

# JENSEN BEACH

## COMMUNITY REDEVELOPMENT PLAN



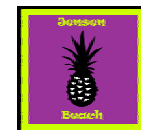
PREPARED FOR MARTIN COUNTY  
COMMUNITY REDEVELOPMENT AGENCY  
AND  
JENSEN BEACH NEIGHBORHOOD ADVISORY COMMITTEE

PREPARED BY:



SEPTEMBER, 2002

Revised October 2009



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and  
Martin County Board of County Commissioners**

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- A. Purpose of Community Redevelopment Plan (CRP)
- B. Jensen Beach CRP Process
- C. History



JENSEN BEACH

COMMUNITY REDEVELOPMENT PLAN



## A. Purpose of Community Redevelopment Plan (CRP)

### PURPOSE OF CRP

The purpose of the Community Redevelopment Plan (CRP) is to revitalize a declining urban area, spur reinvestment in the community, and to transform it into a better place to live, work and play. The CRP is an important implementation component of the County's adopted "2020 Vision for a Sustainable Martin County", which encourages the creation of more livable, mixed use communities within the existing urban centers such as Jensen Beach, therefore encouraging redevelopment where urban services can be efficiently provided. In addition, employment, shopping, and educational opportunities are in these areas, minimizing transportation time and cost.

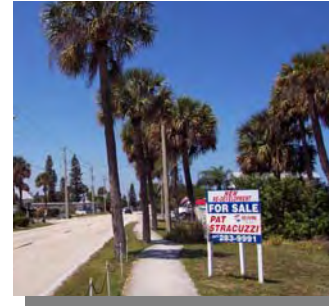
Jensen Beach was the first neighborhood designated as a CRA (Community Redevelopment Area) by Martin County, and identified as being in decline based on conditions such as: disinvestment, blighted commercial, and lack of infrastructure.

### THE COMMUNITY REDEVELOPMENT PLAN

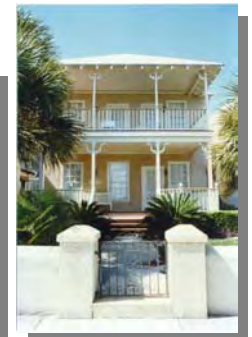
The Community Redevelopment Plan (CRP) is a guide for redevelopment within each Community Redevelopment Area (CRA). In addition to a review of the existing conditions, the plan includes a vision plan and implementation plan. The vision plan lists the area's redevelopment strategies and capital projects while the implementation plan details the tools necessary for financing redevelopment.

The two key elements of Martin County's CRP's are the Public Vision and the Implementation Strategy. Through a lengthy series of community workshops and public meetings, a community's vision for the CRA is established and goals identified. Priority projects are chosen which are necessary to make the vision a reality. The implementation strategies determine who is responsible for the priority projects, how much they will cost, and also how they are funded and when they will be completed.

A Neighborhood Advisory Committee (NAC) is made up of residents, business people and landowners from the CRA area who volunteer to develop the CRA vision and oversee its implementation.



Existing Conditions



Vision Elements, 'Eye on the Prize'



## A. Purpose of Community Redevelopment Plan (CRP)

### The Community Redevelopment Plan Process

The five-step process to develop a Community Redevelopment Plan is as follows:

1. Establishing a Finding of Necessity
2. Establishing a Community Redevelopment Agency
3. Defining a Community Redevelopment Area (CRA)
4. Preparing a Community Redevelopment Plan
5. Establishing a Redevelopment Trust Fund

#### 1. Establishing a Finding of Necessity:

The Finding of Necessity identifies a need for redevelopment in certain areas of the County and identifies those conditions that substantially impair the sound growth of the proposed Community Redevelopment Area.

#### 2. Establishing a Community Redevelopment Agency:

Among other duties, the Redevelopment Agency will be responsible for implementing the Community Redevelopment Plan and administering the Trust Fund. The Community Redevelopment Agency is established through local ordinance. In Martin County the Board of County Commissioners serve as the Community Redevelopment Agency.

#### 3. Defining a Community Redevelopment Area:

The CRA is that area defined by legal description

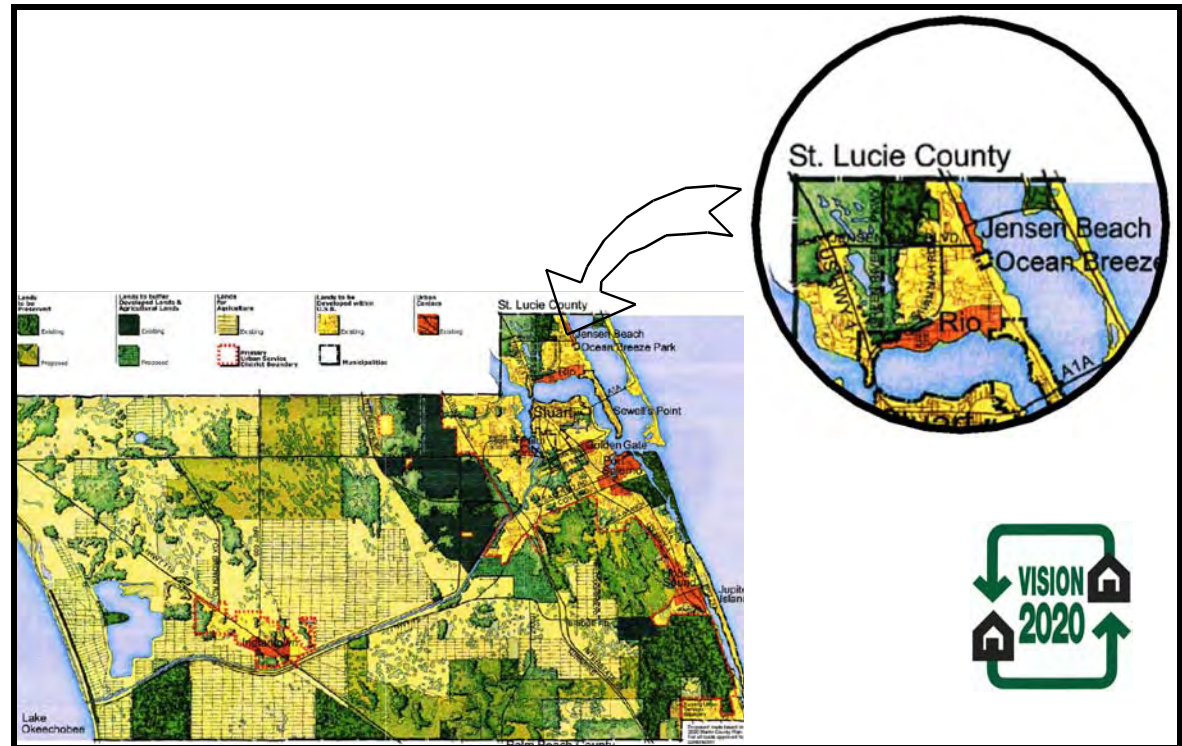
in which all of the future redevelopment projects will be located. It is also the area that will fund the Redevelopment Trust Fund through the tax increment process.

#### 4. Preparing a Community Redevelopment Plan:

This document is the CRP for Jensen Beach. It has been prepared in accordance with Chapter 163.360 Florida Statute (F.S.) and Chapter 163.362 F.S., as well as Chapter 39, Code of Ordinances of Martin County. The Jensen Beach Community Redevelopment Plan identifies the improvements that will revitalize this CRA.

#### 5. Establishing a Redevelopment Trust Fund:

The Redevelopment Trust Fund receives the tax increment funds as they are generated each year from each CRA. The Community Redevelopment Agency administers the Redevelopment Trust Fund.



Martin County Vision 2020, Jensen Beach CRA

B. Jensen Beach CRP Process

Jensen Beach activists have been the “pioneers” of Community Redevelopment in Martin County. Redevelopment activities have been underway in Jensen Beach since 1986.

The original Jensen Beach CRA master plan was adopted by the Martin County Board of County Commissioners in 1995. This plan is an update and revision of the original, developed to address the most recent neighborhood vision for the Jensen Beach CRA.

The recent completion of several projects, attest to the success and progress being made within the Jensen Beach Redevelopment Area; and signal a turning point in redeveloping Jensen Beach. These projects are showcased and described in Chapter 2 of this plan.

Some of the guiding principals from the 1995 vision which are carried over to this plan are: preserving the area’s “eclectic” and “quaint” character; encouraging ‘traditional Florida’ styles of architecture; and enhancing the pedestrian scale to create a small town sense of place where people can comfortably and conveniently live, work, play, and socialize. Other carry-over principals include encouraging economic opportunity, a mix of uses, on-street parking, site and building standards, tree-lined roadways, and a riverwalk.

In light of this redevelopment history, the update of the Jensen Beach CRP process has been slightly different as compared to the other County CRA’s. For instance; “Downtown” Jensen Beach had an approved master plan, overlay zoning code, and design guidelines from 1995. An updated overlay zoning code and design guidelines were adopted in

2001, before this CRP process was undertaken. These elements have helped to guide the update of this Community Redevelopment Plan, which remains faithful to their original vision.

In 2001-2002, the Jensen Beach NAC reevaluated its previous CRP and the status of projects identified in it; and set new goals with an updated and slightly refined vision. They then developed a new list of priority projects, which are included in this CRP.

In addition to the present and past NAC members, many people have contributed to the Jensen Beach Plan, including neighborhood volunteers, Seth Harry & Associates and the Treasure Coast Regional Planning Council. The vision, persistence and perseverance of long time activists, including Frank Wacha Jr., Ken DeAngelis, Henry Ciamotto, and Dr. David Girlinghouse, is finally coming to fruition.



NAC Workshop



NAC Workshop

Jensen Beach CRA																
Work Shop Meeting																
January 14, 2002																
Description	Phase	Rank	Tally	*1	2	3	4	**5	6	7						
1	• Water and Sewer Plans	Ph 1	[6] 1					(1)								
2	• Fiber Optic Network	Ph 1	[7] 1.4	-	1	-	1	1	1	1						
3	• First Union Plan with Options	Ph 1	[7] 1.4	-	1	1	2	-	1	2						
4	• Ricou	Ph 1	[9] 1.5	2	1	2	1	-	2	1						
5	• Right of Way Maple to Church	Ph 1	[11] 1.57	3	1	2	2	5	1	1						
6	• Right of Way Maple – Church & Beyond	Ph 1	[10] 1.66	1	1	2	3	-	1	2						
7	• Storm Water Facilities	Ph 2	[9] 1.8					(1)								
8	Public Constitutional Building Office (moved from existing building)	Ph 2	[9] 1.8	-	1	2	2	-	2	2						
9	• Maple South to Palmetto West End	Ph 1	[12] 2.4	-	2	1	3	7	2	2						
10	• Indian River Drive (IRD)/Ricou to Church	Ph 1	[15] 2.5	-	2	4	3	6	2	2						
11	• Regency Plaza/Martin Memorial Discussion – Plans	Ph 1	[13] 2.6	-	5	3	1	-	3	1						
12	• Library Equivalent (New Civic Use)	Ph 1	[14] 2.8	-	2	5	5	4	5	3						
13	• Marina	Ph 3	[14] 2.8	-	2	3	3	-	1	5						
14	• Riverwalk – Build Some or All	Ph 2	[21] 3	5	2	3	2	13	2	4						
15	• Parking Structure	Ph 3	[18] 3	-	5	1	5	10	1	4						
16	• On Grade Public Parking	Ph 1	[19] 3.16	4	3	1	3	-	5	3						
17	• Pineapple Blvd. Rail Road Parking	Ph 2	[20] 3.33	-	3	4	3	11	4	3						
18	• IRD-Jensen Beach Blvd (JBB) Roundabout	Ph 1	[21] 3.5	-	5	5	5	27	5	4						
19	• Private Project (maybe Public – Private Train Station)	Ph 2	[21] 3.5	-	4	4	3	14	2	5						
20	• Evaluate West Side Pedestrian Rail Road Crossing	Ph 2	[22] 3.66	-	5	5	5	9	3	2						
21	• Indian River Drive – Church North	Ph 2	[19] 3.8	-	2	5	3	15	3	3						
22	• River Taxi Landing	Ph 3	[16] 4	-	4	-	5	-	2	5						
<b>Description</b>							<b>Phase</b>	<b>Rank</b>	<b>Tally</b>	<b>*1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>**5</b>	<b>6</b>	<b>7</b>
23	• Trolley	Ph 3	[22] 4.4	-	4	5	3	-	5	5						
24	• Expand CRA	Ph 3	[18] 4.5	-	4	-	4	-	5	5						

Voting Priority Board

## C. History

### *Pineapples, Fishing, Tourism*

The original inhabitants of Jensen Beach were the Ais Indians, whose lifestyle revolved around the river and ocean. In 1565, the Spaniards built a fort somewhere in this vicinity, naming it for the patron saint of that day, St. Lucie.

James Hutchinson obtained a land grant from the Spanish governor in 1807, for land on the west bank of the Indian River to raise hogs. This endeavor proved unsuccessful.

After the Seminole Indians occupied the area, under the Armed Occupation Act of 1842, settlers homesteaded land from Sewall's Point (south of Jensen Beach) northward to the Sebastian River (40 miles north of Jensen Beach) and grew pineapples. John Lawrence Jensen was an immigrant from Denmark via West Virginia. In 1881, he qualified for a Homestead Certificate for the land that now bears his name.



In 1879, Captain Thomas E. Richards homesteaded acreage on the west bank of the Indian River and named it Eden. By 1891, he had the largest pineapple plantation on the Indian River. The pineapples were boxed at the plantation's packing house, transported by riverboat to the southern terminals of Flagler's East Coast railroad at Titusville. In 1894, Flagler's East Coast Railroad was extended to the area and growers could then load fruit locally.

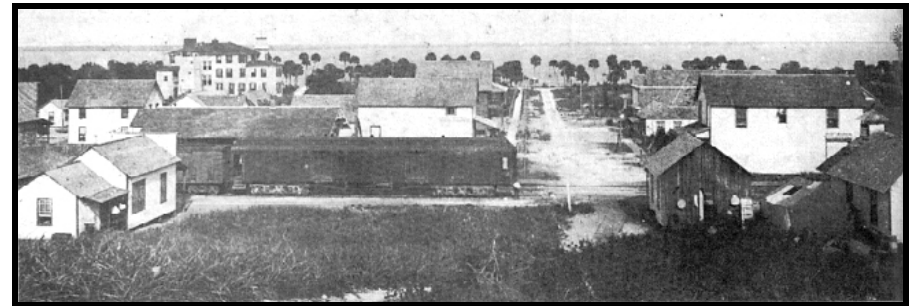
In 1895, Jensen was called "The Pineapple Capital of the World", and included a pineapple-canning factory.

In the mid 1890's, commercial fishing became another big industry. R.R. Ricou and Sons operated fish houses in Jensen, as well as other locations up and down the East Coast. Jensen was one of the first places in this area to have an ice manufacturing plant to serve the industries located there.

A small business section was built east of the railroad tracks on Main Street and the Indian River. John Jensen also constructed a large, three-story hotel named the Fresco, the first hotel south of St. Augustine. It became the social center of Jensen, which was the largest town in the area. Jensen served many

needs of the residents of the area; for instance, besides the local school, post office, church and cemeteries; there was also a bowling alley, bakery, grocery and dry goods store, meat market, town hall, bank, barbershop, livery stable, boat shop, Masonic lodge and train depot. Many of these were burned in the disastrous fire of 1908, which destroyed almost the entire business section of Jensen.

A second fire in 1910, burned the Al Fresco Hotel. Then the bank moved to Ft. Pierce. The pineapple industry had been declining for several years due in part to nematode infestation and high freight rates. Jensen soon became a quiet village.



Historical Jensen Beach





## C. History (continued)

After the original Village Hall was destroyed by the 1908 fire, R. R. Ricou built what is known today as the Community Center. It has served as a gathering place and multipurpose building through the years. When Jensen was incorporated during the boom in 1925, the Community Center became the Town Hall and served as such until Jensen became unincorporated in 1933.

In 1925, Jensen joined with Stuart and its southern neighbors to form Martin County (the area previously included parts of Martin, St. Lucie and Palm Beach Counties). That same year, the village was incorporated as Jensen Beach and a mile long wooden bridge was built to Hutchinson Island. The Jensen Bridge became a popular place for fishing. In the years ahead the bridge's fame as a place to fish changed the character of Jensen. Trailer parks and tourist camps flourished along the Indian River and tourism became the area's most important industry. Seymour's Inn was the popular place to dine, dance, and have fun. Winter tourists, as well as 'locals' enjoyed the quiet atmosphere, great fishing, and long stretches of empty beaches.

During World War II, when German submarines patrolled the Atlantic Coast, burning ships could be seen from Jensen Beach. Tourist accommodations made room for the families of servicemen stationed in the area.

The hand-operated swing-span of the Jensen Beach Bridge was mechanized in 1952 and ended the era of tenders living on the bridge. In 1957 construction began on the Jensen Beach Causeway culminating in the completion of the Frank Wacha, Sr. Bridge in 1965.

During the 1960's financial institutions returned to the historic Jensen Village area of Jensen Beach and new businesses opened. As the village entered its second century, community leaders joined forces to improve the area while retaining the traditional small-town atmosphere that has always been enhanced by and intertwined with the Indian River Lagoon.

