverview Park District
 - Restaurants, Shops, Entertainment
 - Festival overflow parking
3. City Gateway Feature
 - Stormwater Park
 - Potential to create opposing "bookend" to City Gateway Feature
 - Visual connection to traffic roundabout and Riverview Park from US 1.

Note: If any buildings are removed as a result of redevelopment, Chapter 163, F.S. requires the owner to be fully compensated, including relocation costs.

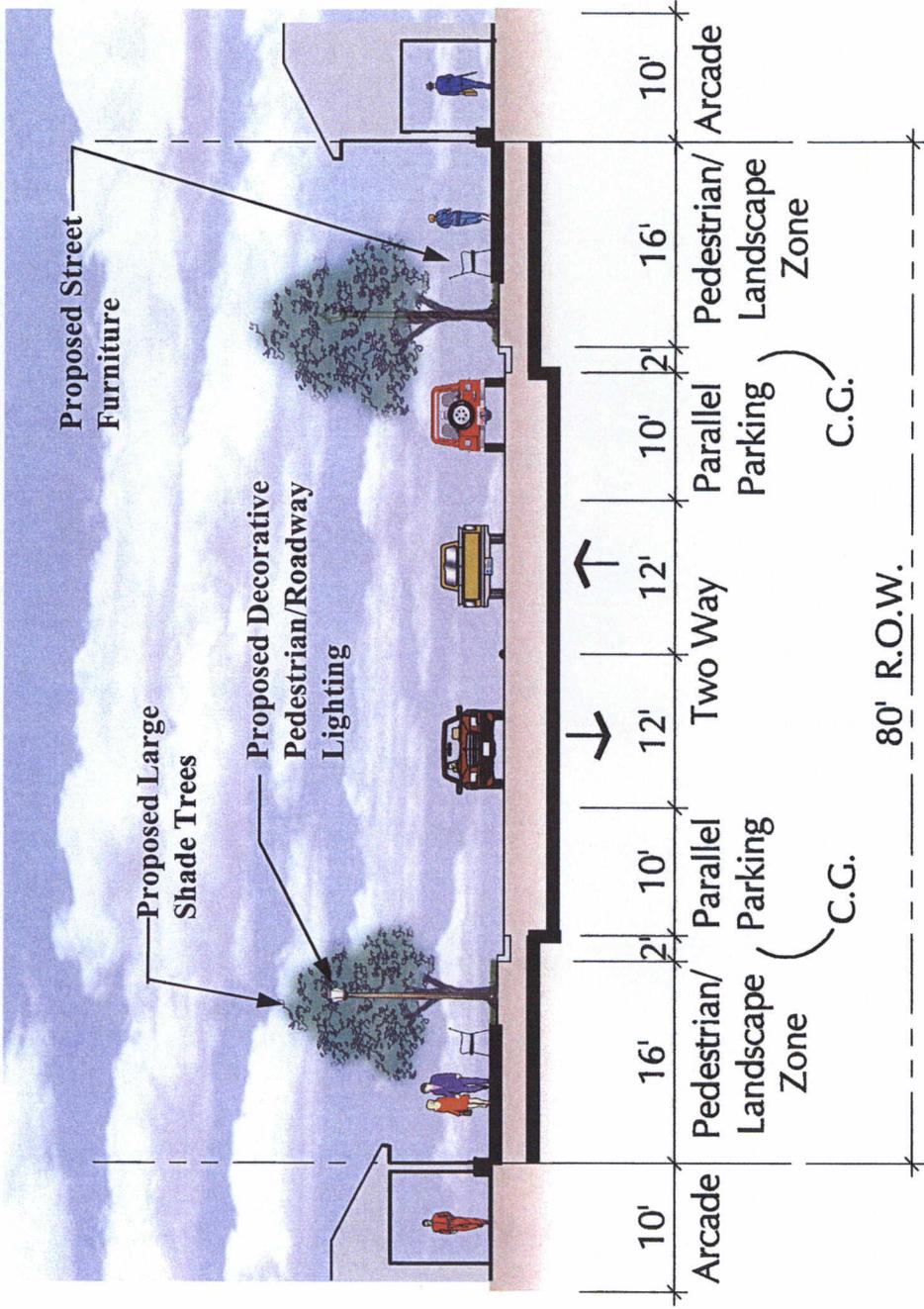
Riverview Park District "Future Vision" Plan

City of Sebastian CRA



Figure 13





Typical Roadway Cross Section

Riverview Park District



Figure 14

1. Creation of City Gateway Features

- Architectural Feature/Flags
- Signature Landscaping
- Specialty Feature Lighting
- Fountain Feature at New Lake

2. Modification to Existing Lake to Create Park

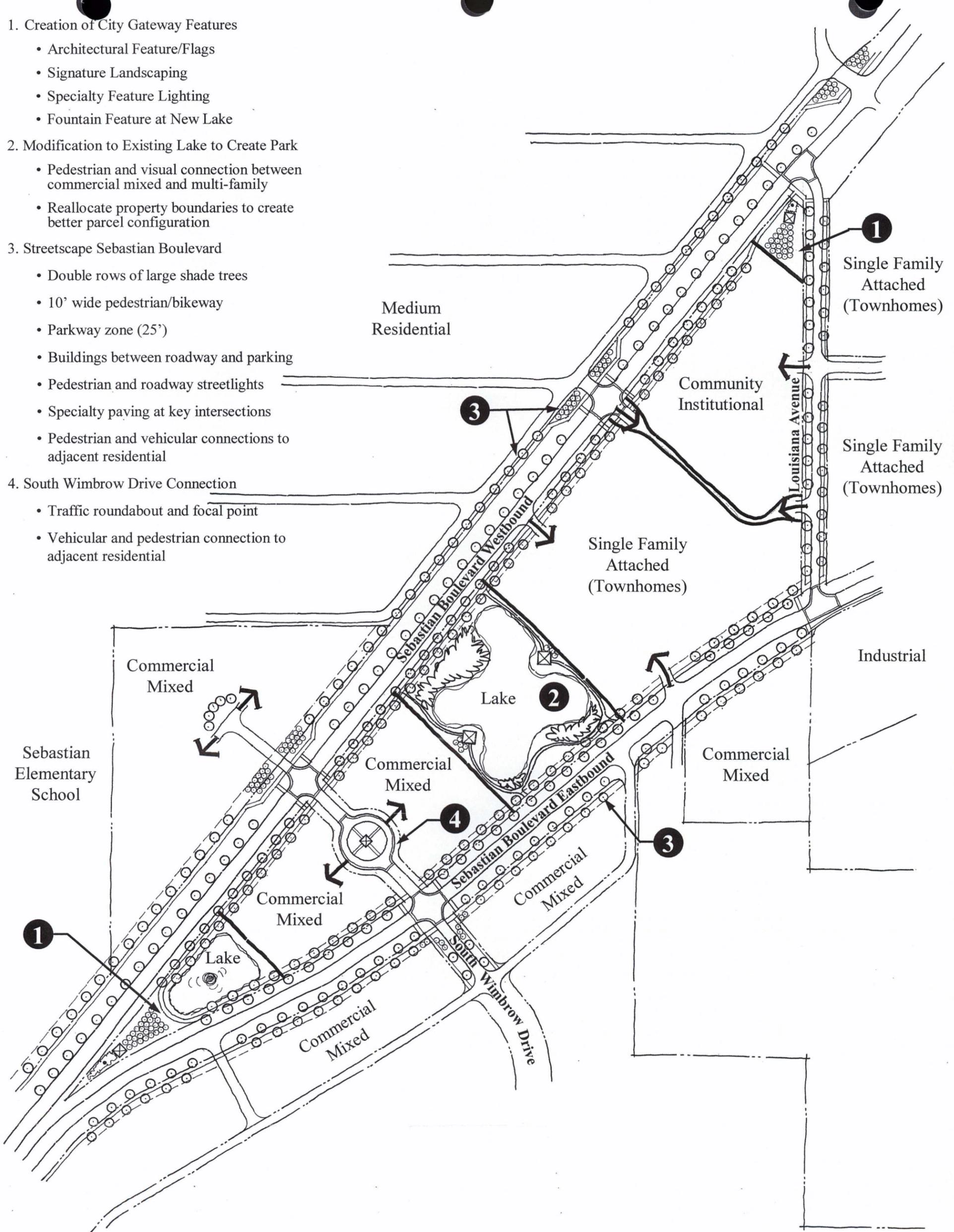
- Pedestrian and visual connection between commercial mixed and multi-family
- Reallocate property boundaries to create better parcel configuration

3. Streetscape Sebastian Boulevard

- Double rows of large shade trees
- 10' wide pedestrian/bikeway
- Parkway zone (25')
- Buildings between roadway and parking
- Pedestrian and roadway streetlights
- Specialty paving at key intersections
- Pedestrian and vehicular connections to adjacent residential

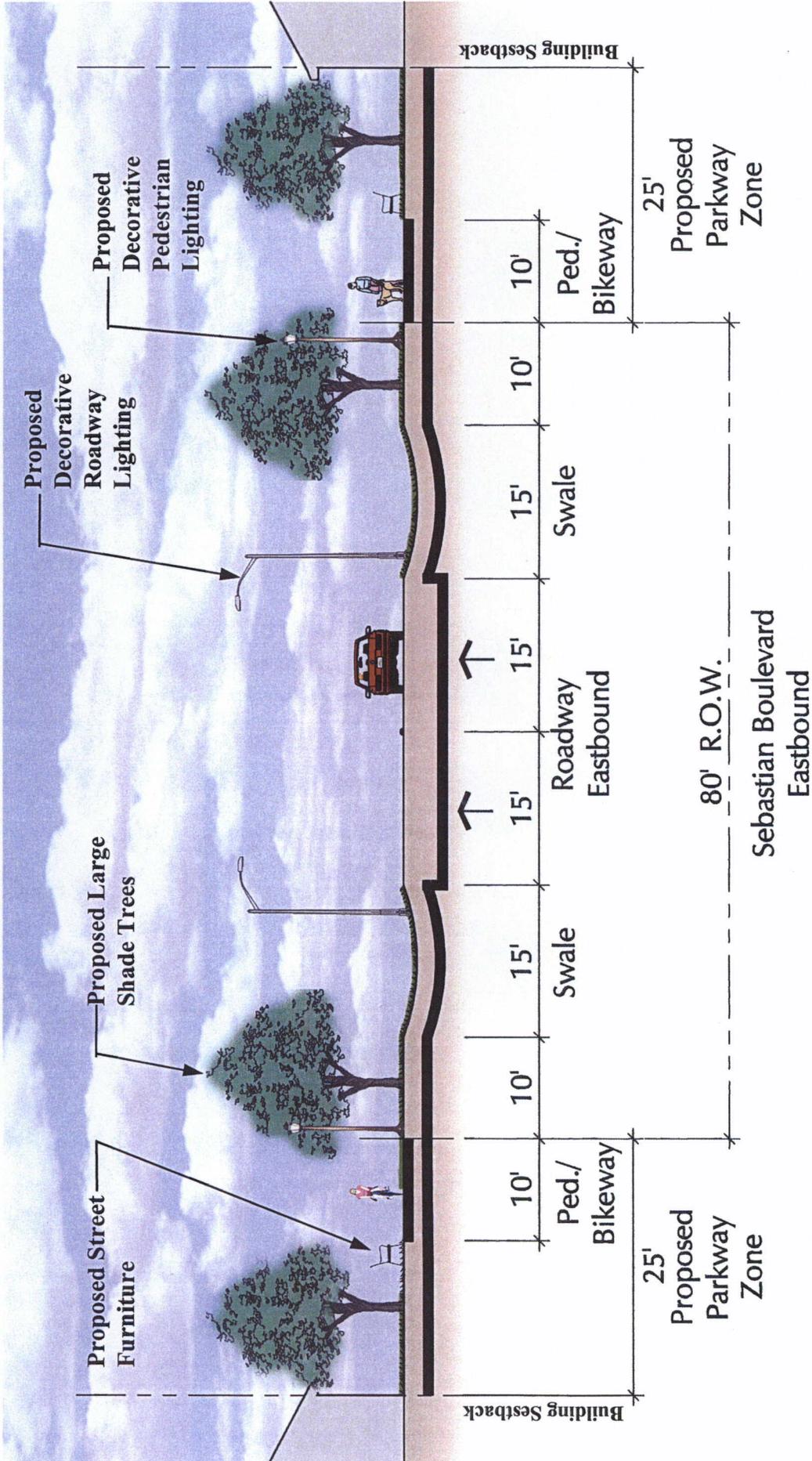
4. South Wimbrow Drive Connection

- Traffic roundabout and focal point
- Vehicular and pedestrian connection to adjacent residential



Sebastian Boulevard "Triangle"

City of Sebastian CRA



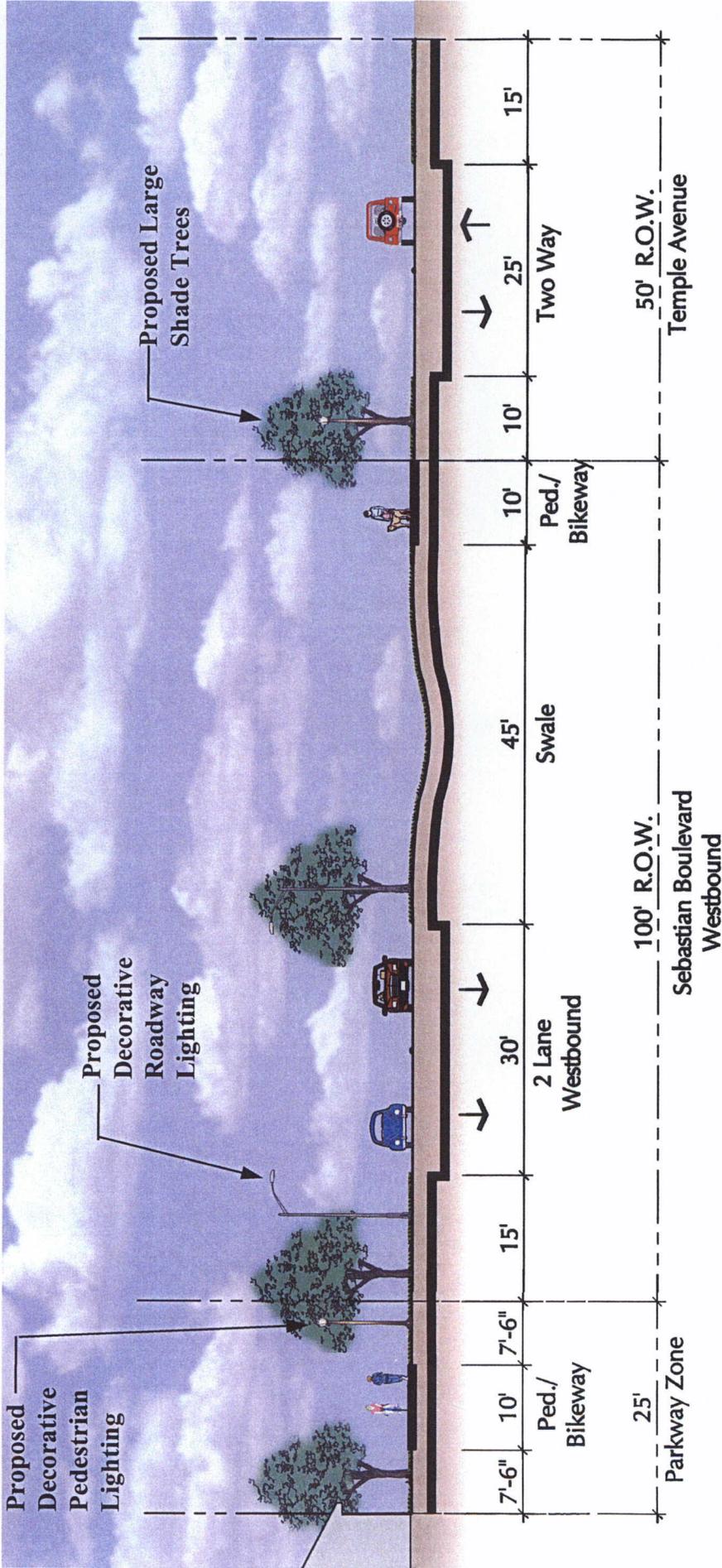
Typical Roadway Cross Section
Sebastian Boulevard Triangle District (Eastbound)



Figure 16



Kimley-Horn and Associates, Inc.
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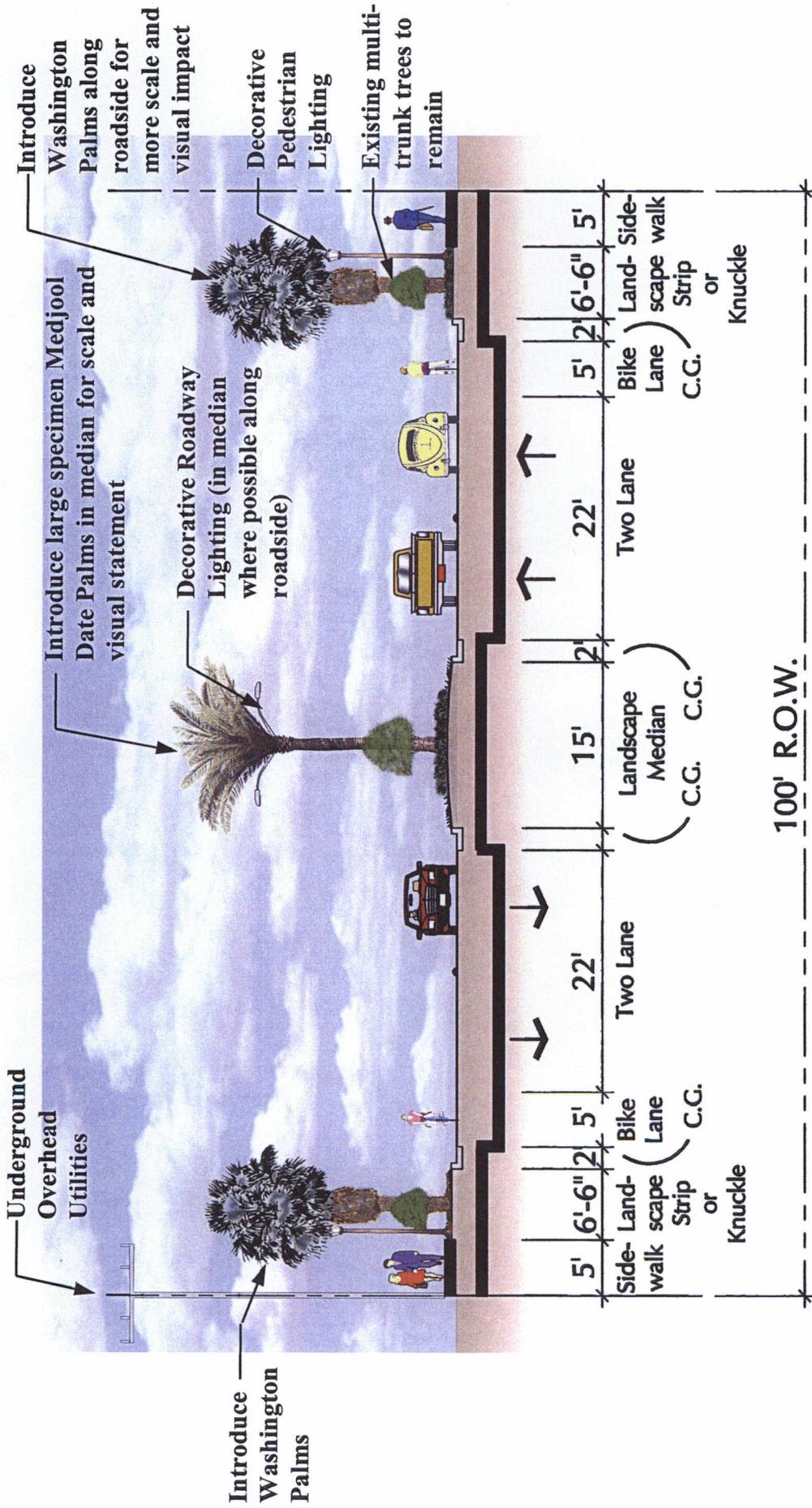


Typical Roadway Cross Section
Sebastian Boulevard Triangle District (Westbound)



Kimley-Horn and Associates, Inc.
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Figure 17



Typical Roadway Cross Section

U.S. Highway One (Looking North)

J. Program and Policy Recommendations

Successful CRAs typically put programs in place to attract business, encourage private reinvestment in the CRA, and market the area locally and regionally to support tourism and solicit visitors and residents to "rediscover" the redeveloped Downtown. The following programs are recommended to address the existing needs and goals for the CRA.

Business Assistance Programs

Business assistance programs are vital to attracting and retaining desirable commercial, retail, and hospitality uses to the CRA. Each of the programs introduced below should be implemented with the qualification that all assistance provided should further redevelopment goals.

CRA Commercial Façade Improvements Program: Existing commercial facades in the CRA would benefit from the initiation of a façade improvements program to restore or improve existing building facades in a manner consistent with adopted urban design guidelines. This program could be funded through Tax Increment Financing (TIF) and/or a cash match from participating business owners.

Local Business Expansion Program: The CRA has an opportunity to partner with local business and professional organizations in providing grant or loan funding for qualified business expansions within the CRA Area. Qualifying criteria for programs similar to this typically include the project's consistency with redevelopment goals, business income, potential for growth, and a commitment to maintain the current business address for a certain time period after improvements are completed. Typical projects may include:

- Building façade enhancements, in partnership with the Commercial Façade Improvements Program;
- Signage enhancements;
- Landscaping and greenspace improvements; and
- Other site improvements resulting in enhanced property values.

Historic Building Rehabilitation Program: Part of the City's National Register of Historic Places District is located within the boundaries of the CRA. This program will provide matching funds, a loan, or a grant to owners of historic structures within the CRA for building rehabilitation and restoration activities. This program will encourage adaptive reuse of historic structures, and may also provide partial funding for new construction adjacent to historic structures that are built in a complementary architectural form and scale.

Development Liaison/Expedited Permitting Program: Provides expedited service and processing of development permits to encourage a particular location, expansion, or redevelopment of properties within targeted CRA areas.

Facility Location Program: Provides a mechanism for assisting in the recruitment of business to the CRA and provides desirable businesses with mapping and market information, a list of market-ready sites, links to other federal, state and local programs associated with economic development, and a liaison with the area's real estate professionals and chambers of commerce.

Commercial Code Compliance Program: Provides assistance to owners of commercial properties within the CRA to address Code compliance issues, including parking/drainage deficiencies, structural improvements, and property maintenance issues.

General Program Recommendations

Main Street Program: The Main Street program involves addressing redevelopment needs through a four-point approach that includes economic restructuring, promotions, marketing, and design as tools to address redevelopment needs within a designated program area. The City of Sebastian is encouraged to explore the Main Street program as a parallel program towards revitalizing the commercial component of the downtown.

Downtown Marketing Program: Sebastian has an opportunity to market itself online, through newspapers and magazines, and at regional travel hubs (e.g. airports) to bring in additional tourism.

Advertising I-95: The CRA is close enough in proximity to I-95 to benefit from billboard advertising for the Downtown area.

Neighborhood Infill Program: This program will allow for CRA Area incentives for residential infill housing, and provide additional incentive for low- and middle-income affordable housing construction within the CRA Area. Any number of incentives can be used by the City to promote residential infill within the CRA Area, including waivers for certain permit and development review fees, or providing for an expedited development review process for residential infill developments. Additionally, the CRA may choose to utilize TIF funds to demolish abandoned and dilapidated structures to create opportunities for infill within the CRA Area.

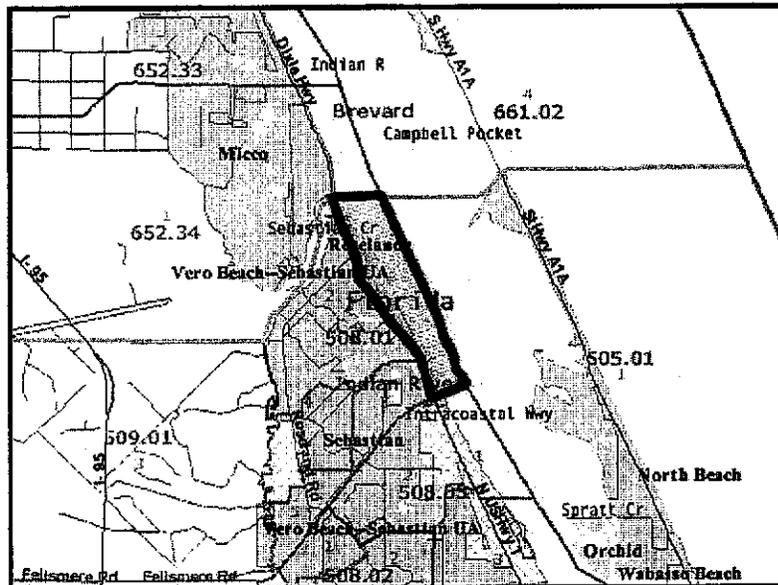
In addition to the CRA programs recommended above, several policy recommendations have been discussed throughout this Plan. These policy recommendations include:

- Zoning and Land Use changes, where applicable; and
- Enforcement and modifications to existing architectural design guidelines.

K. Neighborhood Impact and Affordable Housing Element

Community Housing Demographics

The portion of the CRA located east of U.S.-1 is located within U.S. Census Tract 508.01, Block Group 1. This Census Block Group extends from Fellsmere Boulevard north to include Roseland, with U.S.-1 forming a western boundary. According to 2000 Census data, there are a total of 402 housing units in this Block Group, 337 (84%) of which are occupied. Nearly 74% (249) of the occupied housing units are owner-occupied, and 26% (88) are renter-occupied.



Block Group 1, U.S. Census Tract 508.01

No housing units in the area lack plumbing or kitchen facilities, although 28 units report lacking landline telephone service. The median home value was \$110,300 in year 2000, median household income was \$25,720, and average household size was reported as 1.84 persons per unit. The comparatively low median household income is a result of a large population of retired persons in the area; 205 (53%) households reported no income.

Affordable and Replacement Housing

This Plan is not expected to significantly impact households in the low to moderate-income range. No acquisition of housing units is proposed, and potential acquisition needs of conceptual improvements (e.g. commercial/retail uses adjacent to Riverview

park) cannot be addressed until a detailed design plan is completed for the project. The CRA and City Council may wish to adopt a formal policy requiring future project designs to avoid any residential property acquisition, or putting into a place a formal policy to address potential acquisition needs.

Traffic Circulation

No alternations to the arterial traffic circulation pattern within the CRA are recommended within this Plan. Recommended transportation improvements within the CRA - in Riverview Park and in the Sebastian Boulevard Triangle Area - are proposed to create greater community connectivity, and are limited to local collector roadways.

Environmental Quality

This Plan should have a positive impact on environmental quality in the residential neighborhoods within the CRA through streetscape improvements, the installation of future bicycle and pedestrian improvements, and future infrastructure improvements if deemed necessary.

Availability of Community Facilities and Services

Improvements have been suggested in this Plan that will enhance the availability of facilities and services within the CRA. Provisions for additional public parking, local traffic circulation improvements, and enhancement of existing community facilities (e.g. parks) will provide a higher level of service to the residential community.

Effect on School Population

Development of the Sebastian Boulevard Triangle Area as a mixed-use community will likely create additional demand on schools in the area. The following is a list of schools serving the City of Sebastian, their current enrollment, and total student capacity.

Public Schools Serving the City of Sebastian			
School Name	Address	2003 Enrollment	Capacity*
Pelican Island Elementary	1355 Schumann Drive	656 students	862 students
Sebastian Elementary	400 CR 512	592 students	878 students
Liberty Magnet School	8955 85th Street	506 students	674 students
Sebastian River Middle School	9400 CR 512	1,250 students	1,601 students
Sebastian High School	9001 90th Avenue	1,764 students	2,025 students

Source: Indian River County School District, 2003

* Includes permanent capacity and portable classroom space.

