A G E N D A

REGULAR MEETING OF THE STUART CITY COMMISSION
TO BE HELD March 11, 2019
AT 5:30 PM Commission Chambers
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

CITY COMMISSION

Mayor Rebecca S. Bruner
Vice Mayor Eula R. Clarke
Commissioner Kelli Glass Leighton
Commissioner Merritt Matheson
Commissioner Mike Meier

ADMINISTRATIVE

City Manager, David Dyess
City Attorney, Michael J. Mortell
City Clerk, Mary R. Kindel

Agenda items are available on our website at http://www.cityofstuart.us
Phone: (772) 288-5306 . Fax: (772) 288-5305 . E-mail: mkindel@ci.stuart.fl.us

In compliance with the Americans with Disabilities Act (ADA), anyone who needs a special accommodation to attend this meeting should contact the City's ADA coordinator at 772-288-5306 at least 48 hours in advance of the meeting, excluding Saturday and Sunday.

If a person decides to appeal any decision made by the Board with respect to any matter considered at this meeting, he will need a record of the proceeding, and that for such purpose he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

(RC) next to an item denotes there is a City Code requirement for a Roll Call vote.
(QJ) next to an item denotes that it is a quasi-judicial matter or public hearing.

WHAT IS CIVILITY? *Civility is caring about one's identity, needs and beliefs without degrading someone else's in the process. Civility is more than merely being polite. Civility requires staying "present" even with those persons with whom we have deep-rooted and perhaps strong disagreements. It is about constantly being open to hear, learn, teach and change. It seeks common ground as a beginning point for dialogue. It is patience, grace, and strength of character. Civility is practiced in our City Hall.*

ROLL CALL

PLEDGE OF ALLEGIANCE

PROCLAMATIONS

1. CHILDREN'S WEEK 3/24 - 3/29/19

PRESENTATIONS

2. SECOND PRESENTATION BY THE MARTIN MPO AND MARLIN CONSULTANT REGARDING THE CITY OF STUART DOWNTOWN TRAM SYSTEM AND A 5-YEAR BUSINESS PLAN.

COMMENTS BY CITY COMMISSIONERS

COMMENTS BY CITY MANAGER

APPROVAL OF AGENDA

COMMENTS FROM THE PUBLIC (5 min. max)

PUBLIC COMMENT: *If a member of the public wishes to comment upon ANY subject matter, including quasi-judicial matters, please submit a Request to Speak form. These forms are available in the back of the Commission Chambers, and should be given to the City Clerk prior to introduction of the item number you would like to address.*

CONSENT CALENDAR

CONSENT CALENDAR: *Those matters included under the Consent Calendar are self-explanatory, non-controversial, and are not expected to require review or discussion. All items will be enacted by one motion. If discussion on an item is desired by any City Commissioner that item may be removed by a City Commissioner from the Consent Calendar and considered separately. If an item is quasi-judicial it may be removed by a Commissioner or any member of the public from the Consent Calendar and considered separately.*

3. APPROVAL OF 02/25/2019 CCM MINUTES (RC)

4. INTERLOCAL AGREEMENT WITH COUNTY FOR FIRE/RESCUE (RC):

   RESOLUTION No. 26-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING THE MAYOR TO EXECUTE AN INTERLOCAL AGREEMENT BETWEEN THE CITY OF STUART ("CITY") AND MARTIN COUNTY ("COUNTY") FOR FIRE SUPPRESSION AND EMERGENCY MEDICAL SERVICES; AND PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

5. BUSINESS DEVELOPMENT BOARD (BDB) GRANT AGREEMENT (RC):

   RESOLUTION No. 28-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF

STUART, FLORIDA, AUTHORIZING THE MAYOR TO EXECUTE A GRANT AWARD AGREEMENT BETWEEN THE CITY OF STUART AND THE BUSINESS DEVELOPMENT BOARD OF MARTIN COUNTY TO PROVIDE TECHNICAL ASSISTANCE AND OTHER RELATIVE ECONOMIC DEVELOPMENT PROJECTS, PROGRAMS, AND SERVICES; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

6. BUDGET AMENDMENT FOR CHANNEL AND DOLPHIN SEWER (RC):

RESOLUTION No. 30-2019; RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING BUDGET AMENDMENT #6 TO THE 2018-2019 WATER SEWER FUND AUTHORIZING A $98,412.60 TRANSFER FROM SEWER AVAILABILITY FEES TO WATER DISTRIBUTION AND COLLECTION TEAM, INFRASTRUCTURE. PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

7. BID AWARD FOR CHANNEL AND DOLPHIN SEWER (RC):

RESOLUTION No. 31-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA TO APPROVE THE AWARD OF WORK ORDER NO. 2019-300-W02, CHANNEL AND DOLPHIN LOW PRESSURE SEWER BASINS TO THE LOWEST, MOST RESPONSIVE RESPONSIBLE BIDDER, FELIX AND ASSOCIATES, INC. PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

8. OPPOSITION TO HOUSE BILL 9 RELATING TO COMMUNITY REDEVLOPMENT AGENCIES (RC):

RESOLUTION No. 36-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, OPPOSING HOUSE BILL 9 RELATING TO COMMUNITY REDEVELOPMENT AGENCIES; AND PROVIDING FOR AN EFFECTIVE DATE.

9. SALE OF DIXIE AND MLK PROPERTY (RC):

RESOLUTION No. 32-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING THE CITY MANAGER TO EXECUTE A REAL ESTATE SALES AGREEMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

END OF CONSENT CALENDAR

COMMISSION ACTION

10. CONTINUED FROM NOVEMBER 26, 2018 - SAILFISH BALLFIELD AND CITY GARAGE PROPERTY (RC):

RFP #2018-204; SALE (OR LONG TERM LEASE) AND DEVELOPMENT OF TWO CITY-OWNED PARCELS SAILFISH BALLFIELD AND CITY GARAGE PROPERTY.

11. LETTER OF TRANSMITTAL WITH CITY COMMENTS TO THE U.S. ARMY CORPS OF ENGINEERS FOR THE 2022 LOSOM:

RESOLUTION No. 29-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AUTHORIZING A LETTER OF TRANSMITTAL AND COMMENTS TO PROVIDE THE UNITED STATES ARMY CORPS OF ENGINEERS DURING THE PUBLIC SCOPING PROCESS FOR THE DEVELOPMENT OF THE 2022 LAKE OKEECHOBEE SYSTEM OPERATING MANUAL, PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

ORDINANCE FIRST READING

12. SAVANNAH PLACE APARTMENTS RPUD - FLUM AND RE-ZONING (QUASI-JUDICIAL)(RC):

ORDINANCE No: 2398-2019: AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AMENDING THE FUTURE LAND USE MAP OF THE CITY'S COMPREHENSIVE PLAN THEREBY ASSIGNING A FUTURE LAND USE DESIGNATION OF "MULTI-FAMILY RESIDENTIAL" FOR A 15.2 ACRE PARCEL ANNEXED BY ORDINANCE NO. 2348-2017, OWNED BY WERNER BOLS, LOCATED ON THE NORTH SIDE OF THE INTERSECTION OF N.E. SAVANNAH ROAD AND N.E. BAKER ROAD, WEST OF THE HOPE CENTER FOR AUTISM AND SOUTH OF JENSEN PARK ESTATES BOTH IN UNINCORPORATED MARTIN COUNTY, SAID LAND BEING MORE FULLY DESCRIBED IN EXHIBIT "A" ATTACHED; AND FURTHER PROVIDING THAT SAID LANDS SHALL CONCURRENTLY ESTABLISH THE SAVANNAH PLACE APARTMENTS RESIDENTIAL PLANNED UNIT DEVELOPMENT RPUD CONSISTING OF TWO HUNDRED EIGHTY (280) MULTI-FAMILY UNITS WITHIN SIX (6) INDIVIDUAL FOUR-STORY APARTMENT BUILDINGS; APPROVING A DEVELOPMENT SITE PLAN; PROVIDING FOR DEVELOPMENT CONDITIONS INCLUDING A TIMETABLE FOR DEVELOPMENT, DECLARING THE PLAN TO BE CONSISTANT WITH THE CITY'S COMPREHENSIVE PLAN; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

13. ESTABLISH BICYCLE PARKING AND DESIGN STANDARDS (RC):

ORDINANCE No. 2396-2019; AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER VI ENTITLED "6.01.05 BICYLE AND PEDESTRIAN ACCESS FOR LARGE COMMERCIAL DEVELOPMENTS" AND CREATING A SECTION OF CHAPTER VI ENTITLED "6.01.20. BICYCLE PARKING" THEREBY ESTABLISHING BICYCLE PARKING AND BICYCLE RACKS DESIGN STANDARDS; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

14. AMENDMENT TO LAND DEVELOPMENT CODE TO CREATE URBAN PUD AND EAST STUART PUD ZONING DESIGNATIONS (QUASI-JUDICIAL)(RC):

ORDINANCE No. 2401-2019; AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER II ENTITLED "ZONING DISTRCTS USES ALLOWED, DENSITY, INTENSITY" AND CREATING ADDITIONAL ZONING DISTRICT DESIGNATIONS OF URBAN PLANNED UNIT DEVELOPMENT AND EAST STUART PLANNED UNIT DEVELOPMENT; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

ORDINANCE SECOND READING

QUASI-JUDICIAL HEARINGS: *Some of the matters on the Agenda may be "quasi-judicial" in nature. City Commissioners will disclose all ex-parte communications, and may be subject to voir dire by any interested party regarding those communications. All witnesses testifying will be "sworn" prior to their testimony. However, the public is permitted to comment without being sworn. Unsworn testimony will be given appropriate weight and credibility by the City Commission.*

DISCUSSION AND DELIBERATION

ADJOURNMENT

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** Ryanne Cavo

Title of Item:

CHILDREN'S WEEK 3/24 - 3/29/19

Summary Explanation/Background Information on Agenda Request:

The Children's Week Committee has teamed up with statewide businesses and non-profit organizations, including the Early Learning Coalition of Indian River, Martin and Okeechobee Counties and other local organizations to expand the network of community involvement on a wide array of children and family issues at the local level.

Funding Source:

N/A

Recommended Action:

Issue the Proclamation

ATTACHMENTS:

	Description	Upload Date	Type
🗋	Proclamation - Children's Week	2/1/2019	Proclamation

PROCLAMATION
CHILDREN'S WEEK
MARCH 24 – MARCH 29, 2019

WHEREAS, the 24th Annual Children's Week celebrating Parents and Children will take place in Tallahassee from March 24, 2019 to March 29, 2019, bringing thousands of parents, children, professionals, policy makers, and community leaders together to share valuable knowledge and information about children's issues across the state and in our Capitol City; and

WHEREAS, the purpose of Children's Week is to create a shared vision of the State of Florida's commitment to its children and families and to engage a long-term process to develop and implement strategies; and

WHEREAS: the Children's Week Committee has teamed up with statewide businesses and non-profit organizations, including the Early Learning Coalition of Indian River, Martin and Okeechobee Counties and other local organizations to expand the network of community involvement on a wide array of children and family issues at the local level.

NOW, THEREFORE, I, Becky Bruner, Mayor of the City of Stuart, Florida do hereby proclaim March 24 – March 29, 2019 as

CHILDREN'S WEEK

in the City of Stuart, Florida.

IN WITNESS WHEREOF, I have hereto set my hand and caused the seal of the City of Stuart, Florida to be affixed this 11th day of March, 2019.

_____
REBECCA S. BRUNER
MAYOR

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** Pinal

Title of Item:

SECOND PRESENTATION BY THE MARTIN MPO AND MARLIN CONSULTANT REGARDING THE CITY OF STUART DOWNTOWN TRAM SYSTEM AND A 5-YEAR BUSINESS PLAN.

Summary Explanation/Background Information on Agenda Request:

The Martin Metropolitan Planning Organization (MPO) is continuing to assist the City of Stuart in evaluating the current downtown tram system and building a 5-Year business plan for the service.

Funding for the tram is limited as the Florida Department of Transportation (FDOT) grant that funds the tram system is expiring and cannot be renewed with the tram system's current operation. In order to be prepared for future funding, an in-depth look at the tram's operations and the development of a thorough business plan are important next steps.

This business plan will provide the decision-makers with the information to move forward and meet the goals of improved mobility and accessibility for downtown Stuart and understanding of funding for the immediate short-term (5 years). This is the second of two presentations. This presentation will focus on best practices, Tram objectives, funding sources and an alternatives cost analysis.

Funding Source:

N/A

Recommended Action:

No action required.

ATTACHMENTS:

	Description	Upload Date	Type
🗋	City of Stuart Tram Business Plan	2/25/2019	Attachment
🗋	Business Plan Appendices - Part 1	2/25/2019	Attachment
🗋	Business Plan Appendices - Part 2	2/25/2019	Attachment
🗋	Presentation	2/25/2019	Presentation



Spring
2019
Draft

CITY OF STUART

TRAM BUSINESS PLAN

PREPARED BY
MARLIN Engineering, Inc.
1700 NW 66th Avenue, Suite 106
Fort Lauderdale, FL 33313
954.870.5070 | www.marlinengineering.com

MARLIN

MARTIN MPO Metropolitan Planning Organization

Stuart TRAM STOP

CITY OF STUART

TRAM BUSINESS PLAN

DRAFT

DRAFT REPORT

Spring 2019

PREPARED FOR

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SUBCONSULTANT

Kittelson & Associates, Inc.

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Appendix F: FDOT Service Development Grant Guidelines
Appendix G: Tram Budget
Appendix H: Ridership Data

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EXECUTIVE SUMMARY

The Martin Metropolitan Planning Organization (MPO) is assisting the City of Stuart in evaluating the current downtown Tram system by providing professional services to review historic and existing operations, analyze current and projected costs and revenues and develop a five-year plan of activities to maintain and grow ridership for the Downtown Stuart Tram.

The results of our coordination, observations and analyses indicate that the system is highly successful, provides a critical link between parking and the downtown, is well embraced by the community and has been a key fixture contributing toward the charm and ambiance of Downtown Stuart.

Background

The City of Stuart is a city of approximately 15,593 residents *(Source: Census 2010)* located in Martin County, Florida. The Downtown is a charming old Florida style waterfront commercial district located on the St. Lucie River and is home to a mix of small shops, restaurants, and parks as well as a scenic riverwalk and a 500-seat historic theater.

In 2006, the Community Redevelopment Agency (CRA) purchased one fuel-powered Tram to relieve perceived parking issues and, what has now become the Downtown Stuart Tram, was initiated using Tax Increment Funds (TIF), a funding source unique to CRAs. The City of Stuart CRA has continued investing in the Tram to improve mobility and accessibility both as a way to reduce vehicular traffic and congestion and to stimulate economic development.

Initially, the Tram functioned as a demand-response service where an individual passenger could call the Tram directly, request pick up at their location, and ride to another location, all within the downtown area. This demand response system transported anyone who called to and from shops, restaurants, the theatre, and parking lots in the downtown district on a daily basis. The City also hosted a variety of special events throughout the year, bringing thousands of people to the area who utilized the Tram heavily during these events.

In 2010, the CRA adopted the Downtown Master Parking Plan and in 2012 the CRA purchased its second vehicle, an all-electric Tram. At this time the Tram service transitioned from a demand-response system to a micro-transit system offering eight scheduled stops around the Historic Downtown. A third electric Tram was purchased by the CRA in 2013. *(Source: City of Stuart Service Development Proposal)*

With this expansion, the CRA educated the public about the enhanced service through new signage, the City website, and a public relations campaign including email, brochures, news releases, and the CRA Facebook page. The CRA's relationship with the Stuart Main Street and the Downtown Business Association programs helped promote the Tram through their marketing materials as well as to employees to use the Tram and park at satellite parking areas. Today the Tram carries tens of thousands of riders per year and is a well-established asset enhancing the charm and mobility of downtown Stuart.

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Even though the current Tram has specified stops, for all practical purposes, it operates a flag-down, flex route service responding to on-demand requests in Downtown Stuart. The City has six vehicles, one gas and five electric, with varying passenger capacities. The Tram currently offers 14 stops in the downtown on 2.2 mile route, operates 7 days per week (Sunday 9:00 AM-5:00 PM, Monday-Wednesday 8:00 AM-8:00 PM, Thursday and Friday 8:00 PM-10:00 PM, and Saturday 9:00 AM-10:00 PM) and can shuttle passengers from four long-term satellite parking lots. One additional stop, the Kindred Street stop, is an on-call only stop. The Tram is co-located near Martin County Public Transit (Marty) stops at two locations (Kiwanis Park and at the corner of SE Ocean Boulevard and SE Hospital Avenue) and the Kindred Street stop is approximately 1/5 of a mile north of the Marty Route 1, US 1 stop. In 2017 the Tram was placed under the direction of the City Public Works Department after being previously under the CRA.

Currently, there is one team leader and 12 part-time drivers. The Tram route is run with 2 vehicles on the route. During special events a third Tram is added. The Tram also offers history tours on Tuesdays, Thursdays and Saturdays at 10:00 AM and 1:00 PM. The tours are 1 hour 20 minutes. The Tram is a free service to riders and drivers do not accept tips. Figure 1 shows the current routes and connectivity to the Martin County Public Transit (Marty) system and area park-and-ride lots. Figure 2 shows the current stops for the Stuart Tram from the City's marketing brochure.

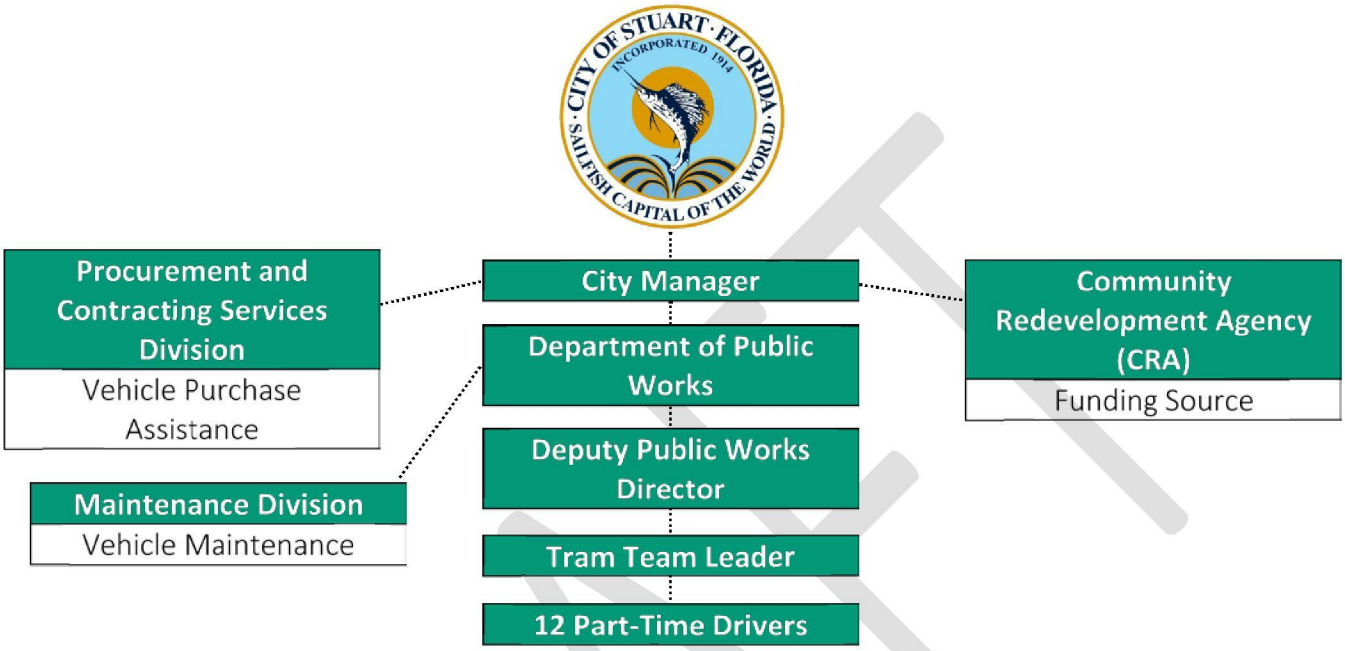
Figure 1. Stuart Tram Routes in Context with Marty Routes and Area Park-and-Ride Lots



Source: MARLIN Engineering Inc.

City of Stuart Tram

Organizational Chart



Business Plan Impetus

Tram capital, operating and maintenance costs have been addressed through the annual CRA and City budgeting process to date. As mentioned above, the CRA originally funded the Tram through a TIF program. In July 2016 the CRA received a Transit Development Grant from the Florida Department of Transportation (FDOT) District Four. The grant provided funding for 2 more vehicles and operating costs for three years through June of 2019.

The Tram system transported over 48,000 passengers in 2017. Funding for the Tram is limited as the FDOT grant is expiring and cannot be renewed with the Tram system's current operation. In order to be prepared for future funding, an in-depth look at the Tram's operations and the development of a thorough business plan are important next steps. This business plan will provide the decision-makers with the information to move forward and meet the goals of improved mobility and accessibility for downtown Stuart and an understanding of funding for the immediate short-term. The Martin Metropolitan Planning Organization (MPO) coordinated with the CRA and City on the concept of developing a multi-year business plan and subsequently has offered to provide consultant services. This business plan is the result of those discussions. It was agreed that the Tram should have a plan developed to sustain and potentially expand services over a five-year period.

In Section I the existing conditions in the City of Stuart are presented. In Section II, case studies from across the nation are researched with data including service characteristics, vehicles, information sources and funding. In Section III the alternative choices of investments in marketing, altering the routing, increasing service and emerging technologies are investigated. Table 5 shows the 5-year alternative cost analysis. In addition, the

existing and potential new funding sources are discussed in detail. In Section IV Transportation Network Companies (TNCs) and their impacts are presented. In Section V the Tram route infrastructure is inventoried. In Section VI the additional opportunities identified during the course of the study are listed. The Appendices contain the background materials.

Figure 2. Existing Routes and Stop Locations



Source: City of Stuart

Goals and Objectives

The Project Team coordinated with MPO and City staff to develop a goal statement and specific objectives to guide the plan for the next five (5) years.

Goal: Continue to Plan, Operate and Maintain the Downtown Stuart Tram consistent with a Vision of enhanced mobility and economic development for the Downtown Stuart Area.

The Goal is proposed to be accomplished by setting forth the following objectives to be achieved beginning this Fiscal Year (FY) 2019 through FY 2025 with annual updates:

- Improve Tram reliability, efficiency and effectiveness
- Assure fiscal stability through five (5) year budgeting

- Create a distinct and recognizable brand for the Tram
- Seek out and apply for grants and private sector participation
- Increase transit ridership levels by capturing traditional and new transportation markets
- Continue intergovernmental coordination with regional transportation authorities and the private sector to foster strong partnerships

The graphics below provide three planning horizons for the immediate future, the mid-term and the long-term of the Tram and the recommended actions for the City during these timeframes.

SHORT TERM – 2019

- 2019 - Continue to enhance, operate and maintain the Downtown Stuart Tram – Underway
- 2019 - Purchase new vehicle per FDOT Transit Service Development Grant 50/50 – Underway
- 2019 - Implement plan to extend service to Sailor's Return
- 2019 - Pilot a fixed route schedule
- 2019 - Define staffing – roles and responsibilities
- 2019 - Market service
- 2019 - Adopt a dynamic Five (5)-year Financial Plan that should be continuously updated
  - Initiate efforts to increase revenue stream
    - Increase CRA Funding based on historical growth in taxable value
    - Identify options for utilization of parking revenue
    - Advertising – vehicles and shelters
    - Special event fees
- Seek additional funding for 2019 and prepare and submit 2020 to 2025 Budget Plan

MID TERM – 2020-2021

- Maintain existing service levels
- 2020 – Implement and accrue revenues from:
  - Advertising
  - Special events
- 2020 - Coordinate with the CRA on implementation of parking fare infrastructure
- 2020 - Apply for a FDOT Intermodal Grant for a new shelter
- 2021 - Implement and accrue revenues from:
  - Parking
- 2021 - Implement FDOT Intermodal Grant and construct shelter
- 2021 – Research vehicle types for purchase of replacement in 2022
- Plan and prepare Annual Five (5)-year Budget Plans

LONG TERM – 2022-2025

- 2022 - Vehicle replacement
- 2022 - Prepare and submit FDOT Transit Service Development Grant Application for expanded service
- 2022 - Apply for FDOT Intermodal Grant for a new shelter
- 2023 - Implement FDOT Service Development Grant - purchase new vehicle, implement new service and market new service
- 2023 - Implement FDOT Intermodal Grant and construct shelter
- 2024 - Vehicle replacement
- 2024 - Increased advertising on new shelter and 3rd in-service vehicle
- 2024 - Apply for FDOT Intermodal Grant for a new shelter
- 2025 - Implement FDOT Intermodal Grant and construct shelter
- Plan and prepare Annual 5-year Budget Plans – plan shall include account for accommodation of expiration of FDOT Transit Service Development Grant

SECTION I. EXISTING CONDITIONS

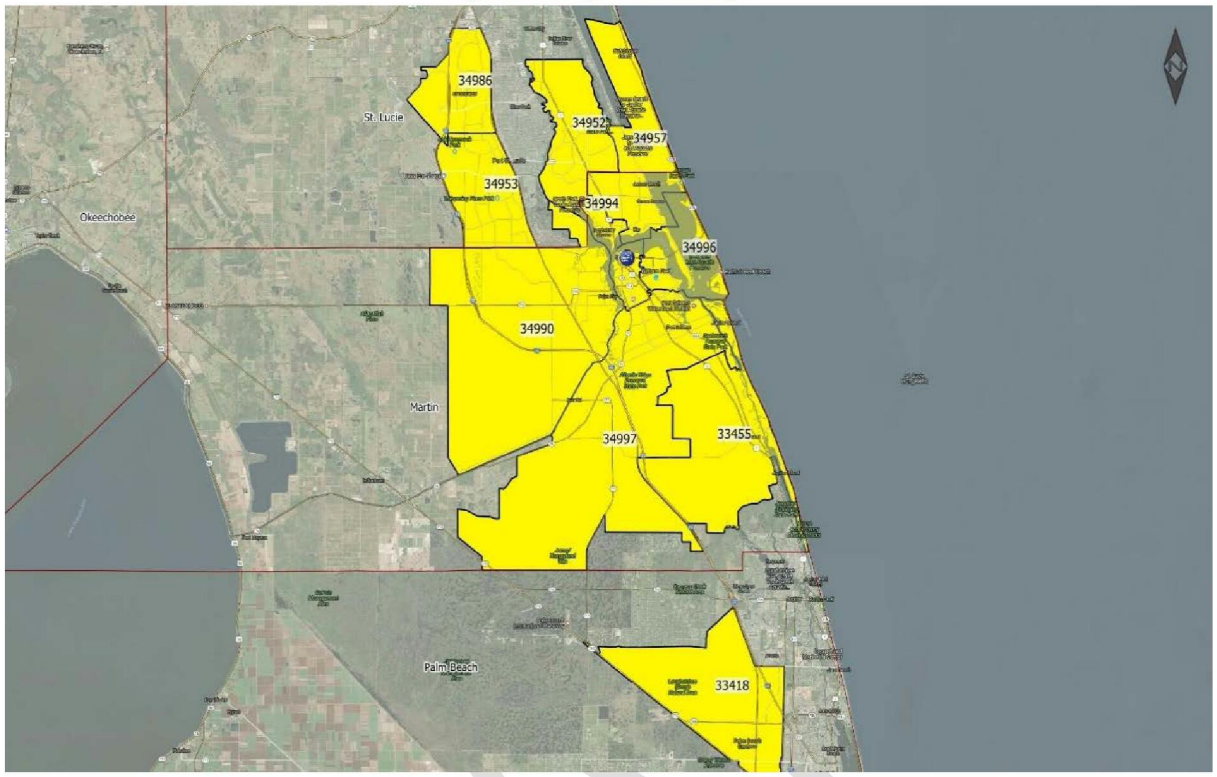
Downtown Survey Results

A survey was created in order to gain local insight into the Tram, its operations, customer satisfaction and usage. The MARLIN team visited Downtown Stuart on the afternoon of Sunday, October 14, 2018 during the Green Market and on the evening of Friday, December 7, 2018 during the Christmas parade, to talk to residents, business owners, employees and visitors and survey their opinions of the Tram. 81 surveys were taken.



The questionnaire had a series of six questions for non-Tram riders and 15 questions for those who rode the Tram at least one time. The first question asked the participant's zip code. The Tram was used by people throughout the Treasure Coast from northern Palm Beach County, Martin County and to Central and South St. Lucie County. We also heard from citizens that use the Tram that live right along the route and snowbirds visiting Stuart during the winter months.

Figure 3. Zip Code Map



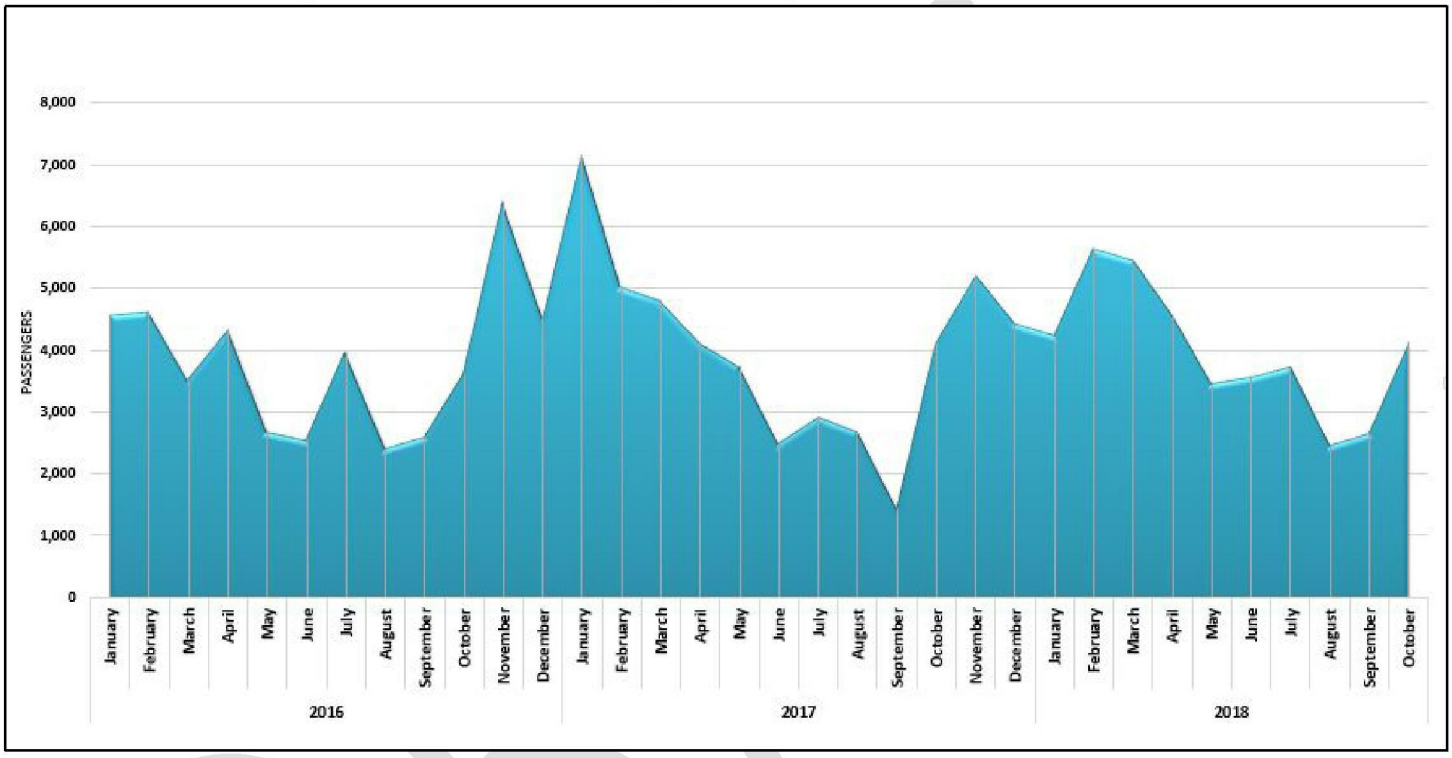
The survey highlights show key results indicating that connections to parking are a major part of the Tram's success as well as people just wanting to enjoy Downtown Stuart. The survey form and notes can be found in Appendix C.

Graphic to be added here

Tram Ridership Analysis

Tram ridership data for 2016, 2017 and January to October 2018 was obtained and analyzed. The data is collected manually by the drivers on a ridership sheet and includes passenger pickup by the closest stop and hour of the day. Figure 4 shows monthly ridership.

Figure 4. Stuart Tram Monthly Ridership Years 2016, 2017 and 2018



Source: City of Stuart

2017 monthly ridership shows September as the month with the lowest ridership. January 2017 is the month with the highest ridership. Overall the highest ridership months are January, February, October, November and December, coinciding with the City's tourist season.

For the past three years, 2016, 2017 and 2018, ridership has been increasing with 44,854 riders in 2016, 48,120 riders in 2017 and 39,941 riders through October 2018. This puts 2018 on track to exceed 2017 ridership with 4,438 average monthly passengers surpassing 2017's 4,010 average monthly passengers. Figures 5 and 6 show monthly ridership by year.

Figure 7 includes the stop activity for 2017. The most popular stops on the Tram route are City Hall and Haney Circle with 22,429 total riders in 2017 with Pelican/Flagler Park a close third. The least popular stops are Osceola and the School Board in 2017. Note that our field observations and discussions with passengers and the general public indicated that the stop locations are not well known. Many people did not know what stop they were

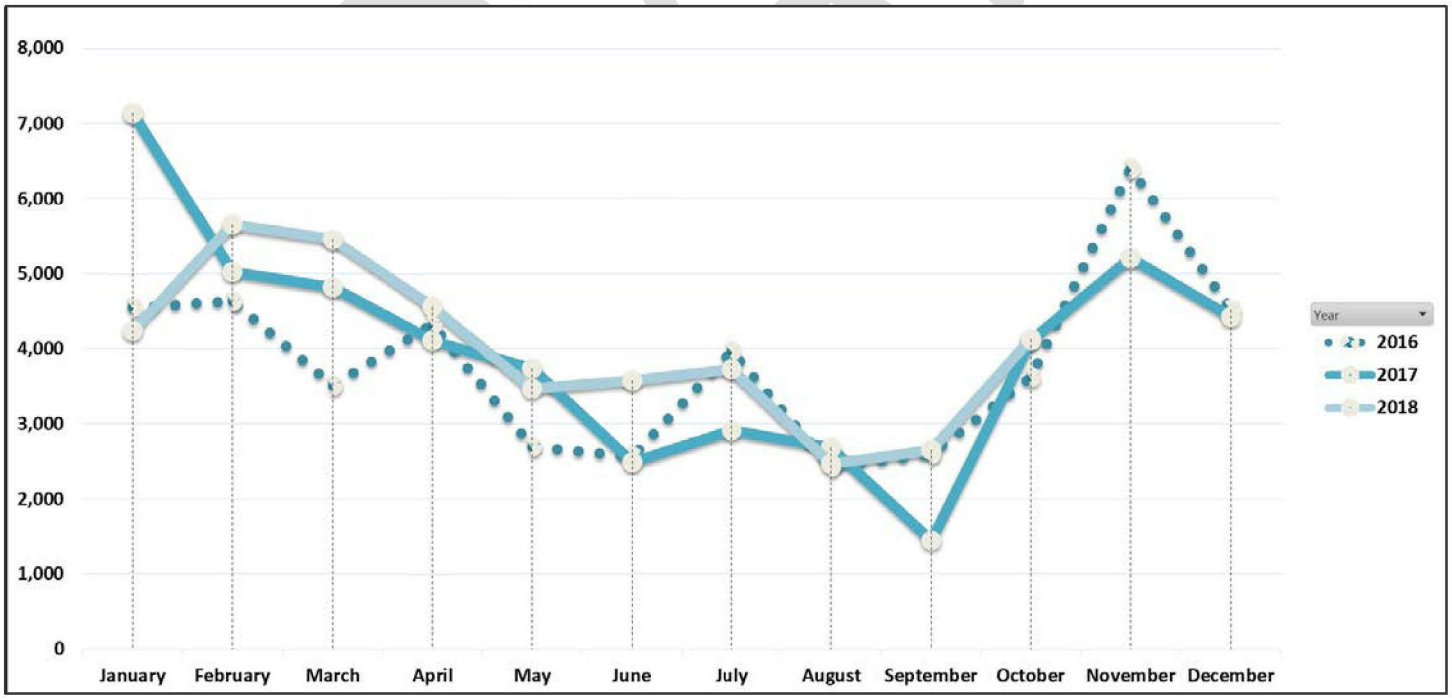
picked up and further indicated that they just wave down the Tram. As previously stated, the driver's boarding report provides the "nearest" pickup stop. Table 2 includes stop activity for 2016, 2017 and 2018.

Time of day data was also analyzed in Figure 8 to determine peak ridership times. The data clearly shows peaks at noon and 5:00 PM as well as high ridership during the hours before and after these peaks representing the lunch and dinner windows as well as the end of a 9:00 AM - 5:00 PM workday.

Table 1 provides an analysis of special event ridership for 2016, 2017 and through October 2018. The 2016 and 2017 analysis shows that the top 10 special event days represent 17.2% and 18.2% respectively. The top special event days include the Air Show, the Boat Show, community events and holidays. The highest ridership day was on November 5, 2016 for the Air Show, with 1,430 riders. During special events the City provides additional Trams and drivers with varied routing to accommodate the event.

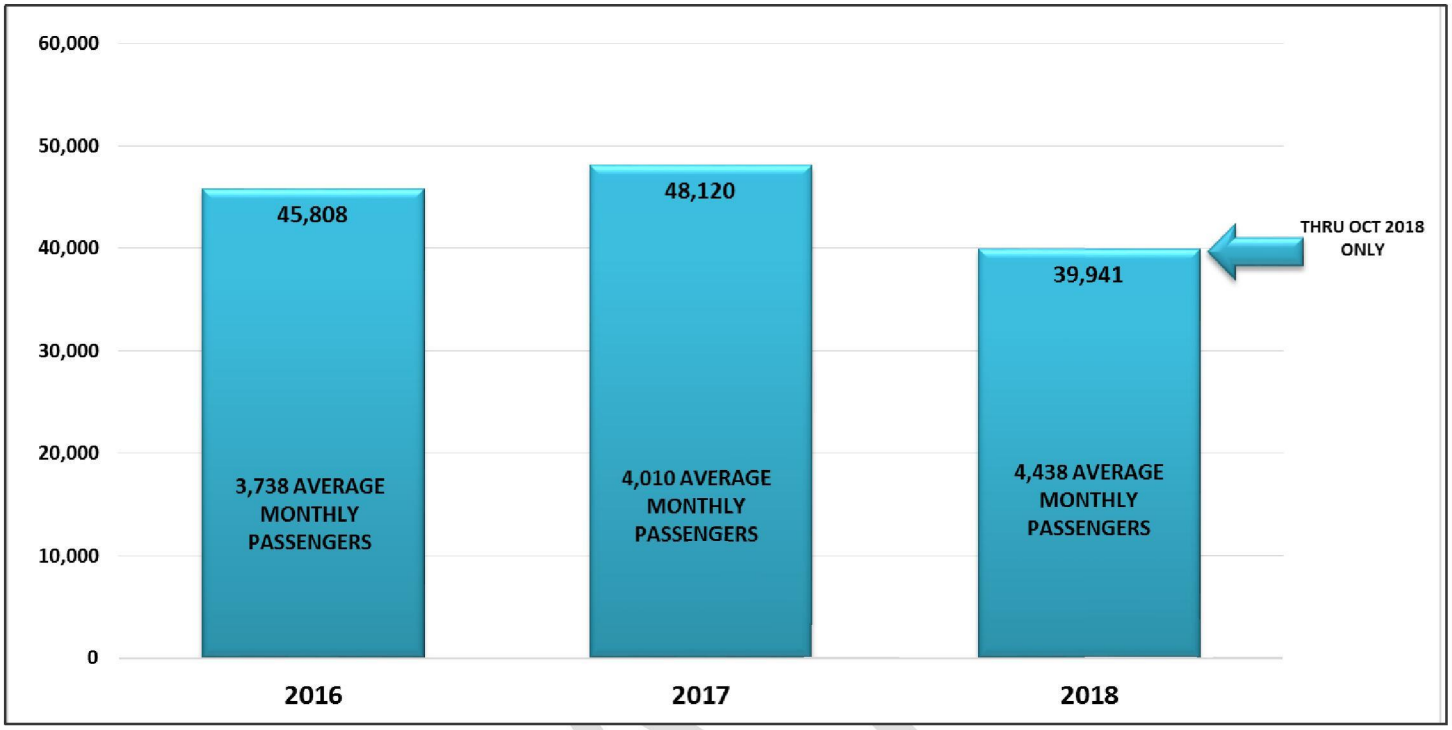
Marty ridership for 2017 was also reviewed at the Marty stops in proximity to the Stuart Tram route in Figure 9. The two Marty routes that are operated in proximity to the downtown are Route 3, (the Stuart Route) and Route 1, (the US 1 Route). The Tram is co-located at two Route 3 stops, at Kiwanis Park and at the corner of SE Ocean Boulevard and SE Hospital Avenue. Route 3 has a third stop near downtown at the corner of SE Martin Luther King Boulevard and SE Flagler Avenue and a fourth stop on SE Johnson Avenue just north of US 1. In addition, the Tram's Kindred Street stop is approximately 1/5 of a mile north of the Marty Route 1, US 1 stop.

Figure 5. Tram Passengers by Year



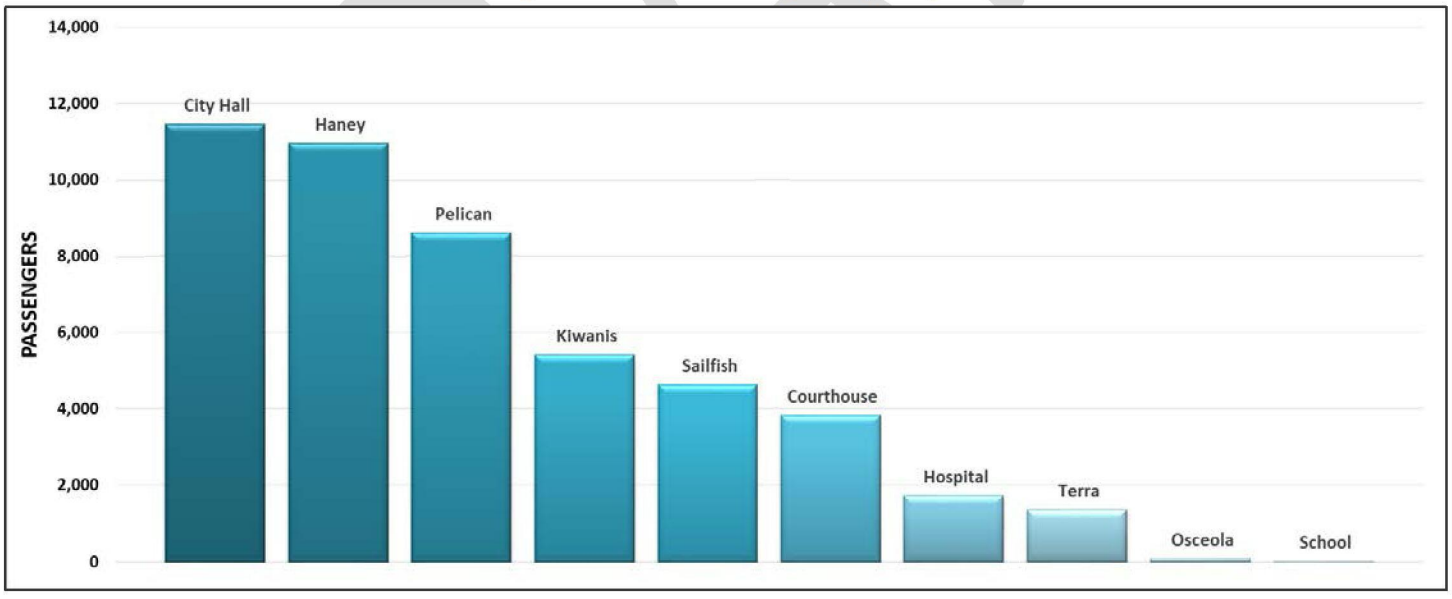
Source: City of Stuart

Figure 6. Downtown Stuart Tram Annual Ridership



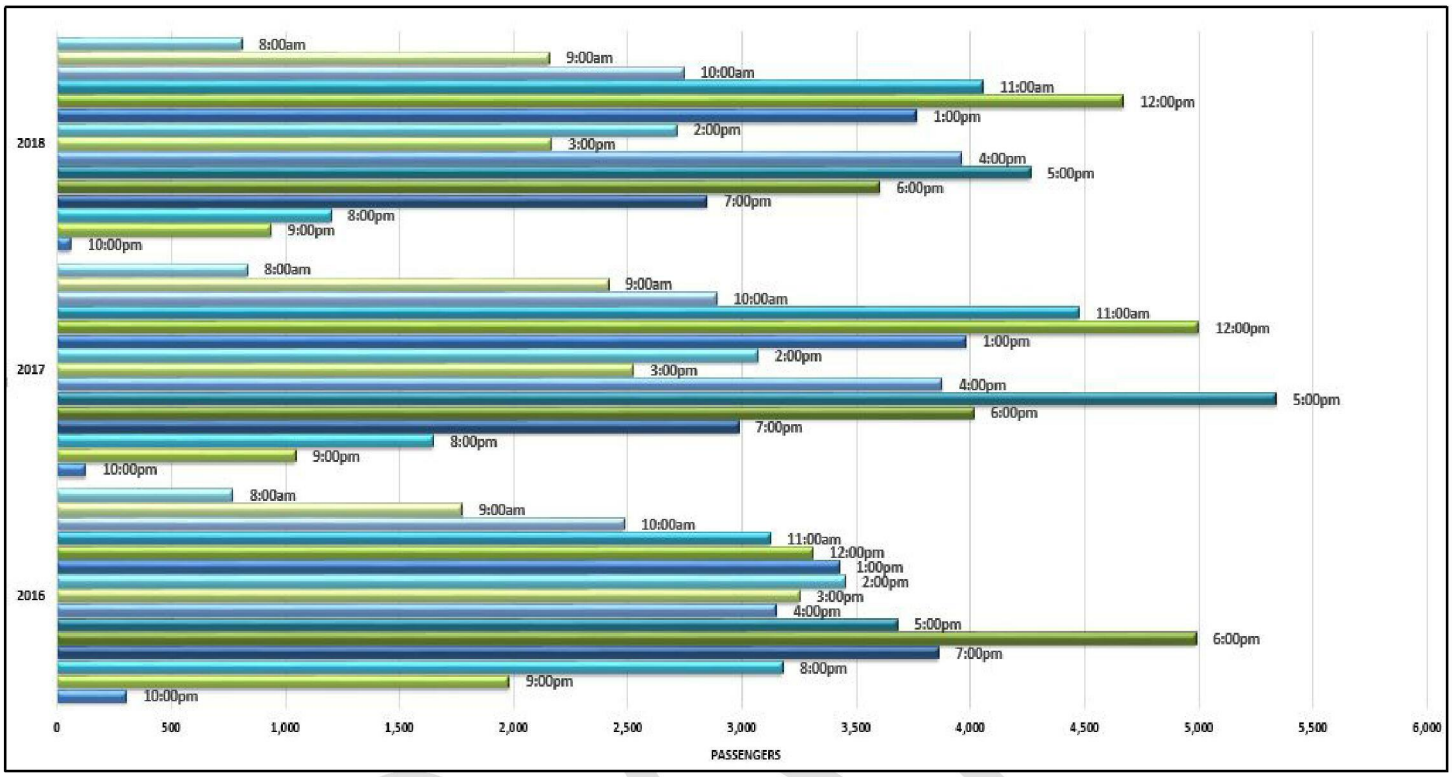
Source: City of Stuart

Figure 7. 2017 Passengers by Stop



Source: City of Stuart

Figure 8. Analysis of Time of Day Ridership



Note: 2018 data thru Oct.
Source: City of Stuart

Table 1. Special Event Ridership

Year	Date	Event	Total Day	% of Special Event Ridership/Year
2016	November 5, 2016	Air Show	1,430	
	November 6, 2016	Air Show	973	
	July 4, 2016	Independence Day	954	
	November 4, 2016	Air Show	949	
	January 16, 2016	Boat Show	775	
	January 17, 2016	Boat Show	760	
	October 31, 2016	Halloween	577	
	February 28, 2016	Craft Fair	494	
	February 27, 2016	Craft Fair	478	
	December 2, 2016	Parade	474	
2016 Total Special Event			**7,864**	**17.2%**
2016 Total Year			**45,808**	
2017	January 15, 2017	Boat Show	1,364	
	January 13, 2017	Boat Show	1,299	
	January 14, 2017	Boat Show	1,251	
	November 4, 2017	Air Show	1,112	
	October 31, 2017	Halloween	1,020	
	March 4, 2017	Jensen Beach Book Event	631	
	February 25, 2017	Arts Fest	579	
	August 19, 2017	Dancing in the Streets	549	
	December 19, 2017	Memorial Event	483	
	November 3, 2017	Air Show	470	
2017 Total Special Event			**8,758**	**18.2%**
2017 Total Year			**48,120**	
2018	May 12, 2018	Heritage Houses	785	
	October 20, 2018	Arts Fest	642	
	July 4, 2018	Independence Day	516	
	March 3, 2018	Book Fair	513	
	January 13, 2018	Boat Show	474	
	March 31, 2018	Baptist Picnic	445	
	February 24, 2018	Art Fest	437	
	October 27, 2018	Halloween Event	427	
	February 25, 2018	Art Fest	424	
	April 28, 2018	Sea Food Fest	415	
2018 Total Special Event *(Thru Oct Only)*			**5,078**	**12.7%**
2018 Total Year *(Thru Oct Only)*			**39,941**	
Total Special Event (2016-thru Oct 2018)			**21,700**	**16.2%**
Total Year(2016-thru Oct 2018)			**133,869**	

Source: City of Stuart

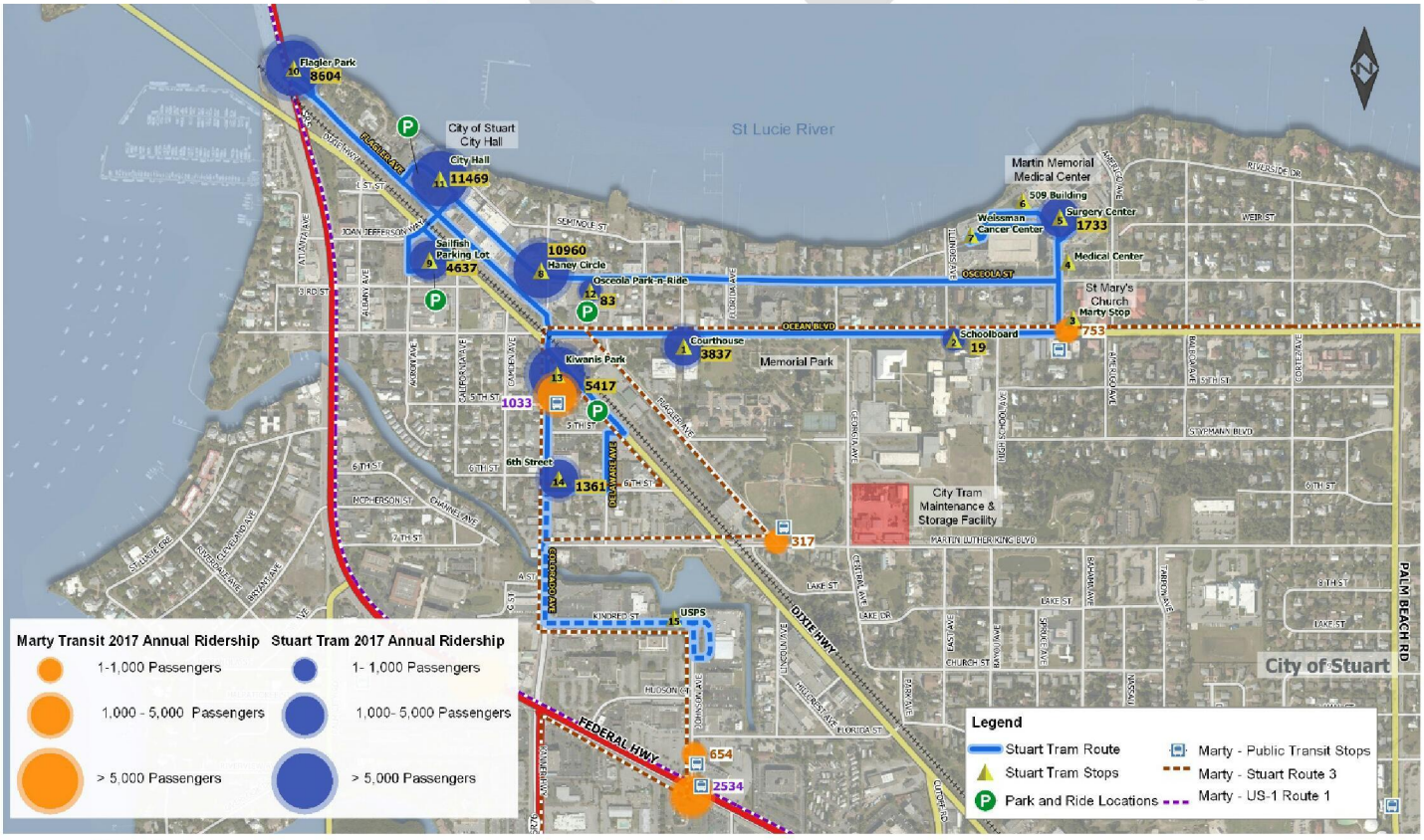
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Table 2. Ridership by Stop

Tram Stop	2016	2017	2018	Grand Total
City Hall	10,205	11,469	8,723	**30,397**
Haney	10,522	10,960	8,721	**30,203**
Pelican	7,584	8,604	8,730	**24,918**
Kiwanis	2,644	5,417	5,265	**13,326**
Sailfish	2,655	4,637	4,684	**11,976**
Hospital	1,218	1,733	2,218	**5,169**
Courthouse	457	3,837	201	**4,495**
Terra	815	1,361	1,328	**3,504**
Osceola	355	83		**438**
School	3,157	19		**3,176**
Total	**39,612**	**48,120**	**39,870**	**127,602**

Source: City of Stuart

Figure 9. 2017 Marty and Stuart Tram Ridership



Source: MARLIN Engineering Inc.

Fleet Conditions

The Tram currently has six vehicles, one gas and five electric, with varying passenger capacities. All are in good condition. The Expected Remaining Years were determined assuming a 10-year vehicle lifespan and determines

the year a replacement Tram would be needed. Staff stated that the vehicle charge will last 50-80 miles (+/- 8 hours) per charge with the vehicles averaging 13 miles per hour. As the Tram picks up more riders (weight), the battery life wears down at a faster rate. Table 3 provides a description of the vehicle inventory.

Table 3. Vehicle Inventory

Unit #	Vehicle Description	Passenger Capacity	Wheelchair Ramp	Operating System	Operating Voltage	Mileage/Hrs (Oct 2018)	Vehicle Condition	Expected Remaining Years	Replacement Tram Needed
MTS1	2007 Club Car	10	Yes	Gas	N/A	12,204 Hrs	Good	1	2019
MTS2	2012 Moto electric	11	Yes	Electric	72v	95,144 miles	Good	4	2022
MTS3	2014 Moto electric	15	No	Electric	72v	45,523 miles	Good	6	2024
MTS4	2016 Moto electric	11	Yes	Electric	72v	33,947 miles	Good	8	2026
MTS5	2016 Moto electric	11	Yes	Electric	72v	32,222 miles	Good	8	2026
MTS6	2017 Moto electric	23	No	Electric	72v	9,590 miles	Good	9	2027
Trailer		10							

Source: City of Stuart



MTS1



MTS2



MTS3



MTS4



MTS5



MTS6



Trailer

Four of the vehicles have a manual wheel chair ramp that can be unhooked by the driver upon request. The electric vehicles have a solar panel assist on top of each vehicle providing a minimal amount of extra power. The

vehicles undergo regular maintenance and the batteries (lead-acid) have an average lifespan of 2.5 years. At a cost of $1,450 per 12-battery set, a Tram will go through a set of batteries four or more times during its lifespan. Another battery technology the City has begun to review is lithium ion batteries. These are more expensive at $7,000 per 12-battery set, plus vehicle retrofits and chargers. The benefits of these more expensive batteries are being investigated.

Environmental Benefits

Using the data from the survey discussed in Section I, 26% of people would have driven if the Tram were not available. Applying that rate to 2017 Tram ridership, shows 12,511 riders would have driven if the Tram were not available. Assuming each driver drove ½ mile looking for parking and parking downtown, in 2017 the Tram saved 6,255 miles of driving, resulting in improved downtown air quality and a savings of approximately 2.3 metric tons of CO2. *(Source: https://www.carbonfootprint.com/calculator.aspx)*

Interviews and Site Visits

In addition to the surveys, interviews were conducted with representatives from the Stuart Boat Show, the Downtown Business Association, Stuart Main Street, the Chamber of Commerce, Molly's House, St. Mary's Episcopal Church, as well as with downtown businesses, Tram drivers, and a Marty driver. In addition, MARLIN staff made numerous visits to the downtown to ride and observe the Tram at various times.

The Tram drivers all fulfilled their reputations as friendly and knowledgeable. They shared their efforts in meeting riders at their locations when riders called the Tram phone number as well as offering rides to those along the route. During special events the drivers would remain stationed at various stop locations when not servicing riders in order to conserve battery. Marty drivers are extremely knowledgeable of the history and character of Stuart and are known for giving impromptu narration of local attractions with thoughtful interaction with the passengers.

- The Boat Show representative was interested in further coordination with City as they sold 18,000 tickets to the 2018 Boat Show.
- Others spoke about the perception of unreliability for the Tram while also acknowledging the importance of the Tram as an asset to the City for tourism and local mobility.
- As merchants have employees park at the park-and-ride lots and take the Tram, this frees up parking near the businesses.
- The Tram is a great aid to counter the mindset that there is no parking available downtown.
- Interviewees emphasized the Tram's value to tourism, but spoke of opportunities for getting the word out and improving reliability to capture new riders.

During both survey days, instances of a Tram being removed from the route due to low battery charge were observed. Interview notes can be found in the Appendix D.

Existing Budget

Although the Tram has 14 specified stops, the Tram currently operates as a flag down, flex-route service utilizing 6 vehicles and 12 drivers. Maintenance, management and administration are provided by City staff. The recently ended Fiscal Year (FY) 2018 (October 2017-September 2018) budget for Micro-Transit Operation was $181,372. Each year is broken down into personal services, operating expenses and capital outlay. Personal services include salaries and benefits. Operating expenses include phones, electricity, insurance, printing, repair and maintenance including battery purchases, office supplies, fuel, GPS and app and uniforms. Capital outlay includes the cost of the Trams. Table 4 shows the Tram budget for fiscal years 2014-2019.

Table 4. City of Stuart - Tram Budget

Micro-Transit Operations	FY2014**	FY2015**	FY2016**	FY2017***	FY2018***	FY2019***
Personal Services				136,882	150,279	150,965
Operating Expenses	22,607	21,060	28,197	10,864	31,093	29,806
Capital Outlay	30,000	97,000	0	29,943	0	35,000
Total	**$52,607**	**$88,060**	**$28,197**	**$177,689**	**$181,372**	**$215,771**

*** Tram Budget under CRA*

**** City of Stuart Micro Transit Operations budget*

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SECTION II. CASE STUDIES

This Section describes different microtransit services from around the U.S. and lessons learned from the experiences of operating those services. This information was compiled from multiple sources, including the operators' web sites and reports and various news articles.

Main Street Trolley (Park City, UT)

Service Characteristics

Main Street Trolley is operated by Park City Transit, the City-operated public transit service. The Trolley serves downtown Park City seven days a week from 10:00 AM to 11:00 PM at approximately 15-minute headways. The Trolley is free to ride and typically serves tourists and special event attendees. Riders can request service by waiting at Trolley stops (which are demarcated with signs) or flagging down the Trolley anywhere along its route. Annual ridership in 2014 was 70,993.

Vehicles

There is one Trolley vehicle in the Park City Transit fleet. The Trolley vehicle is a replica trolley bus that has 30 seats and runs on clean (ultra-low sulfur) diesel.

Information Sources

Trolley information is available via the Park City Transit web site (https://www.parkcity.org/departments/transit-bus/routes-schedules), a real-time bus location tracker, Google Transit, and an app.

Funding

The Trolley relies on Section 5309 funds, local match from the City, and Park City Transit's overall system funding (including funds from a mass transit sales tax, resort tax, business licenses, bus advertising, donations, County contributions, and night rental license fees).



Main Street Trolley Vehicle

Source: https://www.visitparkcity.com/blog/post/introducing-park-citys-new-ride/

i-Ride/Gotcha (Sarasota, FL)

Service Characteristics

i-Ride was launched in March 2017 and was originally operated by Gotcha Group for the City of Sarasota. It was fare-free and served downtown Sarasota seven days a week from 12:00 PM-11:00 PM Riders included residents and tourists. Riders could request service by flagging down vehicles or calling. Between March 2017 and March 2018, i-Ride served 47,000 riders.

In August 2018, the operator contract was terminated. Starting in January 2019, the service will operate independently of City support under the Gotcha brand and will provide trips for a flat fare of $3.00 (payable only via credit card or the service's app) after the first week of resumed service. The contract with the City was terminated because the i-Ride service was not self-sustaining with the inclusion of driver wages. (In the original forecasts, drivers were to be paid via tips only, but tips turned out to be inadequate. The shortfall in the first year of i-Ride operations was $85,000.) Gotcha's CEO stated in August 2018 that similar services operated by the company nationwide are not financially independent.

Vehicles

Gotcha uses electric golf carts that seat seven (including the driver). Gotcha also operates e-bikes and e-scooters. During i-Ride operations, three of the seven vehicles in the fleet ran in peak operations.

Information Sources

Information about the current service is available via Gotcha's web site (https://ridegotcha.com/ride/) and an app.

Funding

The City of Sarasota provided a $340,000 City subsidy to cover the first two years of i-Ride operations (starting with a March 2017 launch). i-Ride service relied on on-vehicle ads but the Gotcha service will not.



i-Ride Vehicle

Source: https://www.yourobserver.com/article/city-strikes-deal-with-downtown-transit-operator



Gotcha Vehicle

Source: https://ridegotcha.com/location/sarasota/

Freebee (Miami, FL)

Service Characteristics

Freebee is operated by a private company of the same name and serves six districts in Miami as well as Coconut Grove, Coral Gables, Key Biscayne, Islamorada, Miami Beach, and Miami Lakes. Service is planned for Pinecrest. Service days and hours are shown in the table below. Rides are free. The service started as an ad-supported transportation option in South Beach. Riders typically use the service to circulate within each service area for work or recreational trip purposes.

Freebee Service Days and Hours

Service Area	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Miami	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-2:00 PM	11:00 AM-2:00 PM
Coconut Grove	11:00 AM-8:00 PM	11:00 AM-8:00 PM	11:00 AM-8:00 PM	11:00 AM-8:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM
Coral Gables	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM	11:00 AM-11:00 PM
Key Biscayne	8:00 AM-8:00 PM	8:00 AM-8:00 PM	8:00 AM-8:00 PM	8:00 AM-8:00 PM	8:00 AM-8:00 PM	8:00 AM-10:00 PM	10:00 AM-10:00 PM
Islamorada	11:00 AM-8:00 PM	No Service	No Service	No Service	4:00 PM-12:00 AM	4:00 PM-12:00 AM	12:00 PM-12:00 AM
Miami Beach	12:00 PM-2:00 AM	12:00 PM-12:00 AM	12:00 PM-12:00 AM	12:00 PM-12:00 AM	12:00 PM-2:00 AM	12:00 PM-2:00 AM	12:00 PM-2:00 AM
Miami Lakes	10:00 AM-2:00 PM	8:00 AM-3:00 PM	8:00 AM-3:00 PM	8:00 AM-3:00 PM	8:00 AM-3:00 PM	8:00 AM-3:00 PM	No Service
Pinecrest	No Service	7:00 AM-7:00 PM	7:00 AM-7:00 PM	7:00 AM-7:00 PM	7:00 AM-7:00 PM	7:00 AM-7:00 PM	4:00 PM-10:00 PM

Vehicles

Freebee uses electric golf carts that seat six (including the driver). The vehicles include mini HD televisions and audio systems.

Freebee service started in South Beach with a fleet of six vehicles. The 2014 fleet for all service areas consisted of 20 vehicles, and the 2017 fleet consisted of more than 40 vehicles.

Information Sources

Information about Freebee service is available from the Freebee web site (https://ridefreebee.com/), an app, and signage in the service area.

Funding

Freebee services are funded differently in different service areas. In some service areas, the city subsidizes part of the cost and advertisers fund the rest. Ads include on-vehicle ads, mobile ads, and brand promotion by drivers. In some service areas, sponsorships cover the entirety of the cost. Drivers are allowed to accept tips.



Freebee Vehicle
Source: https://www.miamiherald.com/news/business/technology/article207422894.html





Freebee Vehicle with Alternative Door Design
Source: https://ridefreebee.com/

Downtowner (Tampa, FL)

Service Characteristics

The Downtowner is an on-demand service that has operated in downtown Tampa since 2016. It currently operates Monday through Thursday from 7:00 AM-9:00 PM, Friday from 7:00 AM-10:00 PM, Saturday from 12:00 PM-10:00 PM, and Sunday from 12:00 PM-8:00 PM Prior to September 2018, the service operated from 6:00 AM-10:00 PM on weekdays and from 11:00 AM-11:00 PM on weekends; service was cut in September 2018 due to a 20% budget shortfall after the loss of a grant. Riders request rides by flagging down vehicles or via an app. The service was extended to Tampa Heights in October 2018.

The Downtowner carried 329,000 riders in its first two years. In 2017, it carried approximately 500 riders per day. In August 2018, it carried an average of 540 riders per day, with peak demand occurring during the rush hours and lunch. The typical user is a commuter, including travelers making first-mile/last-mile connections at Marion

Transit Center, but the service is also used for trips to and from entertainment uses. The average wait time for a trip was 26 minutes in 2017 and 2018.

In June 2018, there were discussions about having HART take over operations in 2019, as HART's ends its In-Towner trolley service.

Vehicles

In 2017, the Downtowner used Polaris Global Electric Motorcars (GEM) mini-shuttles (electric, with six seats) and two Chevy Bolts (electric, with five seats). In 2018, Tesla Model X SUVs (electric, with six seats) were introduced in partnership with HART on a temporary basis to increase vehicle range, offer air conditioning, and decrease wait times. Downtowner started with a fleet of 12 GEM mini-shuttles (eight used during peak periods) in 2016.

Information Sources

Information about the Downtowner is available via the Tampa Downtown Partnership web site (https://www.tampasdowntown.com/getting-around/downtowner-ride-service/) and an app. On the web site, Downtowner service is classified as "Ride Service" rather than "Public Transportation."

Funding

The Downtowner relies on three funding partners (the Tampa Downtown Partnership, the City of Tampa, and HART) and supporters who include downtown hotels, businesses, developers and the University of Tampa. The operating partners have considered introducing on-vehicle ads and allowing drivers to accept tips. The service costs approximately $1 million per year to run. Initial funding included $560,000 from community development funds and $450,000 (over three years) from FDOT. Downtown stakeholders also make contributions.



Downtowner Vehicle (Chevy Bolt)
Source: http://ridedowntowner.com/

eShuttle (Austin, TX)

Service Characteristics

eShuttle was operated by Electric Cab of North America (ECNA). It served three activity centers in Austin, including downtown Austin, the Domain activity center, and the Mueller activity center. Rides were free as part of pilot implementations that ended in late 2018. Service in Austin and the Domain operated seven days a week, from 6:30 AM-7:00 PM in downtown and from 6:00 AM-7:00 PM in the Domain. Service in Mueller operated Monday through Friday from 8:00 AM-8:00 PM and Sunday from 10:00 AM-3:00 PM (The Mueller service did not operate on Saturdays). Riders could request service by flagging down vehicles, calling, or using an app.

The services operated as flex routes, which means they followed a route but drivers were allowed to pick up and drop off passengers off the route so long as they remained in the service area. The downtown service carried 1,173 riders in its first month. In 2018, peak demand in downtown was from 4:00 PM-5:00 PM, and 46.9% of trips were commute trips. In the Domain, 20% of trips were used to get to work.

Austin's transit agency, Capital Metro, is planning a driverless shuttle pilot program in downtown Austin. This service would include six electric driverless shuttles operating between four downtown destinations. According to the Austin American-Stateman, similar pilot efforts are underway in Las Vegas and Ann Arbor.

Vehicles

eShuttle used electric golf carts for six occupants (including the driver). The Mueller service used a fleet of two vehicles.

Information Sources

Information is available from the operator's web page and app (https://ecabna.com/) and from partners (https://www.pecanstreet.org/work/transportation/).

Funding

Initial funding for service in the three activity centers was provided via a $1,000,000 U.S. Department of Energy Vehicle Technology Program grant, a partnership with Capital Metro, and a local water and energy research advocacy company. Some funding was provided by on-vehicle ads. ECNA has talked to businesses about private partnerships to continue services. Private bookings were available.

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Domain eShuttle Vehicle
Source: https://communityimpact.com/austin/northwest-austin/environment/2018/02/15/free-electric-cab-service-expands-downtown-austin-sees-success-domain-northside/

Free Ride Everywhere Downtown (San Diego, CA)

Service Characteristics

Free Ride Everywhere Downtown (FRED) is operated by Free Ride and managed by Civic San Diego, the City's downtown development agency. FRED was launched in San Diego in 2014. In 2016, it operated from 7:00 AM-9:00 PM Monday through Thursday, from 7:00 AM-12:00 AM Friday, from 8:00 AM-12:00 AM Saturday, and from 9:00 AM-9:00 PM Sunday. It currently operates from 12:00 PM-9:00 PM every day. In August 2017, FRED carried 12,500 riders. A September 2018 news article projected that FRED would carry 170,000 riders by the end of 2018. The service is used by residents, workers, and visitors. Rides are free.

The service started with five vehicles in 2014. It had 17 vehicles in November 2017, and it is planned to have 30 vehicles by 2020. Company founders reported in 2017 that drivers were not available to pick up would-be riders up to 50% of the time, particularly during peak periods (i.e., the evening rush hour). The expanded fleet is expected to allow FRED to accept 100% of rider requests. The pick-up time goal is 8 minutes.

Vehicles

FRED uses electric golf carts that seat six (including the driver). Future plans include upgrading some of the existing fleet to a longer-running lithium ion battery.

Information Sources

Riders can request service via an app or flag down a vehicle. Priority is given to app requests. FRED's web site is http://thefreeride.com/san-diego.php

Funding

The original FRED was funded by on-vehicle ads. In 2016, some funding was provided by the downtown San Diego development agency, though the service is supposed to rely on ad revenue to the extent possible. The downtown development agency funding consisted of $500,000 from downtown parking meter revenue, which comprised

$200,000 for 10 new vehicles and $300,000 for vehicle storage, charging stations, and start-up costs. $2 million was set aside in 2016 for the next five years of operations. Drivers are paid a wage and benefits and are allowed to accept tips.