(Excerpts from the Jensen Beach Chamber of Commerce web site with additional information provided by Sandra Thurlow)



Church Street Church (Jensen Beach Christian Church)



1880's Residence

### A. Inventory

1. Land use
2. Transportation
3. Utility Infrastructure
4. Jensen Area Features & Assets

### B. Contextual Analysis

1. Accomplishments & Recent Developments
  - a. Pineapple Avenue
  - b. Roundabouts
  - c. Jensen Beach Boulevard Streetscape
  - d. New Building & Renovation Projects
  - e. Gershbein Property
2. Overlay Zoning, Design Regulations, and Other Policy Adoptions



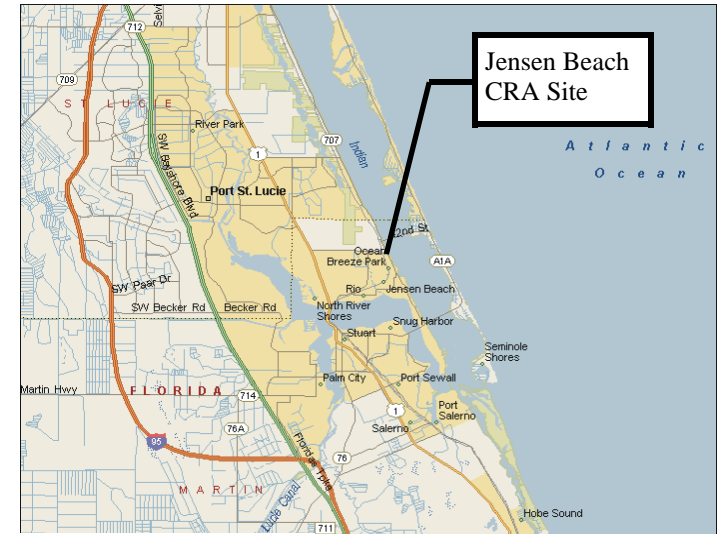
## II. EXISTING CONDITIONS

### A. Inventory

#### 1. Land Use

Jensen Beach CRA is located in northeastern Martin County, on the beautiful Indian River. The district encompasses approximately 65 acres, of which a significant portion is presently vacant. There is little, if any, native habitat present except for shoreline mangroves along the Indian River.

The existing built environment consists of a small, but popular business and commercial area south of Ricou Terrace, along Jensen Beach Blvd. This area includes many restaurants and entertainment establishments and a large privately-owned boat storage marina on the river. The northern portion of the district consists of a mixture of motels, cottages, residential units, and marine related commercial uses in various physical conditions and age.



Location Map

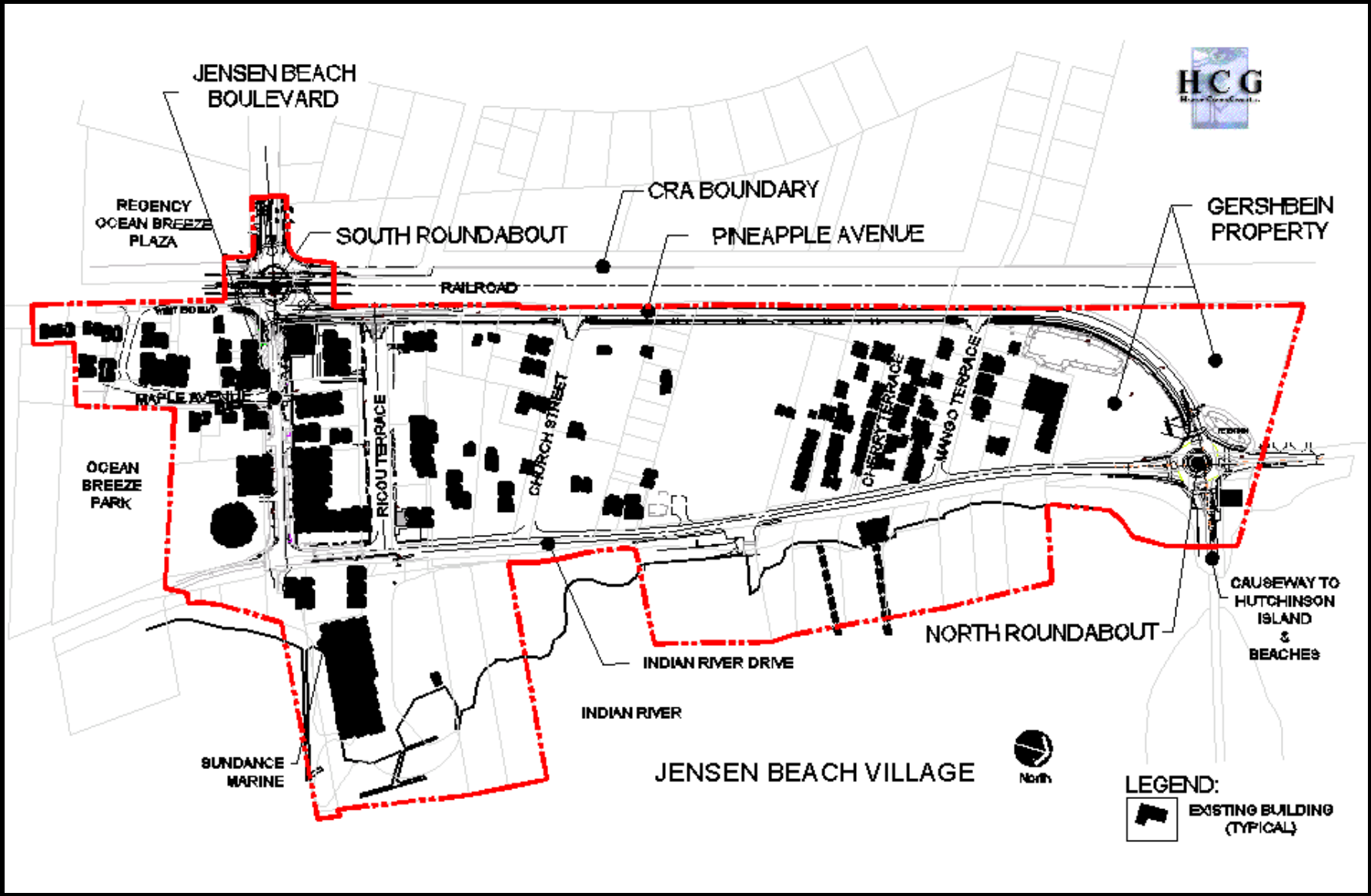


Aerial



II. EXISTING CONDITIONS

A. Inventory



Base Map



## II. EXISTING CONDITIONS

### A. Inventory

#### 1. Land Use (continued)

The CRA district is distinctively defined on the south by the Town of Ocean Breeze Park, which is an incorporated mobile home park; and on the west by the FEC Railroad. The eastern boundary is the Indian River, the northern boundary is the northern limit of the county-owned property (Gershbein property), which was purchased by the county and cleared to facilitate the construction of roadway improvements.

People are returning to downtown Jensen; and as recent area improvements, and the for sale signs on vacant lands indicate, this trend appears about to be increasing.

The present Martin County Comprehensive Growth Management Plan land use map includes seven different commercial and residential designations for the Jensen Beach CRA area. The adopted overlay zoning district, however, calls for mixed-use land use throughout the district. The county is presently in the process of adopting a mixed use ordinance, through its comprehensive plan amendment process, which will allow for a mix of uses within the CRA.

In its 2001, Countywide Community Redevelopment Plan, the county has emphasized the importance of mixed use land use for the successful implementation of the Community's visions for redevelopment. This is extremely appropriate in Jensen Beach since a major premise of the Vision is a mix of uses, the fabric of a sustainable, close-knit, Traditional Neighborhood Community.

The seven different land use categories for the

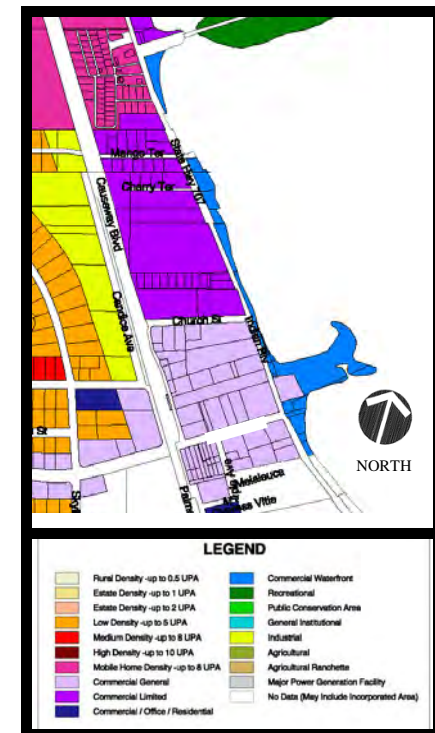


Existing Commercial



Existing Residential

CRA area restrict permitted uses in each category to mainly one use (ie. commercial or residential). These designations encourage segregated suburban development patterns by prohibiting the mixing of adjacent land uses within each land use district, or within the same building. The mixing of land uses exemplifies the historical pattern of traditional neighborhood development. The Jensen Beach zoning overlay district has been established to help recreate this historical pattern of development. Places where restaurants and cafes, offices, churches, parks, shops, and housing coexist within a network of streets and civic spaces, with common sense scale and transitions where appropriate. These are the traditional town and village patterns which Jensen and other redeveloping communities wish to recreate. Areas that are walkable, functional, and livable.



Future Land Use Map

## II. EXISTING CONDITIONS

### A. Inventory

#### 2. Transportation

Two major north south roads exist through Jensen Beach - Indian River Drive and Pineapple Avenue. Indian River Drive along the river is State Highway 707, which moves through-traffic from Stuart, Rio, and Sewall's Point to northern Martin and southern St. Lucie County, the beaches on Hutchinson Island, and also serves as a scenic route to Fort Pierce.

The newly completed Pineapple Avenue now accommodates much of the through-traffic to the beaches, with new roundabouts at its northern and southern terminis.

Access to the CRA from the west is from Jensen Beach Boulevard, through the new southern roundabout. Jensen Beach Boulevard and Ricou Terrace accommodate the majority of east west traffic, and both have recently been renovated. There are three minor local east west roads in the CRA; Church Street, Cherry and Mango Terrace. Maple Ave. and West End Blvd. are the other north south roads, but both only exist from Jensen Beach Blvd. to the south end of the CRA district.

There are existing sidewalks on Jensen Beach Blvd., Ricou Terrace, Indian River Drive and Pineapple Avenue. The entire length of the district from north to south is only a little more than a half mile, an easily walkable distance for most individuals.

The FEC Railroad tracks define the western border of the Jensen CRA. Rail traffic here is presently restricted to freight trains, although plans for future Amtrak passenger service and potential "Quad" (Tri) rail connections with Palm Beach County are currently being pursued by Martin and St. Lucie Counties. The Jensen Beach NAC is actively supporting this effort.

#### 3. Utility Infrastructure

The Indian River, which includes the Intracoastal Waterway, carries a great number of recreational boaters, and small commercial fishing vessels. Sundance Marine, located at the east-end of Ricou Terrace, recently installed several transient boating slips to accommodate day users to "downtown" Jensen Beach.

As shown on the existing utility map, water and sewer exist within the Jensen Beach CRA, however, improvements and extensions are needed for both to ef-

fectively service redevelopment in the district.

A fiber optics source is also available in the area, with transmission improvements needed to completely serve the district users.

There are few stormwater management facilities in the district at the present time.



Existing Utilities



### A. Inventory

#### 4. Jensen Area Features & Assets

The Indian River provides the obvious scenic amenity, as well as fishing, boating and water related opportunities, which may include a future public use marina for Jensen Beach. The railroad has the potential to provide future passenger traffic for both tourism and commuting.

The new Jensen Beach Bridge and Causeway will offer expanded recreational opportunities with additional boat ramps, picnic shelters, parking, and a fishing pier.

Jensen Beach's unique history, its prime location on the Indian River, close proximity to the Atlantic Ocean, and its dedicated and committed residents and business owners are probably its most significant assets.



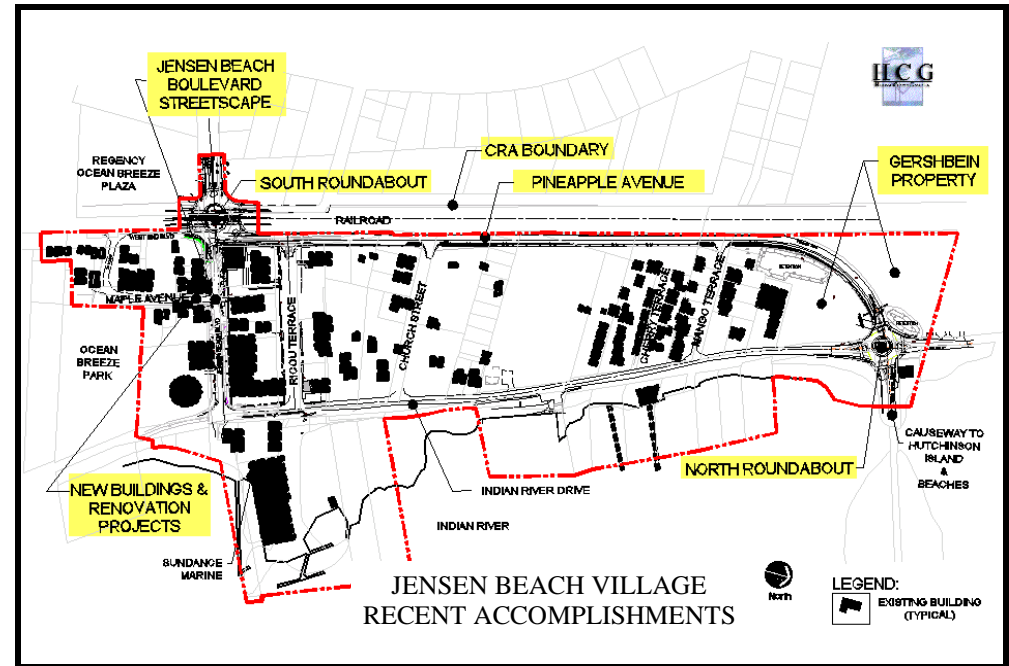
## II. EXISTING CONDITIONS

### B. Contextual Analysis

#### 1. Accomplishments and Recent Developments

Recently completed projects, which build upon the area's existing assets, signal the beginning of the Jensen Beach renaissance. These projects help the community position itself to accommodate the anticipated redevelopment, while adding to the Jensen Beach charm and ambiance.

Most of these projects represent public investment and Martin County's commitment to the Jensen redevelopment effort, while several demonstrate new private sector investments and improvements.



#### a. Pineapple Avenue

This new arterial serves as an alternative route for beach traffic (Hutchinson Island), and along with its new landscaping, functions as a buffer to the East Coast Railroad line. It was constructed with on-street parking to facilitate future needs of the office, retail, restaurant, and residential uses planned for downtown Jensen Beach.



Pineapple Avenue Roadway Improvements



### B. Contextual Analysis

#### 1. Accomplishments and Recent Developments

##### b. Roundabouts

As anchors to the new Pineapple Avenue, roundabouts function to efficiently channel significant volumes of traffic (especially in winter season), in a safe and aesthetically attractive form.

The Southern roundabout is the first in the state over an active railroad crossing.



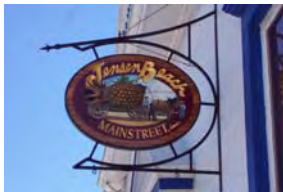
Northern Roundabout



Southern Roundabout

##### c. Jensen Beach Boulevard Streetscape

Jensen Beach Boulevard streetscape improvements, including on-street parking, landscaping, ornamental street lighting etc., was the catalyst for burgeoning private business development.



### B. Contextual Analysis

#### 1. Accomplishments and Recent Developments

##### d. New Buildings and Renovation Projects

New buildings and renovations in the area south of Jensen Beach Blvd., signal the changing development climate, and set the tone and character for future redevelopment efforts.



Community Center



Character of recent built environment

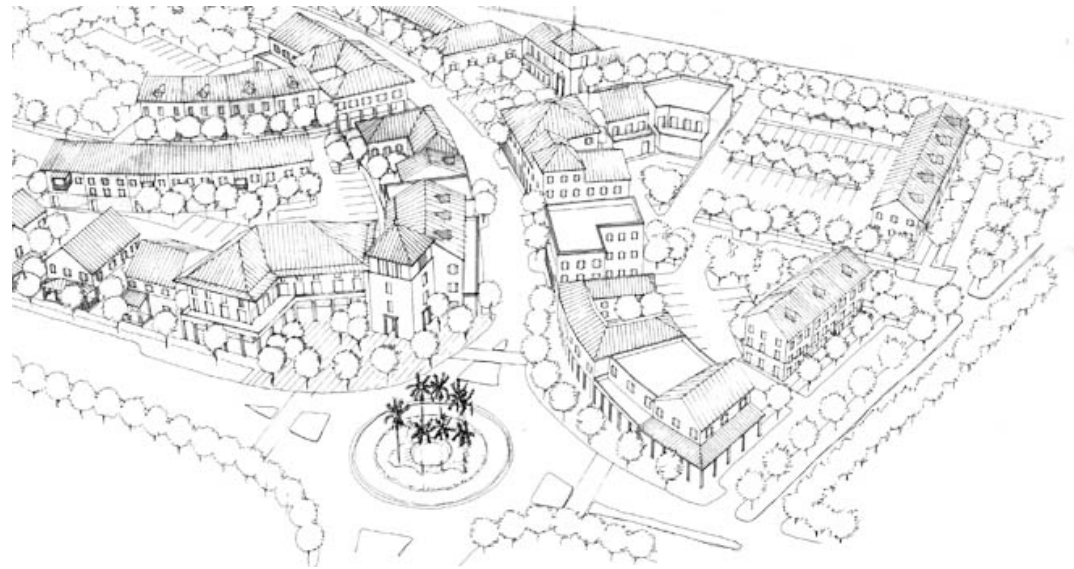


### B. Contextual Analysis

#### 1. Accomplishments and Recent Developments

##### e. County-Owned Gershbein Property

The County-Owned Gershbein property, represents the County's direct effort at jump-starting the Jensen revitalization. Originally purchased to construct road intersection improvements, the approximately 6 acres of excess property is soon to be sold to a developer to build a mixed use project. Conceptual plans prepared by the Treasure Coast Regional Planning Council, in accordance with the Jensen Beach overlay zoning code and design guidelines, will provide a vibrant gateway to the northern entrance to Jensen Beach.