As indicated in the table above, Sebastian's schools have considerable additional student capacity as of 2003. Concurrency requirements for new developments and continued coordination with the school board will ensure adequate student capacity to serve the CRA.

Other Matters Affecting the Physical and Social Quality of the Neighborhood

This Plan proposes improvements that will have a positive impact on the quality of life for existing residences within the CRA through the provision of improved parkland, landscaping, lighting improvements, and traffic circulation improvements. Over time, these improvements will increase property values in the area, boost tourism, and provide a stronger commercial base, while maintaining a viable sense of place for residents of Sebastian.

L. Land and Building Acquisition

The proposed CRA Area Plan may necessitate land acquisition and building demolition. It is intended that private market land and building transactions be used to the maximum extent possible in the implementation of this Plan. Eminent domain will only be utilized for the most critical redevelopment projects and when all concerted efforts to acquire key properties and/or buildings through private market transactions have failed.

As design plans for proposed CRA Area projects are developed in the future, the CRA will document specific building and/or land acquisition needs and attempt to acquire necessary lands and/or buildings through public/private development partnerships or private market purchases. As discussed above, eminent domain may be used in a manner consistent with applicable State laws and regulations.

Chapter 163, Florida Statutes provides for the relocation of any homes and/or businesses that may be impacted by redevelopment. The CRA and City intend to approach future relocation issues proactively, and will work towards mutually beneficial agreements with affected property owners to mitigate the impact of redevelopment projects.

Additional consideration to land and building acquisition, including preliminary cost estimates, is provided in Section IV of this Plan

M. Conformance with Sebastian and Indian River County Comprehensive Plans

Indian River County Land Use Plan

The proposed Plan has been developed in a manner consistent with the Indian River County Comprehensive Plan. The Sebastian Community Redevelopment Master Plan meets the intent of several important goals, objectives, and policies in the Indian River County Comprehensive Plan as follows:

- FLUE Policy 4.1 Land use districts shall be located in a manner which concentrates urban uses, thereby discouraging urban sprawl.
- FLUE Policy 4.2. By January 2000, Indian River County shall identify and map target areas for redevelopment and infill development.
- FLUE Policy 4.3 For the areas targeted for redevelopment and infill development...Indian River County shall...assess the potential for future development, review infrastructure capabilities and needs, and develop special overlay or use districts and regulations, if warranted.
- FLUE Policy 4.4 Indian River County shall work with property owners, developers, and the public to develop and implement a plan to promote development of the areas targeted for redevelopment and infill development...
- FLUE Objective 5 **Diversity of Development.** Indian River County will have a diverse mix of land uses, development patterns, housing densities, and housing types. By 2010, thirty percent of the County's housing units will be in multiple-family or traditional neighborhood design projects.
- FLUE Objective 8 **Protection of Historic Resources.** Through 2005, at least 95% of unincorporated Indian River County's historic properties...will continue to be preserved in fair, good, or excellent condition.
- FLUE Objective 9 **Promote Aesthetic Development.** Through the implementation of land development regulations, Indian River County will have aesthetically pleasing buildings, signs, landscaping, parking areas, and roads.

FLUE Objective 11 **Blighted Areas.** Indian River County will...(take) action to encourage redevelopment in at least three blighted areas.

FLUE Objective 18 **Traditional Neighborhood Design (TND) Communities.** Ten percent of new residential development (dwelling units) occurring in unincorporated Indian River County will be located in Traditional Neighborhood Design projects.

These objectives and policies from the Indian River County Comprehensive Plan support the preparation and implementation of Community Redevelopment Master Plans such as that proposed for the City of Sebastian CRA. The Indian River County Comprehensive Plan also favors the use of innovative planning techniques such as mixed-use and traditional neighborhood development to eliminate incompatible uses, promote economic development, increase affordable housing, and encourage infill and redevelopment. The proposed City of Sebastian CRA Area is in conformance with, and furthers, a number of these objectives and policies adopted in the Indian River County Comprehensive Plan. In addition, no inconsistencies with the County's Land Use Plan were found in this review.

Sebastian Comprehensive Plan

The Sebastian Community Redevelopment Plan furthers several important goals, objectives, and policies in the Future Land Use Element (FLUE) of the Comprehensive Plan as follows:

FLUE Policy 1-1.2.4 **Prepare a Redevelopment plan for Enhancing the Identity, Design, and Vitality of the City's Riverfront Corridor.** The Riverfront corridor shall be the subject of periodic special planning and management studies as determined by the City Council, which shall be coordinated closely with the residents, Chamber of Commerce and other interest groups concerned with promoting improvements along this waterfront corridor...

FLUE Objective 1-1.5 **Promote Community Appearance, Natural Amenities and Urban Design Principles.** The appearance of major transportation corridors serving as gateways to the City, as well as major activity centers such as the Downtown, the Indian River and St. Sebastian River shoreline, public parks and other public grounds and institutions shall be managed and enhanced through application of the site plan review process.

FLUE Policy 1-1.5.1 **Reinforce and Enhance the City's Community Appearance.** Major attributes shall be preserved through application of design review standards and management of

signs, landscaping, open space, tree protection, and other urban design amenities...

FLUE Objective 1-3.3 Encourage Redevelopment and Renewal. The portion of the City along the Indian River has a unique history, style and look which the City seeks to preserve. By January, 1998, the City of Sebastian shall adopt amended land development regulations for the Riverfront area, including performance standards which ensure that land development activities, resource conservation and infrastructure issues are managed in a manner that will consider the needs of the citizens of Sebastian...

FLUE Policy 1-3.3.4 Waterfront Theme. The overall theme of the Riverfront District is an "Old Florida Fishing Village." All City facilities and projects shall complement that theme in term of design...

FLUE Policy 1-3.3.6 Preservation of Existing Assets. The protection, restoration, and enhancement of existing assets, including historical structures, is important in implementing the "Old Florida Fishing Village" theme. The City shall adopt...procedures and ordinances to protect, encourage restoration and to provide for enhancement of existing assets in the Riverfront District through the land development code...

FLUE Policy 1-3.3.7 Reinforce and Enhance Appearance of City Gateways along U.S.-1 and CR 512. The City, together with the private sector, shall consider introducing landscaping and urban design amenities along gateways to the City, particularly the U.S.-1 and CR 512 corridors...

In addition to the above, a number of related objectives and policies throughout the Comprehensive Plan support the design recommendations presented in this Plan, including policies related to historic preservation, bicycle, pedestrian and vehicular circulation, recreation, and housing, among others.

These selected objectives and policies from the adopted Sebastian Comprehensive Plan all emphasize the need for the City to redevelop older areas on a priority basis. The Redevelopment plan can be accomplished by continuing to use innovative planning techniques such as mixed-uses, and enhance the land use plan, aesthetic character, employment opportunities, public safety, affordable housing, and tax base of such areas. The proposed Sebastian Community Redevelopment Plan is in conformance with, and furthers, a number of these objectives and policies adopted in the City's Comprehensive plan. In addition, no inconsistencies with the Sebastian Comprehensive Plan were found in this review.

IV. FINANCIAL FEASIBILITY

A significant benefit of any Community Redevelopment Agency (CRA) is the ability to manage future incremental ad valorem tax revenues within the CRA Area from both County and City sources. Following the first year of the CRA (base year), 95% of ad valorem taxes collected annually on the incremental growth in property values since the base year are returned to the CRA by eligible authorities including, but not limited to, Indian River County and the City of Sebastian for use in implementing the approved Community Redevelopment Master Plan. This increment, which has been collected since 2000, will be supplemented in 2004 to include the Sebastian Boulevard Triangle Area.

Tax Increment Financing (TIF) revenues can be combined with other funding sources such as grants to help finance initial projects prioritized by the Redevelopment Plan. After three to four years of positive tax base growth -- which the City has already experienced -- the incremental tax revenues of the CRA Area should also be "bondable". This enables the Agency to receive a large up-front infusion of funds to implement public and public/private projects designed to "grow" the tax base and repay the bonds with future tax revenues.

This section will use past TIF revenues and annual property value growth trends to provide estimated projections of incremental tax base growth in the Sebastian CRA and resulting tax revenues that may be received by the Agency. Other potential revenue sources will also be discussed to complete the ten-year CRA revenue picture.

Fulfilling the vision of the Sebastian Community Redevelopment Plan is contingent upon the ability to obtain funds to finance the public improvements and revitalization program. A combination of potential funding mechanisms has been identified to realize the vision of the plan.

Redevelopment Trust Fund: Subsequent to the approval of the original Redevelopment Plan, the Sebastian City Council established and approved the fund by ordinance in order to allocate future tax increments to the fund. This fund will be supplemented in 2004 by the addition of the Sebastian Boulevard Triangle Area to the CRA.

A. Tax Increment Revenues

The tables below show the annual taxable and assessed value for the Sebastian CRA Area over the past five years, as well as for the Sebastian Boulevard Triangle Area.

**Sebastian CRA -- Tax Increment Financing Revenue Projections
Taxable Value Growth, 1998-2003**

Year	Indian River Co. Taxable Value	Annual % Growth	City of Sebastian Taxable Value	Annual % Growth	Existing CRA Area Taxable Value** ***	Annual % Growth	
1998	\$6,420,215,433	--	\$441,507,089	--	not available	--	
1999	\$6,995,096,857	8.95%	\$484,360,012	9.71%	not available	--	
2000	\$7,440,896,735	6.37%	\$507,026,049	4.68%	\$45,834,920	--	
2001	\$8,541,205,140	14.79%	\$584,427,432	15.27%	\$58,263,740	27.12%	
2002	\$9,500,891,213	11.24%	\$623,616,811	6.71%	\$58,844,190	1.00%	
2003*	\$10,705,869,127	12.68%	\$700,797,392	12.38%	\$66,174,320	12.46%	
Growth, 1998-2003		40.03%	Growth, 1998-2003		37.00%	Growth, 2000-2003	44.38%

Source: Indian River County, City of Sebastian, 2003.

Note: Proposed CRA taxable value not available for 2001. CRA area growth percentage based on 1996-2000.

* Estimated.

** Sebastian Boulevard CRA Expansion Area not included in total.

*** CRA base year (1994) taxable value = \$34,959,870.

**Sebastian Boulevard CRA Expansion Area
Taxable Value Growth, 1998-2003**

Year	Indian River Co. Taxable Value	Annual % Growth
2000	\$4,978,630	--
2001	\$5,433,040	9.13%
2002	\$5,929,680	9.14%
2003*	\$6,463,351	9.00%
Growth, 2000-2003		29.82%

Source: Indian River County, City of Sebastian, 2003.

* Projected (data not available as of September 15, 2003).

As indicated in the tables above, the CRA grew more than 27% between 2000 and 2001. This is likely due to new development within the CRA. Taxable value grew only 1% the following year before leveling off at 12.5% growth rate. Growth within the Sebastian Boulevard Triangle Area has been more predictable, with a 9% annual growth rate between 2000 and 2003 (estimated).

In order to project future tax increment revenues that may be available to the CRA Area, an overall tax base growth rate will be assumed based primarily on historical growth. A conservative growth rate of 10% is assumed for the existing CRA, which was originally adopted in 1995. A growth rate of 9% is maintained for the Sebastian Boulevard Triangle Area, maintaining the annual growth rate over the past several years.

The table below presents the projected annual incremental growth in CRA Area tax base as well as estimated City and County revenues available to the CRA Area through year 2013. The projected increment value is actual for years 2000 through 2002, estimated for 2003, and projected for years 2004 through 2013, including the Sebastian Boulevard Triangle Area beginning in 2004.

Sebastian CRA Revenue Projections

Year	Projected Increment Value**	County Tax Revenues***	City Tax Revenues****	Total Tax Revenues
2000	\$10,875,050	\$42,373	\$51,656	\$94,029
2001	\$23,303,870	\$89,664	\$101,625	\$191,289
2002	\$23,884,320	\$87,877	\$104,157	\$192,033
2003	\$31,214,450	\$114,846	\$136,122	\$250,968
2004*	\$38,413,583.59	\$141,333	\$167,517	\$308,850
2005	\$46,326,813.52	\$170,448	\$202,026	\$372,474
2006	\$55,025,025.90	\$202,451	\$239,958	\$442,409
2007	\$64,586,148.32	\$237,629	\$281,652	\$519,281
2008	\$75,095,849.78	\$276,297	\$327,484	\$603,781
2009	\$86,648,310.19	\$318,801	\$377,863	\$696,664
2010	\$99,347,066.44	\$365,523	\$433,241	\$798,764
2011	\$113,305,942.60	\$416,881	\$494,114	\$910,995
2012	\$128,650,072.65	\$473,336	\$561,028	\$1,034,364
2013	\$145,517,024.93	\$535,394	\$634,582	\$1,169,977

Source: Indian River County, City of Sebastian, Iler Planning Group, 2003.

Note: 2000-2003 data are actual/estimated taxable values and revenues.

- * Assumes CRA boundaries amended to include Sebastian Boulevard Expansion Area and 2003 millage rates
- ** 1994 CRA Base Year taxable value = \$34.96 million. Incremental taxable values shown based on taxable value of 9% for Sebastian Boulevard Expansion Area, and 10% for remaining CRA.
- *** Revenues reduced by 5%. Estimates based on County millage of 3.8729.
- **** Revenues reduced by 5%. Estimates based on City millage of 4.5904.

B. Capital Improvements Program

Estimated capital improvements costs for CRA projects are depicted in the following table. It should be noted that the cost figures are for long-range planning and may vary considerably based on specific project details at time of construction.

Sebastian CRA – Capital Improvements Implementation Timeframe / Cost Estimates				
Improvement	Priority	Timeframe	Cost Estimate*	Comments
Park District Improvements				
<i>Streetscape Improvements:</i>				
Curb and Gutter Installation	High	5 years	\$169,000	
Stormwater System	--	--	\$901,000	
Pedestrian and Roadway Lighting	--	--	\$687,000	
Street Trees	--	--	\$380,000	
Street Furniture	--	--	\$228,000	
Reconfig. Boat Parking	--	--	\$231,000	
New Sidestreet Parking	--	--	\$554,000	
Specialty Paving at Intersections	--	--	\$304,000	
Sidewalk	--	--	\$389,000	
Buried Utilities	--	--	\$1,599,000	\$1 million per mile
Pocket Parks	--	--	\$69,000	6 @ \$10000 EA
Earthwork & Sodding	--	--	\$334,000	
<i>Upgrades and Renovations to Park:</i>				
Participatory Fountain	High	3 years	\$575,000	
Restroom	--	--	\$230,000	
Pavilions	--	--	\$35,000	
Pedestrian Connection to Sebastian Square	--	--	\$115,000	
Installation of New Parking	--	--	\$125,000	
Sebastian Boulevard Mixed-Use District				
<i>Gateway Treatment:</i>				
Architectural Features and/or Flags	High	3 years	\$460,000	2 @ \$200,000 EA
Signature Landscaping	--	--	Included	
Specialty Lighting	--	--	Included	
Fountain at Conceptual New Lake	--	--	\$17,000	
Modification of Existing Lake to Create Park	Medium	10 years	\$633,000	
<i>Sebastian Boulevard Streetscape:</i>				
Double Rows of large Shade Trees	High	7 years	\$358,000	
10-Foot Wide Pedestrian/Bikeway	--	--	\$323,000	
Pedestrian and Roadway Lighting	--	--	\$1,052,000	
Earthwork & Sodding	--	--	\$323,000	
Street Furniture	--	--	\$217,000	
Specialty Paving at Key Intersections	--	--	\$212,000	
Traffic Roundabout Connecting Triangle to South Wimbrow	Medium	10+ years	\$161,000	
US-1 Commercial District				
<i>US-1 Streetscape:</i>				
Large Specimen Medjool Date Palms	Medium	8 years	\$506,000	\$5000 per Date Palm
Decorative Lighting in Median	--	--	\$207,000	
Washington Palms along Roadside	--	--	\$421,000	
Pedestrian-Scale Lighting along Roadside	--	--	\$959,000	
Buried Utilities	--	--	\$2,415,000	\$1 million per mile
Gateway Features	High	3 years	\$480,000	2 @ \$200,000 EA
Development of Stormwater Park (Feasibility Study)	High	2 years	\$115,000	
Infill Commercial Development (Feasibility/Design Study)	Medium	10+ years	\$58,000	
(continued)				

Sebastian CRA – Capital Improvements Implementation Timeframe / Cost Estimates (cont'd. from previous page)

Improvement	Priority	Timeframe	Cost Estimate*	Comments
Riverfront District				
Curb and Gutter Installation	High	7 years	\$208,000	
Stormwater System	High	7 years	\$684,000	
Pedestrian and Roadway Lighting	High	7 years	\$790,000	
Street Trees	High	7 years	\$521,000	
Street Furniture	High	7 years	\$312,000	
Installation of New Parking	High	7 years	\$886,000	
Sidewalk	High	7 years	\$483,000	
Buried Utilities	High	7 years	\$1,967,000	\$1 million per mile
Pocket Parks	High	7 years	\$69,000	6 @ \$10000 EA
Picnic Tables	High	7 years	\$7,000	6 @ \$1000 EA
Covered Seating Areas	High	7 years	\$35,000	2 @ \$15,000 EA
Wildlife Observation Area(s)	High	7 years	\$23,000	
Pedestrian Kiosks	High	7 years	\$9,000	5 @ \$1500 EA
TOTAL:			\$21,586,000	

*15% contingency added to all cost estimates. 20% additional has been added to storm system improvements, and 5% additional has been added to roadway improvements.

Note: The information contained herein is approximate. This table will be amended during regular Redevelopment Plan updates to reflect current needs, and is intended to introduce initial projects for a 30-year plan.

Tax Increment Financing (TIF) revenues for the CRA are projected to be approximately \$6.9 million over the next ten years. The projects included herein are generally feasible, assuming bonding, public-private partnerships, grants, and other funding sources available to the CRA are utilized in addition to Tax Increment Financing funds.

Please note that the capital improvements cost estimates provided above are for a ten-year time period, and are only initial projects for consideration. Generation of additional projects through regular Plan updates will ensure success of the CRA through its 30-year period.

C. Project Financing

CRA Tax Increment Revenues: The CRA will continue to accumulate the tax increment generated within the district, which may be used to secure bonds for public improvements or be expended directly on CRA projects. The tax increment is that portion of tax revenue that has increased from the year the CRA was established and the year the bonds are issued. All improvements funded through bonds must be located within the CRA Area district.

State of Florida: The State of Florida has various funding sources for improvements in the CRA Area, including:

- Historic preservation matching grants are available for building restoration and educational projects (e.g. walking/driving tours, brochures). These funds may help increase tourism in the area, create community awareness of the National Register of Historic Places District, and provide a mechanism by which to restore designated historic structures to their original appearance.
- The Secretary of State maintains a grant program for local parks and recreation improvements, which may be utilized in the CRA Area for improvements to the park areas and greenway connections.
- Urban and community forestry grants for special landscape improvements, which may include improvements within the CRA Area.
- Florida Inland Navigation District provides funds for waterway improvements. These funds may be used in the CRA Area to create and expand marina facilities, to create additional recreational opportunities focusing on the river, and to create or improve docking facilities.

City of Sebastian: City funding sources include:

- Community Development Block Grant funds, which may be utilized for infrastructure improvements.
- Special assessments may be utilized to fund improvements through taxes levied on benefiting properties in the CRA Area.
- General fund reserves may be used on a loan basis to initially fund the CRA.
- City water and sewer funds may be allocated for water and sewer improvements in the CRA Area.
- City bond issues can be utilized for capital improvements in the CRA Area, including streetscaping, parking, and related improvements.
- Gas tax funds may be used for transportation improvements.

Non-Profit Corporation: The establishment of a tax-exempt organization may provide funds for district improvements, such as buy-a-brick or adopt-a-tree programs for streetscape improvements.

V. OPERATIONAL PROCEDURES

A. *CRA Term*

The term of the Sebastian Community Redevelopment Master Plan will be thirty years from the date of Plan adoption, which is expected to occur in December 2003. This length of operational term is absolutely necessary to provide the best opportunity for the CRA to successfully complete the redevelopment process within the redevelopment area and ensure the greatest potential property value enhancement resulting from initial public-sponsored projects and programs. This does not mean the entire CRA Area will be redeveloped within that timeframe, but rather that the major principles and associated improvements envisioned in the Redevelopment Plan, as amended and updated in the future, will be fully implemented and private development will be well on the way toward helping the City of Sebastian attain its vision for the restoration of its historical downtown.

Although the initial capital improvements process is estimated over a ten-year period, the Plan will be updated periodically over the thirty-year CRA term to reflect changed financial and development conditions in Sebastian. In addition, the CRA may engage in bond financing after three to five years of operation in order to provide an up-front infusion of dollars for public improvements with repayment from enhanced tax increment proceeds over an extended period, typically twenty to twenty-five years. Obviously, bond underwriters will require that the term of the CRA extend through and beyond the final payoff of any bonds they sponsor. It is also not unusual for successful CRAs to implement multiple bond issues over the thirty-year redevelopment period, and second and third issues would also need long-term payback periods to keep interest rates within reason for the Agency.

Another areas of Plan implementation where the thirty-year term is crucial include the development of public/private partnerships. CRAs have been appropriately referred to as "developers in the public interest", and this aspect of the CRA role is very important to realize the tax base enhancements expected from publicly funded improvements. Expedited approval of development consistent with the Redevelopment plan may be the difference between a high or low growth of tax base in the redevelopment area. In addition, successful CRAs often enter into long-term agreements with developers to address issues such as parking; these issues typically extend far into the future.

B. Annual Reporting

The Sebastian CRA will prepare an annual budget for consideration and approval prior to October 1st of the fiscal year in which the budget will be implemented. In addition, an annual report will also be prepared, which will outline progress made toward achieving Plan goals, objectives and policies. This report will also include a comparison of current-year tax base in contrast to the base year value. In addition, financial statements will be prepared according to Florida Statutes.

C. Plan Update and Amendments

The Sebastian Community Redevelopment Master Plan will be updated and revised to reflect changing conditions every three to five years. The standard updating process will involve the following steps:

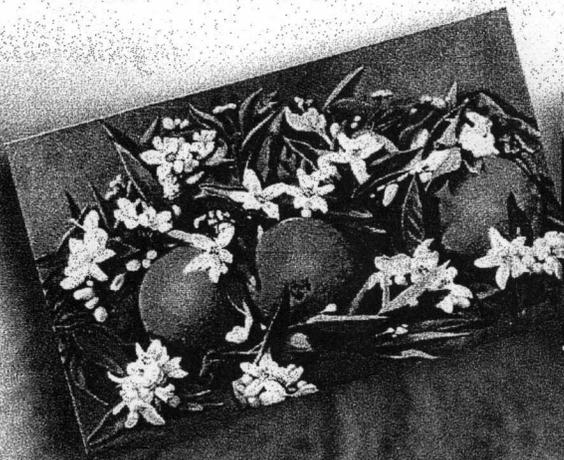
1. Updated data and analysis;
2. Revised capital improvements program and other redevelopment strategy recommendations;
3. Review by Local Planning Agency; and
4. Consideration by CRA Board and City Council.

Appendix A

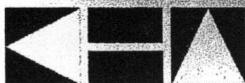
City of Sebastian CRA Expansion
Finding of Necessity

City of Sebastian CRA Expansion

Finding of Necessity



October, 2002



Kimley-Horn and Associates, Inc.



HOME OF PELICAN ISLAND



City of Sebastian

DRAFT

**Finding of Necessity for
Redevelopment**

Prepared by:



in association with Kimley-Horn & Associates, Inc.

November, 2002

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Executive Summary

The City of Sebastian created a Community Redevelopment Agency (CRA) for its waterfront/U.S. 1 area in 1995. Recently, the City has identified a small redevelopment expansion area (see Figure 2) to determine if sufficient deteriorated conditions exist in the area to warrant the enlargement of the current Community Redevelopment Area (CRA). The purpose of a CRA is to bolster the economy in a qualified area which has been selected based on its need for redevelopment and its ability to meet State criteria for designation of CRAs. There are three primary benefits of a CRA in Sebastian:

1. Tax increment financing, which diverts future property tax revenues from Indian River County and the City to a trust fund for redevelopment projects;
2. Increased eligibility for federal and state grants that can be used for infrastructure improvements, business development and property acquisition; and
3. A master planning approach and implementation strategy for the area.

The City is pursuing the possible expansion of the existing CRA to ensure that the older commercial and industrial areas of the City do not experience further decline and to encourage reinvestment in these areas. The expansion area is also integrally related to the existing CRA, serving as the "gateway" to the existing CRA.

The proposed CRA expansion area generally includes the area between the CR 512 eastbound and westbound roadway split, terminating at the eastern boundary of Old Dixie Highway's right-of-way. The proposed expansion area also includes a large tract of land south of Woodmere Road, properties located between Harrison (2nd) Street and CR 512 eastbound, and other property south of (and fronting on) CR 512 eastbound. The total size of the proposed CRA expansion area is approximately 104 acres.

This report finds that over 50 percent of the proposed CRA area is exhibiting deteriorated conditions such as damaged structures and declining site conditions. In addition, nearly one-quarter of the proposed area is vacant land, and approximately 43 percent of all existing structures in the area are nonconforming residential uses.

The redevelopment study area meets the criteria set forth by the State of Florida for the creation of a CRA. If the City adopts these findings, the next step of the process is to incorporate this new area into an updated redevelopment master plan for the entire Sebastian CRA.

I. Introduction

The City of Sebastian, located in Indian River County, was incorporated in 1925. Figure 1 provides a regional perspective of the City, showing Indian River County and its municipalities. Sebastian is located along the Indian River Lagoon between the cities of Melbourne and Vero Beach, and had a population of 16,181 in 2000.

The City is transected by US Highway One and CR 512, and has nearby access to both Interstate 95 and the Florida Turnpike. In addition, the City has a municipal airport just east of CR 505 (Roseland Road).

The City of Sebastian originally formed a CRA in 1995 through Ordinance No. 95-05. This existing CRA is generally linear in geographic shape, and is centered around US 1 and downtown Sebastian. To continue to encourage redevelopment and growth in the downtown and its surrounding areas, the City is examining the feasibility of expanding the CRA to include 103.74 acres of land generally located contiguous to and southwest of the existing CRA boundary.

The purpose of a CRA is to bolster the economy in a qualified area that has been selected based on its need for redevelopment and its ability to meet state statutory criteria for slum and/or blight. There are three primary benefits of a CRA. First, CRAs allow for the utilization of tax increment financing (TIF). To employ TIF, the latest year's taxable assessment is used as the base or starting point. From that year forward, for a period of up to 30 years, any increase in taxable property assessment (known as an increment) is collected and placed into a trust fund for the redevelopment area and then reinvested in that area according to an approved master plan. The increment comes from both municipal and county property tax revenues.

In addition to TIF, the CRA increases the City's eligibility for a variety of state and federal grants. The grants available can be used for development of affordable housing, business development programs, small business loans and property acquisition. The end result is an increase of the money available for public investment in the specified area over what would have been available prior to the establishment of the CRA. Lastly, the redevelopment area benefits due to the application of a master planning approach which creates a vision for the area and specifies an implementation program to accomplish that vision.