In 2017, ad revenue provided $212,000 of the service's $1.6 million budget. After service expansion in 2020, the service is anticipated to cost $2.4 million per year, and ad revenue is expected to provide up to $1.2 million of that due to the increased number of vehicles and an increased level of advertising.

The downtown development agency has pursued funding from the California Greenhouse Gas Reduction Fund, the California Air Resources Board (not awarded), and the California Department of Conservation, and the San Diego Association of Governments (not awarded). The agency has coordinated with the Port of San Diego and the City of San Diego to discuss service area expansion and use of parking revenues.



FRED Vehicle
Source: https://www.voiceofsandiego.org/topics/government/downtowns-free-transit-service-is-san-diegos-most-expensive-by-far/

Eco-Friendly Rides on Green Shuttles (Dallas, TX)

Service Characteristics

Eco-Friendly Rides on Green Shuttles (E-FROGS) is operated by a private company of the same name. It serves seven districts in Dallas, including downtown Dallas. Service is currently available seven days a week from 7:00 AM-11:00 PM. The service was launched in 2010, and it operated only after 5:00 PM in 2011. Rides are free. E-FROGS has a pick-up time goal of 15 minutes. In March 2018, the service provided 100-150 rides per day.

E-FROGS is typically used by visitors of entertainment districts, downtown employees, tourists, and special events attendees. In addition to providing on-demand service within the service area, shuttles can be rented for special events, and riders can book specialized tours of Dallas (e.g., history tours and brewery tours). The specialized tours are offered in partnership with the City, and their prices are $25 to $85 per adult, depending on the tour.

Vehicles

The service uses GEM e4 and e6 electric golf carts that seat six (including the driver). Doors were added to the vehicles in 2015 to create more space for on-vehicle ads. When not in use, the vehicles are parked in highly visible locations for advertising purposes. The service started with a fleet of three vehicles and had a fleet of six vehicles in 2011.

Information Sources

Rides can be requested by phone, text, or app. Information about the service is available on the E-FROGS web site (http://www.efrogsdallas.net/) and from partner web sites (such as http://www.dallasartsdistrict.org/plan-your-visit/e-frog/).

Funding

The service is funded by on-vehicle ads, tips, and private rentals. In March 2018, ads provided 60% of revenue, corporate services (group rentals and special events rentals) provided 20% of revenue, and city tours and tips provided 20% of revenue. There is no marketing budget; E-FROGS is publicized by word-of-mouth and partner organizations.

The Dallas Morning News reported in 2011 that the service was launched with a $20,000 investment and three vehicles. Fares could not be charged due to a City prohibition on charging fares for electric golf carts. In 2011, typical tips ranged from $5 to $20 depending on the size of group using the vehicle.



E-FROGS Vehicle
Source: https://www.dmagazine.com/business-economy/2018/03/how-tip-based-shuttle-service-efrogs-makes-money

Observations from the Microtransit Service Case Studies

- Driver tips, while helpful, might not provide substantial funds to support operations.
- Subsidies are likely to be necessary to kick off a service expansion (e.g., to cover the cost of new vehicles, infrastructure at new stops, etc.).
- Specialized tours might provide a significant revenue source as well as a visitor-friendly amenity.

- If on-vehicle ads are used to fund service, the ads are likely to be more prominent as the ad portion of the budget increases.
- Maximizing on-vehicle ad revenue is likely to require maximizing the amount of space available for on-vehicle ads.
- Advertising could also include stop branding, giveaways, and promotion by drivers.
- Environmental agencies such as the U.S. Department of Energy might be viable sources of grant funding.
- Vehicles not in service at the time might be parked in visible locations for marketing purposes.
- It can be difficult to find current information about a microtransit service when the service is re-structured or re-branded (e.g., when a pilot effort concludes). Web sites and other information sources must be kept up-to-date.
- Budgeting should consider publicizing the service.

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SECTION III. ALTERNATIVES AND EXISTING AND POTENTIAL FUNDING

Alternatives

Marketing

The need for marketing was an issue that came up throughout the development of the Business Plan. During the survey, many had not heard of the Tram and others had suggestions on how best to get the word out. During interviews, the interviewees made recommendations for additional marketing and coordination. Good marketing cost money, so it is only prudent to include marketing ideas and the potential costs of a robust marketing effort within a comprehensive Business Plan.

Case studies continuously provide evidence on how marketing for public sector services yields many benefits. Philip Kotler, author of *Marketing in the Public Sector: A Road Map to improved performance* states:

"Marketing is much more than advertising; it is about knowing your customers, partners and competitors; segmenting targeting and positioning; communicating persuasively; innovation and launching new services and programs; developing effective delivery channels; forming partnerships and strategic alliances; and pricing/cost recovery. Marketing turns out to be the best planning platform for a public agency that wants to meet citizens' needs and deliver real value. In the private sector, marketing's mantra is customer value and satisfaction. In the public sector, it is citizen value and satisfaction. Government can deliver more quality, speed, efficiency, convenience and fairness to its citizens by using the marketing approach."

In the 2019 Tram budget there are no designated marketing funds. The budget includes funds for a GPS monitoring system budgeted at $5,000 for the year and includes updates to the app. The app allows users who have downloaded the app access to view the location, in real time, of the Tram. Phone service is budgeted at $1,000 and includes two phone numbers for riders to call the drivers to request pickup. Office supplies are budgeted at $400 and include the needs of the office and limited printing of brochures and materials.

The City is currently undergoing a comprehensive website overhaul. This will be an opportunity to inform website visitors of the Tram and its availability.

Ideas that were received during the development of the business plan include:

- Have a Tram ambassador at special events to market and inform attendees about the Tram
- Additional and improved signage and wayfinding which will lead riders to the Tram
- Additional marketing to local businesses for employees to park at park-and-ride locations and take the Tram to work
- Informative targeted kiosks and outreach at key locations such as the Hospital, School Board, and Courthouse
- Include Tram information with the water bill
- Additional signage for the Tram
- Provide more materials and handouts about the Tram to local businesses
- Opportunity for Tram representatives to speak at Chamber of Commerce monthly luncheon
- Coordinate with the Martin MPO to share Tram information at events in the community

- Coordinate with Marty for joint marketing opportunities
- Market to Lyric Theater members

Routing

Alternate Scenario One in Table 5 continues with the existing level of service.

Pilot

The City of Stuart will be implementing a pilot on March 1, 2019, in an effort to transition the Tram from an on-call service to a set route with regular stops and headways. The pilot is based on the recommendations from the Walker Parking Study and a focus on improving the reliability of the Tram. In order to maintain timely headways (10-15 minutes) staff have identified two new routes. Figure 10 shows the maps for the new routes and schedule. The least utilized stops on the existing route are at the Hospital, the 6th Street stop, and the School Board and have been deleted from the route with this new routing.

One of the routes will be expanded to cross US 1 to service the Bed and Breakfasts and Sunset Bay Marina at Sailor Return. In the past the Tram had traveled across US 1 to service Sailors Return. However, the Trams were not licensed for travel on state roadways and service was discontinued. As of the Fall of 2018, the Tram vehicles are now state-licensed. With this new routing system, the routing would need to have scheduled milestones throughout the day to maintain service. Drivers would also need to be trained on the new route and timing. Currently drivers leave the route to service on call riders. In order to share this new routing and operation, the Tram would benefit from a robust marketing campaign including tailored signage and wayfinding and new materials.

The Trams fall under the state definition of a low-speed vehicle per Florida Statute 320.01(41) and operation guidelines under Florida Statute 316.2122 which defines the Tram as “any four-wheeled vehicle whose top speed if greater than 20 miles per hour but not greater than 25 miles per hour”. However, in order to preserve the battery life and travel the daily distance required by the route, the Tram vehicles do not travel faster than 13 miles per hour. A faster speed would deplete the battery quickly, causing potential service interruptions.

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Figure 10. Proposed Routes and Stop Locations



Alternate Scenario Two in Table 5 continues with the existing level of service and includes funds for a new shelter in Fiscal Years 2021, 2023 and 2025 at a cost of $21,000 per shelter with a 2% annual inflation factor.

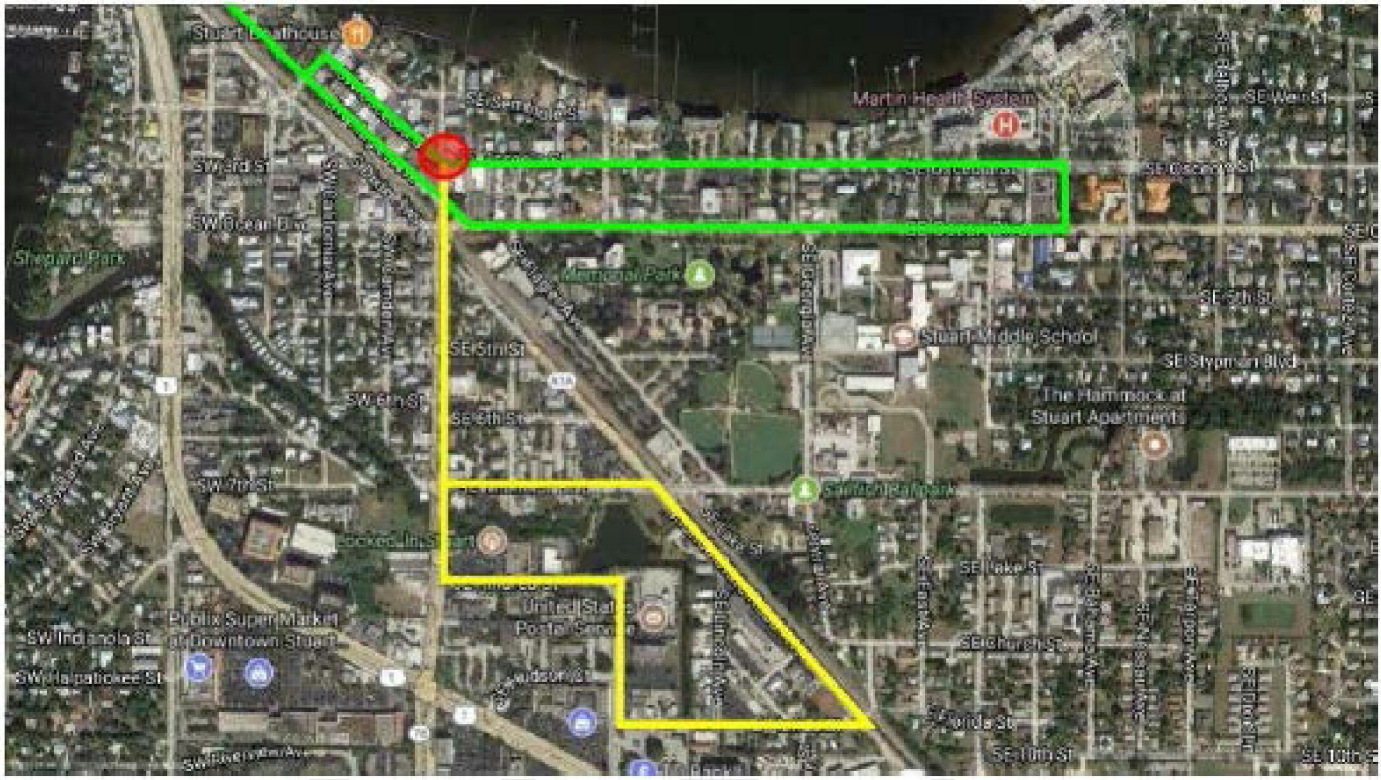
Alternate Scenario Three in Table 5 includes adding a third Tram vehicle to serve a new route or to decrease headways on an existing route in 2023 and includes funds for a new shelter in Fiscal Years 2021, 2023 and 2025 at a cost of $21,000 per shelter with a 2% annual inflation factor.

Walker Consultants completed an in-depth Parking Study and Future Parking Needs Analysis for the City of Stuart in September 2018. The study proposes Tram route modifications based on future development in the City. With future development slated for the properties to the south and east of the downtown, service will be needed to be expand to these areas. Figure 11 shows the new routing proposed by the Walker Parking Study.

The City is currently pursuing a Brightline/Virgin station. City Commissioners have suggested three potential locations: East Coast Lumber, Kiwanis Park and Stypmann Boulevard. All three are slightly southeast of the Martin County Courthouse complex and within 500 feet of each other. East Coast Lumber and Stypmann Boulevard are on the east side of the tracks; Kiwanis Park is on the west. Residential development and the possibility of a

Brightline/Virgin stop in the downtown will create additional need for the Tram. Figure 11 shows the recommended Tram route from the Walker Parking Study.

Figure 11. Proposed Downtown Stuart Tram Route Modifications



Source: Walker Consultants and Google Earth 2018

Table 5. Stuart Downtown Tram Alternative Cost Analysis

ALT #	SCENARIO*	2017**	2018**	2019**	2020	2021	2022	2023	2024	2025
	TOTAL ANNUAL COSTS									
1	MICRO-TRANSIT EXISTING SERVICE LEVEL	$ 192,676	$ 181,372	$ 216,771	$ 185,456	$ 189,105	$ 232,635	$ 196,685	$ 241,911	$ 204,509
2	MICRO-TRANSIT EXISTING SERVICE LEVEL with STOP INFRASTRUCTURE NEW SHELTER 2021, 2023, 2025					$ 203,460	$ 232,635	$ 208,499	$ 241,911	$ 216,800
3	MICRO-TRANSIT 2023 EXPANDED SERVICE LEVEL with STOP INFRASTRUCTURE NEW SHELTERS 2021, 2023, 2025							$ 286,211	$ 279,886	$ 250,913
ANNUAL COSTS TO IMPLEMENT ALL ALTERNATIVES		$ 192,676	$ 181,372	$ 216,771	$ 185,456	$ 203,460	$ 232,635	$ 286,211	$ 279,886	$ 250,913
	POTENTIAL REVENUES BASED ON EXISTING SERVICE, SHELTER IMPROVEMENTS 2021, 2023, 2025 AND 2023 EXPANSION OF SERVICE									
REVENUE SOURCES										
	CRA Funding*****	$ 100,000	$ 100,000	$ 100,000	$ 103,500	$ 107,123	$ 110,872	$ 114,752	$ 118,769	$ 122,926
	FDOT Service Development Grant	$ 96,000	$ 96,000	$ 90,000	$ -	$ -	$ -	$ 44,763	$ 18,987	$ 23,202
	On vehicles ad - ($200/4 weeks)*****				$ 5,200	$ 5,518	$ 5,629	$ 8,612	$ 8,784	$ 8,843
	Shelter Ads Existing, 1 New in 2021, 2023, 2025 ($200/4 Weeks)****				$ 2,705	$ 2,759	$ 5,573	$ 5,685	$ 8,669	$ 8,843
	Fees for Special Events ($15/tram/hour)				$ 4,500	$ 4,590	$ 4,682	$ 4,775	$ 4,871	$ 4,968
	FDOT Intermodal Grant					$ 11,355	$ -	$ 11,814	$ -	$ 12,291
	Parking Fees ($1/hour)***					$ 40,000	$ 50,000	$ 60,000	$ 80,000	$ 80,000
SUBTOTAL POTENTIAL REVENUE		$ 196,000	$ 196,000	$ 190,000	$ 115,905	$ 171,345	$ 176,756	$ 250,401	$ 240,080	$ 261,072
NEEDED FUNDS TO SUPPORT ALL ALTERNATIVES		$3,324	$14,628	-$26,771	-$69,550	-$32,116	-$55,879	-$35,810	-$39,806	$10,159

* All numbers based on 2018 dollars and a 2%/year inflation factor

** 2017 - 2019 City of Stuart Budget

*** 2018 Parking Study estimated $80,000 to $120,000

**** www.bluemedia.com/bus-advertising

***** Municipal CRA Historic Taxable Value Annual Growth 2002 - 2018 = 3.5%

Funding – Existing

CRA Funding

Currently the CRA contributes $100,000 per year to the Tram's budget. Based on historical data provided by the CRA, the average increase in taxable value 2002-2018 is 3.2%.

Service Development Program Grant

The current FDOT Public Transit Service Development Program grant for the Tram expires at the end of June 2019. A Service Grant is a 3-year grant and "is selectively applied to determine whether a new or innovative technique or measure can be used to improve or expand public transit. Service Development Projects specifically include projects involving the use of new technologies, services, routes, or vehicle frequencies; the purchase of special transportation services, and other such techniques for increasing service to the riding public as are applicable to specific localities and transit user groups. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems can be funded through the Service Development Program." The full program description can be found in the Appendix F.

This is a competitive grant and FDOT District 4 receives approximately $1.8 million/year and operating needs receive first priority. The City of Stuart began invoicing on their current grant on October 1, 2016. The grant is for a total of $275,000 with a 50% match from the City. The City is drawing down on the grant at approximately $6,000-$8,000 per month for operating expenses. In addition, one Tram has been purchased and a second Tram is in the process of being purchased with the grant funding.

Fees for Special Events

The Tram supports many special events in the City of Stuart. Three of the largest ridership days for the Tram are the weekend of the Boat Show produced by All Sports Production. The City has determined that moving forward they will be charging City events that require an event permit $15/hour per Tram with an hourly minimum of 5 hours. In 2019, the Boat Show intends to stage buses at the Airport and has had initial meetings with the City and Tram staff to initiate, for the first time, an agreement for the Boat Show to pay for Tram service during the event. This is a best practice that can be emulated with other special events. For 2019, the Boat Show will be paying for 2 Trams for each of the 3 days of the Boat Show, starting a half hour before and ending a half hour after the Boat Show hours of Friday 10:00 AM-6:00 PM, Saturday 10:00 AM-6:00 PM, Sunday 10:00 AM-5:00 PM potentially generating $780.

Funding – Considerations

FDOT Intermodal Funds

The Florida Department of Transportation's Intermodal program provided for under Florida Statute 341.053 supports projects which provide improved access to intermodal or multimodal transportation facilities and terminals. Projects funded under this program include rail access to airports and seaports, interchanges and highways which provide access to airports, seaports and other multimodal facilities.

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Opportunities to apply for this type of funding could consist of projects to provide linkages between modes such as between the Trams and a bicycle rental kiosk and the Marty. Or if the Brightline/Virgin train were to stop in the downtown, linkages between the train and Tram may be eligible.

Parking Fees

The City concluded an in-depth parking study in September 2018. Walker Consultants completed the Future Parking Needs Analysis for the City of Stuart which took place over ten months. The study made 17 recommendations broken down into an immediate, mid or long-term timeframe.

The study recommends in the mid-term (2-5 years) paid on-street parking in the core downtown areas to replace the time-limited spaces with a system that would generate a parking fund balance. The study estimates a cost of $8,000-$10,000 per solar pay station, plus $5,000-$10,000 per location for design and setup. There would be no cost justification for a pay by phone platform setup. The study identified SW Osceola between SW St. Lucie Avenue and S. Colorado Avenue as the location to implement

Implementing paid parking in downtown Stuart is a controversial issue with opinions both for and against the idea. If the City moves forward with this approach, these funds could potentially be directed to support the Tram. With implementation of 90-100 spaces at $1/hour after the startup equipment purchase of $50,000-$60,000, the anticipated annual revenue would be $80,000-$100,000 per year.

Advertising on Tram and at Shelters

Advertising on the Tram is a potential revenue generator. Other communities have Trams that generate revenue by advertising for businesses on the Tram. The Trams are limited in the available space that could be utilized by marketing materials. Further investigation into the costs and how to provide advertising space on the vehicle through retrofitting would be needed. The use of advertising on the Tram would be one tool in the toolbox, and could supplement other dedicated funding sources. Advertising at Tram shelters is also another potential revenue generator.

Urbanized Area Formula Program Grant Section 5307

The Federal Transit Administration (FTA) Urbanized Area Formula Program Grant (49 U.S.C. Chapter 53, Section 5307) makes Federal resources available to urbanized areas for transit capital and operation assistance and transportation related planning in urbanized areas. Funds are apportioned for the Port St. Lucie Urbanized Area and the allocation is based on a combination of bus revenue vehicle miles, bus passenger miles, population and population density. The allocations to the designated recipients Martin County and St. Lucie County are provided through a split letter.

Recipients of these FTA funds must meet strict federal certification requirements. These requirements include but are not limited to maintenance, procurement, public participation, as well as Nation Transit Database (NTD) monthly annual and safety and security reporting per FTA Circular C 9030.1E.

In September 2018 the Florida Department of Transportation (FDOT) produced a report titled *Trolleys, Shuttles, and Community Buses in South Florida: Providing Transit Service to a Special Segment of the Population*. The report notes that Broward County Transit (BCT) receives FTA 5307 and 5339 funding based on cities' submission of data to NTD. In turn, BCT purchases buses for the cities with the funding, however, some of the cities do not use BCT owned buses, they use buses owned by a contractor. In this case, they receive funding from BCT over a 5-year period for the cost of the vehicle to apply to payments to the contractor. Cutler Bay, in Miami Dade County, pays Miami Dade Transit (MDT) to operate their circular service and this route data is included with other MDT operated routes in the NTD. The report also notes that the main reason many agencies in South Florida do not report to NTD is that the increase in funding is not worth the extra time and effort to dedicate to the data collection and reporting to NTD.

Due to the strict federal reporting and compliance required, this opportunity for funding for the Tram would require further discussion and coordination with the County and may not be viable for the City.

Charging a Fare

Charging customers a fare would take away from the appeal of the Tram as a tool to alleviate congestion and provide economic development. At this time this study is in agreement with the City and does not believe this approach would be beneficial to the Tram service or community at large.

Public/Private Partnerships/Privatization

Some of the other communities in Florida have private or public/private Tram services. Stuart has made the investment in the Trams and with that is able to direct the Trams as needed by the City's partners which fosters community and economic development. With other entities running the Trams, the long-term commitment and reliability of the services would need to be contractually enforced.

Currently in Miami-Dade and Monroe Counties, public/private partnerships have been developed between local municipalities and Freebee, a company providing municipalities with an app-based transportation service. Each Freebee partnership is customized to the needs of the municipality. Freebee provides the electric vehicles for on-demand door-to-door service within a specified zone during predetermined hours. The rides are requested through the app and are free. The vehicles are ADA accessible and a dispatch number is available for those that cannot access the app. Municipalities can also approve advertising and branding on the vehicles with the proceeds split with Freebee. Currently in Coral Gables, Freebee is providing service with five vehicles operating every day, 12 hours per day, at an annual cost of $486,000. In Pinecrest, Freebee is operating with two vehicles, 60 hours per week (Monday-Friday), and one vehicle for 12 hours (Saturday) at an annual cost of $196,000.

Emerging Technology

Autonomous Shuttles

Autonomous shuttle technology is evolving. Florida communities are leaders in the nation. In December 2017, the Gainesville City Commission approved City Manager Anthony Lyons to execute a contract with Transdev Services for up to $2.7 million, which will be entirely funded by the Florida Department of Transportation. The

funds would pay for a three-year pilot program for a self-driving Regional Transit Systems shuttle to transport up to 12 people for free through downtown Gainesville at a speed of up to 25 mph.



Gainesville Mobility shuttle
Source: https://www.gainesville.com/news/20180503/self-driving-shuttle-hits-streets

The Hillsborough MPO sponsored an Autonomous Transit Feasibility Study to look at implementing self-driving transit shuttles on the University of South Florida campus. The study stated the next steps would be to fund a 12-month demonstration project with two autonomous campus shuttles at a cost of $700,000. Potential funding sources they are looking at include FTA Automation Research Funds, foundation grants and FDOT funds.

Other driverless shuttle services that have been or are being tested in the U.S. include the following:

- **Las Vegas:** Operated from November 2017 to October 2018 as the "Hop On" pilot project. Partners included the City of Las Vegas, the Regional Transportation Commission of Southern Nevada, AAA, and Keolis North America (the operator). Carried 32,827 riders, operated for 1,515 hours, and served three stops. No fare was charged.
- **Ann Arbor:** MCity shuttle has operated on the University of Michigan's North Campus since June 2018. Uses two 11-passenger electric shuttles from NAVYA on one-mile route with two stops. "Safety conductor" on board during pilot project. No fare is charged.
- **Austin:** Year-long pilot effort was scheduled to commence in 2018. Partners include Capital Metro, the City of Austin, and RATP Dev USA. Vehicles can carry up to 15 people. Vehicles will carry a "customer service attendant." No fare will be charged.

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Las Vegas Driverless Shuttle
Source: https://www.latimes.com/resizer/mZLLbrN3Nhak0aWklvnYnYQas1o=/415x0/www.trbimg.com/img-5a45ca16/turbine/la-1514523153-7s0g8tk7ci-snap-image



MCity Driverless Shuttle
Source: https://mcity.umich.edu/wp-content/uploads/2018/05/MCityShuttle1810-300x200.jpg



Austin Driverless Shuttle
Source: https://communityimpact.com/wp-content/uploads/2018/06/IMG_1836.jpg

Another concept still under development is the "transit pod" (or ultra-compact electric car) transit service. It typically features small, enclosed vehicles that seat one to two people and would be used for short trips (like those made on e-scooters). The pods could be reserved as in car-sharing programs. Two to three pods could be parked in a single standard parking space, and pods could have three or four wheels. The operating restrictions that apply to the pods would depend on their top speed, weight, and number of wheels.

Companies currently building or testing transit pods include Lime, Renault (https://www.renault.co.uk/vehicles/new-vehicles/twizy.html), Arcimoto (https://www.arcimoto.com/vehicle/), and Electra Meccanica (https://electrameccanica.com/solo/). Ford experimented with the concept in the 2000s as part of its TH!NK program.



Example Transit Pod Vehicle
Source: https://www.renault.co.uk/vehicles/new-vehicles/twizy.html

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SECTION IV. TRANSPORTATION NETWORK COMPANIES (TNCS)

Existing Conditions

A Transportation Network Company (TNC) is a company that uses an online-enabled platform to connect passengers with drivers using their personal, non-commercial vehicles. Uber and Lyft are the most widely known in Florida.

Lyft

Stuart is part of Lyft's Port St. Lucie coverage area. Lyft drivers must be located in the coverage area in order to receive ride requests. Riders can be dropped off up to 100 miles outside of the coverage area. Lyft's high-end services (Lyft Lux, Lux Black, and Lux Black XL) are available in the Port St. Lucie coverage area.

Lyft provides on its web site general policies and expectations for how drivers are to provide trips. Specific queuing policies have been established for airport and "hot spot" locations. The nearest international airport at which Lyft is available is Palm Beach International Airport, which is approximately 40 miles from Stuart. Walt Disney World is the only designated hot spot in Florida.

Uber

Martin County is at the north end of Uber's Miami & South Florida coverage area. (Port St. Lucie is part of Uber's Central Atlantic Coast, FL, service area.) No "hot spots" are identified in Martin County; the nearest is downtown West Palm Beach. Uber serves Palm Beach International Airport, Ft. Lauderdale International Airport, and Miami International Airport. Specific queuing policies are in effect at the airports; these are specified on Uber's web site.

Most rides can be scheduled between 30 minutes and 30 days in advance. Airport pickups cannot be scheduled in advance. UberPool (shared rides), UberX (standard rides), UberXL (standard rides for large groups), Lux (luxury vehicle rides), and LuxSUV (luxury vehicle rides for large groups) are available in Stuart.

Uber drivers have access, via the Uber driver app, to information showing the areas with the highest demand for trips. These areas might be areas where "surge" pricing is in effect. What this means is that the driver app will almost always tell drivers that their highest revenue potential is in places like downtown West Palm Beach, so that is where drivers will tend to stay. If the driver app were to tell drivers that a given large special event in Stuart is a "hot spot," the availability of drivers in Stuart might spike in conjunction with that event.

TNC Usage Data

TNCs have not tended to share usage data except where local regulations require such reporting (e.g., New York City), though some researchers have established data-sharing partnerships with TNCs. Other researchers have developed usage estimates by downloading driver availability information from TNC apps over a period of time or dispatching research team members to use the TNCs.

In September 2018, however, Ford, Uber, and Lyft announced that they would participate in the SharedStreets initiative (http://sharedstreets.io/). SharedStreets is a platform for sharing transportation data. The TNCs will

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contribute speed data and curbside pick-up/drop-off data. Pilot analyses are currently underway; nothing that covers Martin County has been implemented to date.

TNC/TRAM Planning Considerations

The following observations were taken from TCRP Report 195: *Broadening Understanding of Interplay Among Public Transit, Shared Mobility, and Personal Automobiles*:

- TNCs tend to be most heavily used during evening hours and on weekends. These time periods tend to coincide with the peak hours of entertainment and recreational uses and with special events.
- The typical length of a TNC trip is 2-4 miles.
- TNC trips are more likely in downtowns and denser areas.
- TNCs tend to be used more for occasional trips (like travel to a special event) than for routine trips (like commuting).
- TNC users have indicated in surveys that they tend to choose TNCs over public transit when transit wait times and transit travel times are long.
- TNC trips occur in communities of all socioeconomic levels.
- Designating specific areas for TNC pickups and dropoffs can make transfers between transit and TNCs easier and can keep TNCs from blocking bicycle lanes and loading areas and similar.
- Designated TNC pickup/dropoff areas with short time restrictions might create a situation in which TNC drivers drive around while waiting for trips, contributing to traffic congestion.

A 2018 study by Schaller Consulting found that 70% of TNC trips in the U.S. in 2017 were concentrated in nine dense metropolitan areas. These areas are Boston, Chicago, Los Angeles, Miami, New York City, Philadelphia, San Francisco, Seattle, and Washington, D.C. The report concluded that TNCs in these areas compete more with public transit, walking, and biking than with driving. In areas where public transit service is not as plentiful, however, TNCs can supplement the transit service that is provided and also increase travel options for disabled travelers. In some areas, TNC trips are subsidized by transit agencies because the subsidy is lower than the cost of the transit agency providing the trip.

TNC Utilization Potential

TNC usage data for areas comparable to Stuart in demographics are not currently available. Two methods have been used to estimate potential TNC usage in Stuart.

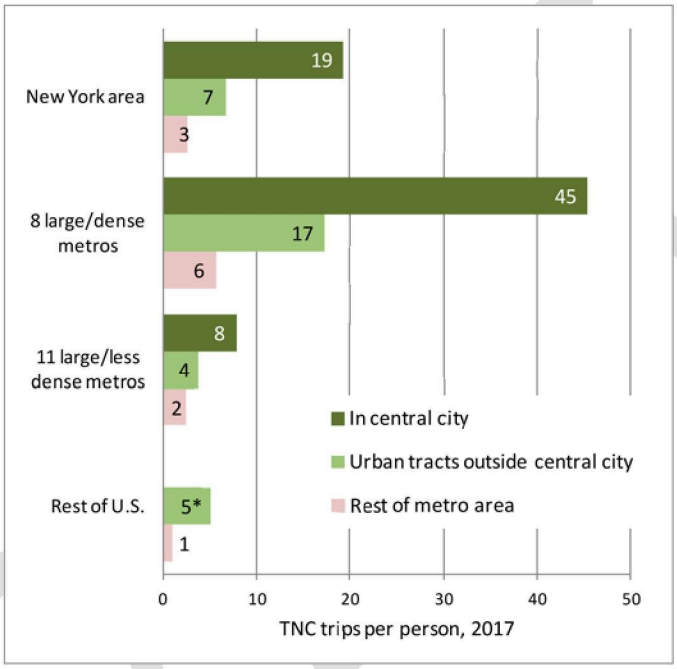
Method 1

From a 2018 Washington Metropolitan Area Transit Authority study, daily TNC trips per capita from the largest metropolitan areas in the U.S. range from 0.07 to 0.28 (with an average of 0.17). Stuart is not as dense as the U.S.'s largest metropolitan areas, so, if the lowest rate (0.07) is applied to the 2010 Census-reported population of Stuart (15,593), it results in an estimated 1,156 daily TNC trips in Stuart. If TNCs are used primarily to travel to and from entertainment, recreation, and special events in Stuart, the estimate could be considered a conservative estimate of potential TNC trips associated with a large special event in Stuart. The estimate could also be expressed as 578 daily TNC riders, if each rider is assumed to make trips to and from the large special event.

Method 2

A 2018 report by Schaller Consulting derived annual TNC trips per person for four categories of metropolitan area sizes. These rates are shown in the figure below. Stuart (and Martin County) fall within the "Rest of U.S." category. If that category's "Rest of metro area" rate of 1 annual TNC trip per person is applied to the 2010 Census-reported population of Stuart (15,593), the result is 15,593 annual TNC trips, or 44 TNC trips per day on average.

Figure 12. Rate of TNCs Trips per Person



* In Rest of U.S., the 5 trips per person is for all urban-density census tracts (over 4,000 persons per square mile) and the 1 trip per person figure is for all suburban/rural tracts.

TNC Annual Trip Rates

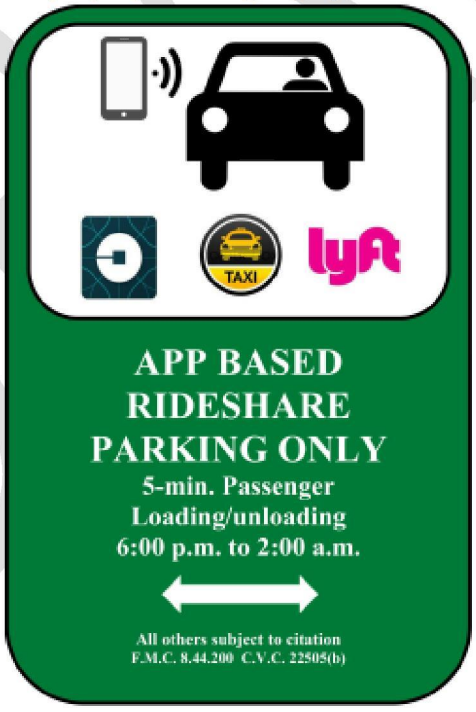
Source: Schaller Consulting. The New Automobility: Lyft, Uber and the Future of American Cities. Brooklyn, New York, July 25, 2018.

Designated Rideshare Parking

The Walker Parking Study recommends repurposing a few of the parallel parking spaces in the downtown core for passenger pickup and passenger drop off spaces. The City is currently working with established ride-share providers like Uber and Lyft to consider designated ride hail pick-up and drop-off areas within Stuart. The City is considering a location near the Tram stop at Haney Circle, which is at the intersection of S. Colorado Avenue and SE Osceola Street in the Stuart Downtown Area in front of Duffy's Sport Grill Restaurant. The City will be considering other spots in the future.



Figure 13. The City's proposed signage for the designated space



SECTION V. INFRASTRUCTURE

Infrastructure

Providing a designated bus stop boarding and alighting (B&A) area benefits all transit users, especially mobility aid (wheelchair and scooter) users, who will have less difficulty boarding and alighting when there is a firm, stable, and slip-resistant area to operate their mobility aid. *FDOT's Accessing Transit: Design Handbook for Florida Bus Passenger Facilities* states that the minimum requirements for a bus stop on a state roadway are a bus stop sign and B&A area that provides a well-drained, non-slippery surface with adequate space for passenger movement on and off buses. While not required, an area the length of the bus for transit purposes provides a comfortable waiting, alighting, and boarding area for both front and rear doors and improves the transit agency's presence and access to transit vehicles. A transit agency should consider providing concrete B&A areas at bus stops if there are water drainage issues or the stop is regularly used by patrons using mobility aids. Although these standards are for larger transit systems on state roadways, the provisions were developed to benefit the ridership and provide guidance on existing standards. The Public Right-of-Way Accessibility Guidelines (PROWAG) provide additional guidance in Section R308 Transit Stops and Transit Shelters.

The following photos are of the current stops. The stops range from a sheltered bench with garbage can, bicycle rack, and Tram information and signage (Sailfish Parking Lot) to a Tram sign with the phone number (6th Street). The locations may also limit the space and amenities. The opportunity to incorporate advertising into the shelter by providing a side wall would be one avenue to generate additional advertising space.



Martin County Courthouse



Martin County Schoolboard

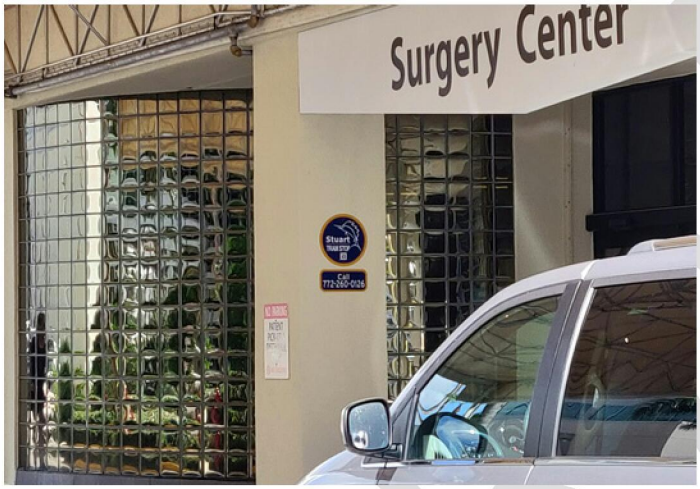
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Marty Stop



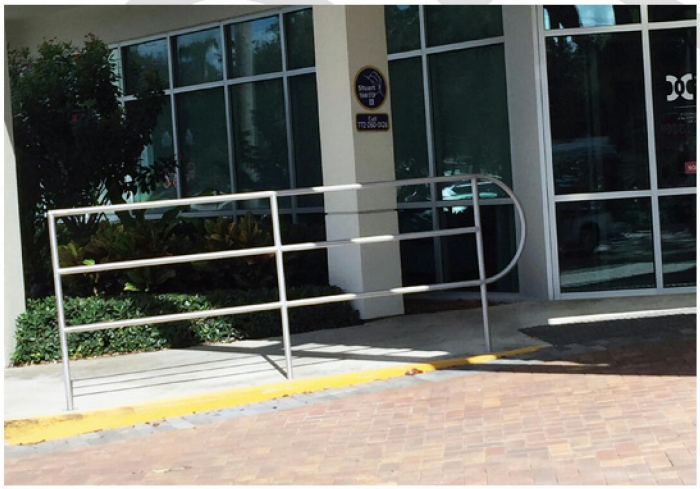
Martin Medical Center



Martin Surgery Center



509 Building



Weissman Cancer Center



Haney Circle



Sailfish Parking Lot



Flagler Park



City Hall



Osceola Park-n-Ride



Kiwanis Park



6th Street



Kindred Street Stop (on-call)

Climate Change and Sea Level Rise

The impacts of sea level rise and climate change have already affected communities across the nation, Florida in particular. Climate change is expected to bring frequent and more intense weather, precipitation, flooding and storm events to the region. These conditions are expected to damage infrastructure, ecosystems and social systems. Transportation infrastructure is particularly vulnerable to sea level rise and climate change.

In planning for the future of the Tram, it is important to take these weather extremes into account and plan accordingly. Using the Southeast Florida Climate Change Regional Compact as a guide, the region can expect to see the following sea level rise scenarios in the coming decades:

- By 2030, 6 to 10 inches
- By 2060, 14 to 34 inches
- By 2100, 31 to 81 inches

As the *Unified Sea Level Rise Projection* suggests, the 2030 predication should be used in designing low risk projects that are easily replaceable with short design lives. The 2060 projection should be used in projects within a short-term planning horizon; and 2100 predictions should be applied for high risk projects, to be built after 2060, that are not easily replaceable or removable and have a long design life (more than 50 years) or critically interdependent with other services and/or infrastructure.

With this in mind, it is recommended that the City consider investing in infrastructure and equipment that can withstand extreme heat, precipitation and storms with the 2060 projection in mind. Mitigation and adaptation to the future effects of climate change and sea level rise can save the City hundreds, if not thousands of dollars in the future and position the City to be responsive to the changes associated with climate change and sea level rise.

DRAFT

SECTION VI. OPPORTUNITIES

Opportunities Identified

Throughout the development of the Business Plan, residents, tourists and staff provided the Team with suggestions and ideas to consider. Many documents were also reviewed that provided input for further review. These are listed below and will require further investigation as the City continues to uphold the vision of the Tram system in the City.

- The Walker Parking study recommends a special event traffic maintenance plan to direct motorists to preferred parking locations. This would be an excellent opportunity to coordinate signage and information with the Tram.
- Robust marketing plan.
- Research benefits and charging capabilities of new batteries.
- Regular coordination with Marty staff.
- Potential to collect additional data on Marty riders alighting at the Marty stop at US 1 and Johnson Ave. to determine if the Stuart Tram can facilitate the riders last mile connection.
- City staff expressed an interest in autonomous shuttle opportunities.
- Look into opportunities to pilot new technologies.
- Develop performance measures.
- Investigate Tram changes needed to support advertising space on the vehicle.
- Add information to Tram voicemail.
- Evaluate ridership at regular intervals.
- Prepare a City of Stuart Bicycle and Pedestrian Plan to evaluate how people move about the City and to look at improvements to encourage complete streets.
- Evaluate expanding the route to serve the residential areas around the downtown.
- Evaluate the need for transit service between the downtown and the beach.
- Shelter improvements.
- ADA accessibility.

DRAFT

APPENDIX A

Literature Review

Literature Review

Walker Parking Study

Walker Consultants completed a Future Parking Needs Analysis for the City of Stuart which was concluded in September 2018 and took place over ten months.

The final report includes an Executive Summary of the final strategic recommendations. The report also consists of 5 sections (reports/work authorizations). These are: 1) City Commissioner Interviews, 2) Identifying and Establishing the Baseline Parking Inventory, 3) Parking Utilization Observation Report, 4) Community Stakeholder Meetings and 5) Parking Demand Projection and Parking Structure Conceptual Design.

The Executive Summary is a Table of 17 recommendations, intent, justification, cost and term (immediate, mid and long).

The first recommendation is a redesign of the downtown Stuart Tram routes, immediate 12-month term:

Intent: Redesign of the downtown Stuart Tram service to discourage the use of the Tram for on-demand service requests, as well as restrict times for the use of historic downtown sightseeing tours. The Tram should have a fixed route schedule to provide last mile connections from remote parking within the study area.

Justification: Development of an east/west route and a north/south route using designated areas at Haney Circle for pick up and drop off as well as route transfers. Add Tram shelters as necessary to enhance ridership experience from remote locations.

Cost: Costs associated with an evaluation of operational hours and number of cars required to provide fixed route services during peak hours of operation. Use of the existing Haney Circle Tram stop will continue to provide an ideal micro-transit hub for passenger pick up and drop offs. Additional shelters $1,200 each (8 shelters = $9,600)

The second recommendation is curbside management, immediate 12-month term:

Intent: Repurpose a few of the parallel parking spaces in the downtown core for passenger pickup and passenger drop off spaces. Ideally, spaces located at SW St. Lucie Avenue and SE Osceola (east of Haney Circle) would provide convenient access for ride-hailing services such as Uber and Lyft to pick up and drop off passengers.

Justification: Creating greater access to curbside access will greatly improve the downtown visitor experience and ultimately enable more visitors to access downtown without more vehicles.

Cost: $1,000-$2,000 per space for design, marketing and implementation costs

The study also recommends in the mid-term, 2-5 years, paid on-street parking in the core downtown areas to replace the time-limited spaces with a system that would generate a parking fund balance for potential use in the development of City-funded parking structure. The estimated cost would be $8,000-$10,000 per solar pay station, plus $5,000-$10,000 per location for environment design and setup. No cost justification for pay by phone platform setup. (SW Osceola between SW St. Lucie Avenue and S. Colorado Avenue)

Some examples of other recommendations include bicycle parking, valet parking, and a residential parking program.

The sections of the report included:

1) City Commissioner Interviews

These took place in December 2017. All of the Commissioners believe the Tram should be enhanced with greater coverage and promotion through the mobile app. Commissioners expressed interest in understanding the ridership breakdown by user group. Walker noted the need for public/private partnership opportunities for resident and visitor mobility options.

2) Identifying and Establishing the Baseline Parking Inventory

This section of the report is a comprehensive review of the public and private inventory spaces. The study boundary was expanded from the 2010 Downtown Parking Master Plan. The area was divided into zones due to the size and layout of the area. In total, the study project an inventory of approximately 289 off-street municipal parking spaces, 1,352 on-street parking spaces and 4,016 off-street principal-use parking spaces for commercial, office, retail, government and medical practice needs. The consultants believe many of these principal-use parking spaces may be potentially shared for public parking consumption after business hours, on holidays, and on weekends.

The study notes in zone 1, the 21 municipal off-street parking spaces at the Osceola Park and Ride Lot. Parking is restricted to a 3-hour time limit regulation. The study notes in zone 3, the 67 off-street municipal parking spaces at the Sailfish Circle Park and Ride Lot, parking is not restricted to time limit regulations. The study notes in zone 6 the 82 off-street municipal parking spaces at the Kiwanis Park and Ride Lot. This parking is not restricted by time-limits while overnight parking is not permitted.

The study also noted approximately 222 structured parking spaces at the Royal Palm Financial Center that could potentially be used for public parking consumption after business hours and on weekends.

3) Parking Utilization Observation Report

This is the largest section of the report and includes 17 chapters, looking at the 6 zones and making observations midday weekday, peak evening, and midday weekend and includes detailed maps. The 12 conclusions and recommendations note the need to address the management of several target areas to alleviate perceived demand by time of day and day of week. These include support for a special event traffic maintenance plan to direct motorists to preferred parking locations.

4) Community Stakeholder Meetings

This section of the report is a summary of the strategic recommendations to assist with evaluating the various elements associated with the future parking needs of the City.

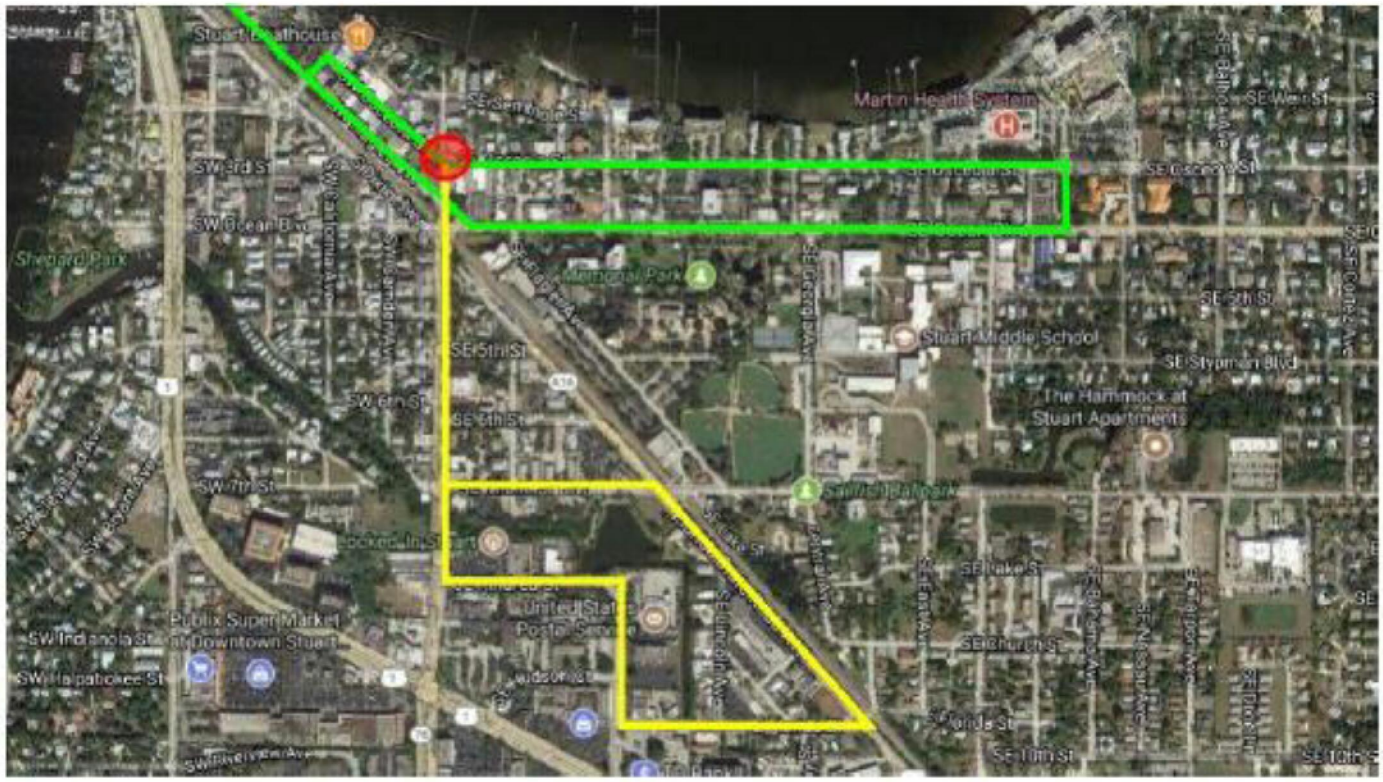
In order to achieve the allocation of long-term visitor parking and employee parking at the perimeter of the downtown, the report recommends a modification of the Tram service routes (see graphic below) with a pre-determined route schedule with realistic route headways and reliable service times, as well as a review of Tram schedule hours to adequately serve employee parking needs.

East/West Tram Route

The east/west route would originate at Haney Circle and proceed east along SE Osceola Street towards the Martin Health System. Using SE Amerigo Avenue as the eastern boundary, the route would then proceed west along SE Ocean Boulevard to Confusion Corner, before heading north along SW Flagler to the western boundary of Flagler Park. The return loop would require the service to proceed east on SW Flagler to Sailfish Circle and SW St. Lucie Avenue, before traveling east along SW Osceola Street to Haney Circle.

North/South Tram Route

The north/south Tram route would originate at Haney Circle and proceed south along South Colorado Avenue to SE Kindred Street. Turning east on SE Kindred and proceeding to SE Johnson Street the route would eventually turn east on East Florida Street and proceed to SE Dixie Highway. The return route to Haney Circle would require a left turn onto SE Martin Luther King Jr. Boulevard and a right turn onto South Colorado Avenue to the Kiwanis Park parking lot before crossing through Confusion Corner to the terminus at Haney Circle. The following exhibit has been provided to show a visual of the two proposed routes. The east/west route is shown in green and the north/south route is shown in yellow. Both routes intersect at the Haney Circle location shown in red.



The study also recommends repurposing a few of the parallel parking spaces in the downtown core for passenger pickup and passenger drop off spaces, specifically, the spaces at Haney Circle and St. Lucie Avenue. Also recommended is reaching out to ride-hailing service providers to recognize this designated pick up and drop off area within the GPS-based mobile app.

5) Parking Demand Projection and Parking Structure Conceptual Design

The portion of the report looks at potential future parking demand based on future development of the City Hall site and the Sailfish Ballpark site. Also included is a conceptual design for a parking garage at the Sailfish surface parking lot and the County surface parking lot.

City of Stuart Comprehensive Plan

The City of Stuart Comprehensive Plan (amended October 2017) is a long-range planning document includes goals, objectives, policies, and data pertaining to the following chapters:

I. Future Land Use Element
II. Transportation Element
III. Housing Element
IV. Infrastructure Element
V. Conservation Element
VI. Recreation and Open Space Element
VII. Intergovernmental Coordination Element
VIII. Capital Improvements Element and Concurrency Management System
IX. Coastal Element
X. Public School Facilities Element
XI. Economic Development Element

While the Comprehensive Plan does not directly refer to the Downtown Tram, it does include references to trolley and shuttle service, and many of the goals, objectives, and policies (GOPs) included in the Plan are relevant to the goals and impacts of services such as the Downtown Tram. Relevant GOPs are identified in the table below. Tram expansion and investment decision-making should occur in the context of these GOPs.

Element	GOP	Relevance
Future Land Use	Goal Statement A	Iterates the city's desire to maintain high quality of life, small-town character, and hub status. *The Downtown Tram contributes to all three states; it helps create a "sense of place."*
Future Land Use	Policy A8.1	Promotes [within the CRA] a pedestrian-oriented land use pattern that supports infill and transit-oriented development and discourages large parking areas. *The Downtown Tram supports use of remote parking lots and promotes a transit culture.*
Future Land Use	Goal Statement C	States that the purpose of the CRA is to "maintain and strengthen the beauty, economic viability, cultural resources and social importance of the area." *The Downtown Tram supports economic vitality, cultural attractions, and social events by providing access to and circulation for downtown Stuart activities.*

Future Land Use	Objective C1	Requires the City to provide for CRA parking, locate parking lots where they do not dominate the area, and encourage car-less travel. *The Downtown Tram supports use of remote parking lots and promotes a transit culture.*
Future Land Use	Objective C3	Identifies pedestrian mobility as a tool for revitalizing the CRA and promoting waterfront access and acknowledges ferries and water taxis as potential transportation modes. *The Downtown Tram complements pedestrian mobility by extending pedestrians' ability to reach destinations within the CRA. The Downtown Tram provides an additional mode of access and circulation along the waterfront.*
Future Land Use	Policy F1.4	Discourages construction of large parking lots in favor of smaller, scattered parking lots. *The Downtown Tram supports use of remote parking lots.*
Transportation	Goal Statement A	Requires a transportation system (including non-auto modes) that is safe and efficient and provides "optimum access" to major activity centers. *The Downtown Tram provides access to a major activity center and could be expanded to serve additional major activity centers. It provides connections to other transit services.*
Transportation	Objective 6	States that the City will pursue grant funding to support multimodal transportation and development of downtown Stuart as a transportation hub. *The Downtown Tram provides for access to and circulation within downtown Stuart. It provides connections to other transit services.*
Transportation	Objective 7	Describes options for and commitments to funding multimodal transportation [in the CRA]. *The Downtown Tram currently relies on FDOT funding.*
Transportation	Objective 10	Requires the City to encourage multimodal transportation and development of downtown Stuart as a hub. *The Downtown Tram provides for access to and circulation within downtown Stuart. It provides connections to other transit services.*
Transportation	Objective 16	Requires the City to prepare a master parking plan. *The Downtown Tram supports use of remote parking lots as well as circulation within downtown Stuart. Thus, it is a component of a parking plan.*
Housing	Goal Statement C	States that the East Stuart overlay is intended to promote affordable housing and economic development in East Stuart by means such as creation of an accessible and connected neighborhood. *A service like the Downtown Tram would improve accessibility to and connectivity within East Stuart.*
Conservation	Policy A7.1	Requires consideration of low-emission transportation modes in plan development and project reviews. *The Downtown Tram fleet is almost entirely electric vehicles.*
Recreation and Open Space	Objective A2	Requires the City to promote public transportation access to recreational sites. *The Downtown Tram currently serves recreational sites; expanded Tram service could serve additional recreational sites.*
Intergovernmental Coordination	Policy A2.6	Requires the City to coordinate with Martin County, St. Lucie County, and nearby cities to encourage development of transit services. *The Downtown Tram currently provides connections to other transit services.*
Capital Improvements Element	Goal Statement A	Iterates the City's desire to maintain and enhance the city's quality of life, aesthetics, small-town waterfront character, stable neighborhoods, and Martin County hub status. *The Downtown Tram contributes to all five states; it helps create a "sense of place."*

Economic Development	Policy A1.7	Directs the City to coordinate investments in transportation and other infrastructure/facilities with economic development opportunities, to encourage multimodal transportation, and to promote tourism. *The Downtown Tram promotes access to attractions, events, and jobs.*

The Future Land Use Map (FLUM) indicates that the portion of the CRA in downtown Stuart mostly comprises land categorized as Downtown Redevelopment, East Stuart (a land use category as well as a community), and Public. It also includes a moderate number of tracts designated as Recreation and a small number of tracts designated as Office/Residential, Multi-Family Residential, and Low-Density Residential. The portion of the CRA north of the St. Lucie River is mostly Downtown Redevelopment with a moderate amount of Neighborhood/Special District tracts and a small amount of Conservation, Commercial, and Marine/Industrial tracts. The land uses allowed within these land use categories are summarized in the table below. Tracts within the CRA are typically allowed to develop at higher intensities than tracts located outside the CRA.

Future Land Use Category	Allowed Uses
Commercial	Retail sales, service establishments, businesses, offices, shopping centers, financial institutions, restaurants, entertainment, temporary lodging such as hotels and motels, limited multi-family residential, limited indoor industrial uses, mixed-use projects, public facilities, and electrical substations
Conservation	Passive recreation and non-conflicting public facilities and utilities
Downtown Redevelopment	Low-density residential, multi-family residential, office, commercial, recreation, lodging, public facilities, conservation, mixed-use projects, and electrical substations
East Stuart	Low-density residential, multi-family residential, office, commercial, recreation, mixed-use, public facilities, and electrical substations
Low-Density Residential	Residential development and congregate living facilities with 1-2 dwelling units per building, as well as public facilities, churches, day care centers, schools, and electrical substations
Marine/Industrial	Industrial/marine uses, multi-family residential, commercial, office, lodging, marinas, civic, mixed-use, public facilities, and utilities
Multi-Family Residential	Residential development with 1-3+ dwelling units per building, as well as public facilities, churches, day care centers, schools, electrical substations, communications towers, and limited commercial uses
Neighborhood/ Special District	Mixed-use residential, commercial, and recreation, as well as public facilities and electrical substations
Office/Residential	Offices, residential (mixed-use), commercial, public facilities, and electrical substations
Public	Schools; government offices; recreation; communications towers; utilities; historic structures; City-sponsored economic development and redevelopment projects; vending/entertainment uses that support parks, plazas, community centers, and festivals/events; all uses permitted under Recreation and Conservation; and electrical substations
Recreation	Land and facilities for active and passive recreation, including parks, golf courses, spectator sport facilities, open space, vending/entertainment uses that support the primary recreational use, communications towers, all uses permitted under Conservation and Public, and electrical substations

The Public School Facilities Element provides demographic information that is relevant to the Downtown Tram market. The table below reports population trend data and forecasts from the Element.

Year	Stuart Urban Planning Area
2005	18,661
2006	18,875
2007	19,189
2008	19,692
2009	20,334
2010	21,104
2015	23,218
2020	24,332
2025	25,495
% Increase 2005-2025	36.6%

The Public School Facilities Element also states that the median age of the population of Martin County and the City of Stuart is older than the statewide median age. Small increases in minority populations in the County have been occurring since 2000.

2040 Long Range Transportation Plan (LRTP)

Examining several Master Plans and initiatives throughout the Federal, State and Local level, the LRTP reviews existing conditions throughout the County's Transportation network and influences projects included in the 5-year Transportation Improvement Plan (TIP). Examining how the transportation system will evolve over the next 25 years, the MPO set a vision for multimodal transit in Martin County, meant to be a blueprint for coordinated transportation investments. Emphasizing the inclusion of projects that will improve the existing system, the LRTP considers other multimodal improvement opportunities.

The four Goals of the LRTP include:

1. An efficient multimodal transportation system that supports the local economy and maintains the quality of life.
2. A safe multimodal transportation system.
3. Protect the existing transportation system and the natural environment, minimizing adverse community impacts.
4. A transportation system that addresses the needs and concerns of the public.

Public engagement forums found that participants strongly favored improvements to bicycle and pedestrian facilities in Martin County which in turn support transit. Data analysis provided shows the County to see a 30% increase in population and a 24% increase in employment by 2040, with medium population growth expected for the City of Stuart and medium to high employment growth in Downtown Stuart. Transit is expected to increase at a rate of 3% each year for the next 10 years and a large percentage of the population (46%) are transit dependent.

The U.S. 1 Level of Service (LOS) was found deficient, especially at the U.S. 1/Dixie Highway section. It is important to note that a corridor retrofit is in the planning phase for U.S. 1 for the length of the County. Furthermore,

sidewalks are planned along SE Dixie Highway beginning South of Florida Street to North of SE 5th Street, along with bike paths along Dixie and Federal Highways, and a shared use path along Dixie Highway. Transit projects include bus stop improvements, bus acquisition and route re-alignment for the Stuart Route. The Downtown Tram is identified within the Transit Needs portion of the plan with acknowledgement of expansion of the Tram to Johnson Avenue, Martin Memorial Hospital and major employment areas, along with the need to increase the frequency of the Stuart Route which is included in TDP 2014-2023.

One other important project to note is the 3,000-mile East Coast Greenway planned along Dixie Highway, a priority trail which is part of a larger network of trails, identified in the Florida Greenways and Trails System.

Martin County Transit Development Plan (2014-2023)

The Martin County Transit Development (TDP) is a strategic blueprint for public transportation for Martin County through 2023. An extension of the LRTP, the County's TDP covers technical findings, public preferred improvements, future scenarios and a financial analysis. The vision of the TDP is "To enhance the overall quality of life of Martin County residents and workers by proving safe, accessible, reliable, interconnected, and attractive public transportation system that is effective and efficient in meeting their mobility and accessibility needs."

The US 1 Corridor Retrofit project mentioned in the above LRTP is described as a proposed project that would run the length of Martin and St. Lucie counties and include high capacity transit improvements and transit-oriented redevelopment along US 1 which are intended to provide mobility and connectivity throughout the region.

The plan includes 5 goals and 24 objectives. The goals included in the plan are as follows:

1. Transit Service Quality Control
2. Transit Service Efficiency and Effectiveness
3. Transit Ridership
4. Branding, Marketing and Public Awareness
5. Intergovernmental Coordination

Some future investments that could affect the study area include:

- Bus stop improvements
- Marketing Plan and Branding
- Increased frequency on Stuart route (80-minute headway)
- Bus equipment upgrade (AVL, APC, E-reader, WIFI)
- Hub and Spoke System which includes two new routes to Palm City and Hutchinson Island
- A future Amtrak station in Stuart

Without future investments into public transportation and new funding sources, the status quo is most likely to be implemented with some capital improvements, such as the first two bullet points above. At the current model with existing funding streams from State and Federal programs, the MCPT will experience operating and capital budget deficits.

FDOT Service Development Grant

In July 2015, the CRA prepared an FDOT service development grant proposal to seek funding for expanded Tram service. The proposal requests funding for the purchase of two electric Trams to serve new Tram stops, provide additional connections, and increase Tram frequency. The proposal describes the purposes of the Tram system, the history of the Tram system, how the Tram has been operated up to July 2015, how the Tram is to operate if the service is expanded, how Tram service has been improved and expanded since 2006, how Tram service is incorporated in planning documents such as the Downtown Master Parking Plan, how the CRA promotes the Tram system, and how Tram expansion is consistent with the goals of FDOT's service development program.

The proposal identifies the following specific needs to be addressed by Tram expansion:

- Improving the service's dependability and predictability (through increased frequency and use of technologies such as real-time vehicle tracking)
- Enhancing connections to the County transit system
- Serving new stops in downtown Stuart and surrounding areas (including underserved areas and areas containing large employers) so as to improve the accessibility of the service

The expansion budget includes new Trams, operating costs, maintenance costs, and acquisition of automated vehicle location technology. The proposal indicates that ridership reports will be used to monitor the impacts of Tram expansion.

CRA Amended Plan

The CRA Plan was amended in September and October 2017. It is a long-range vision, strategic plan, and financial plan for operation and enhancement of the CRA. The goals of the Plan include the following:

- Identify available development opportunities.
- Facilitate economic development and revitalization.
- Facilitate building forms that complement the city's "small town" feel.
- Create attractive pedestrian- and bicycle-friendly streets that strongly link neighborhoods.
- Promote a mix of uses throughout the CRA, especially street-level commercial uses.
- Coordinate the design and development of Complete Streets with parking in discreet locations. Promote and support transit options.
- Use outreach and marketing to improve the public's understanding of the CRA and the community.

The CRA vision is to "preserve, unify and enhance the historic character of the City of Stuart CRA while encouraging economic growth and redevelopment." Key observations and findings in the Plan are the following:

- The Plan notes that "major" redevelopment projects in the CRA are not anticipated to have adverse impacts on traffic circulation in residential portions of the CRA. New development since 2000 has primarily been office, retail, and residential development. There are underdeveloped properties in the CRA. Market conditions suggest there is demand for new multi-family residential development. The rental market is "solid."
- The main hubs in and near the CRA are:

    - Northpoint (marine uses)
    - The hospital
    - The courthouse
    - The historic downtown
    - The commercial and retail uses along US 1
    - Potsdam (light industrial uses)
    - Colorado Avenue (arts and commercial/retail uses)
- Through 2012, the most common type of household in Stuart was a one-person female household, followed by couples with no children.
- The 2009 parking study indicated parking supply deficits in the long term, as downtown development occurs. The study recommended that new parking be provided in strategic locations, well-managed, and not adversely impact the pedestrian environment. The 2017 Future Parking Needs analysis was in progress at the time the Plan was updated.
- The redevelopment projects included in the Plan include a new parking garage and new on-street parking; relocation of City Hall; acquisition/consolidation of specific properties; street vacations, reconfigurations, and improvements; sidewalk and streetscape improvements; implementation of a gateway; improved street connectivity; and traffic calming.
- The Tram is identified as one of the CRA's accomplishments. The Tram in consistent with the objectives of the CRA Urban Core Improvement Initiative (namely strengthening the connection between parking downtown destinations).
- The Plan discusses funding sources and mechanisms available to the CRA.

CRA Annual Report

The 2016 City of Stuart CRA Annual Report provides the following:

- A summary of CRA financials (including Tram vehicle and shelter expenditures)
- A summary of Tram accomplishments
    - Annual ridership of 45,000
    - Acquisition of two new Trams
    - Implementation of a new Tram route
    - Receipt of a $220,000 FDOT grant
    - July 2016 reorganization of the Tram program under the Public Works department
- Status of street improvement and revitalization projects
- Status of CRA expansion

Bicycle, Pedestrian and Trails Master Plan

The document examines the existing bicycling and pedestrian environment throughout Martin County, making recommendations for an improved bicycle and pedestrian facilities. The documents goal it is to establish a multimodal transportation system that will expand transportation options and improve quality of life for residents throughout the County.

Highlights include:

- Less than ½ of a percent of the County's population use Public Transportation at 0.3%.
- Less than ½ of a percent of the County's population use the Bus or Trolley Bus 0.1%.
- The above figures are less than the Florida average of 2.1% for Public Transportation and 1.9% for Bus or Trolley.
- Many tracts within Downtown Stuart show more than 40% of the population without a vehicle.
- Marty Routes 1 and 3 run through Downtown Stuart.
- Population Density for the County is located mostly in Downtown Stuart. Large portions of the County is rural, with less than 1 person per acre.
- Median Household Income within the Downtown area is less than $60,000.
- Downtown Stuart shows areas were the percentage of Minorities is more than 10% within several block groups.
- Car-Centric Development impedes multi-modal transit development within the County.

Several maps provide for existing facilities related to bike, pedestrian and traffic, along with maps showing proposed improvements within the study area. One particular map of interest is the *Household with One Vehicle or Less by Block Group Map* which show several tracts within the Downtown Stuart area where more than 20% of the households are without a vehicle.

The plan highlights other regional and/or local plans related to Transportation and Growth Management, including the State's Transportation Plan. Furthermore, the plan identifies several design strategies that are applicable to all transit related development, strategies include:

- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- Project for Public Space (PPS)
- NACTO Urban Bikeway Design Guide and Urban Street Design Guide
- FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects, March 2016
- National Complete Streets Coalition (NCSC)

Goals 1 and 3 of the Master Plan encourage connectivity, walkability, livability and an improved non-motorized network for the County, which can be applied to transit. More Specifically Objective 3-b "Build projects that connect bicycle and pedestrian facilities to transit service," support initiatives and investments into transit. The recommendations of the plan include connectivity, mobility and safety improvements throughout the County, including several improvements within Downtown Stuart and a top 10 list for recommended projects. Improvements include midblock crosswalks, a pedestrian bridge, bike box, bike lanes, shared lanes and trail loops.