Bird's-eye Perspective



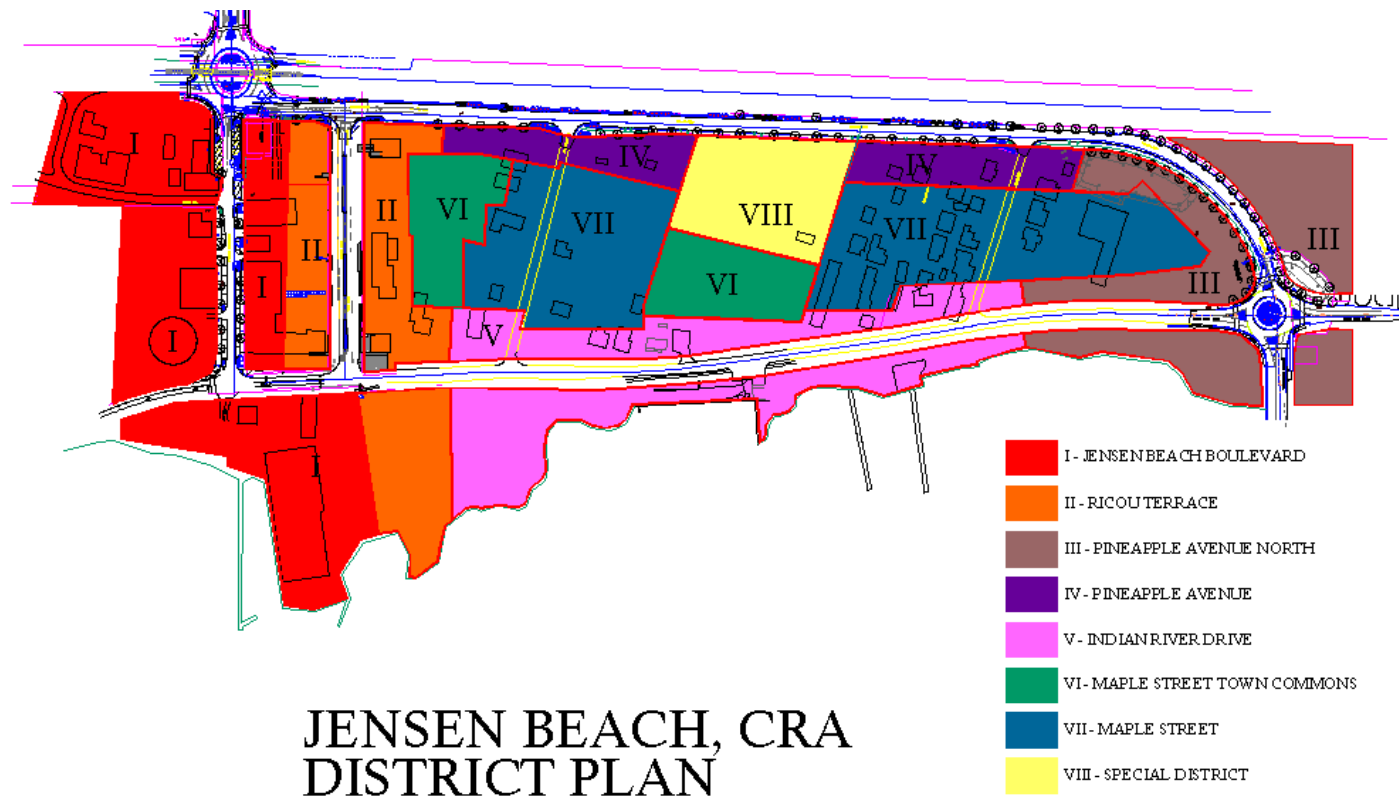
Concept Plan

### B. Contextual Analysis

#### 2. Overlay Zoning, Design Regulations, and other Policy Adoptions

Martin County adopted Ordinance # 591, the Jensen Beach overlay zoning and design regulations in 2001, which set out the permitted uses, and criteria for redevelopment in the area. They were prepared to encourage a mixed use, new urbanism form development with buildings set close to roads, on-street parking, and pedestrian-friendly design. In addition to district regulations, design regulations were developed for roads, parking, landscape, architecture, and signage.

The following two pages represent examples of the zoning overlay as provided in the appendix.



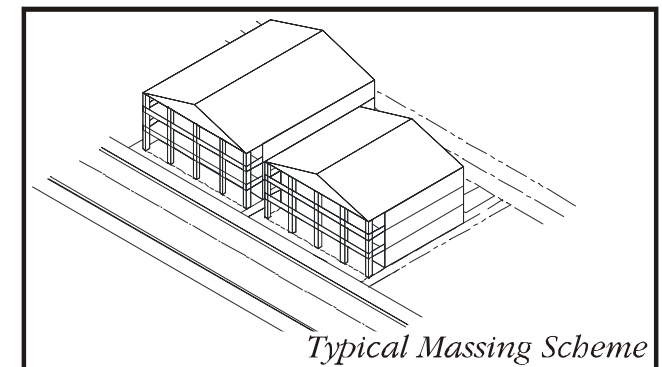
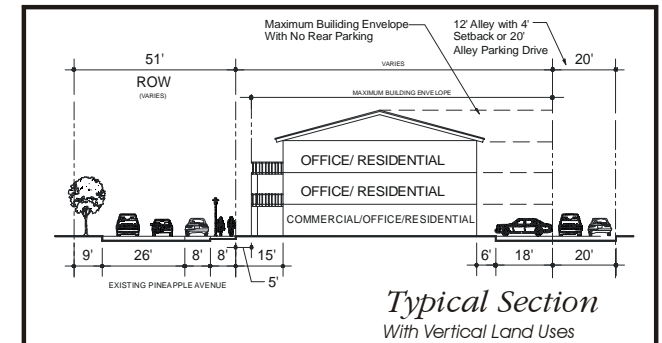
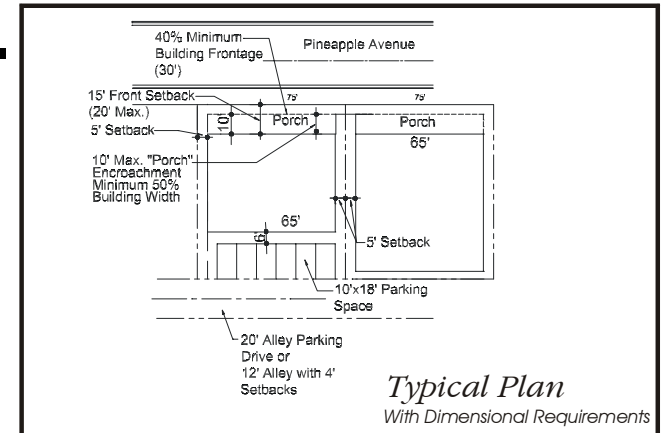
JENSEN BEACH, CRA  
DISTRICT PLAN



# JENSEN BEACH, CRA DEVELOPMENT STANDARDS

Pineapple Avenue Ricou Terrace to Mango Terrace	District IV	Allowed front setback encroachment- first floor, porches only *.....	10'
		Allowed front setback encroachment- second floor, feet*.....	10'
<b>Building Requirements:</b>		Allowed side setback encroachment - first floor.....	NA
Maximum lot size, square feet.....	12,500	Allowed side setback encroachment - second floor.....	NA
Minimum lot width and minimum lot frontage on dedicated right-of-way, feet.....	50'	Minimum side setback, feet (one side).....	5'
Maximum lot width and maximum lot frontage on dedicated right-of-way, feet.....	100'	Minimum combined side setback, feet.....	10'
Maximum building coverage, percent.....	75%	Minimum rear setback, feet.....	NA
Maximum building size, square feet of gross floor area (5,500 sq. ft. per floor).....	16,500	Maximum building height, feet (to bottom of roof sill plate).....	35'
Maximum gross floor area per use.....	11,000	Minimum building height, feet.....	20'
Minimum building frontage, percent of lot frontage.....	40%		
Maximum building frontage, percent of lot frontage minus set- backs.....	NA		
Required front setback, feet.....	15' Min., 20' Max.		

\*Minimum width of encroachment will be at least 50 percent of building width.  
12' rear alleys with 4' setbacks required behind lots.



## II. EXISTING CONDITIONS

# JENSEN BEACH, CRA DEVELOPMENT STANDARDS

Indian River Drive  
Ricou Terrace to Mango Terrace

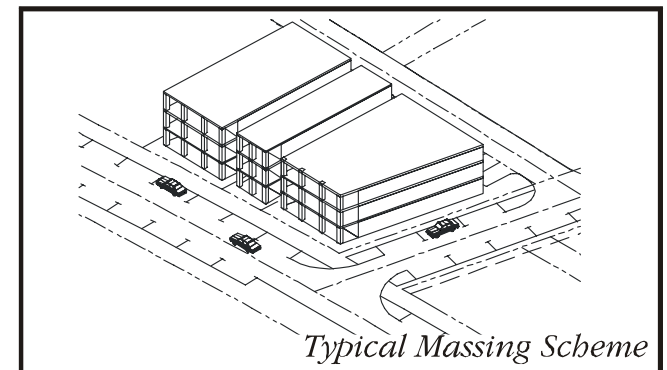
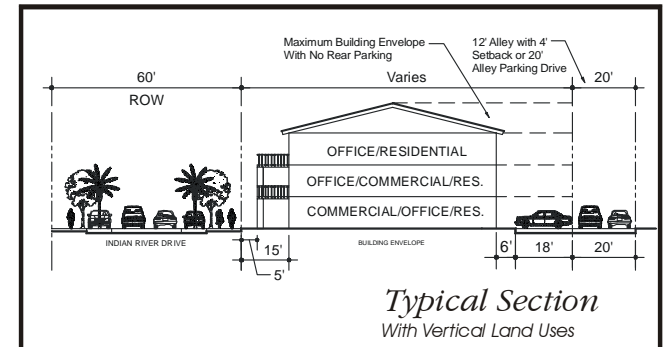
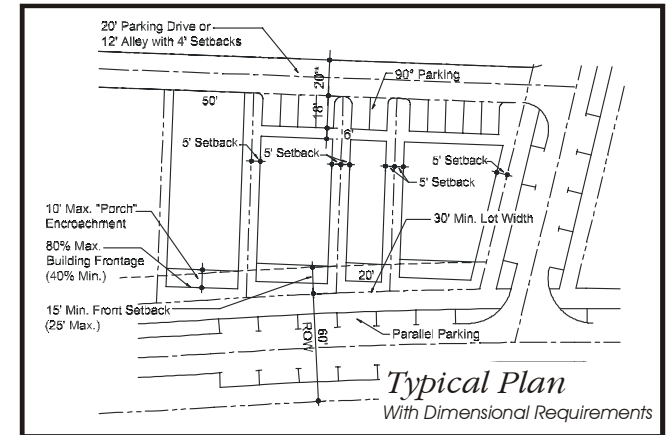
District V

Allowed front setback encroachment- second floor (balconies or walkways only), feet*.....	10'
Allowed side setback encroachment - first floor.....	NA
Allowed side setback encroachment - second floor.....	NA
Minimum side setback, feet (one side).....	5'
Minimum combined side setback, feet.....	10'
Minimum rear setback, feet.....	NA
Maximum building height, feet (to bottom of roof sill plate plus required 2' to 3' ground crawl space).....	30'
Minimum building height, feet**.....	18'

**Building Requirements:**

Maximum lot size, square feet.....	12,500
Minimum lot width and minimum lot frontage on dedicated right-of-way, feet.....	30'
(Then increments of 15', 25', 25')	
Maximum lot width and maximum lot frontage on dedicated right-of-way, feet.....	100'
Maximum building coverage, percent.....	75%
Maximum building size, square feet of gross floor area.....	NA
Maximum gross floor area per use.....	10,000
Minimum building frontage, percent of lot frontage.....	40%
Maximum building frontage, percent of lot frontage minus setbacks.....	80%
Required front setback, feet.....	15' Min., 25' Max.
Allowed front setback encroachment- first floor (arcades and/or canvas roofs), feet*.....	10'

\*Minimum width of encroachment will be at least 50 percent of Building width.  
\*\*Shall be or appear to be two (2) stories high.  
12' rear alleys with 4' setbacks behind lots.



- A. Vision
- B. Master Plan
- C. Vision Board
- D. Vision Plan Projects with Strategies
  1. Infrastructure
  2. Maple Avenue
  3. Ricou Terrace
  4. Public Buildings
  5. Indian River Drive
  6. Regency Ocean Breeze Plaza / Martin Memorial Hospital
  7. Marina
  8. Riverwalk
  9. Municipal Parking





#### A. Vision

The goal of the Jensen Beach CRP is to create a vibrant, pedestrian-friendly, mixed use community. The vision includes a continuation of the 'casual' Jensen Beach image, emphasizing street life and activity, buildings built to the street to create public outdoor space, a down-home feel with Florida vernacular architecture, enhanced landscaping, and coordinated signage.

These are part and parcel of the new urbanism design principles, which also include front porches, arcades, tree-lined streets, rear alleys with garages and granny flats, on-street parking, and small parking lots located in the rear of buildings. This creates a walkable community, with mixed uses and mixed incomes, village greens for public gatherings, and a riverwalk to take advantage of the beautiful Indian River and the outdoor living climate of the sunshine state. The vision calls for a predominance of commercial and office uses on the ground floors, especially in the southern and northern ends districts, as well as along Indian River Drive, Pineapple Avenue, and along the main village green between Ricou Terrace and Church Street. Office and residential uses will be located on the 2nd and 3rd floors. Maple Avenue is envisioned as the central pedestrian scale neighborhood street of the district; more residential in character and uses, with front porches, picket fences and friendly neighbors.



Street Life



Sketch by Seth Harry & Associates



### III. VISION PLAN

#### A. Vision

#### Examples of Jensen Beach CRP Vision Elements



Mixed Use



Village Green



Tree Lined Streets with Porches



Mixed Use

Photo by J. Priest



Town Commons



Multi-family with Porches



## A. Vision

## Examples of Jensen Beach CRP Vision Elements



Small Rear Parking Lot



Parking To Alley Transition



Alleys with Garage Apartments



On Street Parking  
Mixed Use Buildings Built to Create Public Outdoor Space



On Street Parking with Planted Bulb-Outs  
Buildings Set at Sidewalk as Integral Part of Streetscape



Rear Parking Connection



### III. VISION PLAN

#### A. Vision

#### Examples of Jensen Beach CRP Vision Elements



Florida Vernacular Architecture



Arcades



Pedestrian Friendly



Pedestrian Scaled Streets

Photo by J. Priest



Arcades

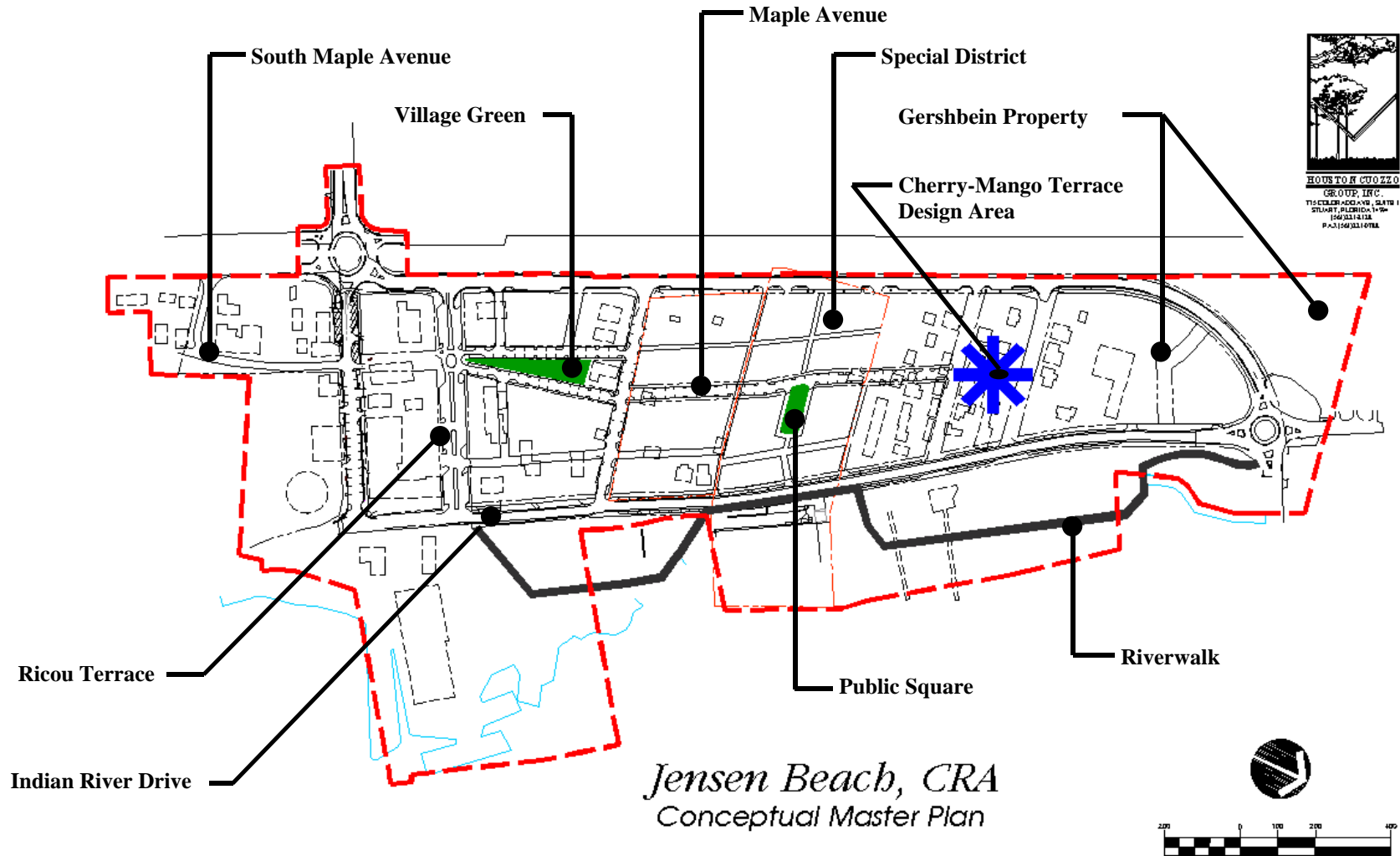
Photo by J. Priest

B. Master Plan

The Jensen Beach master plan is an extension of the District Plan, adding the conceptual street and alley network, illustrating the potential activity corridors and areas of the streets, and the public realm.