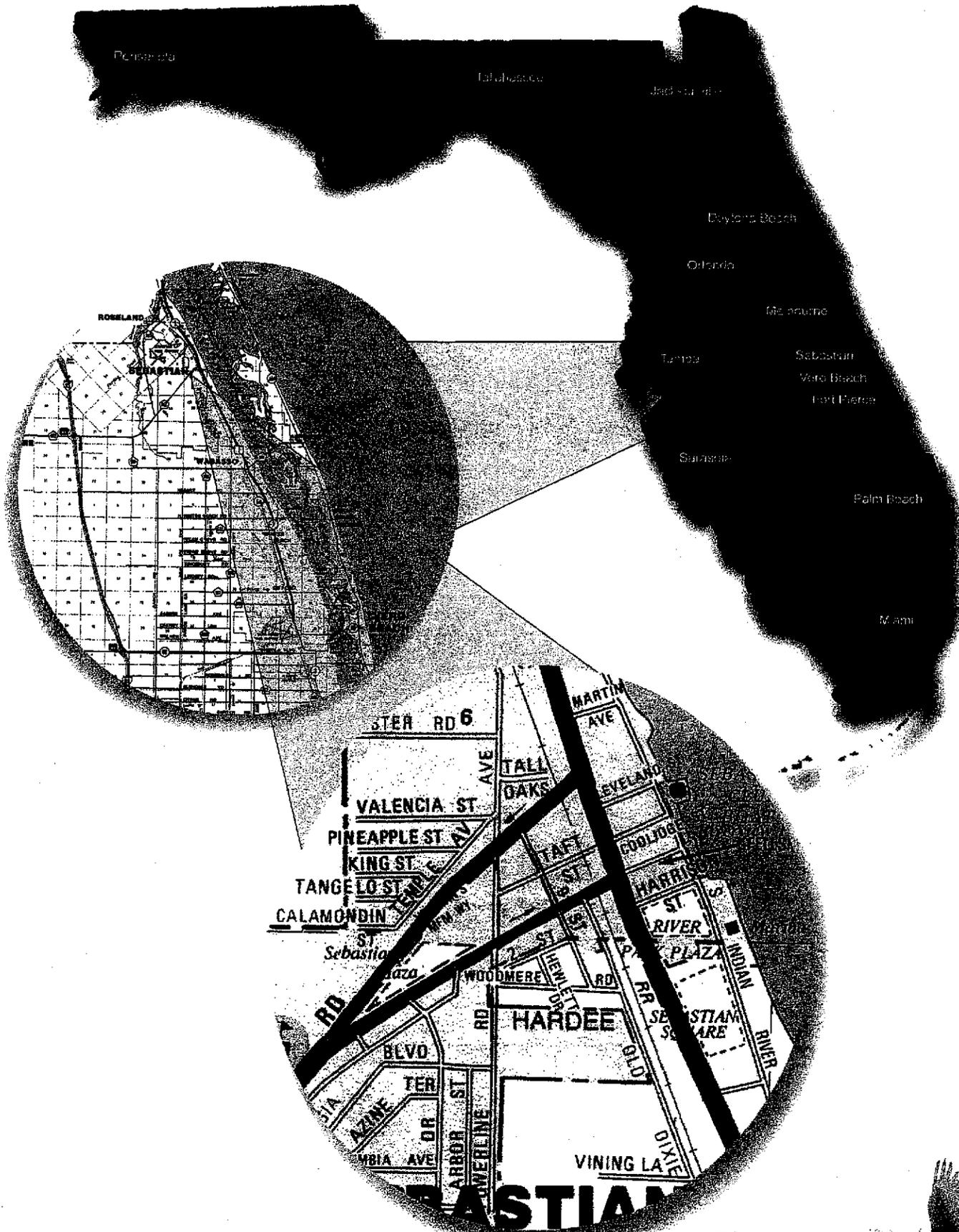


Figure 1
 Project Location Map
 City of Sebastian CRA Expansion



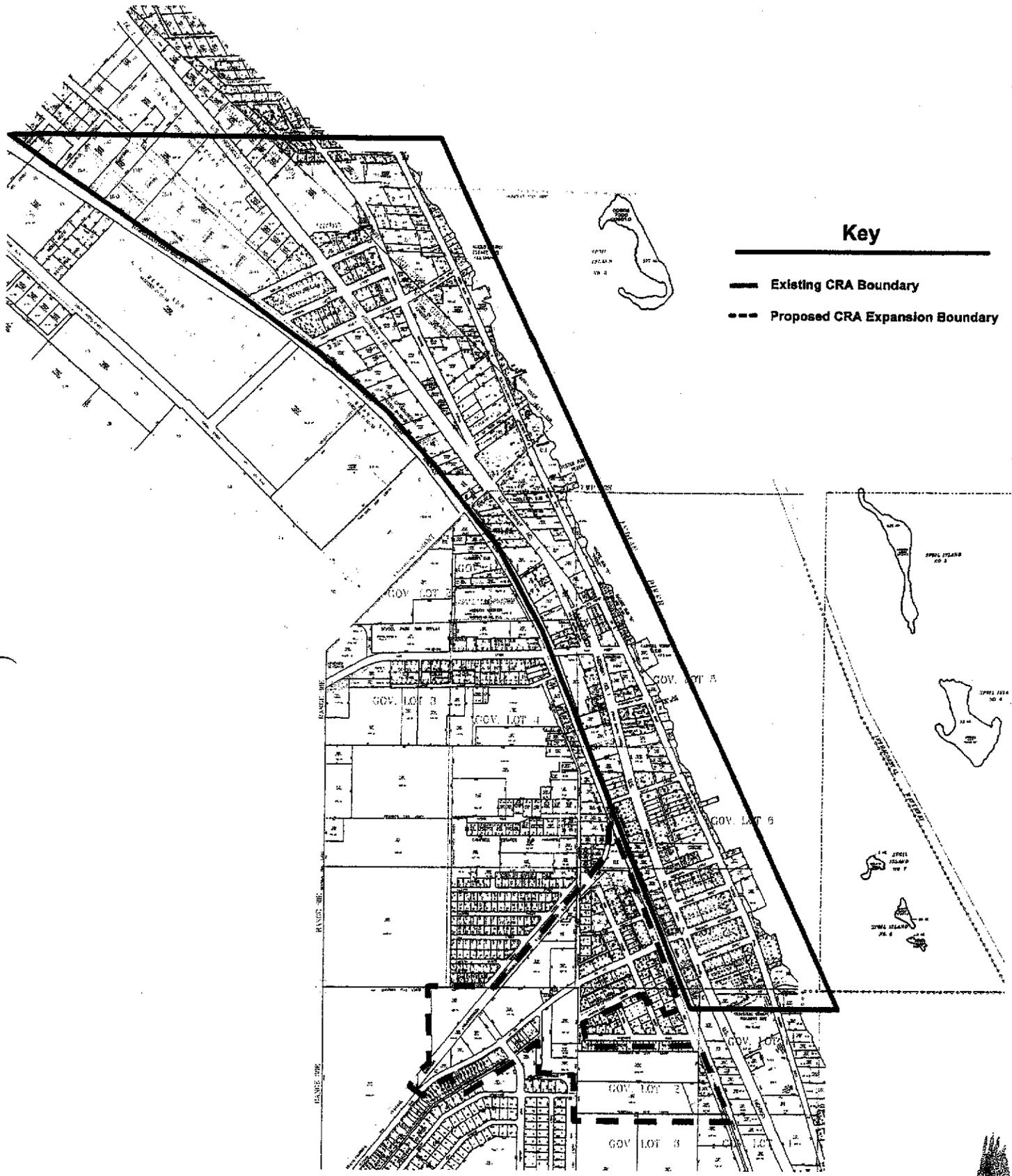


Figure 2
 Existing and Proposed CRA Expansion Area
 City of Sebastian CRA Expansion



II. CRA Criteria – State Requirements

Chapter 163 allows municipalities to designate a Community Redevelopment Area (CRA) as a special district where Future County and City property tax increment revenues can be used to fund infrastructure improvement and development, as well as new redevelopment initiatives. The initial step in the process of designating a CRA is the “finding of necessity for redevelopment.” This finding is made pursuant to a City resolution that one or more slum or blighted areas, or areas exhibiting a shortage of affordable housing, exist in the municipality; and that the rehabilitation, conservation, or redevelopment of these areas are necessary in the interest of the public health, safety, morals, or welfare of the residents of the City [F.S. 163.355]. Subsequent to making this legislative finding, the City can then establish a Community Redevelopment Agency (CRA) and prepare a Community Redevelopment Plan for the designated Area. Finally, the City CRA can begin accumulating tax increment finding (TIF) revenues and implementing the adopted CRA Plan. It is important to note that a CRA does not increase the millage rate on properties located within its boundaries.

Qualification for designation as a CRA requires that the identified geographic area meet one or more of the criteria set forth in Chapter 163, Part III, Florida Statutes. These criteria are listed below:

1. “Slum area” means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:
 - a. Inadequate provision for ventilation, light, air, sanitation, or open spaces;
 - b. High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
 - c. The existence of conditions that endanger life or property by fire or other causes [F.S. 163.340(7)].

2. "Blighted area" means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life property, and in which two or more of the following factors are present:

- a. Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
- b. Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
- c. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- d. Unsanitary or unsafe conditions;
- e. Deterioration of site or other improvements;
- f. Inadequate and outdated building density patterns;
- g. Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
- h. Tax or special assessment delinquency exceeding the fair value of the land;
- i. Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality.
- j. Incidence of crime in the area higher than in the remainder of the county or municipality;
- k. Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- l. A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
- m. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- n. Governmentally owned property with adverse environmental conditions caused by a public or private entity.

However, the term "blighted area" also means any area in which at least one of the factors identified in paragraphs (a) through (n) are present and all taxing authorities subject to s.163.387(2)(a) agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted [F.S. 163.340(8)].

3. There is a shortage of housing affordable to residents of low or moderate income, including the elderly. [F.S. 163.355(1)]

III. Methodology

A number of information sources and analytical techniques were used in the determination of the need for redevelopment. Field surveys were conducted between October and November 2002 to provide accurate assessments of physical conditions in and around the proposed CRA Area. Initial fieldwork focused on the appropriate boundary of the expansion area. Field data gathered included visual surveys of conditions of infrastructure, vacant lots, debris piles, building structures and facades, roads and traffic, parking, property maintenance, lighting, and other potential blighting influences. Land use conflicts were also noted.

City and County records and analyses by technical staff were utilized to provide important background information on code enforcement trends, infrastructure deficiencies, property tax values and trends, land subdivision and ownership, programmed public improvements, and other factors. The existing Sebastian Community Redevelopment Plan, completed in 1995, was also utilized as a basis of information for this report.

The information collected was assessed against the criteria presented previously in this report to determine the existence of slum and/or blighting conditions, the overall need for redevelopment, and to finalize the boundary for the proposed CRA expansion area.

IV. Proposed Community Redevelopment Area

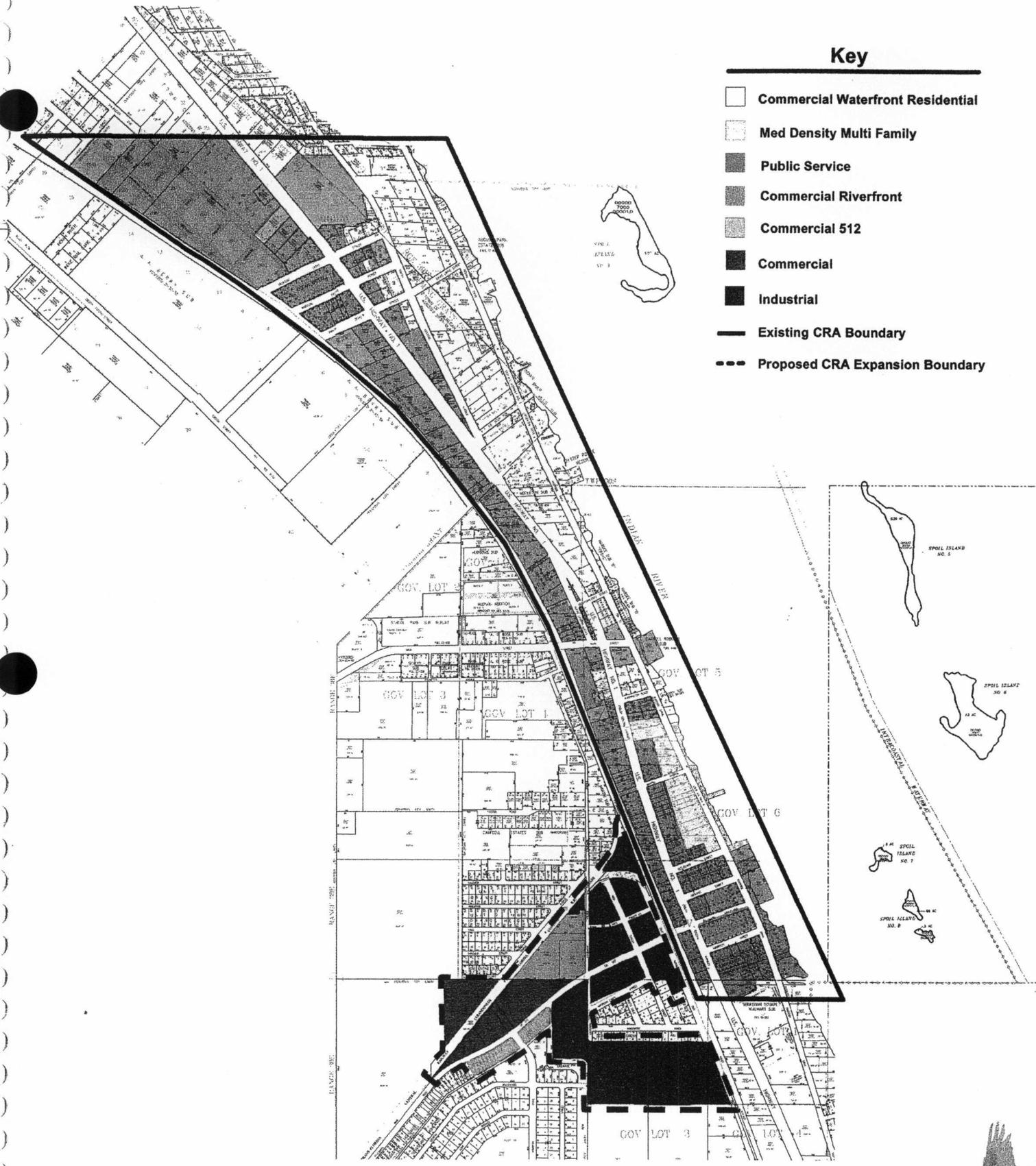
A. Area Characteristics

Based on field surveys, the recommended boundaries for Sebastian's proposed CRA expansion area are shown in Figure 2. The area being considered for expansion of the existing redevelopment area (hereafter referred to as "the proposed expansion area") generally includes the area between the CR 512 eastbound and westbound roadway split, terminating at the eastern boundary of Old Dixie Highway's right-of-way. The proposed expansion area also includes a large tract of land south of Woodmere road, properties located between Harrison (2nd) Street and CR 512 eastbound, and other property south of (and fronting on) CR 512 eastbound.

The gross area of the proposed CRA expansion area is 103.74 acres, including road rights-of-way. Excluding road right-of-way, the area for proposed expansion is approximately 80 acres. Approximately 22.4 percent (23.21 acres) of the gross area is undeveloped. The remaining land area is intended to support commercial (31.50 acres), industrial (56.51 acres), and institutional (15.73 acres) uses.

B. Land Use

This section provides an overview of the future land use designations, zoning districts and existing land uses within the proposed CRA area. This analysis is based on Figures 3 through 6 on the following pages and the tables presented throughout the section. The discussion begins with future land use, as this is the controlling factor in land development.



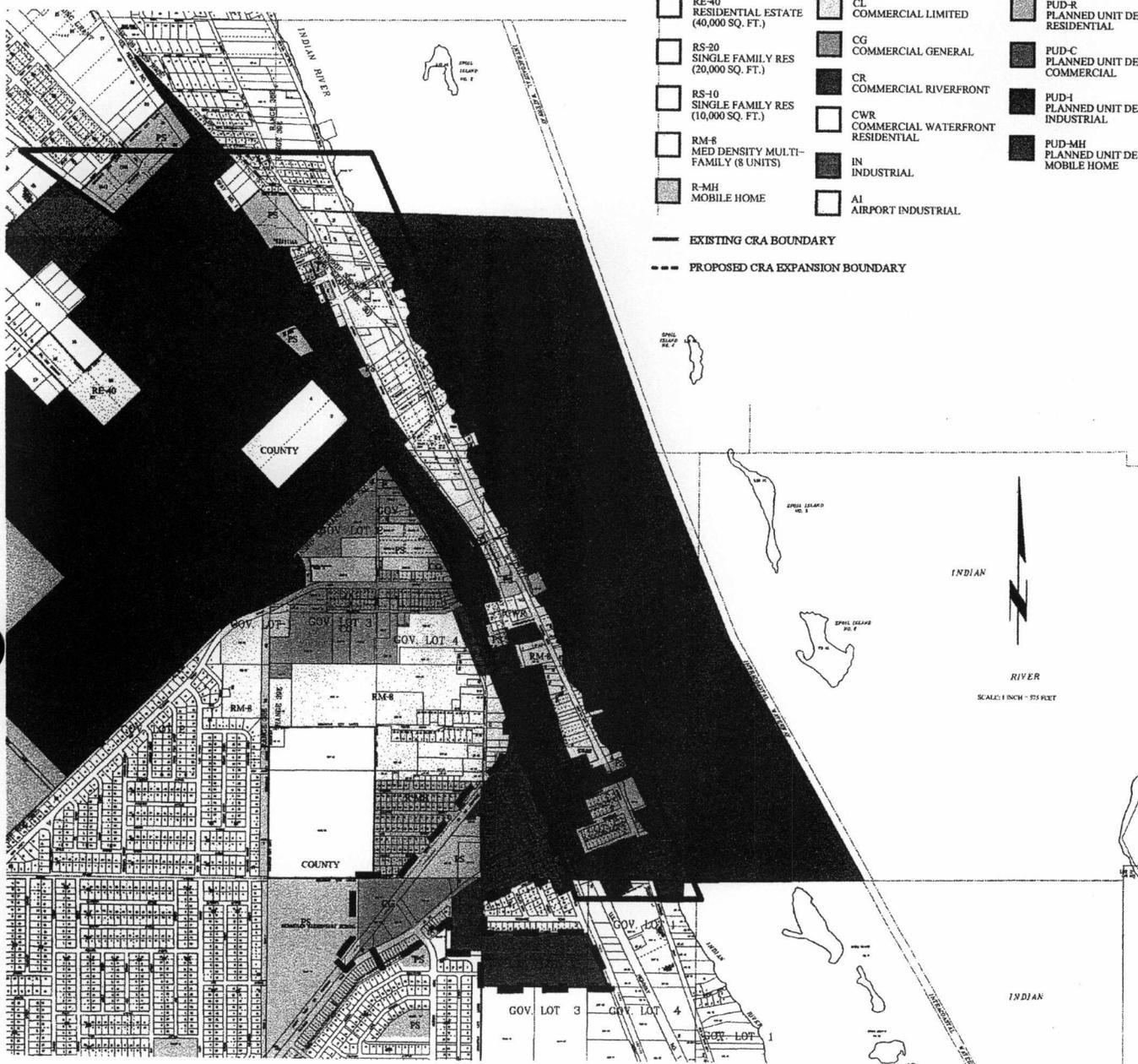
Key

-  Commercial Waterfront Residential
-  Med Density Multi Family
-  Public Service
-  Commercial Riverfront
-  Commercial 512
-  Commercial
-  Industrial
-  Existing CRA Boundary
-  Proposed CRA Expansion Boundary

Figure 3
Future Land Use

City of Sebastian CRA Expansion





KEY

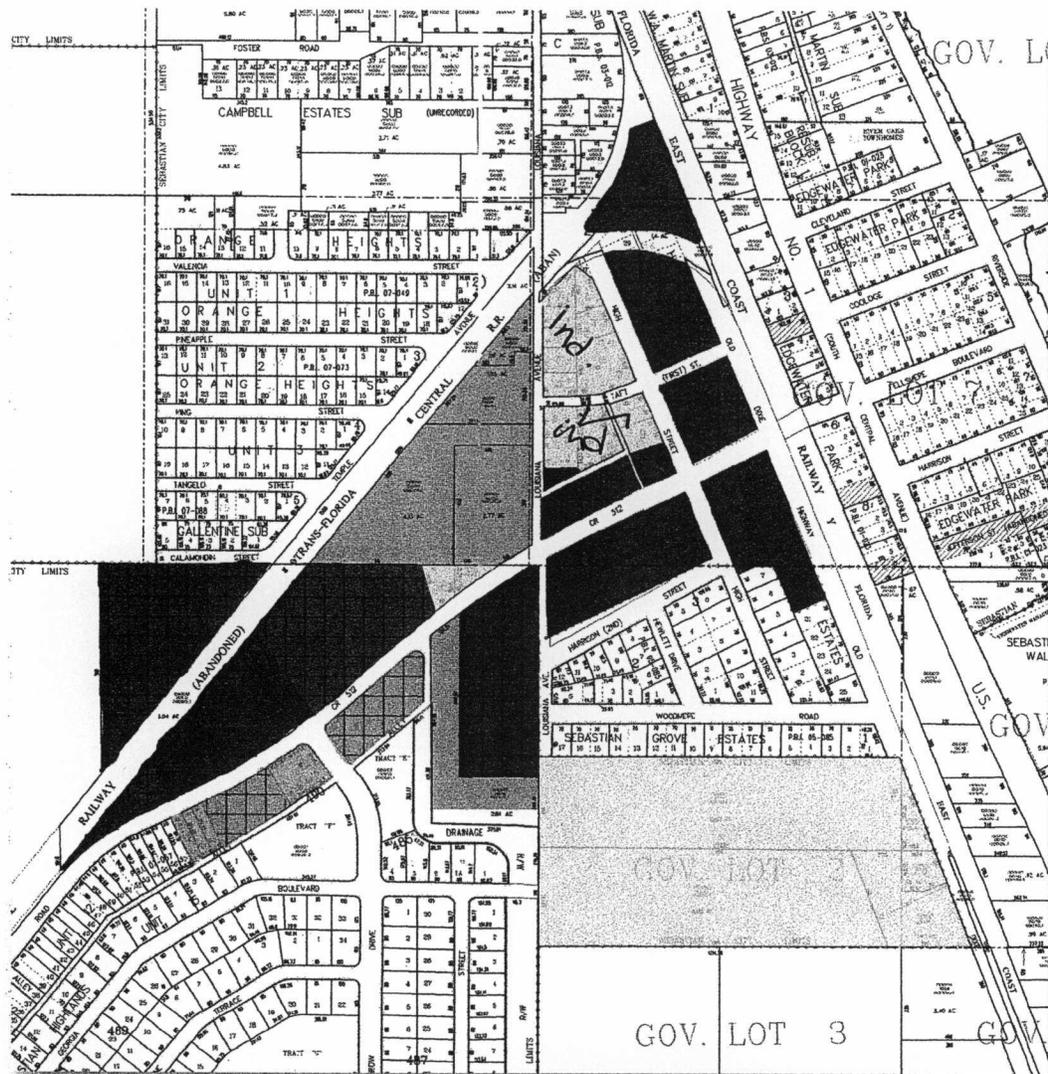
- | | | |
|---|---------------------------------------|---|
| C CONSERVATION | C-512 COMMERCIAL-512 | PS PUBLIC SERVICE |
| RE-40 RESIDENTIAL ESTATE (40,000 SQ. FT.) | CL COMMERCIAL LIMITED | PUD-R PLANNED UNIT DEVELOPMENT RESIDENTIAL |
| RS-20 SINGLE FAMILY RES (20,000 SQ. FT.) | CG COMMERCIAL GENERAL | PUD-C PLANNED UNIT DEVELOPMENT COMMERCIAL |
| RS-10 SINGLE FAMILY RES (10,000 SQ. FT.) | CR COMMERCIAL RIVERFRONT | PUD-I PLANNED UNIT DEVELOPMENT INDUSTRIAL |
| RM-8 MED DENSITY MULTI-FAMILY (8 UNITS) | CWR COMMERCIAL WATERFRONT RESIDENTIAL | PUD-MH PLANNED UNIT DEVELOPMENT MOBILE HOME |
| R-MH MOBILE HOME | IN INDUSTRIAL | |
| | AI AIRPORT INDUSTRIAL | |
- EXISTING CRA BOUNDARY
 PROPOSED CRA EXPANSION BOUNDARY

INDIAN RIVER
 SCALE: 1 INCH = 525 FEET

Figure 4
 Zoning Map

City of Sebastian CRA Expansion





Key

-  Residential
-  Institutional
-  Commercial 512
-  Commercial
-  Industrial
-  Vacant

Figure 5
Existing Land Use

City of Sebastian CRA Expansion



Table 1 shows a breakdown of the future land use and zoning designations within the proposed CRA expansion area, while Figure 3 graphically depicts these designations. Future land use and zoning designations are identical within the proposed CRA expansion area.

Table 1. Future Land Use/Zoning

Future Land Use Designation	Acres	Percent of Proposed CRA Area
Commercial-512 District (C-512)	6.24	6.0%
Public Service District (PS)	15.73	15.2%
Industrial District (IN)	56.51	54.5%
Commercial General District (CG)	25.26	24.3%

Source: City of Sebastian Future Land Use/Zoning Maps

As indicated in Table 1 above, the majority (54.5 percent) of the property within the proposed CRA expansion area is designated for industrial use. Figure 3 shows that these industrial designated lands are concentrated in the eastern and northeastern portions of the proposed expansion area. Land designated for general commercial development is the second most common designation, with 24.3 percent of the proposed CRA expansion area. Approximately 15.2 percent of the area is designated for institutional development (PS District). Finally, 6.24 acres are designated for commercial development along CR 512.

Table 2 summarizes the existing land uses, which are shown on Figure 5, in the proposed CRA area.

Table 2. Existing Land Use

Existing Use	Acres	Percent of Proposed CRA Area
Institutional	12.07	11.6%
Industrial	7.24	7.0%
Commercial	10.1	9.7%
Residential	27.25	26.3%

Road Right-of-Way	23.87	23.0%
Vacant	23.21	22.4%

Source: Kimley-Horn & Associates, Inc.

The character of the existing land use in the proposed CRA expansion area is predominantly residential. Table 2 indicates that 23.0 percent of the area is made up of road right-of-way, and an additional 22.4 percent of the area is undeveloped land. Institutional land uses are the next most prevalent uses, representing 11.6 percent (12.07 acres) of the proposed CRA expansion area. The majority of the area is zoned commercial and industrial; however, these two uses make up the smallest share of existing land uses in the area, accounting for 9.7 percent and 7.0 percent of the area, respectively. Industrial land uses in the area include storage facilities and auto-oriented businesses such as auto repair and parts.

There are a substantial number of instances of nonconforming uses in the proposed CRA expansion area. Of 40 total structures surveyed in the area, 17 (42.5 percent) represent residential uses, which are nonconforming uses in the area according to future land use and zoning designations. Of the 17 nonconforming residential uses, 16 are located in the industrial land use zone, and the remaining residential use lies within a commercial land use zone. This information is shown in more detail in Table 3 of this study.