APPENDIX B

Board/Commission PowerPoints

Stuart Tram MPO Board 12.10.18

City of Stuart Tram/ Transportation Network Company Business Plan

MPO Board Meeting

December 10, 2018

Contents

1 Overview of Scope and Schedule

2 Existing Conditions

3 Opportunities

4 Next Steps

5 Feedback





Scope of Project

- Evaluate the current downtown tram system
- Build a **5-year business plan**
  - Coordination
  - Best Practices/ Literature Review
  - Public Outreach
  - Tram Service Analysis
  - Financial Planning

3

Schedule

Task/Subtask	August	September	October	November	December	January
Notice to Proceed						
1.0 Coordination						
1.a Kick-Off Meeting Project Management Team						
1.b Project Coordination						
1.c Stakeholder Advisory Committee						
1.d Advisory Committee and Board Meetings						
2.0 Literature/Best Practices Research						
2.a Review all relevant City Documentation						
2.b Perform research on Internet and through Transportation Trade publications for 5 best practices.						
2.c Contact up to 5 agencies/micro transit/transportation Network Companies (TNCs)						
3.0 Public and Stakeholder Outreach						
3.a Public Outreach						
3.a.i Interview mechanism						
3.a.ii Public						
3.a.iii Business Community						
3.b Interview Drivers						
4.0 Tram Service Overview						
4.a Analysis of Ridership						
4.b Cost of Operations						
4.c Fleet Conditions						
4.d Potential Tram Expansion						
4.e Future of TNC and Impacts to Planning Scenarios						
4.f Infrastructure Needs						
4.g Planning Cost Estimates						
5.0 Financial Planning						
5.a Financing Options						
5.b Summary Report						

4

Tram Route



Source: City of Stuart Public Works Department

5

Vehicles

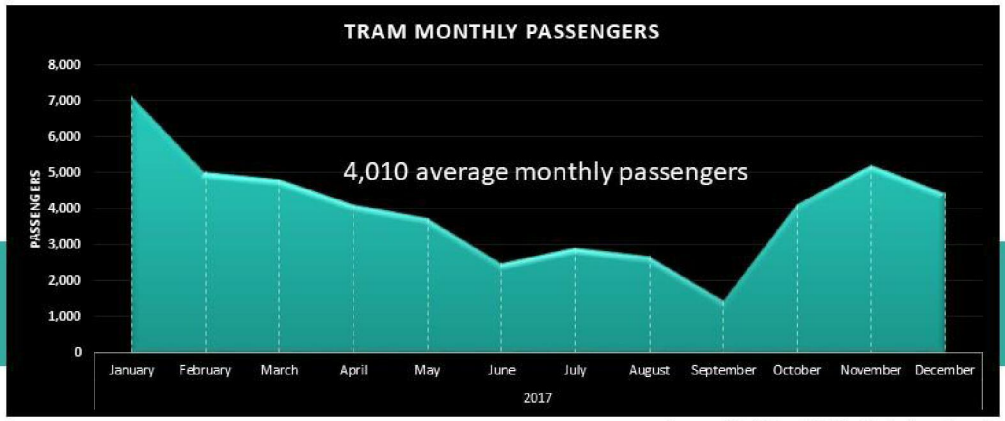
UNIT #	VEHICLE DESCIPTION	PASSENGER CAPACITY	WHEELCHAIR RAMP	OPERATING SYSTEM	OPERATING VOLTAGE	MILEAGE/ HRS	VEHICLE CONDITION	EXPECTED REMAINING YEARS*
MTS1	2007 Club Car	10	Yes	Gas	N/A	12,204 hours	Good	1
MTS2	2012 Moto Electric	11	Yes	Electric	72v	95,144 miles	Good	4
MTS3	2014 Moto Electric	15	No	Electric	72v	45,523 miles	Good	6
MTS4	2016 Moto Electric	11	Yes	Electric	72v	33,947 miles	Good	8
MTS5	2016 Moto Electric	11	Yes	Electric	72v	32,222 miles	Good	8
MTS6	2017 Moto Electric	23	No	Electric	72v	9,590 miles	Good	9
Trailer		10						

Expected Vehicle Lifespan : 10 Years*



6

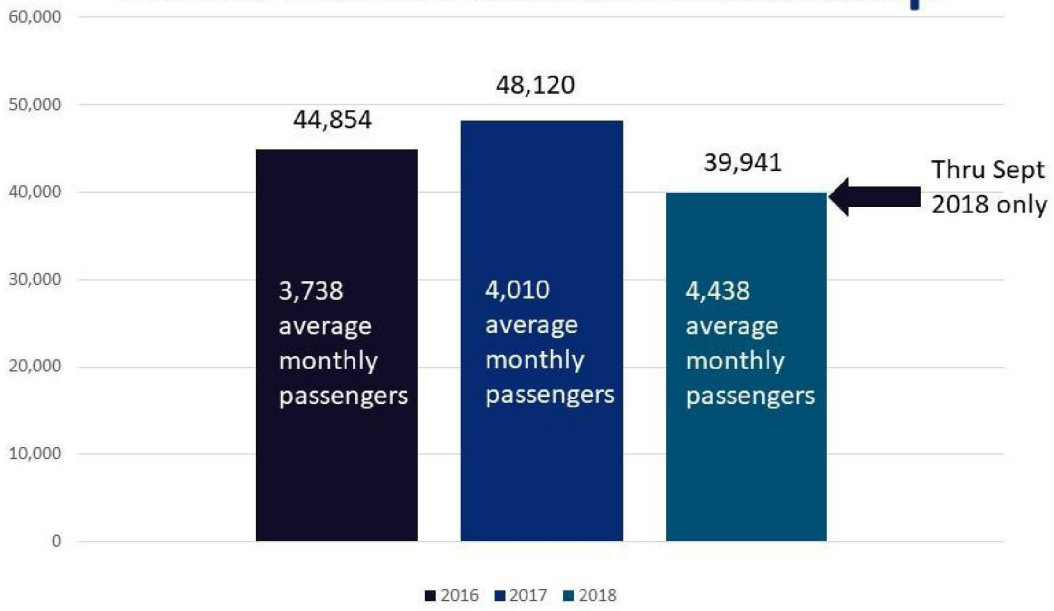
2017 Monthly Ridership



Source: City of Stuart Public Works Department

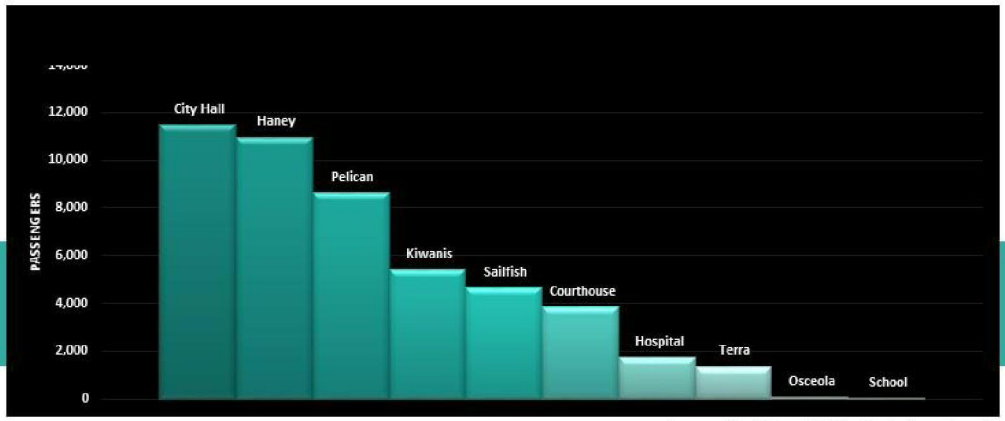
7

2016-2018 Annual Ridership



8

2017 Passengers Per Stop



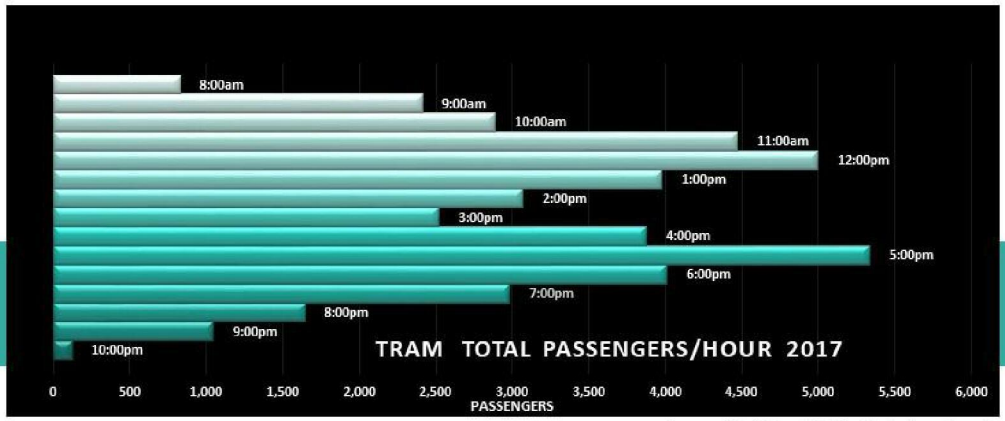
Source: City of Stuart Public Works Department

2017 Ridership



Source: Martin County and City of Stuart Public Works Department

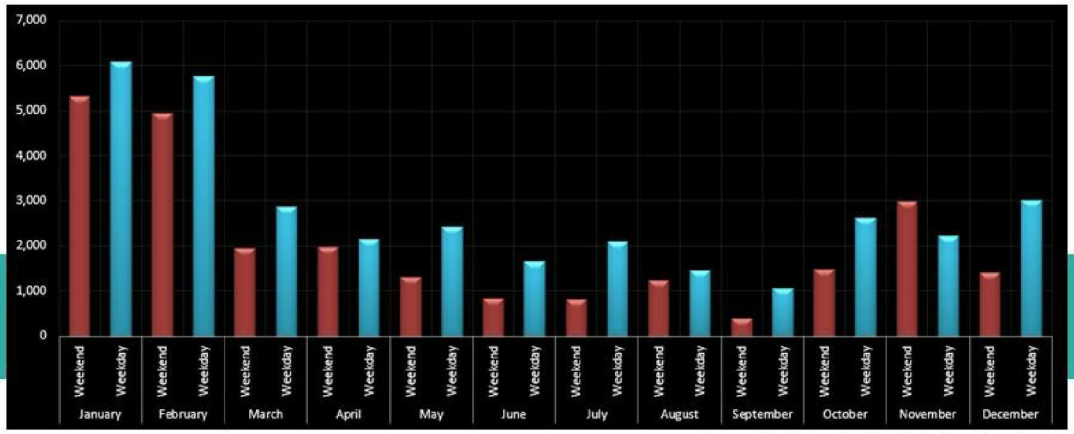
2017 Passengers Per Hour



Source: City of Stuart Public Works Department

11

2017 Weekday/Weekend Passengers



Source: City of Stuart Public Works Department

12

Top 10 ridership days in 2017

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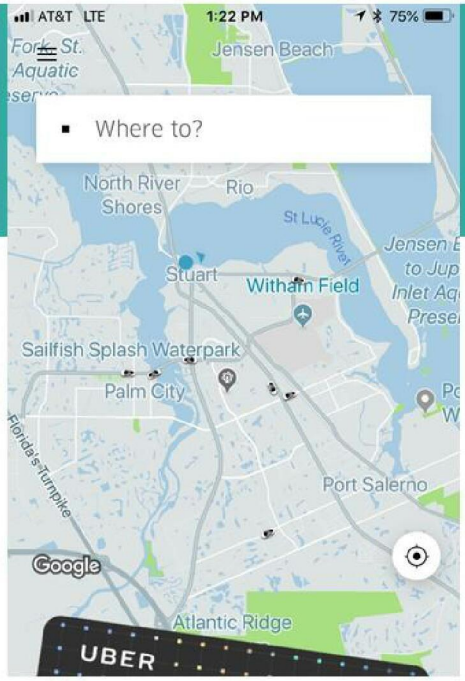
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2017 In Review

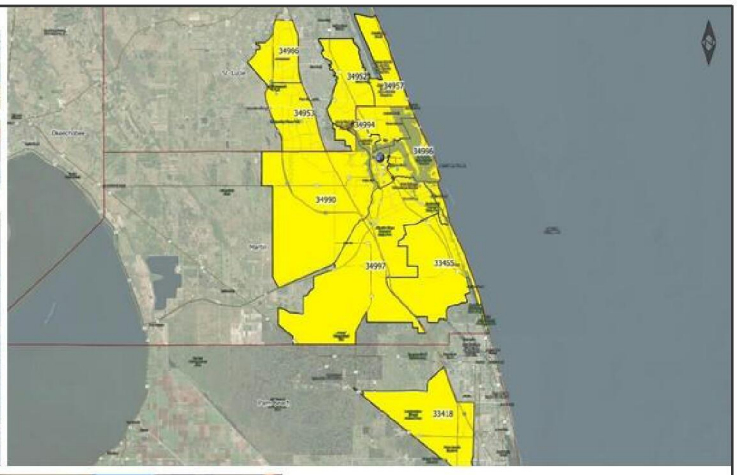
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Passengers/Hour	11

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- TNCs (Uber, Lyft) are available in Stuart
- Site observations suggest low TNC usage in downtown Stuart
- Did not observe circulating TNC drivers or double-parked TNC drivers, which would indicate potential concerns about TNCs contributing to congestion or mis-using parking and curb space











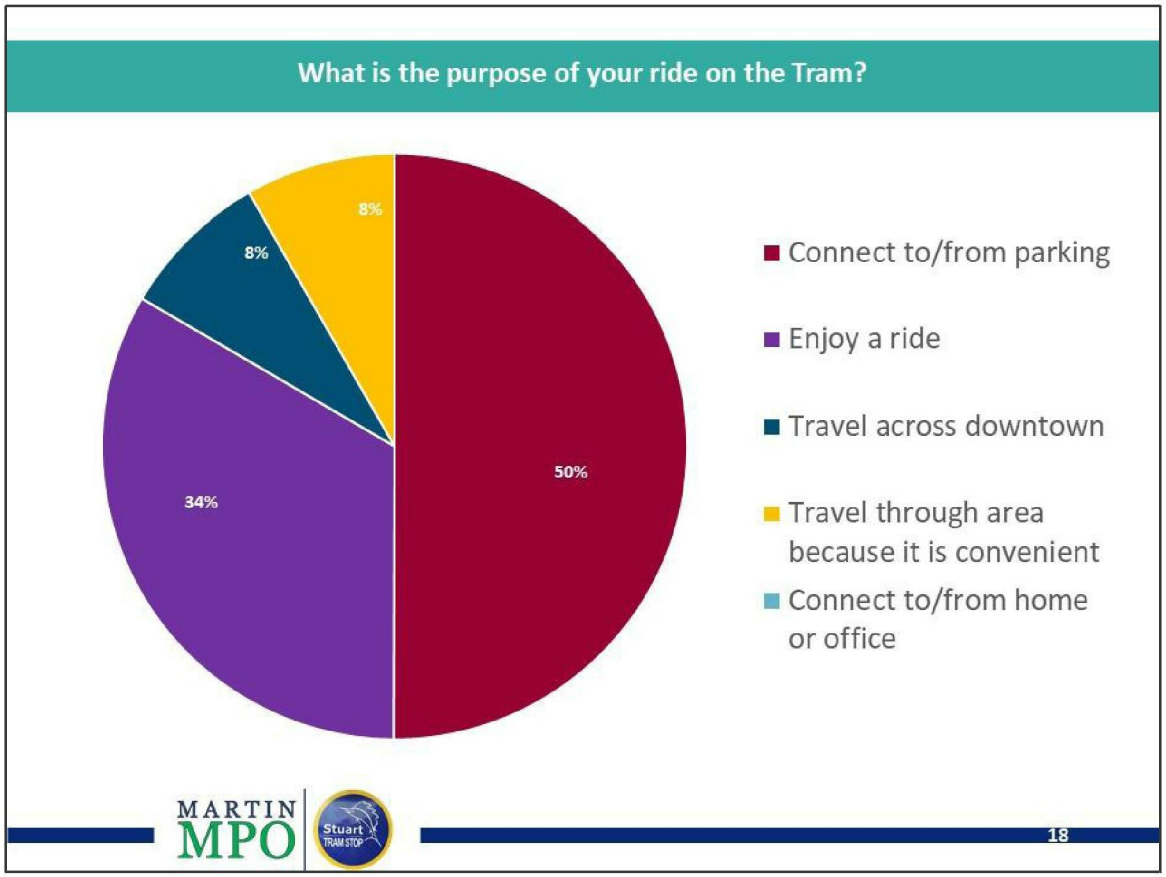
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GREEN MARKET

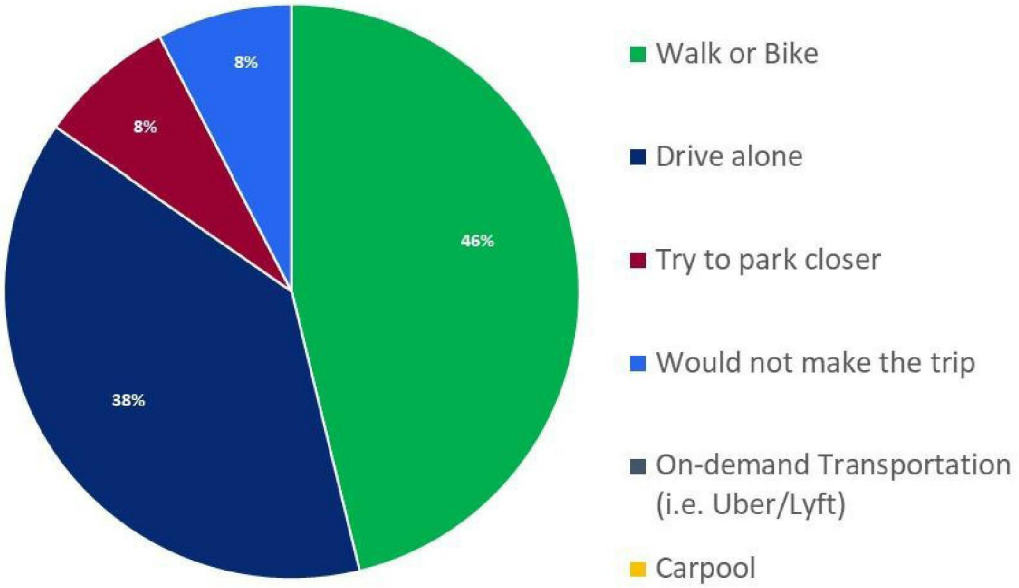
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47 responses


Hear What
People Say
I parked illegally.
Would love to know more about it and would rather not drive.
I like the Tram for when my parents visit.
Where do I park to take the Tram?
Driver super nice and helpful.
I biked from my house and didn't know about the Tram.
Rode first time today, had to park far away.
I would take the Tram but I don't know where it goes or where it picks up.
Should expand area of service.
I drove 30 minutes so I wanted to walk.
I caught the Tram today when the driver asked if I wanted a ride and I was tired.
MARTIN MPO
Stuart TRAM STOP
17

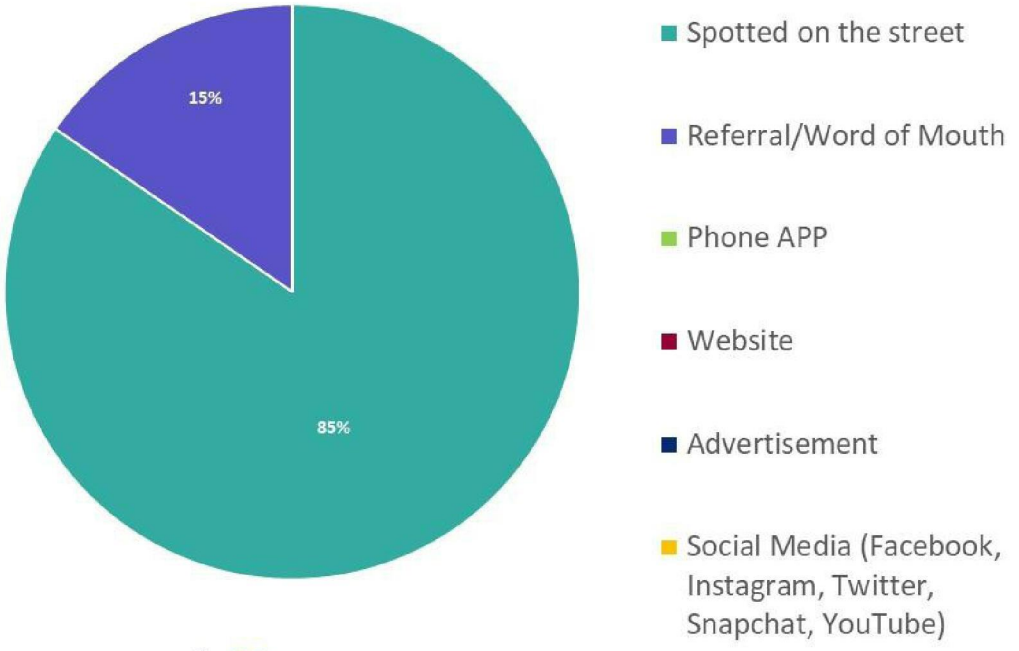

What is the purpose of your ride on the Tram?
8%
8%
50%
34%
Connect to/from parking
Enjoy a ride
Travel across downtown
Travel through area because it is convenient
Connect to/from home or office
MARTIN MPO
Stuart TRAM STOP
18

If the Stuart Tram were not available, how would you make this trip?



19

How did you learn about the Stuart Tram?



20

STEP ON BOARD WITH US!

Downtown Stuart Tram Routes





DOWNTOWN TRAM SCHEDULE

SUNDAY	9AM-6PM
MONDAY	8AM-8PM
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TRAMS RUN ON A CONTINUOUS ROUTE STOPPING AT EACH ▲ APPROXIMATELY TEN MINUTES APART, THE RED AND BLUE ROUTES BEGIN AT THE TRANSFER POINT OF HANEY CIRCLE

TRAM CONTACT NUMBER: 772-260-0126 or 772-284-3490

MARTIN MPO | Stuart TRAM STOP

21



Opportunities & Challenges

- **Routes**
  - New routes/scheduling
  - Crossing state roadways
- **Funding**
  - Event fees (Boatshow, etc.)
  - Advertising on Trams
  - Parking fees
  - Privatization
- **Marketing**

MARTIN MPO | Stuart TRAM STOP

22

Similar Services

COMPANY	CITY	PUBLIC/PRIVATE
The Swoop Ride	Miami Beach	Private
Round the Town	Boca Raton	Private
Freebee	Miami-Dade	Private
The Free Ride	Multiple	Private
Jonny's Original Free Ride	Siesta Key	Private
Downtowner	Multiple	Private
Wilton Drive Shuttle*	Wilton Manors	Public

All shuttle services are free to use

*Limited hours of operation







23

Next steps

- Build a 5-year and 10-year business plan
- Complete second survey day in season
- Future of TNCs and Impacts
- Infrastructure Needs
- Planning Cost Estimates
- Financing Options

DATE	MEETING
February 2019	MPO Advisory Committees
February 2019	City of Stuart Commission
February 2019	MPO Board

24


Stuart
TRAM STOP
Call
772-260-0126
THANK YOU
MARTIN
MPO
Stuart
TRAM STOP
MARLIN

Stuart Tram City Commission 12.10.18

City of Stuart Tram/ Transportation Network Company Business Plan

City of Stuart Commission Meeting
December 10, 2018

Contents

1 Overview of Scope and Schedule
2 Existing Conditions
3 Opportunities
4 Next Steps
5 Feedback





Scope of Project

- Evaluate the current downtown tram system
- Build a **5-year business plan**
  - Coordination
  - Best Practices/ Literature Review
  - Public Outreach
  - Tram Service Analysis
  - Financial Planning

Schedule

Task/Subtask	August	September	October	November	December	January
Notice to Proceed						
1.0 Coordination						
1.a Kick-Off Meeting Project Management Team						
1.b Project Coordination						
1.c Stakeholder Advisory Committee						
1.d Advisory Committee and Board Meetings						
2.0 Literature/Best Practices Research						
2.a Review all relevant City Documentation						
2.b Perform research on Internet and through Transportation Trade publications for 5 best practices.						
2.c Contact up to 5 agencies/micro transit/transportation Network Companies (TNCs)						
3.0 Public and Stakeholder Outreach						
3.a Public Outreach						
3.a.i Interview mechanism						
3.a.ii Public						
3.a.iii Business Community						
3.b Interview Drivers						
4.0 Tram Service Overview						
4.a Analysis of Ridership						
4.b Cost of Operations						
4.c Fleet Conditions						
4.d Potential Tram Expansion						
4.e Future of TNC and Impacts to Planning Scenarios						
4.f Infrastructure Needs						
4.g Planning Cost Estimates						
5.0 Financial Planning						
5.a Financing Options						
5.b Summary Report						

Tram Route



Source: City of Stuart Public Works Department

5

Vehicles

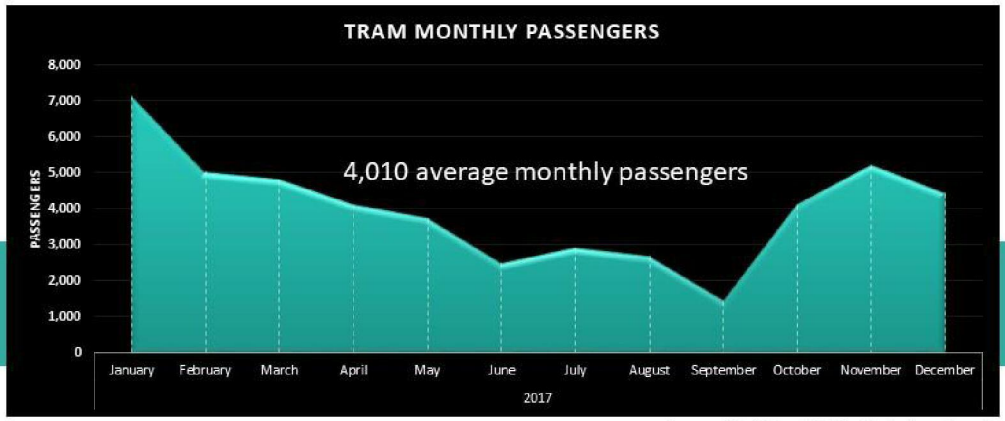
UNIT #	VEHICLE DESCIPTION	PASSENGER CAPACITY	WHEELCHAIR RAMP	OPERATING SYSTEM	OPERATING VOLTAGE	MILEAGE/ HRS	VEHICLE CONDITION	EXPECTED REMAINING YEARS*
MTS1	2007 Club Car	10	Yes	Gas	N/A	12,204 hours	Good	1
MTS2	2012 Moto Electric	11	Yes	Electric	72v	95,144 miles	Good	4
MTS3	2014 Moto Electric	15	No	Electric	72v	45,523 miles	Good	6
MTS4	2016 Moto Electric	11	Yes	Electric	72v	33,947 miles	Good	8
MTS5	2016 Moto Electric	11	Yes	Electric	72v	32,222 miles	Good	8
MTS6	2017 Moto Electric	23	No	Electric	72v	9,590 miles	Good	9
Trailer		10						

Expected Vehicle Lifespan : 10 Years*



6

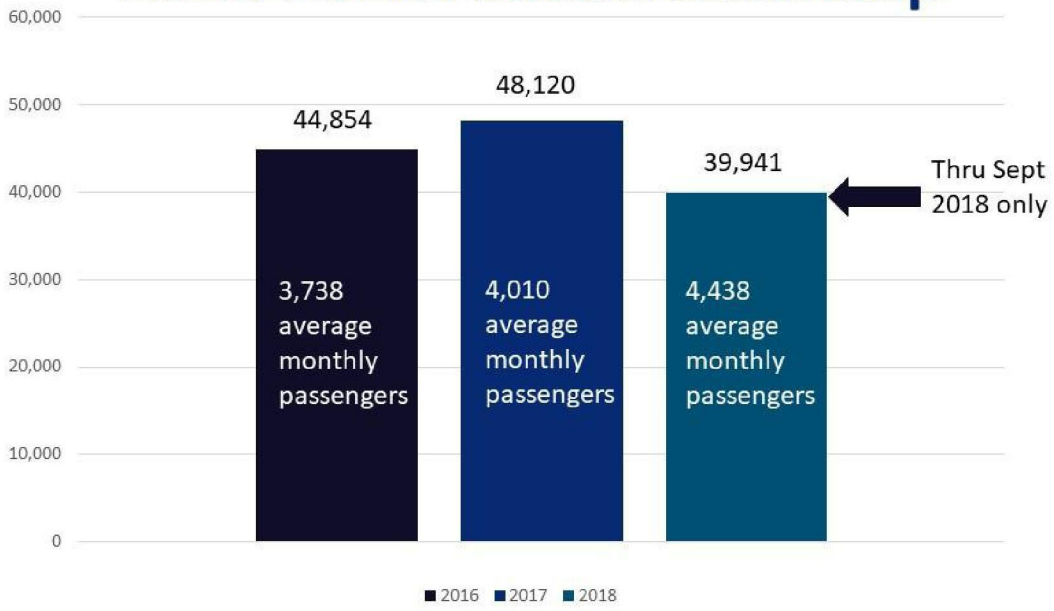
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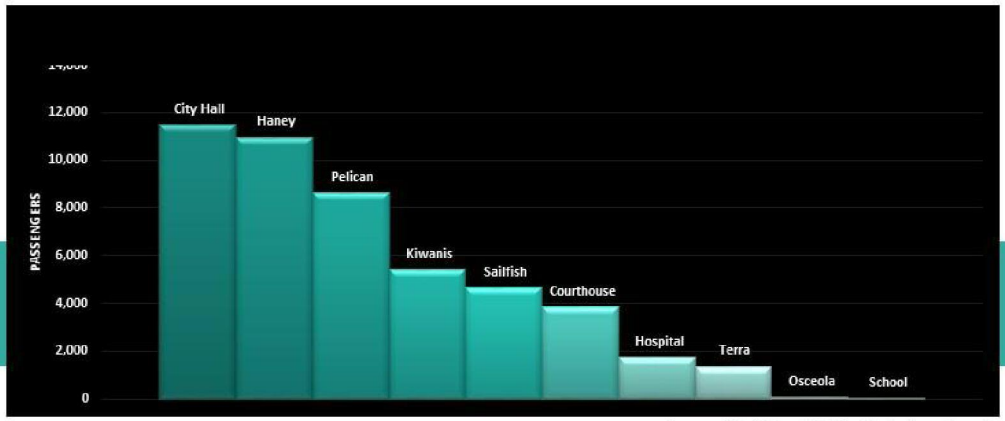
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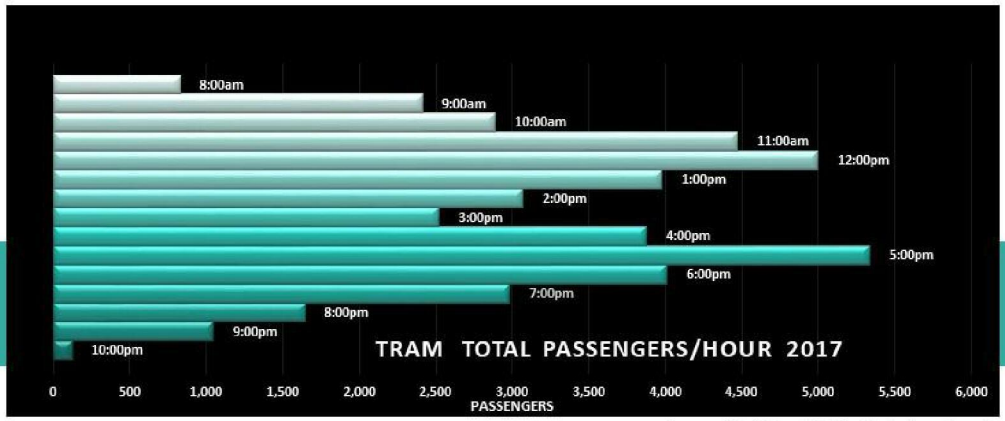
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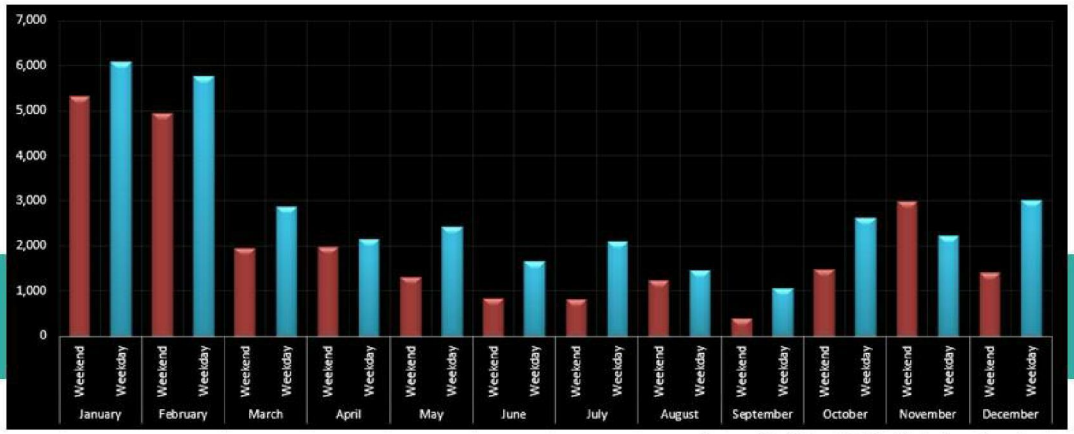
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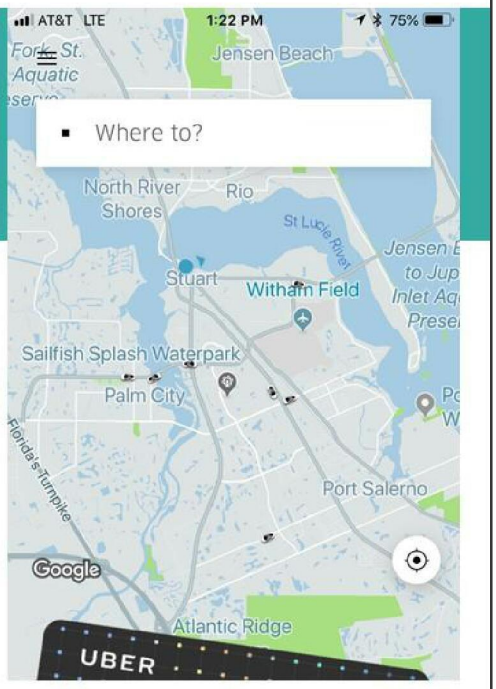
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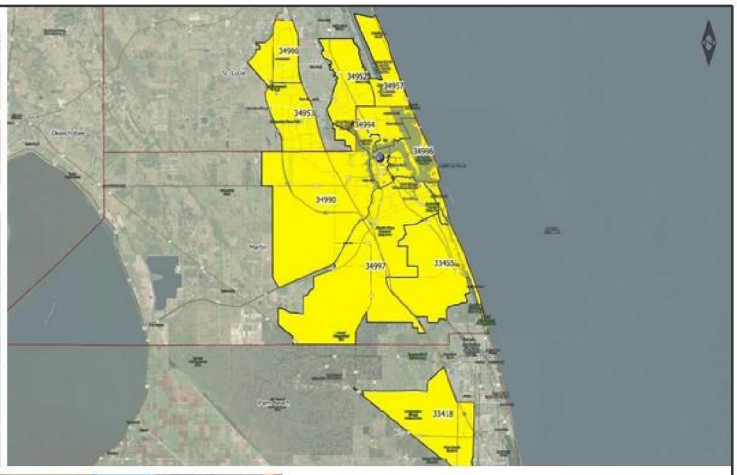
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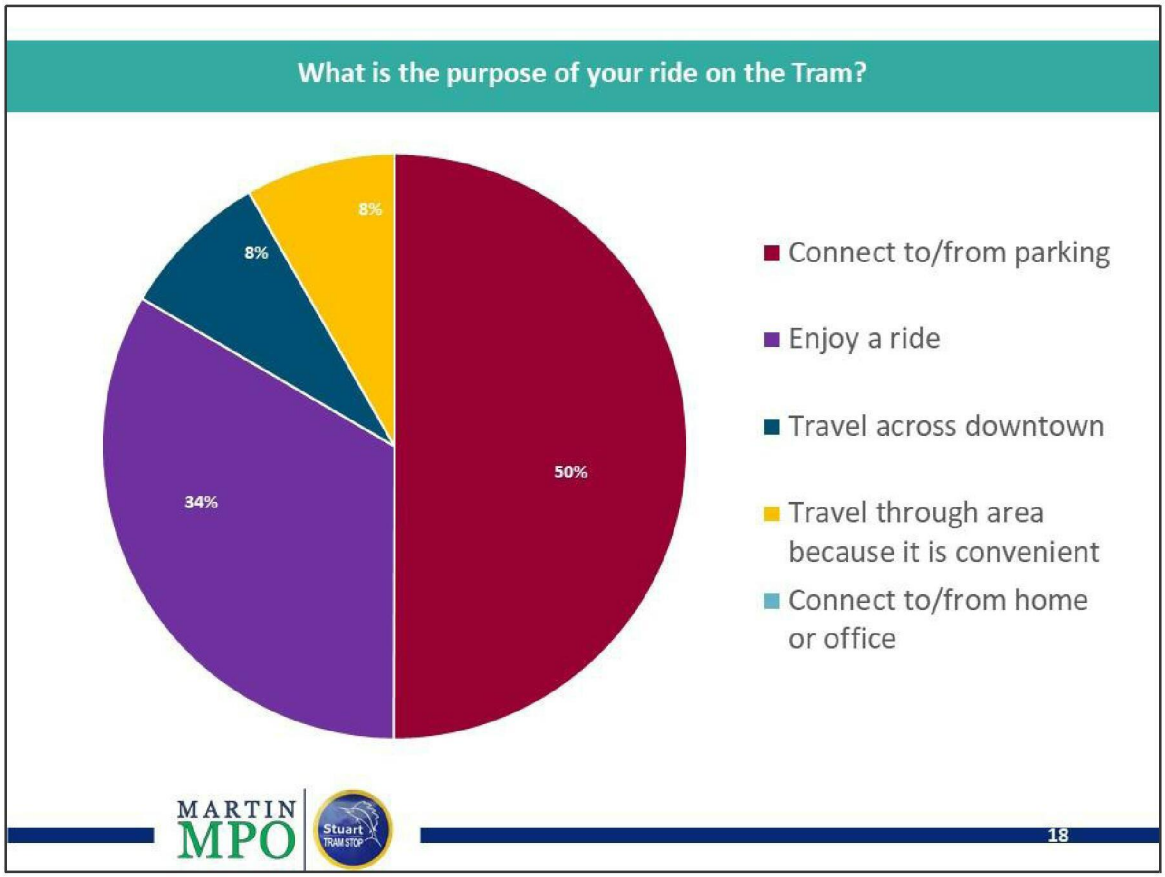
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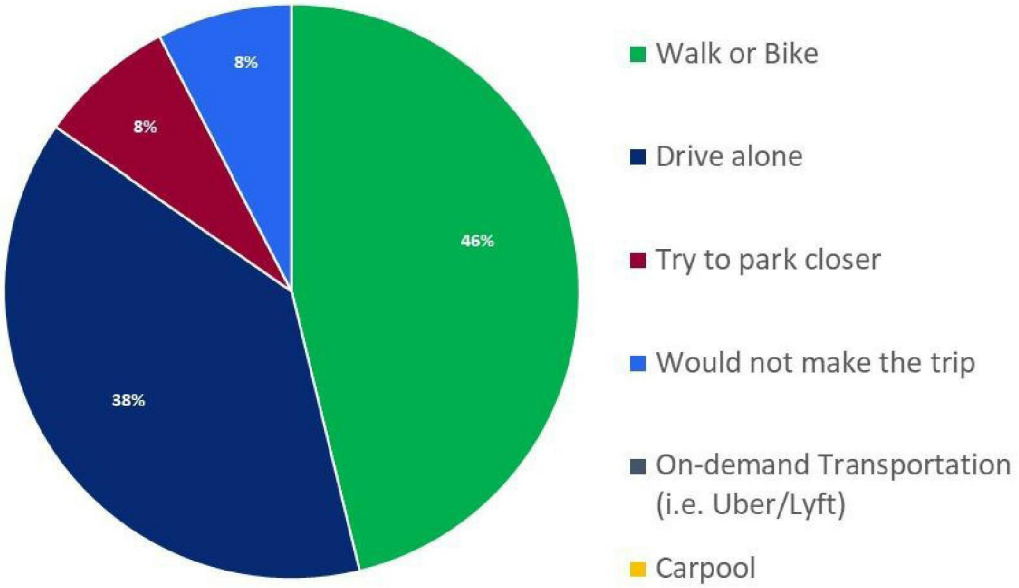
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Stuart TRAM STOP
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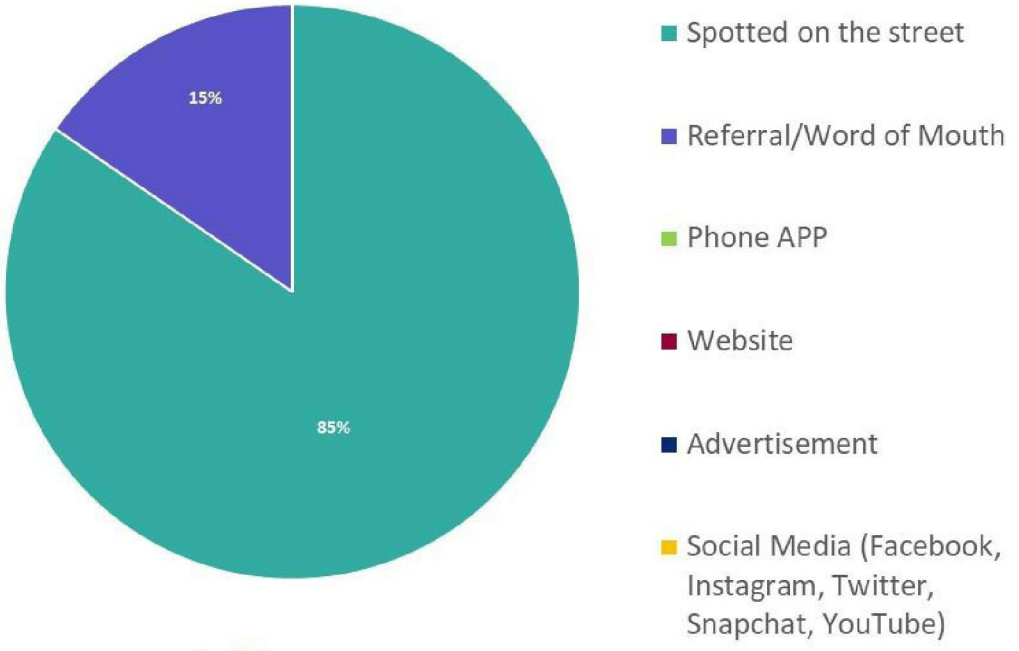

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Stuart
TRAM STOP
Call
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THANK YOU
MARTIN
MPO
Stuart
TRAM STOP
MARLIN

APPENDIX C

Questionnaire/Survey Results/Outreach

Stuart Tram Survey Form (Page 1)

CITY OF STUART

STUART TRAM SURVEY

1 What is your residence zip code?

_____

2 Are you riding on the City of Stuart Tram today?

☐ Yes ☐ No

If not a Tram rider, proceed to question 16

3 Have you used the City of Stuart Tram in past?

☐ Yes ☐ No

4 What was the purpose of your ride on the Tram?

a. Connect to/from parking
b. Connect to/from transit
c. Connect to/from home or office
d. Enjoy a ride
e. Other

5 Where do you begin your trip on the Stuart Tram?

a. Stop 1, Courthouse
b. Stop 2, School Board
c. Stop 3, Marty Stop
d. Stop 4, Martin Medical Center
e. Stop 5, Surgery Center
f. Stop 6, 509 Building
g. Stop 7, Weissman Cancer Center
h. Stop 8, Haney Circle
i. Stop 9, Sailfish Parking Lot
j. Stop 10, Flagler Park
k. Stop 11, City Hall
l. Stop 12, Osceola Park n' Ride
m. Stop 13, Kiwanis Park
n. Stop 14, 6th Street
o. Waved down the Tram at _____

6 Where do you end your trip on the Stuart Tram?

a. Stop 1, Courthouse
b. Stop 2, School Board
c. Stop 3, Marty Stop
d. Stop 4, Martin Medical Center
e. Stop 5, Surgery Center
f. Stop 6, 509 Building
g. Stop 7, Weissman Cancer Center
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i. Stop 9, Sailfish Parking Lot
j. Stop 10, Flagler Park
k. Stop 11, City Hall
l. Stop 12, Osceola Park n' Ride
m. Stop 13, Kiwanis Park
n. Stop 14, 6th Street
o. Name of location (eg restaurant name, etc) _____

7 How do you get to the Stuart Tram?

Drive yourself and parked locally, Carpool/Uber/Lyft/taxi/Drop off, Walk, Bike, Marty, Other

8 How many days per week do you normally ride the Stuart Tram?

Every day, All Weekdays, All Weekends, A few times a week, About once a week, A few times a month, Once a month, Less than once a month

Stuart Tram Survey Form (Page 2)

CITY OF STUART

STUART TRAM SURVEY

9 How did you find out about the Stuart Tram?

Spotted on street, Website, Ad, Phone App, Social Media, Referral, Work, Other

10 Do you use the Stuart Tram Stop mobile App?

☐ Yes ☐ No

11 If the Tram were not available, how would you make this trip?

Drive alone, Would not make the trip, Carpool/ Uber/Lyft, Walk, Bike, Other

12 How satisfied are you with the service and reliability of the Stuart Tram?

Very Satisfied 1 – 5 Very Dissatisfied 1 2 3 4 5

13 Do you ride on public transit other than the Tram? ☐ Yes ☐ No

14 Would you like to see the Stuart Tram expanded? ☐ Yes ☐ No

15 Any overall feedback for the Stuart Tram?

_____

_____

_____

_____

*** END HERE FOR TRAM RIDERS ***

16 Have you heard about the City of Stuart Tram?

☐ Yes ☐ No

17 How did you get to the downtown today?

Drive yourself and parked locally, Carpool/Uber/Lyft/taxi/Drop off, Walk, Bike, Marty, Other

18 Would you consider riding the City of Stuart Tram in the future?

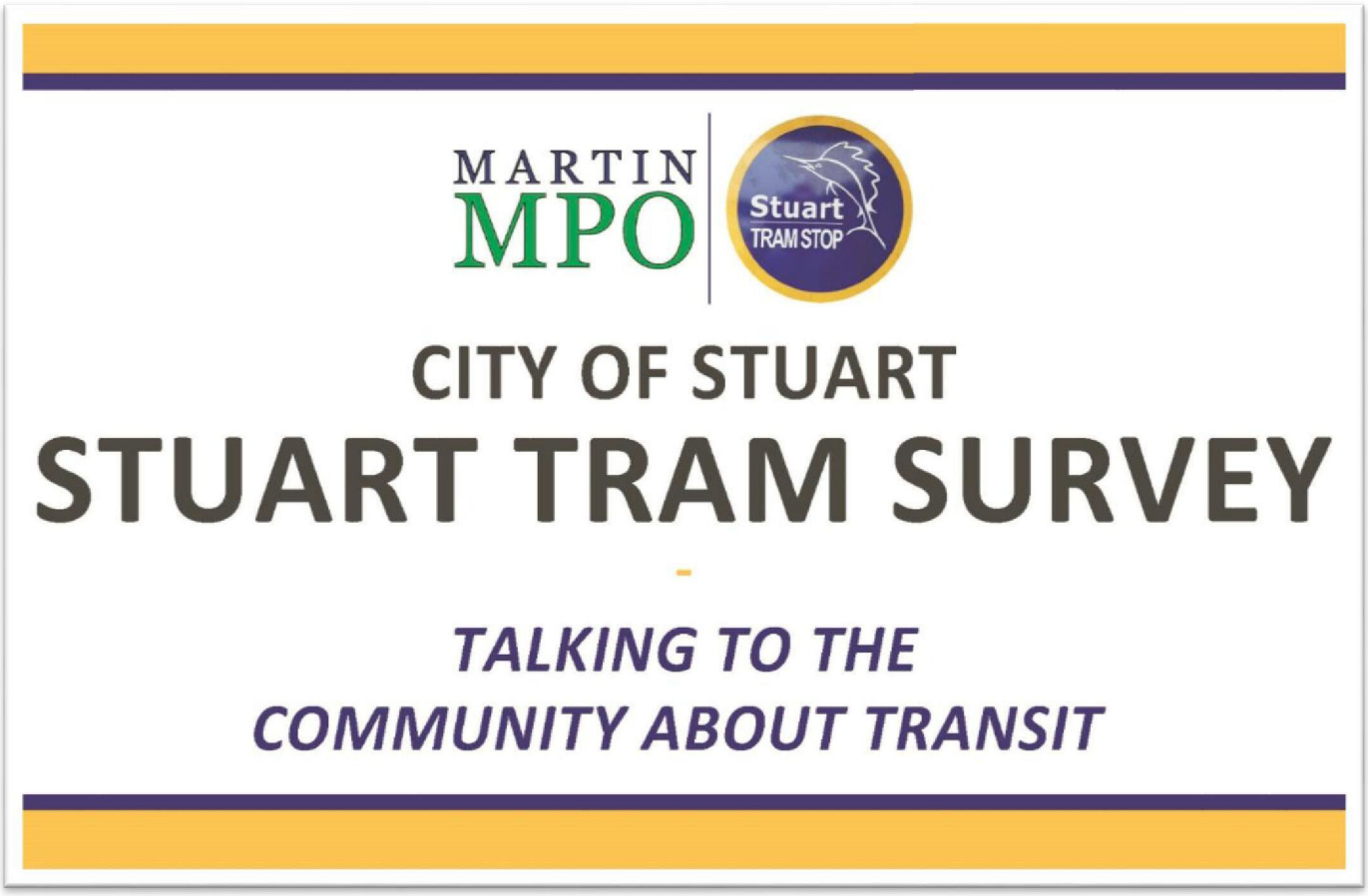
☐ Yes ☐ No

Stuart Tram Survey Notes

- Need more info at stops
- Delray runs on demand -very nice -can make donation
- Might ride when I'm old
- Tram drives really slow down busiest streets, very annoying. - Local cyclist, young male
- Never rode because I have no info about it -maybe family could ride when in town
- From NYC so a fan of transit but haven't used tram
- Good service -keep it up
- Let me look at the brochure first- not from here (did not take survey)
- Would love to know more about it- would rather not drive
- I haven't used it but my mom does when she's here
- Joyride (bar crawl) - planning another for Christmas -should expand area of service- driver took us wherever and played what we wanted on radio and really made the trip special for us (with 2 other ladies surveyed and their SOs)
- My kids encourage me to ride but I like to walk and walking is good exercise
- (First respondent flagged me down to inquire about what I've been hearing -said he didn't know where you'd fit another stop in current service -asked jokingly if expansion would be sooner than 2021 and recommended expanding before funds disappear)
- Rode first time today - had to park far away even with handicap tag -driver saw us walking and stopped to offer us ride -very nice -weren't sure we would make it here
- Parked Illegally
- Need more advertising. Didn't know about app.
- Need to show where to park to take the tram.
- Drove 30 mins so wanted to walk
- Parked locally
- Didn't know about app
- Biked from house and didn't know about tram
- Like the tram for when elderly parents visit
- Does not see need for him to ever use tram
- Caught tram when Driver said do you want a ride and she was tired
- New development Azul with limited parking - worried about residents parking in lots
- Would take but just don't know where it goes or where it picks up
- Have trams ready for end of special events
- Expand it a lot like Cocoa -take it to the beach-keep it free (respondent moving here soon - came with SO)
- Ad for app
- Reed is a fab driver
- Fun driver very accommodating
- It's great, shouldn't get rid of. Great for elderly

- More stops near Notes and Winery at the end of Colorado
- Fun driver, very accommodating
- MORE INFO ON FREQUENCY, EXPAND AROUND TOWN
- Really nice service
- Tram is great. Need more trams! Expand Past US 1
- Ready access to a phone number
- Drivers are charming
- Fantastic drivers, reliable and friendly. GREAT SERVICE!
- Excellent!
- I love the tram, huge asset, great selling point.
- Excellent service
- Drivers are personable. Especially Sandy!
- Served us very well, because of the parking connectivity
- very important to have because of people visiting
- Marketing idea- Include info about tram in water bill
- Good idea would be to pick up at marina and take boaters to Publix on a regular schedule
- Delivery dude- typically park at noodle world, tonight parked a quarter mile down and walked over

Outreach Sticker



APPENDIX D

Interview Summary Notes

Interview Notes

10/1/2018

Tram Driver Interview

- 7 years driving tram
- Sees congestion in City growing
- When people are not at a stop, he services where the people are

10/14/2018

Green Market Vendor

- Lots of Complaints about parking
- They come early and park by tracks
- Signage idea: Park here for tram transport with event info included with tram info

10/14/2018

Tram Driver

- On special event days route is different
- People with coolers need Tram
- Offering rides
- Group of 10 at Duffy's drove around and showed them around

10/22/2018

Clayton Therrien, Boat Show, All Sports Production

- 2017 used Palm Beach Transportation, was not happy with service
- 2018 used Molly's Trolleys, 4 trolleys that held 30 people each
- 18,000 tickets sold in 2018
- 2019 to use Academy Bus, 4 buses that hold 55 people each, pick up will be at Airport only
- Have not considered option to pay for Tram service
- City complains about traffic during boat show
- Upcoming meeting with City to discuss boat show
- 2017 concerns include no portajons in parking lots, Trams bringing visitors farther away
- Marketing plan to advertise parking options
- Very big event with large economic impact for City

10/23/2018

Marty Bus Driver – brief interview at Kiwanis Park and Ride – late weekday morning

- Does not typically pick up riders at this time
- Throughout am bus brings workers to downtown jobs
- Sometimes bus riders ask about Tram and he directs them to the kiosk

10/23/2018

Bill Moore, Downtown Business Association of Stuart, President, Kilwin's owner

- 19 years at Kilwin's
- Suggested Tram connecting to local hotels

- Employees use employee parking
- Perception among some is that Tram reliability is an issue
- Believes the Tram to be very important to the City
- Presence of Tram is an asset to the City
- Currently advertises for Tram at Kilwin's
- Staff will call for Tram when requested by patrons
- Recommends expanded parking enforcement to 8pm
- Believes City to have enough parking when managed properly

10/23/2018

Downtown business owner interview, Must

- One year at business
- Familiar with Tram
- Employees park at Kiwanis Park and Ride, do not use Tram
- Confirmed parking code enforcement
- Does not support paid parking in City
- Not sure if business would advertise on the Tram

10/24/2018

Jim Corbett, Walker Consultants, Parking Study author

- Need to contact City for Complete Parking Study and Powerpoint
- Recommends schedule, on-demand is not reliable
- Recommends a North/South route and an East/West route
- Osceola corridor for prime paid parking with short term fee with 90-100 spaces at $1/hour after equipment purchase of $50,000-$60,000 the first year would generate $100,000/year

11/21/2018

Joe Catrambone, Chamber of Commerce, President/CEO

- Tram is vital, great addition to downtown charm
- One issue is that workers take up parking, this has improved as merchants have employees park and take Tram
- Getting the word out is an opportunity
- Chamber is Stuart-based, 1,600 members includes N. Palm Beach County, Martin County, St. Lucie County members
- Downtown is the focal point, bright spot of community
- Recommends riding the tram to people
- In season is now until after Easter, County has influx of 20,000 to 30,000 people
- Mindset is that there is no parking available
- Chamber started Main Street Program
- Tram is a great aid to counter mindset that there is no parking
- Has not heard any complaints about tram
- Familiar with CRA funding to tram, but not of any other funding available

- Chamber has monthly luncheon with 125-150 attendees on the 2nd Wednesday of every month, opportunity to share information about Tram with members at meeting

12/5/2018

Thondra Lanese, Stuart Main Street

- Tram works well for tourism, but the next level, is to keep tourism market and generate revenue and provide transit to community for employees and those on lunch break with better reliability.
- The Downtown parking study recommended fixed route for tram and also good benchmarks for City.
- With the FDOT grant and the CRA, fixed route was discussed. Opportunity for special events to pay for tram.
- Suggest using a separate Tram for tours.
- When visitors arrive at the tourism office, staff recommends tram to orient visitors, learn about city and history. Thondra's voicemail for special events states for visitors to use Park and Ride lots and take the tram. Education is desperately needed.
- Thondra has a marketing background. Not enough brochures are provided. Suggests materials be informative and accessible with a multi-outlet approach to stakeholders.
- She knows of a situation where a downtown business owner waited at a tram stop for the tram and no tram arrived so then would have to call. Suggests a route further down Colorado.
- Why can't the tram go across US 1 and to the Publix? With better reliability the tram could capture Molly's House and Hospital.
- City has 49 rental apartments coming on line and 40 condos on Seminole in 2 developments, so more potential ridership for Tram.
- Key opportunities are more education and better reliability.

12/7/2018 – Christmas Parade Night

Tram Driver Interview

- 4 Trams are out, 2 are in parade
- Conserving energy at Haney Circle
- Event at the Lyric also, at 9pm there will be crowds
- Most TNCs are food delivery, mostly at Duffy's
- Trams do not run out of power on the route, you can shut off and on and make it back

12/7/2018 – Christmas Parade Night

Bite Squad (restaurant delivery driver picking up at Duffy's)

- Typically parks at Noodle World
- Tonight parked a quarter mile down and walked over

12/10/2018

Terra Femata Owner, Eric Wickstrom

- Yes, he would consider advertising on the Tram
- Tram comes by and the drivers tell the riders about us
- We give free entry to folks getting off the Tram
- Don't agree with charging for parking downtown

- Tram is great for our business
- Our patrons mainly park nearby and walk to our business

1/7/2019

Margaret Wild, Operations Manager, Molly's House

- Tram is excellent and a wonderful commodity for our City
- We can call and they pick up our folks to go to the hospital a lot, and downtown for dinner
- Drivers tell Tram riders about Molly's Hours and what we do as they pass by
- Drivers are great
- Folks staying at Molly's House take the history tours and learn about Stuart
- Would like to see expanded to Fresh Market/County Building area for Walgreens and the Medical Center there (closer pharmacy is closed on weekends)

1/9/2019

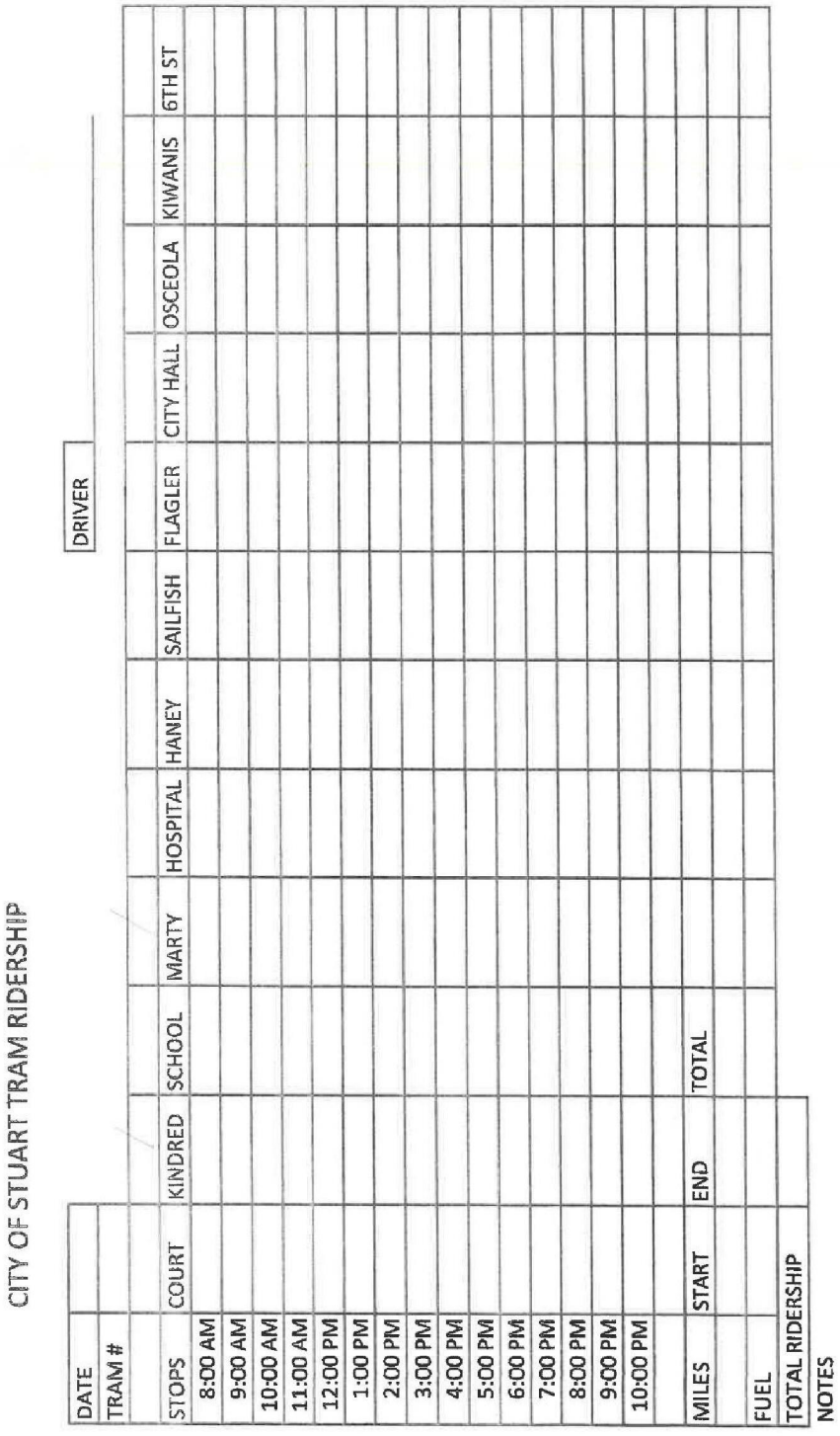
Debbie Flerx, Assistant to the Clergy, St. Mary's Episcopal Church

- She is not familiar with the Tram
- She sees it go by with students and nurses on it
- They host a community dinner every Wednesday from 4:45-5:45pm for those on a fixed income, want community or are homeless with 80-100 attendees. Not sure if these folks take Tram.

APPENDIX E

City of Stuart Tram Materials

Tram Materials



CITY OF STUART TRAM RIDERSHIP

DRIVER

DATE																
TRAM #																
STOPS	COURT	KINDRED	SCHOOL	MARTY	HOSPITAL	HANEY	SAILFISH	FLAGLER	CITY HALL	OSCEOLA	KIWANIS	6TH ST				
8:00 AM																
9:00 AM																
10:00 AM																
11:00 AM																
12:00 PM																
1:00 PM																
2:00 PM																
3:00 PM																
4:00 PM																
5:00 PM																
6:00 PM																
7:00 PM																
8:00 PM																
9:00 PM																
10:00 PM																
MILES	START	END	TOTAL													
FUEL																
TOTAL RIDERSHIP																
NOTES																

Tram Rules and Regulations

No crossing US1 under any circumstances unless directed by the City Manager.

No following or driving behind another Tram unless directed by your supervisor.

No stopping, standing, or parking behind another Tram. All communication will be done by radio or cell phone.

When taking breaks or lunch, Tram will be parked in a designated or secured location.

Beginning of each shift: check charger and indicate lights, make sure Tram is fully charged or shows a green indicator light. If not, write it down on activity board and notify your Supervisor.

Check your headlights, turn signals, horn, and strobe lights to make sure they are working properly.

Complete a final walk around inspection. Make notes of any damage to Tram.

Complete Tram Inspection Sheet.

When on route and pointing out landmarks, do not stop on roadway (do not block traffic). Just point at site and continue on your route.

Always use your turn signals when making turns. Remember to turn them off.

Report all accidents or incidents to your supervisor immediately.

Remember gratuities are not accepted.

End of each shift: make sure the Tram is plugged in properly and you can see the indicator lights.

Make sure your hand-held radios are plugged into charger, and the red indicator light is on.

Remember you are an ambassador to the City. Have a great and exciting day.

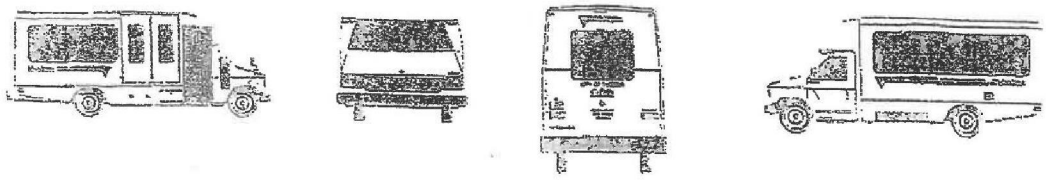
Daily Tram Report

Tram # _____ Date: _____
Driver 1 _____

Miles Start _____
Hours Start _____
Miles End _____
Hours End _____

Daily Check List	Check (√)	If Defective, Mark X	All defects must be described on bottom of DRB		
Items to Check	Driver 1	Comments	Items to Check	Driver 1	Comments
Fuel			Driver Seat		
Wipers			Passenger Seat		
Oil Level			Emergency Exits/Lights		
Oil Leaks			Fire Extinguisher		
Battery Power Level			Emergency Reflectors		
Tires/Lug Nuts			First Aid/Accident Kit		
Head Lamps			Wheel Chair Restraints		
Turn Signals			W/C Interlock System		
Hazard Lights			W/C Ramp		
Clearance Lights			Hand Rails		
Brake Lights			Seatbelts		
Backup Lights			Radio/ Phone		
Glass (All) & Mirror			Intercom		
Clean Exterior			Insurance Information		
Clean Interior			Registration		
Brake Pedal					
Emergency Brake					
Backup Beeper			Plug In Tram		
Gauge: Oil Pressure					
Gauges: Volt, Fuel, Temp					
			Other:		

Body Damage Description:



Defect and brief explanation or other comments:

VEHICLE DEFECT SHEET

APPENDIX F

FDOT Service Development Grant Guidelines

Approved:

Stephanie C. Kopelousos
Secretary

Effective: November 19, 2008
Office: Transit
Topic No.: 725-030-005-i

PUBLIC TRANSIT SERVICE DEVELOPMENT PROGRAM

PURPOSE:

This procedure details the Florida Department of Transportation's administration and management of the Public Transit Service Development Program.

AUTHORITY:

Sections 341.051, 20.23(3)(a) and 334.048(3), Florida Statutes (F.S.)
Rule Chapter 14-73, Public Transportation, Florida Administrative Code (F.A.C.)

SCOPE:

The principal users of this procedure are public transportation staff at both the Central Office and District levels, specifically those involved in administering the Service Development Program (i.e., Central Office Grant Programs Administrator and staff, District Public Transportation Managers/District Modal Development, and District Transit Programs staff.)

REFERENCE:

Public Transportation Joint Participation Agreement, Procedure 725-000-005

DEFINITIONS:

Central Office: For the purposes of this procedure, the Department of Transportation, Public Transit Office and/or staff.

Community Transportation Coordinator (CTC): A transportation entity so designated by the Florida Transportation Disadvantaged Commission, as provided for in ***Chapter 427, F.S.,*** and ***Rule Chapter 41-2, F.A.C.*** to serve the transportation disadvantaged population in a designated service area.

District Office: For the purposes of this procedure, the Department of Transportation,

District Public Transportation office or District Office of Modal Development, and/or staff.

Eligible Capital Costs: Any costs that would be defined as capital costs by the Federal Transit Administration. Examples would include, but not be limited to: the acquisition of buses for fleet and service expansions; transfer facilities; intermodal terminals and park and ride facilities; and passenger amenities, such as passenger shelters and bus stop signs.

Eligible Net Operating Costs: All operating costs of a project; less any federal funds, fares, or other sources of income to the project.

Eligible Recipients: Public agencies providing or implementing public transit services directly or through contractual arrangements. Community Transportation Coordinators which are public agencies are eligible recipients.

Joint Participation Agreement (JPA): A contract between the Department of Transportation and a local sponsor of a public transportation project, defining a project and the Department's participation ***(Form No. 725-030-06)***.

Public Agency: An authority, commission, committee, council, department, division, bureau, board, section or any other unit or entity of the state or of a town, city, municipality, county, or other local governing body.

Public Transit: The transporting of people by conveyances or systems of conveyances, traveling on land or water, local or regional in nature, and available for use by the public. Public transit systems may be either government owned or privately owned. Public transit specifically includes those forms of transportation commonly known as "paratransit" or "demand response," characterized by their non-scheduled, non-fixed route nature.

Transit Development Plan (TDP): A locally adopted document that addresses a minimum ten-year time frame. Preparation of the TDP is the responsibility of the public transit provider, in cooperation with the appropriate Metropolitan Planning Organization. It is consistent with the applicable approved local government comprehensive plan and with the appropriate comprehensive (long range) transportation plan and supports the Transportation Improvement Program. The TDP includes an assessment of the need for transit services in the local area. It identifies the local transit policies, existing services and proposed service improvements and/or changes, capital and operating costs of the proposed services, existing and proposed sources of funding and a staged implementation plan. A TDP is updated annually.

BACKGROUND:

The Public Transit Service Development Program (hereinafter referred to as the Service Development Program) was enacted by the Florida Legislature to provide **initial** funding for **special** projects. The program is **selectively** applied to determine whether a **new or innovative** technique or measure can be used to improve or expand public transit. Service Development Projects specifically include projects involving the use of new technologies, services, routes, or vehicle frequencies; the purchase of special transportation services, and other such techniques for increasing service to the riding public as are applicable to specific localities and transit user groups. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems can be funded through the Service Development Program.

Service Development Projects are subject to specified times of duration, but no more than three years. Recipients accepting Service Development funds accept the commitment to continue the project, if deemed successful by their own measures, without additional Public Transit Service Development Program funds. This procedure is not applicable to rail service development projects as defined in ***Section 341.303(4), F.S.***

1. PROJECT DEVELOPMENT

District Offices shall develop a program of eligible Service Development projects and submit that program of projects to the Central Office by the first working day of July each year, for implementation beginning July 1 of the following fiscal year. Projects shall be developed in consultation with eligible recipients, and the need for such projects shall be justified in the recipient's TDP (or transportation disadvantaged plan, if applicable). For example, a project to initiate a new marketing campaign must be generally supported in the recipient's TDP with a statement of need for improved marketing efforts, as well as an objective to provide these efforts.

As delineated in ***Section 341.051, F.S.***, the Department is authorized to fund Service Development Projects that will improve system efficiencies, ridership, or revenues. The following are eligible functional areas along with specified time durations for Service Development Projects: projects that improve system operations, having a duration of no more than three years; projects that improve system maintenance procedures, having a duration of no more than three years; projects that improve marketing and consumer information programs, having a duration of no more than two years; and projects that improve technology involved in overall operations, having a duration of no more than two years.

1.1 District Offices shall consult with eligible recipients to identify projects that may be eligible for Service Development Program funding. Consultation shall include discussions of the extent to which a proposed project is consistent with local transportation, transit, and comprehensive plans, and the extent to which it may be necessary to amend any local plans to permit the inclusion of the proposed project in the Department's work program.

1.2 Upon completion of these consultations, the District Offices shall prepare a list of projects containing: project objectives; estimated capital and operating expenses; assigned operational and financial responsibilities; the time frame required to develop the project; and the criteria by which the success of the project will be judged. Priority shall be given to projects that are statewide in nature or will demonstrate services, technologies, or methods that would be applicable elsewhere in the state.

1.2.1 Project objectives shall specifically identify results expected from the implementation of the project in terms specific to the functional area in which the project is being proposed. (For example, if the project is to improve system operations, a specific objective might be to test a new fare collection system.)

1.2.2 Operating and capital expenses shall be estimated for the project.

1.2.3 Assigned operational and financial obligations shall be delineated.

1.2.3.1 The operational responsibilities shall include a list of specific actions to be taken by the parties to the ***JPA*** to meet the objectives. (For example, if the project involved a new fare collection system, the list might include an audit of existing fare collections, the evaluation of fare collection equipment available, obtaining public input, procuring new equipment, implementing new systems, collecting data, and evaluating results.)

1.2.3.2 The financial responsibilities shall include at least a breakdown of federal funds, fares, other sources of income (including contract and charter income), and proposed state financial participation. District Offices may propose that the state share be any percentage of the eligible net operating and capital cost of the project negotiated with the local recipient. To calculate maximum state funding for a local service development project, first subtract from the total project cost any federal funds, fares, contract revenues or Transportation Disadvantaged funds, etc. to determine the net project cost. The Department may then provide up to one-half of the net project cost, but no more than the amount of funding committed by the local project sponsor. Any proposed state

participation of more than 50% of the net project cost shall be for projects of statewide significance. Include a narrative on the statewide implications for any project proposed for more than 50% participation by the State.

1.2.3.3 The final determination of whether a project qualifies for more than 50% state participation shall be made by the Central Office. District offices shall be notified of the determination before the appropriation request is forwarded to the Legislature.

1.2.3.4 The length of time expected to be required to develop the required service shall be explicitly stated. The statute limits projects to improve system operations and maintenance procedures to three years and projects improving marketing and technology to two years. The time clock for projects begins when actual expenses are incurred. It should be noted that projects experiencing delays in implementation will not be eligible for inflationary increases in project budget.

1.2.3.5 The criteria by which the success of the project will be judged shall be included and shall be expressed in terms of the project objectives and the results expected from the project. (For example, the success of a new route alignment might be expressed in terms of ridership.)

1.3 The list of projects shall be forwarded to the Central Office by the first working day of July each year, for implementation in the following fiscal year.

1.4 The Central Office shall then develop a ***Work Program Schedule B*** based on the needs expressed in the submitted programs of eligible projects. The Central Office shall consult with the District Offices as necessary to allocate funds appropriately.

1.5 Upon receipt of ***Schedule B***, District Offices shall advise local recipients that projects have been selected for funding so that local plans and Transportation Improvement Programs may be amended as necessary. The District Offices shall then incorporate the identified projects in the work program to the limits of ***Schedule B***, so that the projects will be included in the appropriation request to the Florida Legislature.

2. PROJECT MANAGEMENT

2.1 Upon notification from the Central Office that the Department's work program, including the proposed Service Development Project, has been approved and that fund approval has been obtained through the Contract Funds Management system, the District Office shall prepare and execute a ***JPA***

between the Department and the recipient. Each ***JPA*** shall include an ***Exhibit C and Exhibit D*** as provided in the ***Public Transportation Joint Participation Agreement Procedure, 725-000-005***.

2.2 District Offices shall maintain a record of reports on the progress of the project as compared to objectives and milestones as set forth in the Service Development project proposal and/or ***Exhibit C*** of the ***JPA***. The frequency of required progress reports shall be specified in the ***JPA***.