The plan divides the area into districts with slightly different design guidelines and perceived functions.

The Conceptual Master and Illustrative plans show the potential future Maple Avenue extension north to Mango Terrace, however, the northern corridor is presently occupied by existing residents, and these plans are just an illustrative depiction of a potential long range vision for the district, with no plans to extend the road without property owners approval.

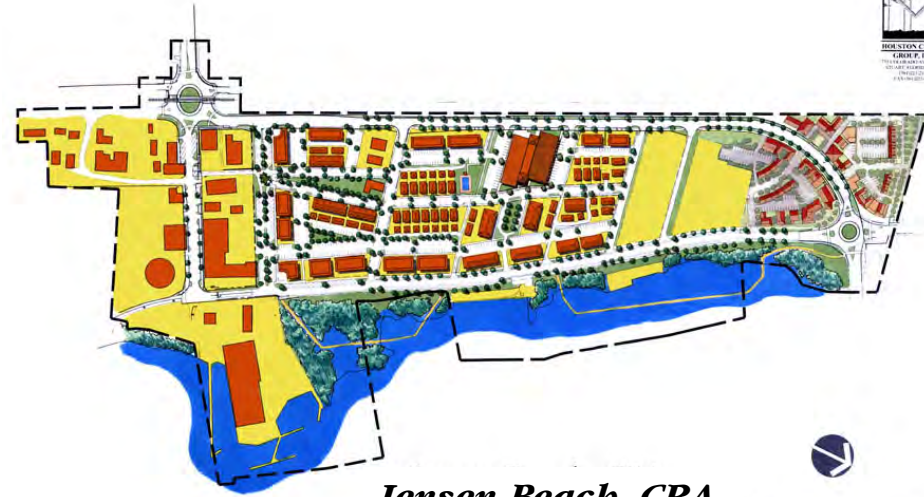




## B. Master Plan

### Highlights:

- **Illustration of District regulations** – The Master Plan street and alley network define potential building locations, and the Illustrative Plan depicts a build-out scenario in conformance with District Plan regulations.
- **Maple Avenue** - pedestrian-scaled street to internally tie district together. Narrow, slow traffic, on-street parking, porches.
- **Village Green/Town Commons & Public Square** – civic activities and neighborhood gathering space. Doubles as retention area. Utilization of Jensen Beach Christian Church as organizing node.
- **Gershbein property** planned as a gateway mixed use project, a model for mixed use redevelopment in the County.
- **Riverwalk** - public connection to and utilization of the district’s scenic asset, the Indian River.
- **Alleys and rear parking** - preserves street frontage for street life.
- **Southern and Northern district anchors** planned for more activity and higher commercial use. The middle districts planned as more residential character.
- **Special District** - flexible regulations to allow a larger scaled project for a mid-district.



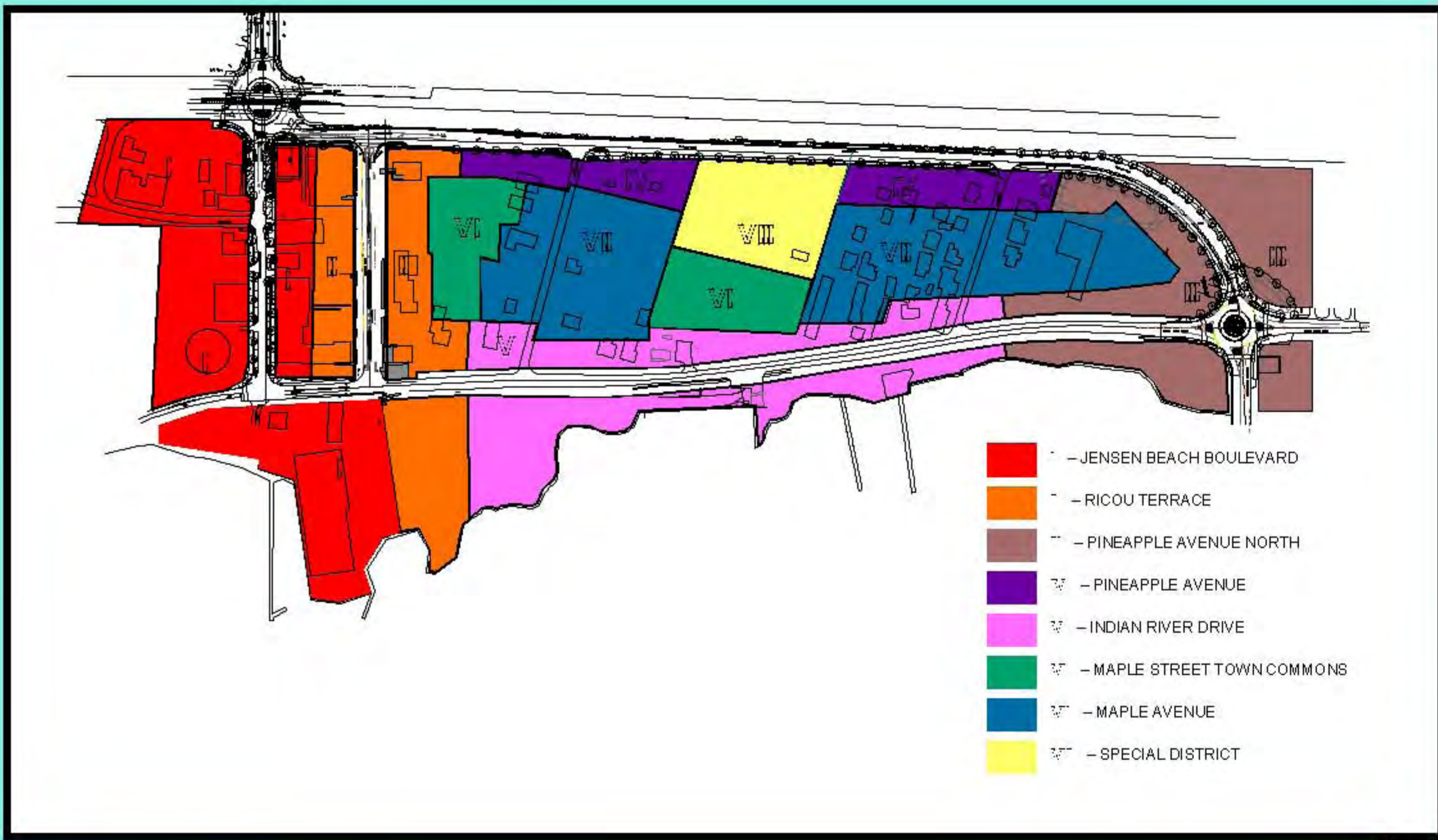
*Jensen Beach, CRA  
Illustrative Plan*

Potential Master Plan Options



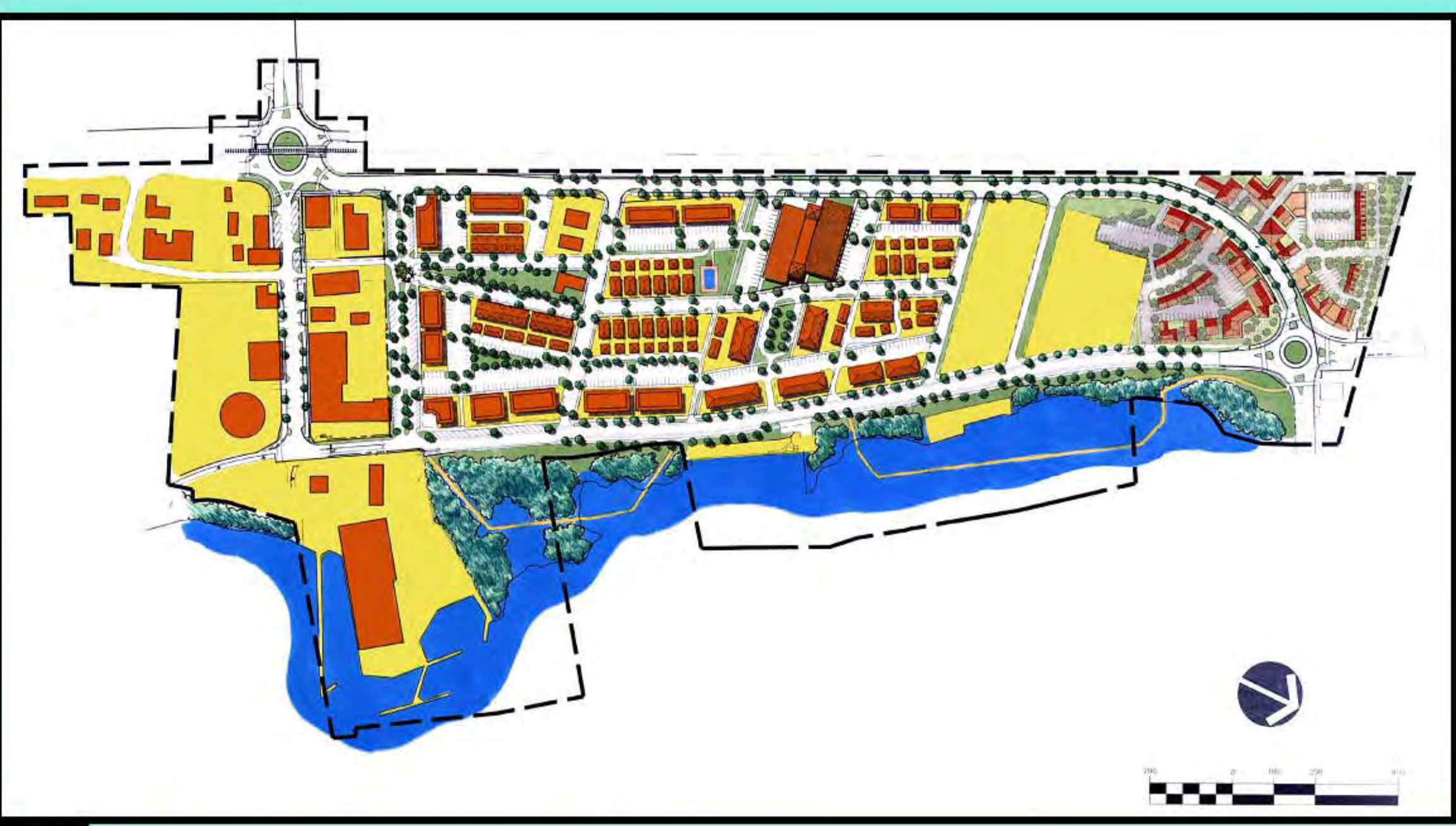
Plan Concept Detail



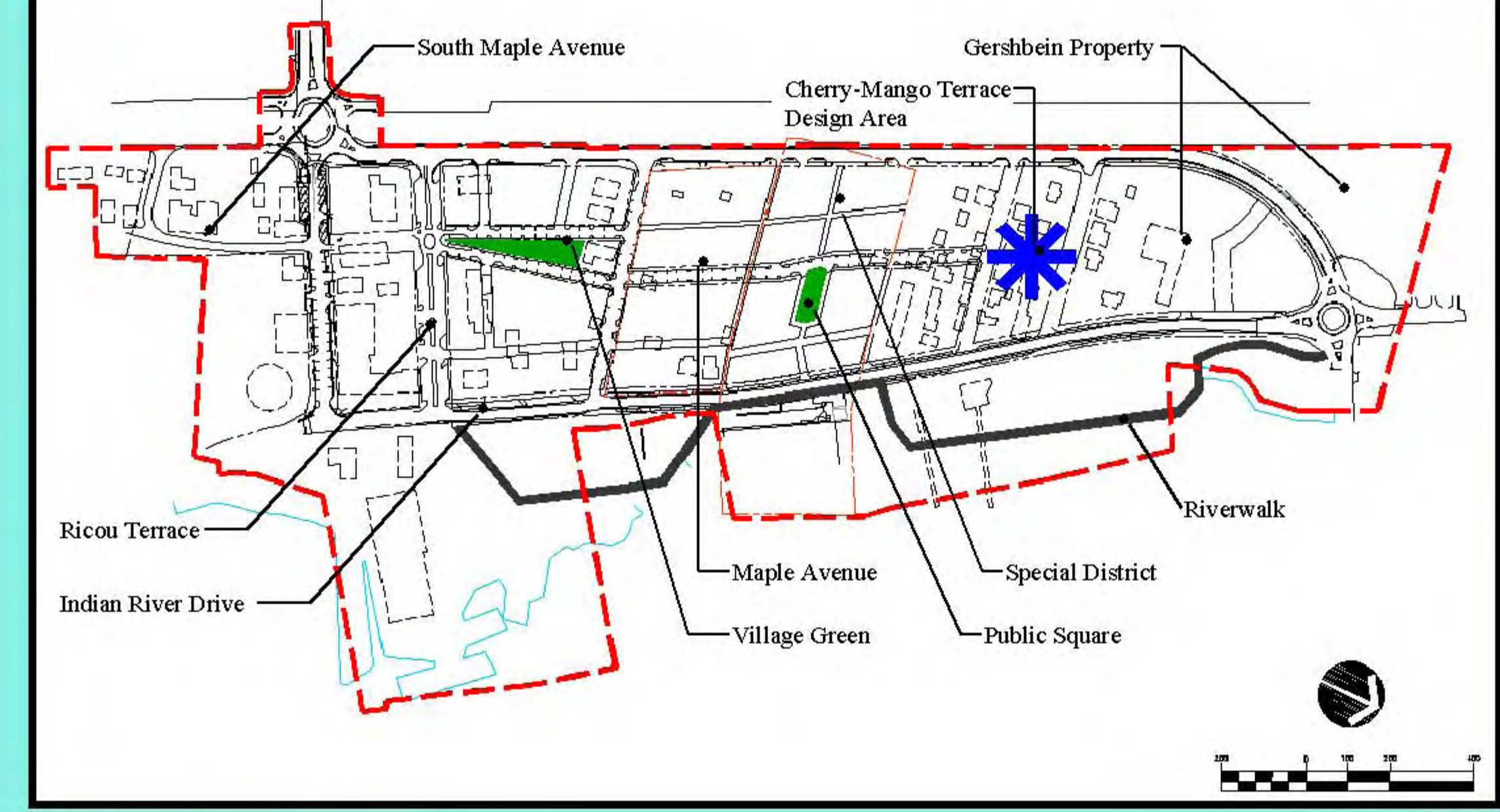
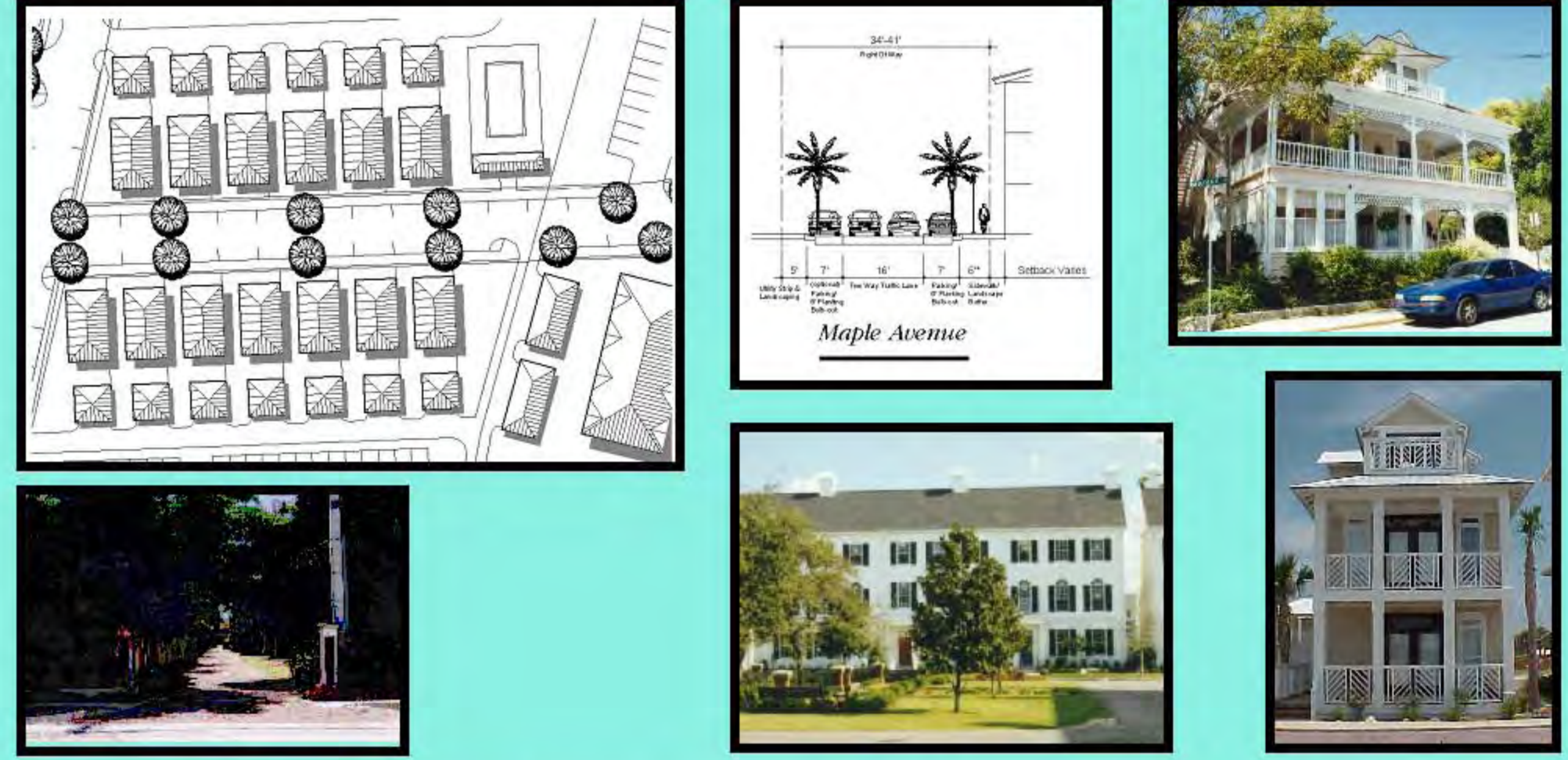