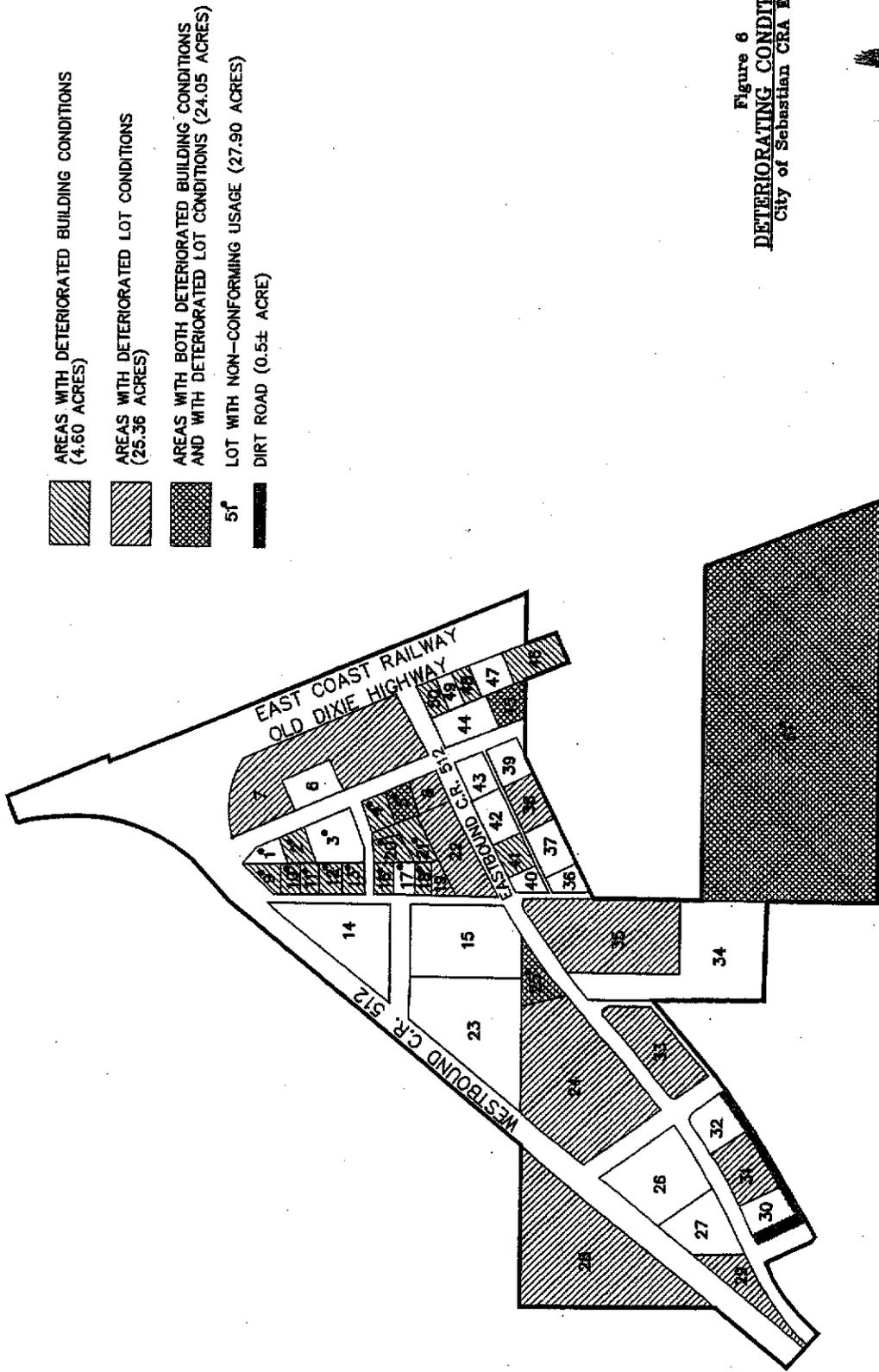


Figure 6
DETERIORATING CONDITIONS MAP
 City of Sebastian CRA Expansion



V. Need for Redevelopment

Based on field surveys and information provided by the City, Figure 6 presents a composite analysis of the deteriorating conditions within the proposed CRA expansion area. More specifically, Figure 6 delineates the areas with deteriorated building conditions, deteriorated lot conditions, nonconforming uses, and inadequate street layout, and deteriorated site improvements, all of which are prerequisites for establishing (and expanding) a CRA.

The gross acreage of the proposed CRA expansion area, including road rights-of-way, is approximately 103.74 acres. Using this gross acreage, the conditions illustrated on Figure 7 account for the following proportions of the study area:

▶ Deteriorating Structures	—	4.6 acres (4.4%)
▶ Deteriorating Property Conditions	—	25.36 acres (24.5%)
▶ Both Deteriorating Structures/Prop. Conditions	—	24.05 acres (23.2%)
▶ Inadequate Roadways	—	0.5 acres (0.5%)

When combined and adjusted for overlapping conditions, these six conditions represent 54.51 acres, or 52.5 percent of the gross proposed CRA expansion area. Excluding road right-of-ways, the percentage increases to nearly 70 percent of the land area in the proposed CRA expansion area.

The following sections of this report will discuss each of these conditions, including other zoning deficiencies and blighting influences present in the proposed CRA expansion area.

A. Deteriorating Structures

Table 3, below, is a visual inventory of building and lot conditions within the proposed CRA expansion area. The location of each building and lot surveyed is shown in Figure 6, and cross-referenced by Map ID number on Table 3 below. Building and lot conditions have been rated according to the following scale:

Building Conditions

- 1 – Standard
- 2 – Slightly Deteriorated
- 3 – Deteriorated
- 4 – Dilapidated

Lot Conditions

- 1 – Good Condition
- 2 – Standard: tall grass, etc.
- 3 – Poor: overgrown, minor debris
- 4 – Very poor: Dumping, unmaintained, etc.

Map ID #	General Address	Use	Building Condition	Lot Condition	Non-Conforming Use?
1	High Street	Residential - SF	1	1	Yes; single family home in Industrial Land Use
2	High Street	Residential - SF	3	1	Yes; single family home in Industrial Land Use
3	High Street	Residential - SF	1	2	Yes; single family home in Industrial Land Use
4	High Street	Residential - SF	3	2	Yes; single family home in Industrial Land Use
5	High Street	Residential - SF	4	3	Yes; single family home in Industrial Land Use
6	High Street	Rental Business	1	1	No
7	High Street	Vacant	N/A	4	No
8	High Street	Vacant	N/A	3	No
10	Louisiana Ave	Residential - SF	2	1	Yes; single family home in Industrial Land Use
11	Louisiana Ave	Residential - SF	2	1	Yes; single family home in Industrial Land Use
12	Louisiana Ave	Residential - SF	2	1	Yes; single family home in Industrial Land Use

13	Louisiana Ave	Residential SF -	2	1	Yes; single family home in Industrial Land Use
14	Louisiana Ave	VFW	1	1	No
15	Louisiana Ave	American Legion	1	1	No
16	Louisiana Ave	Residential SF -	2	1	Yes; single family home in Industrial Land Use
17	Louisiana Ave	Residential SF -	1	1	Yes; single family home in Industrial Land Use
18	Louisiana Ave	Residential SF -	3	2	Yes; single family home in Industrial Land Use
19	Louisiana Ave	Vacant	N/A	3	No
20	First (Taft) St	Residential SF -	2	2	Yes; single family home in Industrial Land Use
21	First (Taft) St	Residential SF -	3	2	Yes; single family home in Industrial Land Use
22	CR 512	Vacant	N/A	3	No
23	CR 512	Public Works	1	1	No
24	CR 512	Vacant	N/A	3	No
25	CR 512	Residential SF -	4	3	Yes; single family home in Commercial Land Use
26	CR 512	Commercial & Office Building	1	1	No
27	CR 512	Office Building	1	1	No
28	CR 512	Vacant	N/A	3	No
29	CR 512	Vacant	N/A	3	No
30	CR 512	Carpet Store	1	1	No
31	CR 512	Vacant	N/A	3	No
32	CR 512	"Fountain Plaza" - Retail	1	1	No
33	CR 512	Vacant	N/A	3	No
34	CR 512	Storage Facility	1	1	No
35	CR 512	Vacant	N/A	3	No
36	Second	Storage	1	2	No

	(Harrison) Street	Facility			
37	Second (Harrison) Street	Automotive Body Shop	1	2	No
38	Second (Harrison) Street	Storage Facility	1	3	No
39	Second (Harrison) Street	Storage Facility	1	2	No
40	CR 512	Restaurant (Jerry's Sub & Pub)	1	1	No
41	CR 512	Automotive Repair	2	1	No
42	CR 512	Outside Storage Area - Boats	N/A	2	No
43	CR 512	Service Center	1	1	No
44	High Street	Storage Facility	1	1	No
45	High Street	Storage Facility	2	3	No
46	Old Dixie Hwy	Sheet Metal Roofing	3	2	No
47	Old Dixie Hwy	Automotive Repair (Transmission)	1	1	No
48	Old Dixie Hwy	Automotive Sales	2	1	No
49	Old Dixie Hwy	Storage Facility	1	1	No
50	Old Dixie Hwy	Storage Facility	2	1	No
51	Old Dixie Hwy	Residential - SF	3	4	Yes; single family home in Industrial Land Use

Source: Iler Planning Group, 2002

As indicated above, 40 of the properties surveyed in the proposed CRA expansion area currently have structures on them. Of the 40 structures surveyed, nearly half (47.5 percent - 19 structures) are "slightly deteriorated" to "dilapidated" in condition. In addition, 49 percent of the lots within the proposed CRA expansion are rated "standard" to "very poor". Nearly 30 percent of the lots within the area are rated "poor" or "very poor" in condition.

The following graphics depict deteriorated structures within the CRA expansion area:

Photograph 1 depicts a dilapidated residential structure on the north side of CR 512 eastbound west of Louisiana Avenue. The structure is a nonconforming use located within a commercial zone, and appears to be in significant disrepair. This structure is one of the first properties seen entering the City of Sebastian from the west on CR 512.



Photo. 1 – Dilapidated home on north side of CR 512 East



Photo. 2 – Mobile home at intersection of High Street and Louisiana Avenue

Photograph 2 depicts a mobile home near the northern terminus of High Street and Louisiana Avenue at CR 512 westbound. This home is typical to the majority of nonconforming residential uses in the proposed CRA expansion area.



Photograph 3 depicts an industrial land use on the north side of Harrison (2nd) Street in the northeastern area of the proposed expansion area.

Photo. 3 – Industrial use on north side of Harrison (2nd) Street

Photographs 4 through 7 show an additional nonconforming mobile homes generally located between CR 512 eastbound and CR 512 westbound east of Louisiana Avenue.

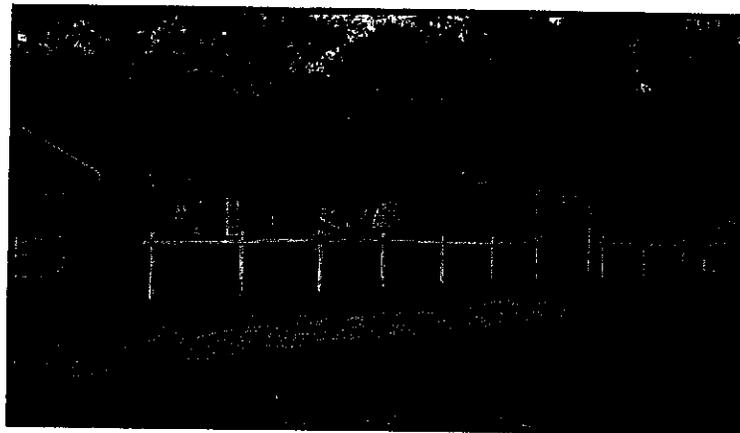


Photo. 4 – Mobile home on the east side of Louisiana Avenue south of Taft Avenue

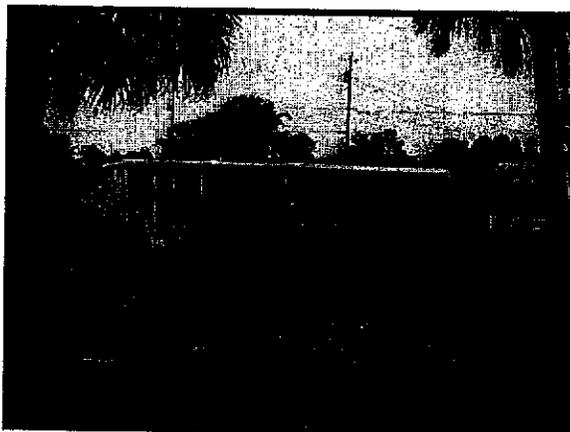


Photo. 5 – Northwest corner of Louisiana Avenue and Taft (1st) Street



Photo.6 – West side of High Street north of Taft (1st) Street



Photo. 7 – Mobile home on the west side of High Street south of Taft (1st) Street

Photograph 8 depicts an outdoor storage area on the north side of Harrison (2nd) Street just east of Hewlett Drive.

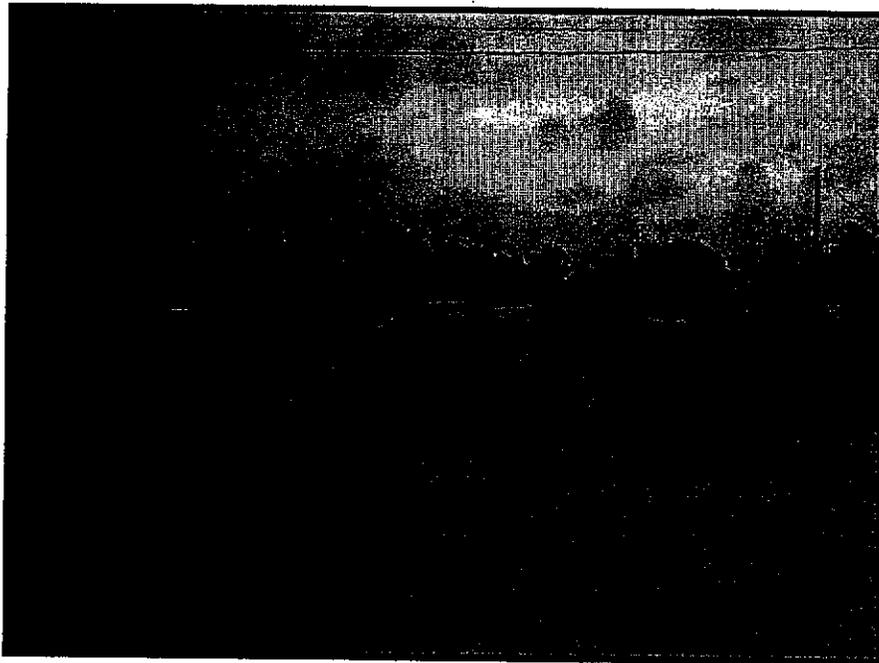


Photo. 8 – Outdoor storage facility on north side of Harrison (2nd) Street

B. Deterioration of Site or Other Improvements

1. Vacancy

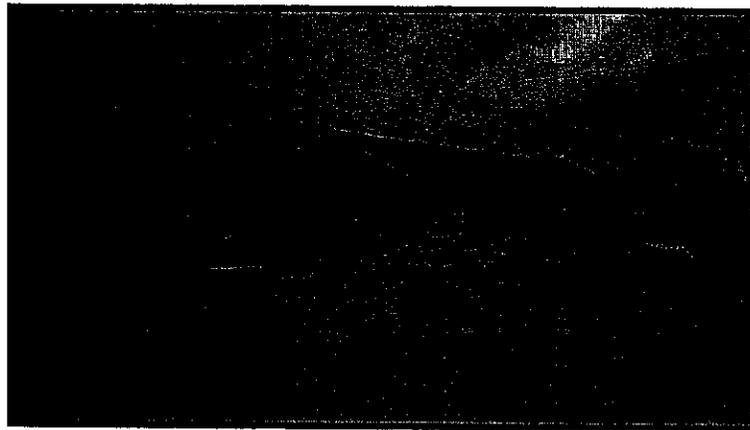
Another indication of depressed conditions in the proposed CRA area is the amount of vacant undeveloped land. As mentioned in the previous section on existing land uses, 22.4 percent (23.21 acres) of the proposed CRA expansion area is comprised of vacant land.

Vacant land is dispersed throughout the proposed CRA expansion area, with no significant concentration occurring in any specific location. The existence of vacant land is evidence of lack of investment throughout the area.

2. Junk, Trash and Debris

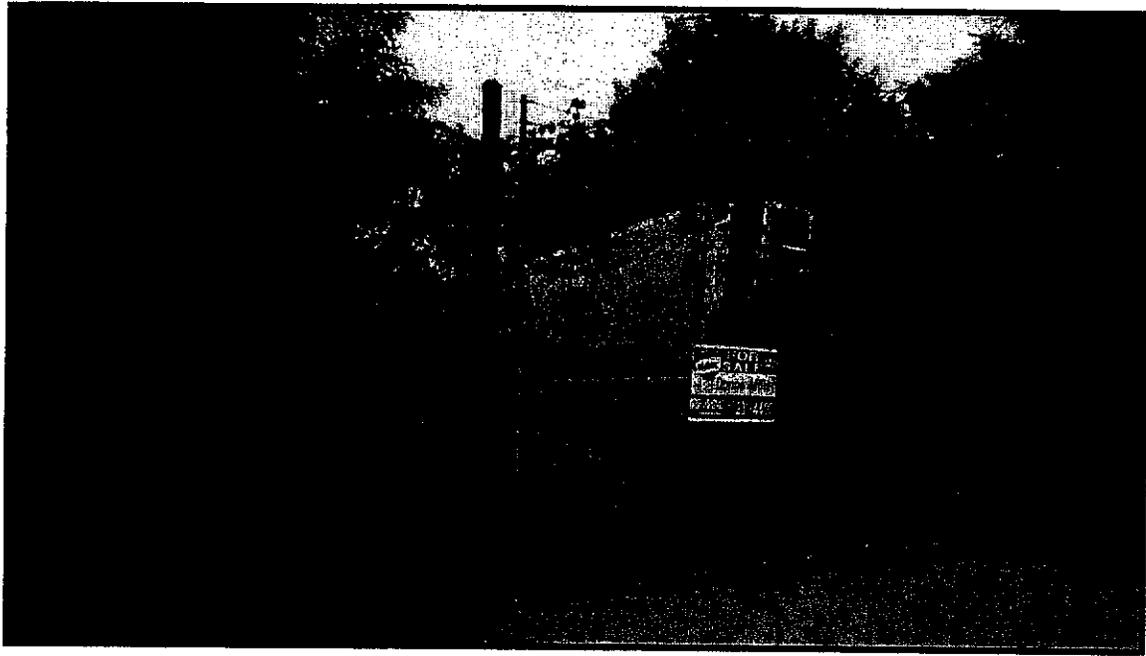
Accumulation of litter and debris is not a significant issue for the commercial and portions of the proposed CRA expansion area. This may be due in part to the lack of landscaping and vegetation in these areas in which trash and debris may be thrown as well as due to diligent code enforcement officers and property owners. In the industrial areas, however, there is more of a problem with junk, trash and debris. Of the 38 code enforcement cases in the proposed CRA expansion area between 1990 and 2000, 22 (57.9%) were for junk, trash and debris.

The photograph to the right is just one example of litter in the proposed CRA area. This photograph shows a pile of discarded materials adjacent to an industrial use located on the northern side of Harrison (2nd) Street at Hewlett Drive.



Debris pile adjacent to industrial land use.

The photograph below shows a vacant lot being used for storage of truck trailers at the southeast corner of Taft (1st) Street and High Street. This not only demonstrates property owner disinvestment in the proposed CRA expansion area, but also shows that much of the land within the area is not being utilized for its highest and best use.



Truck trailer storage on vacant lot at southeast corner of Taft (1st) Street and High Street

3. Faulty Lot Layout/Diversity of Ownership

Faulty lot layout due to lot size is a significant problem within the proposed CRA expansion area for industrial areas. The City's zoning code requires a minimum lot width of 100 feet and a minimum lot area of 15,000 square feet for industrial uses (City of Sebastian Zoning Regulations, § 54-2-5.6). Lot sizes in the industrial-zoned areas of the northeastern part of the proposed CRA expansion area typically range from 6,500 square feet to 9,375 square feet, and appear to have been originally platted for residential uses. Accordingly, diversity of ownership prevents the free alienability of land within the proposed CRA expansion area.

Commercial development within the City's C-512 District calls for a minimum lot size of 20,000 square feet, and a minimum lot width of 125 feet. This commercial zoning exists in the southwestern part of the proposed CRA expansion area south of CR 512 eastbound.

Lot sizes in this area typically do not exceed 10,000 square feet, with a 40-foot average lot width.

Accordingly, commercial and industrial development within current code is not feasible (without significant parcel assembly) due to diversity of ownership and small lot sizes, each of which prevent the free alienability of land within the proposed CRA expansion area.

C. Code Enforcement Violations

Approximately 38 Code violations have been issued since 1990 in the proposed CRA expansion area for one or more of the following:

- Building maintenance;
- Property maintenance;
- Landscape maintenance; or
- Public nuisance (junk, trash, or debris, overgrown vegetation or abandoned/untagged vehicles).

Table 4 displays the number and nature of violations issued between 1990 and 2000.

Table 4. Proposed CRA Area Code Enforcement Cases by Violation

Type of Violation	Number of Instances
Building maintenance	1
Property maintenance	11
Public nuisance	24
Prohibited signs	1
Failure to obtain occupational license	1

As indicated in Table 4, violations for public nuisance (such as abandoned vehicles, junk, trash or debris, or overgrown vegetation) are the most prevalent in the proposed CRA expansion area, followed by property maintenance issues. Public nuisance cases represent more than 63 percent of all cases. This is an indicator of the blighted conditions that exist within the proposed CRA area.

D. Inadequate Transportation Facilities

1. Defective or Inadequate Street Layout

Figure 6 depicts an unpaved roadway that travels directly adjacent to and south of the C-512 commercial district in the southwest area of the proposed CRA expansion. This dirt road has numerous potholes and ruts, and becomes largely impassable in inclement weather.

The road system south of CR 512 in the proposed CRA expansion area is inadequate and unpaved in many instances. The system is insufficient to serve the land uses presently adopted for the area.

E. Tax Base Growth

Table 5 shows the total taxable value growth between 2000 and 2002 in the City of Sebastian, Indian River County, and the proposed CRA expansion area.

	2000	2002	Growth
CRA Expansion Area	\$4,978,630	\$5,929,680	19.1%
City of Sebastian	\$508,508,759	\$623,616,811	22.6%
Indian River County	\$6,995,948,262	\$8,896,057,701	27.2%

Source: City of Sebastian, Indian River County

As shown in the table, the growth of the total taxable value of the proposed CRA expansion area lagged by three percent between 2000 and 2002 in comparison with the City of Sebastian. Moreover, the proposed CRA expansion area's total taxable value growth lagged by more than eight percent behind Indian River County, indicating blighting influences in the area and a need for redevelopment.

VI. Conclusions

Based on the information presented in this report, the City of Sebastian's proposed CRA expansion area meets the state requirements for a Community Redevelopment Agency. The proposed CRA area meets the following criteria:

1. Over half of the properties in the proposed area exhibit deteriorating building and site conditions. This clearly meets state requirements that call for a "substantial number of deteriorated, or deteriorating structures" within a proposed CRA (F.S. 163.340(8));
2. The "deterioration of site or other improvements" (F.S. 163.340(8)(e)) has been demonstrated by the existence of 23.21 acres of vacant land within the proposed CRA area, which accounts for 22.4 percent of the total proposed expansion area. Additionally, deterioration of site has been demonstrated through the accumulation of litter and debris in the area. Between 1990 and 2000, nearly 60 percent of all code enforcement citations in the proposed CRA expansion area involved the accumulation of junk, trash, and debris. Finally, as stated above, nearly half of the structures and lots within the CRA are deteriorating or deteriorated;
3. "Faulty lot layout" (F.S. 163.340(2)(c)) exists in nearly all of the C-512 commercial and industrial zoned properties in the proposed CRA expansion area due to small lot sizes that do not meet current zoning code requirements;
4. A "diversity of ownership...prevent(ing) the free alienability of land" (F.S. 163.340(2)(m)) within the proposed CRA expansion area has been demonstrated within the C-512 commercial and industrial zoned properties, as new development in these areas would require significant assembly of parcels;
5. Several instances of inadequate road layout occur throughout the proposed CRA expansion area;
6. Land use conflicts occur where residential uses exist in commercial and industrial zoned areas. Over 40 percent of the existing structures in the proposed expansion area are nonconforming residential uses; and
7. The total taxable value of the expansion area lags behind the rest of the City of Sebastian and Indian River County, indicating disinvestment in the area and a need for redevelopment.

These findings and the other detailed conclusions contained herein clearly indicate a very strong need for redevelopment in the Sebastian CRA expansion area.

Appendix B

City of Sebastian
Resolution R-02-57

RESOLUTION NO. R-02-57

A RESOLUTION OF THE CITY OF SEBASTIAN, FLORIDA, FINDING BLIGHT IN THE CR 512 TRIANGLE AREA AND DECLARING A NECESSITY FOR REHABILITATION AND REDEVELOPMENT; PROVIDING FOR EFFECTIVE DATE.

WHEREAS, the City of Sebastian commissioned the Treasure Coast Regional Planning Council to host a charette over the future development of the County Road 512 corridor through the City; and

WHEREAS, the City of Sebastian received the Charette Report (the "Development Master Plan") dated November 3, 2000, and adopted it as the conceptual basis for the policies governing development in the CR 512 corridor within the City of Sebastian; and

WHEREAS, the Master Plan recommends various enhancements to the Sebastian Boulevard roadway, other public infrastructure improvement projects, as well as changes in the zoning laws and development standards for the corridor; and

WHEREAS, the Master Plan recommends various enhancements to the Sebastian Boulevard roadway, other public infrastructure improvement projects, as well as changes in the zoning laws and development standards for the corridor; and

WHEREAS, during the charette process concerns arose over the negative effects as to traffic patterns, livability and developability that the divided right-of-way for CR 512 had brought to the area of land between these "twin pairs"; and

WHEREAS, a key element of the Sebastian Boulevard Development Master Plan became redevelopment of the land located between the divided right-of-way for the corridor under a "New Town Center" concept; and

WHEREAS, it was determined that the City should retain a planning professional to further examine the feasibility of this triangle area between the rights-of-way, and the firm of IPG, Inc.; and

WHEREAS, IPG, Inc., has issued a *Finding of Necessity Report*, which is hereby adopted as the findings of the City of Sebastian;

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SEBASTIAN, as follows:

Section 1. That the City has determined the area located between the divided eastbound and Westbound rights-of-way for County Road 512, and up to the eastern edge of the FEC Railroad right-of-way, meets the criteria of Fla. Stat. 163.340(8) and constitutes a "blighted area" within the parameters of state law; and

Section 2. In the interest of public health, safety, and welfare of the residents of the City of Sebastian, the rehabilitation and redevelopment of said area is necessary.

Section 3. It is the intent of the City to proceed with the necessary actions to incorporate the described area into the existing Sebastian Community Redevelopment area located adjacent and immediately to the east.

Section 4. EFFECTIVE DATE. This resolution shall take effect immediately upon its adoption.

The foregoing Resolution was moved for adoption by Councilmember Majcher. The motion was seconded by Councilmember Barczyk and, upon being put into a vote, the vote was as follows:

Mayor Walter Barnes	<u>aye</u>
Vice Mayor James Hill	<u>aye</u>
Councilmember Joe Barczyk	<u>aye</u>
Councilmember Edward J. Majcher, Jr.	<u>aye</u>
Councilmember Ray Coniglio	<u>aye</u>

The Mayor thereupon declared this Resolution duly passed and adopted this 11th day of December, 2002.

CITY OF SEBASTIAN, FLORIDA

ATTEST:

By: Walter Barnes
Mayor Walter Barnes

Sally A. Maig
Sally A. Maig, CMC
City Clerk

Approved as to form and legality for
reliance by the City of Sebastian only:
Rich Stringer
Rich Stringer, City Attorney

Appendix C
Revised CRA Legal Description

Legal Description

Sebastian CRA

Begin at the northeast corner of the municipal limits of the City of Sebastian; run west following the city limits to a point of intersection of the eastern right-of-way line of the Florida East Coast Railroad; run southeast following the east right-of-way line of the Florida East Coast Railroad to the point of intersection of the City of Sebastian's southern municipal limits; run east following the City of Sebastian's municipal limits; run northwest following the same city limits to the point of beginning.