2.3 District Offices shall visit each recipient no less than once a year at their place of business. More frequent on site monitoring requirements may be specified in the Service Development project proposal and/or ***Exhibit C*** of the ***JPA*** if warranted by the nature of the project. The purpose of the visit will be to consult with the recipient on the reported progress in meeting objectives and milestones. The visit will be documented in the project file.

2.4 The District Office shall maintain project files that contain, at a minimum:

(A) A copy of the ***JPA*** and any supplements thereto.

(B) A copy of all progress reports, whether annual or more frequent, as specified in the ***JPA***.

(C) A copy of each invoice presented for payment.

(D) A copy of the portion of the audit performed in compliance with the ***Florida Single Audit Act, Section 215.97 F.S.***, as directed by the Office of the Inspector General.

(E) A summary of each monitoring visit made to the recipient's place of business.

(F) A final report on the project, analyzing the success or lack thereof in terms of the criteria established at the beginning of the project, and the basis on which the decision to continue or not to continue the experimental service, method, technology, etc., was made.

2.5 A copy of the final report from every Service Development Project shall be provided to the Central Office and copied to each District Office. District Offices shall provide copies of the interim progress reports to the Central Office upon request.

2.6 The Central Office shall biennially compile a statewide report to analyze and communicate results of Service Development Projects.

3. TRAINING

No training is required by this procedure.

4. FORMS

Form No. 725-030-06, Public Transportation Joint Participation Agreement, is available from the Department's Forms Library. Requirements for use of the form are provided in ***Procedure No. 725-000-005, Public Transportation Joint Participation Agreement***.

APPENDIX G

Tram Budget

2015-2017 Budget

City of Stuart
2017 Fiscal Budget
Estimated Appropriations

Account		2015 Audited	2016 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
001	GENERAL						
1232	MICRO-TRANSIT OPERATIONS						
513	OTHER SALARIES AND WAGES	0	0	127,500	127,500	127,500	0.00%
	TRAM DRIVERS			127,500	127,500	127,500	
521	FICA TAXES	0	0	9,754	9,754	9,754	0.00%
522	RETIREMENT CONTRIBUTIONS	0	0	9,588	9,588	9,588	0.00%
Total	PERSONAL SERVICES	0	0	146,842	146,842	146,842	0.00%
541	COMMUNICATIONS SERVICES	0	0	250	250	250	0.00%
	CELL PHONES			250	250	250	
543	UTILITY SERVICES	0	0	750	750	750	0.00%
	ELECTRICITY			750	750	750	
545	INSURANCE	0	0	5,967	5,000	5,000	0.00%
	TRICO GENERAL LIABILITY INSURANCE			5,967	5,000	5,000	
546	REPAIR AND MAINTENANCE	0	0	6,500	6,500	6,500	0.00%
	VM-REPAIR AND MAINTENANCE			6,500	6,500	6,500	
552	OPERATING SUPPLIES	0	0	2,424	2,424	2,424	0.00%
	FUEL 2017 (211.75 TOTAL GALLONS @ $2)			424	424	424	
	UNIFORMS (9 EMPLOYEES)			2,000	2,000	2,000	
Total	OPERATING EXPENSES	0	0	15,891	14,924	14,924	0.00%
564	MACHINERY AND EQUIPMENT	0	0	36,000	36,000	36,000	0.00%
	6TH TRAM			18,000	18,000	18,000	
	6TH TRAM - FDOT GRANT			18,000	18,000	18,000	
Total	CAPITAL OUTLAY	0	0	36,000	36,000	36,000	0.00%
Division	MICRO-TRANSIT OPERATIO	0	0	198,732	197,765	197,765	0.00%
Division + Consolidated + Indirect Charges:				198,732	197,765	197,765	

Monday, August 29, 2016

City of Stuart
2016 Fiscal Budget
Estimated Appropriations

Account		2014 Audited	2015 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	**COMMUNITY REDEVELOPMENT**						
1117	**CRA**						
546	REPAIR AND MAINTENANCE	10,285	10,000	10,000	13,500	13,500	35.00%
	OTHER			7,000	7,000	7,000	
	VM-REPAIR AND MAINTENANCE			3,000	6,500	6,500	
547	PRINTING AND BINDING	566	1,000	1,000	1,000	1,000	0.00%
	PRINTING & BINDING, SIGNS, BROCHURES			1,000	1,000	1,000	
548	PROMOTIONAL ACTIVITIES	5,865	6,000	6,000	6,000	6,000	0.00%
	MARKETING & PROMOTIONS			6,000	6,000	6,000	
549	OTHER CURRENT CHARGES	11,910	33,166	2,100	2,100	2,100	-93.67%
	FEC RAILWAY 10 PARCEL GROUND LEASE RE TAX			2,100	2,100	2,100	
551	OFFICE SUPPLIES	1,029	1,800	1,800	1,800	1,800	0.00%
	COPY PAPER			1,800	1,800	1,800	
552	OPERATING SUPPLIES	4,682	2,260	1,944	2,944	2,944	30.26%
	FUEL 2016 (314.64 TOTAL GALLONS @ $3)			944	944	944	
	UNIFORMS (9 EMPLOYEES)			1,000	2,000	2,000	
554	BOOKS AND MEMBERSHIPS	2,829	1,691	1,691	1,561	1,561	-7.69%
	APA/AICP MEMBERSHIP			476	476	476	
	CRA DISTRICT FEES			175	175	175	
	FRA MEMBERSHIP FEES			870	870	870	
	MARTIN COUNTY LEADERSHIP			40	40	40	
	NOTARY (EVERY 4 YEARS-FY15)			130	0	0	
555	TRAINING	2,787	2,495	2,495	2,495	2,495	0.00%
	APA CONFERENCE / CERTIFICATION			745	745	745	
	FLORIDA REDEVELOPMENT ASSOC. CONFERENCE			1,500	1,500	1,500	
	STUART MAIN STREET CONFERENCES			250	250	250	
557	INDIRECT COSTS (NET)	33,813	35,865	38,248	38,478	38,549	7.48%
	TO GENERAL FUND			37,085	37,331	37,394	
	TO WATER AND SEWER			1,164	1,147	1,155	
Total	OPERATING EXPENSES	129,985	183,544	122,749	157,349	157,420	-14.23%
563	INFRASTRUCTURE	167,909	959,241	1,233,428	1,140,809	1,141,209	18.97%
	AVAILABLE FOR INFRASTRUCTURE PROJECTS			1,038,428	945,809	946,209	
	FDOT JOHNSON KINDRED GRANT MATCH 2016			97,500	97,500	97,500	
	FDOT JOHNSON KINDRED GRANT MATCH 2017			97,500	97,500	97,500	
564	MACHINERY AND EQUIPMENT	30,000	67,000	0	0	0	-100.00%
Total	CAPITAL OUTLAY	197,909	1,026,241	1,233,428	1,140,809	1,141,209	11.20%
571	PRINCIPAL	336,474	382,304	396,579	396,579	396,579	3.73%

City of Stuart
2016 Fiscal Budget
Estimated Appropriations

Account		2014 Audited	2015 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	**COMMUNITY REDEVELOPMENT**						
1117	**CRA**						
571	PRINCIPAL	336,474	382,304	396,579	396,579	396,579	3.73%
	2002 TIF BONDS (9/1/18)			269,579	269,579	269,579	
	2013 NON-ADVAL REV NOTE (7/1/2023) - TRIANGLE PROPERTY			47,000	47,000	47,000	
	TRIANGLE PROPERTY ADDITIONAL PRINCIPAL PAYDOWN			80,000	80,000	80,000	
572	INTEREST	114,063	99,926	86,749	86,749	86,749	-13.19%
	2002 TIF BONDS (9/1/18)			36,992	36,992	36,992	
	2013 NON-ADVAL REV NOTE (7/1/2023) - TRIANGLE PROPERTY			49,757	49,757	49,757	
Total	DEBT SERVICE	450,537	482,230	483,328	483,328	483,328	0.23%
582	AIDS TO PRIVATE ORGS	5,500	10,000	0	10,000	10,000	0.00%
Total	GRANTS AND AIDS	5,500	10,000	0	10,000	10,000	0.00%
591	INTRAGOVERNMENTAL TRANSFS	110,000	90,000	90,000	90,000	90,000	0.00%
	TRANSFER TO GEN FUND ECONOMIC STRATEGIES DIVISION			80,000	80,000	80,000	
	TRANSFER TO GEN FUND FOR AUDIT			10,000	10,000	10,000	
595	OTHER NONOPERATING USES	0	5,426	9,126	9,126	9,126	68.19%
	GWI			3,700	3,700	3,700	
	HEALTH SELF-INSURANCE RESERVE			5,426	5,426	5,426	
Total	OTHER USES	110,000	95,426	99,126	99,126	99,126	3.88%
Division	CRA	1,215,422	2,182,538	2,273,191	2,284,594	2,284,594	87.97%
	COMMISSION			1,049	1,219	1,219	
	MANAGER			0	0	0	
	ECONOMIC STRAT			0	0	0	
	HUMAN RESOURCES			0	0	0	
	CITY CLERK			1,948	2,064	2,064	
	FINANCIAL SERVICES			7,092	7,092	7,092	
	INFORMATION SERVICES			0	0	0	
	CITY ATTORNEY			26,995	27,019	27,019	
	VEHICLE MAINTENANCE			0	0	0	
	BUILDING MAINTENANCE			0	0	0	
	LEGISLATIVE & MARKETING			0	0	0	
	CUSTOMER SERVICE			1,164	1,155	1,155	
	WS GENERAL GOV			0	0	0	
	Total Indirect Costs			38,248	38,549	38,549	
	Division + Consolidated + Indirect Charges:			2,311,439	2,323,143	2,323,143	

City of Stuart
2016 Fiscal Budget
Personnel Sheet

1117 CRA

Class	Title	Range/ Step	Current Salary	Prcnt	Range/ Step	Dept Req	Spec Pay	Prcnt	Range/ Step	Mgr Rec	Spec Pay	Prcnt	Range/ Step	Comm Adopt	Spec Pay
1020	CITY MANAGER		155,000.00									0.16		24,800	1,181
1040	DEVELOPMENT DIRECTOR	27 17	113,972.13	0.05	27 17	5,699	69								
1055	CRA ADMINISTRATOR	23 9	73,288.77	1.00	23 9	73,289	1,380	1.00	23 9	73,289	1,380	1.00	23 9	73,289	1,380
2042	CRA PROGRAM SPECIALIST	12 5	42,745.34	1.00	12 5	38,859	1,020	1.00	12 5	42,745	1,020	1.00	12 5	42,745	1,020
				At DIVISION ASSISTANT											
2045	CRA PROGRAM MANAGER	15 9	49,601.52	1.00	15 9	49,602	1,020	1.00	15 9	49,602	1,020	0.50	15 9	24,801	510
6020	EXEC ADMIN ASSISTANT	13 8	43,940.62	0.10	13 8	4,394	48	0.10	13 8	4,394	48	0.10	13 8	4,394	48
	BUDGET PART-TIME							1.00	00 0	127,500	0	1.00	00 0	127,500	0
	BUDGET OVERTIME							1.00	00 0	1,000	0	1.00	00 0	1,000	0
	BUDGET MERIT			1.00	00 0	2,625	0	1.00	00 0	2,625	0	1.00	00 0	2,625	0
			Count			5				4				5	
	Total					174,467	3,537			301,155	3,468			301,154	4,139

City of Stuart
2015 Fiscal Budget
Estimated Appropriations

Account		2013 Audited	2014 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	COMMUNITY REDEVELOPMENT						
1117	CRA						
512	REGULAR SALARIES AND WAGE	197,597	209,503	200,999	196,585	196,585	-6.17%
513	OTHER SALARIES AND WAGES	40,322	72,000	107,512	87,512	87,512	21.54%
514	OVERTIME	215	5,000	5,000	5,000	5,000	0.00%
515	SPECIAL PAY	10,182	7,906	7,416	6,466	6,466	-18.21%
521	FICA TAXES	18,488	21,534	24,551	22,611	22,611	5.00%
522	RETIREMENT CONTRIBUTIONS	13,429	19,613	15,541	15,642	15,642	-20.25%
523	LIFE AND HEALTH INSURANCE	36,880	34,606	43,481	48,769	48,769	40.93%
	CLINIC			3,372	3,372	3,372	
	EMPLOYEE INSURANCE			36,173	41,461	41,461	
	HEALTH INSURANCE INCREASE 10%			3,936	3,936	3,936	
524	WORKERS' COMPENSATION	2,373	2,513	2,513	2,513	2,513	0.00%
Total	PERSONAL SERVICES	319,487	372,675	407,012	385,097	385,097	3.33%
531	PROFESSIONAL SERVICES	4,000	0	15,000	28,767	28,767	0.00%
	CRA PLAN AMENDMENTS			15,000	28,767	28,767	
540	TRAVEL AND PER DIEM	4,830	7,000	7,000	5,000	5,000	-28.57%
541	COMMUNICATIONS SERVICES	1,038	1,050	950	950	950	-9.52%
	CELL PHONE			200	200	200	
	LONG DISTANCE			300	300	300	
	PHONE SETS			450	450	450	
542	FREIGHT/POSTAGE SERVICES	329	520	520	520	520	0.00%
543	UTILITY SERVICES	2,568	2,700	4,200	4,200	4,200	55.56%
	ELECTRIC			1,200	1,200	1,200	
	WATER/SEWER			3,000	3,000	3,000	
544	RENTALS AND LEASES	51,630	30,314	31,529	31,529	31,529	4.01%
	COPIER LEASE & USAGE			3,700	3,700	3,700	
	CRA FEC RAILROAD CROSSING MAINTENANCE AND LAND USE			25,529	25,529	25,529	
	OTHER			2,300	2,300	2,300	
545	INSURANCE	17,251	18,268	18,301	18,301	18,301	0.18%
	FLOOD INSURANCE PORTION			401	401	401	
	TRICO GENERAL LIABILITY INSURANCE			17,900	17,900	17,900	
546	REPAIR AND MAINTENANCE	8,122	10,000	10,000	10,000	10,000	0.00%
	OTHER			7,000	7,000	7,000	
	VM-REPAIR AND MAINTENANCE			3,000	3,000	3,000	
547	PRINTING AND BINDING	555	1,000	1,000	1,000	1,000	0.00%
	PRINTING & BINDING, SIGNS, BROCHURES			1,000	1,000	1,000	

Monday, October 06, 2014

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City of Stuart
2015 Fiscal Budget
Estimated Appropriations

Account		2013 Audited	2014 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	**COMMUNITY REDEVELOPMENT**						
1117	**CRA**						
548	PROMOTIONAL ACTIVITIES	12,428	11,000	11,000	6,000	6,000	-45.45%
	MARKETING & PROMOTIONS			11,000	6,000	6,000	
549	OTHER CURRENT CHARGES	1,945	30,000	33,166	33,166	33,166	10.55%
	EAST STUART REDEVELOPMENT INITIATIVE			20,000	20,000	20,000	
	ECONOMIC REDEVELOPMENT			10,000	10,000	10,000	
	FEC RAILWAY 10 PARCEL GROUND LEASE RE TAX			2,100	2,100	2,100	
	OTHER			1,066	1,066	1,066	
551	OFFICE SUPPLIES	1,163	2,018	1,800	1,800	1,800	-10.80%
	COPY PAPER			1,800	1,800	1,800	
552	OPERATING SUPPLIES	3,668	1,800	2,260	2,260	2,260	25.56%
	FUEL FOR TRAM (360 @ $3.5 P/G)			1,260	1,260	1,260	
	UNIFORMS (9 EMPLOYEES)			1,000	1,000	1,000	
554	BOOKS AND MEMBERSHIPS	1,562	1,265	1,691	1,691	1,691	33.68%
	APA/AICP MEMBERSHIP			476	476	476	
	CRA DISTRICT FEES			175	175	175	
	FRA MEMBERSHIP FEES			870	870	870	
	MARTIN COUNTY LEADERSHIP			40	40	40	
	NOTARY (EVERY 4 YEARS-FY15)			130	130	130	
555	TRAINING	5,223	1,500	2,495	2,495	2,495	66.33%
	APA CONFERENCE / CERTIFICATION			745	745	745	
	FLORIDA REDEVELOPMENT ASSOC. CONFERENCE			1,500	1,500	1,500	
	STUART MAIN STREET CONFERENCES			250	250	250	
557	INDIRECT COSTS (NET)	26,442	33,813	35,607	35,865	35,865	6.07%
	TO GENERAL FUND			34,460	34,554	34,554	
	TO WATER AND SEWER			1,147	1,310	1,310	
Total	OPERATING EXPENSES	142,754	152,248	176,519	183,544	183,544	20.56%
563	INFRASTRUCTURE	14,965	168,000	50,000	959,241	959,241	470.98%
	AVAILABLE FOR INFRASTRUCTURE PROJECTS			50,000	959,241	959,241	
Total	CAPITAL OUTLAY	14,965	168,000	50,000	959,241	959,241	470.98%
571	PRINCIPAL	237,197	336,474	342,304	382,304	382,304	13.62%
	2002 TIF BONDS (9/1/18)			258,304	258,304	258,304	
	2013 NON-ADVAL REV NOTE (7/1/2023) - TRIANGLE PROPERTY			44,000	44,000	44,000	
	TRIANGLE PROPERTY ADDITIONAL PRINCIPAL PAYDOWN			40,000	80,000	80,000	
572	INTEREST	69,375	113,024	99,926	99,926	99,926	-11.59%
	2002 TIF BONDS (9/1/18)			48,267	48,267	48,267	
	2013 NON-ADVAL REV NOTE (7/1/2023) - TRIANGLE PROPERTY			51,659	51,659	51,659	

City of Stuart
2015 Fiscal Budget
Estimated Appropriations

Account		2013 Audited	2014 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	**COMMUNITY REDEVELOPMENT**						
1117	**CRA**						
Total	DEBT SERVICE	306,571	449,498	442,230	482,230	482,230	7.28%
582	AIDS TO PRIVATE ORGS	2,599	10,000	10,000	10,000	10,000	0.00%
Total	GRANTS AND AIDS	2,599	10,000	10,000	10,000	10,000	0.00%
591	INTRAGOVERNMENTAL TRANSFS	150,337	100,000	90,000	90,000	90,000	-10.00%
	TRANSFER TO GEN FUND ECONOMIC STRATEGIES DIVISION			80,000	80,000	80,000	
	TRANSFER TO GEN FUND FOR AUDIT			10,000	10,000	10,000	
595	OTHER NONOPERATING USES	5,787	0	5,426	5,426	5,426	0.00%
	HEALTH SELF-INSURANCE RESERVE @ 15%			5,426	5,426	5,426	
Total	OTHER USES	156,124	100,000	95,426	95,426	95,426	-4.57%
Division	CRA	942,500	1,252,421	1,181,187	2,115,538	2,115,538	124.46%
	FINANCIAL SERVICES			7,150	7,115	7,115	
	BUILDING MAINTENANCE			0	0	0	
	INFORMATION SERVICES			0	0	0	
	MANAGER			0	0	0	
	HUMAN RESOURCES			0	0	0	
	COMMISSION			1,010	1,060	1,060	
	CUSTOMER SERVICE			1,147	1,310	1,310	
	CITY CLERK			1,945	2,022	2,022	
	ECONOMIC STRAT			0	0	0	
	CITY ATTORNEY			24,356	24,358	24,358	
	VEHICLE MAINTENANCE			0	0	0	
	WS GENERAL GOV			0	0	0	
	Total Indirect Costs			35,608	35,865	35,865	
	Division + Consolidated + Indirect Charges:			1,216,795	2,151,403	2,151,403	

City of Stuart
2015 Fiscal Budget
Estimated Appropriations

Account		2013 Audited	2014 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
107	COMMUNITY REDEVELOPMENT						
Dept CRA		942,500	1,252,421	1,181,187	2,115,538	2,115,538	68.92%

City of Stuart
2015 Fiscal Budget
Personnel Sheet

1117 CRA

Class	Title	Range/ Step	Current Salary	Prcnt	Range/ Step	Dept Req	Spec Pay	Prcnt	Range/ Step	Mgr Rec	Spec Pay	Prcnt	Range/ Step	Comm Adopt	Spec Pay
1040	DEVELOPMENT DIRECTOR	27 17	113,972.13	0.05	27 17	5,427	69	0.05	27 17	5,699	69	0.05	27 17	5,699	69
1055	CRA ADMINISTRATOR	23 9	73,288.77	1.00	23 9	73,289	1,380	1.00	23 9	73,289	1,380	1.00	23 9	73,289	1,380
2045	CRA PROGRAM MANAGER	15 9	49,601.52	1.00	15 9	49,602	1,020	1.00	15 9	49,602	1,020	1.00	15 9	49,602	1,020
3041	SENIOR PLANNER	19 8	58,856.61	0.50	19 8	29,428	1,200								
3041	SENIOR PLANNER							1.00	19 1	24,743	0	1.00	19 1	24,743	0
	VACANT POSITION							1				1			
6020	EXEC ADMIN ASSISTANT	13 8	43,940.62	0.10	13 8	4,394	102	0.10	13 8	4,394	102	0.10	13 8	4,394	102
6045	DIVISION ASSISTANT	12 5	38,859.04	1.00	12 5	38,859	1,020	1.00	12 5	38,859	1,020	1.00	12 5	38,859	1,020
	BUDGET PART-TIME			1.00		107,512	0	1.00		87,512	0	1.00		87,512	0
	BUDGET OVERTIME			1.00		5,000	0	1.00		5,000	0	1.00		5,000	0
	BUDGET MERIT			1.00		0	2,875	1.00		0	2,875	1.00		0	2,875
			Count			6				6				6	
	Total					313,511	7,666			289,097	6,466			289,097	6,466

Monday, October 06, 2014

2018 Budget

SUNGARD PENTAMATION
DATE: 03/21/2018
TIME: 15:21:21

CITY OF STUART, FL
EXPENDITURE STATUS REPORT

PAGE NUMBER: 1
EXPSTA11

SELECTION CRITERIA: expledgr.key_orgn='1232'
ACCOUNTING PERIOD: 13/17

SORTED BY: FUND,DEPARTMENT,ORDER,DIVISION,1ST SUBTOTAL,ACCOUNT
TOTALED ON: FUND,DEPARTMENT,DIVISION,1ST SUBTOTAL
PAGE BREAKS ON: FUND,DIVISION

FUND-001 GENERAL
DEPARTMENT-1180 PUBLIC WORKS
ORDER-05
DIVISION-1232 MICRO-TRANSIT OPERATIONS

1ST SUBTOTAL-510 PERSONAL SERVICES

ACCOUNT	- - - - - TITLE - - - - -	BUDGET	PERIOD EXPENDITURES	ENCUMBRANCES OUTSTANDING	YEAR TO DATE EXP	AVAILABLE BALANCE	YTD/ BUD
513	OTHER SALARIES AND WAGES	120,238.66	2,069.89	.00	120,238.66	.00	100.00
521	FICA TAXES	9,204.32	158.35	.00	9,204.32	.00	100.00
522	RETIREMENT CONTRIBUTIONS	7,439.18	163.93	.00	7,439.18	.00	100.00
	TOTAL PERSONAL SERVICES	136,882.16	2,392.17	.00	136,882.16	.00	100.00
1ST SUBTOTAL-530 OPERATING EXPENSES							
534	OTHER SERVICES	8.83	.00	.00	8.83	.00	100.00
541	COMMUNICATIONS SERVICES	475.06	189.64	.00	475.06	.00	100.00
543	UTILITY SERVICES	554.28	49.81	.00	554.28	.00	100.00
546	REPAIR AND MAINTENANCE	7,552.69	74.22	.00	7,552.69	.00	100.00
547	PRINTING AND BINDING	245.16	214.66	.00	245.16	.00	100.00
552	OPERATING SUPPLIES	2,027.86	41.70	.00	2,027.86	.00	100.00
	TOTAL OPERATING EXPENSES	10,863.88	570.03	.00	10,863.88	.00	100.00
1ST SUBTOTAL-560 CAPITAL OUTLAY							
564	MACHINERY AND EQUIPMENT	.00	.00	29,943.00	.00	-29,943.00	.00
	TOTAL CAPITAL OUTLAY	.00	.00	29,943.00	.00	-29,943.00	.00
	TOTAL MICRO-TRANSIT OPERATION	147,746.04	2,962.20	29,943.00	147,746.04	-29,943.00	120.27
	TOTAL PUBLIC WORKS	147,746.04	2,962.20	29,943.00	147,746.04	-29,943.00	120.27
	TOTAL GENERAL	147,746.04	2,962.20	29,943.00	147,746.04	-29,943.00	120.27
TOTAL REPORT		147,746.04	2,962.20	29,943.00	147,746.04	-29,943.00	120.27

City of Stuart
2018 Fiscal Budget
Estimated Appropriations

Account		2016 Audited	2017 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
001	**GENERAL**						
1232	**MICRO-TRANSIT OPERATIONS**						
513	OTHER SALARIES AND WAGES	0	127,500	127,500	127,500	127,500	0.00%
	TRAM DRIVERS			127,500	127,500	127,500	
521	FICA TAXES	0	9,754	9,735	9,735	9,735	-0.19%
522	RETIREMENT CONTRIBUTIONS	0	9,588	9,588	10,098	10,098	5.32%
524	WORKERS' COMPENSATION	0	0	2,946	2,946	2,946	0.00%
	TRICO W/C INSURANCE			2,946	2,946	2,946	
Total	PERSONAL SERVICES	0	146,842	149,769	150,279	150,279	2.34%
534	OTHER SERVICES	0	200	0	0	0	-100.00%
541	COMMUNICATIONS SERVICES	0	250	350	350	350	40.00%
	PHONE SERVICE			100	100	100	
	WIRELESS SERVICE			250	250	250	
543	UTILITY SERVICES	0	750	750	750	750	0.00%
	ELECTRICITY			750	750	750	
545	INSURANCE	0	5,000	5,769	5,769	5,769	15.38%
	TRICO GENERAL LIABILITY INSURANCE			5,769	5,769	5,769	
546	REPAIR AND MAINTENANCE	0	6,500	6,500	6,500	6,500	0.00%
	VM-REPAIR AND MAINTENANCE			6,500	6,500	6,500	
551	OFFICE SUPPLIES	0	0	400	400	400	0.00%
	OFFICE SUPPLIES			400	400	400	
552	OPERATING SUPPLIES	0	2,600	8,324	8,324	8,324	220.20%
	FUEL 2017 (211.75 TOTAL GALLONS @ $2)			424	424	424	
	MONTHLY GPS MONITORING SYSTEM			5,000	5,000	5,000	
	UNIFORMS (12 EMPLOYEES)			2,900	2,900	2,900	
Total	OPERATING EXPENSES	0	15,300	22,093	22,093	22,093	44.40%
564	MACHINERY AND EQUIPMENT	0	36,000	41,000	0	0	-100.00%
Grant	REPLACEMENT TRAM MTS1 - FDOT GRANT` PWP00354-564			20,500	0	0	
	REPLACEMENT TRAM MTS1 PWP00354-564			20,500	0	0	
Total	CAPITAL OUTLAY	0	36,000	41,000	0	0	-100.00%
Division	MICRO-TRANSIT OPERATIO	0	198,141	212,862	172,372	172,372	-13.01%
	Division + Consolidated + Indirect Charges:			212,862	172,372	172,372	

2019 Budget

City of Stuart
2019 Fiscal Budget
Estimated Appropriations

Account		2017 Audited	2018 Current	Dept Request	Manager Recommend	Commission Adopt	% Change
001	GENERAL						
1232	MICRO-TRANSIT OPERATIONS						
513	OTHER SALARIES AND WAGES	120,239	127,500	127,500	127,500	127,500	0.00%
	TRAM DRIVERS			127,500	127,500	127,500	
521	FICA TAXES	9,204	9,735	9,754	9,754	9,754	0.19%
522	RETIREMENT CONTRIBUTIONS	7,439	10,098	10,532	10,532	10,532	4.29%
524	WORKERS' COMPENSATION	0	2,946	3,179	3,179	3,179	7.91%
	TRICO W/C INSURANCE			3,179	3,179	3,179	
Total	PERSONAL SERVICES	136,882	150,279	150,964	150,964	150,964	0.46%
534	OTHER SERVICES	9	0	0	0	0	0.00%
541	COMMUNICATIONS SERVICES	475	350	1,000	1,000	1,000	185.71%
	PHONE SERVICE			100	100	100	
	VERIZON WIRELESS SERVICE			900	900	900	
543	UTILITY SERVICES	554	750	750	750	750	0.00%
	ELECTRICITY			750	750	750	
545	INSURANCE	0	5,769	6,226	6,226	6,226	7.92%
	TRICO GENERAL LIABILITY INSURANCE			6,226	6,226	6,226	
546	REPAIR AND MAINTENANCE	7,553	15,500	13,000	13,000	13,000	-16.13%
	VM-REPAIR AND MAINTENANCE			13,000	13,000	13,000	
547	PRINTING AND BINDING	245	0	0	0	0	0.00%
551	OFFICE SUPPLIES	0	400	400	400	400	0.00%
	OFFICE SUPPLIES			400	400	400	
552	OPERATING SUPPLIES	2,028	8,324	8,430	8,430	8,430	1.28%
	FUEL 2019 (211.75 TOTAL GALLONS @ $2.50)			530	530	530	
	MONTHLY GPS MONITORING SYSTEM			5,000	5,000	5,000	
	UNIFORMS (12 EMPLOYEES)			2,900	2,900	2,900	
Total	OPERATING EXPENSES	10,864	31,093	29,806	29,806	29,806	-4.14%
564	MACHINERY AND EQUIPMENT	29,943	0	35,000	35,000	35,000	0.00%
New	Grant ! ' REPLACEMENT GAS DRIVEN TRAM (50% MATCHING)			17,500	17,500	17,500	
New	! REPLACEMENT GAS DRIVEN TRAM (50% MATCHING)			17,500	17,500	17,500	
Total	CAPITAL OUTLAY	29,943	0	35,000	35,000	35,000	0.00%
Division	MICRO-TRANSIT OPERATIO	177,689	181,372	215,770	215,770	215,770	18.97%
	Division + Consolidated + Indirect Charges:			215,770	215,770	215,770	

Friday, August 31, 2018
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APPENDIX H

Ridership Data

Tram Raw Data 2016

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2016	January	1	January 1, 2016	Weekday																0	
2016	January	2	January 2, 2016	Weekend	0	3	14		0	9	10	8	15	15	32	40	7	28	6	193	
2016	January	3	January 3, 2016	Weekend	0	11	17	25	45	20	25	4								147	
2016	January	4	January 4, 2016	Weekday	6	2	5	1	9	16	4	3	2	2	3	8	10			71	
2016	January	5	January 5, 2016	Weekday	3	7	1	4	12	10	7	10	5	5	4	4				72	
2016	January	6	January 6, 2016	Weekday	6	1	1	5	7	9	10	11	17	14	26	18				125	
2016	January	7	January 7, 2016	Weekday	2	6	3	12	11	2	10	7	6	16	10	9	11	12	6	123	Lyric
2016	January	8	January 8, 2016	Weekday	0	6	0	0	1	4	4	8	6	8	9	28	19	16		109	
2016	January	9	January 9, 2016	Weekend	0	17	39	14	17	27	17	15	17	11	55	30	26	16	5	306	Marine Flea Market
2016	January	10	January 10, 2016	Weekend	0	26	21	30	21	10	25	18								151	Marine Flea Market
2016	January	11	January 11, 2016	Weekday	3	7	8	24	12	8	3	3	2	10	0	3				83	
2016	January	12	January 12, 2016	Weekday	1	4	7	5	0	5	2	5	4	11	11	11	3			69	
2016	January	13	January 13, 2016	Weekday	6	5	4	4	9	14	10	15	10	12	18	22				129	
2016	January	14	January 14, 2016	Weekday	0	0	0	0	0	0	0	7	12	5	8	7	5	11	3	58	
2016	January	15	January 15, 2016	Weekday	3	8	3	3	7	2	28	8	7	8	49	22	23	3	2	176	*** RAIN OUT ***
2016	January	16	January 16, 2016	Weekend	0	33	12	46	26	55	41	121	100	115	120	30	23	22	31	775	Boat Show
2016	January	17	January 17, 2016	Weekend	0	3	12	41	10	8	14	168	168	168	168					760	Boat Show
2016	January	18	January 18, 2016	Weekday	3	15	15	20	15	22	4	0	3	6	4	3				110	MLK Parade
2016	January	19	January 19, 2016	Weekday	5	7	4	16	4	9	0	4	2	3	1					55	
2016	January	20	January 20, 2016	Weekday	0	8	0	3	4	0	26									41	Building Bridges Tour
2016	January	21	January 21, 2016	Weekday	3	8	3	3	7	2	28	8	7	8	49	22	23	3	2	176	Tour/Stain Glass Art Cousel
2016	January	22	January 22, 2016	Weekday	1	4	0	0	0	0	0	8	4	7	34	25	12	39	19	153	Heavy Rain Morning/ Lyric
2016	January	23	January 23, 2016	Weekend	0	0	2	4	4	0	0	6	0	0	0	5	2	5		28	
2016	January	24	January 24, 2016	Weekend	0	3	17	22	56	17	15	10								140	
2016	January	25	January 25, 2016	Weekday	6	2	3	2	0	10	3	2	4	9	0	0	12			53	
2016	January	26	January 26, 2016	Weekday	3	6	1	8	9	11	1	12	8	7	21	5				92	Tour/ Lyric
2016	January	27	January 27, 2016	Weekday	1	2	4	5	0	6	4	6	4	5	4					41	Heavy Rain All Day
2016	January	28	January 28, 2016	Weekday	2	6	4	4	2	3	1	5	3	2	28	12	14	5		91	Rain All Day
2016	January	29	January 29, 2016	Weekday	5	3	0	6	8	5	0	1	8	13	30	21	15	14		129	
2016	January	30	January 30, 2016	Weekend	0	2	11	17	16	14	18	0	10	3	10	6	4	6		117	
2016	January	31	January 31, 2016	Weekend	0	12	12	13	16	35	36	26	8							158	
2016	February	1	February 1, 2016	Weekday	3	2	7	7	2	8	12	3	7	6	3	2				62	
2016	February	2	February 2, 2016	Weekday	2	5	6	0	8	3	8	0	3	5	5	4				49	Rain for 30 minutes
2016	February	3	February 3, 2016	Weekday	9	6	2	8	6	18	16	0	20	23	42	12	2			164	
2016	February	4	February 4, 2016	Weekday	2	4	12	0	5	14	3	2	2	3	3	2	0	0		64	
2016	February	5	February 5, 2016	Weekday	8	5	7	4	5	5	14	0	0	8	13	0	0	0	12	81	
2016	February	6	February 6, 2016	Weekend	0	10	10	9	0	15	6	32	37	37	50	41	61	32		340	Rain 7 am- 10 am
2016	February	7	February 7, 2016	Weekend	0	0	4	7	9	2	13	18	3	2						58	Super Bowl Sunday
2016	February	8	February 8, 2016	Weekday	3	0	2	10	2	3	0	6	5	2	3	4				40	Cold
2016	February	9	February 9, 2016	Weekday	3	4	1	27	24	14	13	4	5	3	6	2				106	Cold
2016	February	10	February 10, 2016	Weekday	7	5	8	1	0	9	10	0	8	14	4	7	12			85	
2016	February	11	February 11, 2016	Weekday	12	3	4	10	18	16	30	0	5	3	19	0	5	3		128	
2016	February	12	February 12, 2016	Weekday	3	7	2	8	11	6	9	14	23	12	8	15	9	6		133	
2016	February	13	February 13, 2016	Weekend	0	5	5	9	5	18	20	17	23	34	28	34	20	23	21	262	
2016	February	14	February 14, 2016	Weekend	0	4	13	11	30	37	34	41	15	3						188	
2016	February	15	February 15, 2016	Weekday	8	4	6	10	10	20	10	18	8	0	21	6				121	Tour
2016	February	16	February 16, 2016	Weekday	1	2	8	6	4	9	8	0	17	3	12	17				87	
2016	February	17	February 17, 2016	Weekday	2	2	16	13	0	0	2	30	29	19	19	11				143	
2016	February	18	February 18, 2016	Weekday	11	3	10	5	3	6	15	11	19	18	16	16	21	2		156	Lyric
2016	February	19	February 19, 2016	Weekday	2	5	11	4	13	8	15	17	21	18	9	8	2	11		144	Rain
2016	February	20	February 20, 2016	Weekend	8	10	23	9	15	14	50	60	23	28	30	24	11			305	Art Fest
2016	February	21	February 21, 2016	Weekend	0	22	42	51	66	64	27	58	67	18						415	Art Fest
2016	February	22	February 22, 2016	Weekday	4	8	5	5	5	5	7	9	8	7	8	2				68	
2016	February	23	February 23, 2016	Weekday	3	6	6	9	9	11	1	9	9	0	0	8				71	Rain
2016	February	24	February 24, 2016	Weekday	4	4	5	14	9	16	5	2	3	6	2					70	Tour Red Hatters
2016	February	25	February 25, 2016	Weekday	4	9	8	0	9	8	9	2	14	0	1	14	19	19		116	Tour
2016	February	26	February 26, 2016	Weekday	5	6	21	12	11	18	6	2	3	7	14	7	8	18		138	Lyric
2016	February	27	February 27, 2016	Weekend	10	23	74	41	26	48	33	35	30	43	38	17	27	33		478	Craft Fair
2016	February	28	February 28, 2016	Weekend	0	40	47	32	71	61	75	63	77	28						494	Craft Fair
2016	February	29	February 29, 2016	Weekday	2	1	6	12	1	2	3	6	3	2	8	18				64	
2016	March	1	March 1, 2016	Weekday	0	6	0	3	0	0	5	5	3	4	6	17	0			49	
2016	March	2	March 2, 2016	Weekday	7	9	2	11	14	4	9	12	11	9	11	19	0			118	
2016	March	3	March 3, 2016	Weekday	11	6	16	2	33	16	6	2	4	17	14	11	5			143	41 tour (City Hall)
2016	March	4	March 4, 2016	Weekday	7	3	0	2	6	4	5	14	5	18	21	24	11	22		142	52 tour (Kiwanis)
2016	March	5	March 5, 2016	Weekend		0	2	0	5	8	2	10	32	26	29	36	11			161	
2016	March	6	March 6, 2016	Weekend		10	15		20	15	30	15	10	7						122	95tour
2016	March	7	March 7, 2016	Weekday	4	0	2	4	10	6	12	1	4	3		5	4	17		72	HS104
2016	March	8	March 8, 2016	Weekday	16	13	8	9	17	32	31	0	5	9	16	14	0			170	
2016	March	9	March 9, 2016	Weekday	5	6	0	3	8	2	4	6	15	5	3	6	0			63	
2016	March	10	March 10, 2016	Weekday	3			2	8	6	4	2	3	5	5	10	2	15	0	65	160 tour baptist
2016	March	11	March 11, 2016	Weekday	11	8	3	7	12	5	10	20	7	30	3	0	7	16		139	
2016	March	12	March 12, 2016	Weekend		2	3	5	5	5	18	21	11	27	17	24	27	9	0	174	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2016	March	13	March 13, 2016	Weekend	3	12	23	32	38	21	32	37	28	25	5	6	0			248	
2016	March	14	March 14, 2016	Weekday	3	0	0	4	0	9	6	10	14	3	5	6	0			60	
2016	March	15	March 15, 2016	Weekday	5	10	16	12	8	13	0	4	15	22	15	11	7	7	3	148	
2016	March	16	March 16, 2016	Weekday	2	3	1	8	4	2	3	1	2	3	6	17	0			52	
2016	March	17	March 17, 2016	Weekday	5	9	20	3	20	15	15	6	10	7	20	15	18	8	0	171	
2016	March	18	March 18, 2016	Weekday	2	4	0	4	0	5	5	13	25	32	24	29	29	8	0	180	
2016	March	19	March 19, 2016	Weekend		4	7	7	0	9	0	5	5	12	16	36	14	25	0	140	
2016	March	20	March 20, 2016	Weekend						25	21	28	20	13						107	Rain Btwn 9 to 12
2016	March	21	March 21, 2016	Weekday	0	2	0	4	12	7	6	4			6	6				47	Rain Btwn 4 to 6
2016	March	22	March 22, 2016	Weekday	9	9	2	3	6	12	11	14	2	13	10	9				100	
2016	March	23	March 23, 2016	Weekday	6	10	6	5	8	8	11	9	14	14	39	35				165	
2016	March	24	March 24, 2016	Weekday	2	9	12	10	4	9	16	9	10	25	13	27	10			156	
2016	March	25	March 25, 2016	Weekday	2	2	1	0	0	5	11	3	12	7	24	11	5			83	
2016	March	26	March 26, 2016	Weekend	4	10	14	13	10	16	2	7	11	14	13	9	6	8	0	137	
2016	March	27	March 27, 2016	Weekend		1	2	11	12	7	16	1	10							60	
2016	March	28	March 28, 2016	Weekday	0	3	3	3	0	8	9	0	11	2	11	6	0			56	
2016	March	29	March 29, 2016	Weekday	0	0	0	1	0	15	1	4								21	Rain Btwn 4 to 8
2016	March	30	March 30, 2016	Weekday	6	9	6	7	8	9	4	4	0	3	7	9	10	3		85	
2016	March	31	March 31, 2016	Weekday	0	3	3	2	2	3	7	5	2	16	10	12	14	0		79	
2016	April	1	April 1, 2016	Weekday	5	1	7	6	10	8	1	7	18	16	26	27	43	5		180	
2016	April	2	April 2, 2016	Weekend		3	3	8	10	9	15	23	22	29	21	22	10	4		179	
2016	April	3	April 3, 2016	Weekend		0	21	12	10	7	15	3	6	2						76	
2016	April	4	April 4, 2016	Weekday								3	7	13	15	24	10			72	Rain Btwn 8 to 2
2016	April	5	April 5, 2016	Weekday	2	8	10	7	6	2	11	14	6	12	15	13	0			105	
2016	April	6	April 6, 2016	Weekday	5	3	7	12	9	0	3	8	4	19	18	18	2			108	
2016	April	7	April 7, 2016	Weekday	3		3	10	15	22					12	30				95	25tor
2016	April	8	April 8, 2016	Weekday	3	4	4	13	11	16		19	5	21	36	12	5	22		171	
2016	April	9	April 9, 2016	Weekend		27	13	5	5	0	17	39	19	41	52	24	5	21		268	
2016	April	10	April 10, 2016	Weekend		15	2	38	21	37	44	27	8	14						206	
2016	April	11	April 11, 2016	Weekday	3	1	14	16	13	6	1	3	4	8	18	12	1			100	
2016	April	12	April 12, 2016	Weekday	0	6	12	15	0	3	5	10	10	59	26	21	21			188	
2016	April	13	April 13, 2016	Weekday	3	3	6	27	26	16	12	3	0	6	17	11	7			137	
2016	April	14	April 14, 2016	Weekday	11	6	11	16	25	11	9	3	4	4	9	3	7			119	
2016	April	15	April 15, 2016	Weekday	3	4	5	9	6	6	12		2		4	22	25	3		101	Rain at 3 pm and 5 pm
2016	April	16	April 16, 2016	Weekend		5	20	19	42	12	12	9	4	2	4	4	3	4		140	
2016	April	17	April 17, 2016	Weekend		6	19	37	28	56	32	37	10	7						232	
2016	April	18	April 18, 2016	Weekday	3	8	6	8	2	10	2	0	4	17	18	26	13	19		136	
2016	April	19	April 19, 2016	Weekday	5	4	7	4	7	6	8	5	9	6	9	8	11			88	
2016	April	20	April 20, 2016	Weekday	8	4	4	11	8	3	5	0	0	4	6	3	7			63	
2016	April	21	April 21, 2016	Weekday	0	0	1	3	5	3	0	9	5	16	16	22	9	3		92	
2016	April	22	April 22, 2016	Weekday	0	2	28	22	13	16	18	1	3	10	19	45	21	18	15	231	28tour
2016	April	23	April 23, 2016	Weekend		4	19	20	20	6	10	38	53	31	26	18	13	8		266	
2016	April	24	April 24, 2016	Weekend		0	39	32	29	45	33	29	35	13						255	
2016	April	25	April 25, 2016	Weekday	1	3	11	3	3	13	9	6	18	9	6	8	7			97	
2016	April	26	April 26, 2016	Weekday	0	0	6	1	7	0	9	3	0	4	3	6	9			48	
2016	April	27	April 27, 2015	Weekday	3	1	4	12	22	4	3	0	5	21	0	7	0			82	
2016	April	28	April 28, 2015	Weekday	5	7	2	6	12	11	3	6	7	14	27	2	2			104	
2016	April	29	April 29, 2015	Weekday	0	0	4	8	2	7	4	19	6	26	19	23	31			149	
2016	April	30	April 30, 2016	Weekend			17	21	9	21	4	13	9	22	17	37	29	28	6	233	40 tor
2016	May	1	May 1, 2015	Weekend	0	4	11	3	11	17	13	11	7	8	5	21	14	6	3	134	
2016	May	2	May 2, 2016	Weekday	0	1	3	6	3	1	2	13	7	12	27	13	9			97	
2016	May	3	May 3, 2016	Weekday	2	2	2	14	4	7	3	16	12	17	6	6	0			91	
2016	May	4	May 4, 2016	Weekday	1	2	0	6	5	1	2	rain	rain	3	2	3	0			25	
2016	May	5	May 5, 2015	Weekday	1	2	5	13	13	8	8	9	13	17	26	24	16	8	0	163	
2016	May	6	May 6, 2016	Weekday	14	4	14	9	11	16	11	3	5	25	27	12	14	20		185	
2016	May	7	May 7, 2016	Weekend	1	6	4	8	3	11	7	0	9	0	3	9	12	4	0	77	
2016	May	8	May 8, 2015	Weekend	1	0	0	2	5	3	1	7	7	7	4	3	0	0	0	40	
2016	May	9	May 9, 2016	Weekday	1	12	7	0	8	1	6	4	1	9	7	14	1			71	
2016	May	10	May 10, 2016	Weekday	3	4	7	6	7	1	2	1	3	5	0	6	1			46	
2016	May	11	May 11, 2015	Weekday	8	4	8	20	12	21	8	2	1	7	1	0	1			93	
2016	May	12	May 12, 2016	Weekday	6	2	5	7	1	1	0	1	4	15	6	17	1	0	0	66	
2016	May	13	May 13, 2015	Weekday	0	1	0	4	6	2	5	0	0	2	9	5	7	2	0	43	
2016	May	14	May 14, 2016	Weekend	0	1	0	5	4	7	15	11	2	9	7	10	15	5	0	91	
2016	May	15	May 15, 2016	Weekend		0	3	7	4	2	2	7	2							27	
2016	May	16	May 16, 2016	Weekday	0	0	4	3	2	6	0	2	8	6	10	6	0			47	
2016	May	17	May 17, 2016	Weekday				13	12	5	5				7	2	4			48	17tour 25tour 27tour - 50 g walden
2016	May	18	May 18, 2016	Weekday	1	3	0			4	11	4	0	9	3	4	0	1		40	
2016	May	19	May 19, 2016	Weekday	3	0	22	18	6	4	6	0	4	4	6	0	0	0		73	
2016	May	20	May 20, 2016	Weekday	0	0	6	2	11	13	8		2	5	18	25	22	10	0	122	rain 3:00 pm
2016	May	21	May 21, 2016	Weekend	0	3	7	7	11	31	21	8	22	27	45	32	16	21	25	276	
2016	May	22	May 22, 2016	Weekend		2	6	7	7	3	12	8	7	0						52	
2016	May	23	May 23, 2016	Weekday	0	6	3	6	2	8		0	0	2	12	10	0			49	86tour

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2016	May	24	May 24, 2016	Weekday	2	7	4	14	36	11	14	4	4	2	10	5	0			113	
2016	May	25	May 25, 2016	Weekday	2	2	19	3	3	5	2	0	3	0	0	11	0	0		50	
2016	May	26	May 26, 2016	Weekday	1	3	3	12	8	4	2	3	0	5	0	11	19	0	5	76	
2016	May	27	May 27, 2016	Weekday	0	22	8	26	13	18	11				12	32	9	2		153	Rain btwn 3 pm to 5 pm
2016	May	28	May 28, 2016	Weekend	0	0	7	13	5	15	29	0	18	15	3	7	25	18	0	155	
2016	May	29	May 29, 2016	Weekend		4	8	19	3	13	9	10								66	Rain btwn 4 pm to 10 pm
2016	May	30	May 30, 2016	Weekday		14	10	10	6	0	3	10	0	8	5	0	0			66	
2016	May	31	May 31, 2016	Weekday	8	13	9	1	7	2	2	2	1	2	12	1	5			65	
2016	June	1	June 1, 2016	Weekday	3	1	2	10	7	3	2	1	2	3	7	6	0			47	
2016	June	2	June 2, 2016	Weekday	4	0	2	2	10	0	2	0	2	3	5	0	13	13	10	66	
2016	June	3	June 3, 2016	Weekday	0	2	0	8	2	9	4	0	0	0	5	7	7	9	0	53	
2016	June	4	June 4, 2016	Weekend		4	0	20	8	0	25	2	5	12	25	17	21	0	0	139	
2016	June	5	June 5, 2016	Weekend		1	0	3	5	0	33	8	8	13	5	8	5			89	
2016	June	6	June 6, 2016	Weekday	1	4	9	5	7	1	7	5	6	3						48	Rain btwn 6 pm to 8pm
2016	June	7	June 7, 2016	Weekday	5	6	9	5	18	7	16	14	24	0	4	1	1			110	
2016	June	8	June 8, 2016	Weekday	3	2	3	8	9	1		1	2	0						29	t 2:00 pm and Rain btwn 6 pm t
2016	June	9	June 9, 2016	Weekday	10	3	1	1	4		0	3	7	4	16	2	1	3		55	
2016	June	10	June 10, 2016	Weekday	5	6	7	18	13	1	15	5	1		11	26	6	0	0	114	30 bbr rain 5:00 pm
2016	June	11	June 11, 2016	Weekend		2	7	1	7	13	16	30	12	11	46	19	49	13	0	226	
2016	June	12	June 12, 2016	Weekend	0	5	5	11	4	7	3	15	5	0	3	4	10	5	0	77	
2016	June	13	June 13, 2016	Weekday	0	3	1	3	2	2	1	1	5	2	9	0	0			29	
2016	June	14	June 14, 2016	Weekday		5	5		16	16	1	4	6	3	5	8	0			69	30bb - 27bb
2016	June	15	June 15, 2016	Weekday	0	3	3	0	5	8	4	11	1	2	6	11	0			54	
2016	June	16	June 16, 2016	Weekday	3	2			18	9	2	4	6							44	3bb-33bb Rain btwn 5 pm to 10p
2016	June	17	June 17, 2016	Weekday	1	2	0				1	8	1	13	7	18	16	22	0	89	Rain btwn 11 am to 1pm
2016	June	18	June 18, 2016	Weekend		4	0	7	2	9	7	6	12							47	Rain btwn 5 pm to 10pm
2016	June	19	June 19, 2016	Weekend	0	13	19	2	11	8	18	24	19	2	2	4	0			122	
2016	June	20	June 20, 2016	Weekday	1	8	13	8	16	13	15	3	11	4	5	0	0			97	
2016	June	21	June 21, 2016	Weekday	7	7	6	13	5	4	19	14	23	16	36	31	15	19	0	215	
2016	June	22	June 22, 2016	Weekday	2	2	3	0	2	6	5	17	8	3	0	17	0			65	
2016	June	23	June 23, 2016	Weekday	2	5	5	8	7	6	6	9	6	5	13	8	5	3	0	88	
2016	June	24	June 24, 2016	Weekday	0	3	3	3	8	8	3	1	26	29	56	12	3	3	0	158	
2016	June	25	June 25, 2016	Weekend		2	9	9	8	3	9	0	0	11	18	18	6	3	0	96	
2016	June	26	June 26, 2016	Weekend		2	2	6	3	16	28	11	5	0						73	
2016	June	27	June 27, 2016	Weekday	2	8	0	5	18	7	0	2	2	7	32	9	0	0		92	
2016	June	28	June 28, 2016	Weekday	0	0	5	5	11	6	0	14	6	2	4	27	0			80	
2016	June	29	June 29, 2016	Weekday	1		5		5	7	4	9	4	2	6	12	0			55	35tour - 31tour
2016	June	30	June 30, 2016	Weekday		0	8	0	2	4	0	3	1	2	9	6	6	0		41	
2016	July	1	July 1, 2016	Weekday	5	6	7	3	4	5	4	10	3	0	5	21	6	7	0	86	
2016	July	2	July 2, 2016	Weekend		1	9	12				7	12	20	11	7	25	9	0	113	Rain btwn 12 pm to 2pm
2016	July	3	July 3, 2016	Weekend		5	12	14	6	10	14	17	3							81	
2016	July	4	July 4, 2016	Weekday																954	Independence Day
2016	July	5	July 5, 2016	Weekday	1	0	21	20	4	5	2	10	0	4	0	2	0			69	
2016	July	6	July 6, 2016	Weekday	1	10	3	11	5	4	12	1	0	0	12	20	0			79	
2016	July	7	July 7, 2016	Weekday	0	1	29	0	1	8	1	8	15	11	8	26	7			115	
2016	July	8	July 8, 2016	Weekday	0	6	2	6	16	6	4	9	10	11	9	12	23	14	0	128	
2016	July	9	July 9, 2016	Weekend	0	2	6	4	5	6	4	0	16	13	16	14	22	17	8	133	
2016	July	10	July 10, 2016	Weekend	2	4	0	18	8	1	13	20	4	6	0	7	0			83	
2016	July	11	July 11, 2016	Weekday	7	10	9	7	5	6	5	4	7	13	12	6	0			91	
2016	July	12	July 12, 2016	Weekday	2	11	4	10	1	5	2	4	2	14	5	19	8			87	
2016	July	13	July 13, 2016	Weekday		9	4	6	12	5	4	8	14	6	18	7	0			93	
2016	July	14	July 14, 2016	Weekday		4	0	0	2	2	6	4	4	0	5	4	21	19		71	
2016	July	15	July 15, 2016	Weekday	2	4	1	0	15	2	6	1	7	10	10	36	41	13	7	155	
2016	July	16	July 16, 2016	Weekend		0	5	2	23	8	20	3	34	29	36	18	32	15		225	
2016	July	17	July 17, 2016	Weekend			7	3	15	10	11	5	8							59	26tour
2016	July	18	July 18, 2016	Weekday	10	7	9	3	7	2	6	0	13	0	3	0	0			60	
2016	July	19	July 19, 2016	Weekday	4	14	7	13	4	6	2	5	6	3	7	14	5			90	
2016	July	20	July 20, 2016	Weekday	7	8	4	3	3	8	15	9	4	8	11	4	2			86	
2016	July	21	July 21, 2016	Weekday	9	4	2	4	22	14	13	9	2	21	17	4	8	13	0	142	
2016	July	22	July 22, 2016	Weekday	0	9	0	0	12	19	0	19	11	20	13	5	21	16	0	145	
2016	July	23	July 23, 2016	Weekend		2	2	1	3	9	6	0	12	13	10	22	28	17	9	134	
2016	July	24	July 24, 2016	Weekend		6	13	16	21	8	3	7	7	5						86	
2016	July	25	July 25, 2016	Weekday	0	7	5	0	0	11	9	2	1	2	3	4				44	
2016	July	26	July 26, 2016	Weekday	4	6	10	11	9	10	13	3	1	0	3	0	0			70	
2016	July	27	July 27, 2016	Weekday	5	15	5	5	10	5	3	3	6	6	0	0	0			63	
2016	July	28	July 28, 2016	Weekday	1	5	1	3	1	12	0	9	7	16	18	9	5	5	0	92	
2016	July	29	July 29, 2016	Weekday	4	20	4	25	4	2	7	2	1	16	40	7	9	8	0	149	
2016	July	30	July 30, 2016	Weekend					4	15	13	13	12	11	11	34	10	5	0	128	Rain btwn 9 am to 11am
2016	July	31	July 31, 2016	Weekend		5	2	3	7	6	7	6	12	3	4					55	
2016	August	1	August 1, 2016	Weekday	5	1	5	4	7	2	4	3	7	7	2	19				66	
2016	August	2	August 2, 2016	Weekday	3	5				10	10	9	7	12	5	5				66	33bb-33bb-31bb
2016	August	3	August 3, 2016	Weekday	8	3	1	0	4	21	13	4	5	3	6	20	6			94	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2016	August	4	August 4, 2016	Weekday	9	3	7	6	2	4	12				8	9	14	10		84	Rain btwn 3 pm to 5pm
2016	August	5	August 5, 2016	Weekday	0	3		3		11	6	28	3	1	6	2	20	11		94	34gw-45gw
2016	August	6	August 6, 2016	Weekend		3	2	9	10	0	2	2	2	5	12	16	22	14		99	
2016	August	7	August 7, 2016	Weekend		13	6	19	15	12	24	10	9							108	
2016	August	8	August 8, 2016	Weekday	4	0	4	3	6	2	2	3	2	0	3	2	0			31	
2016	August	9	August 9, 2016	Weekday	0	3		9			13	0	4	6	3	0	0			38	36tour-29tour-27tour
2016	August	10	August 10, 2016	Weekday	4	3	9	0	3	12	0	2	2	0	5	22	0			62	
2016	August	11	August 11, 2016	Weekday	1	0	4	1	2	0	8	5	12	10	6	2	7	10	0	68	
2016	August	12	August 12, 2016	Weekday	0	7	14	9	13	8	0	8	6	10	16	28	52	16	0	187	
2016	August	13	August 13, 2016	Weekend		0	5	2	10	3	7	11	9	16	17	34	14	22	0	150	
2016	August	14	August 14, 2016	Weekend		5	16	9	6	23	29	20	0							108	
2016	August	15	August 15, 2016	Weekday	0	1	3	0	2	3	5	2	4	0	2	6	0			28	
2016	August	16	August 16, 2016	Weekday	2	3	1	2	3	0	8	3	2	4	16	18	2			64	
2016	August	17	August 17, 2016	Weekday	2	5	1	3	12	13	19									55	Rain btwn 3 pm to 8pm
2016	August	18	August 18, 2016	Weekday	1	2	0	0		1	0	5	0	2	9	8	5	20	0	53	Rain at 12pm
2016	August	19	August 19, 2016	Weekday	1	1	5	4	3	7	3	10	5	23	44	65	70	29	0	270	
2016	August	20	August 20, 2016	Weekend																0	Dancing in the Streets
2016	August	21	August 21, 2016	Weekend		0	0	4	10	9	6		1							30	Rain at 3pm
2016	August	22	August 22, 2016	Weekday	3	4	2	3	3	16	5	0	4	1	0	0	0			41	
2016	August	23	August 23, 2016	Weekday	4	10	3	2	4	7	1	7	6	9	5	0				58	
2016	August	24	August 24, 2016	Weekday	0	1	8	14	3	2	2	0	1	1	1	2	0			35	
2016	August	25	August 25, 2016	Weekday	1	3	1	3	10	8	26	3	6		1	2	14	11	0	89	Rain at 5pm
2016	August	26	August 26, 2016	Weekday	3	5	3	18	14	8	2	3	3	2	3	3	4	11	1	83	
2016	August	27	August 27, 2016	Weekend		1	4	7	7	4	17	2	15	16	15	16	22	12	8	146	
2016	August	28	August 28, 2016	Weekend		0	0	7	6	3	9	17	15	8						65	
2016	August	29	August 29, 2016	Weekday	3	1	0	6	15	15	6	1	2	4	7	7	0			67	
2016	August	30	August 30, 2016	Weekday	8	2	10	4	4	2	0			2	6	7	0			45	Rain btwn 3 pm to 4pm
2016	August	31	August 31, 2016	Weekday	0	3	1	2	5	4	5	3	1	5	5	0	3			37	
2016	September	1	September 1, 2016	Weekday	2	4	7	4	4	5	9	3	0	0	4	6	4	9	0	61	
2016	September	2	September 2, 2016	Weekday	2	7	7	6	3	4	7	0	9	11	5	11	26	23	0	121	
2016	September	3	September 3, 2016	Weekend		0	2	10	2	1	0		7	5	7	38	30	31		133	Rain at 3pm
2016	September	4	September 4, 2016	Weekend		3	11	16	11	8	10	16	4	9						88	
2016	September	5	September 5, 2016	Weekday	0	0	5	3	9	9	8	1	24	9	9	3	0			80	
2016	September	6	September 6, 2016	Weekday	2	2	2	3	7	0	3	4	5	2	2	16	0			48	
2016	September	7	September 7, 2016	Weekday	0	5	12	16	2	18	5	0	2	5	0	2	10			77	
2016	September	8	September 8, 2016	Weekday	0	7	11	9	13	2	4	0	7	6	2	4	0	13	0	78	
2016	September	9	September 9, 2016	Weekday	0	0	1	0	4	4	3	5	5	19	23	25	55	30	0	174	
2016	September	10	September 10, 2016	Weekend		2	5	18	1	2	10	0	0	22	19	48	39	23	4	193	
2016	September	11	September 11, 2016	Weekend		2	7	5	6	12	7	17	5	0						61	
2016	September	12	September 12, 2016	Weekday	0	1	2	3	0	8	0	3	1	1	4	3	0			26	
2016	September	13	September 13, 2016	Weekday	4	4	3	8	2	4	6	1	4	5	8	11	0			60	
2016	September	14	September 14, 2016	Weekday	0	2	5	6	4	4	12	3	1	1	0	2	2			42	
2016	September	15	September 15, 2016	Weekday	3	4	2	3	0	11	13	1	2	4	2	5	12	5	5	72	
2016	September	16	September 16, 2016	Weekday	3	7	9	5	6	11	17	4	3	12	11	28	18	17		151	
2016	September	17	September 17, 2016	Weekend		13	2	0	5	14	16	5	14	22	35	52	41	36	13	268	
2016	September	18	September 18, 2016	Weekend							9	9	3							21	Rain btwn 9 am to 1pm
2016	September	19	September 19, 2016	Weekday	2	5	1	4	4	4	2		2	8	2	6	0			40	32parad
2016	September	20	September 20, 2016	Weekday	5		2	3	5	3	8	0			1					27	Rain btwn 4 pm to 5pm and 7 p
2016	September	21	September 21, 2016	Weekday	9	13	0	2	5	11	3	8	12	15						78	Rain btwn 5 pm to 8pm
2016	September	22	September 22, 2016	Weekday	7	9	9	12	2	12	2	5	3	4	22	12	7	2	0	108	
2016	September	23	September 23, 2016	Weekday	5	2	4	6	11	11	2	6		11	7	35	31	21	0	152	Rain at 4pm
2016	September	24	September 24, 2016	Weekend		1	4	2	17	4	3	3	2	10	18	14	16	30	0	124	
2016	September	25	September 25, 2016	Weekend		0	0	6	8	7	15	11	5	0						52	
2016	September	26	September 26, 2016	Weekday	0	1	2	4	3	4	4	0	9	1	14					42	
2016	September	27	September 27, 2016	Weekday				0	0	4	1	4	0	1	4	2	0	4		20	
2016	September	28	September 28, 2016	Weekday				7	7	5	4	12	16	17	5	1	3	7	0	84	
2016	September	29	September 29, 2016	Weekday				2	2	5	5	2	3	2	3	1	5	0	9	39	
2016	September	30	September 30, 2016	Weekday				3	4	7	3	4	3	5		10		5	11	82	
2016	October	1	October 1, 2016	Weekend		7	3	11	10	13	16	26	5	19	15	19	33	11	4	192	
2016	October	2	October 2, 2016	Weekend		1	1	5	9	5	21	12	2							56	
2016	October	3	October 3, 2016	Weekday	0	2	4	4	9	3	3	5	13	9	1	0	0			53	
2016	October	4	October 4, 2016	Weekday	3	4	5	6	10	5	4	2	3	0	0	6	0			48	
2016	October	5	October 5, 2016	Weekday	0	1	2	3	0	0	0	0	0	0	0	0	0			6	
2016	October	6	October 6, 2016	Weekday																0	suspended
2016	October	7	October 7, 2016	Weekday																0	suspended
2016	October	8	October 8, 2016	Weekend								5	1	17	1	4	26	25	0	79	
2016	October	9	October 9, 2016	Weekend		6	7	6	8	20	3	10	23	5						88	
2016	October	10	October 10, 2016	Weekday	7	3	3	6	8	11	6	2	3	7	3	4	0			63	
2016	October	11	October 11, 2016	Weekday	0	0	2	2	0	9	1	0	4	7	4	6				35	
2016	October	12	October 12, 2016	Weekday	0	5	4	10	11	6	2	4	5	4	0	3	0			54	
2016	October	13	October 13, 2016	Weekday	1	4	5	3	13	6	3	4	0	6	8	3	11	3	0	70	
2016	October	14	October 14, 2016	Weekday	0	3	0	3	13	6	5	10	7	8	6	7	18	6	0	92	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2016	October	15	October 15, 2016	Weekend		9	27	22	19	35	15	46	17	28	8	19	52	33	0	330	
2016	October	16	October 16, 2016	Weekend		1	15	89	67	39	36	15	0	0						262	
2016	October	17	October 17, 2016	Weekday	0	5	4	19	7	11	5	6	1	6	0	0	0			64	
2016	October	18	October 18, 2016	Weekday	0	1	2	4	7	8	3	5	4	0	2	2	0			38	
2016	October	19	October 19, 2016	Weekday	3	5	3	16	15	12	7	0	4	3	6	3	9			86	
2016	October	20	October 20, 2016	Weekday	3	2	0	4	14	2	14	0	0	7	8	5	15	6	0	80	wal c198
2016	October	21	October 21, 2016	Weekday	1	98	98	13	9	3	4	4	6	4	10	29	27	10	0	316	
2016	October	22	October 22, 2016	Weekend		9	13	16	9	30	45	53	33	13	29	11	31	12		304	
2016	October	23	October 23, 2016	Weekend		10	13	8	22	23	26	32	28	0						162	
2016	October	24	October 24, 2016	Weekday	2	2	4	3	12	11	5	1	5	1	3	4	0			53	
2016	October	25	October 25, 2016	Weekday	4	5	8	13	9	13	2	3	16	10	17	9	0			109	
2016	October	26	October 26, 2016	Weekday	2	2	0	5	2	3	3	2	1	3	3	1	0			27	
2016	October	27	October 27, 2016	Weekday	4	3	6	8	6	18	8	1	2	4	3	3	3	4	0	73	
2016	October	28	October 28, 2016	Weekday	0	3	5	9	7	15	7	7	6	17	13	16	18	10		133	
2016	October	29	October 29, 2016	Weekend		0	0	14	3	4	1	4	3	13	11	14	19	16	0	102	
2016	October	30	October 30, 2016	Weekend		9	6	7	8	4	8	10	12	3						67	505trunck tr
2016	October	31	October 31, 2016	Weekday	4	4	3	2	6	3	34	5	0	100	100	102	102	112		577	Halloween
2016	November	1	November 1, 2016	Weekday	6	7	8	18	14	8	3	8	4	5	10	11	0			102	
2016	November	2	November 2, 2016	Weekday	1	1	1	2	4	15	7	3	4	5	3	6				52	
2016	November	3	November 3, 2016	Weekday	0	1	1	5	12	9	11	0	2	13	5	0	4	0	0	63	
2016	November	4	November 4, 2016	Weekday	5	4	7	9	11	8	3	14	2	13	19	10	9	23	6	949	Air Show
2016	November	5	November 5, 2016	Weekend		0	1	9	3	7	9	11	10	21	6	16	19	18	6	1430	Air Show
2016	November	6	November 6, 2016	Weekend		2	2	7	4	2	12	10	2	0	932					973	Air Show
2016	November	7	November 7, 2016	Weekday	5	6	17	11	6	8	14	11	17	9	1	0	0			105	
2016	November	8	November 8, 2016	Weekday	1	1	29	2	15	15	19	7	5	4	1	4	0			103	
2016	November	9	November 9, 2016	Weekday	1	4	2	17	26	4	6	3	2	4	4	6	0			79	
2016	November	10	November 10, 2016	Weekday	0	1	3	10	11	5	10	3	2	14	22	10	48	16	6	161	
2016	November	11	November 11, 2016	Weekday	3	18	26	23	9	3	10	25	17	17	11	20	26	15	0	223	
2016	November	12	November 12, 2016	Weekend		3	2	6	18	8	4	2	5	15	25	18	12	6	0	124	
2016	November	13	November 13, 2016	Weekend		0	9	11	9	15	10	28	12	0						94	
2016	November	14	November 14, 2016	Weekday	3	6	1	5	12	8	4	2	1	7	4	3	0			56	
2016	November	15	November 15, 2016	Weekday	1	2	1	4	7	2	1	1	3	1	4	0	0			27	
2016	November	16	November 16, 2016	Weekday	0	1	4	3	2	5	6	1	4	5	8	1	0			40	
2016	November	17	November 17, 2016	Weekday	8	14	3	5	18	14	2	3	16	25	12	16	10	4	0	150	
2016	November	18	November 18, 2016	Weekday	0	3	4	8	18	9	1	2	7	7	8	11	10	9	0	97	
2016	November	19	November 19, 2016	Weekend		4	2	10	17	6	2	16	22	24	15	5	26	19	0	168	
2016	November	20	November 20, 2016	Weekend		2	6	8	12	7	8	20	8	0						71	
2016	November	21	November 21, 2016	Weekday	1	1	6	6	10	0	3	7	3	3	1	1	0			42	
2016	November	22	November 22, 2016	Weekday	7	5	7	22	7	38	6	0	2	5	12	10	0			121	
2016	November	23	November 23, 2016	Weekday	0	4	5	9	2	10	11	0	0	26	1	6	5			79	
2016	November	24	November 24, 2016	Weekday																0	Thanksgiving
2016	November	25	November 25, 2016	Weekday	0	6	6	9	14	15	12	39	51	82	76	65	21	11	0	407	
2016	November	26	November 26, 2016	Weekend		2	12	10	29	23	31	3	7	28	7	22	21	15		210	
2016	November	27	November 27, 2016	Weekend		4	13	32	20	11	30	42	17	0						169	
2016	November	28	November 28, 2016	Weekday	2	2	12	28	2	2	0	3	20	37	12	15	0			135	
2016	November	29	November 29, 2016	Weekday	0	0	8	18	4	14	8	9	5	5	8	4	0			83	
2016	November	30	November 30, 2016	Weekday	2	5	3	6	8	12	9	5	11	9	5	6	0			81	
2016	December	1	December 1, 2016	Weekday	3	7	1	15	11	1	9	2	0	8	2	3	0			62	Rain btwn 9 pm to 10 pm
2016	December	2	December 2, 2016	Weekday	0	6	2	3	5	4	5	1	10	45	102	23	203	40	25	474	Parade
2016	December	3	December 3, 2016	Weekend		4	7	2	1	5	6	23	12	13	21	33	65	43	0	235	
2016	December	4	December 4, 2016	Weekend		10	11	16	10	13	2	17	13	0						92	
2016	December	5	December 5, 2016	Weekday	2	2	14	10	17	8	5	9	2	8	0	2	6			85	
2016	December	6	December 6, 2016	Weekday	2	4	1	12	1	1	5	2	7	15	4	5	0			59	
2016	December	7	December 7, 2016	Weekday	2	5	7	2	13	14	7	0	21	0	7	3	0			81	
2016	December	8	December 8, 2016	Weekday	1	2	9	33	6	33	1	48	2	8	2	3	3			151	Rain btwn 9 pm to 10 pm
2016	December	9	December 9, 2016	Weekday	1	25	6	2	25	5	123	2	123	8	46	39	45	23	0	473	G/W -- JD Parker
2016	December	10	December 10, 2016	Weekend		4	4	21	4	10	14	3	6	57	51	41	68	26	4	313	
2016	December	11	December 11, 2016	Weekend		2	29	13	10	34	22	30	0							140	
2016	December	12	December 12, 2016	Weekday	1	4	8	9	1	2	4	2	0	2	3	6	6			48	
2016	December	13	December 13, 2016	Weekday	42	42	42	42	26	20	22	14	7	7	4	0				268	Rain at 8 pm - bap105
2016	December	14	December 14, 2016	Weekday	0	1	21	21	21	21	21	6	7	10	5	5	0			139	
2016	December	15	December 15, 2016	Weekday	1	1	1	14	5	11	14	2	5	31	1	11	26	1	0	124	
2016	December	16	December 16, 2016	Weekday	2	5	3	3	5	4	7	13	3	19	14	28	8	5	0	119	
2016	December	17	December 17, 2016	Weekend		1	3	1	2	0	5	11	9	28	27	49	22	22	6	186	
2016	December	18	December 18, 2016	Weekend		4	9	13	24	22	21	30	17	0						140	
2016	December	19	December 19, 2016	Weekday	1	2	6	1	10	5	1	0	2	15	4	2	0			49	
2016	December	20	December 20, 2016	Weekday	0	2	0	4	20	10	5	4	4	6	8	2	0			65	
2016	December	21	December 21, 2016	Weekday	4	7	1	1	4	6	7	4	1	1	6	3	2			47	
2016	December	22	December 22, 2016	Weekday	0	3	14	16	15	10	19	15	5	4	6	2	19	4	0	132	
2016	December	23	December 23, 2016	Weekday	1	4	4	2	15	23	9	10	8	15	16	19	15	32	0	173	
2016	December	24	December 24, 2016	Weekend		3	5	3	5	14	17	0								47	
2016	December	25	December 25, 2016	Weekend																0	Christmas