# JENSEN BEACH COMMUNITY REDEVELOPMENT PLAN VISION PLAN

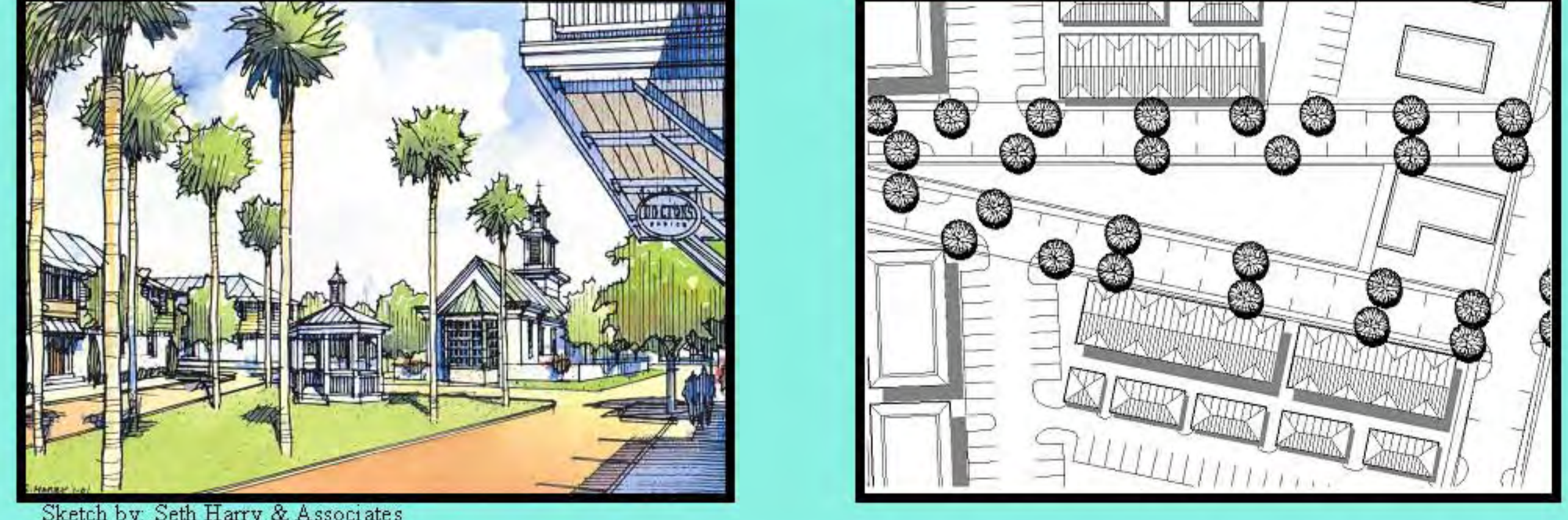
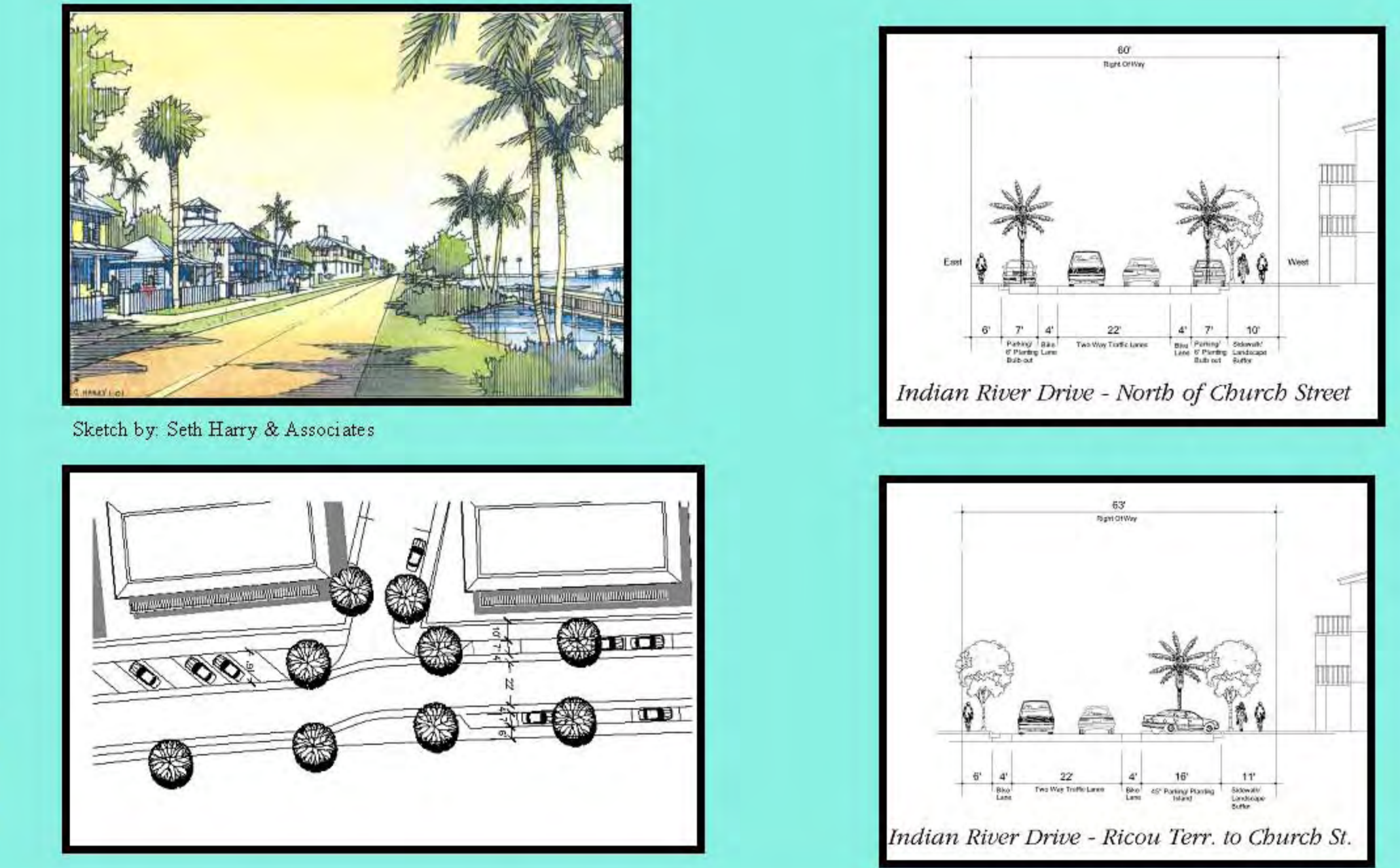
PREPARED FOR  
MARTIN COUNTY COMMUNITY  
REDEVELOPMENT AGENCY



## DISTRICT MAP



## ILLUSTRATIVE PLAN



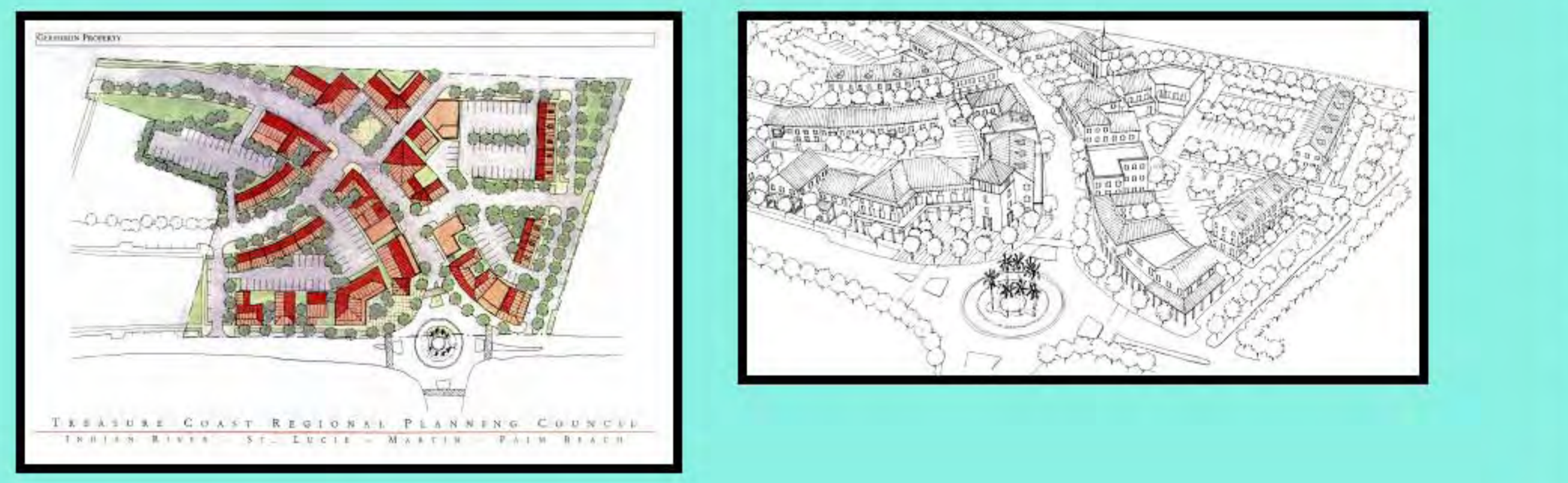
## MASTER PLAN

- PROJECT LIST:**
- |                     |                                                        |                      |
|---------------------|--------------------------------------------------------|----------------------|
| 1. Infrastructure   | 5. Indian River Drive                                  | 7. Marina            |
| 2. Maple Street     | 6. Regency Ocean BreezePlaza/ Martin Memorial Hospital | 8. Riverwalk         |
| 3. Ricou Terrace    |                                                        | 9. Municipal Parking |
| 4. Public Buildings |                                                        |                      |

## INDIAN RIVER DRIVE



## MAPLE AVENUE



## MASTER PLAN HIGHLIGHTS:

**Illustration of District regulations-** The Master Plan street and alley network define potential building locations, and the Illustrative Plan depicts a build-out scenario in conformance with District Plan regulations.

**Maple Avenue** - pedestrian-scaled street to internally tie district together. Narrow, slow traffic, on-street parking, porches.

**Village Green/Town Commons & Public Square** - civic activities and neighborhood gathering space. Doubles as retention area. Utilization of Jensen Beach Christian Church as organizing node.

**Gershbein property** - planned as gateway mixed use project, a model for mixed use redevelopment in the County.

**Riverwalk**- public connection to and utilization of the district's scenic asset, the Indian River.

**Alleys and rear parking**- preserves street frontage for street life.

**Southern and Northern district anchors** planned for more activity and higher commercial use. The middle districts planned as more residential character.

**Special District**- flexible regulations to allow a larger scaled project for a mid-district.

## GERSHBEIN PROPERTY

## RICOU TERRACE



D. Vision Plan Projects with Strategies

The Jensen Beach NAC has identified the following as their priority projects list to implement the CRP. They are listed in order of their voted priority.

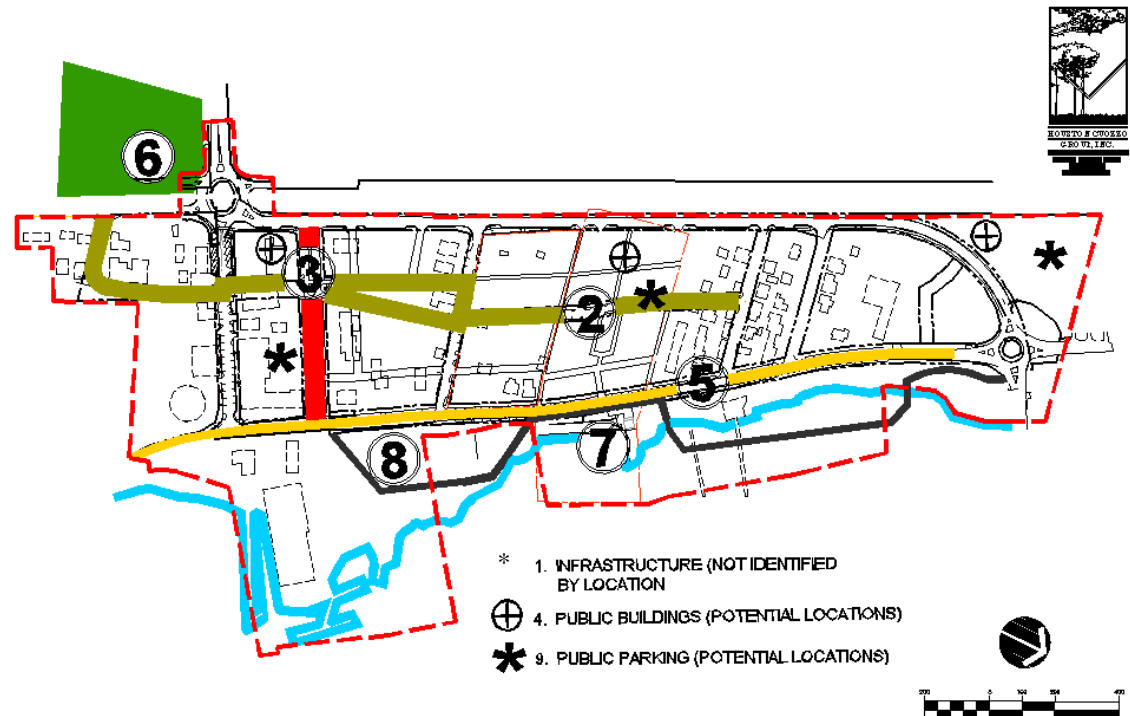
The priority projects list is headed by the provision of infrastructure including water, sewer, fiber optics and master stormwater facilities. The CRA understands the need for these essential services to promote redevelopment in the Jensen Beach district, which will allow it to compete with other areas of the county for quality development

The priority projects also identify the desire for a civic presence, such as a public building for Jensen Beach. This will contribute to the urban fabric, and potentially the cultural draw of Jensen Beach. It will also continue the visible Martin County's commitment to successful redevelopment. Potential uses include a museum, the reuse of the existing library annex facility, a mixed use train station, etc.

A marina was also a priority project identified in the plan. This project will provide public boating access to and from Jensen, while positively influencing the business climate of the district.

Whether or not identified as a funding source elsewhere in this plan and under the provisions of State Statute 163.370, Tax Increment Financing and/or any other combination of legally available funds may be used to fund projects and the future maintenance of projects which are in compliance with the Community Redevelopment Plan.

- (1) Infrastructure \*
  - A. Water & Sewer Facilities
  - B. Storm Water Facilities
  - C. Fiber Optic Network
- (2) Maple Avenue
  - A. First Union Plan
  - B. Jensen Beach Boulevard to Church Street
  - C. North from Church Street
- (3) Ricou Terrace
- (4) Public Buildings ⊕
- (5) Indian River Drive
  - A. Ricou Terrace to Church Street
  - B. North of Church Street
- (6) Regency Ocean Breeze Plaza / Martin Memorial Hospital
- (7) Marina
- (8) Riverwalk
- (9) Municipal Parking \*





## D. Vision Plan Projects with Strategies

### 1. Infrastructure

#### Potential Funding Sources:

General Fund  
Bonding  
District Funds

#### A. Water and Sewer Facilities

#### Cost:

\$500,000 Water (Design and Construction)  
\$600,000 Sewer (Design and Construction)

#### Funding Source:

Special Assessments  
Impact, User fees

#### Time Frame:

Planning: 1-2 years  
Implementation 2-5 years

#### Project Description:

The provision of water and sewer is a major element to jump start private redevelopment activities in Jensen Beach. The County's Utilities Department has initiated preliminary master water and sewer plans with preliminary cost estimates. A master lift station (\$130,000) is funded in the 2002 Capital Improvements Plan (CIP) budget. The exact design of the systems is dependent on the location of the proposed Maple Avenue extension.

#### Actions:

- Design and construction of master water and sewer system.
- Investigate potential use and cost of vacuum sewer system.
- County investigation of funding and/or grant options to reduce cost for individual hook-ups to master systems.



Fire Protection



Water Service



Proposed Preliminary Sewer Plan

## D. Vision Plan Projects with Strategies

### B. Stormwater Facilities

**Cost:**

\$75,000 Master Plan  
 \$400,000-\$1,500,000 Final Design and Construction

**Potential Funding Source:**

Impact Fees  
 User Fees  
 Stormwater Utility Fees  
 Grants (FIND)  
 Private Developer Provisions  
 Special Assessments

**Time Frame:**

Planning: 1-3 years  
 Implementation: 2-5 years

**Project Description:**

A master stormwater management system is also a high priority needed for the Jensen Beach redevelopment program to avoid individual parcels providing many small retention areas on each site. This would impede the provision of pedestrian-friendly building facades along the district's streets. Shared storm water management facilities will also be a more efficient use of land.

**Actions:**

- Prepare a master stormwater plan for the CRA.
- Determine best feasible retention strategies and facilities.
- Investigate utilizing railroad right-of-way.
- New roadway exfiltration.
- Determine shared facilities strategy.
- Construction of stormwater facilities.



Detention and Drainage Facilities

### C. Fiber Optic Network

**Cost:**

\$100,000-\$400,000

**Funding Source:**

User Fees, Grants, Tax Increment Financing (TIF)

**Time Frame:**

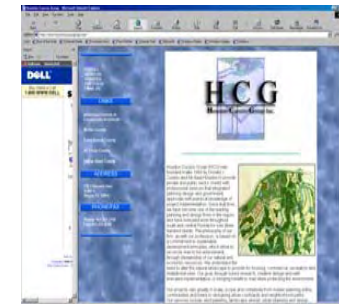
Planning: 1-5 years  
 Implementation: 2-5 years

**Project Description:**

As high-speed internet access would provide an incentive for potential businesses (and residents) to relocate in the Jensen Beach CRA district, the provision of fiber optic lines has been established as a high priority. It also is tied to the location and construction of Maple Avenue extension as a logical place for a main fiber optic line service.

**Actions:**

- Installation of cable network in conjunction with water and sewer construction.
- Coordinate installation with new road construction or reconstruction.