Expansion area legal description

Begin at the intersection of the east right-of-way line of the Florida East Coast Railroad and the western right-of-way line of westbound Sebastian Boulevard (CR 512 west); run southwest along the western right-of-way line of westbound Sebastian Boulevard (CR 512 west) to the southeast point of intersection of the right-of-way lines of Calamondin Street and Temple Avenue; run west along the south right-of-way line of Calamondin Street to its southwest limit; run west following the north boundary of Parcel # 1 of the Coy A. Clark Company Plat; run south following the west boundary of Parcel # 1 of the Coy A. Clark Company Plat to the western right-of-way line of Sebastian Boulevard (CR 512 west); run southwest along the western right-of-way line of Sebastian Boulevard (CR 512 west) approximately 200 feet; run southeast perpendicular to the right-of-way of Sebastian Boulevard (CR 512) to the northernmost limit of the boundary between Lots 48 and 49, Sebastian Highlands Unit 12 subdivision, Plat Book 7, Page 57A, of the Public Records of Indian County, Florida; run northeast along the eastern right-of-way of Sebastian Boulevard (CR 512 east) to the easternmost right-of-way of the alley running through Lot 58, Sebastian Highlands Unit 12 subdivision; run southeast along said alley right-of-way line to a point of intersection at the southernmost boundary of Lot 58; run northeast along the southernmost boundary of Lots 58-71, Sebastian Highlands Unit 12 subdivision to a point of intersection with the west right-of-way line of South Wimbrow Drive; continue northeast from the right-of-way of South Wimbrow Drive to the southwest corner of Lot 5, Sebastian Highlands Unit 12 subdivision; continue northeast along the southernmost boundary of Lots 5 through 12, Sebastian Highlands Unit 12 subdivision and continue to a point of intersection at the eastern right-of-way line of the drainage right-of-way, as identified on Plat Book 8, Page 44D, of the Public Records of Indian River County, Florida; run south along the east side of the drainage right-of-way line and continue following the said right-of-way eastward; continue to follow the same right-of-way southward to a point of intersection at the southern municipal limits of the City of Sebastian; run east following the southern municipal limits of the City of Sebastian to a point of intersection with the western right-of-way line of the Florida East Coast Railroad; run northwest following the municipal limits of the City of Sebastian; continue westward following the said municipal limits of the City of Sebastian; continue northward following the same municipal limits of the City of Sebastian; continue northeast following the municipal limits of the City of Sebastian to a point of intersection of the eastern right-of-way line of the Florida East Coast Railroad; follow the east right-of-way line of the Florida East Coast Railroad to the point of beginning.

Appendix D

Existing Land Development Code
Performance Overlay Districts

ARTICLE XXI. PERFORMANCE OVERLAY DISTRICTS

Sec. 54-4-21.1. Intent.

The intent of this section is to describe certain Performance Overlay zones used to impose special development restrictions on identified areas. The location of Performance Overlay zones is established by the City of Sebastian based on the need for special protective measures in that area. The underlying uses in the area, as determined in chapter II of this code, remain undisturbed by the creation of the Performance Overlay zone. The Performance Overlay zone merely imposes additional or different development standards than those that would otherwise apply.

Sec. 54-4-21.2. Purpose.

The overall purpose of these regulations is to:

- (a) Promote an attractive and inviting corridor;
- (b) Provide for a sufficient amount of attractive and well-maintained landscaping to complement buildings and structures within the corridor;
- (c) Encourage development of attractive buildings within the corridor;
- (d) Ensure unobtrusive and orderly signage that averts a garish and visually cluttered appearance along the corridor;
- (e) Encourage creative designs and buildings of quality;
- (f) Foster creative approaches that result in buildings of enduring character through use of quality design and building materials; and
- (g) Make the Overlay Districts consistent with their vision statements.

Sec. 54-4-21.3. Special regulations and exemptions.

(a) *Exemptions.* Within the Performance Overlay Districts, the following exemptions shall apply:

- (1) Single-family development and redevelopment shall be exempt from all Performance Overlay District special development regulations.
- (2) Industrial and storage buildings located within an industrial district shall be exempted from foundation planting landscaping requirements and architectural/building requirements only if no building facades abut a residentially zoned area or front on public or platted roads. All industrial buildings shall satisfy the color requirements.
- (3) Electrical substations and similar public or quasi-public facilities that prohibit access by the public onto the site may be exempted from architectural/building requirements, if the exempted building(s) and equipment will be visually screened from adjacent properties and roadways.

(b) *Uses.* With the following exceptions, uses within the Performance Overlay Districts shall be as specified in article V of this code.

- (1) Outdoor displays. No outdoor displays shall be permitted unless approved by the planning and zoning commission pursuant to section 54-3.10.2(d).
- (2) Uses with vehicle and service bays. Uses involving vehicle and service bays that are oriented perpendicular to CR 512 are allowed only if a Type "B" buffer with a four-foot high opaque feature is provided along the site's CR 512 frontage.
- (3) Underground utilities services required. Where new utilities services (e.g. electrical, phone, cable) are provided to project sites, such service shall be installed underground.
- (4) Connection to pedestrian systems. Projects fronting on roads with existing or planned/required sidewalks and/or bikeways shall provide a pedestrian path from the project to the existing or future sidewalk and/or bikeway. Said pedestrian path shall have a minimum width of five feet, shall consist of a rigid surface meeting Florida Accessibility Code requirements, and may include properly marked areas that cross parking lots and driveways.

Sec. 54-4-21.4. Plan approval.

In the Performance Overlay Districts, development and redevelopment requiring administrative, minor modification or site plan approval and exterior renovations shall comply with the districts plan requirements. The area of development for such projects shall be the area of the site containing buildings, additions, structures, facilities or improvements proposed by the applicant or required to serve those items proposed by the applicant.

Sec. 54-4-21.5. Supplementary requirements for site plan submittal and review.

(a) *Preliminary review of site plans.* Preliminary staff review of site plans is mandatory, including review of landscaping and tree preservation plans, architectural plans, lighting plans, and color and exterior finish samples.

(b) *Site plan review.* The drawings listed below are to be submitted in a minimum 24-inch by 36-inch format, and are to be the largest scale, which will fit on a 24-inch by 36-inch format. In addition to normal site plan review submittal requirements, the following are to be submitted at the time of site plan review:

- (1) Site plan. This plan shall indicate setbacks and all site development as required by the site plan ordinance, and shall depict: building orientation; locations of signage, location of service areas, dumpsters, loading zones, mechanical equipment, and any other "visually offensive elements" as described in these requirements, including locations and specifications of screening devices.
- (2) Tree plan. This plan shall indicate location, diameter at breast height (dbh) four and one-half feet above grade, and species of all trees six-inch caliper (measured at dbh) and larger.

- (3) Landscape plan. The landscape plan may be incorporated into the site plan. It shall include calculations demonstrating compliance with article XIV and the special landscaping requirements as established within each district.
- (4) Building floor plans. This plan shall depict general location of entries and exits, restrooms, and general uses.
- (5) Roof plan. This plan shall indicate roof type, slope, and any offensive elements (as described in these requirements) and descriptions of screening devices.
- (6) Building elevations. This plan shall include all exterior-building elevations, including all items affecting the appearance of the building, including roof design, complete description of exterior building materials, exterior building colors, all loading zones, mechanical and electrical equipment locations and their required screening devices, and signs attached to buildings.
- (7) Certifications. The plan shall include certifications from the project architect or engineer that proposed roof plans and elevation plans satisfy the Overlay Districts architectural/building standards.
- (8) Other requirements. Prior to site plan release, applicants shall submit to planning and growth management department three sets of the following and shall obtain planning staff approval of each component:
 - a. Site lighting plan. The site lighting plan may be incorporated into the site plan. It must indicate the site lighting plan, as well as a light fixture schedule with cut sheets (written specifications and pictorial representation including photometric chart) for all site lighting fixtures. This includes any site lighting fixtures attached to buildings.
 - b. Sign elevations (minimum scale: three-quarters inch equals one foot). These are to be detailed drawings of building and site signage including all items affecting the appearance of signs, including but not limited to: dimensions, area in square feet, complete description of finish materials and their colors, color samples (minimum size three inches by five inches, using Pantone Matching System® numbers with color number on back of each sample) and method of illumination. This is required for all outdoor signs except those which cannot be determined because the occupancy of the space is not known. Any signs not reviewed at site plan review time for this reason must be reviewed under these requirements prior to the issuance of a sign permit.
 - c. Building color samples (minimum sample sizes: three by five inches): Exterior and exterior signage color samples shall be submitted.
 - d. Certification. Certification from the project architect or engineer that the proposed site and exterior building lighting, proposed signage, and proposed building and signage colors satisfy the Overlay District's lighting, signage and color standards.

(c) *Approval for change of exterior design required.* Changes to the exterior of any structure in the Overlay Districts shall require review and approval by the planning and growth management department. Such changes shall include, but not be limited to, colors, building materials, roof finishes and signage. Routine maintenance and replacement of materials which do not affect the approved exterior design shall be exempt from such review and approval.

Sec. 54-4-21.6. Waivers.

As part of an application for development, a request may be made for a waiver of any of the provisions of this article. The request shall be heard by the planning and zoning commission in determining if any such provision be waived, modified or applied as written. The planning and zoning commission shall hold a quasi-judicial hearing on the requested waiver. The criterion for granting a waiver or modification of any of the provisions of this article is whether the strict interpretation of the requirements of this article places an inordinate burden on the property owner as defined by Florida Statutes. The waiver procedure herein is the exclusive remedy to the application of the provisions of this article and is to be utilized in lieu of an application for a variance.

Historic buildings. The planning and zoning commission may waive the requirements of the performance overlay districts for the purpose of preserving a historic building.

DIVISION A. RIVERFRONT OVERLAY DISTRICT REGULATIONS

Sec. 54-4-21.A.1 Intent.

This Riverfront Overlay District is designed to encourage development and redevelopment within the Riverfront District that includes promotion of traditional building types with arcades, balconies, and porches. Additionally, the intent of the district is to create a sense of place and promote social interaction on the streets of the Riverfront District and encourage durable construction that is harmonious with the architectural heritage known as the "Old Florida Fishing Village" of Sebastian.

Sec. 54-4-21.A.2. Boundaries.

(a) *Established:* A special Performance Overlay District is hereby established to be known as the "Old Florida Fishing Village" Riverfront District.

(b) *Boundaries:* The Riverfront District shall include that portion of the City of Sebastian located east of the Florida East Coast Railroad to and including the Indian River, north to the city limits and south to the south city limits located approximately at the south section line of Section 6, Township 31S, Range 39E.

(c) *Riverfront District requirements:* All development in the Riverfront District shall comply with the requirements of this article. The standards and requirements set forth below shall apply to new development, conversion in use from residential to commercial, and to building exterior refinishing.

Sec. 54-4-21.A.3. General.

(a) *Scope:* The design of all structures in the Riverfront District shall comply with the requirements of this code. This pertains to any building, group of buildings, site development, alterations affecting building's exterior, parking lots, and vehicular use areas. Compliance with the provisions in this code shall be reviewed by the growth management department, planning and zoning commission and the city council as appropriate. Precedence shall not be set by any project or variances approved by the growth management department, planning and zoning commission, city council, or the board of adjustment.

(b) *Approval for change of exterior design required:* Any exterior change of any structure in the Riverfront District shall require review by the growth management department. Such changes shall include, but not be limited to, colors, building materials, roof finishes, and signage. Changes to the architectural features or style, landscaping, or signs shall be approved by the growth management director. Modifications to the site plan shall be approved in compliance with the site plan modification process in article X. Routine maintenance and replacement of materials which does not affect the approved exterior design shall be exempt from this paragraph.

(c) *Prohibited architectural styles:* The following are not considered to be consistent with the "Old Florida Fishing Village" architectural style nor appropriate for the Riverfront District and are prohibited:

- (1) Corporate signature or commercial prototype architecture, unless such is consistent with all requirements of this code. Examples of such include, but are not limited to, flat roofed convenience stores and gas stations.
- (2) Buildings which are of symbolic design for reasons of advertising and buildings which are not compatible to the atmosphere of Riverfront District. Examples of such include "A frame" style roofs, garishly colored roofs, translucent architectural elements, and the like. Symbols attached to buildings will not be allowed unless they are secondary in appearance to the building and landscape, and are an aesthetic asset to the building project and neighborhood.
- (3) Any kitsch architecture (pretentious bad taste) which does not resemble a typical structure. Examples of such include, but are not limited to, structures that resemble an exaggerated plant, fish, edible food, or other such items such as giant oranges, ice cream cones, dinosaurs.
- (4) Any architecture having a historical reference that is so unique and different from current design philosophy of an "Old Florida Fishing Village" that such reference is inconsistent and/or incompatible with surrounding structures. Examples of such include, but are not limited to, igloos, domes or geodesic domes, Quonset style structures, teepees, log cabins, medieval castle, caves.
- (5) Styles that are not in the "Old Florida Fishing Village" theme. Art Deco style is prohibited.

Sec. 54-4-21.A.4. Special provisions.

(a) *Provisions:* The "uses" below must follow all criteria set forth in this code. The following are added criteria for each specific "use":

- (1) Residentially designated properties. The following materials are approved for use in residentially designated areas: fiberglass or asphalt shingle-style roofing for sloped roofs and visible roof structures, and textured plywood as a finish product. Rooftop screening devices shall not be required for attic ventilators or plumbing roof vents on residentially designated properties. However, roof ventilators, roof vents, and the like shall be located where they will be least visible from roadways.
- (2) Commercial centers and out-parcels. The materials, exterior finishes, signage and colors of shopping centers and structures developed on shopping center outparcels shall be compatible and harmonious with each other as determined by which structures are developed first. This requirement may be waived by the planning and zoning commission if:
 - a. The initial shopping center or outparcel was built prior to the enactment of the Riverfront District special regulations; and
 - b. It is determined by the planning and growth management department that enforcement of this requirement would conflict with the intent of these Riverfront District special requirements.

Sec. 54-4-21.A.5. Design criteria.

(a) *General design criteria:*

- (1) Buildings with facades fronting on more than one street should have equal design considerations and consistent detailing on all street frontages.
- (2) Porches on the front building facade are encouraged.
- (3) Wood picket fences, wrought iron fences or landscape buffers are encouraged along the front property line, on corner lots and along the side property line. Arbors and trellises are permitted in the front yard. Except for arbors and trellises, the minimum height of fences shall be three feet and the maximum height shall be four feet. The maximum height for arbors and trellises shall be ten feet. Above fences, architectural features of up to 12 inches shall be allowed. Such features shall be spaced a minimum of ten feet apart. Chain link fences are not permitted in the front yards. Walls are discouraged. All walls shall be constructed of brick or other decorative materials and shall not exceed four feet in height.
- (4) If a building facade is 100 feet or more in width measured parallel to the nearest body of water, an open vista of at least ten feet in width and eight feet in height shall be required within the building's facade to allow a visual corridor from the public right-of-way to the adjacent body of water.

(b) *General items which are prohibited:*

- (1) Flat, blank, unarticulated, or massive facades are prohibited on front facades. Facades located within view of a roadway are to incorporate architectural elements providing breaks in the planes of exterior walls and/or roofs. Facades located within view of roadway are to be designed to lessen the appearance of excessive bulk (this is especially important for large-scale commercial structures). Facades can be divided by use of: proportional expression of structure, openings, arcades, canopies, fenestration, changes of the building, and the like. (Stepping or sloping of a parapet wall in conjunction with a low sloped roof is prohibited.) Flat, blank, unarticulated, or massive facades will be permitted on the sides and rear of a building where "Blank Facade Foundation Planting" is utilized (see landscape section for requirements).
- (2) The following materials or systems for siding are prohibited as a finish and/or exposed product: corrugated or ribbed panels, smooth finish concrete block (standard concrete masonry units), precast concrete tee systems, plywood or textured plywood (except vertical board and batten). Plywood will be allowed for soffit material.
- (3) Any canopy (such as for a gas station, car wash, or drive-through facility) that is wholly or partially within 75 feet of a thoroughfare plan road right-of-way shall meet the following requirements concerning maximum fascia height (This pertains to all fascia on the above described canopy including any canopy fascia that continues beyond the 75-foot limit.):

<i>Roof Slope Distance</i>	<i>Maximum Fascia Height</i>
Less than 10 feet	8 inches
10 to 20 feet	12 inches
Greater than 20 feet	16 inches

- (4) Plastic or metal is prohibited as a finish material for walls or trim. Plastic is prohibited as a finish material for sloped roofs, visible roof structures, and fascias. Although prohibited in general, certain metal and plastic construction products may be approved by the planning and zoning commission, upon a written request and product sample submitted by the applicant. The planning and zoning commission may approve use of the material if the following criteria are satisfied:
 - i. The product shall appear authentic from the closest distance that it will be viewed by the general public.
 - ii. The product shall be substantial. Thin and flimsy imitations are unacceptable.
 - iii. The product shall hold up as well as the product it is imitating. That is, it must be fabricated in such a way that it will retain its original shape, appearance, and color, as well as the product it is imitating.
 - iv. The product's color shall resemble the color of the product it is imitating.
- (5) Any exposed masonry in a stack bond is prohibited.

- (6) Lighting that follows the form of the building, parts of the building, or building elements is prohibited.
- (7) Neon lighting, fiber optics, or similar system trim where the neon tube, fiber optics or similar system is visible is prohibited (This restriction includes site signage)
- (8) Backlit transparent architectural elements, backlit architectural elements, as well as illuminated or backlit awnings and roof elements are prohibited. This does not prohibit the use of glass blocks or the use of an illuminated sign attached to a building.
- (9) Facades that appear to be primarily awnings are prohibited. An awning shall not run continuously for more than 30% percent of the length of any single facade. Placement of awning segments shall relate to building features (e.g. doorways and windows), where possible. Awning segments shall not exceed 25% of the length of any single facade.
- (10) "Drive-up" windows or "amusement loud speakers" located on a building facade that faces a residential use are prohibited. They shall not be located on a building facade that faces Indian River Drive except for special events as permitted by the city council.
- (11) Accessory structures, including sheds, out-buildings, dumpster enclosures, and screening structures, shall match the style, finish, and color of the site's main building. Metal utility sheds and temporary car canopies are prohibited.

(c) *Roofs and parapets:*

- (1) Slope roofs: Gable, hip, and shed style roofs shall have a slope no less than 5:12 (rise:run) and not greater than 10:12 (rise:run). Mansard style roofs with a slope greater than 10:12 (rise:run) are prohibited. Generous eaves on sloped roofs are encouraged. Any roof with a slope less than 5:12 (rise:run) ("low sloped roof") shall not be visible from a roadway. Low sloped roofs must be screened with a visible roof structure or parapet wall. Sheds, porches and balcony roofs shall have a slope no less than 3:12 (rise:run).
- (2) Visible roof structures: Visible roof structures shall be of such height, bulk, and mass, so as to appear structural, even where the design is non-structural. Visible roof structures shall have a minimum vertical rise of six feet (not including fascia). Visible roof structures shall have a slope no less than 5:12 and not greater than 10:12 (rise:run). Mansard style visible roof structures with a slope greater than 10:12 (rise:run) are prohibited. Where visible roof structures are utilized in a building design, they shall be continuous around all sides of the structure, except where incorporated with a parapet wall or other architectural element (this does not allow "stuck-on" roofs). Any facade that is not visible from a roadway will not require a continuous visible roof structure on that facade. Any building with less than 3,500 square feet of enclosed space and utilizing a low sloped roof must have a visible roof structure on all facades which are visible from a roadway.

- (3) The following roof styles are prohibited. "A-frame," bowstring, dome, gambrel, non-symmetrical gable or hip (different slope on each side of ridge), quonset, and polynesian. Gable or hip roof with up to a 10:12 (rise:run) maximum pitch with a "skirted" or "flared" lower portion at a 3:12 (rise:run) minimum pitch is allowed.
- (4) The ridge or plane of a roof (or visible roof structure), that runs parallel (or slightly parallel) with a roadway shall not run continuous for more than 100 feet without offsetting or joggling the roof ridge or plane a minimum of 16 inches with dormer windows or other architectural feature that breaks up the roof. Low sloped roofs are excluded from this requirement.
- (5) Roofing on sloped roofs and visible roof structures shall be limited to the following systems:
 - a. Cedar shingles or shakes, slate, clay tile, or cement tile.
 - b. Steel, copper, and factory painted aluminum standing seam roofing.
 - c. 5-V crimp roof.
 - d. Galvanized metal or copper shingles of Victorian or diamond shape or pattern.
 - e. Three dimensional fiberglass or asphalt shingle.

Architectural standing seam roofs shall be limited to the following systems: flat metal panels with narrow raised seams running 12 to 20 inches apart, which are secured with continuous seam covers or mechanically seamed. Light and natural colors, as well as mill finish metal roofs are encouraged. Mixing panel colors is prohibited and all building roofs shall be of one color.

- (6) Roofing materials are prohibited for use as a finish material on parapets or any surface with a slope greater than 10:12 (rise:run), up to and including vertical surfaces. This pertains only to those surfaces visible from adjacent property, exclusive of access drives or roadways. This does not exclude the use of metal fascia six inches or less in height. This does not exclude the use of typical metal flashing, wall cap, drip edge, and the like. This does not exclude the use of roofing materials as a screening device, as long as it does not function as a building's parapet. This does not exclude the use of cedar shingles or shakes as a wall material used below the roof line.
- (7) Plastic or metal roof panels or systems, corrugated or ribbed roof panels, hot mopped systems, built-up, gravel, torched on, foam or fluid applied, roll or membrane roofing, and the like are prohibited on any roof which is visible from any roadway and/or residentially designated area. This does not exclude the use of architectural standing seam metal roofing or galvanized 5-V crimp metal roofing.
- (8) Partial parapet walls are not permitted. If a parapet wall is used on a building, then a parapet wall of the same style and material is to be continuous around all sides of the structure, except where incorporated with a visible roof structure or other architectural element. Introduction of any visible roof structure shall not appear "fake". Any

facade that is not visible from a roadway will not require a continuous parapet wall on that facade. Stepping or sloping of a parapet wall in conjunction with a low sloped roof is prohibited.

(d) *Site:*

- (1) All telephones, vending machines, or any facility dispensing merchandise or a service on private property, shall be confined to a space built into the building or buildings, or enclosed in a separate structure compatible with the main building's architecture. These areas are to be designed with the safety of the user in mind. Public phones and ATMs should have 24-hour access.
- (2) No advertising will be allowed on any exposed amenity or facility such as benches and trash containers.
- (3) When feasible, existing specimen trees should be preserved in place or relocated on site. Use of tree wells, as well as adaptation and variations of siting in order to conserve native vegetation, is encouraged.
- (4) The use of thematic and decorative site lighting is encouraged. Low lights of a modest scale can be used along with feature lighting that emphasizes plants, trees, entrances, and exits. Light bollards are encouraged along pedestrian paths. The color of the light sources (lamp) should be consistent throughout the project. Color of site lighting luminaries, poles, and the like shall be limited to dark bronze, black, or dark green (decorative fixtures attached to buildings are exempt from the fixture color requirement).

Lighting is not to be used as a form of advertising or in a manner that draws considerably more attention to the building or grounds at night than in the day. Site lighting shall be designed to direct light into the property. Lighting shall avoid any annoyance to the neighbors from brightness or glare.

- (5) Roadway style luminaries (fixtures) such as cobra heads, Nema heads, and the like are prohibited. Wall pads and flood light luminaries are prohibited where the light source would be visible from a roadway, parking area and/or residentially designated area. High intensity discharge (e.g. high pressure sodium, metal halide, mercury vapor, tungsten halogen) lighting fixtures mounted on buildings and poles higher than 18 feet above the parking lot grade, and under canopies, shall be directed perpendicular to the ground. Other than decorative and low level/low height lighting, no light source or lens shall project above or below a fixture, box, shield, or canopy.

(e) *Screening devices:*

- (1) "Visually offensive elements," whether freestanding, mounted on roofs, or located anywhere on a structure shall be concealed from view on all sides. Individual screens, building elements, or appropriate landscaping, are to be used to completely screen the offensive elements from view from adjacent roads, properties, and parking areas. Parapet walls, visible roof structures, individual screens, or building elements shall be used to completely screen roof mounted, visually offensive elements from view from

any point around the entire building perimeter. Screening devices shall relate to the building's style of architecture and materials. All screening devices shall be designed so that no part of the offensive element extends beyond the top of the screen, measured vertically. Rooftop screening devices shall not be required for plumbing roof vents which are less than four inches in diameter and less than 12 inches above roof penetration. These roof vents are to be located where they will be least visible from roadways.

- (2) "Nuisance elements" shall be visually screened from adjacent roadways and/or residentially designated areas with solid walls in addition to any required landscaping. Loading dock buffering shall meet standards of the landscape ordinance (article XIV). All other walls shall be a minimum of six feet in height. All dumpster and trash container areas shall be completely screened on all sides. A noise abatement enclosure shall be used on HVAC equipment.
- (3) Individual screens and walls shall relate to the building's style of architecture and materials. A durable material such as reinforced concrete masonry units is recommended with an architecturally compatible finish. Wood fences as a screening device are encouraged.
- (4) Chain link fencing, with or without slats, is prohibited as a screening device for screening visually offensive elements and nuisance elements. Where chain link or similar fencing is allowed to be used (e.g., around storm water ponds), such fencing shall be green or black and shall be located and landscaped so as to visually screen the fencing from public view.

(f) *Building walls.* The exterior walls of the principal building shall be constructed of any of the following materials and in the following specified manner. All materials shall be used over the entire building or as continuous horizontal blends only. No panelizing shall be permitted or other simulations.

- (1) Stucco with a "float finish," smooth or coarse, machine spray, dash and troweled.
- (2) Wood clapboard five inches to the weather.
- (3) Wood shingles seven inches to the weather.
- (4) Wood board or batten board of a board width from eight to 18 inches.
- (5) Wood shiplap siding smooth face seven inches to the weather.
- (6) Coral, keystone or tabby.
- (7) Ashlar pattern, flush sawn finish.
- (8) Split face block.

(g) *Arcades and porches:* Arcades, balconies, or porches shall be constructed of materials either of wood or conform to the construction of the principal building.

(h) *Garden walls:* The garden walls of the principal building shall be constructed of either wood, wrought iron, or PVC lattice, or shall conform to the construction materials of the principal building, including stone, brick, and stucco. Chain link fence concealed by landscaping may be used along the side and rear of the property. No simulations shall be permitted.

(i) *Accessory buildings:* Accessory structures, including sheds, out-buildings, dumpster enclosures, and screening structures, shall match the style, finish, and color of the site's main building. Metal utility sheds and temporary car canopies are prohibited.

Sec. 54-4-21.A.6. Colors.

(a) *Intent.* The intent is to use colors that complement the adopted "Old Florida Fishing Village" theme. Bright and garish colors, as a means of attracting attention to a business are not characteristic of the Riverfront District and are not compatible with this code's objectives.

- (1) Whites, earthtones, and subdued greys are encouraged. These colors can be described as being "softer", "older", "subdued", and "antique looking".
- (2) Fluorescent and bright colors are prohibited.

(b) *Color standards.* All buildings and accessory structures within the Riverfront Overlay District shall be limited to the colors listed in the Overlay Districts master color list.

(c) *Roof colors (requirements for roofs that are visible from a roadway):* Metal roof colors shall consist of natural mill finish, white, light neutral colors in the warm range, and a limited number of earth-tone colors. Mixing or alternating colors of metal panels is prohibited. For remaining roofs, the following shall dictate: Other than natural variations in color or color blends within a tile, the mixing or alternating of roof color, in the same roof material is prohibited. Colors and color blends shall not be contrary to the intent of this code. Color for roofing which is glazed, slurry coated, or artificially colored on the surface by any other means shall be limited to the same colors as approved for metal roofs.

(d) *Natural finish materials:* The color requirements listed above shall not apply to the colors of true natural finish materials such as brick, stone, terra cotta, concrete roof tiles, slate, integrally colored concrete masonry units, copper, and wood finishes. Colors commonly found in natural materials are encouraged, unless such material has been artificially colored in a manner which would be contrary to the intent of this code.