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2016	December	26	December 26, 2016	Weekday	1	1	16	0	9	2	21	5	11	15	12	3	0			96	
2016	December	27	December 27, 2016	Weekday	1	2	6	2	3	6	5	2	8	27	18	50	19			149	
2016	December	28	December 28, 2016	Weekday	1	3	10	12	9	10	8	18	17	18	37	25	10			178	
2016	December	29	December 29, 2016	Weekday	2	2	4	15	10	25	16	11	9	12	17	22	33	10	0	188	
2016	December	30	December 30, 2016	Weekday	1	3	1	10	18	21	12	6	10	18	16	23	18	10	0	167	
2016	December	31	December 31, 2016	Weekend		1	2	8	5	8	11	3								38	
Total					769	1772	2494	3123	3508	3424	3450	3251	3151	3680	4987	3660	3179	1979	304	45806	

Tram Raw Data 2017

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2017	January	1	January 1, 2017	Weekend																92	new years holiday
2017	January	2	January 2, 2017	Weekday	4	4	23	9	12	22	0	2	6	5	0	5	0				
2017	January	3	January 3, 2017	Weekday	4	8	16	5	1	9	9	6	2	2	9	6	0			77	
2017	January	4	January 4, 2017	Weekday	2	3	9	0	12	3	1	2	0	6	16	5	4			63	
2017	January	5	January 5, 2017	Weekday	4	4	7	14	22	20	15	2	16	8	3	9	5	3	0	132	
2017	January	6	January 6, 2017	Weekday	2	6	4	8	15	33	11	12	15	4	3	24	26	10	5	178	
2017	January	7	January 7, 2017	Weekend		6	7	32	15	9	1	10	15	8	3	5	7	4	0	122	
2017	January	8	January 8, 2017	Weekend		11	8	19	17	13	33	26	9							136	
2017	January	9	January 9, 2017	Weekday	0	1	2	1	4	7	3	10	3	5	7	0	0			43	
2017	January	10	January 10, 2017	Weekday	5	4	14	3	3	2	9	14	11	33	17	4	0			119	
2017	January	11	January 11, 2017	Weekday	4	3	3	1	3	5	13	0	5	10	14	7	0			63	
2017	January	12	January 12, 2017	Weekday			9	6	5	4	11	2	8	16	12	10	13	4	0	100	Boat Show
2017	January	13	January 13, 2017	Weekday																1299	Boat Show
2017	January	14	January 14, 2017	Weekend																1251	Boat Show
2017	January	15	January 15, 2017	Weekend																1364	Boat Show
2017	January	16	January 16, 2017	Weekday	3	2	1	6	10	2	4	1	2	6	7	4	0			48	
2017	January	17	January 17, 2017	Weekday	5	7	12	8	11	15	6	4	10	6	7	4	2			97	
2017	January	18	January 18, 2017	Weekday	11	6	25	8	15	9	3	1	6	12	7	3	1			107	
2017	January	19	January 19, 2017	Weekday	4	7	9	15	10	8	7	4	9	16	5	5	9	3	1	112	
2017	January	20	January 20, 2017	Weekday	6	11	9	2	18	20	15	8	14	34	41	32	12	10	0	232	
2017	January	21	January 21, 2017	Weekend		2	4	6	12	10	20	23	15	18	16	9	12	5	1	153	
2017	January	22	January 22, 2017	Weekend		4	12	25	30	15	18	10	5	8				8	5	127	
2017	January	23	January 23, 2017	Weekday	8	7	60	5	6	3	7	1	5	6	3	5	0			116	
2017	January	24	January 24, 2017	Weekday	6	30	5	3	50	6	9	8	8	11	14	6	0			176	
2017	January	25	January 25, 2017	Weekday	4	6	8	4	15	10	10	1	2	15	12	3	1			91	
2017	January	26	January 26, 2017	Weekday	2	1	6	11	14	9	3	0	4	10	8	6	4	2	0	80	
2017	January	27	January 27, 2017	Weekday	6	12	18	26	31	10	9	5	8	30	36	32	12	10	2	247	
2017	January	28	January 28, 2017	Weekend		5	6	21	36	32	18	12	10	41	34	31	10	8	5	269	
2017	January	29	January 29, 2017	Weekend		4	8	20	21	22	15	12	6	4						112	
2017	January	30	January 30, 2017	Weekday	2	1	2	2	1	5	6	7	4	4	7	10	2			53	
2017	January	31	January 31, 2017	Weekday	5	8	4	10	14	13	5	1	5	7	2	2	0			76	
2017	February	1	February 1, 2017	Weekday	3	6	8	12	10	9	2	1	4	15	18	3	0			91	
2017	February	2	February 2, 2017	Weekday	7	10	3	23	19	15	8	6	23	8	14	5	10	3	0	154	
2017	February	3	February 3, 2017	Weekday	7	9	15	10	6	3	2	4	12	10	21	15	9	8	0	131	
2017	February	4	February 4, 2017	Weekend		11	10	15	32	7	12	20	18	41	22	9	10	4	0	211	
2017	February	5	February 5, 2017	Weekend		7	15	21	56	23	12	6	5	0						145	
2017	February	6	February 6, 2017	Weekday	1	0	3	9	12	2	1	0	8	11	5	4	0			56	
2017	February	7	February 7, 2017	Weekday	6	8	26	26	10	18	8	2	5	15	12	6	0			142	52 tour
2017	February	8	February 8, 2017	Weekday	8	7	3	25	28	7	10	2	6	8	4	5	1			114	
2017	February	9	February 9, 2017	Weekday	5	2	7	15	18	14	4	1	5	13	9	4	0	6	1	104	
2017	February	10	February 10, 2017	Weekday	5	6	9	14	37	16	6	0	7	33	29	24	15	12	0	213	
2017	February	11	February 11, 2017	Weekend		12	18	23	25	36	41	23	43	10	28	20	11	14	2	306	
2017	February	12	February 12, 2017	Weekend		28	46	51	39	37	40	32	35	10						318	
2017	February	13	February 13, 2017	Weekday	1	3	2	2	10	8	6	7	11	15	6	8	0			79	
2017	February	14	February 14, 2017	Weekday	7	3	4	21	28	15	14	12	23	32	36	21	6			222	
2017	February	15	February 15, 2017	Weekday	1	1	0	15	21	14	4	1	4	12	6	4	0			83	
2017	February	16	February 16, 2017	Weekday	5	2	8	21	34	31	7	2	12	23	18	9	7	4	0	188	
2017	February	17	February 17, 2017	Weekday	3	5	2	14	31	16	13	10	83	21	25	20	9	6	1	259	83 court
2017	February	18	February 18, 2017	Weekend		12	31	34	41	50	23	26	18	12	37	12	4	6	4	310	
2017	February	19	February 19, 2017	Weekend		7	25	28	43	26	31	10	6	1						178	
2017	February	20	February 20, 2017	Weekday	1	0	12	25	18	9	5	1	8	21	15	3	0			118	
2017	February	21	February 21, 2017	Weekday	0	1	14	10	8	5	2	0	4	8	5	7	1			65	
2017	February	22	February 22, 2017	Weekday	1	0	2	3	8	7	6	3	6	7	7	0	0			43	rain
2017	February	23	February 23, 2017	Weekday	5	8	15	28	32	36	9	4	15	31	20	10	6	7	0	226	
2017	February	24	February 24, 2017	Weekday	3	6	5	6	14	1	7	10	25	51	43	22	15	10	0	218	
2017	February	25	February 25, 2017	Weekend		16	38	45	56	71	80	75	48	35	46	31	20	15	3	579	Arts Fest
2017	February	26	February 26, 2017	Weekend		21	34	56	72	40	23	34	30	22						332	Arts Fest
2017	February	27	February 27, 2017	Weekday	5	3	11	14	6	5	2	7	9	5	3	6	0			76	
2017	February	28	February 28, 2017	Weekday	3	2	15	12	7	8	2	6	4	5	2	1	0			67	
2017	March	1	March 1, 2017	Weekday	5	8	11	25	18	7	5	2	9	14	10	4	0			118	
2017	March	2	March 2, 2017	Weekday	7	6	9	20	12	5	2	1	8	15	17	8	6	5	0	121	
2017	March	3	March 3, 2017	Weekday	4	8	4	15	21	5	2	2	9	23	31	35	23	12	1	195	
2017	March	4	March 4, 2017	Weekend		30	26	45	56	19	25	23	15	31	32	23	15	10	5	631	Jensen Beach Book Event
2017	March	5	March 5, 2017	Weekend		18	23	21	34	28	18	14	10	1						167	
2017	March	6	March 6, 2017	Weekday	1	3	9	14	18	4	3	1	6	9	10	2	0			80	
2017	March	7	March 7, 2017	Weekday	4	6	3	12	14	5	2	2	6	8	9	3	1			75	
2017	March	8	March 8, 2017	Weekday	2	4	7	12	14	3	2	1	2	31	23	6	2			130	c blackshow
2017	March	9	March 9, 2017	Weekday	2	1	6	14	18	12	6	3	9	20	8	6	2	4	0	111	
2017	March	10	March 10, 2017	Weekday	2	5	15	20	15	5	4	3	31	35	40	15	20	5	1	216	2 shows
2017	March	11	March 11, 2017	Weekend		15	20	43	58	18	21	33	12	34	15	9	18	0	0	296	
2017	March	12	March 12, 2017	Weekend		11	21	20	15	25	10	4	0	0						106	
2017	March	13	March 13, 2017	Weekday	1	1	5	7	14	12	0	1	2	4	2	2	0			51	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2017	March	14	March 14, 2017	Weekday	2	5	12	21	15	5	3	0	5	9	4	4	1			86	
2017	March	15	March 15, 2017	Weekday	3	2	9	8	12	6	1	1	12	19	14	6	0			93	
2017	March	16	March 16, 2017	Weekday	5	7	15	30	35	21	9	15	40	25	20	15	20	2	0	259	2shows
2017	March	17	March 17, 2017	Weekday	1	1	13	14	7	21	10	7	18	28	40	42	8	26	0	236	pattys day
2017	March	18	March 18, 2017	Weekend		3	1	1	5	2	5	12	23	37	54	17	21	14	0	195	
2017	March	19	March 19, 2017	Weekend		1	10	26	21	15	15	45	19	0						152	
2017	March	20	March 20, 2017	Weekday	1	0	2	5	6	14	35	14	12	7	25	6	0			127	
2017	March	21	March 21, 2017	Weekday	1	0	20	32	5	2	10	6	4	10	16	12				118	
2017	March	22	March 22, 2017	Weekday	2	1	12	6	8	14	9	10	10	5	2	11	0			90	
2017	March	23	March 23, 2017	Weekday	5	10	17	12	12	1	14	2	1	0	7	5	11	9	0	106	rain
2017	March	24	March 24, 2017	Weekday	0	3	5	20	26	12	8	29	32	21	22	32	27	27	0	264	
2017	March	25	March 25, 2017	Weekend		7	36	50	24	21	30	35	22	19	10	21	15	12	1	303	
2017	March	26	March 26, 2017	Weekend		1	13	16	12	6	28	12	4	0						92	
2017	March	27	March 27, 2017	Weekday	1	1	3	6	1	2	2	4	5	1	2	5	0			33	
2017	March	28	March 28, 2017	Weekday	3	1	4	12	7	12	5	2	3	0	18	1	0			68	
2017	March	29	March 29, 2017	Weekday	3	1	5	1	8	10	4	3	5	2	7	2	0			51	
2017	March	30	March 30, 2017	Weekday	0	5	7	5	2	5	10	8	24	12	14	16	15	0		123	
2017	March	31	March 31, 2017	Weekday	1	1	2	3	4	8	10	6	9	20	36	8	11	0		119	
2017	April	1	April 1, 2017	Weekend		1	6	5	4	8	5	5	16	33	20	22	12	13	0	150	
2017	April	2	April 2, 2017	Weekend		8	5	20	18	10	24	20	28	0						133	
2017	April	3	April 3, 2017	Weekday	1	6	0	4	5	2	6	3	1	1	0	5	4			38	
2017	April	4	April 4, 2017	Weekday	3	14	12	8	8	7	14	10	11	5	14	6	0			112	
2017	April	5	April 5, 2017	Weekday	5	9	1	7	2	8	6	3	5	7	13	19	2			87	
2017	April	6	April 6, 2017	Weekday	3	2	7	8	13	15	18	0	3	3	45	5	24	11	0	157	
2017	April	7	April 7, 2017	Weekday	2	6	8	4	14	5	40	10	24	9	16	8	23	17	3	189	
2017	April	8	April 8, 2017	Weekend		16	12	24	18	18	13	15	18	9	21	32	37	11	0	244	
2017	April	9	April 9, 2017	Weekend		2	2	12	18	14	10	15	5	0						78	
2017	April	10	April 10, 2017	Weekday	2	1	4	10	4	3	3	1	2	15	12	6	0			63	
2017	April	11	April 11, 2017	Weekday	1	1	5	6	5	2	1	1	4	12	5	3	1			47	
2017	April	12	April 12, 2017	Weekday	3	5	1	9	11	5	3	4	5	15	10	4	0			75	
2017	April	13	April 13, 2017	Weekday	6	7	5	7	12	14	12	3	10	25	15	10	5	3	0	134	
2017	April	14	April 14, 2017	Weekday	5	10	12	22	31	18	6	4	15	40	42	28	10	8	0	251	
2017	April	15	April 15, 2017	Weekend		45	33	62	33	26	10	12	20	15	20	30	21	20	5	352	baptist church egg
2017	April	16	April 16, 2017	Weekend		5	7	20	25	30	10	3	0	0						100	
2017	April	17	April 17, 2017	Weekday	0	5	1	8	7	0	0	5	18	7	0	10	0			61	
2017	April	18	April 18, 2017	Weekday	4	4	2	4	8	8	1	4	11	6	2	11	0			65	
2017	April	19	April 19, 2017	Weekday	0	0	0	5	5	3	16	1	6	3	1	5	0			45	tram meeting 8-10
2017	April	20	April 20, 2017	Weekday	6	4	3	14	4	7	7	6	4	2	5	4	6	0	0	72	
2017	April	21	April 21, 2017	Weekday	6	5	2	21	18	10	3	5	15	36	15	28	12	10	6	192	
2017	April	22	April 22, 2017	Weekend		24	65	71	82	38	23	18	21	28	19	10	12	13	0	424	art fest
2017	April	23	April 23, 2017	Weekend		5	8	10	9	25	15	8	5	0						85	
2017	April	24	April 24, 2017	Weekday	2	3	5	10	4	2	1	2	4	2	9	8	0			52	
2017	April	25	April 25, 2017	Weekday	3	4	5	10	14	7	1	4	16	12	9	5	5			95	
2017	April	26	April 26, 2017	Weekday	2	1	5	12	14	21	2	5	12	26	4	5	5			114	
2017	April	27	April 27, 2017	Weekday	5	3	8	15	12	9	2	2	9	24	9	9	4	2	4	117	
2017	April	28	April 28, 2017	Weekday	2	5	14	10	12	8	3	1	28	41	20	15	10	6	0	175	
2017	April	29	April 29, 2017	Weekend		7	12	14	9	6	12	15	14	48	43	27	14	9	7	237	
2017	April	30	April 30, 2017	Weekend		8	14	20	22	25	32	40	5	4	0					170	
2017	May	1	May 1, 2017	Weekday	6	2	5	4	2	1	1	3	8	6	10	5	0			53	
2017	May	2	May 2, 2017	Weekday	1	2	1	3	4	1	1	9	15	10	21	14	0			82	
2017	May	3	May 3, 2017	Weekday	4	8	6	8	5	5	14	41	32	19	5	5	0			152	gwalden pou
2017	May	4	May 4, 2017	Weekday	11	7	1	12	5	7	2	15	3	3	0	10	2	0	0	78	
2017	May	5	May 5, 2017	Weekday	0	7	4	2	2	0	3	8	13	5	11	10	20	19	0	104	
2017	May	6	May 6, 2017	Weekend		10	115	15	23	22	10	5	8	25	20	23	15	10	0	301	house tour feed store
2017	May	7	May 7, 2017	Weekend		15	20	23	18	17	21	12	10	0						136	
2017	May	8	May 8, 2017	Weekday	1	0	1	5	1	0	1	2	5	10	4	5	0			35	
2017	May	9	May 9, 2017	Weekday	1	4	6	7	1	0	0	1	8	15	7	21	0			71	
2017	May	10	May 10, 2017	Weekday	5	123	6	5	15	20	1	0	5	10	4	7	0			201	gwalden kiwanis
2017	May	11	May 11, 2017	Weekday	7	5	5	15	3	2	0	0	10	21	6	20	4	5	0	103	
2017	May	12	May 12, 2017	Weekday	11	10	2	15	21	15	5	4	6	25	10	12	5	4	0	145	
2017	May	13	May 13, 2017	Weekend		15	24	45	39	25	10	9	38	40	25	15	20	20	5	330	
2017	May	14	May 14, 2017	Weekend		10	20	25	37	23	8	5	9	0						137	
2017	May	15	May 15, 2017	Weekday	2	5	4	10	12	3	0	1	8	4	3	5	0			57	
2017	May	16	May 16, 2017	Weekday	1	3	82	6	3	3	1	2	5	4	6	2	0			118	gwalden kiwanis
2017	May	17	May 17, 2017	Weekday	2	1	5	9	10	3	0	1	6	5	10	5	0			57	
2017	May	18	May 18, 2017	Weekday	3	1	6	7	2	1	5	25	4	12	5	11	2	1	0	85	jd parker
2017	May	19	May 19, 2017	Weekday	5	6	6	21	25	5	1	4	35	51	32	23	15	8	0	237	
2017	May	20	May 20, 2017	Weekend		9	15	12	25	32	14	21	11	10	23	8	7	5	0	192	
2017	May	21	May 21, 2017	Weekend		3	2	15	21	6	5	1	1	0						54	rain
2017	May	22	May 22, 2017	Weekday	1	5	78	4	2	3	5	1	3	8	5	2	0			117	
2017	May	23	May 23, 2017	Weekday	3	5	7	11	10	5	2	1	15	21	7	6	0			93	gwalden kiwanis
2017	May	24	May 24, 2017	Weekday	1	7	9	11	3	5	7	6	4	2	7	3	0			65	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2017	May	25	May 25, 2017	Weekday	3	11	5	10	12	13	3	8	4	8	12	5	9	6	0	109	
2017	May	26	May 26, 2017	Weekday	7	4	5	12	21	10	5	4	6	32	25	18	10	5	0	164	
2017	May	27	May 27, 2017	Weekend		5	15	8	32	12	10	5	5	3	12	6	4	4	0	121	
2017	May	28	May 28, 2017	Weekend		3	5	4	10	11	5	6	2	0						46	
2017	May	29	May 29, 2017	Weekday	5	15	5	8	10	12	7	8	2	5	5	8	0			90	memorial day
2017	May	30	May 30, 2017	Weekday	6	10	5	15	6	13	15	10	10	5	4	3	0			102	
2017	May	31	May 31, 2017	Weekday	8	7	3	20	12	12	10	4	5	14	10	2	0			107	
2017	June	1	June 1, 2017	Weekday	2	2	1	1	7	2	2	4	7	10	23	7	0			68	
2017	June	2	June 2, 2017	Weekday	1	0	2	11	14	0	4	5	6	3	8	0	0	0	0	54	rain
2017	June	3	June 3, 2017	Weekend		4	3	0	9	27	15	6	11	8	10	25	10	0	0	128	
2017	June	4	June 4, 2017	Weekend		5	4	18	4	10	8	2	19	0						70	
2017	June	5	June 5, 2017	Weekday	1	4	1	1	1	3	0	6	7	16	7	9	0			55	
2017	June	6	June 6, 2017	Weekday	13	1	5	5	3	1	6	3	4	11	9	2	0			63	
2017	June	7	June 7, 2017	Weekday	0	0	0	14	11	9	8	0	0	0	0	0	0			42	rain
2017	June	8	June 8, 2017	Weekday	10	12	6	6	5	12	0	7	16	13	5	10	0			102	
2017	June	9	June 9, 2017	Weekday	1	9	0	6	11	10	10	2	32	26	30	6	3	9	0	155	
2017	June	10	June 10, 2017	Weekend		1	7	2	3	17	4	0	34	37	26	30	10	10	0	181	
2017	June	11	June 11, 2017	Weekend		1	2	10	17	10	23	12	8	0						83	
2017	June	12	June 12, 2017	Weekday	4	0	0	2	1	0	7	0	10	3	5	9	0			41	
2017	June	13	June 13, 2017	Weekday	27	25	5	3	14	12	6	1	0	2	2	1	0			98	g welden
2017	June	14	June 14, 2017	Weekday	2	5	5	7	9	10	11	12	2	1	1	1	0			66	
2017	June	15	June 15, 2017	Weekday	1	22	3	2	22	5	8	9	1	3	5	6	0			87	
2017	June	16	June 16, 2017	Weekday	1	1	7	4	5	8	1	2	23	21	20	15	10	5	0	123	10st
2017	June	17	June 17, 2017	Weekend		0	1	2	1	1	6	8	12	23	26	28	5	4	0	117	
2017	June	18	June 18, 2017	Weekend		1	3	21	12	10	7	4	5	0						63	
2017	June	19	June 19, 2017	Weekday	2	1	2	4	4	2	5	2	5	2	1	3	0			33	
2017	June	20	June 20, 2017	Weekday	2	2	5	7	2	5	2	1	8	11	12	1	0			58	
2017	June	21	June 21, 2017	Weekday	0	0	2	5	1	3	4	0	4	2	8	4	0			33	
2017	June	22	June 22, 2017	Weekday	1	3	0	3	2	6	7	0	2	9	11	6	1			51	
2017	June	23	June 23, 2017	Weekday	5	2	5	7	12	4	6	2	10	28	23	31	8	5	0	148	
2017	June	24	June 24, 2017	Weekend		0	4	10	4	12	12	5	21	25	19	15	7	6	0	140	
2017	June	25	June 25, 2017	Weekend		2	6	10	15	18	5	7	4	0						67	
2017	June	26	June 26, 2017	Weekday	1	0	6	4	8	9	4	2	7	5	9	3	0			58	
2017	June	27	June 27, 2017	Weekday	0	4	2	10	12	5	4	1	8	9	6	5	0			66	
2017	June	28	June 28, 2017	Weekday	2	1	5	6	10	2	1	1	8	7	5	3	0			51	
2017	June	29	June 29, 2017	Weekday	5	2	3	7	12	8	3	6	4	8	4	2	0			64	
2017	June	30	June 30, 2017	Weekday	0	3	4	8	6	5	2	1	12	24	26	18	10	11	0	130	
2017	July	1	July 1, 2017	Weekend		6	2	8	8	2	3	10	9	23	32	8	2	9	0	122	
2017	July	2	July 2, 2017	Weekend		5	6	3	10	11	12	10	4	0						61	
2017	July	3	July 3, 2017	Weekday	4	6	9	13	3	13	8	4	8	2	4	5	0			79	
2017	July	4	July 4, 2017	Weekday	6	10	30	23	18	12	15	20	56	46	49	45	40	54	38	462	Independence Day
2017	July	5	July 5, 2017	Weekday	0	1	3	6	2	4	2	0	5	3	2	6	0			34	
2017	July	6	July 6, 2017	Weekday	2	8	12	12	12	20	19	4	5	15	18	6	7			140	
2017	July	7	July 7, 2017	Weekday	5	5	8	21	20	25	6	4	3	9	18	12	0	11	0	147	
2017	July	8	July 8, 2017	Weekend		2	6	12	14	4	2	6	12	15	10	8	5	4	0	100	
2017	July	9	July 9, 2017	Weekend	1	4	5	7	3	8	6	6	12	0						45	
2017	July	10	July 10, 2017	Weekday	2	4	8	5	22	4	22	5	4	4	4	4	0			88	
2017	July	11	July 11, 2017	Weekday	1	1	4	12	10	5	5	3	6	12	5	3	0			67	
2017	July	12	July 12, 2017	Weekday	0	4	24	6	24	12	10	5	6	3	2	4	0			100	jd parker
2017	July	13	July 13, 2017	Weekday	2	1	25	3	25	5	4	2	4	10	6	2	0			89	b bridges
2017	July	14	July 14, 2017	Weekday	2	25	18	4	25	18	4	6	10	12	14	10	5	20	0	173	Gw bBridges
2017	July	15	July 15, 2017	Weekend		3	5	7	5	6	10	6	6	15	12	10	14	5	0	104	
2017	July	16	July 16, 2017	Weekend		2	2	4	5	3	4	3	8	0						31	
2017	July	17	July 17, 2017	Weekday	2	3	4	2	5	4	5	2	3	6	4	6	0			45	rain
2017	July	18	July 18, 2017	Weekday	0	3	2	4	2	6	8	4	2	8	9	2	0			50	
2017	July	19	July 19, 2017	Weekday	2	1	0	6	4	2	1	0	8	8	6	2	0			40	
2017	July	20	July 20, 2017	Weekday	1	1	3	6	8	11	4	2	2	10	7	3	0			58	
2017	July	21	July 21, 2017	Weekday	0	6	2	4	8	14	12	16	5	23	30	15	8	7		150	
2017	July	22	July 22, 2017	Weekend		3	6	10	23	21	12	14	5	20	32	10	7	5	0	168	
2017	July	23	July 23, 2017	Weekend		1	5	15	2	4	6	7	4	0						44	
2017	July	24	July 24, 2017	Weekday	2	4	6	25	3	25	6	7	8	4	2	1	0			93	10 street
2017	July	25	July 25, 2017	Weekday	1	0	0	1	4	0	0	5	8	0	1	0	0			20	rain
2017	July	26	July 26, 2017	Weekday	0	0	3	8	6	8	11	3	5	2	1	2	0			49	
2017	July	27	July 27, 2017	Weekday	1	25	6	4	25	10	10	5	5	2	1				0	94	10 street
2017	July	28	July 28, 2017	Weekday	0	34	10	5	34	13	2	1	13	7	1	0	0			120	10st b bridges
2017	July	29	July 29, 2017	Weekend		3	6	8	10	3	3	14	21	18	12	13	0	5		116	
2017	July	30	July 30, 2017	Weekend		0	0	0	0	21	5	0	0							26	
2017	August	1	August 1, 2017	Weekday	5	3	2	9	6	4	2	1	7	10	11	4	0			64	rain
2017	August	2	August 2, 2017	Weekday	1	4	1	3	2	5	1	1	4	8	4	2	0			36	
2017	August	3	August 3, 2017	Weekday	2	2	4	9	8	8	3	0	5	9	2	1	0			53	
2017	August	4	August 4, 2017	Weekday	5	3	2	5	12	5	4	0	5	10	21	25	12	8	0	117	
2017	August	5	August 5, 2017	Weekend		2	2	4	11	9	5	2	12	20	8	10	5	7	0	97	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2017	August	6	August 6, 2017	Weekend		7	6	5	14	10	12	5	4	0						63	
2017	August	7	August 7, 2017	Weekday	6	3	5	8	6	5	3	0	4	1	3	2	0			46	
2017	August	8	August 8, 2017	Weekday	7	4	3	6	8	9	6	1	1	7	2	5	0			59	
2017	August	9	August 9, 2017	Weekday	2	5	4	7	4	2	4	3	6	8	4	3	0			52	
2017	August	10	August 10, 2017	Weekday	0	6	1	5	3	8	1	4	3	6	8	6	0			51	
2017	August	11	August 11, 2017	Weekday	1	8	0	5	7	5	3	1	3	9	6	8	15	12	0	88	
2017	August	12	August 12, 2017	Weekend		5	2	9	5	8	3	7	9	6	5	15	18	4	0	96	
2017	August	13	August 13, 2017	Weekend		3	3	11	15	20	11	5	4	0						72	
2017	August	14	August 14, 2017	Weekday	2	4	4	5	8	6	3	1	5	10	12	4	0			64	
2017	August	15	August 15, 2017	Weekday	8	6	6	10	8	6	4	2	3	7	8	5	0			73	
2017	August	16	August 16, 2017	Weekday	2	9	5	6	7	5	3	1	6	6	10	12	0			72	
2017	August	17	August 17, 2017	Weekday	8	6	2	12	7	4	2	0	5	8	6	4	0			64	
2017	August	18	August 18, 2017	Weekday	7	9	1	9	7	4	7	1	6	11	15	20	21	7	0	125	
2017	August	19	August 19, 2017	Weekend		20	37	25	21	15	35	45	52	61	75	60	48	34	21	549	Dancing in the Streets
2017	August	20	August 20, 2017	Weekend		2	6	4	9	10	6	5	4	0						46	
2017	August	21	August 21, 2017	Weekday	8	4	2	7	9	5	4	0	7	10	6	5	0			67	
2017	August	22	August 22, 2017	Weekday	7	5	2	6	7	8	4	1	4	5	10	4	0			63	
2017	August	23	August 23, 2017	Weekday	9	4	5	5	6	4	7	2	6	8	4	6	0			66	
2017	August	24	August 24, 2017	Weekday	4	3	1	5	3	2	1	0	1	2	5	6	0			33	
2017	August	25	August 25, 2017	Weekday	3	5	4	8	7	4	2	1	6	21	30	34	12	8	0	145	
2017	August	26	August 26, 2017	Weekend		7	12	21	25	26	10	8	25	32	15	8	10	7	0	206	
2017	August	27	August 27, 2017	Weekend		5	15	22	16	18	14	8	7	0						105	
2017	August	28	August 28, 2017	Weekday	2	2	0	5	8	5	1	0	1	3	3	1	0			31	
2017	August	29	August 29, 2017	Weekday	3	2	1	3	7	9	1	2	4	5	1	0	0			38	
2017	August	30	August 30, 2017	Weekday	2	1	0	2	1	10	6	3	5	2	2	1	0			35	
2017	August	31	August 31, 2017	Weekday	1	0	3	4	2	0	1	1	2	0	0	1	0			15	
2017	September	1	September 1, 2017	Weekday	8	7	12	9	7	5	3	6	12	23	21	20	6	2	0	141	
2017	September	2	September 2, 2017	Weekend	8	7	12	9	7	5	3	6	12	23	21	20	6	2	0	141	
2017	September	3	September 3, 2017	Weekend		5	15	23	26	14	15	12	10	0						120	
2017	September	4	September 4, 2017	Weekday	1	4	2	5	7	1	0	2	0	1	1	0	0			24	store hurricain prep
2017	September	5	September 5, 2017	Weekday	0	2	1	3	1	4	2	1	3	2	1	0	0			20	store hurricain prep
2017	September	6	September 6, 2017	Weekday	0	0	3	4	3	0	1	1	4	2	1	1	0			20	store hurricain prep
2017	September	7	September 7, 2017	Weekday	1	0	0	4	1	1	0	1	1	1	0	0	0			10	store hurricain prep
2017	September	8	September 8, 2017	Weekday	0	0	0	0	0	0	0	0	0	0	0	0	0			0	hurricain
2017	September	9	September 9, 2017	Weekend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	hurricain
2017	September	10	September 10, 2017	Weekend		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	hurricain
2017	September	11	September 11, 2017	Weekday		0	0	0	0	0	0	0	0	0						0	hurricain
2017	September	12	September 12, 2017	Weekday	1	6	7	3	5	4	2	1	3	10	5	4				51	
2017	September	13	September 13, 2017	Weekday		5	6	5	7	10	12	13	21	20	15	8	7	6	0	135	
2017	September	14	September 14, 2017	Weekday		5	5	10	4	6	3	7	10	0						50	
2017	September	15	September 15, 2017	Weekday	1	0	2	3	1	5	2	0	5	4	3	1	0			27	
2017	September	16	September 16, 2017	Weekend	1	1	3	7	1	0	2	1	5	4	5	1	0			31	
2017	September	17	September 17, 2017	Weekend	1	1	0	3	5	1	0	0	6	2	4	1	0			24	
2017	September	18	September 18, 2017	Weekday	5	1	2	1	6	4	5	4	2	2	1	1	0			34	
2017	September	19	September 19, 2017	Weekday	3	5	4	8	6	2	1	0	6	15	14	12	10	8	0	94	
2017	September	20	September 20, 2017	Weekday		3	2	1	5	8	4	6	6	7	4	4	5	5	0	60	
2017	September	21	September 21, 2017	Weekday		4	10	14	29	12	13	7	5	0						94	
2017	September	22	September 22, 2017	Weekday	2	1	3	1	3	2	1	3	1	1	0	2	0			20	
2017	September	23	September 23, 2017	Weekend	1	4	4	1	6	3	3	2	5	7	2	1	0			39	
2017	September	24	September 24, 2017	Weekend	5	2	1	5	7	4	3	2	3	2	1	0	0			35	
2017	September	25	September 25, 2017	Weekday	6	5	6	9	8	9	2	1	4	5	7	3	0			65	
2017	September	26	September 26, 2017	Weekday	5	4	1	1	0	6	5	4	15	12	8	5	6	4	0	76	
2017	September	27	September 27, 2017	Weekday		6	4	10	12	12	14	7	5	4	7	5	5	3	0	94	
2017	September	28	September 28, 2017	Weekday		6	5	5	7	7	6	5	3	0						44	
2017	September	29	September 29, 2017	Weekday																0	
2017	September	30	September 30, 2017	Weekend																0	
2017	October	1	October 1, 2017	Weekend		11	9	19	15	10	16	10	19	0						109	
2017	October	2	October 2, 2017	Weekday	2	5	2	6	5	1	4	4	8	11	10	2	0			60	
2017	October	3	October 3, 2017	Weekday	1	0	5	4	2	3	5	3	8	6	5	3	0			45	
2017	October	4	October 4, 2017	Weekday	3	5	6	10	5	2	1	2	5	14	6	4	0			63	
2017	October	5	October 5, 2017	Weekday	0	5	1	2	8	1	2	0		5	3	3	0			30	
2017	October	6	October 6, 2017	Weekday	4	6	2	12	14	18	6	4	20	32	38	30	21	7	0	214	
2017	October	7	October 7, 2017	Weekend		5	8	18	31	6	14	2	6	30	35	12	6	4	0	177	
2017	October	8	October 8, 2017	Weekend		8	15	23	25	30	9	7	10	0						127	
2017	October	9	October 9, 2017	Weekday	4	3	4	12	10	14	1	0	8	18	6	4	0			84	
2017	October	10	October 10, 2017	Weekday	2	3	8	10	3	2	1	1	10	5	4	2	0			51	
2017	October	11	October 11, 2017	Weekday	1	0	1	2	5	4	2	1	5	6	2	1	0			30	rain
2017	October	12	October 12, 2017	Weekday	0	2	4	3	4	5	1	0	4	5	2	1	0			31	rain
2017	October	13	October 13, 2017	Weekday	4	5	4	12	14	5	2	2	18	22	24	15	10	5	0	142	
2017	October	14	October 14, 2017	Weekend		2	4	15	10	8	4	8	12	20	21	15	5	4	0	128	
2017	October	15	October 15, 2017	Weekend		5	8	12	32	25	8	8	12	0						110	
2017	October	16	October 16, 2017	Weekday	4	6	4	14	12	6	4	2	8	10	5	8	0			88	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2017	October	17	October 17, 2017	Weekday	2	0	5	6	4	5	3	6	8	9	4	2	0			54	
2017	October	18	October 18, 2017	Weekday	1	1	0	4	3	4	1	4	4	6	3	2				33	rain
2017	October	19	October 19, 2017	Weekday	4	3	5	8	10	11	2	1	4	12	8	6	4	2	0	80	
2017	October	20	October 20, 2017	Weekday	5	4	6	12	14	12	5	4	8	30	32	14	10	8	0	164	
2017	October	21	October 21, 2017	Weekend		20	24	56	60	10	12	14	16	10	12	19	7	6	0	266	hobble gobble
2017	October	22	October 22, 2017	Weekend		5	10	15	35	20	15	7	8	30	32	35	18	7	0	237	
2017	October	23	October 23, 2017	Weekday	2	1	4	2	5	4	3	3	8	12	8	4	0			56	
2017	October	24	October 24, 2017	Weekday	4	0	6	12	2	5	2	4	2	5	4	2	0			49	
2017	October	25	October 25, 2017	Weekday	2	2	1	6	8	8	2	2	1	8	6	4	0			50	
2017	October	26	October 26, 2017	Weekday	5	5	10	4	12	8	6	4	2	10	6	5	4	2	0	83	
2017	October	27	October 27, 2017	Weekday	4	6	2	12	10	6	8	6	20	25	22	15	6	8	0	150	
2017	October	28	October 28, 2017	Weekend		8	12	12	20	15	10	6	14	19	20	25	8	6	0	175	
2017	October	29	October 29, 2017	Weekend		10	18	20	22	31	25	20	9	0						155	
2017	October	30	October 30, 2017	Weekday	1	3	4	8	5	5	4	6	8	10	2	1	0			57	
2017	October	31	October 31, 2017	Weekday	1	3	5	6	4	3	2	5	4	987	0	0	0	0	0	1020	Halloween
2017	November	1	November 1, 2017	Weekday	6	8	3	10	25	32	4	2	20	21	8	6				145	
2017	November	2	November 2, 2017	Weekday	1	4	3	6	12	8	1	0	3	10	6	5	4	3	0	66	
2017	November	3	November 3, 2017	Weekday	3	2	1	11	9	6	2	1	4	20	112	120	160	19	0	470	**Air Show**
2017	November	4	November 4, 2017	Weekend	4	8	25	106	180	149	190	160	110	90	15	14	32	29	0	1112	**Air Show**
2017	November	5	November 5, 2017	Weekend	5	6	20	80	95	25	18	25	38	14						326	202 airshow
2017	November	6	November 6, 2017	Weekday	2	4	2	10	2	1	4	2	15	12	5	6	0			65	
2017	November	7	November 7, 2017	Weekday	1	0	5	6	8	5	1	0	4	6	10	4	0			50	
2017	November	8	November 8, 2017	Weekday	0	2	1	2	2	1	0	2	3	4	2	2	0			21	rain
2017	November	9	November 9, 2017	Weekday	3	2	4	8	4	3	2	1	21	22	25	7	9	22	0	133	
2017	November	10	November 10, 2017	Weekday	4	6	5	10	15	5	5	2	3	15	9	11	6	4	0	100	
2017	November	11	November 11, 2017	Weekend		5	28	34	30	6	5	4	12	15	21	8	9	6	0	183	vet parade
2017	November	12	November 12, 2017	Weekend		1	4	8	12	5	5	10	4	0						49	rain
2017	November	13	November 13, 2017	Weekday	2	3	1	1	3	5	5	4	3	3	2	6	0			38	
2017	November	14	November 14, 2017	Weekday	5	5	1	4	10	5	1	1	8	7	3	2	0			52	
2017	November	15	November 15, 2017	Weekday	1	0	4	6	6	7	8	2	11	12	10	4	0			71	
2017	November	16	November 16, 2017	Weekday	1	1	0	4	2	6	5	3	5	3	6	4	5	2	0	47	
2017	November	17	November 17, 2017	Weekday	2	4	6	4	12	10	6	2	12	14	12	8	8	6	0	106	
2017	November	18	November 18, 2017	Weekend		18	21	22	30	35	32	40	38	36	36	15	12	5	0	340	art fest
2017	November	19	November 19, 2017	Weekend		5	6	45	52	40	36	12	10	0						206	art fest
2017	November	20	November 20, 2017	Weekday	5	1	2	15	18	10	1	0	8	6	10	4	0			80	
2017	November	21	November 21, 2017	Weekday	1	0	5	6	6	5	1	2	6	10	12	5	0			59	
2017	November	22	November 22, 2017	Weekday	2	5	3	10	5	4	1	6	4	5	2	3	0			50	
2017	November	23	November 23, 2017	Weekday	2	4	5	4	4	1	5	10	4	2	2	5	6	6	0	60	
2017	November	24	November 24, 2017	Weekday	4	6	7	8	22	24	26	52	56	43	50	30	9	8	0	345	
2017	November	25	November 25, 2017	Weekend		6	10	55	45	60	65	52	23	30	25	20	15	5	0	411	art fest
2017	November	26	November 26, 2017	Weekend		2	15	67	71	23	60	55	62	0						355	art fest
2017	November	27	November 27, 2017	Weekday	2	2	1	7	6	2	4	2	20	21	26	0				93	fest trees
2017	November	28	November 28, 2017	Weekday	1	3	6	8	8	2	5	5	7	4	2	0				51	
2017	November	29	November 29, 2017	Weekday	2	2	3	22	22	5	6	5	2	6	1	0				76	wald cxmas ride
2017	November	30	November 30, 2017	Weekday	1	2	2	5	6	6	8	9	2	1	2	1	0	0		45	
2017	December	1	December 1, 2017	Weekday	5	3	6	12	14	18	4	3	20	40	55	50	35	15	3	283	xmas parade
2017	December	2	December 2, 2017	Weekend		4	6	12	15	8	4	9	24	41	38	46	8	8		223	
2017	December	3	December 3, 2017	Weekend		5	8	24	31	32	8	10	12	0						130	
2017	December	4	December 4, 2017	Weekday	0	5	2	1	2	0	0	2	3	1	1	1	0			18	
2017	December	5	December 5, 2017	Weekday	2	3	4	8	10	7	2	1	18	19	14	8	0			96	
2017	December	6	December 6, 2017	Weekday	2	4	4	15	6	4	5	3	18	6	10	5	3	6	0	91	
2017	December	7	December 7, 2017	Weekday	5	4	1	15	6	8	4	0	7	10	15	5	8	8	0	96	
2017	December	8	December 8, 2017	Weekday	4	110	5	110	7	7	4	2	22	41	23	38	32	5	0	410	g walden pu lyric
2017	December	9	December 9, 2017	Weekend		4	6	5	10	5	1	0	9	25	10	5	4	8	0	92	
2017	December	10	December 10, 2017	Weekend		5	10	12	28	25	20	10	13	0						123	
2017	December	11	December 11, 2017	Weekday	2	1	7	10	15	5	0	1	9	15	5	10	0			80	
2017	December	12	December 12, 2017	Weekday	8	2	2	10	15	3	1	1	8	10	15	7	0			82	
2017	December	13	December 13, 2017	Weekday	4	6	1	14	16	5	2	2	10	12	9	1	0			82	
2017	December	14	December 14, 2017	Weekday	2	8	0	15	5	1	1	0	2	3	6	2	4	1	0	50	
2017	December	15	December 15, 2017	Weekday	6	4	2	10	8	5	3	1	0	22	43	38	23	12	0	177	
2017	December	16	December 16, 2017	Weekend		5	6	28	30	15	12	11	9	25	30	32	10	7	0	220	
2017	December	17	December 17, 2017	Weekend		4	10	23	18	26	21	15	16	0						133	
2017	December	18	December 18, 2017	Weekday	5	5	25	4	25	25	25	2	5	20	14	4				159	100 riders baptist sch
2017	December	19	December 19, 2017	Weekday	6	8	6	5	6	110	80	16	125	76	37	8	0			483	Memorial Event
2017	December	20	December 20, 2017	Weekday	7	3	2	10	14	12	4	4	15	11	18	22	0			122	
2017	December	21	December 21, 2017	Weekday	5	5	3	15	25	13	4	2	18	20	5	5	4	5	0	129	
2017	December	22	December 22, 2017	Weekday	3	33	5	32	15	8	1	0	15	5	7	3	6	7	0	140	g walden tour 65
2017	December	23	December 23, 2017	Weekend		8	7	6	16	26	32	15	31	28	12	8	9	5	0	203	
2017	December	24	December 24, 2017	Weekend		10	12	15	13	20	22	18	11	0						121	
2017	December	25	December 25, 2017	Weekday																0	Christmas
2017	December	26	December 26, 2017	Weekday	5	3	6	12	10	13	3	2	22	30	34	28	0			168	
2017	December	27	December 27, 2017	Weekday	5	8	5	15	17	12	3	4	21	14	6	4	0			114	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2017	December	28	December 28, 2017	Weekday	5	7	8	42	4	41	4	5	4	15	23	4	6	4	0	172	apple tree ac kilwin 83
2017	December	29	December 29, 2017	Weekday	3	6	4	2	5	2	8	7	6	4	5	3	1	2	0	58	
2017	December	30	December 30, 2017	Weekend		7	3	8	15	16	14	10	12	6	4	4	2	1	0	102	
2017	December	31	December 31, 2017	Weekend		6	7	10	5	15	12	8	3							66	
Total					833	2414	2889	4474	4998	3979	3069	2523	3875	5338	4013	2984	1647	1045	125	48120	

Tram Raw Data 2018

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2018	January	1	January 1, 2018	Weekday	5	3	1	6	8	2	1	0	10	18	9	11	0			0	new years holiday
2018	January	2	January 2, 2018	Weekday	5	3	1	6	8	2	1	0	10	18	9	11	0			74	
2018	January	3	January 3, 2018	Weekday	1	0	2	2	5	1	0	2	5	4	2	4	0			28	freezing
2018	January	4	January 4, 2018	Weekday	2	1	0	4	6	1	1	3	8	4	2	1	0	1	0	34	freezing rain
2018	January	5	January 5, 2018	Weekday	5	7	1	4	12	8	4	1	15	21	25	11	9	5	0	128	
2018	January	6	January 6, 2018	Weekend		8	12	15	27	23	12	10	22	34	35	15	10	5	0	228	
2018	January	7	January 7, 2018	Weekend		5	4	20	30	25	10	11	4	0						109	
2018	January	8	January 8, 2018	Weekday	1	0	1	3	12	5	0	0	3	2	1	3	0			31	freezing
2018	January	9	January 9, 2018	Weekday	2	3	3	4	11	5	7	0	5	8	4	2	0			54	
2018	January	10	January 10, 2018	Weekday	6	4	1	8	6	5	3	2	5	10	6	4	0			60	
2018	January	11	January 11, 2018	Weekday	8	9	4	12	11	9	6	3	18	22	20	8	2	2	0	134	
2018	January	12	January 12, 2018	Weekday	7	9	4	75	75	8	5	4	19	41	38	25	9	15	0	334	apple day car kilwins
2018	January	13	January 13, 2018	Weekend		45	38	52	32	41	33	62	18	23	36	42	38	14	0	474	Boat Show
2018	January	14	January 14, 2018	Weekend		23	28	45	48	31	16	15	12	18	23					259	Boat Show
2018	January	15	January 15, 2018	Weekday	7	80	15	25	32	10	34	12	8	10	5	4	0			242	milk parade picnic
2018	January	16	January 16, 2018	Weekday	3	5	2	9	11	4	4	5	16	12	13	3	0			87	
2018	January	17	January 17, 2018	Weekday	2	1	4	6	7	9	4	2	12	14	5	7	0			73	
2018	January	18	January 18, 2018	Weekday	1	3	5	2	6	5	1	0	18	8	14	11	6	2	0	82	freezing
2018	January	19	January 19, 2018	Weekday	2	3	6	8	10	3	2	3	12	14	10	5	6	4	0	88	
2018	January	20	January 20, 2018	Weekend		8	6	23	46	29	24	31	35	35	37	10	5	5	0	295	
2018	January	21	January 21, 2018	Weekend		7	12	18	25	32	30	28	11	0						163	
2018	January	22	January 22, 2018	Weekday	1	2	0	3	6	7	1	1	6	7	2	3	0			39	
2018	January	23	January 23, 2018	Weekday	3	5	4	12	14	6	2	3	14	12	18	10	0			103	
2018	January	24	January 24, 2018	Weekday	5	6	2	16	15	10	4	5	18	12	24	6	0			123	
2018	January	25	January 25, 2018	Weekday	3	7	8	9	3	12	4	4	4	3	2	6	2	1	0	68	
2018	January	26	January 26, 2018	Weekday	5	8	4	12	18	9	5	2	4	20	23	25	19	12	0	166	
2018	January	27	January 27, 2018	Weekend		6	7	14	12	10	2	1	3	10	12	8	4	2	0	91	
2018	January	28	January 28, 2018	Weekend		10	14	21	25	30	32	20	6	0						158	
2018	January	29	January 29, 2018	Weekday	5	10	12	80	80	4	5	4	6	12	7	4	0			229	apple day car kilwins
2018	January	30	January 30, 2018	Weekday	10	5	6	12	18	21	18	25	26	30	15	14	0			200	
2018	January	31	January 31, 2018	Weekday	5	3	2	10	15	10	5	6	12	10	5	5	0			88	
2018	February	1	February 1, 2018	Weekday	6	4	3	7	11	9	3	2	15	23	12	5	16	15	0	131	
2018	February	2	February 2, 2018	Weekday	8	7	5	12	15	14	4	2	18	21	23	30	5	9	0	173	
2018	February	3	February 3, 2018	Weekend		10	16	23	12	11	10	7	20	22	37	21	30	12	0	231	
2018	February	4	February 4, 2018	Weekend	12	26	40	30	42	29	41	15	0							235	
2018	February	5	February 5, 2018	Weekday	2	4	0	9	11	8	1	0	5	4	8	4	0			56	
2018	February	6	February 6, 2018	Weekday	5	4	7	15	10	8	4	2	15	12	11	7	0			100	
2018	February	7	February 7, 2018	Weekday	5	5	2	3	10	10	11	0	15	20	15	20	0			116	
2018	February	8	February 8, 2018	Weekday	8	6	12	11	15	9	10	8	23	33	12	15	9	7	0	178	
2018	February	9	February 9, 2018	Weekday	10	8	12	22	25	18	5	4	19	37	31	18	30	9	0	248	
2018	February	10	February 10, 2018	Weekend		12	25	40	42	49	23	30	43	43	45	37	11	10	0	410	
2018	February	11	February 11, 2018	Weekend		15	32	45	56	61	56	15	12	0						292	
2018	February	12	February 12, 2018	Weekday	4	3	5	15	20	10	0	0	3	5	10	5	0			80	
2018	February	13	February 13, 2018	Weekday	6	2	2	6	8	5	2	1	7	16	15	14	0			84	
2018	February	14	February 14, 2018	Weekday	8	2	2	10	15	15	8	0	25	30	11	10	0			136	
2018	February	15	February 15, 2018	Weekday	6	2	20	25	20	20	20	20	25	10	28	8	7	4	0	215	tour museum kilwins
2018	February	16	February 16, 2018	Weekday	8	30	30	10	30	35	30	20	35	45	50	40	20	10	0	393	baptist school
2018	February	17	February 17, 2018	Weekend		15	20	35	41	32	15	35	26	25	28	12	18	15	0	317	
2018	February	18	February 18, 2018	Weekend		20	25	15	10	42	45	35	10	0						202	
2018	February	19	February 19, 2018	Weekend	6	4	2	10	12	8	2	0	20	25	10	0	0			99	
2018	February	20	February 20, 2018	Weekday	8	10	15	15	12	10	10	28	38	35	6	6	0			193	3 tours
2018	February	21	February 21, 2018	Weekday	6	4	6	6	10	8	6	2	12	18	5	5	0			88	
2018	February	22	February 22, 2018	Weekday	5	8	6	15	20	12	2	1	11	14	7	9	10	8	0	128	
2018	February	23	February 23, 2018	Weekday	10	12	21	25	30	41	45	12	5	36	66	62	12	18	0	395	
2018	February	24	February 24, 2018	Weekend		20	35	34	38	56	23	45	55	57	23	34	10	7	0	437	art fest
2018	February	25	February 25, 2018	Weekend		45	38	56	71	80	23	66	45	0						424	art fest
2018	February	26	February 26, 2018	Weekday	2	6	4	5	7	11	2	4	6	7	5	6	0			65	
2018	February	27	February 27, 2018	Weekday	4	3	5	6	8	6	4	3	8	10	6	4	0			67	
2018	February	28	February 28, 2018	Weekday	8	8	10	30	15	22	6	4	23	18	6	5	0			155	
2018	March	1	March 1, 2018	Weekday	3	2	2	8	7	5	5	2	9	12	14	10	7	4	0	90	
2018	March	2	March 2, 2018	Weekday	5	7	6	15	21	14	9	3	22	30	35	28	19	4	0	218	
2018	March	3	March 3, 2018	Weekend		8	247	32	23	19	21	20	25	38	40	15	12	13	0	513	Book Fair
2018	March	4	March 4, 2018	Weekend		10	26	41	52	50	47	10	1	0						237	
2018	March	5	March 5, 2018	Weekday	2	1	4	3	5	1	0	1	10	5	1	5	0			38	
2018	March	6	March 6, 2018	Weekday	4	6	5	10	9	10	5	1	18	12	25	15	0			120	
2018	March	7	March 7, 2018	Weekday	3	1	6	12	15	5	4	1	18	10	5	9				89	
2018	March	8	March 8, 2018	Weekday	4	5	7	14	12	6	4	8	21	18	14	20	3	3	0	139	
2018	March	9	March 9, 2018	Weekday	5	3	4	15	12	15	5	2	12	25	29	10	12	6	0	155	
2018	March	10	March 10, 2018	Weekend		8	5	15	20	14	5	2	25	18	10	12	9	8	0	151	
2018	March	11	March 11, 2018	Weekend		10	12	30	35	38	22	3	4	0						154	
2018	March	12	March 12, 2018	Weekday	5	4	5	10	9	8	2	1	15	25	4	7	0			95	
2018	March	13	March 13, 2018	Weekday	4	4	5	15	18	12	8	6	21	24	8	2	0			127	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2018	March	14	March 14, 2018	Weekday	6	9	8	18	24	10	3	2	19	35	28	19	0			181	
2018	March	15	March 15, 2018	Weekday	5	5	33	12	31	15	18	15	25	15	10	25	8	8	0	225	10st to park
2018	March	16	March 16, 2018	Weekday	4	6	5	20	10	5	4	1	22	18	18	10	5	4	0	132	
2018	March	17	March 17, 2018	Weekend		8	10	22	33	45	20	23	23	18	33	31	12	14	0	292	st pats day
2018	March	18	March 18, 2018	Weekend		10	15	40	35	42	22	8	6	0						178	
2018	March	19	March 19, 2018	Weekday	8	4	4	12	9	8	3	0	15	23	20	10	0			116	
2018	March	20	March 20, 2018	Weekday	3	5	7	11	12	9	0	1	18	15	6	7	0			94	
2018	March	21	March 21, 2018	Weekday	4	5	28	10	28	8	15	3	13	11	24	20	0			169	gw kiwanis
2018	March	22	March 22, 2018	Weekday	6	8	10	12	18	14	5	5	17	18	20	26	4	6	0	169	
2018	March	23	March 23, 2018	Weekday	8	6	8	16	15	12	5	3	21	40	42	9	10	8	0	203	
2018	March	24	March 24, 2018	Weekend		10	12	14	16	12	23	15	20	36	30	19	6	7	0	220	
2018	March	25	March 25, 2018	Weekend		10	15	23	33	45	30	18	2	0						176	
2018	March	26	March 26, 2018	Weekday	4	2	5	15	11	12	1	0	12	8	3	2	0			75	
2018	March	27	March 27, 2018	Weekday	4	40	49	8	10	12	6	1	12	16	8	5	0			171	10stgwauttopk
2018	March	28	March 28, 2018	Weekday	4	6	6	4	15	15	5	0	5	12	3	4	0			79	
2018	March	29	March 29, 2018	Weekday	5	3	5	10	9	16	1	1	30	32	28	26	9	11	0	186	
2018	March	30	March 30, 2018	Weekday	10	4	6	18	24	11	3	0	41	36	25	17	10	8	0	213	
2018	March	31	March 31, 2018	Weekend		30	35	30	40	35	30	14	25	42	47	51	34	32	0	445	Baptist Picnic
2018	April	1	April 1, 2018	Weekend		8	21	19	30	38	22	25	13	0						176	
2018	April	2	April 2, 2018	Weekday	0	35	8	35	5	7	9	3	8	0	2	3	0			115	gw auto soc
2018	April	3	April 3, 2018	Weekday	3	6	5	15	17	12	2	1	19	25	12	3	0			120	
2018	April	4	April 4, 2018	Weekday	5	7	4	10	9	13	5	7	15	5	9	6				95	
2018	April	5	April 5, 2018	Weekday	7	9	4	11	18	16	5	2	18	25	35	10	11	7	0	178	
2018	April	6	April 6, 2018	Weekday	10	12	6	25	35	20	8	5	36	48	52	50	32	16	0	355	
2018	April	7	April 7, 2018	Weekend		23	35	10	15	22	15	12	15	20	10	8	12	5	0	202	city outing
2018	April	8	April 8, 2018	Weekend		10	18	36	45	43	32	8	10	0						202	
2018	April	9	April 9, 2018	Weekday	2	1	3	6	4	6	1	0	7	5	6	6	0			47	
2018	April	10	April 10, 2018	Weekday	6	6	10	5	15	13	5	0	10	15	5	7				97	
2018	April	11	April 11, 2018	Weekday	1	1	0	15	10	5	2	3	6	2	4	2	0			51	
2018	April	12	April 12, 2018	Weekday	5	7	5	20	25	7	1	0	23	28	17	15	9	8	0	170	
2018	April	13	April 13, 2018	Weekday	9	6	5	20	15	10	2	0	18	40	38	30	8	9	0	210	
2018	April	14	April 14, 2018	Weekend		12	16	47	51	18	25	10	33	41	36	29	15	20	0	353	art fest
2018	April	15	April 15, 2018	Weekend		15	20	37	51	67	45	23	12	0						270	art fest
2018	April	16	April 16, 2018	Weekday	2	1	2	6	8	6	1	0	7	5	2	10	0			50	
2018	April	17	April 17, 2018	Weekday	1	1	0	4	5	7	2	1	5	14	1	4	0			45	
2018	April	18	April 18, 2018	Weekday	4	5	1	5	15	1	4	0	20	10	5	6	0			76	
2018	April	19	April 19, 2018	Weekday	4	2	6	5	8	5	4	6	7	6	4	2	3	1	0	63	
2018	April	20	April 20, 2018	Weekday	3	7	9	15	20	23	5	2	18	37	28	12	9	12	0	200	
2018	April	21	April 21, 2018	Weekend		5	7	8	5	4	5	14	4	8	10	15	13	5	0	103	
2018	April	22	April 22, 2018	Weekend		8	5	5	10	12	10	7	10	0						67	
2018	April	23	April 23, 2018	Weekday	4	3	0	1	8	4	3	2	1	2	5	9	0			42	
2018	April	24	April 24, 2018	Weekday	2	4	1	6	7	4	1	0	10	17	9	7				68	
2018	April	25	April 25, 2018	Weekday	7	4	6	15	12	14	3	1	19	16	23	8	0			128	
2018	April	26	April 26, 2018	Weekday	8	7	3	15	19	12	4	3	16	20	21	11	7	9	7	162	
2018	April	27	April 27, 2018	Weekday	5	3	6	13	18	7	5	2	12	14	15	8	10	7	8	133	Sea Food Fest
2018	April	28	April 28, 2018	Weekend		10	25	42	40	15	47	40	35	30	37	29	23	15	26	415	Sea Food Fest
2018	April	29	April 29, 2018	Weekend		15	28	33	45	51	38	40	33							283	Sea Food Fest
2018	April	30	April 30, 2018	Weekday	4	2	3	15	12	14	3	2	9	11	6	5	0			86	
2018	May	1	May 1, 2018	Weekday	6	5	5	8	5	6	3	2	7	8	6	5	0			66	
2018	May	2	May 2, 2018	Weekday	5	4	5	6	8	5	2	1	9	15	11	3	0			74	
2018	May	3	May 3, 2018	Weekday	3	50	20	50	7	6	6	2	5	5	4	3	0			161	g walden kiwanis
2018	May	4	May 4, 2018	Weekday	3	47	5	47	5	4	5	1	12	6	7	4	12	8	0	166	g walden kiwanis
2018	May	5	May 5, 2018	Weekend		5	5	2	10	8	6	7	3	20	8	5	22	15	0	116	
2018	May	6	May 6, 2018	Weekend		5	10	12	23	25	26	29	8	0						138	jd parker kiwanis
2018	May	7	May 7, 2018	Weekday	3	24	3	24	5	2	1	0	4	6	8	2	0			82	
2018	May	8	May 8, 2018	Weekday	2	4	5	6	6	4	2	2	10	22	21	5	0			89	
2018	May	9	May 9, 2018	Weekday	0	5	44	8	44	14	3	1	20	22	8	6	0			175	g walden kiwanis
2018	May	10	May 10, 2018	Weekday	4	3	2	12	9	7	2	1	12	10	5	4	0			71	
2018	May	11	May 11, 2018	Weekday	4	6	8	10	15	14	3	2	17	22	25	15	6	8	0	155	
2018	May	12	May 12, 2018	Weekend		30	125	100	110	110	134	8	15	56	32	44	12	9	0	735	Heritage Houses
2018	May	13	May 13, 2018	Weekend		3	2	2	5	10	15	1	2	0						40	rain
2018	May	14	May 14, 2018	Weekday	2	4	2	8	12	4	2	0	10	9	8	3	0			64	
2018	May	15	May 15, 2018	Weekday	3	1	2	11	14	2	0	1	12	20	7	4	0			77	
2018	May	16	May 16, 2018	Weekday	2	30	5	30	4	2	2	3	6	5	8	4	0			101	g walden kiwanis
2018	May	17	May 17, 2018	Weekday	5	4	4	3	15	14	5	3	33	23	18	11	0			138	
2018	May	18	May 18, 2018	Weekday	6	8	5	15	22	7	4	2	25	32	20	18	10	11	0	185	
2018	May	19	May 19, 2018	Weekend		0	0	3	2	5	1	0	0	2	2	0	5	6	0	26	heavy rain
2018	May	20	May 20, 2018	Weekend		1	0	3	3	5	6	5	4	0						27	heavy rain
2018	May	21	May 21, 2018	Weekday	0	0	1	5	4	2	0	2	2	3	1	3	0			23	heavy rain
2018	May	22	May 22, 2018	Weekday	1	2	0	1	1	3	2	0	1	5	4	3	0			23	rain
2018	May	23	May 23, 2018	Weekday	3	4	17	5	17	13	8	11	8	12	10	8	0			116	jd parker
2018	May	24	May 24, 2018	Weekday	4	5	2	11	15	4	4	1	12	8	12	10	0			88	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2018	May	25	May 25, 2018	Weekday	2	0	1	3	4	6	8	1	3	2	5	8	5	7	0	55	
2018	May	26	May 26, 2018	Weekend		5	3	12	15	6	8	11	7	10	5	5	3	2	0	92	
2018	May	27	May 27, 2018	Weekend		6	8	19	14	6	2	5	6	0						66	
2018	May	28	May 28, 2018	Weekday	3	5	2	12	10	5	8	4	13	18	6	14	0			100	
2018	May	29	May 29, 2018	Weekday	1	0	3	8	6	5	1	5	4	4	5	3	0			45	
2018	May	30	May 30, 2018	Weekday	3	3	7	12	7	8	3	9	12	9	17	12	0			102	
2018	May	31	May 31, 2018	Weekday	0	1	2	4	2	1	5	4	0	0	1	2	0			22	rain
2018	June	1	June 1, 2018	Weekday	5	4	5	15	20	5	10	2	18	22	31	28	30	12	0	207	
2018	June	2	June 2, 2018	Weekend		6	7	23	31	12	10	8	19	23	16	14	12	10	0	191	
2018	June	3	June 3, 2018	Weekend		5	4	15	22	10	12	13	3	0						84	
2018	June	4	June 4, 2018	Weekday	2	1	5	3	4	5	3	5	6	7	8	3	0			52	
2018	June	5	June 5, 2018	Weekday	3	2	6	10	12	18	4	10	10	15	20	10	0			120	
2018	June	6	June 6, 2018	Weekday	5	4	18	7	18	6	5	9	12	14	11	18	0			127	10th street
2018	June	7	June 7, 2018	Weekday	4	5	11	14	12	7	5	2	15	14	12	8				109	
2018	June	8	June 8, 2018	Weekday	5	4	5	12	10	8	4	4	17	18	19	7	8	6		127	
2018	June	9	June 9, 2018	Weekend		5	8	18	28	26	23	12	9	21	23	6	5	5		189	
2018	June	10	June 10, 2018	Weekend		4	12	18	10	9	15	16	10	0						94	
2018	June	11	June 11, 2018	Weekday	3	2	2	8	11	9	3	`1	18	12	9	8	0			85	
2018	June	12	June 12, 2018	Weekday	5	4	2	8	10	5	0	1	14	12	18	5	0			84	
2018	June	13	June 13, 2018	Weekday	4	6	22	4	22	6	4	0	10	10	5	0	0			93	gw ride
2018	June	14	June 14, 2018	Weekday	5	7	4	15	10	5	1	4	20	12	21	11	0			115	
2018	June	15	June 15, 2018	Weekday	4	6	4	16	12	8	0	1	15	5	1	1	2	0	0	75	rain
2018	June	16	June 16, 2018	Weekend		8	12	20	35	41	10	10	20	35	30	5	5	0	0	231	rain
2018	June	17	June 17, 2018	Weekend		6	10	20	35	30	37	6	6	0						150	
2018	June	18	June 18, 2018	Weekday	1	0	2	8	6	3	2	1	10	5	2	8	0			48	
2018	June	19	June 19, 2018	Weekday	3	1	3	3	10	5	3	2	10	1	4	2	0			47	
2018	June	20	June 20, 2018	Weekday	1	2	2	16	10	18	1	2	11	9	7	21	0			100	
2018	June	21	June 21, 2018	Weekday	2	1	0	5	11	7	6	4	1	3	5	5	3			53	rain
2018	June	22	June 22, 2018	Weekday	3	3	6	9	10	3	1	20	3	20	5	5	16	18	0	122	10th st rain
2018	June	23	June 23, 2018	Weekend		5	8	15	12	21	9	8	22	33	32	21	14	11	0	211	
2018	June	24	June 24, 2018	Weekend		6	6	10	31	5	7	10	24	0						99	
2018	June	25	June 25, 2018	Weekday	1	0	5	9	8	6	4	1	5	7	12	7	0			65	
2018	June	26	June 26, 2018	Weekday	0	3	5	10	5	4	2	1	10	5	3	7	0			55	
2018	June	27	June 27, 2018	Weekday	4	45	6	51	8	9	6	9	15	20	21	3	0			197	gwalden kiwanis
2018	June	28	June 28, 2018	Weekday	3	6	4	11	9	6	4	2	20	32	20	18	0			135	
2018	June	29	June 29, 2018	Weekday	5	5	7	7	4	6	8	1	15	35	38	25	12	15	0	183	
2018	June	30	June 30, 2018	Weekend		6	5	7	20	12	9	6	9	25	10	12	5	8	0	134	
2018	July	1	July 1, 2018	Weekend		9	15	25	30	32	18	5	4	0						138	rain
2018	July	2	July 2, 2018	Weekday	1	2	0	9	10	4	1	0	8	12	9	2	0			58	
2018	July	3	July 3, 2018	Weekday	2	4	1	8	12	4	4	1	25	24	21	27	0			133	
2018	July	4	July 4, 2018	Weekday	5	4	5	7	8	9	15	21	13	23	51	147	120	70	18	516	**Independence Day**
2018	July	5	July 5, 2018	Weekday	2	2	1	10	9	5	1	5	1	12	15	7	0			70	
2018	July	6	July 6, 2018	Weekday	3	2	3	7	6	3	1	2	15	20	22	23	12	13	0	132	
2018	July	7	July 7, 2018	Weekend		5	12	21	22	10	5	4	18	31	33	5	2	3	0	171	
2018	July	8	July 8, 2018	Weekend		2	4	2	12	22	10	11	15	0						78	rain
2018	July	9	July 9, 2018	Weekday	0	0	2	3	1	0	0	2	1	3	5	3	0			20	rain
2018	July	10	July 10, 2018	Weekday	2	1	0	2	8	7	1	0	8	21	10	12	0			72	
2018	July	11	July 11, 2018	Weekday	1	4	3	6	9	4	1	0	10	21	5	8	0			72	
2018	July	12	July 12, 2018	Weekday	3	2	2	11	12	8	2	3	15	18	10	5	0			91	
2018	July	13	July 13, 2018	Weekday	5	45	6	8	52	8	9	6	20	32	12	15	10	4	0	232	10 st ceramic
2018	July	14	July 14, 2018	Weekend		5	7	9	21	10	8	2	23	34	12	18	6	8	0	163	
2018	July	15	July 15, 2018	Weekend		3	6	17	15	15	6	12	12	0						86	
2018	July	16	July 16, 2018	Weekday	1	20	1	20	13	5	0	1	3	10	3	3	0			80	g walden
2018	July	17	July 17, 2018	Weekday	2	4	6	8	12	9	3	1	9	15	12	10	0			91	
2018	July	18	July 18, 2018	Weekday	3	2	3	5	6	22	5	22	5	7	5	5	0			90	10 st
2018	July	19	July 19, 2018	Weekday	2	1	1	10	12	8	4	1	15	6	4	7	0			71	
2018	July	20	July 20, 2018	Weekday	0	6	5	15	12	17	13	7	9	6	9	21	22	12	0	154	
2018	July	21	July 21, 2018	Weekend		7	15	25	12	14	15	32	36	41	32	10	12	14	0	265	
2018	July	22	July 22, 2018	Weekend		3	3	6	15	22	10	15	13	0						87	
2018	July	23	July 23, 2018	Weekday	5	3	2	3	4	4	4	2	2	6	5	4	0			44	
2018	July	24	July 24, 2018	Weekday	5	24	3	4	24	4	3	4	6	6	4	6	0			93	gwal sal army
2018	July	25	July 25, 2018	Weekday	3	2	2	2	4	3	4	4	5	4	8	7	0			48	
2018	July	26	July 26, 2018	Weekday	2	20	6	3	20	4	3	7	7	6	4	3	0			85	gwal sal army
2018	July	27	July 27, 2018	Weekday	2	4	10	25	23	12	11	15	17	30	37	9	7	13	0	215	
2018	July	28	July 28, 2018	Weekend		7	5	5	12	10	12	11	9	5	3	8	4	5	0	96	
2018	July	29	July 29, 2018	Weekend		6	22	28	23	32	30	23	19	0						183	
2018	July	30	July 30, 2018	Weekday	1	0	2	2	8	6	3	2	6	2	3	5	0			40	
2018	July	31	July 31, 2018	Weekday	2	3	3	5	3	5	7	7	6	5	6	2	0			54	
2018	August	1	August 1, 2018	Weekday	2	3	5	8	6	2	3	1	10	18	6	16	0			80	
2018	August	2	August 2, 2018	Weekday	4	3	2	7	11	12	5	2	15	20	2	7	0			90	
2018	August	3	August 3, 2018	Weekday	2	5	3	4	10	9	8	5	15	12	10	5	1	4	0	93	
2018	August	4	August 4, 2018	Weekend		8	15	23	10	11	13	19	24	10	9	8	10	5	0	165	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2018	August	5	August5, 2018	Weekend		1	1	8	15	2	1	9	6	0						43	rain
2018	August	6	August6, 2018	Weekday	1	0	5	9	6	1	0	0	8	2	0	0	0			32	rain
2018	August	7	August7, 2018	Weekday	2	4	4	9	11	3	3	2	15	13	10	10	0			86	
2018	August	8	August8, 2018	Weekday	2	3	5	8	4	4	2	1	5	3	3	7	0			47	
2018	August	9	August9, 2018	Weekday	1	0	2	2	2	1	2	2	10	5	3	4	0			34	rain
2018	August	10	August10, 2018	Weekday	5	3	2	10	8	5	4	7	18	30	9	12	14	3	0	130	
2018	August	11	August11, 2018	Weekend		5	6	15	8	7	9	3	5	4	2	5	3	7	0	79	rain
2018	August	12	August12, 2018	Weekend		4	8	18	12	12	10	5	15	0						84	
2018	August	13	August13, 2018	Weekday	2	3	1	3	5	3	4	6	3	8	2	6	0			46	rain
2018	August	14	August14, 2018	Weekday	1	2	0	1	5	4	2	2	9	14	6	5	0			51	rain
2018	August	15	August15, 2018	Weekday	1	4	4	1	4	5	2	0	12	6	6	6	0			51	
2018	August	16	August16, 2018	Weekday	3	4	2	6	7	4	2	1	8	12	15	6	0			70	
2018	August	17	August17, 2018	Weekday	4	5	2	11	8	6	2	3	15	30	33	12	10	5	0	146	
2018	August	18	August18, 2018	Weekend		6	8	15	12	10	8	14	20	14	32	18	3	2	0	162	
2018	August	19	August19, 2018	Weekend		5	12	6	8	4	12	8	10	0						65	
2018	August	20	August20, 2018	Weekday	2	1	4	6	5	4	2	0	4	8	2	1	0			39	
2018	August	21	August21, 2018	Weekday	3	3	6	10	11	5	3	2	12	17	20	8	0			100	
2018	August	22	August22, 2018	Weekday	4	2	2	8	15	6	9	5	12	5	2	11	0			81	
2018	August	23	August23, 2018	Weekday	5	1	3	9	11	4	5	2	5	6	4	6	0			61	
2018	August	24	August24, 2018	Weekday	4	6	3	2	3	3	7	9	18	22	5	9	8	12	0	111	
2018	August	25	August25, 2018	Weekend		2	2	3	8	9	8	6	8	1	0	5	3	3	0	58	rain
2018	August	26	August26, 2018	Weekend		6	4	10	12	15	23	24	11	0						105	
2018	August	27	August27, 2018	Weekday	1	0	3	5	6	1	0	1	2	1	0	6	0			26	rain
2018	August	28	August28, 2018	Weekday	2	3	5	6	4	2	1	1	0	6	8	10	0			48	rain
2018	August	29	August29, 2018	Weekday	4	4	8	9	5	3	7	2	2	12	15	25	0			96	
2018	August	30	August30, 2018	Weekday	5	4	3	6	12	11	9	1	3	10	12	7	0			83	
2018	August	31	August31, 2018	Weekday	5	5	3	7	13	10	8	5	2	5	16	11	5	12	0	107	
2018	September	1	September1, 2018	Weekend		3	7	12	23	11	14	6	22	20	8	9	6	8	0	149	
2018	September	2	September2, 2018	Weekend		2	5	7	5	25	21	10	5	0			6			80	
2018	September	3	September3, 2018	Weekday	2	1	4	6	3	2	2	0	8	9	10	8	0			55	
2018	September	4	September4, 2018	Weekday	1	0	4	3	5	3	1	2	7	12	7	8	0			53	
2018	September	5	September5, 2018	Weekday	3	4	2	7	8	6	2	4	12	5	4	8	0			65	
2018	September	6	September6, 2018	Weekday	1	0	5	7	4	5	2	1	7	4	4	7	0			47	
2018	September	7	September7, 2018	Weekday	4	5	5	11	8	4	3	4	12	21	25	7	4	7	0	120	
2018	September	8	September8, 2018	Weekend		6	5	4	5	9	10	13	18	10	8	12	3	8	0	111	
2018	September	9	September9, 2018	Weekend		12	15	6	12	11	13	10	7	0						86	
2018	September	10	September10, 2018	Weekday	4	6	20	10	20	5	7	2	2	7	3	5	0			91	10TH ST PU
2018	September	11	September11, 2018	Weekday	2	4	4	6	8	3	2	0	9	11	0	1	0			50	RAIN
2018	September	12	September12, 2018	Weekday	2	1	1	5	2	1	1	0	7	8	5	4	0			37	
2018	September	13	September13, 2018	Weekday	5	4	5	9	10	8	4	3	12	14	8	6	0			88	
2018	September	14	September14, 2018	Weekday	5	6	10	9	4	5	7	2	14	30	9	1	2	0		104	
2018	September	15	September15, 2018	Weekend		8	12	12	14	15	9	11	15	38	30	5	6	4	0	179	
2018	September	16	September16, 2018	Weekend		4	6	6	3	3	33	12	12	0						79	
2019	September	17	September17, 2018	Weekday	2	4	3	2	3	3	2	6	8	7	5	5	0			50	
2018	September	18	September18, 2018	Weekday	4	4	2	4	3	1	3	5	3	2	2	2	0			35	
2018	September	19	September19, 2018	Weekday	2	4	25	3	25	3	7	7	10	12	12	5	0			115	10th pu
2018	September	20	September20, 2018	Weekday	2	3	0	1	6	12	0	5	8	14	23	12	0			86	
2018	September	21	September21, 2018	Weekday	3	1	5	3	12	6	4	14	10	9	3	9	8	8	0	95	
2018	September	22	September22, 2018	Weekend		3	4	7	8	9	7	6	9	22	24	10	1	1	0	111	
2018	September	23	September23, 2018	Weekend		4	11	8	6	5	7	22	34	0						97	
2018	September	24	September24, 2018	Weekday	1	0	3	2	1	3	1	3	2	2	8	8	0			34	
2018	September	25	September25, 2018	Weekday	2	1	3	3	8	7	5	4	4	5	4	4	0			50	
2018	September	26	September26, 2018	Weekday	3	4	4	8	14	10	5	2	8	6	3	10	0			77	
2018	September	27	September27, 2018	Weekday	4	6	5	9	12	13	10	1	4	5	3	2	0			74	Rain
2018	September	28	September28, 2018	Weekday	7	8	4	12	8	5	3	1	22	34	9	10	6	8	0	137	
2018	September	29	September29, 2018	Weekend		10	14	7	8	11	12	14	9	22	23	10	7	6	0	153	
2018	September	30	September30, 2018	Weekend		12	15	10	22	28	30	22	11	0						150	
2018	October	1	October1, 2018	Weekday	1	0	3	8	7	4	0	0	2	5	2	1	0			33	
2018	October	2	October2, 2018	Weekday	2	5	4	3	8	2	1	1	10	12	5	5	0			58	
2018	October	3	October3, 2018	Weekday	5	2	6	8	10	3	2	0	13	20	6	3	0			73	
2018	October	4	October4, 2018	Weekday	4	5	7	7	11	12	4	2	22	18	3	2	1	3	0	101	
2018	October	5	October5, 2018	Weekday	5	5	2	3	5	4	2	3	20	15	10	5	4	6	0	89	
2018	October	6	October6, 2018	Weekend		6	4	10	11	5	6	4	18	33	21	27	6	1	0	152	
2018	October	7	October7, 2018	Weekend		7	6	7	9	21	4	15	15	0						84	
2018	October	8	October8, 2018	Weekday	5	3	2	9	11	10	4	2	2	3	4	5	0			60	
2018	October	9	October9, 2018	Weekday	4	3	3	6	9	8	2	1	10	21	20	4	0			91	
2018	October	10	October10, 2018	Weekday	2	1	0	7	5	9	0	1	8	6	1	4	0			44	
2018	October	11	October11, 2018	Weekday	5	6	5	10	12	7	8	3	15	23	22	20	9	7	0	152	
2018	October	12	October12, 2018	Weekday	7	5	3	8	13	5	2	1	17	32	16	11	2	4	0	126	
2018	October	13	October13, 2018	Weekend		7	10	8	9	5	4	6	25	39	41	23	6	13	0	196	
2018	October	14	October14, 2018	Weekend		8	23	30	36	12	10	11	18	0						148	
2018	October	15	October15, 2018	Weekday	2	3	1	5	8	6	1	0	12	5	4	8	0			55	