High-Speed Internet Service



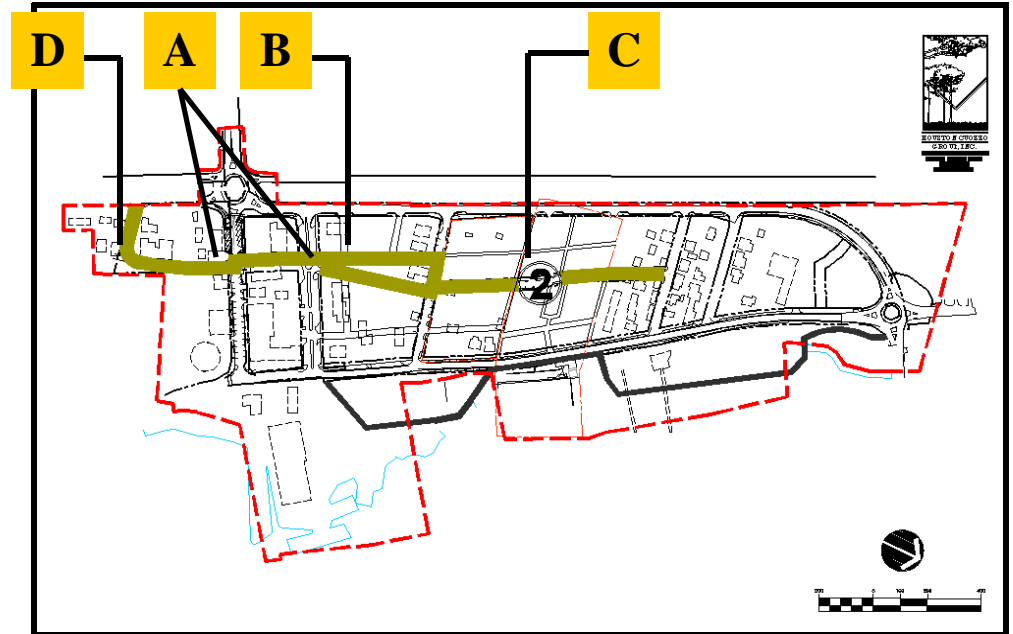
D. Vision Plan Projects with Strategies

2. Maple Avenue

- [A] First Union Plan
- [B] Jensen Beach Blvd. To Church Street
- [C] North from Church Street
- [D] Jensen Beach Blvd. South to Palmetto West End

**Potential Funding Sources:**

Impact Fees, Gas Tax/ Transportation Fund, User Fee/ Special Assessment, Private Development, TIF, FDOT-Enhancement Grant



Key Plan



Photo by J. Priest



Photo by J. Priest



Photo by D. Smith



## D. Vision Plan Projects with Strategies

### 2. Maple Avenue

#### A. First Union Plan

**Cost:**  
\$5,000-\$10,000

**Potential Funding Source:** Staff Time, District Funds

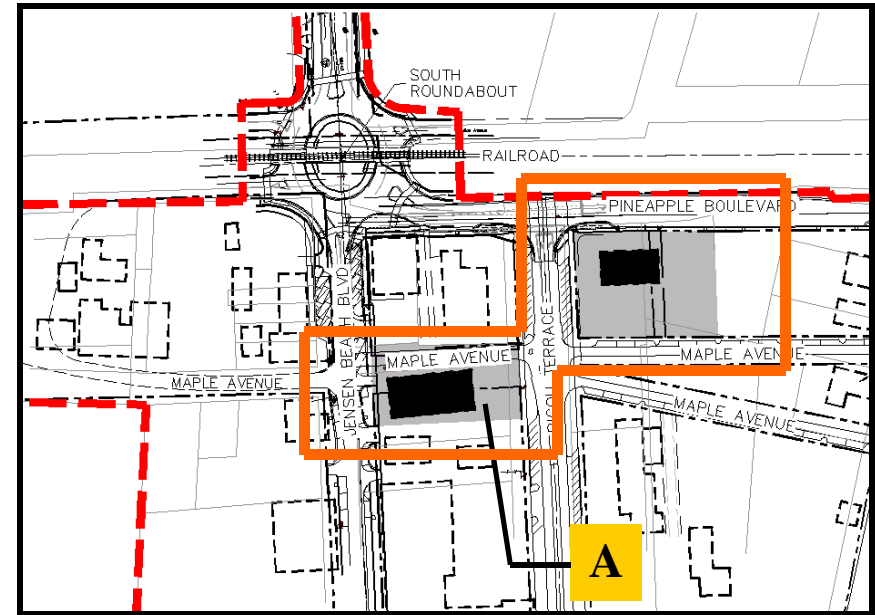
**Time Frame:**  
Planning: 1 Year  
Implementation: Through Maple Avenue construction 2-5 years

**Project Description:**  
Planning study and negotiations with First Union Bank to determine best route and plan of action to extend Maple Avenue north from Jensen Beach Blvd. through Ricou.

- Actions:**
- Contact and negotiate with First Union Bank representatives.
  - Determine road alignment and bank facility changes needed.



Existing First Union Drive Through  
(looking north from Ricou Terrace)



Key Plan



Existing First Union Bank/ Future Maple Avenue  
(looking north from Jensen Beach Blvd.)

D. Vision Plan Projects with Strategies

2. Maple Avenue

**B. Jensen Beach Blvd. To Church Street**

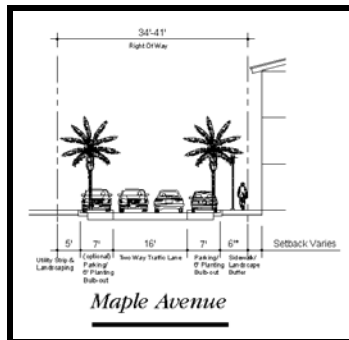
**Cost:**  
\$450,000-900,000

**Potential Funding Sources:**  
Impact Fees, Bonding, Transportation Fund, TIF, FDOT-Enhancement Grant, Private Development

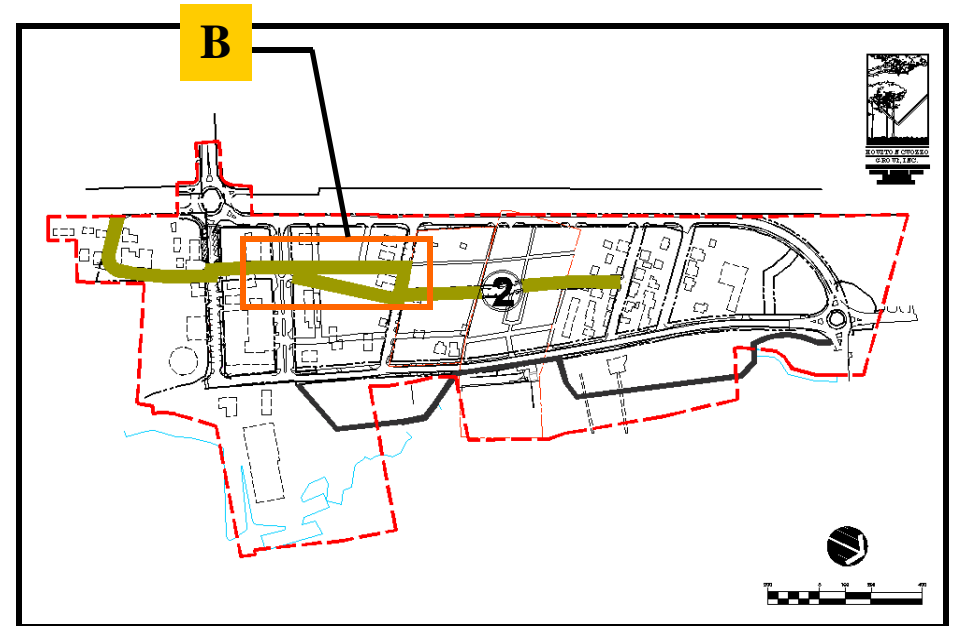
**Time Frame:**  
Planning: 1-2 years  
Implementation: 2-5 years

**Project Description:**  
This section of Maple Avenue is envisioned to contain a town center green to be utilized as a community focal point. Since Maple Avenue R-O-W will be a pedestrian oriented street serving the redevelopment area, (which does not exist at the present time), planning, R-O-W acquisition, as well as construction is needed.

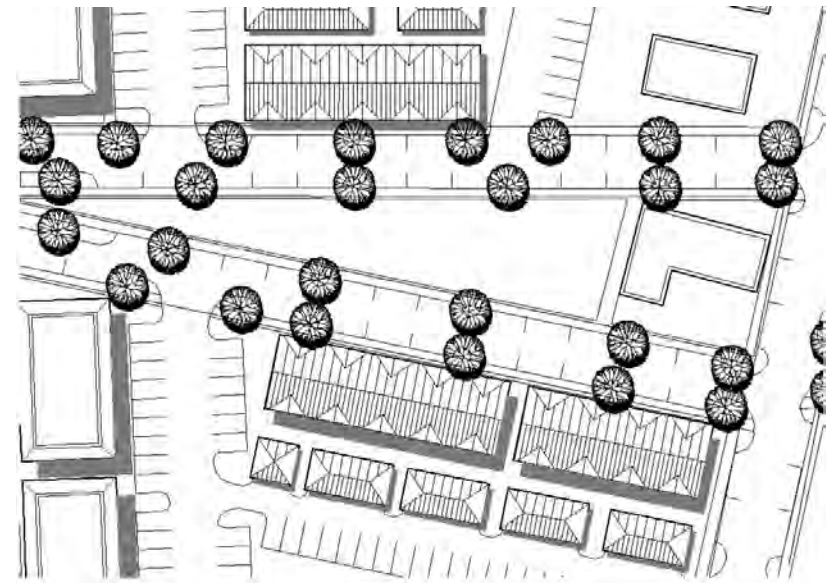
- Actions:**
- Right-of-way acquisition, design, and construction.
  - Work with existing church for appropriate alignment.
  - Coordinate with utility plans including stormwater exfiltration.



Proposed Cross-Section  
\* Sidewalk one side of road, contiguous by block.



Key Plan



Plan Detail



D. Vision Plan Projects with Strategies

2. Maple Avenue



Sketch by Seth Harry & Associates





D. Vision Plan Projects with Strategies

2. Maple Avenue

C. North from Church Street

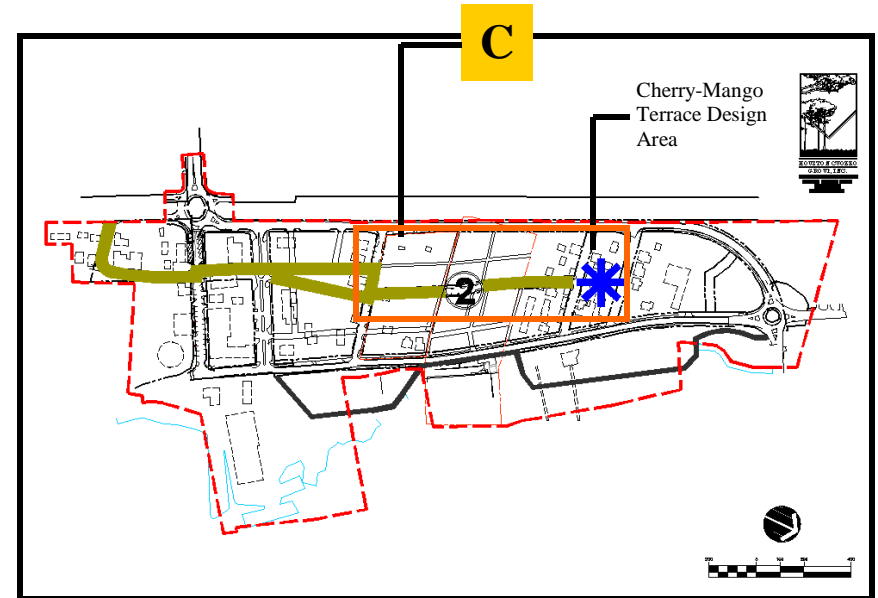
**Cost:**  
\$800,000-1,500,000

**Potential Funding Source:**  
Impact Fees, Bonding, Transportation Fund, TIF, FDOT-Enhancement Grant, Private Development

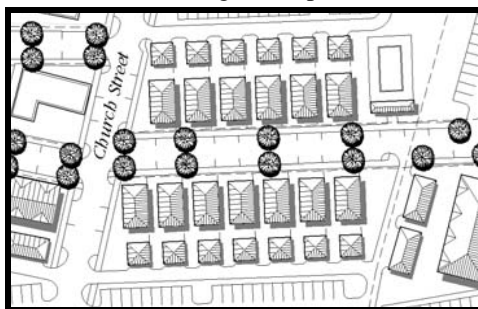
**Time Frame:**  
Planning: 1-5 years  
Implementation: 5-10 years

**Project Description:**  
Extension of Maple Ave. north to a possible terminus at Pineapple Avenue through the county-owned Gershbein property. The Cherry-Mango Terrace Design Area to have public workshop with area residents and the N.A.C., and an approved area plan completed, as well as affected property owners approval before any Maple Avenue extension north of Cherry Terrace. Eminent domain shall not be used for property acquisition for the Maple Avenue extension north of Cherry Terrace.

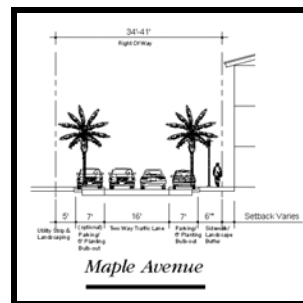
- Actions:**
- Right-of-way acquisition, design and construction.
  - Work with property owners and residents to determine feasibility of Maple Avenue extensions, and to facilitate appropriate alignment and timing.
  - Work with large landowners for potential construction of portion of Maple Avenue through their parcels.



Key Plan



Church Street Area Plan Detail



Proposed Cross-Section

\* Sidewalk one side of road, contiguous by block.



D. Vision Plan Projects with Strategies

2. Maple Avenue

**D. Jensen Beach Blvd. South to Palmetto West End**

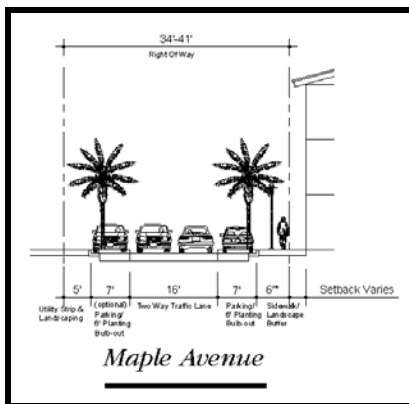
**Cost:**  
\$200,000

**Potential Funding Source:**  
Impact Fees, Bonding, Transportation Fund, TIF, FDOT-Enhancement Grant, Private Development

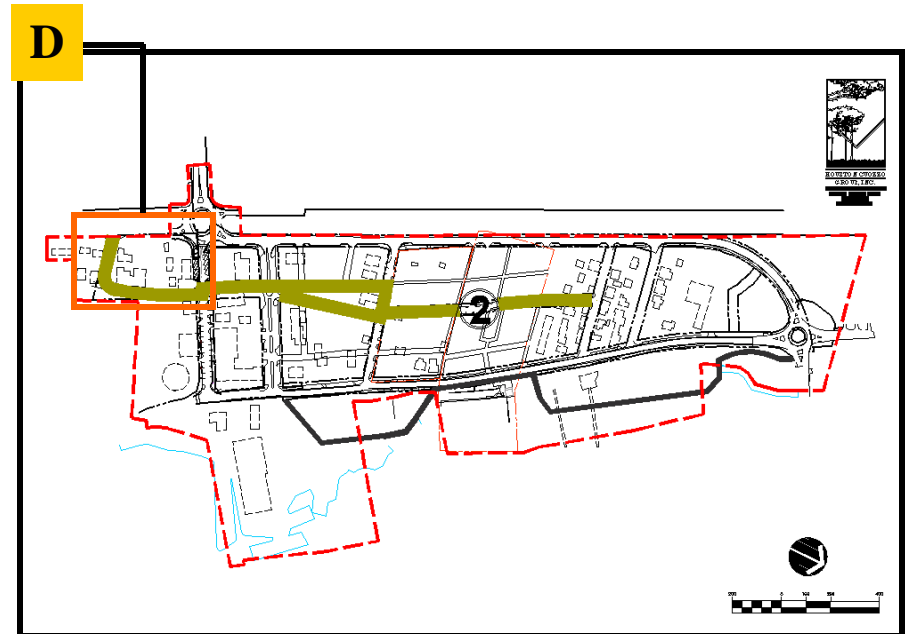
**Time Frame:**  
Planning: 3-5 years  
Implementation: 5-10 years

**Project Description:**  
Upgrade south end of Maple Avenue similar to northern section. Encourage renovation of extreme southern parcels.

- Actions:**
- Work with property owner for additional right-of-way acquisitions where needed.



Proposed Cross-Section  
\* Sidewalk one side of road, contiguous by block.