(e) *Awning colors:* Awning colors shall be consistent with item (a) above.

(f) *Overlay District master color list.* The Overlay Districts master color list and approved color board shall be maintained and made available by the planning and growth management staff. The list can be mailed or faxed upon request.

Sec. 54-4-21.A.7. Landscape requirements.

(a) *Purpose:* The purpose of the Riverfront District Landscape Code is to emphasize the impact of landscape design and maintenance on the health of the Indian River Lagoon and to enhance the beauty of the Riverfront District.

(b) *Intent:* The intent of the Riverfront Landscape Code is to promote wise landscape design that can benefit the Indian River Lagoon with reduced irrigation, fertilization, and pest control needs.

- (1) Encourage the use of native plants. Large oaks and cabbage palms are among the many native plants which can give the feel of "Old Florida Fishing Village". Native plants properly sited can minimize maintenance costs and compliment the historic appeal of the Riverfront District.
- (2) Put the right plant in the right place. Encourage the use of plants suited to the soil conditions rather than the use of soil amendments.
- (3) Native plant list. This list of native plants is intended to assist the landowner in choosing indigenous landscaping that will have a minimal impact on the Indian River Lagoon.

(c) *Requirements:* All development in the Riverfront District shall comply with the landscaping requirements as described in article XIV and shall comply with the following additional requirements:

- (1) Landscape strips.
 - a. The width of the perimeter landscape strips shall be determined by the required front, side and rear setbacks as described in the underlying zoning district. For residential uses, the perimeter landscape strips shall be 25% of those setbacks. For community facilities and commercial uses, the perimeter landscape strips shall be 50% of those setbacks, but not less than ten feet. When a zero front setback is allowed and is used, a front perimeter landscape strip between the building and the property line is not required.
 - b. Required perimeter and interior landscape strips shall not be used for any other uses including stormwater management.
 - c. No more than 25% of the required perimeter and interior landscape strips shall be covered in sod or grass.
 - d. All required perimeter and interior landscape strips not sodded or grassed shall be covered in recycled or environmentally friendly mulch. Lava rocks or other dark rocks may be used in areas of high pedestrian traffic. River rock, gravel, pea rock, or similar material is encouraged for use in the required perimeter and interior landscape strips.
 - e. Within the perimeter landscape strips, the following landscaping shall be provided per 100 (lineal feet):
 1. Five canopy trees.
 2. Six understory trees.
 3. Continuous hedge: Three to three and one-half feet high at planting.

NOTE: The hedge shall provide a visual screen three feet high above the grade of the project site parking area. Hedge material shall provide full screening to the

ground; therefore, myrtles and shrubs with similar leafing characteristics shall not be used for hedge material unless a double row arrangement is used. At the time of a certificate of occupancy (CO) for the project site, the hedging shall provide a three-foot visual screen, subject to city sight distance requirements.

Clustering of trees along the buffer strip is encouraged, and uniform spacing of trees is discouraged, except where used to emphasize a particular planting theme or development style.

- (2) Foundation plantings. Foundation plantings shall be required as stated below for buildings in commercial and industrial areas and for businesses allowed in residential areas. However, for industrial and storage buildings located in the commercial, industrial and mixed use zoning districts, foundation planting strips shall be exempt for sides of buildings not fronting on a residentially designated area, or public or platted road.
 - a. Along the front, sides and rear of buildings, the following foundation planting landscape strips shall be provided in accordance with the building height:

<i>Building Height</i>	<i>Foundation Planting Strip Depth¹</i>
Up to 12 feet high	5 feet depth
12 feet to 25 feet high	10 feet depth
Over 25 feet high	15 feet depth

¹ A distance measured perpendicular to the building, from the foundation outward.

- b. Within such foundation planting landscape strips, the following landscaping shall be provided:
 - 1. 40% of the foundation perimeter (excluding entranceways and overhead doors) along all building faces shall be landscaped, as follows:

<i>Building Height</i>	<i>Landscape Specifications</i>
Minimum plant material required:	<ul style="list-style-type: none"> • 1 palm tree or appropriate canopy tree for every 10 lineal feet of planting strip (clustered)
	<ul style="list-style-type: none"> • 1 understory tree for every 20 lineal feet of required planting strip. • 3 shrubs for every 10 square feet of required planting area. • Ground cover, flowering plants or sod in the remaining planting area
For buildings of 12 to 25 feet in height:	<ul style="list-style-type: none"> • 10 feet minimum planting area depth • 1 canopy tree for every 10 lineal feet of planting strip (3 palms with a minimum height of 12 feet each may be substituted for each canopy tree). • 1 understory tree for every 20 lineal feet of required planting strip.

<i>Building Height</i>	<i>Landscape Specifications</i>
	<ul style="list-style-type: none"> • 3 shrubs for every 10 square feet of required planting area. • Ground cover, flowering plants or sod in the remaining planting area
<p>For buildings over 25 feet in height:</p>	<ul style="list-style-type: none"> • 15 feet minimum planting area depth • 1 canopy tree for every 7 lineal feet of planting strip (3 palms with a minimum height of 16 feet each may be substituted for each canopy tree). • 1 understory tree for every 10 lineal feet of required planting strip. • 3 shrubs for every 10 square feet of required planting area. • Ground cover, flowering plants or sod in the remaining planting area

2. The following modifications are allowed upon approval from the planning and growth management director or other designee:
 - i. Foundation planting strips may be located away from buildings to avoid conflicts with architectural features (e.g., roof overhangs), driveways, and vehicular areas serving drive-up windows.
 - ii. The depth of foundation planting strips may be modified if the overall minimum area covered by the foundation plantings proposed meets or exceeds the area encompassed by the required foundation planting area.

(d) *Increased foundation plantings for "blank facade" building faces.* As referenced in the architectural/building standards section of this plan, "blank facade" building faces that are unarticulated are allowed if foundation plantings are provided as specified above with a 100% increase (doubling) in required plant material quantities (as specified above).

(e) *Increased canopy tree size.* All canopy trees required under normal landscaping and buffering requirements and special Riverfront corridor plan requirements for projects within the corridor shall have a minimum height of 12 feet and minimum spread of six feet at time of planting. Palm tree clusters may be used as canopy trees as specified in the landscape ordinance. However, such palm trees shall have a minimum clear trunk height of 12 feet.

(f) *Other requirements.* For parcels east of Indian River Drive, the landscape plan shall include a description of the existing and proposed shoreline and wetland vegetation.

(g) *Native plants for the sebastian riverfront district.* Native plants can help to preserve and foster the feeling of an "Old Florida Fishing Village". These plants are well-adapted to Florida life and, properly sited, thrive with minimal irrigation, fertilization, and pest control. The Association of Florida Native Nurseries can assist with availability information. The following plants are encouraged in the Riverfront District.

Canopy Trees

Red maple	Acer rubrum
Paurotis palm	Acoelorrhaphe wrightii
Southern red cedar	Juniperus silicicola
Southern magnolia	Magnolia grandiflora
Red mulberry	Morus rubra
Redbay	Persea borbonia
Sand pine	Pinus clausa
South Florida slash pine	Pinus elliotti var. densa
Live oak	Quercus virginiana
Sabal palm	Sabal palmetto
Cypress	Taxodium sp.
Hercules club	Zanthoxylum clava-herculis

Understory trees

Tough bumelia	Bumelia tenax
Buttonwood	Conocarpus erectus
Coralbean	Erythrina herbacea
Florida privet	Forestiera segregata
Dahoon holly	Ilex cassine
Black ironwood	Krugiodendron ferreum
Simpsons stopper	Myrcianthes fragrans simpsoni
Wax myrtle	Myrica cerifera
Sand live oak	Quercus geminata

Shrubs/hedges

Beautyberry	Callicarpa americana
Jamaica caper	Capparis cynophallophora
Fiddlewood	Citharexylum fruiticosum
Seagrape	Coccoloba uvifera
Varnish leaf	Dodonaea viscosa
Firebush	Hammelia patens
Florida privet	Forestiera segregata
Yaupon holly	Ilex vomitoria
Simpsons stopper	Myrcianthes fragrans simpsoni
Wild coffee	Psychotria nervosa
Needle palm	Rhapidophyllum hystrix
Saw palmetto	Serenoa repens
Necklace pod	Sophora tomentosa
Walters viburnum	Viburnum obovatum
Spanish bayonet	Yucca aloifolia

Canopy Trees

Ground covers

Beach bean	Canavalia rosea
Golden creeper	Ernodea littoralis
Yellowtop	Flaveria linearis
Blanket flower	Gaillardia pulchella
Beach dune sunflower	Helianthus debilis
Spider lily	Hymenocallis latifolia
Dwarf yaupon holly	Ilex vomitoria var Schellings
Beach morning glory	Ipomoea pes-capre
Beach elder	Iva imbricata
Coral honeysuckle	Lonicera sempervirens
Muhly grass	Muhlenbergia capillaris
Boston fern	Neprolepsis biserrata
Wild petunia	Ruellia caroliniensis
Red sage	Salvia coccinea
Spiderwort	Tradescantia ohiensis
Coontie	Zamia pumila

Along the shoreline

Giant leather fern	Acrostichum danaeifolium
Black mangrove	Avicennia germinans
Sea-oxeye daisy	Borrichia frutescens
Railroad vine	Ipomoea pes-capre
White mangrove	Laguncularia racemosa
Christmas berry	Lycium carolinianum
Red mangrove	Rhizophora mangle
Cordgrass	Spartina sp.

(h) *Approval for changes of landscape plan required:* Any change of a landscape plan in the Riverfront District, originally required to comply with these landscape requirements, shall require review and approval by the growth management department. Such changes shall include, but not be limited to, changes of plant material, height, location, colors, or hardscape materials. Routine maintenance and replacement of materials which does not affect the approved landscape plan shall be exempt from this paragraph.

Sec. 54-4-21.A.8. Sign regulations.

(a) *Scope:* These special regulations consist of additional requirements above and beyond the city's sign ordinance and shall supersede any less restrictive provisions found in the sign ordinance. All signage shall comply with the requirements of the sign ordinance except as modified by these special sign regulations. All signs within the district are intended to be consistent with and further the "Old Florida Fishing Village" theme.

(b) *Prohibited signs.* The provisions stated herein are in addition to prohibitions listed in article XVI, Signage and Advertising. The following are prohibited:

- (1) Lights or illuminations that flash, move, rotate, scintillate, blink, flicker, or vary in intensity or color, except for time-temperature-date signs. Public signs permitted pursuant to article XVI, Signage and Advertising provisions, are excluded from this prohibition and are allowed.
- (2) Electronic message boards and message centers, electronic adjustable alternation displays, or any sign that automatically displays words, numerals, and or characters in a programmed manner. Traffic regulatory and directional signs permitted pursuant to article XVI, Signage and Advertising provisions, are excluded from this prohibition and are allowed.
- (3) Portable or trailer style changeable copy signs, excepting approved special event signs.
- (4) Signs with the optical illusions of movement by means of a design that presents a pattern capable of giving the illusion of motion or changing of copy.
- (5) Strings of light bulbs used on nonresidential structures for commercial purposes, other than traditional holiday decorations at the appropriate time of the year.
- (6) Signs that emit audible sound, odor, or visible matter, such as smoke or steam.
- (7) Neon lighting, fiber optics or similar systems, which exceed six square feet in area, and where the neon tube, fiber optic or similar system is visible from the outside is prohibited. Neon lighting, fiber optics and similar systems shall not be used for outlining the building including the windows.
- (8) Rough plywood used for permanent signs.
- (9) Any material used in such a manner for a permanent sign that results in a sign having a semblance to the look of a temporary sign but intended by the owner to be permanent.
- (10) Installation of an additional sign (or signs) that does not harmonize with the design or materials of the initial sign, such as:
 - a. Attachment or mounting of signs where mounting hardware is left exposed.
 - b. Signs with different color cabinets, frames, or structure.
- (11) Appliques or letters of vinyl and similar materials for use on any permanent monument sign. They are also prohibited for use on any permanent wall or facade signs that exceed three square feet. Window signs as allowed in this article are excluded from this prohibition. Regardless of size, appliques or vinyl letters are prohibited for use on plastic sign faces.
- (12) Changeable copy signs for office, industrial, commercial and residential uses, unless such sign is incorporated within the allowable monument sign area.

(c) *Items that are encouraged:*

- (1) Attractive and durable materials such as the following are consistent with the "Old Florida Fishing Village" theme and are encouraged:
 - a. Shaped and fashioned "wood look" multi-level signs are encouraged (i.e.: sand blasted or carved). Low maintenance, durable materials such as high density polyurethane, PVC, and high performance vinyl are encouraged and preferred over actual wood or medium density overlay (MDO) plywood.
 - b. Internally illuminated aluminum cabinet with textured finish, and cut-out inset or push through acrylic letters.
 - c. Backlit reverse pan channel letters (opaque faced) mounted on sign that is harmonious with the project's architecture.
- (2) Encourage consistency in materials and continuity of the sign design for a permanent sign.
- (3) Signage that relates to the building's style of architecture and materials is encouraged.

(d) *Modifications of sign regulations.*

- (1) Maximum copy area: Reduce to 50% of what is allowed in article XVI, Signage.
- (2) Required setbacks from property lines or right-of-way: No change.
- (3) Distance separating signs: No change.

(e) *Colors:*

- (1) The following colors are encouraged for signage:
 - a. Use of earth-tone colors and pastels.
 - b. Darker backgrounds with light color sign copy.
 - c. Use of colors that match or are compatible with the project's architecture.
 - d. Colors such as medium or dark bronze are acceptable and encouraged. Polished or weathered true bronze, brass, or copper metal finished are acceptable and encouraged. Precious metal colors are allowed on sand blasted or carved "wood look" style signs.
- (2) The following colors are prohibited for signage:
 - a. The use of shiny or bright metallic or mill finish colors (i.e.: gold, silver, bronze, chrome, aluminum, stainless steel, etc.).
 - b. The use of garish colors (including but not limited to: purple, chartreuse and/or fluorescent colors), unless such colors are part of a state or federal registered trademark.

(f) *Approval for change of sign design required:* Any exterior change of signage in the Riverfront District, originally required to comply with this sign ordinance, shall require review and approval by the community development department. Such changes shall include, but not

be limited to, changes of: sign area (square footage), sign copy area (square footage), sign copy (this does not apply to "changeable copy" signage), height, shape, style, location, colors, materials, or method of illumination. Routine maintenance and replacement of materials which does not affect the approved design shall be exempt from this paragraph.

(g) *Special provisions.*

- (1) Multi-tenant spaces: Multi-tenant spaces such as shopping centers, out parcels, commercial complexes and parks, and office complexes and parks will be required to submit to the growth management department a sign program for review and approval. This sign program shall communicate the coordination and consistency of design, colors, materials, illumination, and locations of signage. In multi-tenant spaces where no established pattern exists as described above, the owner of the multi-tenant spaces shall be required to submit a sign program for approval prior to issuance of any new sign permits.
- (2) Wall signage:
 - a. The maximum vertical dimension of a facade or wall sign shall not exceed 25% of the building height, not to exceed four feet.
 - b. Awnings with lettering shall be considered a wall sign. Where lettering is used on an awning, the area of lettering shall be included in the percentage limitation of a project's sign area.
 - c. Wall signs (facade signs) are prohibited on roofs.
- (3) Changeable copy signs: Changeable copy signs shall be regulated under the following guidelines.
 - a. Changeable copy signs shall not comprise more than 50% of the permitted sign area and shall be included as part of the permitted sign area, except as described herein below.
 - b. Motor vehicle service stations and convenience stores with gas pumps may utilize up to 100% of permitted sign area for changeable prices of gasolines only (or as regulated by federal law).
 - c. Movie theaters may utilize up to 80% of permitted sign area for display of names of films, plays or other performances currently showing. Such changeable copy areas shall be included as part of the permitted sign area.
- (4) Illumination: All external flood sign illumination shall be mounted at grade, directly in front of the sign area. Light source shall be completely shielded from oncoming motorist's view.
- (5) Nonconforming signs: It is the intent of this section to allow nonconforming signs permitted before the adoption of this code to continue until they are no longer used, or become hazardous, but not to encourage their survival. Such signs are hereby declared to be incompatible with the overall intent of this section.
 - a. Removal of nonconforming signs: All nonconforming signs, except as provided for herein, shall be removed.

- b. Continuation of nonconforming signs: A nonconforming sign may be continued, subject to the following provisions:
 - 1. A nonconforming sign shall not be enlarged or increased in any way from its lawful size at the time of the adoption of this code.
 - 2. Nonconforming signs or nonconforming sign structures that are defined as abandoned signs shall not be permitted for reuse.
 - 3. Except as otherwise provided herein, there may be a change of tenancy or ownership of a nonconforming sign, without the loss of nonconforming status, if the property is not abandoned.
- c. Repairs, maintenance, and improvements: Normal repairs, maintenance, and improvements may be made.
- d. Reconstruction: If any nonconforming sign is destroyed by fire, flood, explosion, collapse, wind, or other catastrophe, it shall not be used or reconstructed except in full conformity with the provisions of these special regulations.
- e. Casual, temporary, or illegal use: The casual, temporary, or illegal use of any sign shall not be sufficient to establish the existence of a nonconforming use or to create any rights in the continuance of such use.

Sec. 54-4-21.A.9. Nonconformities.

Within the Riverfront Overlay District, legally established existing development and uses that do not comply with these special regulations are grandfathered-in. All nonconforming uses and structures are governed by article VIII. In addition, within the Riverfront District, the following nonconformities regulations shall apply:

- (a) *Nonconforming property*: It is the intent of this chapter to allow nonconforming properties to continue, but also encourage their conformity to what extent is possible considering the existing site conditions and characteristics. A "compatible property" shall be considered in compliance with the intent of the Riverfront District special regulations.
- (b) *Continuance of nonconforming property*: A nonconforming property may be continued, subject to the following provisions:
 - (1) Use of nonconforming structures abandoned for a period of six or more consecutive months located on a nonconforming property shall not be permitted until the property is brought into compliance with the requirements of a compatible property.
 - (2) Except as otherwise provided herein, there may be a change of tenancy or ownership of a nonconforming property, without the loss of nonconforming status, if use of the nonconforming structures is not abandoned for a period of six or more consecutive months.

- (3) Colors of a structure located on a nonconforming property shall not be changed from those existing at the time of the adoption of these special regulations, unless the new, to-be-painted colors comply with the Riverfront District special color regulations.
- (4) Projects on nonconforming properties requiring a building permit (excluding permits for roofs or minor repairs) shall be required to bring the property into compliance as a "compatible property."
- (5) A structure located on a nonconforming property shall not be enlarged or increased in any way from its lawful size at the time of the adoption of these special regulations. Where such changes are made, a building permit and compliance with the requirements of a "compatible property" are required for the enlargement or addition.

DIVISION B. CR512 OVERLAY DISTRICT REGULATIONS

Sec. 54-4-21.B.1. Intent.

As a significant business and residential center and a major entranceway into the City of Sebastian, the corridor will have an attractive, well maintained, orderly and uncluttered appearance. The corridor will be characterized by impressive vegetation and landscaping; complementary buildings and signs with enhanced designs and aesthetic appearances; and a safe transportation system that accommodates mass transit, pedestrians, bicycles, and other transportation alternatives, as well as automobiles.

Sec. 54-4-21.B.2. Boundaries of the CR 512 Corridor.

The boundaries of the CR 512 Overlay District shall include all the properties which abut CR 512 and that are located within the city limits of the City of Sebastian. If any additional segments of CR 512 are subsequently duly annexed into the city, land development along the said newly annexed segment shall be consistent with the city's land development code, including this article. In the CR 512 Overlay District, the following special regulations and exemptions shall apply to new development and redevelopment.

Sec. 54-4-21.B.3. Architectural/building standards.

- (a) *Prohibited architectural styles.* The following are prohibited:
 - (1) Corporate signature or commercial prototype architecture, unless such is consistent with these special corridor requirements. Examples of such prohibited architecture include flat roofed convenience stores, gas stations, and canopies for gas stations, car washes, and drive through facilities.
 - (2) Any kitsch architecture (such as a building that does not resemble a typical structure), including structures or elements that resemble an exaggerated plant, fish, edible food, or other such items such as giant oranges, ice cream cones, dinosaurs.

- (3) Any architecture having a thematic reference that is so different from current design philosophy that such reference is inconsistent and/or incompatible with surrounding structures. Examples of such include: Igloos, domes or geodesic domes, quonset style structures, teepees, log cabins, western "false fronts", medieval castles, caves, and the like.
- (b) *Special provisions.*
- (1) Industrial and storage uses in commercial and industrial districts. Compliance shall be required only for those facades fronting on residentially designated areas or public or platted roads. However, industrial buildings shall satisfy the color requirements.
 - (2) Residentially designated properties. The following materials are approved for use in residentially designated areas: fiberglass or asphalt shingle-style roofing for sloped roofs and visible roof structures; and textured plywood as a finish product. Rooftop screening devices shall not be required for attic ventilators or plumbing roof vents on residentially designated properties. However, roof ventilators, roof vents, and the like shall be located where they will be least visible from roadways.
 - (3) Shopping centers and out-parcels. The materials, exterior finishes, signage and colors of shopping centers and structures developed on shopping center outparcels shall be compatible and harmonious with each other as determined by which structures are developed first. This requirement may be waived by the planning and growth management department if:
 - a. The initial shopping center or outparcel was built prior to the enactment of the CR 512, special regulations; and
 - b. It is determined by the planning and growth management department that enforcement of this requirement would conflict with the intent of these CR 512 special requirements.
 - (4) Electrical substations and similar uses. Electrical substations and similar uses that prohibit access by the public into the site may be exempted from all architectural/building requirements by the planning and growth management director if the exempted building(s) and equipment will be visually screened from adjacent properties and roadways.
- (c) *General design criteria.*
- (1) Buildings with facades fronting on more than one street shall have similar design considerations (e.g. roof treatment, building articulation, entrance features, and window placement) and consistent detailing on all street frontages.
 - (2) General prohibitions and restrictions:
 - a. Flat, blank, unarticulated, or massive facades fronting on a roadway, exclusive access drive or residentially designated areas are prohibited. Facades fronting such roads, drives, or areas shall be designed to incorporate architectural elements providing breaks in the planes of exterior walls and/or roofs to

articulate the building and to lessen the appearance of excessive mass. Facades should incorporate elements relating to human scale, and can be divided by use at proportional expression of structure, openings, arcades, canopies, fenestration, changes in materials, cornice details, molding details, changes in the heights of different sections of the building, and the like (stepping or sloping of a parapet wall in conjunction with a low sloped roof is prohibited). Flat, blank, unarticulated, or massive facades will be permitted on the sides of a building when building is constructed to the allowable zero foot side setback.

- b. The following materials or systems are prohibited as a finish and/or exposed product: corrugated or ribbed metal panels, smooth finish concrete block (standard concrete masonry units), precast concrete tee systems, plywood or textured plywood. Plywood shall be allowed for soffit material.
- c. Any canopy (such as for a gas station, car wash, or drive-through facility) that is wholly or partially within 75 feet of a thoroughfare plan road right-of-way shall meet the following requirements concerning maximum fascia height (This pertains to all fascia on the above described canopy including any canopy fascia that continues beyond the 75-foot limit.):

<i>Roof Slope Distance</i>	<i>Maximum Fascia Height</i>
Less than 10 feet	8 inches
10 to 20 feet	12 inches
Greater than 20 feet	16 inches

- d. Plastic or metal is prohibited as a finish material for walls or trim. Plastic is prohibited as a finish material for sloped roofs, visible roof structures, and fascias. Although prohibited in general, certain metal and plastic construction products may be approved by the planning and zoning commission, upon a written request and product sample submitted by the applicant. The planning and zoning commission may approve use of the material if the following criteria are satisfied:
 - i. The product shall appear authentic from the closest distance that it will be viewed by the general public.
 - ii. The product shall be substantial. Thin and flimsy imitations are unacceptable.
 - iii. The product shall hold up as well as the product it is imitating. That is, it must be fabricated in such a way that it will retain its original shape, appearance, and color, as well as the product it is imitating.
 - iv. The product's color shall resemble the color of the product it is imitating.
- e. Any exposed masonry in a stack bond is prohibited.
- f. Lighting structures or strip lighting that follows the form of the building, parts of the building, or building elements is prohibited.

- g. Neon lighting, fiber optics or similar systems, which exceed six square feet in area, and where the neon tube, fiber optic or similar system is visible from the outside is prohibited. Neon lighting, fiber optics and similar systems shall not be used for outlining the building including the windows.
 - h. Backlit transparent or translucent architectural elements, backlit architectural elements, as well as illuminated or backlit awnings and roof mounted elements are prohibited. This does not prohibit the use of glass blocks. This does not prohibit the use of an illuminated sign attached to a building:
 - i. Facades that appear to be primarily awnings are prohibited. An awning shall not run continuously for more than 30% of the length of any single facade. Placement of awning segments shall relate to building features (e.g. doorways and windows), where possible. Awnings shall not exceed 25% of the area of any single facade.
 - j. Drive-up windows shall not be located on a building facade that faces a residential area or a roadway unless architecturally integrated into the building and screened by landscaping equivalent to the landscape material required in a local road buffer and must run the length of the drive-through lane. Speakers shall be oriented so as not to project sound toward residential areas.
 - k. Accessory structures, including sheds, out-buildings, dumpster enclosures, and screening structures, shall match the style, finish, and color of the site's main building. Metal utility sheds and temporary car canopies are prohibited.
- (d) *Roofs and parapets:*
- (1) Sloped roofs. Gable, hip, and shed style roofs shall have a slope no less than 5:12 (rise:run). Mansard style roofs with a slope greater than 30:12 (rise:run) are prohibited. Generous eaves on sloped roofs are encouraged. Any roof with a slope less than 5:12 (rise:run) ("low sloped roof") shall not be visible from a roadway and/or residentially designated area. Low sloped roofs must be screened with a visible roof structure or parapet wall.
 - (2) Visible roof structures. Visible roof structures shall be of such height, bulk, and mass, so as to appear structural, even where the design is non-structural and shall have a minimum vertical rise of six feet (not including fascia). Visible roof structures shall have a slope no less than 5:12 (rise:run). Mansard style visible roof structures with a slope greater than 10:12 (rise:run) are prohibited. Where visible roof structures are utilized in a building design, they shall be continuous around all sides of the structure, except where incorporated with a parapet wall or other architectural element (this does not allow "stuck-on" roofs). Any facade that is not visible from a roadway, exclusive access drive or residentially designated area, such as facades that are interior to a tightly spaced compound of buildings, will not require a continuous visible roof structure on that facade. Any building with less than 3,500 square feet of ground floor area shall have a visible roof structure on all facades.

- (3) The following roof styles are prohibited: "A-frame," bowstring, dome, gambrel, non-symmetrical gable or hip (different slope on each side of ridge), quonset, and polynesian. Gable or hip roof with up to a 10:12 (rise:run) maximum pitch with a "skirted" or "flared" lower portion at a 3:12 (rise:run) minimum pitch is allowed.
- (4) The ridge or plane of a roof (or visible roof structure), that runs parallel (or slightly parallel) with a roadway shall not run continuous for more than 100 feet without offsetting or jogging (vertically or horizontally) the roof ridge or plane a minimum of 16 inches. Low sloped roofs and parapet walls are excluded from this requirement.
- (5) Roofing on sloped roofs and visible roof structures shall be limited to the following systems:
 - a. Cedar shingles or shakes, slate, clay tile, or cement tile.
 - b. Steel, copper, and factory painted aluminum standing seam roofing.
 - c. 5-V crimp roof.
 - d. Galvanized metal or copper shingles of Victorian or diamond shape or pattern.
 - e. Three dimensional fiberglass or asphalt shingle.