Year	Month	Day	Date	Weekend/Weekday	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm	9:00pm	10:00pm	Total Day	Event
2018	October	16	October 16, 2018	Weekday	3	1	2	6	5	8	1	1	9	6	8	5	0			55	
2018	October	17	October 17, 2018	Weekday	7	4	1	5	8	6	0	2	8	10	19	11	0			81	
2018	October	18	October 18, 2018	Weekday	5	7	8	6	7	5	8	4	8	25	20	5	4	5	0	117	
2018	October	19	October 19, 2018	Weekday	6	8	4	7	9	8	7	3	12	31	35	11	6	8	0	155	
2018	October	20	October 20, 2018	Weekend		45	62	58	70	75	65	71	26	35	30	41	43	21	0	642	Arts fest
2018	October	21	October 21, 2018	Weekend		55	35	42	42	45	35	51	65	0						370	Arts Fest
2018	October	22	October 22, 2018	Weekday	3	4	2	3	2	7	8	7	9	12	15	12	14			98	
2018	October	23	October 23, 2018	Weekday	5	6	4	3	7	8	8	7	9	9	2	2	1			71	
2018	October	24	October 24, 2018	Weekday	3	5	5	4	6	4	2	1	2	7	8	8	0			55	
2018	October	25	October 25, 2018	Weekday	2	2	4	6	5	3	3	2	1	8	7	13	0			56	
2018	October	26	October 26, 2018	Weekday	4	3	5	5	4	2	5	2	15	21	18	22	9	22	0	137	
2018	October	27	October 27, 2018	Weekend		25	64	70	55	45	56	12	35	15	20	10	12	8	0	427	Halloween Event
2018	October	28	October 28, 2018	Weekend		5	9	10	35	39	42	38	20	12	0					210	
2018	October	29	October 29, 2018	Weekday	2	1	4	5	2	4	3	4	2	7	9	8	0			51	
2018	October	30	October 30, 2018	Weekday	4	3	2	7	6	4	3	6	17	15	6	13	0			86	
2018	October	31	October 31, 2018	Weekday	3	5	6	6	2	6	3	1	5	8	5	6	0			56	
Total					810	2156	2744	4055	4669	3764	2713	2165	3962	4262	3601	2846	1199	936	59	39941	

City of Stuart Tram Business Plan

City of Stuart
Commission Meeting

March 11, 2019

Contents

1 Overview of Scope and Schedule

2 Surveys, Interviews and Site Visits

3 Microtransit Case Studies

4 TNCs and Planning Considerations

5 Alternatives and Funding Gaps



WHY?

the

SUCCESS

of the Tram

WHAT'S NEXT



the FDOT Grant is

EXPIRING

Business Plan for Tram

-

5-Year Funding Outlook

1. **Review Existing Conditions**
2. **Talk to Stakeholders**
3. **Best Practices in Other Places/New Ideas**
4. **5-Year Financial Plan/Budget**
5. **Identify Existing Funding Sources**
   - Are they feasible long-term?
6. **Identify New Funding Sources/Partnerships**
   - Do they mesh with local values?

Schedule

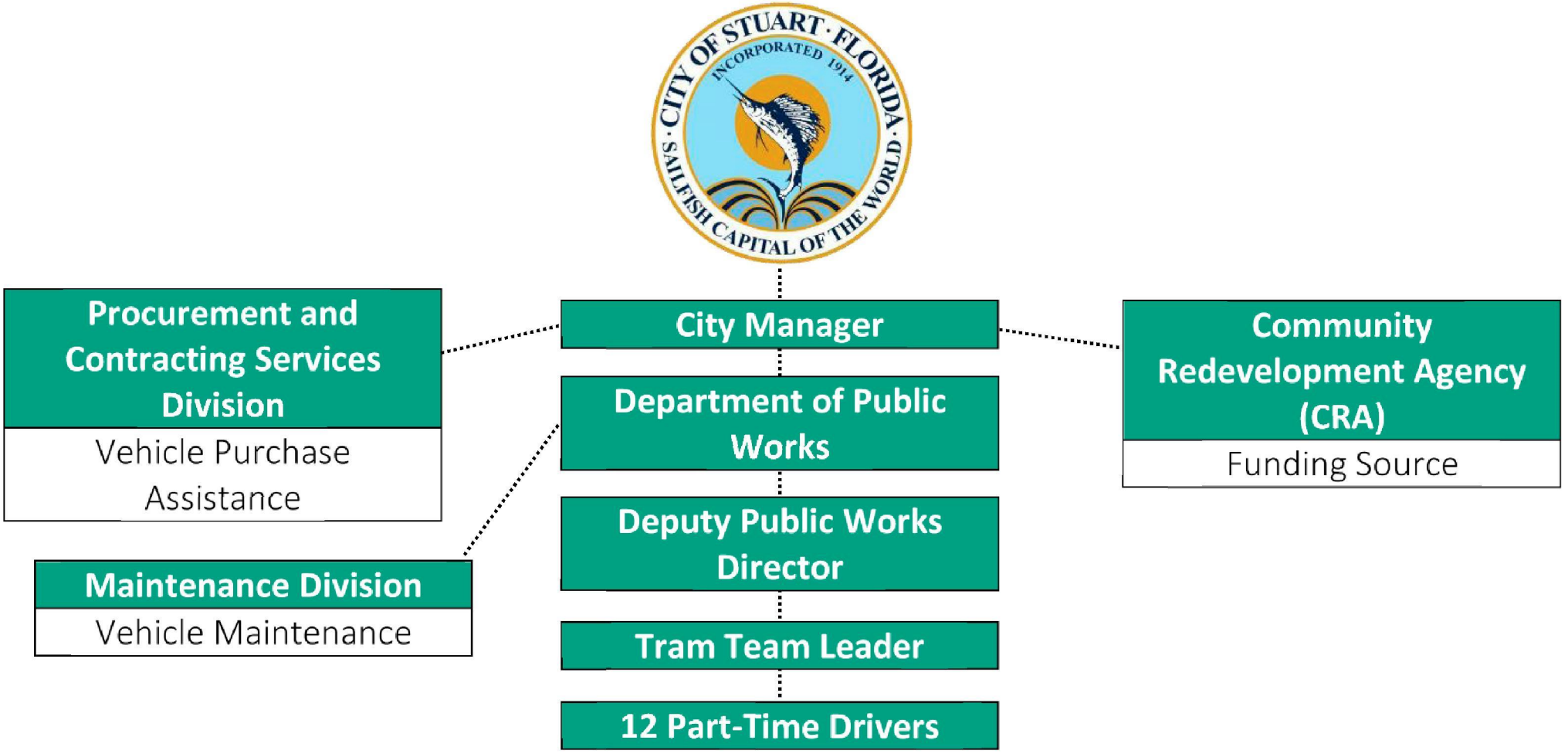
MARLIN

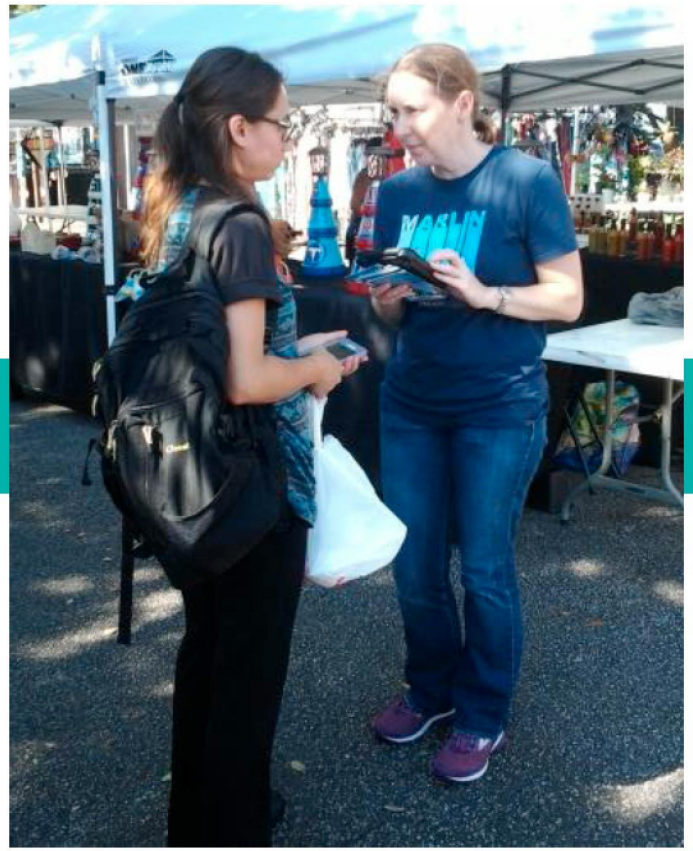
Project Schedule - Martin MPO City of Stuart Tram Business Plan

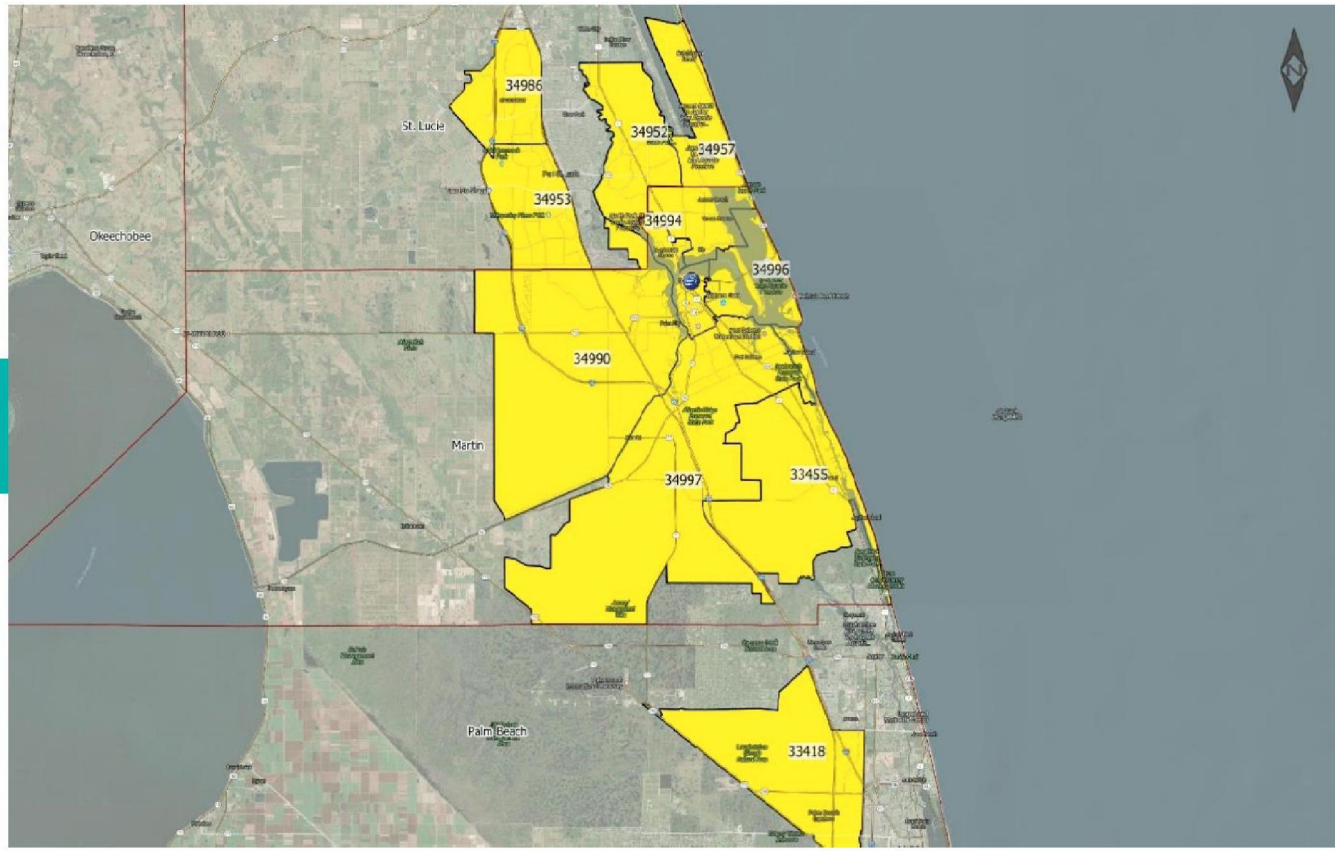
Task/Subtask	August	September	October	November	December	January	February	March	April
Notice to Proceed									
1.0 Coordination									
1.a Kick-Off Meeting Project Management Team									
1.b Project Coordination									
1.c Stakeholder Advisory Committee									
1.d Advisory Committee and Board Meetings									
2.0 Literature/Best Practices Research									
2.a Review all relevant City Documentation									
2.b Perform research on Internet and through Transportation Trade publications for 5 best practices.									
2.c Contact up to 5 agencies/micro transit/transportation Network Companies (TNCs)									
3.0 Public and Stakeholder Outreach									
3.a Public Outreach									
3.a.i Interview mechanism									
3.a.ii Public									
3.a.iii Business Community									
3.b Interview Drivers									
4.0 Tram Service Overview									
4.a Analysis of Ridership									
4.b Cost of Operations									
4.c Fleet Conditions									
4.d Potential Tram Expansion									
4.e Future of TNC and Impacts to Planning Scenarios									
4.f Infrastructure Needs									
4.g Planning Cost Estimates									
5.0 Financial Planning									
5.a Financing Options									
5.b Summary Report									

City of Stuart Tram

Organizational Chart











Surveys

81 Surveys

Survey **Highlights**

- Almost **90%** of those surveyed had **learned about the Tram through spotting it** on the street
- **65%** of those surveyed **had driven themselves** and parked locally before riding the Tram
- **29%** of riders said their purpose **on the Tram was to enjoy a ride**
- If the Tram were not available, **67%** said they **would have walked or biked**

Survey **Highlights (cont.)**

- **98%** of those surveyed were **satisfied with the service and reliability** of the Tram
- **76%** would **like to see the Tram expanded**
- **0%** surveyed **used the mobile app**
- **5%** said they **make the trip Downtown because of the Tram**

Interviews & **Site Visits**





TERRA FERMATA



MUST
BOUTIQUE





bite squad

St.Mary's
EPISCOPAL CHURCH







MARTIN MPO
Metropolitan Planning Organization

Stuart TRAM STOP

Case **Studies**



Sarasota, FL - iRide



Tampa, FL - **Downtowner**



Park City, UT – Main Street Trolley



Miami, FL - Freebee



San Diego, CA - FRED



Coral Gables, FL - Freebee

Microtransit **Case Studies**

SERVICE	LOCATION	DESCRIPTION	PUBLIC/ PRIVATE
Main Street Trolley	Park City, UT	Replica trolley bus.	Public
iRide/Gotcha	Sarasota	Electric golf carts.	PPP/ Private
Freebee	Miami-Dade	Electric golf carts with mini TVs.	PPP/ Private
Downtowner	Tampa	Electric golf carts.	PPP
eShuttle	Austin, TX	Electric golf carts.	PPP
FRED	San Diego, CA	Electric golf carts.	PPP
E-FROGS	Dallas, TX	Electric golf carts.	Private

Case Study **Findings**

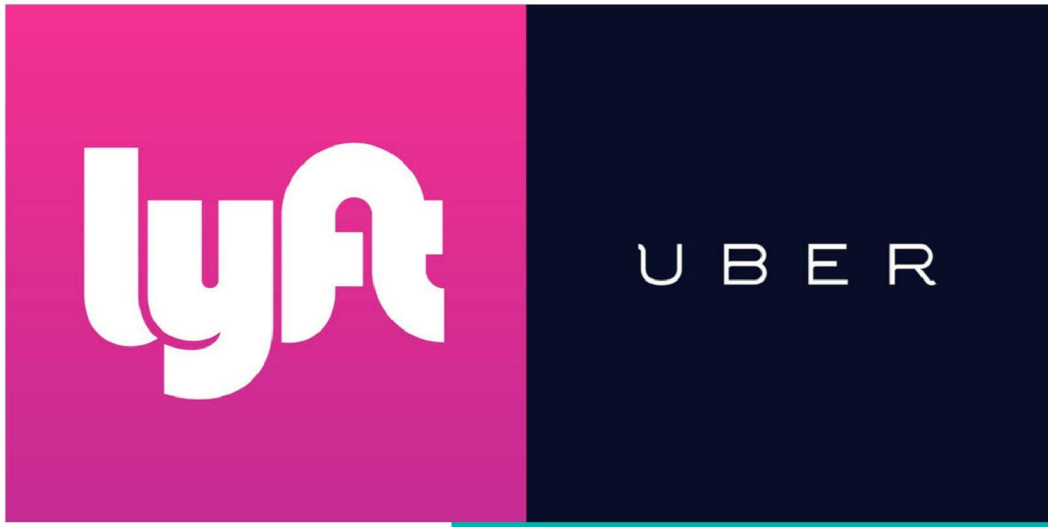
- **Driver tips** will not provide substantial funds
- Subsidies likely to be necessary to **kick off service expansion**
- **On-vehicle ads**
  - Likely to be more prominent as ad portion of the budget increases
  - Maximizing ad revenue likely to require maximizing amount of ad space
  - Could be paired with stop branding, giveaways, and promotions

Case Study **Findings (cont.)**

- **Specialized tours** as revenue source and a visitor-friendly amenity
- **Environmental agencies** as sources of grant funding
- **Web sites** and other information sources must be **kept up-to-date**
- Budgeting should consider **publicizing/marketing** the service
- Vehicles not in service might be parked in visible locations for **marketing**

Transportation Network **Companies (TNCs)**

- **TNCs available in Stuart**
  - Lyft
  - Uber
- **Stuart in Lyft's Port St. Lucie coverage area**
- **Stuart in Uber's Miami & South Florida coverage area**



TNC Planning **Considerations**

- **Designated TNC pickup/dropoff areas (curbside management)**
  - Aide transfers between TNCs and transit
  - Keep TNCs from blocking bike lanes, parking spaces and loading areas

Note: Designated TNC pickup/dropoff areas with short time restrictions might create a situation in which TNC drivers drive around while waiting for trips, contributing to traffic congestion.

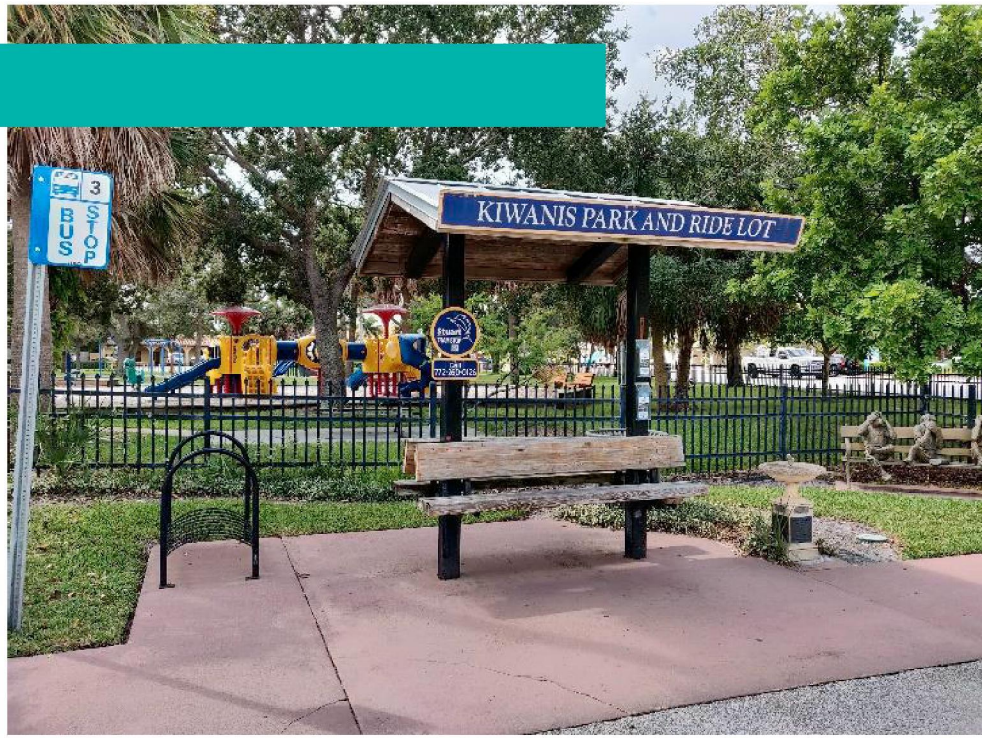


Existing **Service**

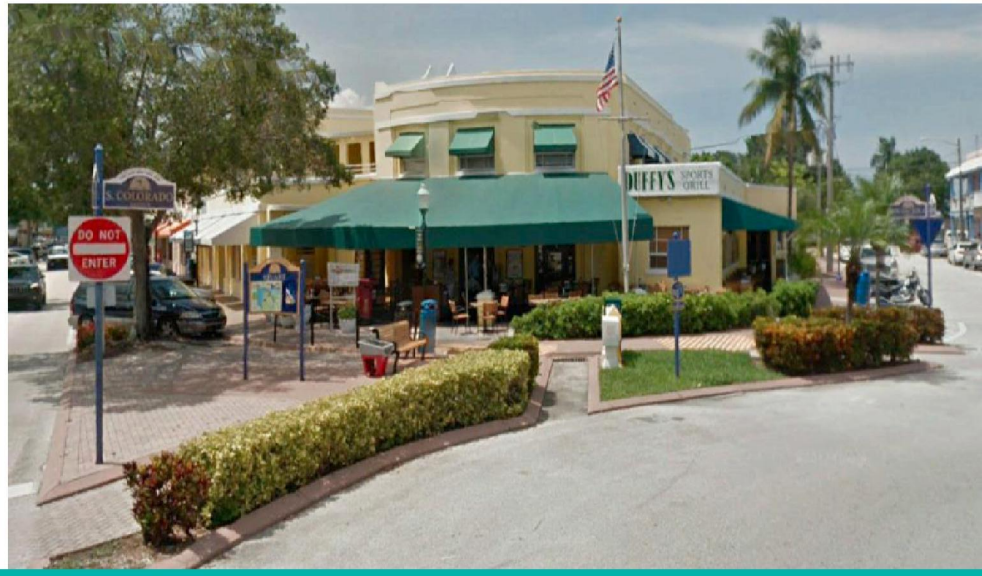


Source: City of Stuart Public Works Department

Infrastructure







Tram Goal **Statement:**

Continue to Plan, Operate and Maintain *the Downtown Stuart Tram consistent with a* ***Vision of enhanced mobility and economic development*** *for the Downtown Stuart Area*

Tram Objectives **(FYs 2019-2025)**

- Improve tram **reliability, efficiency and effectiveness**
- **Assure fiscal stability** through five (5) year budgeting
- Create a **distinct and recognizable brand** for the Tram
- Seek out and **apply for grants** and private sector participation
- **Increase transit ridership levels** by capturing traditional and new transportation markets
- Continue **intergovernmental coordination** with regional transportation authorities and the private sector to foster strong partnerships

Tram Objectives **(FYs 2019-2025)**

2019

- **Continue operations**
- Staff **roles & responsibilities**
- **Fulfill FDOT Grant** – new vehicle
- **Market** service
- Utilize **5-year financial tool**
- Seek **additional funding**

2019

2020-2021

- Accrue **new funds**
- Coordinate with the CRA on **parking infrastructure**
- **Apply & implement** FDOT Grant
- Research **new vehicle types**
- Utilize & **adjust 5-year plan**

2022-2025

- **Vehicle replacements**
- Apply for **FDOT Grants**
- Implement **expanded service**
- Construct **new shelters**
- Continue to **plan for the future**

2025

Funding Sources:
Existing and Potential*

- **CRA** ($100,000 per year with 3.5% annual growth)
- **FDOT Service Development Grant** (new service only at 50% match)
- **Vehicle and Shelter Ads** ($7,900 annually)
- **Fees for Special Events** ($3,000 annually)
- **FDOT Intermodal Grant** (intermodal shelter purchases at 50% match)
- **Parking Fees** ($80,000 annually)

**estimates*

Alternative **Cost Analysis**

ALT #	SCENARIO*	2017**	2018**	2019**	2020	2021	2022	2023	2024	2025
	TOTAL ANNUAL COSTS									
1	MICRO-TRANSIT EXISTING SERVICE LEVEL	$ 192,676	$ 181,372	$ 216,771	$ 185,456	$ 189,105	$ 232,635	$ 196,685	$ 241,911	$ 204,509
2	MICRO-TRANSIT EXISTING SERVICE LEVEL with STOP INFRASTRUCTURE NEW SHELTER 2021, 2023, 2025					$ 203,460	$ 232,635	$ 208,499	$ 241,911	$ 216,800
3	MICRO-TRANSIT 2023 EXPANDED SERVICE LEVEL with STOP INFRASTRUCTURE NEW SHELTERS 2021, 2023, 2025							$ 286,211	$ 279,886	$ 250,913
ANNUAL COSTS TO IMPLEMENT ALL ALTERNATIVES		$ 192,676	$ 181,372	$ 216,771	$ 185,456	$ 203,460	$ 232,635	$ 286,211	$ 279,886	$ 250,913
	POTENTIAL REVENUES BASED ON EXISTING SERVICE, SHELTER IMPROVEMENTS 2021, 2023, 2025 AND 2023 EXPANSION OF SERVICE									
REVENUE SOURCES										
	CRA Funding*****	$ 100,000	$ 100,000	$ 100,000	$ 103,500	$ 107,123	$ 110,872	$ 114,752	$ 118,769	$ 122,926
	FDOT Service Development Grant	$ 96,000	$ 96,000	$ 90,000	$ -	$ -	$ -	$ 44,763	$ 18,987	$ 23,202
	On vehicles ad - ($200/4 weeks)*****				$ 5,200	$ 5,518	$ 5,629	$ 8,612	$ 8,784	$ 8,843
	Shelter Ads Existing, 1 New in 2021, 2023, 2025 ($200/4 Weeks)****				$ 2,705	$ 2,759	$ 5,573	$ 5,685	$ 8,669	$ 8,843
	Fees for Special Events ($15/tram/hour)				$ 4,500	$ 4,590	$ 4,682	$ 4,775	$ 4,871	$ 4,968
	FDOT Intermodal Grant					$ 11,355	$ -	$ 11,814	$ -	$ 12,291
	Parking Fees ($1/hour)***					$ 40,000	$ 50,000	$ 60,000	$ 80,000	$ 80,000
SUBTOTAL POTENTIAL REVENUE		$ 196,000	$ 196,000	$ 190,000	$ 115,905	$ 171,345	$ 176,756	$ 250,401	$ 240,080	$ 261,072
NEEDED FUNDS TO SUPPORT ALL ALTERNATIVES		$3,324	$14,628	-$26,771	-$69,550	-$32,116	-$55,879	-$35,810	-$39,806	$10,159

* All numbers based on 2018 dollars and a 2%/year inflation factor

** 2017 - 2019 City of Stuart Budget

*** 2018 Parking Study estimated $80,000 to $120,000

**** www.bluemedia.com/bus-advertising

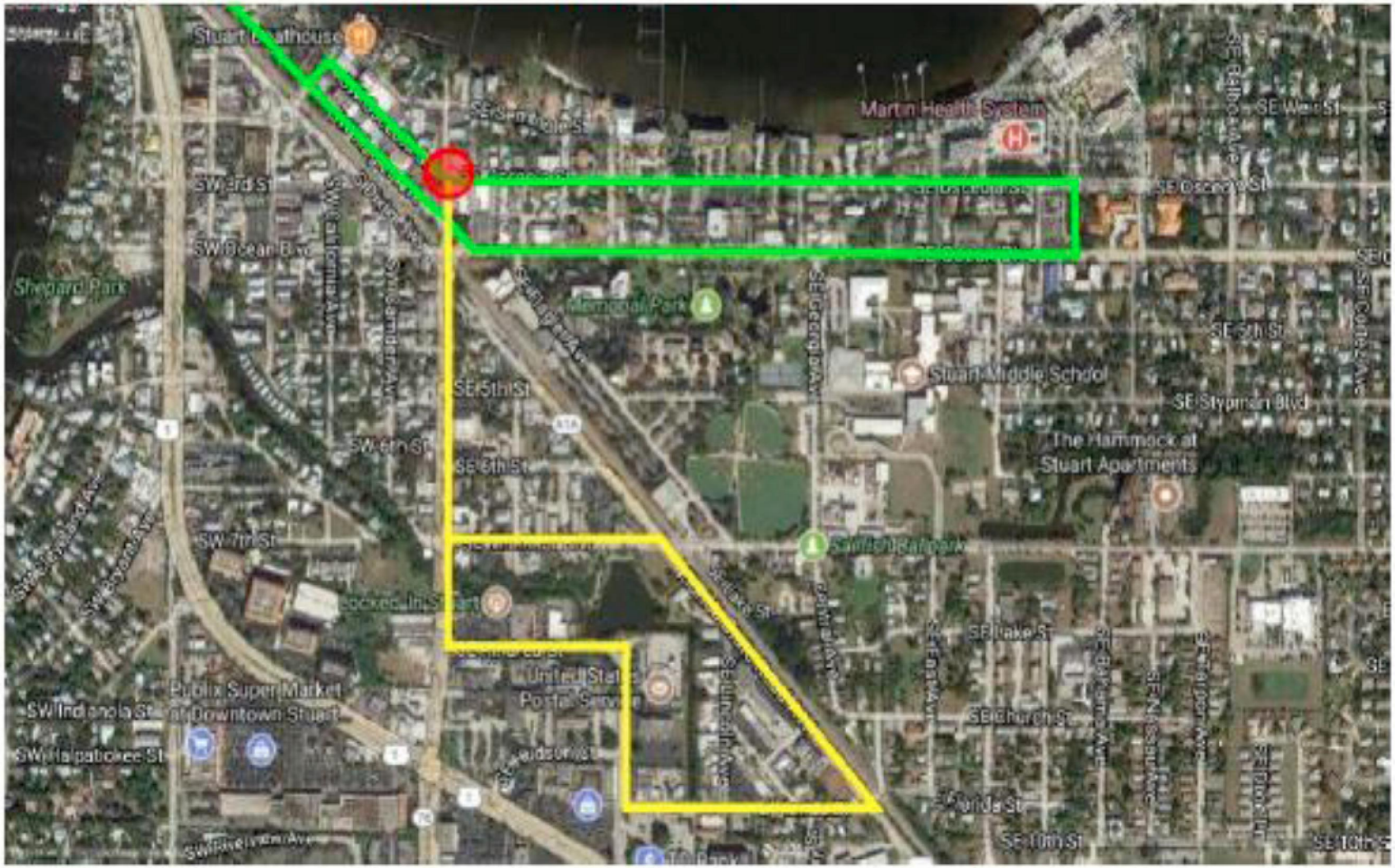
***** Municipal CRA Historic Taxable Value Annual Growth 2002 - 2018 = 3.5%

March 2019


1. Haney Circle (Colorado/Osceola)
2. Kindred Street
3. Kiwanis Park-n-Ride
4. 6th Street
5. Martin County Courthouse
6. Osceola Park-n-Ride
7. Flagler Park
8. City Hall/Colorado
9. Sailfish Park-n-Ride
10. Sailor's Return (after 3 pm only*)
11. Akron Ave./W. Ocean Ave. (until 5 pm only)**
STEP ON BOARD WITH US!
Downtown Stuart Tram Route
Downtown Tram Schedule
Sunday 9am-5pm
Monday 8am-8pm
Tuesday 8am-8pm
Wednesday 8am-8pm
Thursday 8am-8pm
Friday 8am-10pm
Saturday 9am-10pm
Red Route
Blue Route
SW FLAGLER AVE
SE SEMINOLE ST
SW OSCEOLA ST
SE DIXIE HWY
OSCEOLA PARK N' RIDE
St. Lucie River
SE OSCEOLA ST
SE RIVERSIDE DR
SE DOMINI AVE
MARTIN MEMORIAL MEDICAL CENTER
SE DENVER AVE
SE DETROIT AVE
SE FLORIDA AVE
SE ILLONIS AVE
SE HOSPITAL AVE
ST. MARY'S EPISCOPAL CHURCH
MARTY STOP
SAILOR'S RETURN
SW ALBANY AVE
SW JOAN JEFFERSON WAY
SAILFISH PARKING LOT
COURTHOUSE
SE OCEAN BLVD
SCHOOL BOARD
W OCEAN AVE
SHEPPARD PARK
SW AKRON AVE
SW CALIFORNIA AVE
SW 5TH AVE
SW FEDERAL HWY
SE 5TH ST
SE STYPMANN BLVD
SE 6TH ST
S COLORADO AVE
SE KINDRED ST

FY 2023

Exhibit 12: Proposed Downtown Stuart Tram Route Modifications



Source: Walker Consultants and Google Earth 2018

Next **Steps**

DATE	MEETING
April 1	MPO Joint Advisory Committee • Citizens' Advisory Committee • Bicycle & Pedestrian Advisory Committee • Technical Advisory Committee
April 15	MPO Board



THANK **YOU**

MARLIN

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** Mary Kindel, City Clerk

Title of Item:

APPROVAL OF 02/25/2019 CCM MINUTES (RC)

Summary Explanation/Background Information on Agenda Request:

N/A

Funding Source:

N/A

Recommended Action:

Approve Minutes.

ATTACHMENTS:

	Description	Upload Date	Type
🗋	02/25/2019 CCM Minutes	3/1/2019	Backup Material

MINUTES
REGULAR MEETING OF THE STUART CITY COMMISSION
HELD February 25, 2019
AT 5:30 PM Commission Chambers
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

CITY COMMISSION
Mayor Rebecca S. Bruner
Vice Mayor Eula R. Clarke
Commissioner Kelli Glass Leighton
Commissioner Merritt Matheson
Commissioner Mike Meier

ADMINISTRATIVE
City Manager, David Dyess
City Attorney, Michael J. Mortell
City Clerk, Mary R. Kindel

5:37 PM ROLL CALL
Present: Mayor Bruner, Vice Mayor Clarke, Commissioner Glass Leighton, Commissioner Matheson, Commissioner Meier.

PLEDGE OF ALLEGIANCE

PROCLAMATIONS

5:38 PM PRESENTATIONS

1. FEBRUARY SERVICE AWARDS
Jacob Jones – 5 Years
Bill McGighan – 15 Years
Anthony Williams – 30 Years

2. EMPLOYEE OF THE MONTH - FEBRUARY 2019

Bruce Duncan, Building Inspector came forward to accept the Employee of the Month award.

5:46 PM COMMENTS BY CITY COMMISSIONERS

Commissioner Glass Leighton

- **Commented on Mr. Ray Cooke's passing, who was a Commissioner in the City of Stuart from 1962 to 1978 and served as Mayor five times. He was also a long-standing business owner in the community and per her request; the flag in front of City hall was flown at half-staff in his remembrance.**

Commissioner Matheson

- **Congratulated Ms. Jacqui Thurlow-Lippisch on her recent appointment as representative to the South Florida Water Management District Board.**
- **Commented on the East Stuart Partnership event on Saturday, February 23, 2019 Paint-Up Program of 14 homes.**
- **Announced upcoming Rivers Coalition Meeting at City Hall on Wednesday, February 27th at 6 p.m.**

Commissioner Meier

- **Congratulated Ms. Jacqui Thurlow-Lippisch on her recent appointment to the South Florida Water Management District Board. Feels hopeful that there will be a big change in the health of our river over the next few years.**
- **Thanked the Army Corp. of Engineers for coming to Martin County last week, to the IRSC Campus to receive public comment with hundreds of people form the community participating with questions and demands of the Army Corp. and the scoping for the revision of the LOSOM and LORS, Lake Okeechobee Regulation Schedule.**
- **Commented on the recent sex trafficking bust and its effect on our community and expressed his thankfulness to the investigators for cracking this case. He urges the community to be considerate to each other for those who may be affected by this.**

Vice Mayor Clarke

- **Commented on the Army Corp., encouraged the public to send in written comments and to get involved in the river issues.**
- **Thanked the employees that were honored tonight and the Stuart Police Department for their involvement in the community. Special thanks to Chief Tuminelli.**

Mayor Bruner

- **Announced and read the letter she requested the commissioners send to congratulate Jacqui Thurlow-Lippisch on her new role as a SFWMD Board Member.**

5:54 PM Motion: That we all sign this letter to commend Jacqui Thurlow-Lippisch on her appointment.
Motion by: Vice Mayor Clarke
Seconded by: Commissioner Matheson
Motion passed unanimously.

5:55 PM COMMENTS BY CITY MANAGER

Thanked all commissioners who came out to speak at the LORS at the Chastain Center, it was a great showing on behalf of the City. He will be releasing an excerpt montage video that he will be releasing on Face Book soon.

5:56 PM APPROVAL OF AGENDA

5:56 PM Motion: Move approval of the Agenda as published.
Motion by: Vice Mayor Clarke
Seconded by: Commissioner Glass Leighton
Motion passed unanimously.

5:56 PM COMMENTS FROM THE PUBLIC (5 min. max)

1) **Mark Rodgers – Crane Creek Ave.; Thanked the City for their help with their baseball programs. Last Saturday, several commissioners attended the opening day ceremony in which they honored Milton Leggett with an award.**

2) **Iris Frohman – Akron Avenue; Commented that she would like to see the tram program remain as is and not change to fixed routes.**

3) **David Frohman – Akron Avenue; Commented that he would like to see the tram program remain as is and not change to fixed routes. Also commented that the area they live in is very dark at night and has inadequate lighting.**

4) **Rob DesRuisseaux – High School Avenue; Commented on the value of convenience of the tram and feels it would be a mistake to make changes to the tram service.**

5) **Kellie Pomfrey – Akron Avenue; Commented that she calls and the tram picks her up to take her downtown and would like the tram program to remain as it is.**

6) **Caryn Yost-Rudge – Palm City Road; Commented that the Commission is the boss of the Attorney and that he cannot council in the Rudge case. Wants remaining two out of five Attorney-Client session transcripts for the Rudge case.**

Commissioner Meier asked the Frohman couple about the dark areas in their neighborhood that they commented about.

CONSENT CALENDAR

3. APPROVAL OF 02/11/2019 CCM MINUTES

4. LEASE OF 171 SW FLAGLER AVE TO CONGRESSMAN MAST:

RESOLUTION No. 21-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA TO AUTHORIZE EXECUTION OF LEASE AGREEMENT BETWEEN THE CITY OF STUART AND CONGRESSMAN BRIAN MAST FOR THE CRARY HOUSE LOCATED AT 171 SW FLAGLER AVENUE, STUART; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

PULLED 5. PALM CITY ROAD IMPROVEMENTS:

RESOLUTION No. 22-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING BUDGET AMENDMENT No. 4 AND CIP AMENDMENT No. 2 TO THE 2018-2019 GENERAL FUND AND CAPITAL IMPROVEMENT PLAN, APPROPRIATING AND AUTHORIZING THE EXPENDITURE OF FUNDS FOR THE PALM CITY ROAD RAISED CROSSWALKS PROJECT IN THE AMOUNT OF $150,000.00, INCORPORATING PROJECT INTO THE CAPITAL IMPROVEMENT PLAN, PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

PULLED 6. SHEPARD PARK BOAT TRAILER PARKING:

RESOLUTION No. 23-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING THE PUBLIC WORKS DEPARTMENT TO APPLY FOR AND, IF SUCCESSFUL DESIGNATE THE PUBLIC WORKS DIRECTOR AS THE AUTHORIZED REPRESENTATIVE TO EXECUTE THE GRANT, AND SUBSEQUENTLY APPROVE THE EXPENDITURE OF THE GRANT FUNDS FROM THE FLORIDA INLAND NAVIGATION DISTRICT WATERWAYS ASSISTANCE PROGRAM, TO FUND THE BOAT TRAILER PARKING IMPROVEMENTS ASSOCIATED WITH SHEPARD PARK; PROVIDING FOR AN EFFECTIVE DATE AND FOR OTHER PURPOSES.

PULLED 7. PURCHASE AGREEMENT FOR PUBLIC WORKS PROPERTY:

RESOLUTION No. 25-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING THE CITY MANAGER OR CITY ATTORNEY TO EXECUTE A REAL ESTATE PURCHASE AGREEMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

END OF CONSENT CALENDAR

6:13 PM Motion: Move approval of the Consent Agenda. (Matheson pulled Item #5, Meier pulled Item #6 and #7.)
Motion by: Commissioner Glass Leighton
Seconded by: Vice Mayor Clarke
Motion passed unanimously.

5. PALM CITY ROAD IMPROVEMENTS:

RESOLUTION No. 22-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING BUDGET AMENDMENT No. 4 AND CIP AMENDMENT No. 2 TO THE 2018-2019 GENERAL FUND AND CAPITAL

IMPROVEMENT PLAN, APPROPRIATING AND AUTHORIZING THE EXPENDITURE OF FUNDS FOR THE PALM CITY ROAD RAISED CROSSWALKS PROJECT IN THE AMOUNT OF $150,000.00, INCORPORATING PROJECT INTO THE CAPITAL IMPROVEMENT PLAN, PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Commissioner Matheson requested an update and time frame from City Engineer and Assistant Public Works Director, Tim Voelker.

Tim Voelker commented on the Palm City Road completion of construction at 8 to 10 months. Waiting on the Martin County Right-of-Way Permit.

Commissioner Meier commented on the 60% increase in this project and asked if there was an estimate in a cheaper option of fixing up the existing poles.

Voelker responded that though he does not have that estimate, possibly half, or more than half the project amount. There are ways to bid this project out and possibly use internal resources.

Meier commented that flashing lights do not work and requested input from the Board on going forward with the initial recommendation of raised crosswalks with existing flashing lights as they were. Matheson commented that the lights would be motion activated and feels public safety is worth it.

Public Comment:

1) **Jim Coallegos – Manor Drive; In support of the pedestrian activated lights.**

Commissioner Meier requested research data on the efficacy of pedestrian activated lights at a crosswalk, always on flashing lights and no flashing lights.

Voelker will check into the data available.

6:25 PM Motion: Motion that staff proceed up to a maximum of $150,000 and try every route possible to keep the price as close to the $95,000 mark while proceeding with the boards original request of the raised crosswalks that are pedestrian activated.
Motion by: Commissioner Matheson
Seconded by: Commissioner Meier
Motion passed unanimously.

6. SHEPARD PARK BOAT TRAILER PARKING:

RESOLUTION No. 23-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING THE PUBLIC W ORKS DEPARTMENT TO APPLY FOR AND, IF SUCCESSFUL DESIGNATE THE PUBLIC WORKS DIRECTOR AS THE AUTHORIZED REPRESENTATIVE TO EXECUTE THE GRANT, AND SUBSEQUENTLY APPROVE THE EXPENDITURE OF THE GRANT FUNDS FROM THE FLORIDA INLAND

NAVIGATION DISTRICT WATERWAYS ASSISTANCE PROGRAM, TO FUND THE BOAT TRAILER PARKING IMPROVEMENTS ASSOCIATED W ITH SHEPARD PARK; PROVIDING FOR AN EFFECTIVE DATE AND FOR OTHER PURPOSES.

Commissioner Meier thanked Tim Voelker, City Engineer and Assistant Public Works Director for his efforts on this project. Voelker explained the number of spaces that are being increased and the reconfiguration of the parking lot.

6:32 PM Motion: Move to approve.
Motion by: Commissioner Meier
Seconded by: Vice Mayor Clarke
Motion passed unanimously.

7. PURCHASE AGREEMENT FOR PUBLIC WORKS PROPERTY:

RESOLUTION No. 25-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING THE CITY MANAGER OR CITY ATTORNEY TO EXECUTE A REAL ESTATE PURCHASE AGREEMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Commissioner Meier requested information on the cost.

Attorney Mortell explained the process and stated the cost would be $250,000.

David Peters, Public Works Director, agrees with the purchase as it puts the department all together in one spot.

6:36 PM Motion: Move to approve Item #7.
Motion by: Vice Mayor Clarke
Seconded by: Commissioner Matheson
Motion passed unanimously.

COMMISSION ACTION

6:36 PM 8. NORTHPOINT MAJOR URBAN CONDITIONAL USE - NORTH STUART ACQUISITION AND DEVELOPMENT (QUASI-JUDICIAL):

RESOLUTION No. 16-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, GRANTING A CONDITIONAL USE APPROVAL TO NORTH STUART ACQUISITION AND DEVELOPMENT, LLC, OWNER OF PROPERTY LOCATED BETWEEN OLD DIXIE HIGHWAY AND THE FEC RAILROAD, NORTH OF THE ST. LUCIE RIVER, AS DESCRIBED WITHIN THE ATTACHED LEGAL DESCRIPTION; GRANTING APPROVAL FOR MIXED USE DEVELOPMENT OF A 27,000 SQUARE FOOT OFFICE BUILDING WITH 2,000 SQUARE FEET OF RETAIL SPACE, A 200 SEAT RESTAURANT AND A 27-SPACE PARKING GARAGE ON A 2.73-ACRE SITE; TO ALLOW FOR PARKING WITHIN THE BUILDING ENVELOPE, FOR A CONTINUOUS BUILDING FAÇADE OF MORE THAN 100 FEET IN WIDTH WITHOUT PROVIDING AN ADDITIONAL VISTA, FOR REDUCTION IN LANDSCAPE BUFFERS AND A REDUCTION OF

SETBACKS; PROVIDING AN EFFECTIVE DATE; PROVIDING FOR A TIMETABLE OF DEVELOPMENT; PROVIDING FOR CONDITIONS OF APPROVAL; AND FOR OTHER PURPOSES.

~~6~~ 7 People Sworn – Kevin Freeman, Stephen Mayer of City of Stuart, Bob Raynes of Gunster Florida Law, Richard Geisinger of Stuart Acquisition Realty, Joe Capra of Captec, and Bob Britt of Britt Architects, and Greg Boggs of Lucido and Associates.

Stephen Mayer, Senior Planner gave a brief presentation on the Northpoint Major Urban Conditional Use. This Resolution is a one adoption hearing because it is a major urban conditional use within the urban district of our code. In a PUD, there is a first and second reading, in the conditional use, there is one Community Redevelopment Board (CRB) Meeting and one City Commission Meeting. The applicant is the North Stuart Acquisition and Development, LLC. Mayer noted corrections to the staff report: 1) office building is 27,300 square feet and 2) garage has 28 parking spaces.

Mr. Bob Raynes noted a correction on #13 in Staff Recommendations – there is a reference to the "association", should read the "property owner".

Mr. Richard Geisinger, presented the North Point Development Plan. Discussion of time frame included the developer having a CO by December 31, 2023; the developer would be responsible for the TIFF money on the balance of the CO not completed. The Boardwalk will be part of the developers plan. If there is a possibility of getting a FIND Grant, they would pursue that by providing an easement to the municipality. Continuation discussion for various project conditions.

Project Conditions:

- **TIFF Penalty and Credit**
- **Boardwalk completion date**
- **FDOT Parking open for public, day parking only – not overnight**
- **Number of docks used for the restaurant**
- **Security deposit related to the demolition if the project is not complete or to restore the project to its original condition.**
- **8 foot sidewalk on exterior of the project**
- **Clear timeframe for CO.**

Commissioner Matheson expressed concern on one of the crosswalks.

Kevin Freeman requested conformation for staff on the request for eight (8) variances.

Public Comment:

1) **Armond Pasquale – Commented that the City does not need additional commercial properties sold to developers, would like to see more recreational purposes.**

2) **Helen McBride – Flamingo Avenue; In support of the project.**

7:49 PM Motion: To continue the project to allow the applicant to work with staff to come up with a clear time frame in writing for the CO. The CO would be issued only after the completion of the entire project, including the limitations set forth here tonight. This would include a penalty if the applicant paying the estimated TIFF generated, if the time frame is not met before the CO is issued and to be specific, the CO, before the CO would be issued would be the entire boardwalk whether you do the small triangle piece in a Phase II or not, but the CO would be issued after all the boardwalk is done, after all the parking spaces are completed, and that those parking spaces would be used for public use, no boat trailer storage, no RV's. It the time frame is not met, the re-up bonus would not be applicable in this project.
AMENDED MOTION: Resolution No. 16-2019 continued to March 25, 2019 CCM Meeting.
Motion by: Commissioner Matheson
Seconded by: Commissioner Class Leighton
Motion passed unanimously.

9. ENDANGERED SPECIES ACT; BA#5:

RESOLUTION No. 24-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING BUDGET AMENDMENT #5 TO THE 2018-2019 STORMWATER FUND AUTHORIZING A $12,000.00 TRANSFER FROM STORMWATER FUND BALANCE TO GENERAL FUND, FOR THE PURPOSES OF A CONTRIBUTION TO THE MARTIN COUNTY BOARD OF COUNTY COMMISSIONERS, PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

8:06 PM Motion: Move Resolution #24-2019.
Motion by: Vice Mayor Clarke
Seconded by: Commissioner Meier
Motion passed unanimously.

ORDINANCE FIRST READING

ORDINANCE SECOND READING

DISCUSSION AND DELIBERATION

Commissioner Meier commented in response to the public comments on the Tram Program.

City Manager Dyess commented that he has spoken to each of the citizens who gave public comment tonight, and for clarification to the board, there was a parking study that resulted in a fixed route tram system, approved by the commission. After initiating the fixed route system, the City received several complaints so it was temporarily put on hold until March 1st. A tram stop will be added to West Ocean and Akron to accommodate the residents here tonight. Route times will be publicized.

After brief discussion, commission agreed that the fixed route and dependable tram system is more beneficial to the majority of the public.

8:11 PM ADJOURNMENT

_____	_____
Mary R. Kindel, City Clerk	**Rebecca S. Bruner, Mayor**

Minutes to be approved at the Regular Commission Meeting this 11th day of March, 2019.

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** D. Dyess

Title of Item:

INTERLOCAL AGREEMENT WITH COUNTY FOR FIRE/RESCUE (RC):

RESOLUTION No. 26-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING THE MAYOR TO EXECUTE AN INTERLOCAL AGREEMENT BETWEEN THE CITY OF STUART ("CITY") AND MARTIN COUNTY ("COUNTY") FOR FIRE SUPPRESSION AND EMERGENCY MEDICAL SERVICES; AND PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

An interlocal agreement between the city and county for mutual and automatic aid of fire suppression and emergency medical services. This interlocal calls for continual evaluation of call distribution for equitable response from both parties.

Funding Source:

N/A/

Recommended Action:

Motion to approve interlocal agreement

ATTACHMENTS:

	Description	Upload Date	Type
🗋	R26-2019 Resolution	2/27/2019	Resolution add to Y drive
🗋	Interlocal Agreement Fire_Rescue	2/27/2019	Attachment
🗋	Interlocal Agreement Exhibit B	2/27/2019	Exhibit

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 26-2019

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING THE MAYOR TO EXECUTE AN INTERLOCAL AGREEMENT BETWEEN THE CITY OF STUART ("CITY") AND MARTIN COUNTY ("COUNTY") FOR FIRE SUPPRESSION AND EMERGENCY MEDICAL SERVICES; AND PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, the City and the County each provide Fire Suppression and Emergency Medical Services within their respective jurisdictional boundaries; and

WHEREAS, both parties recognize the fiscal and health/safety value of providing mutual and automatic aid and cooperation to their respective jurisdictions; and

WHEREAS, the parties agree that continuation of automatic aid and mutual aid for Fire Suppression and Emergency Medical Services is beneficial to both parties and ensures the safety of the public is paramount; and

WHEREAS, the parties agree that working together to provide an equitable distribution of calls is beneficial for both entities in work load balance and providing for the overall public safety of our community.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA that:

SECTION 1: The Mayor is hereby authorized and directed to enter into this agreement with the County.

SECTION 2: This resolution shall take effect on adoption.

Commissioner _____ offered the foregoing resolution and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT	ABSTAIN
REBECCA S. BRUNER, MAYOR				
EULA R. CLARKE, VICE MAYOR				
KELLI GLASS LEIGHTON, COMMISSIONER				
MERRITT MATHESON, COMMISSIONER				
MIKE MEIER, COMMISSIONER				

ADOPTED this 11th day of March, 2019.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
REBECCA S. BRUNER
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

INTERLOCAL AGREEMENT FOR FIRE SUPPRESSION AND EMERGENCY MEDICAL SERVICES

This Interlocal Agreement entered into this ____ day of _____, 2019, is made between the Martin County, a political subdivision of the State of Florida ("County"), and the City of Stuart, a municipal corporation of the State of Florida ("City"), for Fire Suppression and Emergency Medical Services.

WHEREAS, Section 163.01, Florida Statutes, known as the "Florida Interlocal Cooperation Act of 1969" authorizes local governments to make the most efficient use of their powers by enabling them to cooperate with other localities on a basis of mutual advantage and thereby to provide services and facilities that will harmonize geographic, economic, population, and other factors influencing the needs and development of local communities; and

WHEREAS, pursuant to the Florida Interlocal Cooperation Act of 1969, the County and the City have the power and authority to enter into an interlocal agreement for the purposes of delineating policies, procedures, and actions with respect to Fire Suppression and Emergency Medical Services; and

WHEREAS, the City and the County each provide Fire Suppression and Emergency Medical Services within their respective jurisdictional boundaries; and

WHEREAS, the County provides the 911 Communications Center for Fire Suppression and Emergency Medical Services for the City's Fire Rescue Department; and

WHEREAS, both parties recognize the fiscal and health/safety value of providing mutual and automatic aid and cooperation to their respective jurisdictions; and

WHEREAS, the parties agree that continuation of automatic aid and mutual aid for Fire Suppression and Emergency Medical Services is beneficial to both parties and ensures the safety of the public is paramount; and

WHEREAS, the parties agree that working together to provide an equitable distribution of calls is beneficial for both entities in work load balance and providing for the overall public safety of our community

NOW, THEREFORE, the parties agree as follows:

1. **TERMS OF AGREEMENT**: The County and the City agree to provide Mutual Aid Response and Automatic Aid Response as defined in paragraph 2 of this Agreement for all Fire Suppression and Emergency Services within

each party's municipal jurisdictional boundaries including any future additional land and/or parcel annexation by the City. The parties will provide these services according to the agreed upon response guidelines and dispatch protocol as more particularly described in paragraph 3 of this Agreement. The County and the City acknowledge that the City currently provides Fire Suppression and Emergency Medical Services to the Town of Sewall's Point ("Town") through an Interlocal Agreement. Such Interlocal Agreement recognizes that the County may provide services to the Town on behalf of the City. Provision of services by the County to the Town shall be governed solely by this Agreement.

2. **DEFINITIONS**:

A. Mutual Aid Response – Providing emergency response aid to another jurisdiction when requested.

B. Automatic Aid Response – Providing automatic emergency response to another jurisdiction when needed as determined by the dispatch protocol.

3. **SCOPE OF SERVICES**: The parties agree to provide Fire Suppression and Emergency Medical Services within each other's jurisdictional boundaries, through Mutual Aid Response and Automatic Aid Response. Such Mutual Aid Response and Automatic Aid Response shall be provided in accordance with the existing Treasure Coast Fire Departments Interlocal Agreement to provide Mutual Aid for Fire Protection and Emergency Rescue Services dated March 28, 1996 incorporated herein as Exhibit A.

A. Martin County dispatch center will dispatch Stuart Fire Rescue to all calls within the City's Primary Response Areas as identified more particularly on the map contained in Exhibit B. If Stuart Fire Rescue units are unavailable for a response within their Primary Response Area, Martin County will dispatch the closest appropriate unit(s) based on actual location data provided by Fire Dispatch Automatic Vehicle Location (AVL/GPS) in accordance with County dispatch protocols and notify the on-duty Stuart Fire Rescue Battalion Chief.

B. Martin County dispatch center will dispatch the closest SFR or MCFR unit(s) available to all calls within the County's Primary Response Areas based on actual location data provided by AVL/GPS in accordance with County dispatch protocols.

C. If Stuart Fire Rescue requests the response of Martin County Fire Rescue units to be a part of a response or Martin County Fire Rescue requests the response of the Stuart Fire Rescue units to be a part of a response, then if available, the dispatch center will

send the appropriate units to fulfill the request.

D. The parties have developed response guidelines, including dispatch protocol and detail service, for their respective jurisdictions and coverage areas utilizing a Letter of Understanding ("LOU"), attached as Exhibit B. This LOU shall be agreed to and executed by each party's authorized representative and Fire Rescue Department Director. The LOU shall be reviewed annually and modified in writing as needed by both parties.

E. The parties reserve the right to amend, at any time, the Primary Response Areas to allow the respective fire rescue department to respond to calls within their jurisdiction (i.e. at any time the County can choose to be primary to Snug Harbor because that area is in the county's jurisdiction and at any time the City can choose to be primary to any area within the corporate city limits). In order to change the map to comply with this section, the City Manager or County Administrator shall notify the other in writing of the intent to change the map. Within seven (7) calendar days, the dispatch center shall change the map and provide written communication to the City Manager and County Administrator the change occurred.

4. **FEES**: Both parties agree to provide automatic and mutual aid within each party's municipal boundaries without a charge to the other party. Both the County and the City Fire Chiefs will meet and review actual call data at least twice annually to ensure an equitable number of call responses into the other's jurisdiction still exists. If an inequality is discovered, the parties will work to redistribute the calls to restore the equitable call distribution for the next evaluation period.

5. **COMMAND STRUCTURE**: In all cases, the jurisdiction providing aid will participate in a unified command structure to support the tactical and strategic plans for the incident. When sharing resources, command and accountability are the responsibility of the jurisdiction in charge of the scene. Any officers, agents and employees of Martin County shall be subject to the control of the Martin County Administrator or designee, whether they perform the respective functions within or outside the unincorporated areas of Martin County, pursuant to the provisions of this Interlocal Agreement. Any officers, agents and employees of the City of Stuart shall be subject to the control of the City Manager or designee whether they perform the respective functions within or outside the boundaries of the City of Stuart, pursuant to the provisions of this Interlocal Agreement.

6. **TERM AND RENEWAL**: This Agreement shall be in full effect as of 12:01 a.m. local time, on the first day of the month following the approval and

full execution of this Agreement. This Agreement shall run in perpetuity until cancelled by either party after having given a minimum ninety (90) days' notice. Any notice to cancel shall be in writing between the County Administrator and City Manager.

7. **EMS TRUST FUND AWARD GRANT**: The County agrees to include the City of Stuart as an EMS provider when determining distribution of the annual EMS Trust Fund County Aware Grant. Distribution shall be proportionately allocated based on the number of Countywide EMS emergency calls handled by the City of Stuart in the preceding calendar year as compared to the total countywide calls.

8. **DEFAULT AND OPPORTUNITY TO CURE**: If either party is in default of any of its material obligations under the Agreement, the non-defaulting party shall provide written notice of default to the party in default and afford such party a period of ninety (90) days to cure such default. If the defaulting party is in default beyond the expiration of the applicable cure period stated, then the other party shall have the option to terminate this Agreement upon ten (10) days' written notice.

9. **ASSIGNMENT OF RIGHTS**: The parties agree that neither party may assign, delegate, or otherwise transfer its rights and obligations as set forth in the Agreement without the prior written consent of the other.

10. **RECORDS RETENTION**: The County and the City shall maintain records associated with the Agreement, including, but not limited to, all accounts, financial and technical records, research or reports in accordance with Florida law.

11. **AMENDMENTS**: The terms of the Agreement may only be amended, supplemented, waived, or changed in a written document signed by the authorized representative of the parties and filed in the Official Records of the Martin County Clerk of Court.

12. **FORCE MAJEURE**: Except as otherwise provided in the Agreement, neither party shall be deemed in default or in breach of the Agreement to the extent it shall be unable to perform due to an event of *Force Majeure*. For the purpose of the Agreement, *Force Majeure* shall mean and include any act of God, accident, fire, lockout, strike or other labor dispute, riot or civil commotion, act of a public enemy, failure of transportation facilities, enactment, rule, order, or act of government or governmental instrumentality (whether domestic or international and whether federal, state or local, or the international equivalent thereof), failure of technical facilities, or any other cause of any nature whatsoever beyond the control of either party which was not avoidable in the exercise of reasonable care and foresight.

13. **FILING**: This Interlocal Agreement shall be filed in the Official Records of the Martin County Clerk of the Circuit Court.

14. **NOTICE**: All notices required to be given under this Agreement shall be in writing, and deemed sufficient to each party when sent by United States Mail, postage prepaid, to the following:

As to the County:
County Administrator
Martin County
2401 SE Monterey Road
Stuart, FL 34996

With a Copy to:
Martin County Attorney
2401 SE Monterey Road
Stuart, FL 34996

As to the City:
City Manager
City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

With a Copy to:
City Attorney
City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

15. **REMEDIES**: This Agreement shall be construed by and governed by the laws of the State of Florida. Any and all legal action necessary to enforce this Agreement shall be held in Martin County, Florida. No provision of this Agreement is intended to, and shall not be construed to, create any third-party beneficiary or to provide any rights to any person or entity not a party to this Agreement.

16. **CONFLICT RESOLUTION**: Disputes under this Agreement may be resolved by the County's Authorized Representatives and the City's Authorized Representatives. Notwithstanding the provisions of Chapter 164, Florida Statutes, the parties agree that if such Authorized Representatives are unable to reach a resolution, the parties shall first select a mutually acceptable mediator to conduct a mediation of the issues involved. The parties agree to be responsible for the mediator's fees and costs in equal amounts.

17. **JOINT PREPARATION**: The preparation of this Agreement has been a joint effort of the parties, and the resulting document shall not, solely as a matter of judicial constraint, be construed more severely against one of the parties than the other.

18. **CAPTIONS**: The captions and section designations herein set forth are for convenience only and shall have no substantive meaning.

19. **SEVERABILITY**: In the event that any section, paragraph, sentence, clause, or provision of this Agreement is held invalid by a court of competent

jurisdiction, such holding shall not affect the remaining portions of this Agreement and the same shall remain in full force and effect.