Key Plan



D. Vision Plan Projects with Strategies

3. Ricou Terrace – Proposed Roadway Improvements

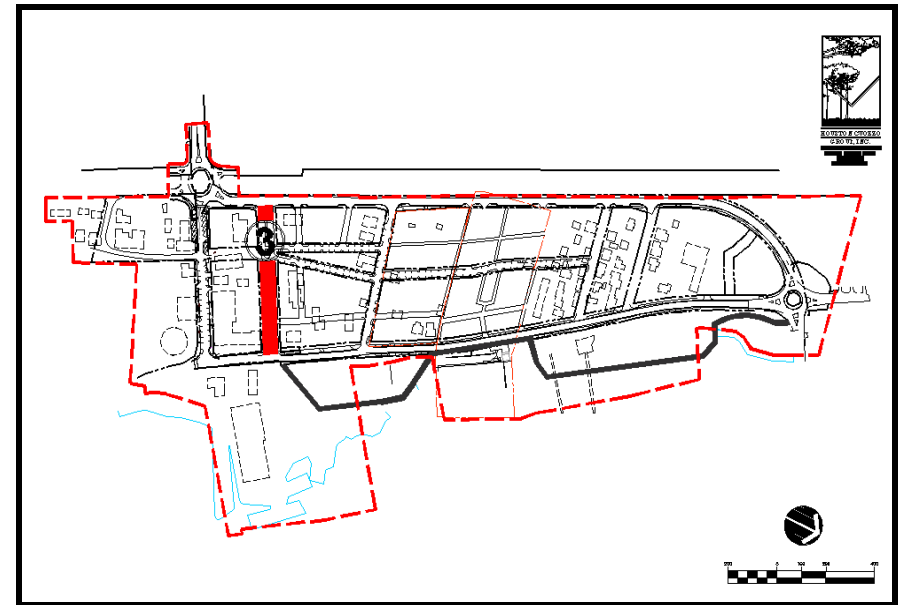
**Cost:**  
\$350,000-400,000

**Potential Funding Sources:**  
Gas Tax/ Transportation Fund/ Bonding, TIF, FDOT-Enhancement Grant, Impact Fees

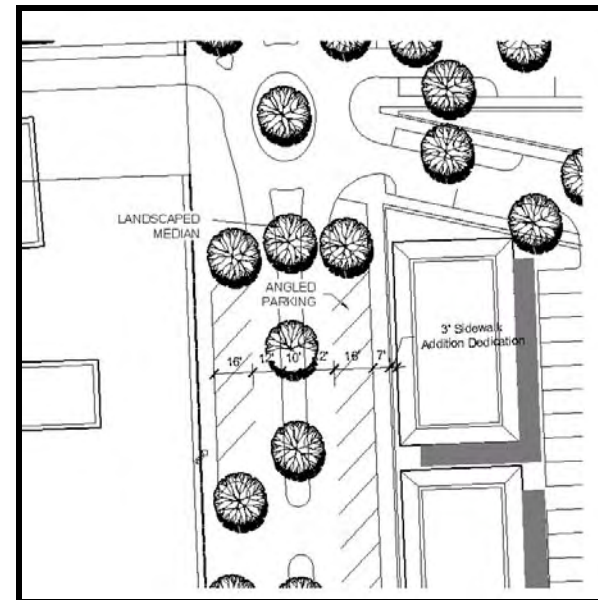
**Time Frame:**  
Planning: 3-5 years  
Implementation: 5-10 years

**Project Description:**  
Improvements to complete enhancements of Jensen Beach’s commercial core of roadways. Proposed improvements include adding landscaped median and angle parking with the potential for wider sidewalks. \$50,000 from stormwater C.I.P budget has been earmarked for Ricou Terrace improvements.

- Actions:**
- Work with property owners for additional 3’ of right-of-way for sidewalk dedication.
  - Coordinate Maple Avenue intersection improvements with new Maple Avenue alignment.



Key Plan



Plan Detail

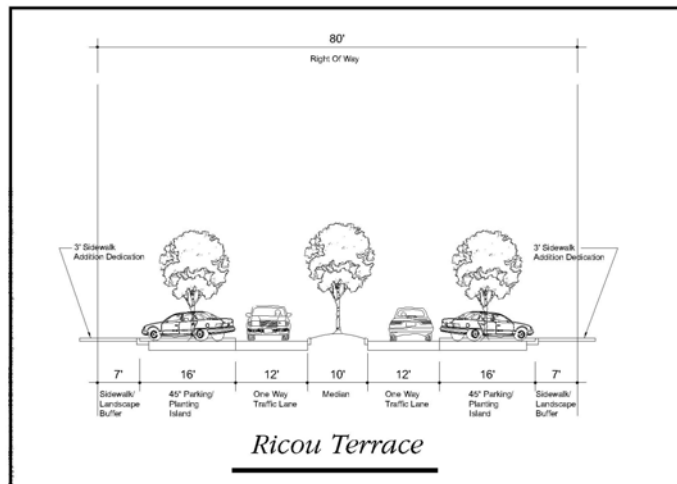


D. Vision Plan Projects with Strategies

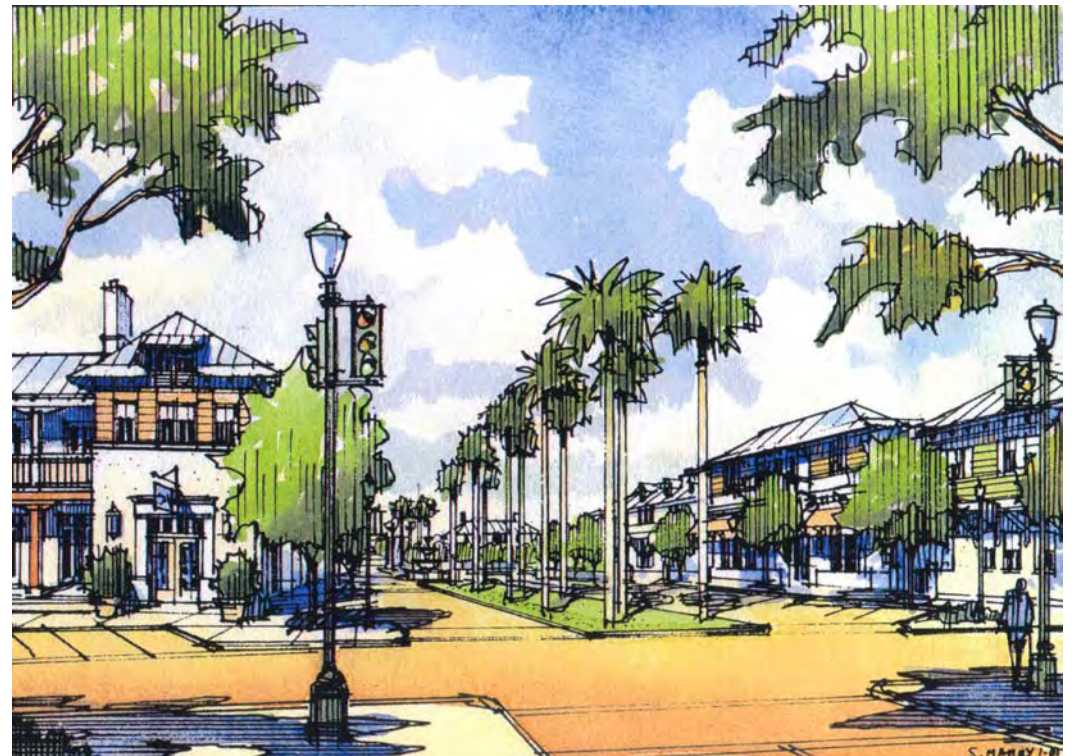
3. Ricou Terrace– Proposed Roadway Improvements



Existing Conditions



Proposed Cross-Section



Sketch by: Seth Harry & Associates

D. Vision Plan Projects with Strategies

4. **Public Buildings**

**Cost:**

\$300,000-\$4,000,000 (6,000-40,000S.F.)

**Potential Funding Sources:**

MSTU, General Fund, Grants

**Time Frame:**

Planning: 3-5 years

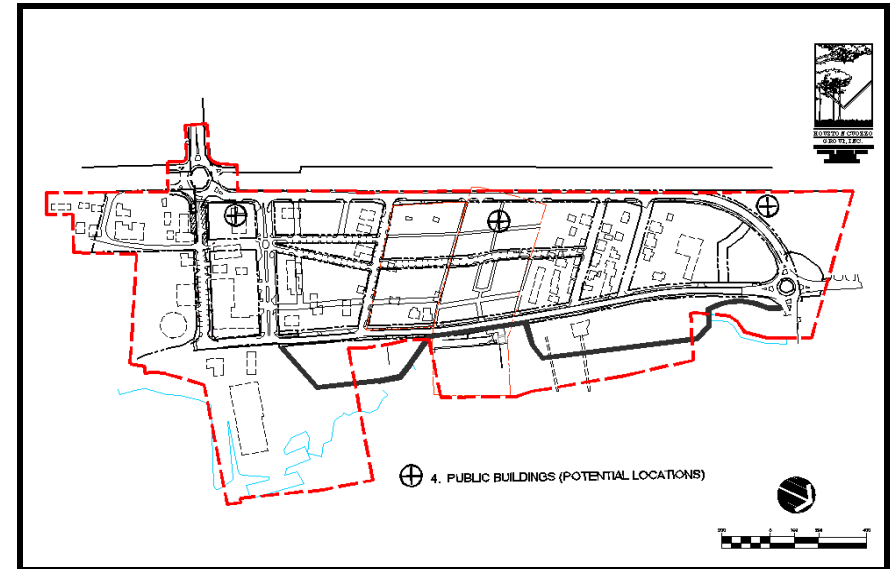
Implementation: 5-10 years

**Project Description:**

Provide Jensen Beach with a civic building presence to demonstrate county commitment to area redevelopment and provide an anchor to generate activity. Project may consist of re-use or renovation of existing library building on Ricou or construction of a new facility within the district. There is the possibility of co-locating a new facility within a proposed train station north of Pineapple Avenue, as part of future Gershbein property development. Potential projects could be Constitutional Offices, Library Annex, Museum, etc.

**Actions:**

- Possible locations within existing library or future train station location on county-owned Gershbein property.



Re-use Of Existing Library Facility



Train Station



Public Building



Museum

D. Vision Plan Projects with Strategies

5. Indian River Drive - Proposed Roadway Improvements

**Potential Funding Sources:**

Impact Fees, Gas Tax/ Transportation Fund, TIF  
FDOT-Enhancement Grant,

**A. Ricou Terrace to Church Street**

**Cost:**

\$250,000-500,000

**Time Frame:**

Planning: 3-5 years

Implementation: 5-10 years

**B North of Church Street**

**Cost:**

\$1,250,000-2,500,000

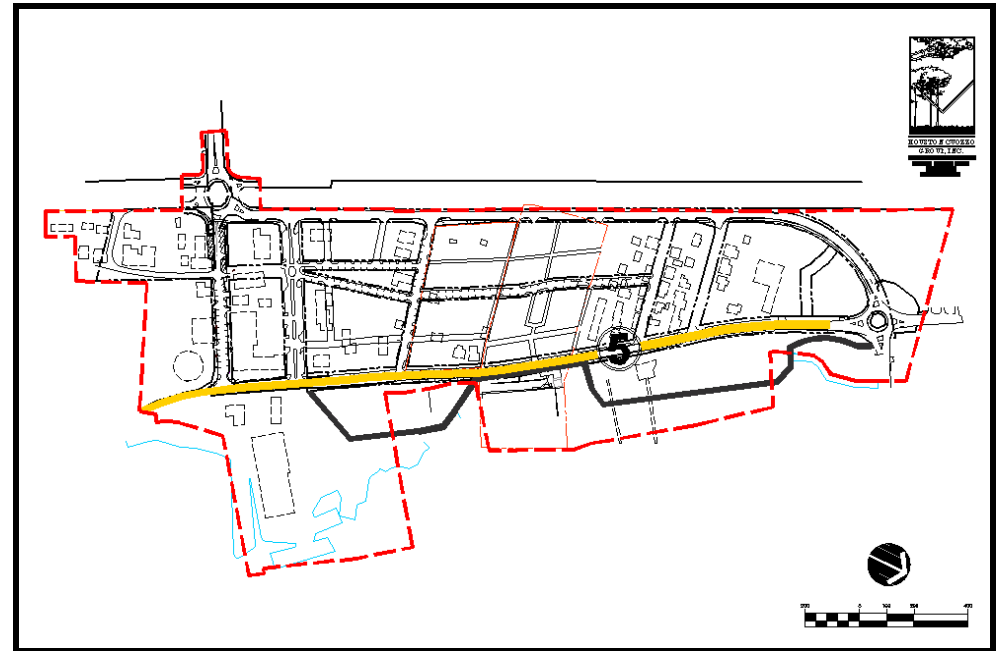
**Time Frame:**

Planning: 8-10 years

Implementation: 10-15 years

**Project Description:**

As the riverfront auto and pedestrian promenade through the district, Indian River Drive will “show off” the Jensen Beach Downtown. The southern section is slated for angled parking on the west side in front of the shops and businesses, while the northern section is planned for parallel on-street parking on both sides of the street. Wider sidewalks and bike lanes are also proposed. However, the existing R-O-W is insufficient to accomplish these proposed roadway sections and negotiations with property owners will be necessary for additional needed R-O-W. Also Indian River Drive, at present, is a State-owned and maintained road, any improvements would need to be approved by the

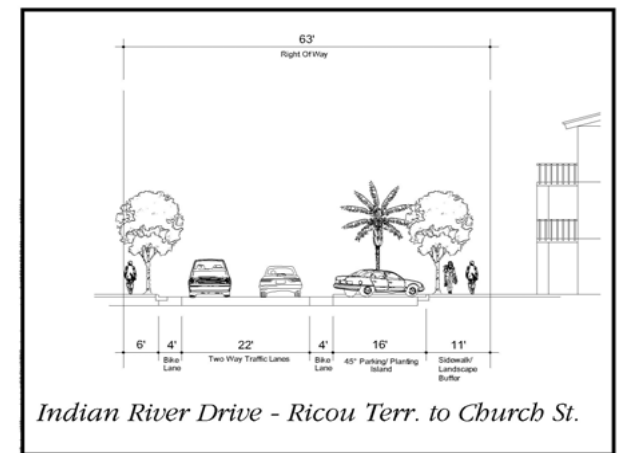


Key Plan

State or a transfer of the road to Martin County jurisdiction would be necessary.

**Actions for A and B:**

- R-O-W acquisition or use agreements, design and construction.
- Work with the property owners for additional R-O-W.
- Work with state on roadway improvement permitting.



Cross-Section A



D. Vision Plan Projects with Strategies

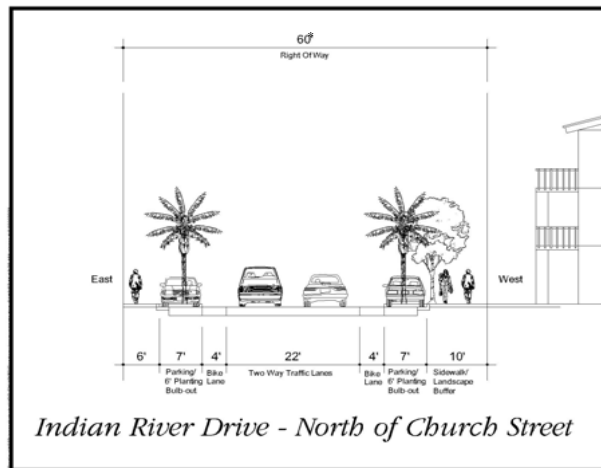
5. Indian River Drive - Proposed Roadway Improvements



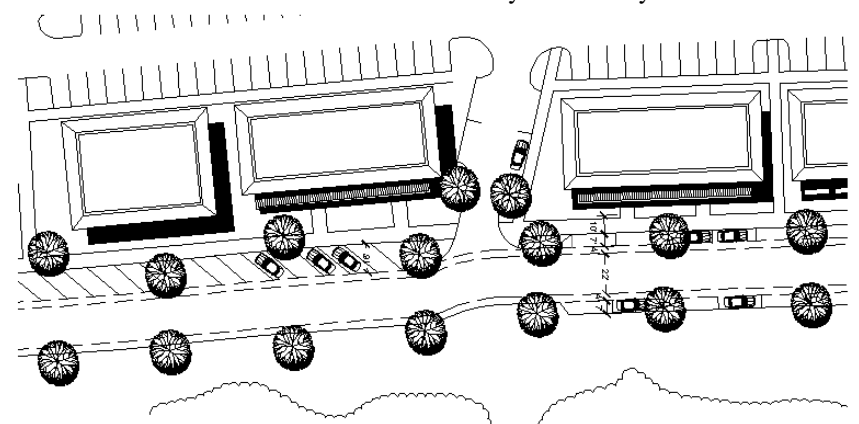
Existing



Sketch by: Seth Harry & Associates



Cross-Section B (\*desired right of way)



Detailed Plan

#### D. Vision Plan Projects with Strategies

##### 6. Regency Ocean Breeze Plaza / Martin Memorial Hospital

**Cost:**  
\$0-\$10,000

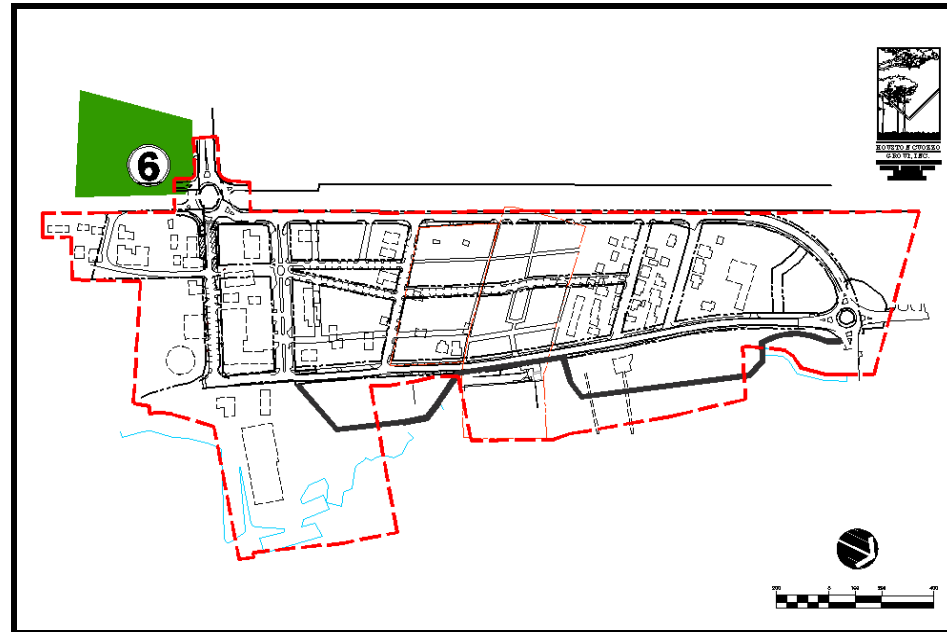
**Potential Funding Sources:**  
Staff Time  
District Funds

**Time Frame:**  
Planning: 1-2 years  
Implementation: 15-20 years

**Project Description:**  
Regency Plaza, located immediately west of the railroad tracks and the Jensen Beach CRA, where the majority of visitors to the district arrive, presents the opportunity for the Jensen Beach CRA to coordinate planning and redevelopment efforts. As the center and its major tenant, Martin Memorial Hospital, undergo redevelopment, the possibility of complementary uses or even shared parking should be discussed. The potential for future inclusion into the CRA could be investigated, although the plaza is located within the town of Ocean Breeze, Florida Statutes allows for this situation to occur.