Architectural standing seam roofs shall be limited to the following systems: flat metal panels with narrow raised seams running 12 to 20 inches apart, which are secured with continuous seam covers or mechanically seamed. Light and natural colors, as well as mill finish metal roofs are encouraged. Mixing colors of metal panels is prohibited. Roofs on any one site shall be of one color.

- (6) Roofing materials are prohibited for use as a finish material on parapets or any surface with a slope greater than 10:12 (rise:run) up to and including vertical surfaces. This pertains only to those surfaces visible from adjacent property, exclusive of access drives or roadways. This does not exclude the use of metal fascia six inches or less in height, use of typical metal flashing, wall cap, drip edge, and the like, use of roofing materials as a screening device (as long as it does not function as a building's parapet), and use of cedar shingles or shakes as a wall material used below the roof line.
- (7) Plastic or metal roof panels or systems, corrugated or ribbed roof panels, hot mopped systems, built-up, gravel, torched on foam or fluid applied, roll or membrane roofing, and the like are prohibited on any roof which is visible from any roadway and/or residentially designated area. This does not exclude the use of architectural standing seam metal roofing or galvanized 5-V crimp metal roofing. Use of metal or plastic tooling materials may be approved as specified under the section as finish materials for walls, fascia, and trim.
- (8) Partial parapet walls are prohibited. If a parapet wall is used on a building, then a parapet wall of the same style and material is to be continuous around all sides of the structure, except where incorporated with a visible roof structure or other architectural element. Introduction of any visible roof structure shall not appear "fake." Any

facade that is not visible from a roadway and/or residentially designated area shall not require a continuous parapet wall on that facade. Stepping or sloping of a parapet wall in conjunction with a low sloped roof is prohibited.

(e) *Site elements:*

- (1) All telephones, vending machines, or any facility dispensing merchandise or a service on private property shall be confined to a space built into the building or buildings, or enclosed in a separate structure compatible with the main building's architecture. These areas are to be designed with the safety of the user in mind. Public phones and ATMs should have 24-hour access.
- (2) No advertising will be allowed on any exposed amenity or facility such as benches or trash containers.
- (3) When feasible, existing specimen trees should be preserved in place or relocated on site. Use of tree wells, as well as adaptation and variations of siting in order to conserve native vegetation, is encouraged.
- (4) The use of thematic and decorative site lighting is encouraged. Low lights of a modest scale can be used along with feature lighting that emphasizes plants, trees, entrances, and exits. Light bollards are encouraged along pedestrian paths. The color of the light sources (lamp) should be consistent throughout the project. Color of site lighting luminaries, poles, and the like shall be limited to dark bronze, black, or dark green (decorative fixtures attached to buildings are exempt from the fixture color requirement).

Lighting is not to be used as a form of advertising or in a manner that draws considerably more attention to the building or grounds at night than in the day. Site lighting shall be designed to direct light into the property. Lighting shall avoid any annoyance to the neighbors from brightness or glare.

Roadway style luminaries (fixtures) such as cobra heads, Nema heads, and the like are prohibited. Wall pads and flood light luminaries are prohibited where the light source would be visible from a roadway, parking area and/or residentially designated area. High intensity discharge (e.g. high pressure sodium, metal halide, mercury vapor, tungsten halogen) lighting fixtures mounted on buildings and poles higher than 18 feet above the parking lot grade, and under canopies, shall be directed perpendicular to the ground. Other than decorative and low level/low height lighting, no light source or lens shall project above or below a fixture, box, shield, or canopy.

(f) *Screening devices.*

- (1) "Visually offensive elements", whether freestanding, mounted on roofs, or anywhere on a structure, shall be concealed from view on all sides. "Visually offensive elements" consist of: Walk-in coolers/freezers, transformers, electrical equipment (including panels and meters), water or waste piping and valves, pumps, fans, exhaust vents, compressors, generators, tanks, and similar equipment. Individual screens, building elements, or appropriate landscaping, are to be used to completely screen the offensive

elements. Parapet walls, visible roof structures, individual screens, or building elements, are to be used to completely screen roof mounted, visually offensive elements. They are to be screened from view from any point around the entire building perimeter. Screening devices shall relate to the building's style of architecture and materials. All screening devices shall be designed so that no part of the offensive element extends beyond the top of the screen, measured horizontally. Rooftop screening devices will not be required for plumbing roof vents which are less than four inches in diameter and less than 12 inches above roof penetration. These roof vents should be located where they will be least visible from roadways. Where chain link or similar fencing is allowed to be used (e.g., around storm water ponds), such fencing shall be green or black and shall be located and landscaped so as to visually screen the fencing from public view.

- (2) "Nuisance elements" shall be visually screened from adjacent roadways and/or residentially designated areas with solid walls in addition to any required landscaping. Loading dock buffering shall meet standards of the landscape ordinance (article XIV). All other walls shall be a minimum of six feet in height. All dumpster and trash container areas shall be completely screened on all sides. Acoustical material shall be used on the inside face of walls around HVAC equipment.
- (3) Individual screens and walls shall relate to the building's style of architecture and materials. A durable material such as reinforced concrete masonry units is recommended with an architecturally compatible finish. Wood fences are encouraged.
- (4) Chain link fencing, with or without slats, is prohibited as a screening device for screening visually offensive elements and nuisance elements.

Sec. 54-4-21.B.4. Colors and building graphics.

(a) *The following building graphics are prohibited.* Polka dots, circles, vertical stripes, diagonal stripes or lines, plaids, animals, and symbols such as lightning bolts. However, legally registered trademarks which directly relate to the building occupant (not trademarks of products or services sold or displayed) are allowed, subject to applicable sign and color regulations.

(b) *Color standards.* All buildings and accessory structures within the CR-512 Overlay District shall be limited to the colors listed in the Overlay Districts master color list.

- (1) **Base building colors.** Base building colors relate to wall and parapet wall areas and shall be limited to colors consisting of white and light neutral colors in the warm range.
- (2) **Secondary building colors.** Secondary building colors relate to larger trim areas and shall not exceed 30% of the area of any one building facade elevation. These colors consist of a mid-range intensity of the base building colors and complementary colors, and include all base building colors.
- (3) **Trim colors.** Trim colors are used for accent of smaller trim areas, are the brightest group of colors allowed, and include all base building and secondary building colors.

Use of metallic colors (i.e.: gold, silver, bronze, chrome, and other extraordinarily bright colors) and use of garish colors, such as fluorescent colors (e.g. hot pink, shocking yellow), is prohibited. Trim colors shall not exceed ten percent of the surface area of any one building facade elevation.

- (4) Roof colors (requirements for roofs that are visible from a roadway and/or residentially designated area). These colors consist of natural mill finish, white, light neutral colors in the warm range, blue, and a limited number of earth-tone colors. Mixing or alternating colors of metal panels is prohibited. For non-metal roofs, other than natural variations in color or color blends within a tile, the mixing or alternating of roof color in the same roof material is prohibited. Colors and color blends shall not be contrary to the intent of this code. Color for roofing which is glazed, slurry coated, or artificially colored on the surface by any other means shall be limited to the same colors as approved for metal roofs.
- (5) Natural finish materials. The color regiments listed above shall not apply to the colors of true natural finish materials such as brick, stone, terra cotta, concrete roof tiles, slate, integrally colored concrete masonry units, copper, and wood. Color commonly found in natural materials are acceptable, unless such material has been artificially colored in a manner which would be contrary to the intent of these requirements. Black, gray, blue, or extremely dark colors for brick, concrete masonry units, roofing, wood or stone is prohibited. This provision shall not prohibit the use of colors for natural finish roofing materials that match those colors approved for metal roofs.
- (6) Awning colors. Awning colors may include base building colors and/or secondary building colors and/or trim colors. However, secondary building colors and trim color area used for awnings shall be included in the percentage limitation on the secondary building color and trim color surface area of a facade.
- (7) Overlay District master color list. The Overlay Districts master color list and approved color board shall be maintained and made available by the planning and growth management staff. The list can be mailed or faxed upon request.

Sec. 54-4-21.B.5. Landscaping.

The city landscaping requirements of article XIV apply except as noted herein.

- (a) *Increased canopy tree size.* All canopy trees required under normal landscaping and buffering requirements and special CR 512 corridor plan requirements for projects within the corridor shall have a minimum height of 12 feet and minimum spread of six feet at time of planting. Palm tree clusters may be used as canopy trees as specified in the landscape ordinance. However, such palm trees shall have a minimum clear trunk of 12 feet.
- (b) *CR 512 and thoroughfare plan road buffer.* Within the corridor plan area, the following landscape buffer shall be provided along the entire length of a site's CR 512 frontage, except for approved driveways:

<i>CR-512 Frontage</i>	<i>Buffer Depth</i>	<i>Minimum Planting / Berm Requirements per 100'</i>
Over 400 feet	10 feet	5 canopy trees 6 Understory trees Continuous hedge ¹ : 2.5-3 feet high at planting Berm: 1'-1.5' high ¹
250 to 400 feet	10 feet	4.5 Canopy trees 5.5 Understory trees Continuous hedge ¹ : 1.5-2.5 feet high at planting Berm: 1.5'-2.5' high
Less than 250 feet	10 feet	4 Canopy trees 5 Understory trees Continuous hedge ¹ : 1.5-2.5 feet high at planting Berm: 1.5 '-3' high ¹

¹ NOTE: The hedge and berm combination shall provide a visual screen four feet high above the grade of the project site parking area. Hedge material shall provide full screening to the ground; therefore, a mix of myrtles and shrubs with similar leafing characteristics shall not be used for hedge material unless a double row arrangement is used. At the time of a certificate of occupancy (CO) for the project site, the combination of berming and hedging shall provide a four-foot visual screen, subject to city sight distance requirements. Undulations in the berm and corresponding hedge height are encouraged.

Hedge shrubs shall be planted no further apart than 24 inches on center along the length of the buffer strip, to form a hedge that appears continuous as viewed from the roadway being buffered.

Berms shall have a slope no steeper than three horizontal to one vertical, and shall be continuous along the length of the buffer strip, except where berm modifications may be necessary for tree preservation as determined by the planning and growth management director or his designee.

Clustering of trees along the buffer strip is encouraged, and uniform spacing of trees is discouraged, except where used to emphasize a particular planting theme or development style. Hedge plantings may be asymmetrical, and a buffer wall not to exceed four feet in height except as specified below, is allowed within the middle one-third of the buffer strip's width (measured perpendicular to the road being buffered) if landscaping material is planted on each side of the wall.

- (c) *Special buffer for multifamily projects.* Multifamily projects shall provide the CR512 and thoroughfare plan road buffer as described above, with the additional requirement that the buffer shall include a six-foot opaque screen consistent with specifications in

article XIV. Where a wall or fence is used, such wall or fence shall be located with the middle one-third of the buffer strip's width (measured perpendicular to the road being buffed), and landscaping material shall be planted on each side of the wall or fence.

- (d) *Landscape islands.* Landscape islands shall be backfilled at least to the top of curb or protective barrier, and may be bermed to a maximum height of 24 inches above the adjacent parking lot grade.

Sec. 54-4-21.B.6. Special sign regulations.

(a) *Scope.* These special regulations are in addition to the city's sign ordinance and shall supersede any less restrictive provisions found in the sign ordinance. All signage shall comply with the requirements of the sign ordinance except as modified by these special sign regulations.

(b) *Approval or change of sign design required.* Any exterior change to CR 512 Overlay District signage shall require review and approval by the planning and growth management department. Such changes shall include, but not be limited to, changes of sign area (square footage), sign copy area (square footage), sign copy (this does not apply to "changeable copy" signage), height, shape, style, location, colors, materials, or method of illumination. Routine maintenance and replacement of materials which does not affect the approved design shall be exempt from this review and approval. Changes to signs not originally required to comply with these special sign regulations are addressed in the "nonconforming signs" section of these regulations.

(c) *Prohibited signs.* The provisions stated herein are in addition to prohibitions listed in article XVI, Signage and Advertising. The following are prohibited:

- (1) Lights or illuminations that flash, move, rotate, scintillate, blink, flicker, or vary in intensity or color, except for time-temperature-date signs. Public signs permitted pursuant to article XVI, Signage and Advertising provisions, are excluded from this prohibition and are allowed.
- (2) Electronic message boards and message centers, electronic adjustable alternation displays, or any sign that automatically displays words, numerals, and/or characters in a programmed manner. Traffic regulatory and directional signs permitted pursuant to article XVI, Signage and Advertising provisions, are excluded from this prohibition and are allowed.
- (3) Portable or trailer style changeable copy signs, excepting approved special event signs.
- (4) Signs with the optical illusions of movement by means of a design that presents a pattern capable of giving the illusion of motion or changing of copy.
- (5) Strings of light bulbs used on nonresidential structures for commercial purposes, other than traditional holiday decorations at the appropriate time of the year.
- (6) Signs that emit audible sound, odor, or visible matter, such as smoke or steam.

- (7) Neon lighting, fiber optics or similar systems, which exceed six square feet in area, and where the neon tube, fiber optic or similar system is visible from the outside is prohibited. Neon lighting, fiber optics and similar systems shall not be used for outlining the building including the windows.
 - (8) Rough plywood used for permanent signs.
 - (9) Any material used in such a manner for a permanent sign that results in a sign having a semblance to the look of a temporary sign but intended by the owner to be permanent.
 - (10) Installation of an additional sign (or signs) that does not harmonize with the design or materials of the initial sign, such as:
 - a. Attachment or mounting of signs where mounting hardware is left exposed.
 - b. Signs with different color cabinets, frames, or structure.
 - (11) Appliques or letters of vinyl and similar materials for use on any permanent monument sign. They are also prohibited for use on any permanent wall or facade signs that exceed three square feet. Window signs as allowed in this article are excluded from this prohibition. Regardless of size, appliques or vinyl letters are prohibited for use on plastic sign faces.
 - (12) Changeable copy signs for office, industrial, commercial and residential uses, unless such sign is incorporated within the allowable monument sign area.
- (d) *Signs that are encouraged:*
- (1) Shaped and fashioned "wood look" multi-level signs (i.e.: sand blasted or carved), and signs having durable sign cabinet material such as high-density polyurethane and PVC.
 - (2) Internally illuminated aluminum cabinet with textured finish, and cutout inset or push through acrylic letters.
 - (3) Backlit reverse pan channel letters (opaque faced) mounted on sign that is harmonious with the project's architecture.
 - (4) Signage that relates to the building's style of architecture and materials.
 - (5) Thematic signage.
- (e) *Colors.*
- (1) The following colors are encouraged for signage:
 - a. Use of earth-tone colors and pastels.
 - b. Darker backgrounds with light color sign copy.
 - c. Use of colors that match or are compatible with the project's architecture.
 - d. Polished or weathered true bronze, brass, or copper metal finishes are acceptable and encouraged.

(2) The following colors are prohibited for signage:

- a. The use of bright metallic or mill finish colors (i.e., gold, silver, bronze, chrome, aluminum, stainless steel, or other extraordinarily bright colors). Colors such as medium or dark bronze are acceptable and encouraged. Precious metal colors are allowed on sand blasted or carved "wood look" style signs.
- b. The use of garish colors, such as fluorescent colors, is prohibited.

(f) *Multi-tenant spaces.* Applicants of proposed multi-tenant projects, such as shopping centers, out parcels, industrial complexes and parks, and office complexes and parks, shall submit a sign program for review and approval. This sign program shall communicate the coordination and consistency of design, colors, materials, illumination, and locations of signage. In a multi-tenant project where no established pattern exists as described above, the owner of the multi-tenant project shall be required to submit a sign program for approval prior to issuance of any new sign permits for a tenant space.

(g) *Design criteria and additional restrictions.*

(1) *Freestanding changeable copy signs.* Where allowed, a freestanding changeable copy sign shall not comprise more than 80% of the total area of the actual sign.

(2) *Wall/facade signage.*

- a. The maximum vertical dimension of a facade or wall sign shall not exceed 25% of the building height.
- b. Awnings with lettering shall be considered wall signs. Where lettering is used on an awning, the area of lettering shall be included in the percentage limitation of a project's sign area.
- c. Lettering, logos, and trim colors on canopy fascia shall be considered a wall sign and shall be limited to 33% of the fascia area of any one elevation. Internally illuminated signs shall not be placed on a canopy structure, and no sign shall be placed above the fascia on a canopy structure.

(3) *Changeable copy wall signs for theaters.* Theaters may utilize up to 80% of actual sign area for display of names of films, plays or other performances currently showing.

(4) *Illumination.* All external flood sign illumination shall be mounted at grade, directly in front of the sign area. Light source shall be completely shielded from oncoming motorist's view.

(h) *Nonconforming signs:* It is the intent of this section to allow nonconforming signs permitted before the adoption of this code to continue until they are no longer used, or become hazardous, but not to encourage their survival. Such signs are hereby declared to be incompatible with the overall intent of this section.

(1) *Removal of nonconforming signs:* All nonconforming signs, except as provided for herein, shall be removed.

- (2) Continuation of nonconforming signs: A nonconforming sign may be continued, subject to the following provisions:
 - a. A nonconforming sign shall not be enlarged or increased in any way from its lawful size at the time of the adoption of this code.
 - b. Nonconforming signs or nonconforming sign structures that are defined as abandoned signs shall not be permitted for reuse.
 - c. Except as otherwise provided herein, there may be a change of tenancy or ownership of a nonconforming sign, without the loss of nonconforming status, if the property is not abandoned.
- (3) Repairs, maintenance, and improvements: Normal repairs, maintenance, and improvements may be made.
- (4) Reconstruction: If any nonconforming sign is destroyed by fire, flood, explosion, collapse, wind, or other catastrophe, it shall not be used or reconstructed except in full conformity with the provisions of these special regulations.
- (5) Casual, temporary, or illegal use: the casual, temporary, or illegal use of any sign shall not be sufficient to establish the existence of a nonconforming use or to create any rights in the continuance of such use.

Sec. 54-4-21.B.7. Nonconformities.

Within the CR 512 District area, legally established existing development and uses that do not comply with these special regulations are grandfathered in. All nonconforming uses and structures are governed by article VIII. In addition, within the CR 512 District area the following nonconformity regulations shall apply:

- (a) *Nonconforming property*: It is the intent of this chapter to allow nonconforming properties to continue, but also encourage their conformity to what extent is possible considering the existing site conditions and characteristics. A "compatible property" shall be considered in compliance with the intent of the CR 512 District special regulations.
- (b) *Continuance of nonconforming property*: A nonconforming property may be continued, subject to the following provisions:
 - (1) Use of nonconforming structures abandoned for a period of six or more consecutive months located on a nonconforming property shall not be permitted until the property is brought into compliance with the requirements of a compatible property.
 - (2) Except as otherwise provided herein, there may be a change of tenancy or ownership of a nonconforming property, without the loss of nonconforming status, if use of the nonconforming structures is not abandoned for a period of six or more consecutive months.

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- (3) Colors of a structure located on a nonconforming property shall not be changed from those existing at the time of the adoption of these special regulations, unless the new, to-be-painted colors comply with the CR 512 special color regulations.
- (4) Projects on nonconforming properties requiring a building permit (excluding permits for roofs or minor repairs) shall be required to bring the property into compliance as a "compatible property."
- (5) A structure located on a nonconforming property shall not be enlarged or increased in any way from its lawful size at the time of the adoption of these special regulations. Where such changes are made, a building permit and compliance with the requirements of a "compatible property" are required for the enlargement or addition.

Appendix E
Economic Analysis

September 23, 2003

Mr. Henry Iler
Iler Planning Group
Palm Beach Gardens, Florida

Dear Mr. Iler:

Miami Economic Associates, Inc. (MEAI) has performed analysis to determine the market forces that will provide the basis for redevelopment activity within the portions of the City of Sebastian that have been designated for redevelopment under the provisions of F.S Chapter 163, Part III. The defined redevelopment areas include the portion of the City considered to be its Downtown, which is located between the Indian River and the Florida East Coast Railway right-of-way. They also include the land immediately west of the railroad tracks within the fork of County Road (C.R.) 512 and south of southern line of fork.

The purpose of this letter, which is organized in the manner outlined immediately below, is to provide you with the results of our analysis.

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Analytical Procedures

In order to assess the market forces that will impact redevelopment within the City of Sebastian, MEAI performed the following analytical procedures:

- Surveyed the defined redevelopment areas described above to evaluate the nature and quality of their existing development as well as their physical characteristics;
- Met with you and the other members of the consulting team you have assembled to prepare a Redevelopment Plan for the areas described above to discuss the attributes of those areas that could potentially benefit or inhabit the redevelopment process;
- Reviewed relevant secondary source socio-economic data for the City of Sebastian proper and the broader Sebastian Market Area as well as Indian River County;
- Reviewed data relating development activity that has occurred in the City of Sebastian and the Sebastian in recent years;
- Spoke to officials of the City of Sebastian including the City Manager and members of the City's Growth Management Department;
- Interviewed realtors and other knowledgeable about the City's economy and real estate market; and
- Reviewed the minutes of the "stakeholder" interviews conducted by Iler Planning Group.

Key Market Findings

The bulleted paragraphs that follow summarize the key findings of MEAI's analysis. For the purpose of our analysis, the "Sebastian Market Area" was defined to include the City of Sebastian and the unincorporated areas surrounding it within Zip Code 32958. It also includes other nearby unincorporated areas such as Vero Lakes Estates as well as the portion of the barrier island lying north of Wabasso Road. While in-flow into the market can be expected from areas outside that just defined, MEAI believes that the redevelopment will be primarily defined by the market forces at work within the defined Sebastian Market Area.

- Review of the tax rolls for Downtown Sebastian reveals that the between Fiscal Years 2001 and 2004 the taxable value of property contained therein increased from \$45.83 million to \$66.17 million. While a portion of the increase was due to the record levels of appreciation experienced by real property generally in recent years, it also indicates that the area is positively perceived by the market and that some amounts of new development have been occurring even in the absence of a formal redevelopment plan.
- The Sebastian Market area is characterized by strong growth in terms of population and income. Between now and 2010, population within the area is

expected to increase by approximately 4 percent a year with the result that the area should have about 45,000 residents by the latter date compared to the slightly more than 32,600 it had at the time of the 2000 Census. Median household income is expected to increase from approximately \$52,500 in 2000 to in excess of \$75,000 in 2010. It should be noted that income varies greatly throughout the Market Area with the households on the north end of the barrier island as a group being considerably more affluent than those on the mainland. From a retail perspective, this makes it essential that island households be made to feel a part of the Sebastian community.

- During the 1990's, private sector employment in Indian River County increased by approximately 1,000 workers on an average annual basis. Specific data for the Sebastian Market Area is not available. Private sector employment within the County --- also apparently within the Market Area --- is dominated by the Retail Trade, Health Care Services and Leisure and Hospitality sectors. Manufacturing and Wholesale Trade, which are the prototypical users of industrial space, are significantly smaller employment sectors and not growing at significant rates. As a result the small amounts of industrial space added since 1998 have primarily been occupied by service establishments such as repair shops. There has also been only minor amounts of office development because with the exception of Health Care Services, the sectors of the economy that typically use such space like Finance, Insurance and Real Estate and Professional Services have also not been growing quickly.
- MEAI estimates that there will be demand for between 600 and 700 new residential units in the Market Area annually through 2010. Historically, residential demand for new residential units within Sebastian has been overwhelmingly oriented toward single-family homes, which would be inappropriate in the Downtown area. The area is essentially zoned to accommodate low density multi-family units such as townhouses. MEAI believes that approximately 50 such higher value --- \$200,000 and above --- units could be absorbed annually along the riverfront if the land were available. We recommend that such development be particularly encouraged to occur along the portion of the riverfront south of Main Street where it would benefit from proximity to Riverfront Park while, in turn, serving to energize the park. The preceding estimate of absorption is based on a number of factors including:
 - The successful development of multi-family units on the barrier island's riverfront; and
 - A segmentation analysis of the market that should show that a significant portion of prospective demand will be comprised of households headed by persons over the age of 55 with incomes in excess of \$75,000.
- MEAI also believes that higher value residential development of the townhouse type should be encouraged in the portion of the area targeted for redevelopment that is located within the C.R. 512 fork. Residential units developed on this

property could also potentially benefit from excellent water views. MEAI is aware that this area is in relatively close proximity to the FEC right-of-way; however, development of the type proposed has been successfully undertaken in locations equally close the FEC line in the Cities of Boynton Beach and Delray Beach in Palm Beach County. In fact, the opportunity to buffer the proposed development from the impacts of rail traffic is greater in this instance than in those other locations.

- It is recognized that property within the C.R. 512 fork is currently zoned for industrial uses but MEAI believes that sufficient land for all foreseeable industrial development within the redevelopment target area exists south of C.R. 512. It is also our opinion, based on data relating to recent sales of industrial land in the area, re-designation of the land within the fork, inclusive of the parcel that the City will soon be disposing of, would produce higher land values than its current designation.
- As a result of the population and income growth already discussed, MEAI estimates that the Sebastian Market Area could support the development of approximately 100,000 square feet of new retail space annually through 2010. It is recommended that up to 150,000 square feet of this space be encouraged to occur in the vicinity of Riverfront Park and be designed for specialty shops and restaurants. Such development should serve as a catalyst for the higher value townhouse development in the area south of Main Street previously discussed. It could also serve to attract residents of the barrier island to Downtown Sebastian.
- Based on our understanding of the economy of Sebastian, MEAI does not believe that office development will play a significant role in redevelopment. We also believe that the demand for new hospitality uses will be modest.

Market Demographics

The bulleted paragraphs that follow describe the demographic composition of the Sebastian Market Area.

- During the 1990's, the population of the State of Florida increased at an average annual rate approximating 2.4 percent per year, which was substantially higher than the national rate of growth of 1.3 percent. The population of Indian River County, in which the Sebastian Market Area is located, increased at any even faster rate, 2.5 percent, than that of the State on an average annual basis.
- Of the 112,947 residents of Indian River County at the time of 2000 Census, 32,614 of them -- 29 percent -- lived in the Sebastian Market Area. As shown in Table 1 in the Appendix to this letter, the rate of population growth in the Sebastian Market Area during the 1990's was nearly 4 percent, or 1.6 times the County's strong rate of growth. Based on the fact that this rate of growth is

already expected to be maintained through 2007, MEAI believes that by 2010, the population of the Sebastian Market Area should approximate 45,000 people.

- The population of the Sebastian Market Area at the time of the 2000 Census was distributed in 14,505 households. The average household contained 2.25 persons. The relatively small household size reflected the fact that the over 40 percent of Market Area households were headed by individuals 65 years of age or older, as shown in Table 2 of the Appendix.. Based on projections for the year 2007, MEAI expects that the age profile of household heads will be somewhat, but not significantly, younger by 2010. The highest concentration of households headed by people of retirement age households is located on the northern end of the barrier island where the median age of the residents is currently estimated to be 59.2 years. In contrast, the median age of Vero Lakes Estates residents approximates 35.
- Median household income also varies significantly within the Sebastian Market Area depending on location. Illustratively, the median income of households living in the mainland portion of the Market Area is currently estimated to approximate \$41,760 while that of the households on the barrier island is estimated to be in excess of \$84,250. As shown in Table 3 of the appendix, on an overall basis the median income of households in the Sebastian Market Area currently exceeds \$55,500, which is considerably greater than that countywide. Countywide the median income approximates \$40,000.
- Based on the income estimates provided in Table 3 for 2007, MEAI anticipates that the projected 20,300 households in the Sebastian Market Area in 2010 will have a median income on an overall basis exceeding \$75,000. The median income of the mainland households will approximate \$56,000 while that of the households living on the barrier island will exceed \$116, 500.
- The income figures discussed in the preceding two paragraphs indicate that from an economic prospective it is important to have the residents of the northern portion of the barrier island identify with Sebastian. In fact, in terms of potential buying power, they will represent at least 44 percent of the market in 2010. To the extent that current year income does not reflect the full buying power of a group that is comprised substantially of retirees, their importance could even be greater.