20. **ENTIRETY OF AGREEMENT**: This Agreement represents the entire understanding between the parties pertaining to the subject matter of this Agreement, and supersedes all other negotiations, representations, or agreements, written or oral, relating to this Agreement. This Agreement shall inure to the benefit of and shall be binding upon the parties, their respective assigns and successors in interest.

IN WITNESS WHEREOF, the parties, through their duly authorized representatives, have executed this Agreement on the date first written above.

ATTEST:

CAROLYN TIMMANN, CLERK
OF THE CIRCUIT COURT AND
COMPTROLLER

BOARD OF COUNTY COMMISSIONERS
MARTIN COUNTY, FLORIDA

EDWARD V. CIAMPI, CHAIRMAN

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

KRISTA A. STOREY,
ACTING COUNTY ATTORNEY

ATTEST:

MARY KINDEL, CITY CLERK

CITY OF STUART, FLORIDA

REBECCA S. BRUNER, MAYOR

APPROVED AS TO FORM AND
CORRECTNESS:

MIKE MORTELL, CITY ATTORNEY

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Letter of Understanding for
Interlocal Agreement for Fire Suppression and Emergency Medical Services

Martin County and the City of Stuart entered into an Interlocal Agreement for Fire Suppression and Emergency Medical Services (ILA) on _____ to provide automatic and mutual aid assistance within Martin County, and its contracted areas, and the City of Stuart, and its contracted areas. Martin County Fire Rescue (MCFR) and the City of Stuart Fire Rescue (SFR) departments provide Fire Suppression and Emergency Medical Services to their respective areas designated in the attached Primary Response Areas map. Special Operations and Aeromedical transport services are provided by MCFR throughout the county, including municipalities within its boundaries.

Dispatching

Martin County provides the 911 Communications Center (Dispatch) for both MCFR and SFR. Dispatch's Computer Assisted Dispatch (CAD) system utilizes Emergency Medical and Emergency Fire Dispatching for call prioritization, classification, unit assignments and prearrival instructions for 911 calls. Martin County will continue to use a recognized system for classifying calls and assigning units. Both parties agree to maintain department-specific response criteria (CAD determinants) for the system's call types, allowing Dispatch to properly select which units are needed for their respective jurisdictions. The response criteria will be updated as needed to keep the CAD current.

Jurisdictions

Areas closest to SFR fixed stations, including contracted areas, have been designated as Primary Response Areas for those fixed SFR stations. SFR units will be dispatched first within their Primary Response Areas when available. Subsequent calls for service in a SFR Station's Primary Response Area will utilize the closest unit response time based upon actual locations of appropriate available resources as identified by Fire Dispatch Automatic Vehicle Location (AVL-GPS). Periodically, based upon historical response time data and changes in resources, the Primary Response Areas shall be reviewed and possibly modified to ensure the areas are receiving the best Response Times possible. Response Time is measured from time of dispatch to time of arrival at the scene.

For the purposes of fire investigations and inspections, the geopolitical boundaries are to be observed for purposes of law enforcement actions and authority having jurisdiction (AHJ) responsibilities.

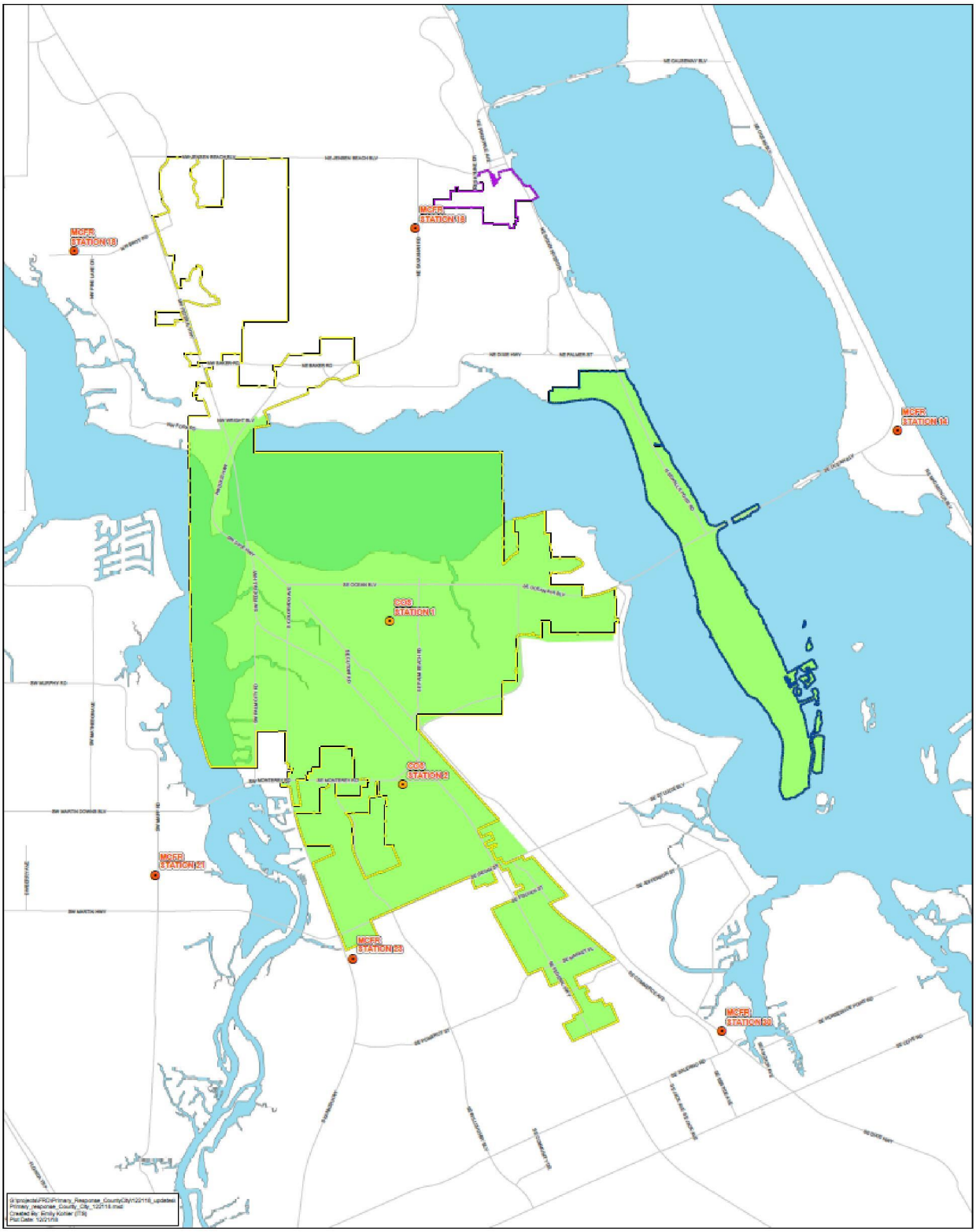
Assignments

Recognizing the urgency of 911 services, it is the intent of this Letter of Understanding to assign SFR's closest units to the location of an emergency within their Primary Response Area first to 911 calls. Closest unit response means the units that are closest to the location of the emergency from their fixed stations. If the closest fixed-station units are not available in their Primary Response Area, then the next closest appropriate unit within 6 minutes Response Time of the scene will be assigned. For the County's Primary Response Areas, Dispatch shall assign the closest unit, whether MCFR or SFR, to the location of the emergency. Response Time is calculated by the CAD using posted speed limits and the unit's GPS location.

MCFR will provide one unit at Jensen Beach High School (JBHS) home football games in 2019. The unit assigned to the JBHS home football games will continue to be available for emergency calls while at the JBHS football game. MCFR will also provide one unit with two fire rescue employees for JBHS graduation in May 2019. Martin County's provision of units at JBHS will be reevaluated at the end of 2019 with consideration given to MCFR unit and employee availability, MCFR's demand for services and future annexations by the City of Stuart.

CITY OF STUART	MARTIN COUNTY, FLORIDA
By: _____	By: _____
David Dyess	Taryn Kryzda
City Manager	County Administrator
_____	_____
Vincent Felicione	William Schobel
Fire Chief	Fire Chief
City of Stuart Fire Rescue	Martin County Fire Rescue

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MARTIN COUNTY AND CITY OF STUART PRIMARY RESPONSE AREAS

Fire Station
- Martin County (MCFR)
- City of Stuart (COS)

Municipalities
- City of Stuart
- Ocean Breeze
- Sewall's Point

Primary Response Area
- City of Stuart Primary Response
- Martin County Primary Response

0 0.5 1 2 Miles

Disclaimer
"This Geographic Information System Map Product, received from Martin County ("COUNTY") in fulfillment of a public records request is provided "as is" without warranty of any kind, and the COUNTY expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The COUNTY does not warrant, guarantee, or make any representations regarding the use, or the results of the use, of the information provided to you by the COUNTY in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the [illegible] information obtained from the COUNTY is [illegible] agreement. This is not a survey."

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** jchrulski

Title of Item:

BUSINESS DEVELOPMENT BOARD (BDB) GRANT AGREEMENT (RC):

RESOLUTION No. 28-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE MAYOR TO EXECUTE A GRANT AWARD AGREEMENT BETWEEN THE CITY OF STUART AND THE BUSINESS DEVELOPMENT BOARD OF MARTIN COUNTY TO PROVIDE TECHNICAL ASSISTANCE AND OTHER RELATIVE ECONOMIC DEVELOPMENT PROJECTS, PROGRAMS, AND SERVICES; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

A resolution authorizing the City Commission to grant the Business Development Board of Martin County economic development services and educational classes.

Funding Source:

$25,000 - Budgeted in FY19
City Commission - Grants and Aids

Recommended Action:

Motion to accept Resolution 28-2019.

ATTACHMENTS:

	Description	Upload Date	Type
🗋	R28-2019 Authorizing Grant to BDB	2/27/2019	Resolution add to Y drive
🗋	R28-2019 BDB Grant Agreement	2/27/2019	Resolution add to Y drive

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 28-2019

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE MAYOR TO EXECUTE A GRANT AWARD AGREEMENT BETWEEN THE CITY OF STUART AND THE BUSINESS DEVELOPMENT BOARD OF MARTIN COUNTY TO PROVIDE TECHNICAL ASSISTANCE AND OTHER RELATIVE ECONOMIC DEVELOPMENT PROJECTS, PROGRAMS, AND SERVICES; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

* * * * *

NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, THAT:

SECTION 1: The foregoing precatory language is adopted as if set forth below.

SECTION 2: The Mayor and City Clerk are hereby authorized to execute a grant award from the City of Stuart to the Business Development Board of Martin County Inc., (BDBMC) for the purpose of economic development support programs and activities.

SECTION 3: This Resolution shall take effect upon its adoption.

Resolution No. 28-2019
Resolution Authorizing a Grant Award to the Business Development Board of Martin County

Commissioner _____ offered the foregoing resolution and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT	ABSTAIN
REBECCA S. BRUNER, MAYOR				
EULA R. CLARKE, VICE MAYOR				
KELLI GLASS LEIGHTON, COMMISSIONER				
MERRITT MATHESON, COMMISSIONER				
MIKE MEIER, COMMISSIONER				

ADOPTED this ___ day of _____, 2019.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
REBECCA S. BRUNER
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

GRANT AWARD
TO THE
BUSINESS DEVELOPMENT BOARD OF MARTIN COUNTY, INC.
BY THE CITY OF STUART

THIS GRANT AWARD is made and entered into this 11TH day of March, 2019, to the **BUSINESS DEVELOPMENT BOARD OF MARTIN COUNTY, INC.**, (hereinafter referred to as "Board") a Florida not-for-profit organization, doing business at 1002 SE Monterey Commons Boulevard, Suite 203, Stuart, Florida 34996, by the **CITY OF STUART**, (hereinafter referred to as the "City"), a Florida municipal corporation, with offices at 121 SW Flagler Avenue, Stuart, Florida 34994.

WHEREAS, the Business Development Board, is recognized by the State of Florida as the official Economic Development organization for Martin County; and

WHEREAS, the City recognizes the Board as an organization which promotes economic development and prosperity in Martin County; and

WHEREAS, the Board is responsible in providing assistance to existing businesses, while attracting new businesses to the City; and

WHEREAS, the Board is funded through proceeds generated by the filing of business tax licenses; and

WHEREAS, businesses within the City of Stuart generate a majority of the business tax licenses purchased from the County, and those businesses already pay an attributable share of the funding for the Business Development Board; and

WHEREAS, the City Commission desires to provide an additional incentive to promote and generate new business within the City limits, and has therefore allocated $25,000 for special projects and programs within the City.

NOW THEREFORE, in consideration of the promises and mutual agreements contained herein, the parties agree as follows:

1. **Grant Award.** City agrees to provide a reimbursement grant to the Business Development Board of Martin County in an amount not to exceed $25,000, as provided herein.

2. **Joint Review of Projects in the City.** The parties shall meet and review economic development project(s) as proposed by the Board or by the City, as provided herein:

   a. **Technical Assistance.** Funds may be paid by the City to the Board for technical assistance services, including but not limited to data gathering and analysis, recruitment for targeted and non-targeted businesses (particularly small and medium size businesses, hostility and retail), economic forecasting, the Small Business Development Center, identifying market

opportunities, access to Economic Development funding through Industrial Revenue Bonds, Enterprise Florida programs and similar funding sources, Workforce Training, inventory of vacant commercial space, mapping, site ready development, community branding, and any other mutually agreeable technical assistance; and

b. **Projects.** Funds may be paid by the City to the Board for discrete projects, including those designed to bring about the location of a new or expanded business within the City of Stuart; which may include site evaluation, environmental analysis, appraisals, surveys, and other site specific engineering or design work; or which provides and analysis of job or educational attributes needed to locate such businesses.

3. **Business Terms.** Funds paid by the City to the Board shall be subject to prior executed scopes of work and not-to-exceed estimates of cost, and identification and receipt of measurable economic development outcomes within the City of Stuart. The City Manager is authorized to approve expenditures for the purposes described in this Grant award. The Board, through its staff shall prepare and submit an annual written report of all activities performed as a part of this Grant. Such report shall be submitted to the City Manager within thirty (30) days of the end of any Grant year, or upon termination of the Grant.

4. **Grant Term and Termination.** This Grant award shall be in effect upon its execution, and prior to disbursement; must be associated with a scope of work, projects, programs, and/or activities approved by the City for the 2019 fiscal year. The City reserves the right to terminate this agreement and withhold any amount or entirety of this award for any or no reason given, provided that all approved and executed scopes of work have been reimbursed in accordance with the recitals provided herein.

5. **Effective Law, Jurisdiction, and Venue.** This Grant has been awarded, executed and delivered in Martin County, Florida, and shall be construed in accordance with the laws of the State of Florida, and jurisdiction and venue shall lie only in the state courts in and for Martin County, Florida.

6. **Amendment of Grant.** This Grant award shall not be amended, waived, or altered except by a written instrument properly executed by both parties.

7. **Binding Grant Award Agreement; No Third Parties.** This Grant and each of its agreements, covenants, contractual provisions, pledges, and deliverables shall be binding upon execution and shall inure only to the benefit of the public, and the parties hereto, and shall not be construed as benefitting any private third party, whatsoever.

GRANT AWARD
TO THE
BUSINESS DEVELOPMENT BOARD OF MARTIN COUNTY, INC.
BY THE CITY OF STUART

IN WITNESS WHEREOF, on the date first written above, the Board and the City have executed this Grant Award by the duly authorized undersigned officers.

ATTEST:

BUSINESS DEVELOPMENT BOARD OF MARTIN COUNTY, INC.

_____
EXECUTIVE DIRECTOR

_____
DAVID POWERS, CHAIRMAN

ATTEST:

CITY OF STUART, FLORIDA

_____
MARY KINDEL, CITY CLERK

_____
REBECCA S. BRUNER, MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

_____
MICHAEL J. MORTELL, CITY ATTORNEY

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** David D. Peters

Title of Item:

BUDGET AMENDMENT FOR CHANNEL AND DOLPHIN SEWER (RC):

RESOLUTION No. 30-2019; RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING BUDGET AMENDMENT #6 TO THE 2018-2019 WATER SEWER FUND AUTHORIZING A $98,412.60 TRANSFER FROM SEWER AVAILABILITY FEES TO WATER DISTRIBUTION AND COLLECTION TEAM, INFRASTRUCTURE. PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

Bids for construction for the Dolphin and Channel Sewer Basins were received on Wednesday, February 27, 2019. This budget amendment is necessary to award the construction contract and provide for engineering services during construction.

Funds are available in the Water Sewer Fund - Sewer Availability Fees

Funding Source:

FROM:	Sewer Availability Fees	$98,412.60
TO:	Water Distribution and Collection, Infrastructure	$98,412.60

Recommended Action:

Adopt Resolution No. 30-2019 authorizing Budget Amendment No. 6 to the 2018-2019 Water Sewer Fund in the amount of $98,412.60.

ATTACHMENTS:

	Description	Upload Date	Type
🗋	R30-2019 Budget AmendmentNo. 6 Dolphin and Channel Sewer Basin Construction	3/1/2019	Resolution add to Y drive

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 30-2019

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING BUDGET AMENDMENT #6 TO THE 2018-2019 WATER SEWER FUND AUTHORIZING A $98,412.60 TRANSFER FROM SEWER AVAILABILITY FEES TO WATER DISTRIBUTION AND COLLECTION TEAM, INFRASTRUCTURE. PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

* * * * *

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA that:

SECTION 1: The 2018-2019 Year Budget of the Water Sewer Fund of the City of Stuart, Florida, being Resolution No. 24-2019 of the City Commission of the City of Stuart, Florida, as amended, hereinafter the "Budget," is hereby further amended, as follows:

FROM:	Sewer Availability Fees	$98,412.60
TO:	Water Distribution and Collection, Infrastructure	$98,412.60

This is an authorization of the City Commission of the City of Stuart, Florida authorizing Budget Amendment #6 to the FY 2018-2019 Annual Budget to appropriate and transfer funds for the construction of the Dolphin and Channel Sewer Basins.

SECTION 2: Except as amended hereby, the FY 2018-2019 Annual Budget shall remain in full force and effect.

SECTION 3: This resolution shall take effect on adoption.

Commissioner _____ offered the foregoing resolution and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT	ABSTAIN
REBECCA S. BRUNER, MAYOR				
EULA R. CLARKE, VICE MAYOR				
KELLI GLASS LEIGHTON, COMMISSIONER				
MERRITT MATHESON, COMMISSIONER				
MIKE MEIER, COMMISSIONER				

ADOPTED this 11th day of March, 2019.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
REBECCA S. BRUNER
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** Alaina Knofla

Title of Item:

BID AWARD FOR CHANNEL AND DOLPHIN SEWER (RC):

RESOLUTION No. 31-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA TO APPROVE THE AWARD OF WORK ORDER NO. 2019-300-W02, CHANNEL AND DOLPHIN LOW PRESSURE SEWER BASINS TO THE LOWEST, MOST RESPONSIVE RESPONSIBLE BIDDER, FELIX AND ASSOCIATES, INC. PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

The Stuart City Commission awarded Request for Qualification No. 2019-300, Underground Utility Construction Services to the top four (4) most qualified firms, Felix Associates, Johnson-Davis Inc., Centerline Utilizes, Inc., and Sunshine Land Design.

Each firm was notified of Work Order #2 on January 29, 2019. A mandatory pre-bid meeting was held on February 6, 2019, all four firms participated. Three of the four firms, Felix and Associates, Inc. of Florida, Johnson-Davis Inc. and Sunshine Land Design submitted bids by the bid opening date and time of 2:30 pm, February 27, 2019.

The Engineer of record Culpepper and Terpening, Inc. recommends award to Felix and Associates of Florida, Inc., the lowest most responsive and responsible bidder, for the total unit price bid amount of $487,332.50.

Funding Source:

1630 563 Project #PWP112-9-563, including budget amendment under R30-2019.

Recommended Action:

Motion to adopt Resolution 31-2019.

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** bhogarth

Title of Item:

OPPOSITION TO HOUSE BILL 9 RELATING TO COMMUNITY REDEVLOPMENT AGENCIES (RC):

RESOLUTION No. 36-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, OPPOSING HOUSE BILL 9 RELATING TO COMMUNITY REDEVELOPMENT AGENCIES; AND PROVIDING FOR AN EFFECTIVE DATE.

Summary Explanation/Background Information on Agenda Request:

Resolution opposing House Bill 9 relating to Community Redevelopment Agencies, which was filed prior to the start of the 2019 Florida Legislative Session.

Funding Source:

N/A

Recommended Action:

Motion to approve Resolution No. 36-2019.

ATTACHMENTS:

	Description	Upload Date	Type
🗋	R36-2019 Opposing HB 9 Relating to Community Redevelopment Agencies	3/5/2019	Resolution add to Y drive
🗋	R36-2019 House Bill 9 Relating to Community Redevelopment Agencies	3/5/2019	Attachment

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 36-2019

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, OPPOSING HOUSE BILL 9 RELATING TO COMMUNITY REDEVELOPMENT AGENCIES; AND PROVIDING FOR AN EFFECTIVE DATE.

* * * * *

WHEREAS, the Community Redevelopment Act of 1969 authorizes a county or municipality to create a Community Redevelopment Agency (CRA) as a means of redeveloping slums and blighted areas "which constitute a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state;" and

WHEREAS, the Community Redevelopment Act further states "the prevention and elimination of slums and blight is a matter of state policy and state concern in order that the state and its counties and municipalities shall not continue to be endangered by areas which are focal centers of disease, promote juvenile delinquency, and consume an excessive proportion of its revenues because of the extra services required for police, fire, accident, hospitalization, and other forms of public protection, services, and facilities;" and

WHEREAS, the City of Stuart Community Redevelopment Agency has shaped the revitalization efforts of downtown Stuart through community redevelopment projects since its inception in 1986; and

WHEREAS, the City Commission of the City of Stuart believes CRA's are the best method of utilizing local tax dollars to improve blighted areas which is best controlled at the local level by local professionals and members of communities reinvesting into their community; and

WHEREAS, the City Commission believes that CRA's throughout the State not only provide local resources for meaningful and measurable community programs, but also enable community leaders to plan strategically for healthy growth and engaged community revitalization and rejuvenation projects; and

WHEREAS, the City Commission concurs with the Florida League of Cities in its assessment that provisions of House Bill 9 would place unnecessary state control on local programs that are entirely financed at the local level; and

WHEREAS, House Bill 9 also prohibits Community Redevelopment Agencies from continuing beyond 2039 without a two-thirds vote of reauthorization, which needlessly damages the stability of investors relocating within a CRA; and

WHEREAS, House Bill 9 further contradicts longstanding findings of public purpose and necessity by prohibiting the creation of any new community redevelopment agencies after October 1, 2019 without a two-thirds majority vote of the county-wide electorate, thereby disenfranchising municipal voters and subverting home rule of municipalities; and

WHEREAS, the City Commission opposes House Bill 9 and any similar or identical legislation that would erode or preempt local communities control over CRA's and local tax dollars.

NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, THAT:

SECTION 1: The foregoing precatory language is adopted as if set forth below.

SECTION 2: The City Commission of the City of Stuart, Florida opposes House Bill 9 which would further erode local home rule over CRA's while disenfranchising municipal voters by unreasonably enabling county voters to determine the fate of municipal redevelopment. The City Commission hereby requests that representatives in the state legislature oppose this bad bill.

SECTION 3: This Resolution shall become effective upon its adoption.

Commissioner _____ offered the foregoing resolution and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT	ABSTAIN
REBECCA S. BRUNER, MAYOR				
EULA R. CLARKE, VICE MAYOR				
KELLI GLASS LEIGHTON, COMMISSIONER				
MERRITT MATHESON, COMMISSIONER				
MIKE MEIER, COMMISSIONER				

ADOPTED this ___ day of _____, 2019.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
REBECCA S. BRUNER
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

A bill to be entitled

An act relating to community redevelopment agencies; amending s. 112.3142, F.S.; specifying ethics training requirements for community redevelopment agency commissioners; amending s. 163.356, F.S.; establishing procedures for appointing members of the board of the community redevelopment agency; providing reporting requirements; deleting provisions requiring certain annual reports; requiring a referendum to create a community redevelopment agency; amending s. 163.357, F.S.; revising community redevelopment agency membership; amending s. 163.367, F.S.; requiring ethics training for community redevelopment agency commissioners; amending s. 163.370, F.S.; establishing procurement procedures; creating s. 163.371, F.S.; providing annual reporting requirements; requiring publication of notices of the reports; requiring reports to be available for inspection in designated places; specifying information that must be included in the reports; requiring a community redevelopment agency to post annual reports and boundary maps on its website; requiring updates upon specified changes to a boundary or total acreage; creating s. 163.3755, F.S.; providing termination dates for certain community redevelopment agencies; requiring a referendum to

create a community redevelopment agency after a date certain; providing a phase-out period for existing community redevelopment agencies under specified circumstances; creating s. 163.3756, F.S.; providing legislative findings; requiring the Department of Economic Opportunity to declare inactive certain community redevelopment agencies under specified circumstances; providing hearing procedures; authorizing certain financial activity by a community redevelopment agency that is declared inactive; requiring community redevelopment agencies to follow specified provisions applicable to inactive special districts; requiring the Department of Economic Opportunity to maintain a website identifying inactive community redevelopment agencies; amending s. 163.387, F.S.; specifying the level of tax increment financing that the governing body may establish for funding the redevelopment trust fund; revising requirements for the expenditure of redevelopment trust fund proceeds; revising requirements for the annual budget of a community redevelopment agency; requiring municipal community redevelopment agencies to provide annual budget to county commission; specifying allowed expenditures from the annual budget; revising requirements for use of moneys in the redevelopment

trust fund for specific redevelopment projects; revising requirements for the annual audit; requiring the audit to be included in specified reports; amending s. 218.32, F.S.; requiring county and municipal governments to submit community redevelopment agency annual audit reports; revising criteria for finding that a county or municipality failed to file a report; requiring the Department of Financial Services to provide to the Department of Economic Opportunity a list of certain community redevelopment agencies; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsection (2) of section 112.3142, Florida Statutes, is amended to read:

112.3142 Ethics training for specified constitutional officers and elected municipal officers.—

(2)(a) All constitutional officers must complete 4 hours of ethics training each calendar year which addresses, at a minimum, s. 8, Art. II of the State Constitution, the Code of Ethics for Public Officers and Employees, and the public records and public meetings laws of this state. This requirement may be satisfied by completion of a continuing legal education class or other continuing professional education class, seminar, or

presentation if the required subjects are covered.

(b) Beginning January 1, 2015, all elected municipal officers must complete 4 hours of ethics training each calendar year which addresses, at a minimum, s. 8, Art. II of the State Constitution, the Code of Ethics for Public Officers and Employees, and the public records and public meetings laws of this state. This requirement may be satisfied by completion of a continuing legal education class or other continuing professional education class, seminar, or presentation if the required subjects are covered.

(c) Beginning October 1, 2019, each commissioner of a community redevelopment agency under part III of chapter 163 must complete 4 hours of ethics training each calendar year which addresses, at a minimum, s. 8, Art. II of the State Constitution, the Code of Ethics for Public Officers and Employees, and the public records and public meetings laws of this state. This requirement may be satisfied by completion of a continuing legal education class or other continuing professional education class, seminar, or presentation if the required subjects are covered.

(d) ~~(c)~~ The commission shall adopt rules establishing minimum course content for the portion of an ethics training class which addresses s. 8, Art. II of the State Constitution and the Code of Ethics for Public Officers and Employees.

(e) ~~(d)~~ The Legislature intends that a constitutional

officer or elected municipal officer who is required to complete ethics training pursuant to this section receive the required training as close as possible to the date that he or she assumes office. A constitutional officer or elected municipal officer assuming a new office or new term of office on or before March 31 must complete the annual training on or before December 31 of the year in which the term of office began. A constitutional officer or elected municipal officer assuming a new office or new term of office after March 31 is not required to complete ethics training for the calendar year in which the term of office began.

Section 2. Subsections (1), (2), and (3) of section 163.356, Florida Statutes, are amended, and a new subsection (5) is added to that section, to read:

163.356 Creation of community redevelopment agency.—

(1) Upon a finding of necessity as set forth in s. 163.355, and upon a further finding that there is a need for a community redevelopment agency to function in the county or municipality to carry out the community redevelopment purposes of this part, any county or municipality may create a public body corporate and politic to be known as a "community redevelopment agency,~~.~~" subject to approval at a referendum, as set forth in subsection (5). ~~A charter county having a population less than or equal to 1.6 million may create, by a vote of at least a majority plus one of the entire governing~~

~~body of the charter county, more than one community redevelopment agency.~~ Each such agency shall be constituted as a public instrumentality, and the exercise by a community redevelopment agency of the powers conferred by this part shall be deemed and held to be the performance of an essential public function. Community redevelopment agencies of a county have the power to function within the corporate limits of a municipality only as, if, and when the governing body of the municipality has by resolution concurred in the community redevelopment plan or plans proposed by the governing body of the county.

(2) As of the creation date of a community redevelopment agency, the governing ~~When the governing body adopts a resolution declaring the need for a community redevelopment agency, that~~ body shall, by ordinance, appoint a board of commissioners of the community redevelopment agency, which shall consist of not fewer than five or more than nine commissioners. The terms of office of the commissioners shall be for 4 years, except that three of the members first appointed shall be designated to serve terms of 1, 2, and 3 years, respectively, from the date of their appointments, and all other members shall be designated to serve for terms of 4 years from the date of their appointments. A vacancy occurring during a term shall be filled for the unexpired term. As provided in an interlocal agreement between the governing body that created the agency and one or more taxing authorities, one or more members of the board

of commissioners of the agency may be representatives of a taxing authority, including members of that taxing authority's governing body, whose membership on the board of commissioners of the agency would be considered an additional duty of office as a member of the taxing authority governing body.

(3)(a) A commissioner shall receive no compensation for services, but is entitled to the necessary expenses, including travel expenses, incurred in the discharge of duties. Each commissioner shall hold office until his or her successor has been appointed and has qualified. A certificate of the appointment or reappointment of any commissioner shall be filed with the clerk of the county or municipality, and such certificate is conclusive evidence of the due and proper appointment of such commissioner.

(b) The powers of a community redevelopment agency shall be exercised by the commissioners thereof. A majority of the commissioners constitutes a quorum for the purpose of conducting business and exercising the powers of the agency and for all other purposes. Action may be taken by the agency upon a vote of a majority of the commissioners present, unless in any case the bylaws require a larger number. Any person may be appointed as commissioner if he or she resides or is engaged in business, which means owning a business, practicing a profession, or performing a service for compensation, or serving as an officer or director of a corporation or other business entity so

engaged, within the area of operation of the agency, which shall be coterminous with the area of operation of the county or municipality, and is otherwise eligible for such appointment under this part.

(c) The governing body of the county or municipality shall designate a chair and vice chair from among the commissioners. An agency may employ an executive director, technical experts, and such other agents and employees, permanent and temporary, as it requires, and determine their qualifications, duties, and compensation. For such legal service as it requires, an agency may employ or retain its own counsel and legal staff.

(d) An agency authorized to transact business and exercise powers under this part shall file with the governing body of the county or municipality a report as required under s. 163.371(1)~~, on or before March 31 of each year, a report of its activities for the preceding fiscal year, which report shall include a complete financial statement setting forth its assets, liabilities, income, and operating expenses as of the end of such fiscal year. At the time of filing the report, the agency shall publish in a newspaper of general circulation in the community a notice to the effect that such report has been filed with the county or municipality and that the report is available for inspection during business hours in the office of the clerk of the city or county commission and in the office of the agency~~.

(e)~~(d)~~ At any time after the creation of a community redevelopment agency, the governing body of the county or municipality may appropriate to the agency such amounts as the governing body deems necessary for the administrative expenses and overhead of the agency, including the development and implementation of community policing innovations.

(5) On or after October 1, 2019, a community redevelopment agency may only be created by a county-wide referendum held during a primary or general election, as defined in s. 97.021, and held in the county in which the agency will be located. The referendum shall require the approval of two-thirds of the qualified electors voting on the ballot question for passage.

Section 3. Paragraph (a) of subsection (1) of section 163.357, Florida Statutes, is amended to read:

163.357 Governing body as the community redevelopment agency.—

(1)(a) As an alternative to the appointment of not fewer than five or more than nine ~~seven~~ members of the agency, the governing body may, at the time of the adoption of a resolution under s. 163.355, or at any time thereafter by adoption of a resolution, declare itself to be an agency, in which case all the rights, powers, duties, privileges, and immunities vested by this part in an agency will be vested in the governing body of the county or municipality, subject to all responsibilities and liabilities imposed or incurred.

Section 4. Subsection (1) of section 163.367, Florida Statutes, is amended to read:

163.367 Public officials, commissioners, and employees subject to code of ethics.—

(1)(a) The officers, commissioners, and employees of a community redevelopment agency created by, or designated pursuant to, s. 163.356 or s. 163.357 are ~~shall be~~ subject to the provisions and requirements of part III of chapter 112.

(b) Commissioners of a community redevelopment agency must comply with the ethics training requirements in s. 112.3142.

Section 5. Subsection (5) is added to section 163.370, Florida Statutes, to read:

163.370 Powers; counties and municipalities; community redevelopment agencies.—

(5) A community redevelopment agency shall procure all commodities and services using the same purchasing processes and requirements that apply to the county or municipality that created the community redevelopment agency.

Section 6. Section 163.371, Florida Statutes, is created to read:

163.371 Reporting requirements.—

(1) Beginning March 31, 2020, and no later than March 31 of each year thereafter, each community redevelopment agency shall file an annual report with the county or municipality that created the agency and post the report on the agency's website.

At the time the report is filed and posted on the website, the agency shall also publish in a newspaper of general circulation in the community a notice that such report has been filed with the county or municipality and that the report is available for inspection during business hours in the office of the clerk of the county or municipality, in the office of the community redevelopment agency, and on the agency's website. The report must include the following information:

(a) The most recent audit report for the community redevelopment agency prepared pursuant to s. 163.387(8).

(b) The performance data for each plan authorized, administered, or overseen by the community redevelopment agency as of December 31 of the year being reported, including the:

1. Total number of projects started, total number of projects completed, and estimated project cost for each project.

2. Total expenditures from the redevelopment trust fund.

3. Assessed real property values of property located within the boundaries of the community redevelopment agency as of the day the agency was created.

4. Total assessed real property values of property within the boundaries of the community redevelopment agency as of January 1 of the year being reported.

5. Earliest data available as of the date the agency was created, providing total commercial property vacancy rates within the community redevelopment agency.

6. Total commercial property vacancy rates within the boundaries of the community redevelopment agency.

7. Assessed real property values for redeveloped properties within the boundaries of the community redevelopment agency as of January 1 of the year being reported.

8. Earliest data available as of the day the agency was created, providing total housing vacancy rates within the boundaries of the community redevelopment agency.

9. Total housing vacancy rates within the boundaries of the community redevelopment agency.

10. Total number of code enforcement violations within the boundaries of the community redevelopment agency.

11. Total amount expended for affordable housing for low and middle income residents, if the community redevelopment agency has affordable housing as part of its community redevelopment plan.

12. Name of the sponsor or donor and total amount sponsored or donated for sponsorships and donations that were made to the community redevelopment agency.

13. Ratio of redevelopment funds to private funds expended within the boundaries of the community redevelopment agency.

(2) By January 1, 2020, each community redevelopment agency shall post on its website digital maps that depict the geographic boundaries and total acreage of the community redevelopment agency. If a change is made to the boundaries or

total acreage, the agency shall post updated map files on its website within 60 days after the date such change takes effect.

Section 7. Section 163.3755, Florida Statutes, is created to read:

163.3755 Termination of community redevelopment agencies; prohibition on future creation.—

(1) A community redevelopment agency in existence on October 1, 2019, shall terminate on the expiration date provided in the agency's charter as of October 1, 2019, or on September 30, 2039, whichever is earlier. However, the governing body of the county or municipality that created the community redevelopment agency may approve the agency's continued existence by a two-thirds vote of the members of the governing body.

(2)(a) If the governing body of the county or municipality that created the community redevelopment agency does not approve its continued existence by a two-thirds vote, a community redevelopment agency with outstanding bonds as of October 1, 2019, that do not mature until after the earlier of the termination date of the agency or September 30, 2039, remains in existence until the date the bonds mature.

(b) A community redevelopment agency operating under this subsection on or after September 30, 2039, may not extend the maturity date of any outstanding bonds.

(c) The county or municipality that created the community

redevelopment agency must issue a new finding of necessity limited to timely meeting the remaining bond obligations of the community redevelopment agency.

(3) On or after October 1, 2019, a community redevelopment agency may be created only pursuant to s. 163.356. A community redevelopment agency in existence before October 1, 2019, may continue to operate as provided in this part.

Section 8. Section 163.3756, Florida Statutes, is created to read:

163.3756 Inactive community redevelopment agencies.—

(1) The Legislature finds that a number of community redevelopment agencies continue to exist but reported no revenues, no expenditures, and no outstanding debt in their annual reports to the Department of Financial Services pursuant to s. 218.32.

(2)(a) A community redevelopment agency that reported no revenues, no expenditures, and no debt under s. 218.32 or s. 189.016(9), for 3 consecutive fiscal years beginning on October 1, 2016, shall be declared inactive by the Department of Economic Opportunity. The department shall notify the agency of the declaration of inactive status under this subsection. If the agency does not have board members or agents, the notice of inactive status must be delivered to the governing board or commission of the county or municipality that created the agency.

(b) The governing board of a community redevelopment agency declared inactive under this subsection may seek to invalidate the declaration by initiating proceedings under s. 189.062(5)(b) within 30 days after the date of the receipt of the notice from the department.

(3) A community redevelopment agency declared inactive under this section is authorized only to expend funds from the redevelopment trust fund as necessary to service outstanding bond debt. The agency may not expend other funds without an ordinance of the governing body of the local government that created the agency consenting to the expenditure of funds.

(4) The provisions of s. 189.062(2) and (4) do not apply to a community redevelopment agency that has been declared inactive under this section.

(5) The provisions of this section are cumulative to the provisions of s. 189.062. To the extent the provisions of this section conflict with the provisions of s. 189.062, this section prevails.

(6) The Department of Economic Opportunity shall maintain on its website a separate list of community redevelopment agencies declared inactive under this section.

Section 9. Paragraph (a) of subsection (1), subsection (6), paragraph (d) of subsection (7), and subsection (8) of section 163.387, Florida Statutes, are amended to read:

163.387 Redevelopment trust fund.—

(1)(a) After approval of a community redevelopment plan, there may be established for each community redevelopment agency created under s. 163.356 a redevelopment trust fund. Funds allocated to and deposited into this fund shall be used by the agency to finance or refinance any community redevelopment it undertakes pursuant to the approved community redevelopment plan. A ~~No~~ community redevelopment agency may not receive or spend any increment revenues pursuant to this section unless and until the governing body has, by ordinance, created the redevelopment trust fund and provided for the funding of the redevelopment trust fund until the time certain set forth in the community redevelopment plan as required by s. 163.362(10). Such ordinance may be adopted only after the governing body has approved a community redevelopment plan. The annual funding of the redevelopment trust fund shall be in an amount not less than that increment in the income, proceeds, revenues, and funds of each taxing authority derived from or held in connection with the undertaking and carrying out of community redevelopment under this part. Such increment shall be determined annually and shall be that amount equal to 95 percent of the difference between:

1. The amount of ad valorem taxes levied each year by each taxing authority, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of a community redevelopment area; and

2. The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for each taxing authority, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the community redevelopment area as shown upon the most recent assessment roll used in connection with the taxation of such property by each taxing authority prior to the effective date of the ordinance providing for the funding of the trust fund.

However, the governing body ~~of any county as defined in s. 125.011(1)~~ may, in the ordinance providing for the funding of a trust fund established with respect to any community redevelopment area ~~created on or after July 1, 1994~~, determine that the amount to be funded by each taxing authority annually shall be less than 95 percent of the difference between subparagraphs 1. and 2., but in no event shall such amount be less than 50 percent of such difference.

(6) Beginning October 1, 2019, moneys in the redevelopment trust fund may be expended only ~~from time to time~~ for undertakings of a community redevelopment agency as described in the community redevelopment plan pursuant to an annual budget adopted by the board of commissioners of the community redevelopment agency and only for the ~~following~~ purposes stated in this subsection.~~, including, but not limited to:~~

(a) Except as provided in this subsection, a community redevelopment agency shall comply with the requirements of s. 189.016.

(b) A community redevelopment agency created by a municipality shall submit its operating budget to the board of county commissioners for the county in which the agency is located within 10 days after the date such budget is adopted and submit amendments of its operating budget to the board of county commissioners within 10 days after the date the amended budget is adopted. ~~Administrative and overhead expenses necessary or incidental to the implementation of a community redevelopment plan adopted by the agency.~~

(c) The annual budget of a community redevelopment agency may provide for payment of the following expenses:

1. Administrative and overhead expenses directly or indirectly necessary to implement a community redevelopment plan adopted by the agency.

2.~~(b)~~ Expenses of redevelopment planning, surveys, and financial analysis, including the reimbursement of the governing body or the community redevelopment agency for such expenses incurred before the redevelopment plan was approved and adopted.

3.~~(c)~~ The acquisition of real property in the redevelopment area.

4.~~(d)~~ The clearance and preparation of any redevelopment area for redevelopment and relocation of site occupants within

or outside the community redevelopment area as provided in s. 163.370.

5.~~(e)~~ The repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness.

6.~~(f)~~ All expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other form of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness.

7.~~(g)~~ The development of affordable housing within the community redevelopment area.

8.~~(h)~~ The development of community policing innovations.

9. Expenses that are necessary to exercise the powers granted under s. 163.370, as delegated under s. 163.358.

(7) On the last day of the fiscal year of the community redevelopment agency, any money which remains in the redevelopment trust fund after the payment of expenses pursuant to subsection (6) for such year shall be:

(d) Appropriated to a specific redevelopment project pursuant to an approved community redevelopment plan. The funds appropriated for such project may not be changed unless the project is amended, redesigned, or delayed, in which case the funds must be reappropriated pursuant to the next annual budget

adopted by the board of commissioners of the community redevelopment agency ~~which project will be completed within 3 years from the date of such appropriation~~.

(8)(a) Each community redevelopment agency with revenues or a total of expenditures and expenses in excess of $100,000, as reported on the redevelopment trust fund financial statements, shall provide for a financial ~~an~~ audit ~~of the trust fund~~ each fiscal year and a report of such audit shall ~~to~~ be prepared by an independent certified public accountant or firm. Each financial audit provided pursuant to this subsection shall be conducted in accordance with rules for audits adopted by the Auditor General which are in effect as of the last day of the community redevelopment agency's fiscal year being audited.

(b) The audit ~~Such~~ report shall:

1. Describe the amount and source of deposits into, and the amount and purpose of withdrawals from, the trust fund during the ~~such~~ fiscal year and the amount of principal and interest paid during such year on any indebtedness to which increment revenues are pledged and the remaining amount of such indebtedness.

2. Include a complete financial statement identifying the assets, liabilities, income, and operating expenses of the community redevelopment agency as of the end of such fiscal year.

3. Include a finding by the auditor determining whether

the community redevelopment agency complied with the requirements of subsections (6) and (7).

(c) The audit report for the community redevelopment agency shall be included with the annual financial report submitted by the county or municipality that created the agency to the Department of Financial Services as provided in s. 218.32, regardless of whether the agency reports separately under s. 218.32.

(d) The agency shall provide ~~by registered mail~~ a copy of the audit report to each taxing authority.

Section 10. Subsection (4) is added to section 218.32, Florida Statutes, to read:

218.32 Annual financial reports; local governmental entities.—

(4)(a) A local governmental entity that does not include with its annual financial report submitted to the department the audit report required by s. 163.387(8) for each community redevelopment agency created by the reporting entity shall be deemed to have failed to submit an annual financial report. The department shall report such failure to the Legislative Auditing Committee and the Special District Accountability Program of the Department of Economic Opportunity.

(b) By November 1 of each year, the department must provide the Special District Accountability Program with a list of each community redevelopment agency that has reported no

revenues, no expenditures, and no debt for the community redevelopment agency's previous fiscal year.

Section 11. This act shall take effect July 1, 2019.

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** Michael Mortell

Title of Item:

SALE OF DIXIE AND MLK PROPERTY (RC):

RESOLUTION No. 32-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING THE CITY MANAGER TO EXECUTE A REAL ESTATE SALES AGREEMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

In 2013, the City Commission voted to authorize a public referendum for the sale of the property located at the south side of Martin Luther King, Jr. Blvd and the west side of Dixie Highway which was formerly known as the Stuart Trailer Town as it was previously a residential trailer park. On November 5, 2013, the residents of Stuart approved the Referendum and authorized the sale of the land for redevelopment. The property is located in the CRA. The property consist of two parcels. One is approximately one acre and the second is approximately 1/2 acre. 901 Hub Inc., intends to purchase the property and seek a PUD/ Develpoment Order authorizing a mixed use project which will include one bedroom residential rental units.

On January 14, 2019, the City Commission authorized the City Manager to negotiate a contract for the sale; obtain an appraisal and otherwise move forward. The parties have entered a contract and are seeking authority from the Commission to move forward with the sale. The offer for purchase was for $630,000.00 and the City paying the real estate commission as the seller. The appraisal was not complete by the time the agenda item was due and therefore will be supplemented with the executed contract at the Commission meeting. Although the hardcopy of the appraisal was not received in time to attach to agenda it has been confirmed that it is appraised at $630,000.00.

The PUD/ Development Order will be submitted by the buyer at a future date and the commission will have an opportunity to review the project at that time.

Funding Source:

N/A

Recommended Action:

Move approval of Resolution 32-2019 authorizing the City Manager to execute the real estate contract for the sale of the land located at the corner of Dixie and MLK.

ATTACHMENTS:

	Description	Upload Date	Type
🗋	R32-2019 Authorize Real Estate Contract	3/4/2019	Resolution add to Y drive

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 32-2019

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING THE CITY MANAGER EXECUTE A REAL ESTATE SALES AGREEMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

* * * *

WHEREAS, in 2013, the City Commission passed Ordinance 2267-2013 authorizing a referendum for the sale or lease of real property on the south side of Martin Luther King, Jr. Blvd and the west side of Dixie Highway, property that was formerly known as the Stuart Trailer Town; and

WHEREAS, on November 5, 2013, the residents of the City of Stuart approved the referendum and authorized the sale or lease of the land; and

WHEREAS, the City originally negotiated with Martin County to give the land to the County for a Constitutional Office but this did not come to fruition. Following the negotiations, the City advertised the property for sale and has continued to market the property since 2014; and

WHEREAS, on January 14, 2019, the City Commission authorized the City Manager to negotiate a contract for the sale of the property. The parties have entered into a tentative agreement for the purchase of the property contingent upon PUD or Development Approval.

NOW, THEREFORE, the City Commission of the City of Stuart hereby resolves as follows:

SECTION 1: The City Commission hereby authorizes the City Manager to execute a Real Estate Sales Agreement with 901 Hub Inc., for the sale of the Two (2) existing lots on the South Side of Martin Luther King, Jr., Blvd., and the West side of Dixie consisting of approximately 1.5 acres.

SECTION 2: This resolution shall take effect immediately upon adoption.

Commissioner _____ offered the foregoing resolution and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT	ABSTAIN
REBECCA S. BRUNER, MAYOR				
EULA R. CLARKE, VICE MAYOR				
KELLI GLASS LEIGHTON, COMMISSIONER				
MERRITT MATHESON, COMMISSIONER				
MIKE MEIER, COMMISSIONER				ABSTAIN

ADOPTED this 11th day of March, 2019.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
REBECCA S. BRUNER
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** Holly Vath

Title of Item:

CONTINUED FROM NOVEMBER 26, 2018 - SAILFISH BALLFIELD AND CITY GARAGE PROPERTY (RC):

RFP #2018-204; SALE (OR LONG TERM LEASE) AND DEVELOPMENT OF TWO CITY-OWNED PARCELS SAILFISH BALLFIELD AND CITY GARAGE PROPERTY.

Summary Explanation/Background Information on Agenda Request:

During the preparation and adoption of the FY 2018 Budget, the City Commission had a number of discussions regarding various potential uses of the current public works site and the Sailfish Ballfield site. In December 2017, Lennar Homes presented an option to the Commission for redevelopment of the Sailfish Ball Park.

At the February 12, 2018 meeting the City commission approved Resolution R15-2018 which authorized a Request for Qualifications (RFQ) for professional engineering and architectural services related to the relocation of Public Works. On April 9, 2018, the city commission approved Resolution R39-2018 which authorized a request for Developers Qualifications for the sale or long-term lease of the 10.75 acres of property from the Sailfish Ball Field and Public Works Complex. The RFDQ was issued on April 12, 2018 and was subsequently cancelled. On August 3, 2018, the city issued RFP 2018-204 with proposals due on September 12, 2018. The City received four proposals.

On November 26, 2018 the City Commission heard presentations from the two top ranked firms, New Urban Communities and Rich Properties. After some discussion and public input, the City Commission tabled this item for at least 90 days.

Two available options are:

- The City Commission can cancel RFP 2018-204.
- The City Commission can give direction to the City Manager to negotiate with the selected firm.

Funding Source:

N/A

Recommended Action:

Motion for desired outcome

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** bhogarth

Title of Item:

LETTER OF TRANSMITTAL WITH CITY COMMENTS TO THE U.S. ARMY CORPS OF ENGINEERS FOR THE 2022 LOSOM:

RESOLUTION No. 29-2019; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AUTHORIZING A LETTER OF TRANSMITTAL AND COMMENTS TO PROVIDE THE UNITED STATES ARMY CORPS OF ENGINEERS DURING THE PUBLIC SCOPING PROCESS FOR THE DEVELOPMENT OF THE 2022 LAKE OKEECHOBEE SYSTEM OPERATING MANUAL, PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

The U.S. Army Corps of Engineers, Jacksonville District has invited the public to provide scoping input on the development of the new Lake Okeechobee System Operating Manual (LOSOM) to be adopted sometime in 2022. A series of National Environmental Policy Act (NEPA) public scoping meetings have been held throughout south Florida and public comments will be accepted until March 31, 2019.

The detailed comments and questions to the USACE will provide a framework for regulators to determine what considerations should be included in the next lake regulation schedule, now called the LOSOM.

Funding Source:

N/A

Recommended Action:

Recommend approval of a letter of transmittal with city comments to provide the USACE for the 2022 LOSOM scoping process.

ATTACHMENTS:

	Description	Upload Date	Type
🗋	R29-2019 Authorizing a Letter of Transmittal and City Comments to the USACE for consideration in the 2022 LOSOM	3/1/2019	Resolution add to Y drive
🗋	R29-2019 Letter of Transmittal and City Comments for USACE Public Scoping for 2022 LOSOM	3/1/2019	Attachment

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 29-2019

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AUTHORIZING A LETTER OF TRANSMITTAL AND COMMENTS TO PROVIDE THE UNITED STATES ARMY CORPS OF ENGINEERS DURING THE PUBLIC SCOPING PROCESS FOR THE DEVELOPMENT OF THE 2022 LAKE OKEECHOBEE SYSTEM OPERATING MANUAL, PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, the City of Stuart City Commission is deeply committed to environmental advocacy at all levels of government on issues that directly and indirectly impact residents, while providing meaningful input to elected representatives on issues of concern; and

WHEREAS, the United States Army Corps of Engineers recently announced the initial phase of a multiyear, collaborative process with all impacted stakeholders in drafting the Lake Okeechobee System Operating Manual to be adopted in 2022; and

WHEREAS, the City requests the USACE to consider comments adopted herein throughout the public scoping and planning process in order to ensure the future protection of human health and welfare, and the environmental and economic vitality of Stuart.

NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, THAT:

SECTION 1: The foregoing precatory language is adopted as if set forth below.

SECTION 2: The City of Stuart, Florida and City Commission hereby authorizes a letter of transmittal and comments to the USACE in order to modify the 2022 LOSOM in a manner that is congruent with all stakeholder interests, eliminates the need for discharges into the Saint Lucie River in order to protect the ecology and natural resources of the estuarial system, and which actively mitigates environmental and economic impacts to affected communities like Stuart.

SECTION 3: This Resolution shall become effective upon its adoption.

Commissioner _____ offered the foregoing resolution and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT	ABSTAIN
REBECCA S. BRUNER, MAYOR				
EULA R. CLARKE, VICE MAYOR				
KELLI GLASS LEIGHTON, COMMISSIONER				
MERRITT MATHESON, COMMISSIONER				
MIKE MEIER, COMMISSIONER				

ADOPTED this ___ day of _____, 2019.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
REBECCA S. BRUNER
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

City of Stuart

121 SW FLAGLER AVENUE • STUART FLORIDA 34994

Phone: 772.288.5312
Fax: 772.288.5316

March 11, 2019

Dr. Ann Hodgson
U.S. Army Corps of Engineers Jacksonville District
P.O. Box 4970
Jacksonville, FL 32232-0019

Re: City of Stuart comments for the Lake Okeechobee System Operating Manual

Dear Dr. Hodgson:

On behalf of the City of Stuart, Florida, we thank you for the opportunity to share our thoughts and to provide the United States Army Corps of Engineers with recommendations for consideration during this scoping period. Included with this letter, you will find both detailed comments and questions relating to the Jacksonville District's infrastructural operations and policy management of Lake Okeechobee water resources.

As a coastal community whose health, welfare, and economic vitality thrive on safe, clean water; we know this planning process will have profound implications for our residents and businesses well into the future. We are equally anxious to participate in upcoming workshops and discussions developing more adaptive and viable solutions for the next regulation schedule.

The City of Stuart has been an epicenter of environmental, ecological, and economic impacts stemming from Lake Okeechobee discharge events. While we have utilized every available resource to address this issue at our local level, our efforts are not enough to curb the magnitude of destructive, nutrient-laden, freshwater discharges. It stands to reason that the City should play a pivotal role in determining future USACE operational guidance for the Lake Okeechobee System Operating Manual, including those facilities managed by the SFWMD when not utilized by the Corps for flood control operations.

We are hopeful as a representative body of the most adversely impacted community downstream from Lake Okeechobee, the Army Corps will consider our comments with the utmost regard.

Sincerely,

Rebecca S. Bruner
Mayor

Eula R. Clarke
Vice Mayor

Kelli Glass Leighton
Commissioner

Mike Meier
Commissioner

Merritt Matheson
Commissioner

March 11, 2019

Detailed Comments from the City of Stuart City Commission to the U.S. Army Corps of Engineers for the National Environmental Policy Act Assessment of the 2022 Lake Okeechobee System Operating Manual

1. **Prioritize health and human safety protections as paramount to irrigation and other water supply needs of any special interest or industry.**

The chief priority for the City of Stuart in this public input process is to eliminate discharges to the Saint Lucie River and to ensure that human health and safety are prioritized over any other element of flood control or water supply. We acknowledge the physical constraints of the imperfect infrastructural system by which the USACE manages lake operations, but we also trust that history will vindicate our contention that lake management has not always reflected stated priorities. A comprehensive review of even the most recent 20 years of Lake Okeechobee management will demonstrate that the concept of "shared adversity" among affected communities is relative. The City of Stuart, like other municipalities east and west of the lake, has suffered inexorably from direct and indirect impacts of freshwater discharges. During this same period, sugarcane fields were provided priority consideration in all matters of water resource management – particularly with respect to both extreme high and low stage events. This is unacceptable by any democratic standard and we request that in the process of developing the future Lake Okeechobee System Operating Manual, the U.S. Army Corps of Engineers consistently weigh impacts to human health and safety against the special interests of agricultural yields and profits.

2. **Formally recognize and incorporate into discharge guidance protocols, human health and environmental impacts of Harmful Algal Blooms.**

Although the USACE is mandated by Congress to manage flood control around Lake Okeechobee, a great deal of deference is nevertheless provided to executive agencies acting in the capacity upon which Congress has delegated. Both the original series of Flood Control Acts (FCA), and the authorization of the Central and South Florida Project (C&SF) in 1948, were devised by Congress in response to natural disasters and with the intent to protect Florida's emerging "cash crop" – sugarcane. In 1972, Congress approved the Clean Water Act (CWA) in response to the environmental degradation proliferated by the discharging of point source pollutants into natural waterbodies of the United States. In later review, the FCA was amended through Water Resource Development Acts (WRDA) designed to expand and expound upon various aspects of water resource management – providing recreational and environmental protections.

With lessons learned, emerging dangers posed by cyanobacteria led Congress to pass measures in 1998 designed to research and mitigate Harmful Algal Blooms (HAB) while continuing to amend prior law. This extensive legislative history illustrates a continued Congressional desire to safeguard human health and safety from various threats, while revising the institutional parameters by which agencies manage projects in order to improve public transparency and oversight. To diminish the USACE's core mission to the narrow parameters of "flood control" is both disingenuous to Congressional intent, and amnesic to agency deference provided by judicial law. The City of Stuart is hopeful the Army Corps will concur, and incorporate considerations of the proven dangers presented by HAB's into future lake management guidance protocols.

3. Lower acceptable minimum lake level band to eliminate necessity of discharges to the Saint Lucie River.

As Congress has now mandated a biennial review of the Comprehensive Everglades Restoration Plan (CERP), we believe it was furthermore, the intent of Congress to promulgate greater oversight of Corps functions. In addition, as the Integrated Delivery Schedule moves forward with newly authorized or completed restoration projects, particularly those of the Central Everglades Planning Project (CEPP), changes to the regulation schedule must be considered more frequently in order to provide relief to negatively impacted communities.

An examination of Corps guidance on acceptable lake thresholds validates that "extreme high stage" events have occurred at a far more frequent rate than those of "extreme low stage." Consequently, during most years' managed recessions, more voluminous discharges to the coastal estuaries have yielded an exponentially detrimental impact to these threatened ecosystems. In example, seven of the nine years between 1991 and 1999 resulted in high lake stages, having a profound, irreversible effect on Lake Okeechobee and the coastal estuaries alike.[1] This was a direct byproduct of lake level management, which has been largely reliant on limited meteorology, coupled with an overabundance of concern for potential drought conditions. Little has changed since.

We believe that the consequences of maintaining this status quo far exceed those of managing risk associated with potential drought in a tropical climate. Without lowering the lake's acceptable low level band, prior to the annual wet-season period, the increased frequency at which "extreme high stage" events occur, will further necessitate damaging freshwater discharges – and such conditioning can only be characterized as environmental desolation.

4. Better attune lake level management to parallel more statistically probable rainfall trends while improving use of existing storage.

The City does not simply recommend that water levels in the lake be brought lower during the dry season without respect for the challenge in predicting weather from season to season. We recognize that Lake Okeechobee water management is about balancing a complex system of both measurable and unpredictable variables. However, if we look at the destructive 2016 summer for the Saint Lucie River, even with consideration of historic rainfall trends, much of that environmental crisis may well have been averted for the estuary had less rigid operative protocols dictated Corps operations.

Between June and August of 2015, water level in Lake Okeechobee steadily dropped to 12 feet and was not manually recessed to a lower level prior to the start of wet season. In the next 2 month-period, historic rainfall events raised the lake to nearly 15 feet. By February of 2016, another period of significant rainfall brought the lake level well above 16 feet, increasing the urgency for high-flow releases. Irrespective of this statistically-divergent weather pattern, the critical need for high-flow discharges would not have been necessary had the lake been allowed to go lower than 12 feet earlier in the year.

[1] *See* USACE Final Supplemental Environmental Impact Statement (2007), Appendix F, Periodic Managed Recessions, at 765. https://www.saj.usace.army.mil/Portals/44/docs/h2omgmt/LORSdocs/ACOE_STATEMENT_APPENDICES_A-G.pdf

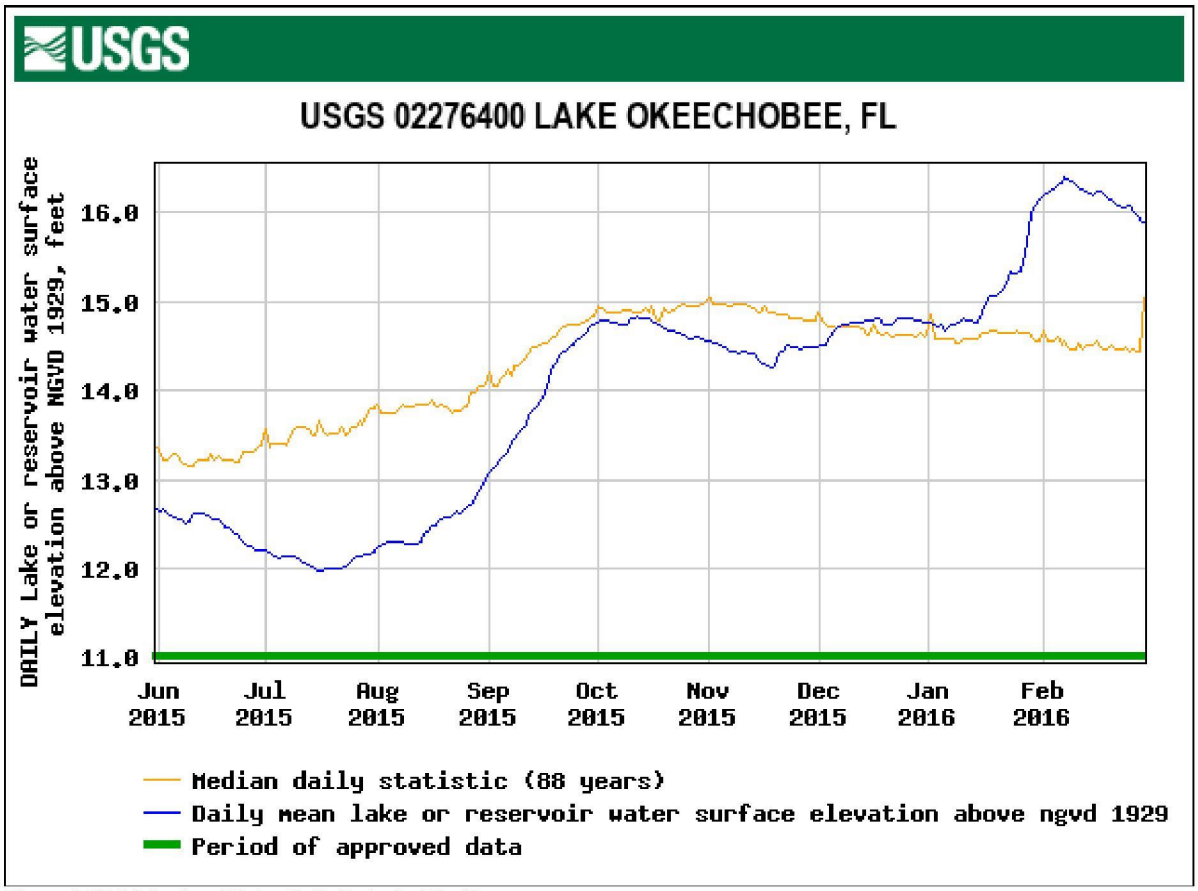


Figure 1 USGS Surface-Water Daily Data for Florida
https://waterdata.usgs.gov/fl/nwis/dv?

Conversely, the effects of significant, longer-term drought have been neither as frequent nor as damaging to the environment as extended rainfall events; and although harmful to a degree, are not entirely without environmental benefit.[2] The concern of a potentially significant drought period should not inhibit the Corps from aiming for a lower (e.g. 11 foot) benchmark by the start of the wet season. Moreover, the effects of evapotranspiration are diminished when rainfall is persistent, making both reliability of natural restoration impacts, and human management of "extreme high stage" events more difficult and problematic than those of "extreme low stage."

A better overall system of managed recession should not only include the use of pulsed releases[3], but also a more proactive cycle of consistent, regular flows to the Caloosahatchee - or other sources of water retention in varying times of the year. Maintaining lake levels based on monthly and annual rainfall probability would certainly reflect a need to have shorter, more varied periodic recessions. Furthermore, better use of existing storage could be implemented. In doing so, this broader timeframe for releases would better reflect periods of natural rainfall and runoff; and would only necessitate discharges to the locations that actually need additional freshwater. We fully believe that the lake levels can be managed in such a manner that significantly reduces negative impacts to the St. Lucie River by eliminating the need to discharge to it.

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[2] See USACE Final Environmental Impact Statement, Lake Okeechobee Regulation Schedule, November 2007, at 166. https://www.saj.usace.army.mil/Portals/44/docs/h2omgmt/LORSdocs/ACOE_STATEMENT_APPENDICES_A-G.pdf

[3] *See* USACE Central and Southern Florida Project and Flood Control and Other Purposes, Master Water Control Manual Lake Okeechobee and Everglades Agricultural Area, Volume 3, June 1996, at 174. ftp://ftp.sfwmd.gov/pub/hehmke/AsBuilts/Other%20Reports/MWCM%20Vol%203%20Lake%20O.pdf

5. Improve cooperation and collaboration with SFWMD on water resource management.

In 2008, the EPA codified its Water Transfer Rule providing a means for federal agencies like the USACE to discharge polluted waters without a National Pollutant Discharge Elimination System (NPDES) permit. The EPA based this on an interpretation in the Clean Water Act (CWA) that Congress intended to leave primary oversight of water transfers to state authorities in cooperation with federal authorities.[4] Later, in February of 2018, the U.S. Supreme Court denied a petition of *writ of certiorari* in a landmark case concerning the rule change. This action consequently affirmed the U.S. 2nd Circuit Court's application of the *Chevron*[5] two-step framework for judicial review - sustaining EPA's opinion. The framework of this ruling and the EPA's interpretation of the CWA is premised on the idea that State's maintain functional (management) autonomy over their lands and ecosystem; and are chiefly responsible for the context in which water transfers occur. But the history of water transfers stemming from Lake Okeechobee into the St. Lucie Canal, and thereby into the Saint Lucie River, is almost entirely a federal narrative due to existing laws on flood control.

As evidenced and maintained in countless historical and scientific publications, the Saint Lucie River has no need of freshwater from Lake Okeechobee. These discharges serve no environmental or ecological benefit to the estuary. And although saltwater intrusion remains an ever-present concern along coastal regions, the need to address this in the Florida Bay and in municipal communities further south vastly outweigh the marginal concerns in Stuart and along the St. Lucie River. As an alternative, the Corps should work with SFWMD in prioritizing the consideration of other environmental impacts to the estuarial systems as a consequence of discharge events. Such considerations should include ecological damage from Harmful Algal Blooms and hypoxia, the short and long term health effects of microcystin, and ecosystem non-revitalization spurred by incessant freshwater discharges.

6. Final Comments

The City of Stuart thanks the USACE for its commitment to enhancing public transparency and local collaboration in this process. We believe that the lessons learned, particularly in the last 20 years have provided enough evidentiary findings to support the requests and recommendations we have made within the parameters of this policymaking process.

We also recognize that there have been many financial, infrastructural, and policy barriers to restoring the Everglades and any natural flow of water south. It is unfortunate that the SFWMD under a previous regime in the State squandered an opportunity to purchase and repurpose hundreds-of-thousands of acre-feet of land from private landowners. This potential surficial storage was determined to be more necessary than previously identified as the use of Aquifer Storage and Recovery wells proved too problematic in the porous geology of the area south of the lake.[6] As a result of this lost endeavor, we are now more reliant than ever on existing and newly authorized projects within the CERP. Similarly, we are more dependent than ever on the Corps' delicate care and management of lake levels.

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[4] *See* U.S. Federal Register / Vol. 73, No. 115 / Friday, June 13, 2008 / Rules and Regulations, at 33703. https://www.govinfo.gov/content/pkg/FR-2008-06-13/pdf/E8-13360.pdf

[5] *See* Chevron U.S.A., Inc. v. NRDC, 467 U.S. 837 (1984); Primary Holding – A government agency must conform to any clear legislative statements when interpreting and applying a law, but courts will provide agency discretion in ambiguous situations so long as there is a reasonable nexus of interpretation.

[6] *See* Regional Model Production Scenario Report: Aquifer Storage and Recovery Regional Modeling Study. January 2014, at 52. http://141.232.10.32/pm/projects/project_docs/pdp_asr_combined/012014_asr_prod_scenario_report/asr_d13r_main_report.pdf

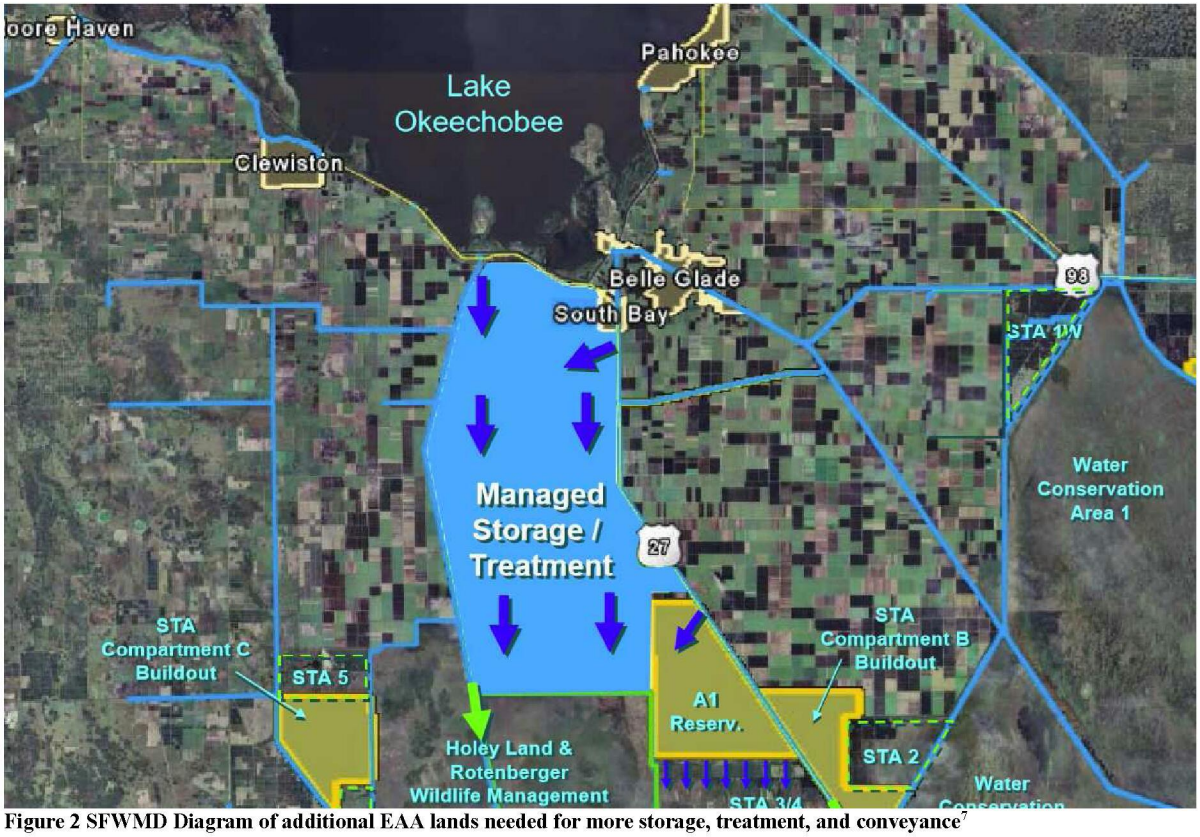


Figure 2 SFWMD Diagram of additional EAA lands needed for more storage, treatment, and conveyance[7]

Although the ideas and recommendations presented in this public commentary are not exclusive to the City, we believe the way forward must include more innovative and adaptive solutions to provide the best stewardship for all ecologies and environments surrounding the lake. The status quo is simply not acceptable for our residents and larger community. Countless volunteers, scientists, engineers, and other public leaders have spent years promoting the scientific and engineering solutions required to address the myriad of environmental challenges plaguing the region. It is simply our hope that in reflection upon the many decades of policy and operational changes, the Army Corps will change guiding protocols in a manner this is reflective of this communities resolve.