**Actions:**

- Planning coordination with Regency Plaza and Martin Memorial Hospital.
- Investigate potential for future CRA expansion.
- Town of Ocean Breeze coordination.



Key Plan



Existing Plaza

D. Vision Plan Projects with Strategies

7. Marina

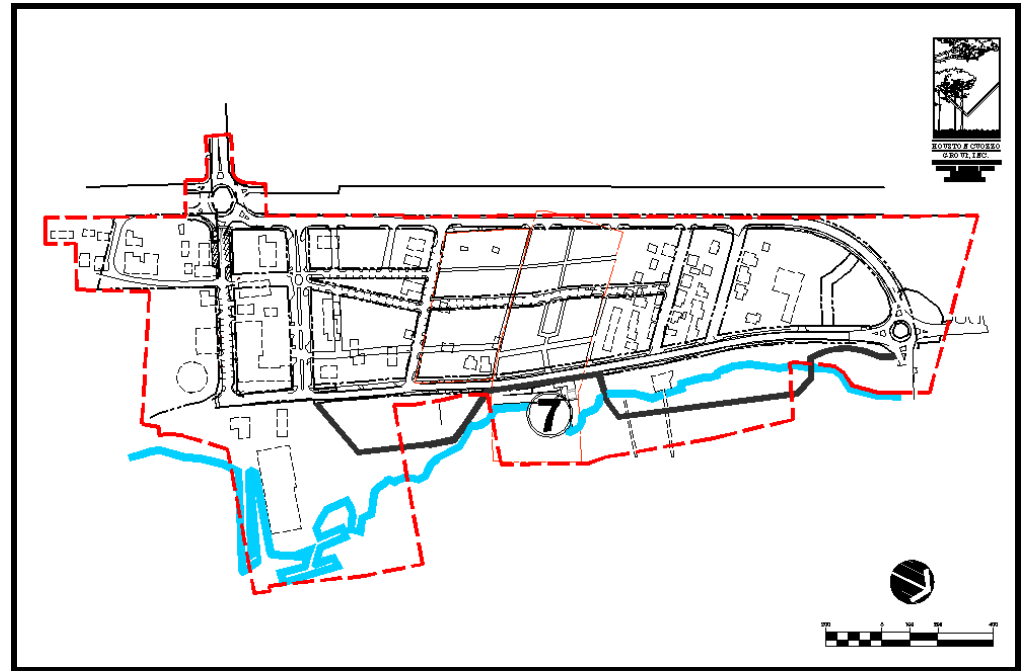
**Cost:**  
\$4-5 Million (60-80 slips)

**Potential Funding Sources:**  
Public-Private Joint Venture

**Time Frame:**  
Planning: 1-5 years  
Implementation: 5-10 years

**Project Description:**  
Another catalyst to jump start and maintain economic activity in the CRA is the provision of a public-private marina. At present the County is preparing a conceptual design and marketing analysis. The County Commission has recently affirmed that marinas are appropriate businesses within the CRA districts.

- Actions:**
- Identify site and determine feasibility.
  - Secure public-private joint venture.
  - Address State permitting, including Manatee protection issues.
  - Address Indian River Drive impact.



Key Plan



Marina





D. Vision Plan Projects with Strategies

8. Riverwalk

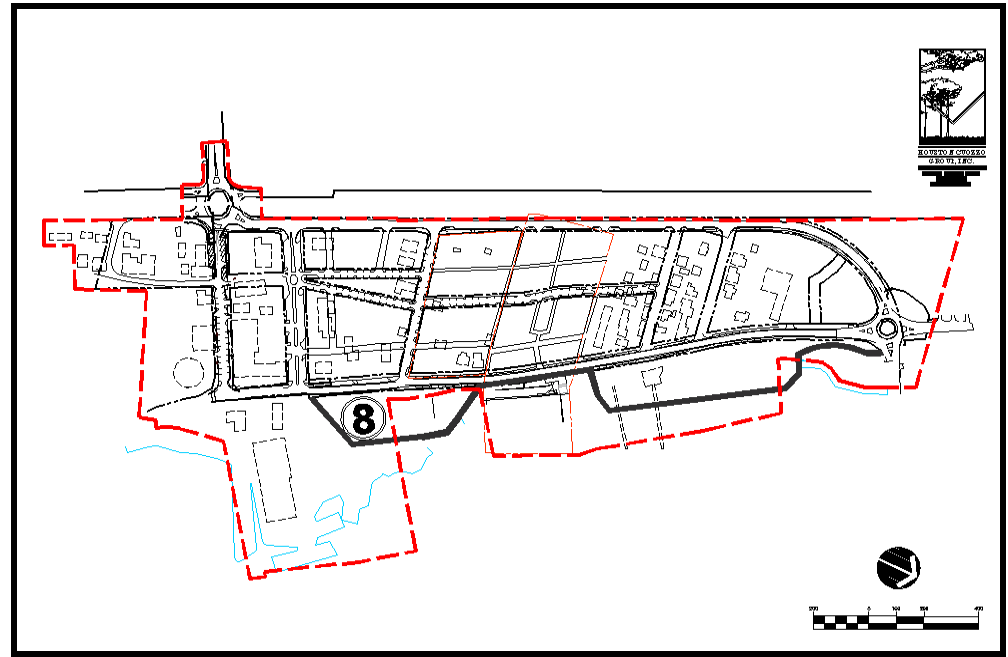
**Cost:**  
\$350,000-\$1,000,000

**Potential Funding Sources:**  
F.I.N.D. and/or DCA Coastal Partnership Grants  
TIF

**Time Frame:**  
Planning: 8-10 years  
Implementation: 10-15 years

**Project Description:**  
As envisioned in earlier Jensen Beach Master Plan studies, the Riverwalk would highlight the most unique aspect of the district, the Indian River Waterfront. Initial plans include stormwater management and filter marshes, in addition to pedestrian boardwalks and observation areas.

- Actions:**
- Refine design plans and determine phasing.
  - State permitting.
  - Construction in phases.
  - Coordinate with Marina Project.



Key Plan

#### 9. Municipal Parking

**Cost:**

- A. Parking Structure \$1,800,000-2,500,000
- B. On Grade Public Parking \$350,000-1,000,000  
(70 at grade to 210 structured parking spaces)

**Potential Funding Sources:**

TIF, Public-Private Venture

**Time Frame:**

Planning: 3-5 years

Land Acquisition: As available

- A. Parking Structure  
Implementation: 15-20 years
- B. On Grade Public Parking  
Implementation: 10-15 years

**Project Description:**

If the redevelopment efforts are extremely successful, some public parking may be needed to supplement individual parcel and on-street parking in the predominately commercial northern and southern ends of the district. An initial study should be undertaken to assess the potential need for, and locations of land for at grade parking which potentially could be converted into a parking deck, if needed. An alternative option would be to pursue a public-private joint venture with prospective parcel developers to provide some public and private shared parking arrangements.

**Actions:**

- Feasibility study.
- Property acquisition/leasing.
- Construction of at grade parking, or parking structure.
- Public-private joint venture for structure or shared parking.



Municipal Parking



Parking Deck

- A. Action Plan with Potential Funding Sources
- B. Required Contents of CRP



JENSEN BEACH

COMMUNITY REDEVELOPMENT PLAN





## IV. IMPLEMENTATION

### A. Action Plan with Potential Funding Sources

PROJECT / TASK	TIME TABLE	COST	POTENTIAL FUNDING SOURCE
<b>1. Infrastructure</b>			General Fund; District Funds, Bonding
A. Water and Sewer Facilities	Planning: 1-2 yrs Implementation: 2-5 yrs	\$500,000 (water - design & construction) \$600,000 (sewer - design & construction)	Special Assessments; Impact/User Fees
B. Stormwater Facilities	Planning: 1-3 yrs Implementation: 2-5 yrs	\$75,000 Master Plan \$400,000 – 1,500,000 Final Design and Construction	Impact/ User Fees, Special Assessments, Grants, Stormwater Utility Fee, Private Developer Provisions
C. Fiber Optic Network	Planning: 1-5 yrs Implementation: 2-5 yrs	\$100,000 – 400,000	User Fees, Grants, TIF
<b>2. Maple Avenue</b>			Impact Fees, Gas Tax/ Transportation Fund, TIF, User Fee/Special Assessment, FDOT-Enhancement Grant, Private Development
A. First Union Plan	Planning: 1 year	\$5,000 – 10,000	Staff Time; District Funds
B. Jensen Beach Blvd to Church St.	Planning: 1-2 yrs Implementation: 2-5 yrs	\$450,000-900,000*	Transportation Fund; Bonding; FDOT – Enhancement Grant, Private Development, Impact Fees
C. North from Church St.	Planning: 1-5 yrs Implementation: 5-10 yrs	\$800,000-1,500,00*	Transportation Fund, Bonding, TIF, FDOT - Enhancement Grant, Private Development, Impact Fees
D. Jensen Beach Blvd South to Palmetto west end	Planning: 3-5 yrs Implementation: 5-10 yrs	\$200,000	Transportation Fund, Bonding, TIF, FDOT - Enhancement Grant, Impact Fees
<b>3. Ricou – Road Improvements &amp; Streetscape</b>	Planning: 3-5 yrs Implementation: 5-10 yrs	\$350,000-400,000*	Transportation Fund, TIF, FDOT –Enhancement Grant Impact Fees
<b>4. Public Buildings</b>	Planning: 3-5 yrs Implementation: 5-10 yrs	\$300,000 – 4,000,000	MSTU, General Fund; Grants
<b>5. Indian River Drive – Roadway Improvements</b>			FDOT Grants; Gas Tax/Transportation Fund, Impact Fees, TIF
A. Indian River Drive (IRD) / Ricou to Church	Planning: 3-5 yrs Implementation: 5-10 yrs	\$250,000-500,000*	
B. Indian River Drive – Church North	Planning: 8-10 yrs Implementation: 10-15 yrs	\$1,250,000-2,500,000*	
<b>6. Regency Ocean Breeze Plaza / Martin Memorial Hospital</b>	Planning: 1-2 yrs Implementation: 15-20 yrs	\$0 - 10,000	Staff Time; District Funds
<b>7. Marina</b>	Planning: 1-5 yrs Implementation: 5-10 yrs	\$4-5 M (60-80 slips)	Public – Private Joint Venture
<b>8. Riverwalk</b>	Planning: 8-10 yrs Implementation: 10-15 yrs	\$350,000 – 1,000,000	FIND and/or DCA Coastal Partnership Grants; TIF
<b>9. Municipal Parking</b>	Planning: 3-5 yrs Land Acquisition: As available		TIF; Public – Private Venture
A. Parking Structure	Implementation: 15-20 yrs. *	\$1,800,000-2,500,000*	
B. On Grade Public Parking	Implementation: 10-15 yrs. *	\$350,000-1,000,000*	

\* R-O-W or Land Acquisition Variable

B. Required Contents of CRP

Required Contents of a Community Redevelopment Plan

Chapter 163.362 of the Florida Statutes lists the mandatory requirements of a Community Redevelopment Plan. The following section specifically addresses each of the requirements of Chapter 163.362, as well as Chapter 39, Code of Ordinances of Martin County. (This plan goes beyond the requirements of Chapter 163.362 with the detail contained in the body of the plan.) In order to satisfy the requirements of Florida Statutes Chapter 163.362 and Martin County Ordinance 517 every Community Redevelopment Plan shall:

1. Contain a legal description of the boundaries of the CRA and the reasons for establishing such boundaries in the plan.

The Jensen Beach CRA includes the area within the boundary shown in the base map and Master Plan exhibits, and contains approximately 65 acres. The legal description is included in the appendix.

The boundaries established for the Jensen Beach Redevelopment Area are based upon Resolution #97.6.11 passed by the Martin County Board of County Commissioners, declaring a Finding of Necessity. The Finding of Necessity established that present conditions within the identified redevelopment area constitute an economic and social liability. The Finding of Necessity is supported by substantial evidence satisfying the requirements of Florida Statute 163.335.

2. Show a diagram and in general terms:

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

The Master Plan illustrates the Jensen Beach street layout, public areas and open space. The approximate open space area is 12-15 acres, or 18-23%; and includes the mangrove areas along the Indian River.

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

The overlay zoning code in the appendix contains all limitations and regulations on building type, height, and use.

c. The approximate number of dwelling units.

The approximate number of dwelling units in the Jensen Beach Redevelopment Area is 60 (including motel units).

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

The Master Plan, and proposed utility plan illustrate the public improvements proposed for the Jensen Beach CRA.

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

Little, if any, relocation of housing is anticipated, however, Maple Avenue’s potential future northern extension may affect several existing housing units. Any relocation necessitated will be evaluated by the Community Redevelopment Agency on a case-by-case basis, and shall be accommodated in conformance with County Wide Redevelopment Plan. The CRA will assist any persons to be relocated in finding suitable replacement housing within the Jensen CRA, if available.

B. Required Contents of CRP

- 4. **Identify specifically any publicly funded capital projects to be undertaken within the CRA.**

The project sheets and implementation table describe the publicly funded capital projects proposed by this plan.

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

The Community Redevelopment Agency will carry out the work of Redevelopment Plan. The redevelopment process has been established consistent with Chapter 163, Part III., Community Redevelopment of the Florida Statutes. It is the intent of the Martin County Board of County Commissioners to comply with those requirements as established in Chapter 163, Part III, of the Florida Statutes, as amended.

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

This provision of a Community Redevelopment Plan will be satisfied on an individual basis, as each project is carried through final documentation or design.

- 7. **Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the CRA.**

The Jensen Beach CRP proposes a variety of housing types and sizes, including single and multi-family units, as well as garage apartments and apartments over shops and offices, which will provide the opportunity for persons displaced from housing within the CRA. As noted in the response to Number 3 above, each situation will be evaluated on a case-by-case basis, and be processed in accordance with County and State guidelines.

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

The Jensen Beach CRP proposes a significant increase in residential housing units which far exceeds the existing housing stock for all income levels and ages.

- 9. **Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expanded on publicly funded capital projects in the Community Redevelopment Area and any indebtedness of the Community Redevelopment Agency, the County or the Municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.**

The proposed project sheets and implementation table outline a detailed list of projects and corresponding cost estimates.

- 10. **Provide a time certain for completing all redevelopment if financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved or adopted.**

It is anticipated that increment revenues to pay for the projected costs of redevelopment will require no more than 30 years after adoption of the Jensen Beach Redevelopment Plan.



- T.I.F. Revenue Projections
- Zoning Overlay Ordinance
- Sign Ordinance
- Project Prioritization
- Utility Information and Cost Estimate



## Jensen Beach CRA Revenue Projection

19-Feb-02

Calendar Year	Year	Assessed Value	Taxable Value	Taxable Change	Cumulative Taxable Change	Millage Rate	Tax Increment @ 95%
1998		9,714,157	7,091,335				
1999	Base Year	10,240,211	10,509,715				
2000	Year 1	11,140,298	10,861,766	352,051	352,051	8.7130	
<b>2000 Increment</b>							2,837
2001	Year 2	12,641,869	11,564,210	702,444	1,054,495	8.4880	
<b>2001 Increment</b>							8,729
2002	Year 3	13,273,962	12,142,421	1,280,655	2,335,150		19,331
2003	Year 4	13,937,660	12,749,542	2,239,827	4,574,977		37,873
2004	Year 5	14,634,543	13,387,019	2,877,304	7,452,281		61,692
2005	Year 6	15,366,270	14,056,370	3,546,655	10,998,936		91,052
2006	Year 7	16,134,584	14,759,189	4,249,474	15,248,410		126,231
2007	Year 8	16,941,313	15,497,148	4,987,433	20,235,843		167,518
2008	Year 9	17,788,379	16,272,005	5,762,290	25,998,133		215,220
2009	Year 10	18,677,798	17,085,606	6,575,891	32,574,024		269,658
2010	Year 11	19,611,687	17,939,886	7,430,171	40,004,195		331,167
2011	Year 12	20,592,272	18,836,880	8,327,165	48,331,360		400,102
2012	Year 13	21,621,885	19,778,724	9,269,009	57,600,370		476,833
2013	Year 14	22,702,980	20,767,661	10,257,946	67,858,315		561,751
2014	Year 15	23,838,129	21,806,044	11,296,329	79,154,644		655,266
2015	Year 16	25,030,035	22,896,346	12,386,631	91,541,275		757,806
2016	Year 17	26,281,537	24,041,163	13,531,448	105,072,723		869,824
2017	Year 18	27,595,614	25,243,221	14,733,506	119,806,229		991,792
2018	Year 19	28,975,394	26,505,382	15,995,667	135,801,896		1,124,209
2019	Year 20	30,424,164	27,830,651	17,320,936	153,122,832		1,267,597
2020	Year 21	31,945,372	29,222,184	18,712,469	171,835,301		1,422,504
2021	Year 22	33,542,641	30,683,293	20,173,578	192,008,879		1,589,507
2022	Year 23	35,219,773	32,217,458	21,707,743	213,716,622		1,769,210
2023	Year 24	36,980,762	33,828,331	23,318,616	237,035,238		1,962,249
2024	Year 25	38,829,800	35,519,747	25,010,032	262,045,270		2,169,289
2025	Year 26	40,771,290	37,295,735	26,786,020	288,831,290		2,391,032
2026	Year 27	42,809,854	39,160,521	28,650,806	317,482,096		2,628,212
2027	Year 28	44,950,347	41,118,547	30,608,832	348,090,928		2,881,601
2029	Year 30	49,557,757	45,333,198	34,823,483	415,579,171		3,440,289



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