Employment

The bulleted paragraphs that follow discuss the characteristics of employment in Indian River County and to the extent possible, based on the data available, within the Sebastian Market Area.

- The employment data issued by the Florida Agency for Workforce Innovation is compiled at only the County level. That data indicates that approximately 42,670

people were employed within Indian River County on an average monthly basis during 2002. The private sector accounted for slightly over 37,000 of the total jobs with various agencies of government at the Federal, State and local providing the remainder of the jobs.

- In terms of private sector employment, Retail Trade and Health Care Services accounted for 33.3 percent of total jobs, employing 7,581 and 6,601 workers, respectively. Leisure and Hospitality Services accounted for an additional 5,653 jobs, or 13.2 percent of total employment. As shown in Table 4, other sectors of economic activity employing more than 2,000 workers included, in order of importance, Professional and Business Services, Construction, Manufacturing, Agriculture and Mining and F.I.R.E. The category of Professional and Business Services includes a wide range of activities ranging from legal and engineering services to copying services.
- Table 5 provides a list of the 17 largest private sector employers within Indian River County in 2002. It shows that 4 of them are in the health care sector, 3 in the leisure and hospitality sector and 3 in retailing. Most of the remainder is comprised of agricultural enterprises. Only 1 manufacturer is represented.
- In 2002 the Florida Agency for Workforce Innovation changed its historic method of counting employment by industry sector making comparisons with prior years somewhat difficult. However, it appears that during 10-year period inclusive of 1993 through 2002 approximately 1,000 jobs were created on an average annual basis. Growth occurred in all sectors of the economy with the exception of Agriculture and Mining. Particularly strong levels of growth occurred in Retail Trade, Construction and Health Care Services, reflecting the rapid growth in population during the period. The levels of growth in the F.I.R.E., Manufacturing and Wholesale Trade were moderate, with those three sectors adding fewer than 1,200 jobs in total over the ten-year period.
- As indicated previously, there is no reliable source of employment data for either the Sebastian Market Area or the City of Sebastian itself. In 2002, Tischler & Associates prepared a fiscal analysis for the City which indicated that a total of 3,685 were employed within the City. The source of that estimate was Claritas, Inc. MEAI is well-acquainted with the methodology used by Claritas to estimate employment. Given its reliance on the voluntary contribution of data by employers, we believe that it tends to produce numbers that are substantially understated, particularly in areas such as Sebastian in which most reporting entities are small businesses.
- Notwithstanding the fact that the Claritas data probably understates the number of employed in Sebastian, it does, in our opinion, reasonable reflect the composition of the workforce in terms of economic activity. According to the Claritas data, nearly 50 percent of the people employed by the private sector in the City are engaged in Retail Trade, Personal Services (i.e. dry cleaning, hair

care, etc.) and Leisure and Hospitality services. It further indicates that in excess of 25 percent are employed in F.I.R.E, Professional and Business, Health Care and Educational Services. Manufacturing and Wholesale Trade account for approximately 5 percent of the workforce within the City.

Historic Development Activity

The bulleted paragraphs that follow profile the developmental activity that has occurred within the Sebastian Market area since 1998.

- As shown in Table 6, the number of residential building permits issued by the City of Sebastian has been steadily rising since 1998, with 352 being issued in 2002. On an average annual basis, approximately 1,262 residential building permits have been issued in the unincorporated portions of Indian River County during the 1998 – 2000 period, with the highest number, 1,809, being issued in 2002. MEAI believes that the number issued on an average annual basis in the Sebastian Market Area, inclusive of the City and its unincorporated areas has ranged between 500 and 600, inclusive of seasonal/recreational units.
- The building permit activity within the City of Sebastian is overwhelmingly oriented toward single-family units. Within the unincorporated portions of the County including on the barrier island, there are significant numbers of multi-family units permitted each year.
- On an average annual basis, approximately 63,500 square feet of new non-residential space has been permitted within the City of Sebastian between 1998 and 2002. The amounts permitted have, however, varied greatly during the period. In two of the years including 2002, the amount permitted has approximated 36,000 square feet. In 2001, nearly 120,000 square feet was permitted. Review of the quarterly Community Development Reports issued by Indian River County indicates that the preponderance of the space permitted was for retail uses with some serving the health care sector. To the extent that new industrial space has been constructed, it is primarily occupied by service types uses (repair shops, etc.) rather than manufacturing and wholesale trade enterprises.
- The amount of new non-residential space permitted in the unincorporated portions of Indian River County from 1998 to 2002 has also varied significantly. In 2001 and 2002 combined, a total of 624,814 square feet were permitted; however, in each of those two years the amount of development lagged behind the amount permitted on average in the years 1998 and 2000.
- The taxable value of property in the Downtown area of the City of Sebastian in 1994 was \$34.96 million. As shown in Table 7, by Fiscal Year 2001 this figure had risen to \$45.83 million. For the current fiscal year, 2004, it is \$66.17 million. While a portion of the increase from FY 2001 to 2004 reflects a real estate

environment in which appreciation has been occurring at historically high rates, these numbers also indicate that some of the development activity discussed in the preceding paragraphs has occurred within the targeted for redevelopment. Many, if most, redevelopment areas do not experience the types of increases in taxable valuable that has characterized Downtown Sebastian before the adoption and implementation of a coherent Redevelopment Plan. This is a positive sign, indicating that redevelopment initiatives in Downtown Sebastian will have a strong prospect for success.

Redevelopment Potentials

The bulleted paragraphs that follow assess the potential for new development of various uses with the areas targeted for redevelopment within the City of Sebastian.

Housing

- As discussed previously, approximately 500 to 600 new residential units were permitted on average annual basis from 1998 to 2002 in the Sebastian Market Area. This figure is inclusive of seasonal/recreational units. Based on the amount of population growth expected to occur annually through 2010, it anticipated that the market will support the development of 600 to 700 units annually.
- The overwhelming preponderance of new residential units in the Mainland portion of the Sebastian Market Area have been single-family homes. Such development would generally be infeasible within the areas designated for redevelopment where zoning favors development of up to 8 units per acre and mandates a three-story height limit. This zoning is basically consistent with single-family attached or townhouse product that could easily be developed with imagery evocative of many traditional seacoast communities. Accordingly, to the extent that new residential development is to be undertaken as part of the redevelopment initiative, it will require the emergence of a multi-family market not previously seen to any significant degree in Sebastian.
- Significant amounts of multi-family development have been occurring in unincorporated Indian River County as well as Vero Beach, most significantly in the portions of those areas located on the barrier island. Multi-family units are also being developed in the barrier island community of Indian River Shores. While some of this development has involved units with beach or golf course frontage, the attraction of other units has been frontage on the Intracoastal, which can be replicated within Downtown Sebastian. Given the topography of the City of Sebastian as it moves inland from the Intracoastal, residential units developed on the land within the fork of C.R. 512 could also enjoy excellent water views. It should also be noted that the supply of vacant land on the barrier island is substantially depleted in many areas.
- Throughout Florida there is increasing demand by segments of the market, including portions of that comprised of affluent households, to live in

environments that are both beautiful and "alive". Evidence of this trend exists in places such as Downtown Delray Beach and Downtown Boynton Beach, among others. MEAI believes that such an environment can be created in Downtown Sebastian, particularly if increased specialty retailing and food and beverage uses that take advantage of the riverfront are developed. It should be noted that much of the development referred to above in Boynton Beach and Delray Beach, most of which is of high value, has been in close proximity to the FEC railroad line. It is further noted that there would be greater ability to buffer development in the C.R. 512 fork from the railroad noise than has been the case in Boynton Beach and Delray Beach.

- Review of the data in Table 8 that segments future housing demand by age of household head and income indicates that in excess of 70 percent of the future demand for housing is likely to involve households headed by persons 55 years of age or older. Within this segment of the market, there is frequently strong interest in multi-family units. It is further anticipated that in excess of 50 percent of this potential demand segment could afford housing priced in excess of \$200,000, in most cases significantly higher.
- Based on the segmentation of housing demand discussed in the preceding paragraph, MEAI believes that demand for higher-value multi-family, townhouse-type units in the Downtown area and C.R. 512 fork in range of 50 units per year though 2010 could exist. Such development in the Downtown area should be most encouraged along the riverfront south of Miami Street. Its development will benefit from proximity to Riverfront Park and would, in turn, serve to energize the park as a major community facility.

Hospitality Use

- Downtown Sebastian already contains some small to moderately-sized hospitality facilities. Modest demand for additional such development may emerge as redevelopment initiatives enhance the ambiance of the area and to the extent that new specialty retailing and eating and drinking venues are created. Development of a major new, chain-affiliated property is not, however, anticipated due to absence of a major amenity like beach or a marina. The height limitation imposed of Downtown development would also preclude the efficient operation of such a facility.

Retail Use

- As discussed previously, the Sebastian Market Area is expected to experience significant growth in terms of both population and income. MEAI estimates that as this occurs, the opportunity will exist for the development of approximately 100,000 square feet of new retail space though the Market Area on an average annual basis though 2010. It is recognized that significant portions of the new supportable space are likely to be developed along the C.R. 512 corridor as new residential communities emerge and on in-fill sites along U.S. 1. However, a

portion of the new spending should be available to support the development of up to 150,000 square feet of specialty shops and eating and drinking establishments along the Riverfront.

- MEAI believes that retail and restaurant uses of the type just indicated should be encouraged to create the type of "lively" environment that has prompted higher value multi-family development to occur in the places previously referred to such as Downtown Boynton Beach and Downtown Delray Beach. We further recommend that such development occur in the vicinity of Riverfront Park, thereby drawing new residential development to the area south of Main Street.

Office Use

- The development of new office uses is generally predicated on growth in the F.I.R.E. and professional and health care sectors of the economy. Based on our understanding of employment trends in Indian River County, inclusive of the Sebastian Market Area, MEAI does not envision significant demand for new office space, with the possible exception of medically-oriented facilities. We also do not believe that office use will play a significant role in the redevelopment of Downtown.

Industrial Use

- To the extent that industrial development will be part of a redevelopment initiative, it would only be appropriate in the portion of the defined redevelopment area that is located west of the railroad tracks in the vicinity of C.R. 512. Survey of the industrial buildings that already exists in that area shows that are primarily occupied by a variety of service businesses such as repair shops and lawn services rather than manufacturers and wholesale trade firms. This is consistent with the employment data for Indian River County and is likely to remain the case. Review of building permit data for the period from 1998 to 2002 further indicates that new industrial development will only occur on a highly sporadic basis. That is further reflected by the fact that five of six recent sales identified, have been at values between \$0.63 and \$2.25 per square foot.
- The redevelopment area in the vicinity of C.R. 512 is actually comprised of two parts. The first part is located within the fork in the road. Included in this part of the area is a City-owned property that it will be disposing of and which will require re-designation in terms of permitted use. The second part of the area is located south of C.R. 512. MEAI believes that the redevelopment plan should direct all future industrial development into this latter area. We further recommend that the land within the fork be re-designated for mixed-use development inclusive of residential uses. Given the slow pace at which industrial development is occurring within Sebastian and the low land value reflected in the recent sale discussed above, MEAI believes that the recommended action would actually enhance the value of the property that would be subject to the land use amendment.

Mr. Henry Iler
Iler Planning Group
September 23, 2003
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Conclusion

MEAI believes that significant market support for redevelopment in the City of Sebastian. We also believe that the market's general positive image of the area is likely to make redevelopment a successful undertaking.

Sincerely,
Miami Economic Associates, Inc.

Andrew Dolkart
President

Mr. Henry Iler
Iler Planning Group
September 23, 2003
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APPENDIX

Table 1
Population and Households
Sebastian Market Area
1990 - 2007

Area	1990	2000	2002	2007	Average Annual Change					
					1990 - 2000		2000 - 2002		2002 - 2007	
					Number	Percent	Number	Percent	Number	Percent
<u>Population</u>										
Mainland *	15,433	22,631	24,580	29,049	720	4.7	975	4.3	894	3.6
Barrier Island **	7,918	9,983	10,642	12,142	207	2.6	330	3.3	300	2.8
Total	23,351	32,614	35,222	41,191	926	4.0	1,304	4.0	1,194	3.4
<u>Households</u>										
Mainland *	6,390	9,710	10,590	12,656	332	5.2	440	4.5	413	3.9
Barrier Island **	3,716	4,795	5,137	5,929	108	2.9	171	3.6	158	3.1
Total	10,106	14,505	15,727	18,585	440	4.4	611	4.2	572	3.6
<u>Average Household Size</u>										
Mainland *	2.38	2.32	2.32	2.29	N/A	N/A	N/A	N/A	N/A	N/A
Barrier Island **	2.13	2.08	2.07	2.04	N/A	N/A	N/A	N/A	N/A	N/A
Total	2.29	2.24	2.24	2.21	N/A	N/A	N/A	N/A	N/A	N/A

* Includes City of Sebastian, the remainder of Zip Code Area 32958 and other nearby unincorporated areas such as Vero Lakes Estates
 ** Includes area lying north of Wabasso Road

Source: Claritas, Inc.; Miami Economic Associates, Inc.

Table 2
**Distribution of Households
 By Age of Household Head
 Sebastian Market Area
 1990 - 2007**

Age Range	1990		2002		2007		Average Annual Change			
	Number	Percent	Number	Percent	Number	Percent	1990 - 2002	2002 - 2007	Number	Percent
15 - 24	119	1.9	163	1.5	196	1.5	4	3.1	7	4.0
25 - 34	984	15.4	851	8.0	957	7.6	(11)	(1.1)	21	2.5
35 - 54	1,610	25.2	3,585	33.9	4,117	32.5	165	10.2	106	3.0
55 - 64	1,127	17.6	1,741	16.4	2,412	19.1	51	4.5	134	7.7
65 and over	2,550	39.9	4,250	40.1	4,974	39.3	142	5.6	145	3.4
Total	6,390	100.0	10,590	100.0	12,656	100.0	350	5.5	413	3.9
Median Age	47.5		47.9		49.5					
Mainland *										
15 - 24	40	1.1	63	1.2	69	1.2	2	4.8	1	1.9
25 - 34	183	4.9	144	2.8	149	2.5	(3)	(1.8)	1	0.7
35 - 54	956	25.7	1,301	25.3	1,442	24.3	29	3.0	28	2.2
55 - 64	701	18.9	995	19.4	1,324	22.3	25	3.5	66	6.6
65 and over	1,836	49.4	2,634	51.3	2,945	49.7	67	3.6	62	2.4
Total	3,716	100.0	5,137	100.0	5,929	100.0	118	3.2	158	3.1
Median Age	59.3		59.2		59.6					
Barrier Island **										
15 - 24	159	1.6	226	1.4	265	1.4	6	3.5	8	3.5
25 - 34	1,167	11.5	995	6.3	1,106	6.0	(14)	(1.2)	22	2.2
35 - 54	2,566	25.4	4,886	31.1	5,559	29.9	193	7.5	135	2.8
55 - 64	1,828	18.1	2,736	17.4	3,736	20.1	76	4.1	200	7.3
65 and over	4,386	43.4	6,884	43.8	7,919	42.6	208	4.7	207	3.0
Total	10,106	100.0	15,727	100.0	18,585	100.0	468	4.6	572	3.6
Median Age	51.8		51.6		52.7					
Total										
15 - 24	159	1.6	226	1.4	265	1.4	6	3.5	8	3.5
25 - 34	1,167	11.5	995	6.3	1,106	6.0	(14)	(1.2)	22	2.2
35 - 54	2,566	25.4	4,886	31.1	5,559	29.9	193	7.5	135	2.8
55 - 64	1,828	18.1	2,736	17.4	3,736	20.1	76	4.1	200	7.3
65 and over	4,386	43.4	6,884	43.8	7,919	42.6	208	4.7	207	3.0
Total	10,106	100.0	15,727	100.0	18,585	100.0	468	4.6	572	3.6
Median Age	51.8		51.6		52.7					

* Includes City of Sebastian, the remainder of Zip Code Area 32958 and other nearby unincorporated areas such as Vero Lakes Estates
 ** Includes area lying north of Wabasso Road

Source: Claritas, Inc.; Miami Economic Associates, Inc.

Table 3
Distribution of Households
By Income
Sebastian Market Area
1990 - 2007

Age Range	1990		2002		2007		Average Annual Change					
	Number	Percent	Number	Percent	Number	Percent	1990 - 2002		2002 - 2007			
							Number	Percent	Number	Percent		
					<u>Mainland *</u>							
Under \$25,000	3,122	48.9	2,475	23.4	2,145	16.9	(54)	(1.7)	(66)	(2.7)		
\$25,000 - 34,999	1,288	20.2	1,619	15.3	1,522	12.0	28	2.1	(19)	(1.2)		
\$35,000 - 49,999	1,123	17.6	2,248	21.2	2,496	19.7	94	8.3	50	2.2		
\$50,000 - 74,999	577	9.0	2,474	23.4	3,154	24.9	158	27.4	136	5.5		
\$75,000 - 99,999	149	2.3	1,044	9.9	1,645	13.0	75	50.1	120	11.5		
\$100,000 and over	131	2.1	730	6.9	1,694	13.4	50	38.1	193	26.4		
Total	6,390	100.0	10,590	100.0	12,656	100.0	350	5.5	413	3.9		
Median	\$25,341		\$41,759		\$51,059							
					<u>Barrier Island **</u>							
Under \$25,000	979	26.3	685	13.3	528	8.9	(25)	(2.5)	(31)	(4.6)		
\$25,000 - 34,999	393	10.6	410	8.0	465	7.8	1	0.4	11	2.7		
\$35,000 - 49,999	446	12.0	498	9.7	547	9.2	4	1.0	10	2.0		
\$50,000 - 74,999	743	20.0	727	14.2	654	11.0	(1)	(0.2)	(15)	(2.0)		
\$75,000 - 99,999	323	8.7	638	12.4	663	11.2	26	8.1	5	0.8		
\$100,000 and over	832	22.4	2,179	42.4	3,072	51.8	112	13.5	179	8.2		
Total	3,716	100.0	5,137	100.0	5,929	100.0	118	3.2	158	3.1		
Median	\$50,633		\$84,251		\$104,583							
					<u>Total</u>							
Under \$25,000	4,101	40.6	3,160	20.1	2,673	14.4	(78)	(1.9)	(97)	(3.1)		
\$25,000 - 34,999	1,681	16.6	2,029	12.9	1,987	10.7	29	1.7	(8)	(0.4)		
\$35,000 - 49,999	1,569	15.5	2,746	17.5	3,043	16.4	98	6.3	59	2.2		
\$50,000 - 74,999	1,320	13.1	3,201	20.4	3,808	20.5	157	11.9	121	3.8		
\$75,000 - 99,999	472	4.7	1,682	10.7	2,308	12.4	101	21.4	125	7.4		
\$100,000 and over	963	9.5	2,909	18.5	4,766	25.6	162	16.8	371	12.8		
Total	10,106	100.0	15,727	100.0	18,585	100.0	468	4.6	572	3.6		
Median	\$34,641		\$55,638		\$68,134							

* Includes City of Sebastian, the remainder of Zip Code Area 32958 and other nearby unincorporated areas such as Vero Lakes Estates
 ** Includes area lying north of Wabasso Road

Source: Claritas, Inc.; Miami Economic Associates, Inc.

**Table 4
Employment by Industry
Indian River County
2002**

<u>Industry</u>	<u>Employment</u>	<u>Percent</u>
Agriculture & Mining	2,350	5.5%
Construction	3,252	7.6%
Manufacturing	2,556	6.0%
T.C.P.U. *	1,096	2.6%
Wholesale Trade	740	1.7%
Retail Trade	7,581	17.8%
F.I.R.E. **	2,001	4.7%
Professional & Business Services	3,478	8.2%
Educational Services	598	1.4%
Health Care Services	6,601	15.5%
Leisure & Hospitality	5,635	13.2%
Other Services	1,761	4.1%
Government	<u>5,020</u>	<u>11.8%</u>
Total	<u>42,669</u>	<u>100.0%</u>

* Transportation, Communications and Public Utilities

** Finance, Insurance and Real Estate

Source: Florida Agency for Workforce Innovation; Miami Economic Associates, Inc.

Table 5
Largest Private Employers
Indian River County
2002

<u>Employer</u>	<u>Employees</u>	<u>Industry</u>
Indian River Memorial Hospital	1,451	Health Services
The New Piper Aircraft	1,000	Manufacturing
Public Supermarkets	715	Retail Trade
Wal-Mart	672	Retail Trade
Sun Ag, Inc.	550	Agriculture
Hale Indian River Groves	500	Agriculture
John's Island	475	Hospitality
Gracewood Fruit Packing	465	Agriculture
Dodgertown Complex	450	Leisure
Winn-Dixie	440	Retail Trade
Legend Properties, Inc.	426	Real Estate
Indian River Estates	413	Health Services
Sebastian River Medical Center	370	Health Services
Indian River County Exchange Packers	350	Agriculture
Visiting Nurse Association	332	Health Services
Flight Safety Institute	300	Transportation
Disney Vero Beach Resort	275	Hospitality

Source: IRC Chamber of Commerce; Miami Economic Associates, Inc.

**Table 6
Building Permit Activity
Indian River County
1998 - 2002**

<u>Year</u>	<u>Single-Family</u> (Units)	<u>Multi-Family</u> (Units)	<u>Total</u> (Units)	<u>Industrial/Commercial</u> (S.F.)
<u>Sebastian</u>				
1998	236	4	240	50,930
1999	262	10	272	35,874
2000	278	18	296	74,355
2001	294	13	307	119,579
2002	328	24	352	36,684
<u>Unincorporated County</u>				
1998	713	561	1,274	461,421
1999	697	115	812	556,341
2000	793	599	1,392	417,217
2001	927	98	1,025	229,245
2002	1,035	774	1,809	395,569
<u>Total County</u>				
1998	1,075	593	1,668	658,841
1999	1,104	283	1,387	640,897
2000	1,200	668	1,868	581,221
2001	1,350	145	1,495	523,008
2002	1,484	991	2,475	554,354

Source: Indian River County; Miami Economic Associates, Inc.

Table 7
Taxable Value of Property
Downtown Sebastian
Fiscal Years 2001 - 2004

<u>Fiscal Year</u>	<u>Taxable Value</u> (000's)
2001	\$45,834.9
2002	\$58,263.7
2003	\$58,844.2
2004	\$66,174.3

Source: City of Sebastian; Miami Economic Associates, Inc.

Appendix F

Site Development Regulations and Permitted Use Summary

Sebastian CRA Zoning Districts
Site Development Regulations

Dimensional Regulations	Med. Density Multiple Family Residential (RM-8)			Commercial-512 (C-512)			Commercial General (CG)			Commercial Riverfront (CR)			Commercial Waterfront Residential (CWR)			Industrial (IN)			Public Service (PS)			
	Townhomes			Residential			Nonresidential			Residential			Nonresidential			Residential			Nonresidential			
	Multi-Family	Family Residential	Townhomes	Commercial-512 (C-512)	Commercial General (CG)	Commercial Riverfront (CR)	Waterfront Residential (CWR)	Residential	Nonresidential	Industrial (IN)	Public Service (PS)											
Maximum Density	Max. 8 du./ac. 35 feet (Note 1)	Max. 8 du./ac. 35 feet (Note 1)	Max. FAR: 50% 35 feet	Max. FAR: 60% 35 feet	Max. FAR: 60% 35 feet (Note 1)	Max. FAR: 60% 35 feet (Note 1)	8 du./ac. 35 feet (Note 1)	Max. FAR: 50% 35 feet (Note 1)	Max. FAR: 50% 35 feet	Max. FAR: 50% 35 feet	Max. FAR: 60% 35 feet	Max. FAR: 50% 35 feet	Max. FAR: 50% 35 feet	Max. FAR: 50% 35 feet	Max. FAR: 50% 35 feet	Max. FAR: 50% 35 feet	Max. FAR: 50% 35 feet	Max. FAR: 50% 35 feet	Max. FAR: 50% 35 feet	Max. FAR: 50% 35 feet	Max. FAR: 50% 35 feet	
Maximum Height	40%	40%	35%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
Lot Coverage and Open Space:	40%	40%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%
Maximum Building Coverage	40%	40%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
Maximum Impervious Surface	10,000 sq. ft.	10,000 sq. ft.	20,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.
Minimum Open Space	80 feet	80 feet	125 feet	75 feet	75 feet	75 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Lot Dimensions:	80 feet	80 feet	160 feet	125 feet	125 feet	125 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet	80 feet
Minimum Lot Size	1 acre (prior to platting)	1 acre (prior to platting)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)
Minimum Interior Lot Size Within a Site	1,875 sq. ft.	1,875 sq. ft.	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)
Minimum Lot Width	25 feet	25 feet	10 feet	10 feet	10 feet	10 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet
Minimum Interior Lot Width	25 feet	25 feet	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet
Minimum Lot Depth	10 feet	10 feet	84 feet	84 feet	84 feet	84 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet
Minimum Interior Lot Depth	15 feet	15 feet	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet
Minimum Setbacks:	20 feet	20 feet	84 feet	84 feet	84 feet	84 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Front Yard (Residential: 1 story)	25 feet	25 feet	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	74 ft. or 10 ft. (Note 3)	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet
Front Yard (Residential: 2 stories)	25 feet	25 feet	10 feet	10 feet	10 feet	10 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet
Rear Yard (Residential: 1 story)	25 feet	25 feet	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet
Rear Yard (Residential: 2 stories)	25 feet	25 feet	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet
Side Yard (Residential: Interior - 1 story for residential)	10 feet	10 feet	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet	10 feet
Side Yard (Residential: Interior - 2 stories)	15 feet	15 feet	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	None or 10 ft. (Note 4)	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet	15 feet
Between Residential Structures on Same Lot - 1 story	20 feet	20 feet	84 feet	84 feet	84 feet	84 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Between Residential Structures on Same Lot - 2 stories	20 feet	20 feet	84 feet	84 feet	84 feet	84 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Maximum Setbacks:	800 sq. ft.	800 sq. ft.	84 feet	84 feet	84 feet	84 feet	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.	800 sq. ft.
Front Yard	750 sq. ft. per unit	750 sq. ft. per unit	84 feet	84 feet	84 feet	84 feet	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit	750 sq. ft. per unit
Minimum Living Area:	600 sq. ft.	600 sq. ft.	84 feet	84 feet	84 feet	84 feet	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.	600 sq. ft.
Single-Family Dwellings	700 sq. ft.	700 sq. ft.	84 feet	84 feet	84 feet	84 feet	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.	700 sq. ft.
Duplex Dwellings	850 sq. ft.	850 sq. ft.	84 feet	84 feet	84 feet	84 feet	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.	850 sq. ft.
Multiple-Family Dwellings - Efficiencies	1,000 sq. ft.	1,000 sq. ft.	84 feet	84 feet	84 feet	84 feet	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.	1,000 sq. ft.
Multiple-Family Dwellings - One Bedroom Units	100 sq. ft. per additional room	100 sq. ft. per additional room	84 feet	84 feet	84 feet	84 feet	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room	100 sq. ft. per additional room
Multiple-Family Dwellings - Two Bedroom Units			84 feet	84 feet	84 feet	84 feet																
Multiple-Family Dwellings - Three Bedroom Units			84 feet	84 feet	84 feet	84 feet																
Multiple-Family Dwellings - Each Addtl. Bedroom After 1			84 feet	84 feet	84 feet	84 feet																

Source: City of Sebastian Land Development Code, 2003.

For lots located in the Riverfront or CR 512 Performance Overlay Districts, the additional requirements of the overlay district shall be compiled with.

- 1 25 feet east of Indian River Drive
- 2 Plus 1 foot for each additional 2 feet in height above 25 feet.
- 3 If abutting CR-512, 74 feet; otherwise, 10 feet.
- 4 None if the building is built to the side property lines; otherwise, 10 feet.
- 5 None if front yard has sidewalks, curb and gutters; otherwise as shown.
- 6 As shown, except larger setback as shown when abutting a residential district.