[7] *See* SFWMD PowerPoint (2008) available at:
http://my.sfwmd.gov/portal/page/portal/common/newsr/rog_pres_gov_board_meeting_briefing_063008.pdf

Questions from the City of Stuart City Commission to the U.S. Army Corps of Engineers for the National Environmental Policy Act Assessment of the 2022 Lake Okeechobee System Operating Manual

1. **In the case of an extended drought period where Lake Okeechobee levels drop below (<11 feet NGVD 29), otherwise known as "extreme low stage," what water resources and infrastructure north of and around the Lake are available (or will be available by 2022) to recharge and/or mitigate this supply concern?**

2. **Does the USACE concur that Johnson's seagrass has been adversely impacted by freshwater discharges and associated Harmful Algal Blooms (HAB) from Lake Okeechobee irrespective of any existing preferred alternative discharge schedule?**

3. **Will the USACE include into its evaluation of threatened and endangered species segment of the environmental impact assessment, new considerations of the now adversely effected Johnson's seagrass and those endangered species not yet listed in the federal registry?**

4. **Will the USACE include into its environmental impact assessment, considerations of human health, environmental, ecological, and economic impacts prompted by toxic harmful algal blooms before, during, and after discharge periods?**

5. **If Harmful Algal Blooms (HAB) are present over a significant portion of Lake Okeechobee, how will the USACE balance the water supply needs of agricultural irrigation with the health and safety of the general public impacted through points of discharge?**

6. **What is the maximum rate of flow (cfs) the Corps can achieve utilizing all discharge points within Lake Okeechobee while excluding those to the Saint Lucie River?**

7. **If Lake Okeechobee loses between 4 and 5 feet of water level each year to evapotranspiration, how does the USACE adapt and assimilate this knowledge into its operational plan for lake-level targets throughout the year?**

8. **Will the USACE include climatology and rainfall data from the most recent 30 year period into its environmental impact assessment (i.e. statistical / probability distribution models) of a significant rainfall event compared to a significant drought event?**

9. **Does the USACE believe the long-term (or permanent) impacts from historic "extreme low stage" events have more adversely affected the lake and estuarial systems' environment and ecology than those of "extreme high stage" events?**

10. **Has the USACE included a regression analysis into the development of prior and current operational guidance for lake management, and if not, how does the Corps identify appropriate performance measures? Will similar modeling be utilized in defining performance measures for the 2022 LOSOM?**

11. **Does the USACE have a method of acquiring medical statistics in and around the greater Lake Okeechobee region concerning human health symptoms believed to be linked to waterborne and airborne cyanobacteria / microcystin? If not, does the Corps have the authority and capability of acquiring this information for the purpose of effectively evaluating consequences of discharge events?**

12. **What percentage of agricultural lands within the Everglades Agricultural Area (EAA) provides independent retention and treatment of runoff as opposed to runoff into publicly managed stormwater treatment and water conservation areas?**

13. **As enhancement of recreational opportunities is reflected in its operational mandate from Congress, does the USACE evaluate the economic costs to sports fishing in Lake Okeechobee and throughout the estuarial systems equitably?**

14. **Does the USACE have a viable means of dredging navigational areas in the lake to support navigation even during low stage events?**

15. **Which of the following mission parameters does the USACE consider paramount within the scope of its Congressional mandate in regulating Lake Okeechobee: flood control, irrigation, environmental protection, recreational opportunities, or human health and safety?**

16. **If a Harmful Algal Bloom in Lake Okeechobee is declared to be a State of Emergency, how will this impact the USACE operation of the lake and potential managed recessions? Would there be a different consideration if a HAB rises to the level of a declared federal emergency?**

17. **Has the USACE ever approved or advised the SFWMD accordingly on the back-pumping of agricultural lands within the EAA during an ongoing managed recession in the lake?**

18. **Will the USACE reconsider its performance measures as to what amount of discharges from Lake Okeechobee irreparably harm the environment and ecosystem of the coastal estuaries?**

19. **If endangered species within the Saint Lucie River are approved to be added to the federal registry, how would the USACE balance the amount of pollutants discharged into the estuary as opposed to those into the Everglades?**

20. **What does the USACE consider to be its primary mission with the management of Lake Okeechobee and the Herbert Hoover Dike?**

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** Tom Reetz

Title of Item:

SAVANNAH PLACE APARTMENTS RPUD - FLUM AND RE-ZONING (QUASI-JUDICIAL) (RC):

ORDINANCE No: 2398-2019: AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AMENDING THE FUTURE LAND USE MAP OF THE CITY'S COMPREHENSIVE PLAN THEREBY ASSIGNING A FUTURE LAND USE DESIGNATION OF "MULTI-FAMILY RESIDENTIAL" FOR A 15.2 ACRE PARCEL ANNEXED BY ORDINANCE NO. 2348-2017, OWNED BY WERNER BOLS, LOCATED ON THE NORTH SIDE OF THE INTERSECTION OF N.E. SAVANNAH ROAD AND N.E. BAKER ROAD, WEST OF THE HOPE CENTER FOR AUTISM AND SOUTH OF JENSEN PARK ESTATES BOTH IN UNINCORPORATED MARTIN COUNTY, SAID LAND BEING MORE FULLY DESCRIBED IN EXHIBIT "A" ATTACHED; AND FURTHER PROVIDING THAT SAID LANDS SHALL CONCURRENTLY ESTABLISH THE SAVANNAH PLACE APARTMENTS RESIDENTIAL PLANNED UNIT DEVELOPMENT RPUD CONSISTING OF TWO HUNDRED EIGHTY (280) MULTI-FAMILY UNITS WITHIN SIX (6) INDIVIDUAL FOUR-STORY APARTMENT BUILDINGS; APPROVING A DEVELOPMENT SITE PLAN; PROVIDING FOR DEVELOPMENT CONDITIONS INCLUDING A TIMETABLE FOR DEVELOPMENT, DECLARING THE PLAN TO BE CONSISTANT WITH THE CITY'S COMPREHENSIVE PLAN; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

On February 21, 2019, the Local Planning Agency unanimously approved the project with conditions including lowering the two northern four story buildings to three story buildings, a lighting plan details being provided, garage entry modifications, traffic adjustments to the project's entry, evidence of coordination with Martin County's engineering department, adjustment to the fence at the projects preserve as well as a necessary modifications to the fencing to allow for a wildlife corridor, provision for a bus stop, adjusting the work force housing (WFH) language to include a lower credit rating score in order to qualify, adjusting the WFH language increasing the number of WFH units located in a single building from three (3) to four (4) units, addition of two bike racks per building, addition of a charging station & car wash spaces, evidence of having met with residential neighbors in Jensen Park Estates, adding crosswalks within the project, and rules regarding garbage collection.

Since then, the applicant has revised their drawings meeting most of the LPA recommendations which will be presented to the commission in more detail at tonight's meeting. The applicant has spoken to the neighbors bordering on the north side of the preserve in Jensen Park Estates and have agreed to extra planting to shield any view of the buildings.Additionally, staff has revised Ordinance No. 2398-2019 Conditions for Development to reflect these agreed to changes.

The intent of this application is to assign a Residential Planned Unit Development (RPUD) zoning

designation and a multifamily land use to property recently annexed into the city in order to construct 280 multifamily units on 15.2 acres owned by Werner-Bols Revocable Trust. The proposed project consist of six (6) four-story apartment buildings. In addition to the apartment buildings, there will be amenities such as a clubhouse, pool, recreation/gym buildings, a playground and an outdoor pavilion. The apartment access will be privately gated, with a portion of the parking located outside of the gated areas. The residents will also have an opportunity to rent a garage for an automobile if desired.

The property is bounded to the east by the current and future addition of the Hope Center for Autism which is in unincorporated Martin County. To the north is Jensen Park estates, a single-family residential community also located in unincorporated Martin County. And, to the west is vacant land with a B-4 Limited business/Manufacturing zoning which is within the City of Stuart. Access to the property will be from Baker Road, which the applicant plans to make significant improvements to the roadway to allow for better access for the community. The proposed roadway improvements have been coordinated with the City of Stuart Public Works Department as well as with the Martin County Engineering Department.

The property is comprised of both uplands and wetlands. The northern portion of the property contains scrub habitat which transitions down to pine flatwoods in the eastern and lower portion of the property. The wetlands are of poor quality and will be mitigated per the City of Stuart and South Florida Water Management regulations. The applicant plans to mitigate for the wetlands locally within the Haney Creek watershed as well as purchasing the appropriate number of mitigation credits from the Bluefield Wetland Mitigation Bank. As part of the stormwater system, the owner will install a floating mat littoral system. The size of the mat shall be 5% of the surface area of the lake, or approximately 1,437 sf. The littoral mat system shall be manufactured and installed by Beesmats or City of Stuart approved equal. The littoral mat system shall be "harvested" at least once per year and new planting installed for new nutrient uptake. The mat system shall be maintained in working order in perpetuity.

Work Force Housing is as part of this approval requiring the owner to set aside ten (10) units in the Development, five (5) two-bedroom units and five (5) one-bedroom units, with no more than three (3) units allocated to any one building in the Development. Prospective tenants for WFH shall be required to demonstrate to the Owner that all those parties who will occupy the WFH unit will, collectively, (a) make no more than the 80% category of income limits defined in the State Housing Initiatives Partnership Program (SHIP) for Martin County, (b) have a credit score of no less than 650, and (c) have the ability to pay the rent for the WFH unit. The rent for a WFH unit shall be no greater than the 80% category of rental limits per bedroom as defined in the State Housing Initiatives Partnership Program (SHIP) for Martin County. In the event the number of units occupied as WFH Units falls below ten (10), and in the event the Owner, after using reasonable efforts is unable to find a prospective tenant for WFH for a period of two (2) months after the number of WFG tenants has fallen below ten (1), may lease out vacant units to other than WFH tenants. Provided, however, the Owner shall not allow the number of WFH units to stay below ten (1) for longer than two (2) months. On an annual basis starting one (1) year after all certificates of occupancy are obtained, the Owner shall provide to the Development Department of the City, a report setting forth the following: (a) the number of units in the Development actually occupied as WFH during the preceding year, (b) the length of stay in each WFH unit, (c) the rent actually paid for each WFH unit for the preceding year, and (d) the efforts of the Developer to find prospective tenants eligible for WFH.

Funding Source:

N/A

Recommended Action:

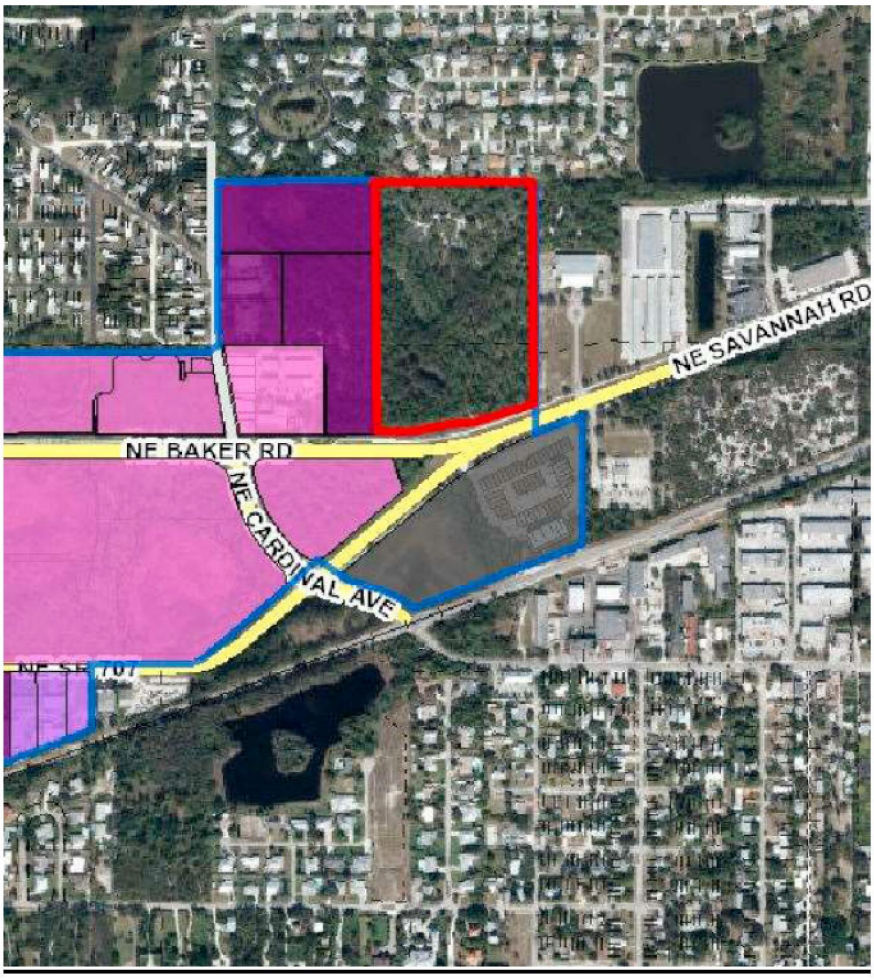
Move approval of Ordinance No. 2398-2019 assigning a Residential Planned Unit Development zoning and future land use map change of multi-family for development of Savannah Place Apartments RPUD.

ATTACHMENTS:

	Description	Upload Date	Type
🗋	Staff Report by Tom Reetz	3/1/2019	Staff Report
🗋	Ordinance No. 2398-2019	3/1/2019	Resolution add to Y drive
🗋	Ordinance No. 2398-2019 Exhibit D	3/1/2019	Resolution add to Y drive
🗋	Ordinance No.2398-2019 Exhibit D1	3/1/2019	Resolution add to Y drive
🗋	Consultant comments (2nd Round)	2/13/2019	Backup Material
🗋	Consultant comments (3rd round)	2/13/2019	Backup Material
🗋	Traffic Study	2/13/2019	Backup Material
🗋	Application	2/13/2019	Backup Material
🗋	LPA Minutes fron Feb. 21, 2019	3/5/2019	Backup Material

CITY OF STUART
City Commission
March 11, 2019

Project Name: Savannah Place Apartments RPUD - FLU & Zoning assignment	**Property Owner:** Werner Bols
Project No.: Z18040004	**Applicant/Petitioner:** Doug Fitzwater, Kennedy Homes
Ordinance No: 2398-2019	**Agent/Representative:** Doug Fitzwater, Lucido and Associates
	Case Planner: Tom Reetz
Location: West of the Center for Autism and south of Jensen Park Estates and north of the intersection of NE Baker Road, NE Savannah Rd and SR 707.	



PROJECT SUMMARY		
Property Size (area)		15. 4 Acres
Present Use		Undeveloped
Subject Property Land Use		Unassigned – Martin County
Adjacent FLU	*North*	Martin County – Low Density Residential
	South	City of Stuart Industrial
	East	Martin County Industrial
	West	City of Stuart Commercial
Subject Property Zoning		
Adjacent Zoning	*North*	Martin County R-2 Residential
	South	City of Stuart Industrial ICPUD
	East	Martin County Limited Industrial
	West	City of Stuart B-4 Limited Business/Manufacturing
Proposed Land Use Designation & Zoning District		Multi-family Density Residential (RPUD)
Proposed Zoning District		Residential Planned Unit Development RPUD
Proposed Use		280 Multi-family Apartments
City Approvals		Building Department – No comments at this time. Fire Department – See comments attached Public Works – See comments attached Police Department – No comments at this time
Brief Explanation		The intent of this application is to request a Large scale future land use map (FLUM) amendment to the City's Comprehensive Plan Residential Planned Unit Development assigning a "Multi-Family Density Residential" land use, and a Zoning designation of (RPUD) on the City of Stuart Zoning Map. The subject property is 15.4 acres. The property is currently undeveloped. The intent of this project is to allow 280 attached multi-family apartment homes within 6 buildings to be developed on the site while upgrading the drainage and enhancing the upland and wetland preserve.
Staff Recommendation: Staff recommends approval for the Future Land Use designation to Multi-Family Density Residential and zoning district designation to RPUD (Residential Planned Unit Development).		

STAFF REPORT AND RECOMMENDATION

I. LEGAL NOTICE REQUIREMENTS

A. Requirements for Application – The applications for the Future Land Use amendment to Multi-Family Density Residential, and zoning district designation to RPUD have been noticed in accordance with the requirements set forth in Sections 11.01.02, 11.01.09, and 11.02.00 of the Land Development Regulations.

B. Site Posting Date: 2-5-2019

C. Mail Notice Postmark: 2-5-2019 to property owners within 300 feet

D. Publication Date: 10 days prior to Second Reading

II. LARGE SCALE COMPREHENSIVE PLAN AMENDMENT AND ZONING MAP AMENDMENT ORDINANCE NO. 2398-20198

III. APPLICATION: Dated April 4, 2018

IV. HISTORY OF THE SITE

The 15.4 acre parcel was annexed into the city via Ordinance No. 2348-2017. The applicant is requesting to assign a RPUD zoning district to establish a new site plan and is requesting to assign a Future Land Use designation of Multi-Family Residential in order develop the property for 280 multi-family residential units.

V. STAFF ANALYSIS

A. Site and Area Characteristics (Attachment C)
The subject property consists of one parcel totaling 15. 4 acres in size, located West of the Center for Autism and south of Jensen Park Estates and north of the intersection of NE Baker Road, NE Savannah Rd and SR 707.

B. Project Description

A Master Site Plan has been laid out with 280 multi-family apartments within 6 four-story apartment buildings strategically placed to save as much as possible of the existing wetland while enhancing the existing upland preserve. The site includes a gated entry with generous landscaping.

C. Future Land Use Amendment and Comprehensive Plan Consistency Review

A review of the Comprehensive Plan finds that the proposed list of uses that are consistent with the proposed Multi Density Future Land Designation:

This land-use category is allows for two or more dwelling units per building. Includes single family detached, duplex/townhomes, apartments, condominiums, patio homes, garden homes, and adult living facilities, foster homes and zero-lot-line residences. Also public facilities, churches day care centers, schools and electric distribution substations are allowed.

Section 11.01.05G.1 (large-Scale Comprehensive Plan Amendments) of the Land Development Code requires the Local Planning Agency to consider the following criteria prior to making an advisory recommendation to the City Commission:

1. *The existing land use pattern;*

   The existing land use pattern surrounding the project area consist of single family residences, industrial and vacant land. The majority of the vacant land near the project consists of the Avonlea PUD which is a proposed mixed-use development whose commercial parcels could benefit from the proposed multi-family land use.

2. *The possible creation of an isolated land use classification unrelated to adjacent and nearby classifications;*

   No, the proposed multifamily project will benefit the future commercial development of the Avonlea PUD and the existing Rio CRA. Please see the attached exhibit.

3. *The population density pattern of the area and possible increase or overtaxing of the load on public facilities such as schools, utilities and streets;*

   No. The multifamily land use and the proposed project will rely on Martin County Utilities for services which have sufficient capacity to service the proposed project. The school capacity will be coordinated with the Martin County school board and concurrency will be reserved at the time of construction plan permitting for the Savannah Place Apartments. The streets have adequate capacity and the proposed improvements outlined in the proposed Savannah Place Apartments RPUD will improve the traffic patterns.

4. *The possible overloading of the City's sewage collection, treatment and disposal facilities;*

   The property will not connect to the City's sewage collection, treatment and disposal facilities. The property is within the Martin County Utilities service district.

5. *The possible overloading of the City's drainage system;*

   All development on the site would be required to comply with applicable City of Stuart stormwater management requirements with review and permitting from the South Florida Water Management District.

6. *The existing classification boundaries in relation to existing conditions on the subject property;*

   There are no issues in this regard.

7. *The existence of changed or changing conditions which make the passage of the proposed amendment necessary or appropriate;*

   The county/city has shown a trend toward development of residential uses and the need for apartment housing to support the local workforce and young professionals.

8. *The impact of the proposed amendment upon living conditions in the adjacent neighborhood;*

   The type and intensity of development that would be feasible on the subject property would not create an adverse impact to nearby neighborhoods. The site is buffered from abutting neighborhoods the north with preserve.

9. *The impact of the amendment upon the flow of light and air to adjacent areas;*

   The type and intensity of development that would be feasible on the subject property would not create an adverse impact upon the flow of light and air to adjacent areas.

10. *The impact of the proposed amendment upon property values in the adjacent area;*

    The change in land use designation from commercial to residential would likely result in an increase in property values in the adjacent area by allowing for a local customer base for the surrounding commercial properties.

11. *The existence of other adequate sites in the City for the proposed land use classifications already permitting such use.*

    The goal of the proposed amendment is to allow for uses that are in demand. The subject location is ideal for multifamily units.

D. Rezoning and Land Development Code Consistency Review

The application has been reviewed for consistency with the City's LDC. Approval of the rezoning to RPUD would allow for attached housing to be constructed at the site.

E. Technical Review by Other Agencies

The City Building, Public Works, Fire, and Police Departments have reviewed the applications and have offered their comments. See attachment to this agenda item. Each department will provide specific comments at final site approval for permitting.

The applicant will be responsible to meet all federal, state and local permitting and environmental standards. Further, the applicant will also be required to demonstrate full compliance at all times.

VI. LOCAL PLANNING AGENCY BOARD RECOMMENDATION

The Local Planning Agency shall make an advisory recommendation to the City Commission as to the need and justification for the change and as to the relationship of the proposed change to the goals, objectives and policies of the Comprehensive Plan and of the Land Development Code. The Local Planning Agency shall include in its recommendation to the City Commission any information which it deems is relevant to issues relating to the proposed amendment.

VII. STAFF RECOMMENDATION (APPROVAL WITH CONDITIONS)

Staff has determined that the proposed future land use amendment to Multi-Family Density Residential and rezoning to RPUD is consistent with the goals, objectives and policies of the Comprehensive Plan and the regulations in the Land Development Code. Staff offers no objection to the requests.

BEFORE THE CITY COMMISSION

CITY OF STUART, FLORIDA

ORDINANCE NUMBER 2398-2019

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AMENDING THE FUTURE LAND USE MAP OF THE CITY'S COMPREHENSIVE PLAN THEREBY ASSIGNING A FUTURE LAND USE DESIGNATION OF "MULTI-FAMILY RESIDENTIAL" FOR A 15.4 ACRE PARCEL ANNEXED BY ORDINANCE NO. 2348-2017, OWNED BY WERNER BOLS, LOCATED ON THE NORTH SIDE OF THE INTERSECTION OF N.E. SAVANNAH ROAD AND N.E. BAKER ROAD., WEST OF THE HOPE CENTER FOR AUTISM AND SOUTH OF JENSEN PARK ESTATES BOTH IN UNINCORPORATED MARTIN COUNTY, SAID LAND BEING MORE FULLY DESCRIBED IN EXHIBIT "A" ATTACHED; AND FURTHER PROVIDING THAT SAID LANDS SHALL CONCURRENTLY ESTABLISH THE SAVANNAH PLACE APARTMENTS RESIDENTIAL PLANNED UNIT DEVELOPMENT RPUD CONSISTING OF TWO HUNDRED EIGHTY (280) MULTI-FAMILY UNITS WITHIN SIX (6) INDIVIDUAL FOUR-STORY APARTMENT BUILDINGS; APPROVING A DEVELOPMENT SITE PLAN; PROVIDING FOR DEVELOPMENT CONDITIONS AND A TIMETABLE FOR DEVELOPMENT, DECLARING THE PLAN TO BE CONSISTANT WITH THE CITY'S COMPREHENSIVE PLAN; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

WHEREAS, the City Commission held a properly noticed hearing at a regularly scheduled City Commission to consider the application by Werner-Bols Revocable Trust, for a 15.14 acre parcel of land located on the north side of the intersection of N.E. Savannah Road and N.E. Baker Road, west of the Hope Center for Autism building, and south of Jensen Park Estates, both in unincorporated Martin County; and

WHEREAS, the City of Stuart has determined the need to assign the Future Land Use and a Land Development zoning district for said lands; and

WHEREAS, the City Commission, has considered the Petitioner's voluntary request for land use and zoning designations, and has also considered the recommendation of the City staff.

WHEREAS, the Applicant has committed to the City that its development will comply with all development codes, plans, standards and conditions approved by the City Commission; and that it will bind its successors in title to any such commitments made upon approval of the RPUD; and

WHEREAS, at the hearing the applicant showed by substantial competent evidence that the application is consistent with the Stuart Comprehensive Plan, and the Land Development Code of the City, and with the procedural requirements of law; and

WHEREAS, the RPUD development will be in harmony with surrounding properties and their anticipated development;

WHEREAS, the foregoing recitals are true and adopted as findings of fact and conclusions of law.

WHEREAS, the property is legally described in **"Exhibit A"** of this ordinance. A map depicting the property is attached hereto as **Exhibit "B"** and made a part hereof by reference; and development conditions including a timetable for development attached hereto as **Exhibit "C";**

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA THAT:

SECTION 1: The following new documents are on file as public records of the City, at the office of the City Clerk in City Hall, and attached hereto as **Exhibit "D"**, hereinafter the "Development Documents", shall be deemed a part of the development conditions, and shall supplement any earlier approvals:

a. **The Master Site Plan, Sheet 1 of 1, prepared by lucido and associates, dated 03.01.2019.**
b. **The Boundary Survey, Sheets 1 thru 7, by Betsy Lindsay, Inc., dated 02.20.2018.**
c. **The Landscape Plans, Cover Sheet & Sheets LA-1 thru LA-5, prepared by Lucido & Associates, dated 01.31.19.**
d. **Savannah Road Turn Lanes, Sheet 1 of 1, by Captec Engineering Inc., dated 03.08.18.**
e. **Architectural Floor Plans and Elevations, by Marc Wiener A.I.A., Sheets A1.04 Compactor, A2.01R Leasing Rec Center, A2.02R Roof Plan, AC3.02R Typical Garage Building, AC3.011 Typical Building Type 1, AC3.01 11 Typical Building Type 2, AC3.01 111 Typical Building Type 3, AC3.02 R Pool Pavilion, and AC3.01 R Leasing/Rec Center, all dated 18.03.29.**
f. **Lighting Plan, by _____, Sheet ____, dated _____.**
g. **Kennedy Homes-Savannah Place Apartments Natural System Restoration and Enhancement, by J.J. Goldasich and Associates, Inc. FLUUCS Map dated 12/29/2017, FLUUCS Map with floor plan dated 12/29/2017 Env 1, dated 12/29/2017, Env 2 dated 12/29/2017.**
h. **Ecological Assessment and Preserve Area Management Plan by Jim Goldasich, PWS, dated 2/11/19.**

SECTION 2: The Future Land Use designation in the City's Comprehensive Land Use Plan shall be established as "Multi-Family Density Residential". This ordinance may not become effective until 31 days after adoption. If challenged within 30 days after adoption, this ordinance may not become effective until the state land planning agency or the Administration Commission, respectively, issues a final order determining that the adopted large scale land use amendment is in compliance as defined in s. 163.3184(1)(b).

SECTION 4: The Land Development (Zoning) District designation on the City of Stuart Official Zoning Map shall be established as "RPUD" Residential Planned Unit Development subject to the appeal period stated in Section 2, above.

SECTION 5: Except as otherwise provided herein, no development permits, site permits, or building permits shall be issued by the City except in compliance with the City's Land Development Code.

SECTION 6: All ordinances or parts of ordinances in conflict with this ordinance or any part thereof is hereby repealed to the extent of such conflict. If any provision of this ordinance conflicts with any contractual provision between the City and the developer of the site, this ordinance shall prevail.

SECTION 7: If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared severable.

SECTION 8: This ordinance shall be effective upon the last of the following to occur: adoption by the City Commission, and proper execution and acceptance by the Owner. However,

the Future Land Use and Zoning Designations granted herein shall not be effective until thirty one (31) days after adoption, and as otherwise provided by law.

SECTION 9: Upon complete execution of this Ordinance, including the Acceptance and Agreement by the Owner, the City Clerk is directed to record a Certified Copy of the same in the Public Records of Martin County, Florida.

Passed on first reading the ____ day of _____, 2019.

Commissioner _____ offered the foregoing Ordinance and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT	ABSTAIN
BECKY BRUNER, MAYOR				
EULA R. CLARKE, VICE MAYOR				
MERRITT MATHESON, COMMISSIONER				
MIKE MEIER, COMMISSIONER				
KELLI GLASS LEIGHTON, COMMISSIONER				

ADOPTED on second and final reading this _____day of _____, 2019.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
BECKY BRUNER
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

ACCEPTANCE AND AGREEMENT

BY SIGNING THIS ACCEPTANCE AND AGREEMENT, THE UNDERSIGNED HEREBY ACCEPTS AND AGREES TO ALL OF THE TERMS AND CONDITIONS CONTAINED IN A RESIDENTIAL PLANNED UNIT DEVELOPMENT AND IN ALL EXHIBITS, ATTACHMENTS AND DEVELOPMENT DOCUMENTS, INTENDING TO BE BOUND THEREBY, AND THAT SUCH ACCEPTANCE AND AGREEMENT IS DONE FREELY, KNOWINGLY, AND WITHOUT ANY RESERVATION, AND FOR THE PURPOSES EXPRESSED WITHIN THE ABOVE ORDINANCE. IF IT IS LATER DISCOVERED THAT THE UNDERSIGNED, OR ITS SUCCESSORS OR ASSIGNS HAVE FAILED IN ANY MATERIAL WAY TO DEVELOP THIS RESIDENTIAL PLANNED UNIT DEVELOPMENT ACCORDING TO THIS ORDINANCE, ITS CONDITIONS, AND THE DEVELOPMENT PLANS AND DOCUMENTS, THE UNDERSIGNED UNDERSTANDS AND AGREES THAT THIS ORDINANCE MAY BE AMENDED OR REPEALED BY THE CITY COMMISSION, AND THAT OTHER ACTIONS MAY BE TAKEN AGAINST THE UNDERSIGNED BY THE CITY, INCLUDING BUT NOT LIMITED TO CODE ENFORCEMENT ACTIONS, PERMIT AND LICENSING REVOCATIONS, AND ALL APPLICABLE CIVIL AND CRIMINAL ACTIONS.

IN WITNESS WHEREOF THE UNDERSIGNED HAS EXECUTED THIS ACCEPTANCE AND AGREEMENT:

WITNESSES:

Werner-Bols Revocable Trust

Werner Bols owner

_____ By: _____

Print Name: _____

_____

Print Name: _____

OWNERS ACKNOWLEDGMENT

The above Ordinance, Acceptance and Agreement was acknowledged before me this _____ day of _____, 2019, by Wernor Bols owner.

_____

Notary Public, State of Florida

My Commission Expires:

Notary Seal

Personally Known _____ OR Produced Identification _____

Type of Identification Produced _____

CITY'S ACKNOWLEDGMENT

The above Ordinance, Acceptance and Agreement was acknowledged before me this _____day of _____, 2019, by Becky Bruner, Mayor, and Mary Kindel, City Clerk, respectively, of the City of Stuart, Florida, a Florida municipal corporation.

_____

Notary Public, State of Florida

My Commission Expires:

Notary Seal

Personally Known _____ OR Produced Identification _____

Type of Identification Produced _____

EXHIBIT A – LEGAL DESCRIPTION

A PARCEL OF LAND LYING IN A PORTION OF SECTION 28, TOWNSHIP 37 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, AND BEING FURTHER DESCRIBED AS FOLLOWS:

THAT PORTION OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 LYING NORTHERLY OF THE NORTH RIGHT-OF-WAY OF NE SAVANNAH ROAD AND NORTHERLY OF THE RIGHT-OF-WAY EXTENSION OF BAKER ROAD.

AND

THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 28, TOWNSHIP 37 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA.

EXHIBIT B – LOCATION MAP

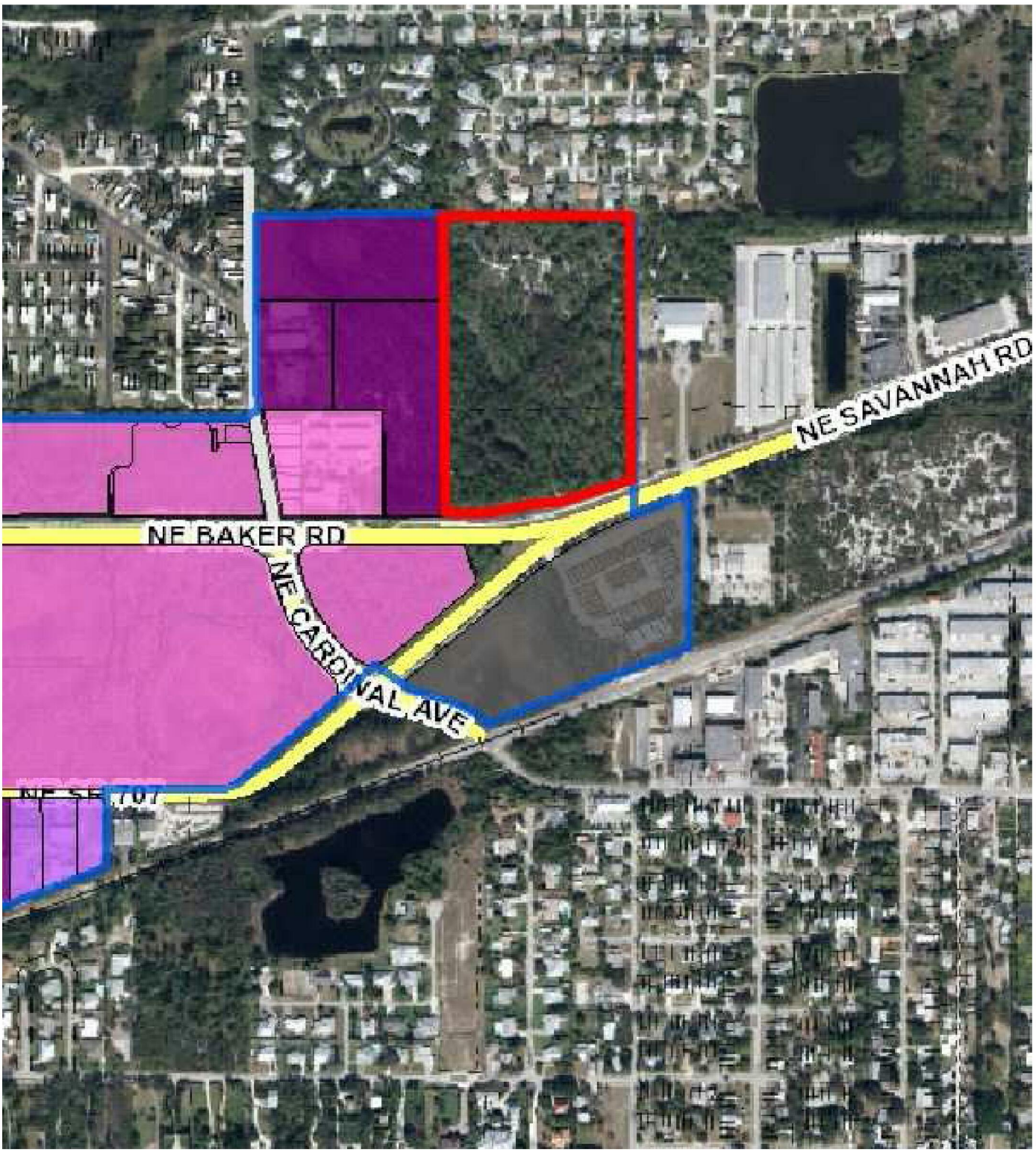


EXHIBIT C – DEVELOPMENT CONDITIONS

Approved Plans and Documents

2. The Savannah Place Apartments RPUD project and use thereof shall comply with the following drawings:

   a. **The Master Site Plan, Sheet 1 of 1, prepared by lucido and associates, dated 03.01.2019.**
   b. **The Boundary Survey, Sheets 1 thru 7, by Betsy Lindsay, Inc., dated 02.20.2018.**
   c. **The Landscape Plans, Cover Sheet & Sheets LA-1 thru LA-5, prepared by Lucido & Associates, dated 01.31.19.**
   d. **Savannah Road Turn Lanes, Sheet 1 of 1, by Captec Engineering Inc., dated 03.08.18.**
   e. **Architectural Floor Plans and Elevations, by Marc Wiener A.I.A., Sheets A1.04 Compactor, A2.01R Leasing Rec Center, A2.02R Roof Plan, AC3.02R Typical Garage Building, AC3.011 Typical Building Type 1, AC3.01 11 Typical Building Type 2, AC3.01 111 Typical Building Type 3, AC3.02 R Pool Pavilion, and AC3.01 R Leasing/Rec Center, all dated 18.03.29.**
   f. **Lighting Plan, by _____, Sheet ____, dated _____.**
   g. **Kennedy Homes-Savannah Place Apartments Natural System Restoration and Enhancement, by J.J. Goldasich and Associates, Inc. FLUUCS Map dated 12/29/2017, FLUUCS Map with floor plan dated 12/29/2017 Env 1, dated 12/29/2017, Env 2 dated 12/29/2017.**
   h. **Ecological Assessment and Preserve Area Management Plan by Jim Goldasich, PWS, dated 2/11/19.**

3. Any modifications to the Master RPUD Site Plan that is less than 10% of the approved building footprint, building setbacks, gross square footage, building location, parking

size, location and number of parking, drainage areas, and location of landscaping may be approved by the City's Development Director, provided however, the Development Director may refer the matter to the City Commission for approval via a public hearing.

4. Development of the Subject Property as a RPUD shall include an impervious area of no more than (52%) impervious coverage for the RPUD. The maximum building height within the RPUD shall be 4 stories or 45'-0". Height shall be measured from the lowest permissible finished first floor elevation to the surface of a flat roof and to the eave of a pitched roof.

5. Notwithstanding any presence of premium parking consisting of garages, at no time shall any parking space be deemed unavailable for use due to an absence of a lease agreement for the use of said space.

6. Garages shall not be used for storage to the exclusion of a vehicle.

7. Prior to certificate of occupancy of the last building, the applicant shall provide an engineer's written confirmation attesting that the RPUD's storm water system is in place and functioning in compliance with all approved plans and specifications.

8. Erosion and dust control measures to be implemented during construction shall be provided on the civil plans and submitted during site permit review. Water trucks shall be provided by the applicant as necessary during construction in order to reduce dust generated on-site.

Landscaping

9. The common areas including the projects clubhouse and pool area shall be provided with landscaping with an irrigation system of sufficient capacity to maintain the landscaping in a healthy growing condition.

10. At the time of permitting, relocated landscaping to the public right-of-way shall be located clear of utility lines and approved by the City of Stuart.

11. The City's landscape inspector shall have the opportunity to inspect all trees and/or landscape material with the landscape architect prior to installation. The developer shall bear the pass-thru fee for landscape consulting fees not to exceed $1,500.00.

12. A Landscape maintenance plan, executed in accordance with the Land Development Regulations, shall be submitted to the Development Department and approved prior to the issuance of a certificate of occupancy.

Required Open Space and Native Preserve Area

13. Open Space. Not less than 22.6% of the RPUD shall be open space as depicted on the Site Plan by Lucido and Associates as described in Exhibit C. Required open space may include native vegetation areas, however, other required landscaping shall not count towards the open space requirement.

14. Excluding wetlands defined by the South Florida Water Management District, not less than 28% of the total pre-development site shall remain as undeveloped and recreated native vegetation area. The required native vegetation area may include open space areas; however, other required landscaping shall not count towards the native vegetation requirement. The location of the native vegetation shall comply with the project's landscape plan, by Lucido and Associates. The project shall adhere to the Preserve area mitigation and monitoring plan (to be prepared prior to first reading). The owner and developer shall adhere to the provisions of the Wetland Maintenance and Monitoring Plan (included in PAMP) and permanent maintenance will be the responsibility of the owner.

Tree Mitigation

15. The project shall comply with Section 5.05.02 of the "Tree replacement and protection requirements" of the City's Land Development Code. All required tree mitigation will be met on site.

Prior to Issuance of Site Permits

16. Applicant shall provide a digital boundary survey and civil plan prior to the issuance of a site permit.

17. Civil Plans shall be reviewed and approved by all applicable City departments prior to the issuance of a site permit.

18. All regulatory agency permits, including but not limited to the South Florida Water Management District and Army Corp of Engineers, shall be obtained by the applicant and copies provided to the City prior to the commencement of any development activities.

19. All development activities shall comply with the City's Concurrency Management System prior to the issuance of building permits.

Development and Construction

20. The Developer shall construct the project's infrastructure in one phase and complete all site and infrastructure prior to the first certificate of occupancy.

21. The Developer shall install landscaping and gate at the development's entry as shown on the landscaping plan prior to the first certificate of occupancy for a residential unit. The entry gate shall be made operational prior to issuance of a certificate of occupancy.

22. The property owner shall provide easements for licensed television services. A Conservation easement shall be dedicated to state agencies with the City of Stuart having the option to have those same easements.

23. In the event of any conflict in the provisions of Exhibit 'C' Development Conditions and attached exhibits, Exhibit 'C' shall prevail.

24. Erosion and dust control measures to be implemented during construction shall be provided on the civil plans and submitted during site permit review. Water trucks shall be provided by the applicant as necessary during construction in order to reduce dust generated on-site.

25. All utility improvements constructed by the developer within Florida's Department of Transportation's right-of-way, shall be constructed in a manner and form acceptable to the FDOT. The developer shall grant any such utility easements necessary for this site as may be required by the FDOT.

26. The projects new intersection at N.E. Baker Road and N.E.Savannah Road as well as turning lanes into the project as described on the project's Master Site plan and Turning Lane Exhibit shall be completed before the first Certificate of Occupancy is issued for any building.

27. The project's storm water facilities, specifically the Native Planting schemes at the lake will be designed using Low Impact Development "(LID) Techniques as described in the University of Florida IFSA Extension publication LID Practices: Integration Wetlands and Enhancing Storm water Basins".

28. As part of the stormwater system, the owner shall install a floating mat littoral system. The size of the mat shall be 5% of the surface area of the lake, or approximately 1,437 sf. The littoral mat system shall be manufactured and installed by Beesmats or City of Stuart approved equal. The littoral mat system shall be "harvested" at least once per year and new planting installed for new nutrient uptake. The mat system shall be maintained in working order in perpetuity.

29. Littoral plantings and upland planting shall be provided per Landscape plan by Lucido and Associates at the lakes bank and entire perimeter.

30. Temporary or freestanding storage units are prohibited on the property once construction is complete.

31. Owner shall restore 4.3 acres within the heart of the Haney Creek watershed as per Exhibit C letter f. Kennedy Homes-Savannah Place Apartments Natural System Restoration and Enhancement, by J.J. Goldasich and Associates, Inc. Env 1 & 2 and shall be maintained and monitored as specified in the PAMP attached as Exhibit C letter g.

32. Site work including but not limited to land preparation, lake excavation, clearing and grading, drainage and water, sewer and irrigation lines shall be reviewed and approved by the city's public works department and the city's engineering consultant prior to permitting.

33. Savannah Place Apartments will provide two on-site trash compactors. The trash compactor dedicated to trash collection will have an associated 30-yard rollout dumpster and shall be a Marathon RJ-275 or equal. The trash compactor dedicated to recycling collection shall have an associated 10-yard dumpster and shall be a Marathon RJ-225 or equal. The resident shall separate their refuse into general trash and recycling and place the trash into a general trash receptacle and a recyclable trash receptacle located on their floor. The apartment management is responsible for transferring the trash from the on-floor receptacle to the compactor by way of a rolling cart. The resident will not be responsible for transferring the trash to the compactor, or be responsible for operation of the compactor. The trash within the compactor shall be picked up by the City of Stuart Sanitation Department.

Signage

34. All signs throughout the PUD must have a consistent treatment, as to number, location, size, height, lighting, and materials with a unified theme throughout the Planned Unit Development. The development's monument sign shall adhere to the Proposed Entry Monument Sign drawing by Mark Wiener A.I.A. Architecture and Planning.

Work Force Housing

35. The Owner shall set aside ten (10) units in the Development, five (5) two-bedroom units and five (5) one-bedroom units, as Work Force Housing ("WFH"). No more than three (3) units shall be allocated to any one building in the Development.

36. Prospective tenants for WFH shall be required to demonstrate to the Owner that all those parties who will occupy the WFH unit will, collectively, (a) make no more than the 80% category of income limits defined in the State Housing Initiatives Partnership Program (SHIP) for Martin County, (b) have a credit score of no less than 650, and (c) have the ability to pay the rent for the WFH unit.

37. The rent for a WFH unit shall be no greater than the 80% category of rental limits per bedroom as defined in the State Housing Initiatives Partnership Program (SHIP) for Martin County.

38. In the event the number of units occupied as WFH Units falls below ten (10), and in the event the Owner, after using reasonable efforts is unable to find a prospective tenant for WFH for a period of two (2) months after the number of WFG tenants has fallen below ten (1), may lease out vacant units to other than WFH tenants. Provided, however, the Owner shall not allow the number of WFH units to stay below ten (1) for longer than two (2) months.

39. On an annual basis starting one (1) year after all certificates of occupancy are obtained, the Owner shall provide to the Development Department of the City, a report setting forth the following: (a) the number of units in the Development actually occupied as WFH during the preceding year, (b) the length of stay in each WFH unit, (c) the rent actually paid for each WFH unit for the preceding year, and (d) the efforts of the Developer to find prospective tenants eligible for WFH.

Future Amendments

40. Owner shall not subject the Property to any condominium conversion and neither shall any portion of the Property be converted to units for sale in connection with a condominium conversion nor shall the title to any such units be transferred to any party other than being held as a single parcel for the purposes of apartment rental.

41. The City may elect at any time to assign a future land use designation of "Conservation" to the PUD's preserve areas without objection by the owner. Further, the City may at its discretion, take over maintenance of the preserve area(s) without objection by the owner.

Timetable for Development

42. Timetable for development shall be as follows:

Site and building permit application deemed sufficient for permit review under city codes and standards.	**March 1, 2020**
Final Certificate of Occupancy for all site and building improvements.	**March 1, 2023**

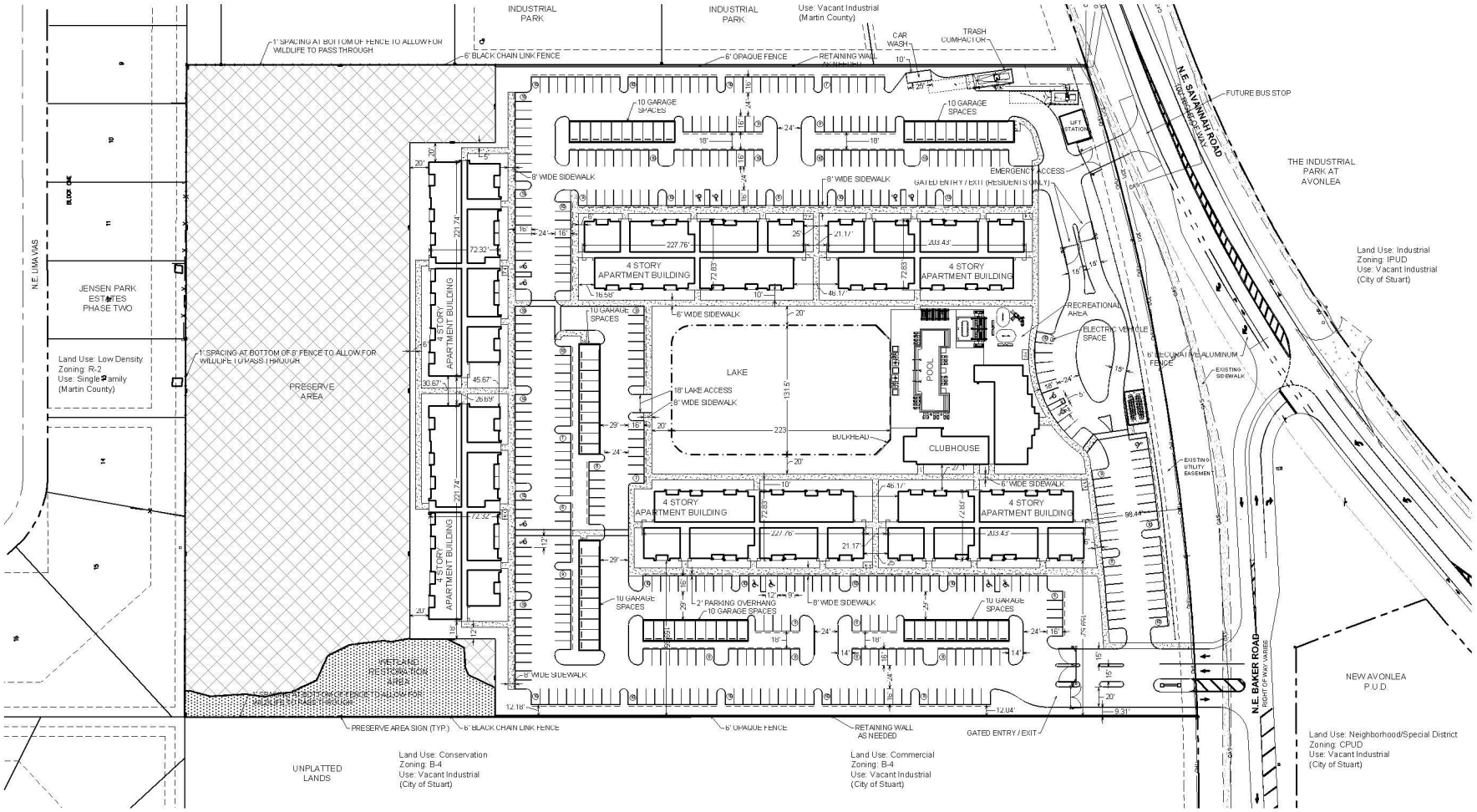
Allowable Uses

43. The following uses shall be permitted:

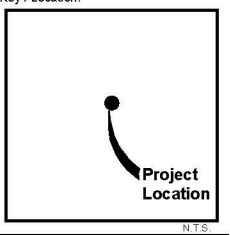
a. Multi-Family Residential

b. Home Occupations in accordance with the City's Land Development Code.

d. This residential facility shall not operate as an age restricted community in accordance with Florida Law.



Key / Location:



Project Team:

Property Owner
Werner Bob Revocable Trust
PO Box 164
Palm City, Florida 34991

Applicant
Kennedy Homes
8400 Congress Avenue
Boca Raton, Florida 33487

Land Planner
Lucido & Associates
701 East Ocean Blvd.
Stuart, Florida 34994
772.220.2100

Landscape Architect
Lucido & Associates
701 East Ocean Blvd.
Stuart, Florida 34994
772.220.2100

Engineer
Cotten Engineering, Inc
301 NW Flagler Avenue
Stuart, FL 34994
772.692.4344

Traffic Engineer
Cotten Engineering, Inc
301 NW Flagler Avenue
Stuart, FL 34994
772.692.4344

Surveyor
Bailey Lindsay Inc
7967 SW Jack James Drive
Stuart, Florida 34997
772.286.5753

Architect
Marc Wanez, A.I.A.
Architecture / Planning
951 S Federal Highway, Suite 203
Boca Raton, Florida 33432
561.750.4111

Savannah Place Apartments RPUD

City of Stuart, Martin County, Florida

Master Site Plan

Date	By	Description
04.04.2018		Master Site Plan Application
06.12.2018		First Submittal
10.23.2018		Second Submittal
02.20.2019		LPA Set
03.01.2019		SCC Set

General Notes:

- Refer to Landscape Plan for landscape details and specifications.
- This project shall be completed in one phase.
- Refer to Construction Drawings for location of traffic control devices.
- The applicant will request in writing, prior to any land clearing, that a field inspection be performed to determine if barricades have been properly installed on the site.
- All signs will be reviewed for compliance with the applicable regulations at the time the sign permit is issued.
- The property owner shall be required to provide adequate easements to ensure non-exclusive access to duly licensed cable television services to persons residing in this development. The easement shall specifically provide for the use by the franchised cable television system.
- The parking areas shown hereon are private and will be owned and maintained by the homeowners association.
- Water and sewer service shall be provided by Martin County Utilities.
- Photometric site lighting plans shall be provided to the City of Stuart for review and approval prior to site development permit approval.

Preserve Area Calculations:

Total Site Area:	15.14 acres
Less Predevelopment Wetlands:	2.65 acres
Predevelopment Upland Area:	12.49 acres
Required Upland Preserve Area (25.0%):	3.12 acres
Provided Upland Preserve Area (27.6%):	3.45 acres

Building Data:

Product Type:	Multifamily
Maximum Height:	4 Stories - 45'
Building Coverage:	17%
Maximum Allowed Per RPUD: 30%	

Parking Calculations:

Total Parking Spaces Required **504 Spaces**

112 1 - Bedroom units @ 1.5 Spaces per unit: 168 spaces
168 2 & 3 - Bedroom units @ 2 Spaces per unit: 336 spaces

Total Parking Spaces Provided **505 Spaces**

445 Standard Spaces
60 Garage Spaces

Site Data:

Proposed Future Land Use:	**Multifamily**	
Proposed Zoning:	**RPUD**	
Total Units:	**280 Units**	
Gross Density:	**18.49 DU/Ac.**	
Area (Total Site):	**659,293 sf**	**15.14 ac.**
Impervious Area:	360,211 sf	8.27 ac. (54.6%)
Buildings:	109,516 sf	2.52 ac.
Pavement:	174,519 sf	4.01 ac.
Sidewalks, Patios, Decks:	41,732 sf	0.96 ac.
Curb:	4,497 sf	0.10 ac.
Trash Compactor:	1,019 sf	0.02 ac.
Lake:	28,928 sf	0.66 ac.
Pervious Area:	299,082 sf	6.87 ac. (45.4%)
Landscape Area:	133,217 sf	3.06 ac.
Preserve Area:	150,249 sf	3.45 ac.
Wetland Restoration Area:	15,616 sf	0.36 ac.

Net Density Calculations:

Apartment Buildings, Garages and Recreational:	109,516 sf
Pavement:	174,519 sf
Sidewalks:	41,732 sf
Curb:	4,497 sf

NORTH

SCALE: 1" = 50'

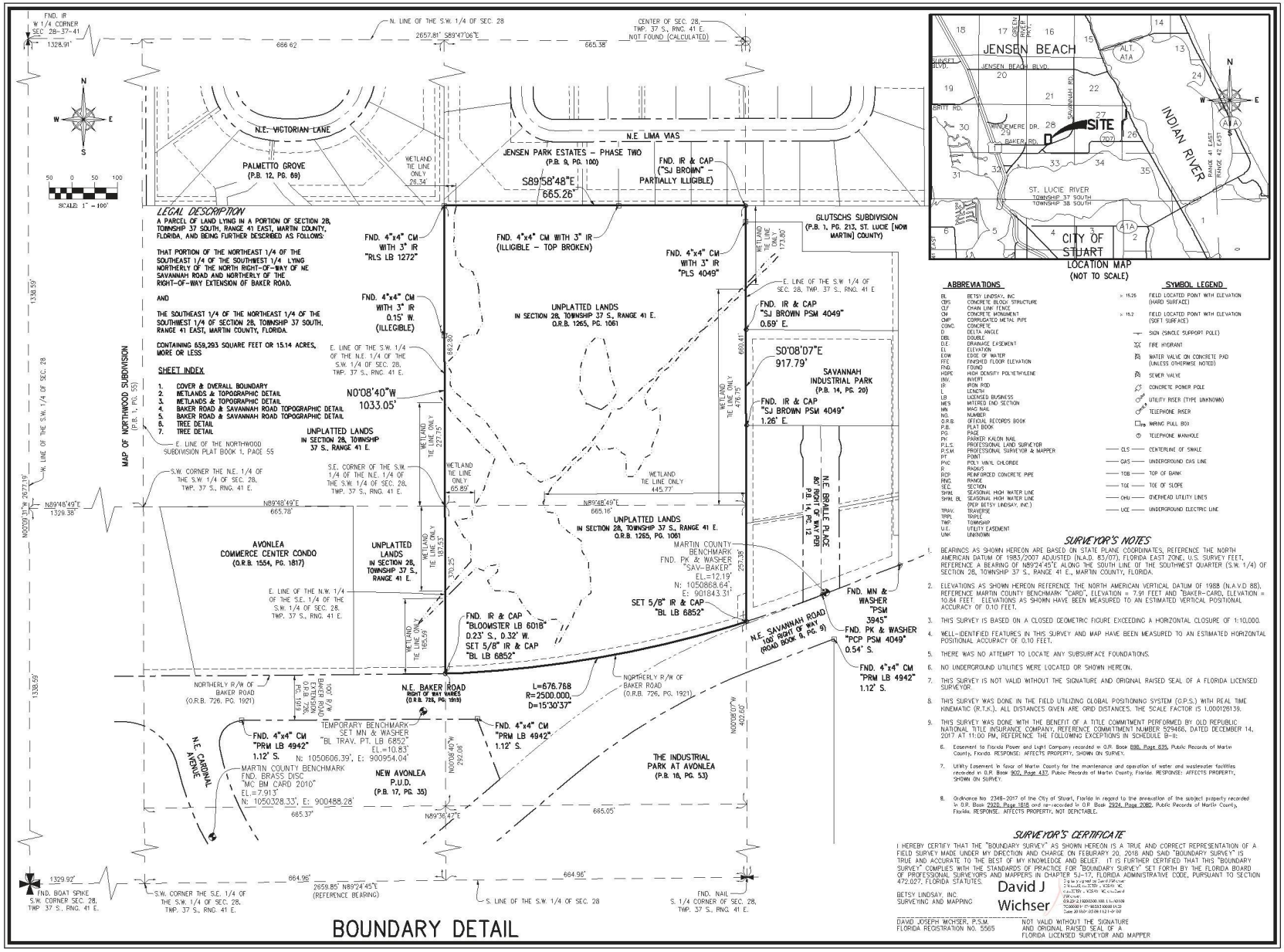
0 25' 50' 100'

REG. #1018
Thomas P. Lucido

Designer	J.J.	Sheet
Manager	D.F.	1 of 1
Project Number	17-1120	
Municipal Number	---	
Computer File	17-1120 Savannah Place - Master Plan.dwg	

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Drawing Name: J:\Projects Active\17-1120 Baker Road (Savannah Place) Kennedy Homes\Site Plan\ Mar 01, 2019 - 3:08pm 17-1120 Savannah Place - Master Plan.dwg



BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE STUART, FLORIDA 34997
(772)286-5753 (772)286-5933 FAX
LICENSED BUSINESS NO. 6852

DATE	REVISIONS

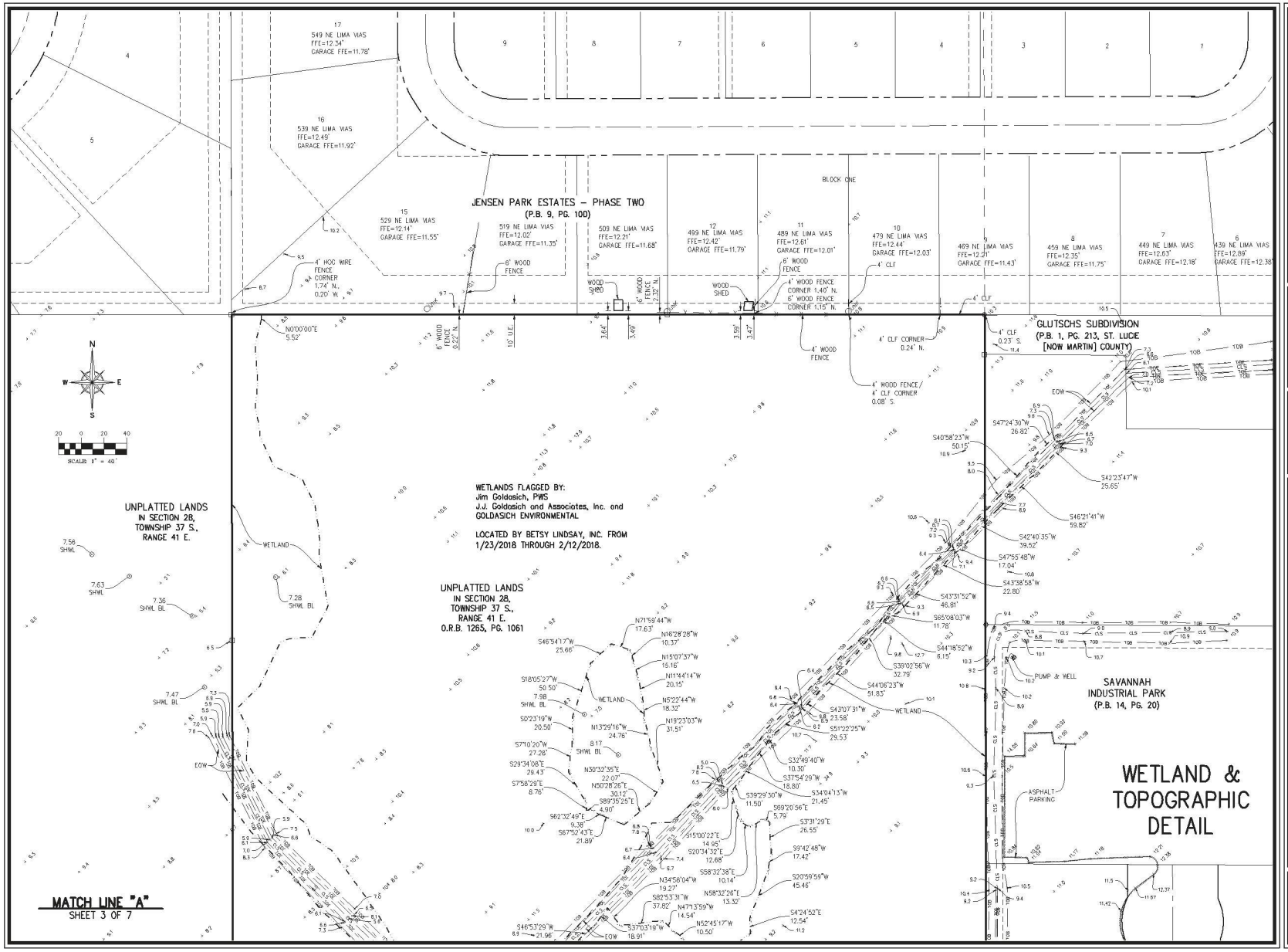
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CHECKED BY D.J.W.

A PORTION OF SECTION 28, TOWNSHIP 37 S., RANGE 41 E.
MARTIN COUNTY, FLORIDA

BOUNDARY & TOPOGRAPHIC SURVEY

KENNEDY HOMES, LLC

SHEET NO. 1
OF 7 SHEETS
PROJECT NO. 18-05



BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 SW. JACK JAMES DRIVE STUART, FLORIDA 34997
(772)286-5753 (772)286-5933 FAX
LICENSED BUSINESS NO. 6852

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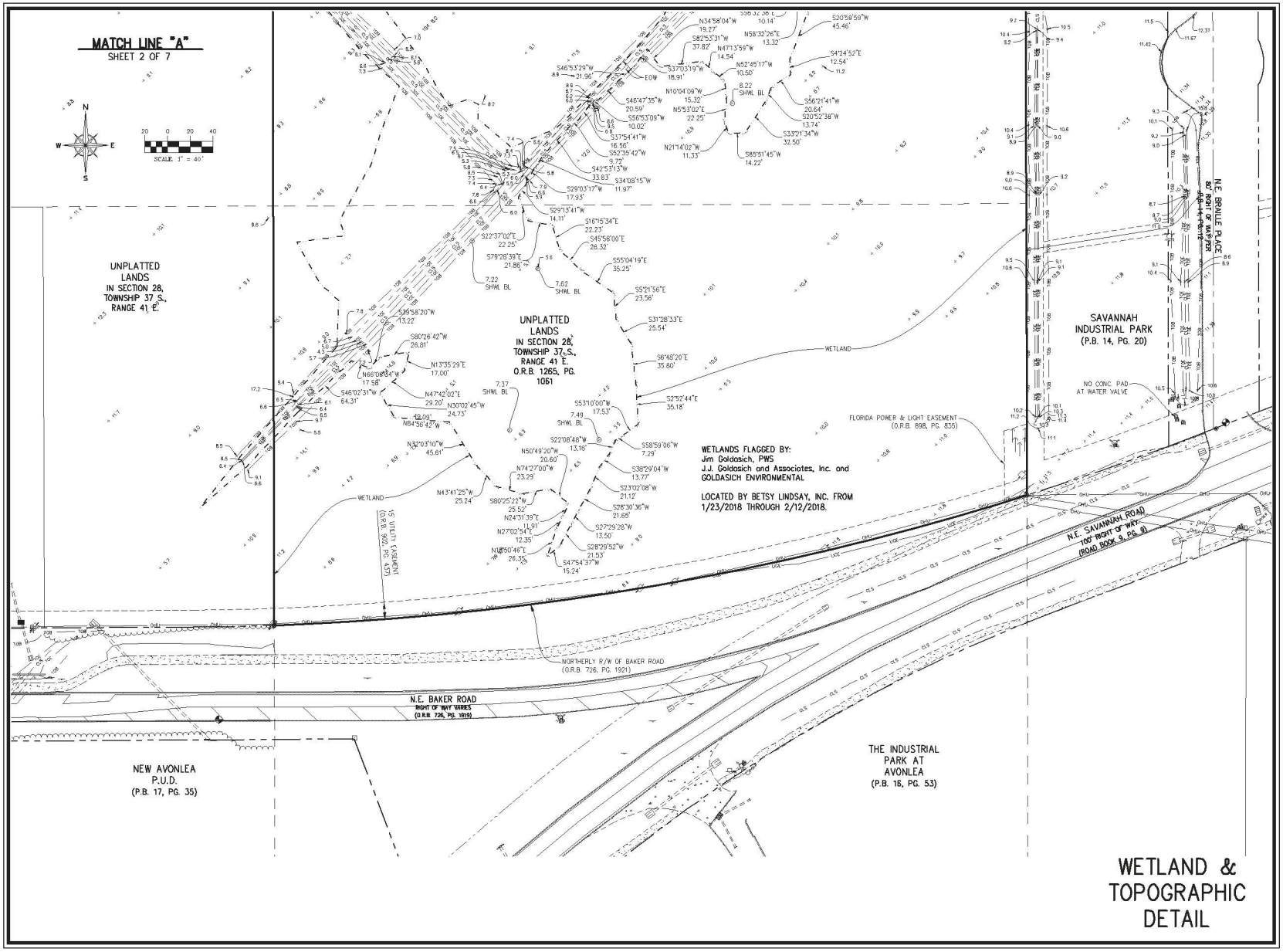
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BOUNDARY & TOPOGRAPHIC SURVEY

A PORTION OF SECTION 28, TOWNSHIP 37 S., RANGE 41 E.
MARTIN COUNTY, FLORIDA

KENNEDY HOMES, LLC

SHEET NO. 2
OF 7 SHEETS
PROJECT NO. 18-05



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LICENSED BUSINESS NO. 6852

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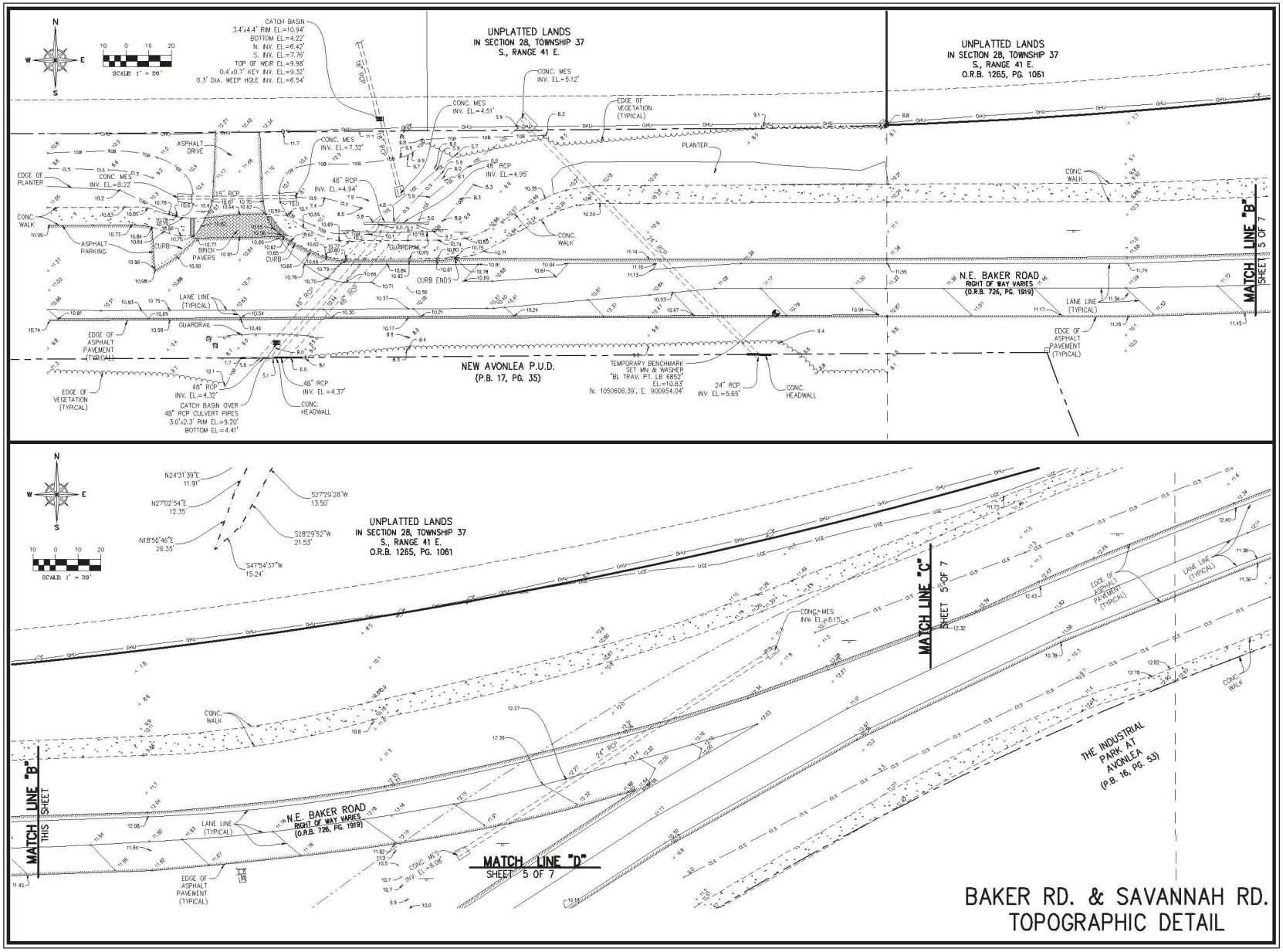
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MARTIN COUNTY, FLORIDA

BOUNDARY & TOPOGRAPHIC SURVEY

KENNEDY HOMES, LLC

SHEET NO. 3
OF 7 SHEETS
PROJECT NO. 18-05



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SURVEYING AND MAPPING
7997 SW. JACK JAMES DRIVE STUART, FLORIDA 34997
(772)286-5753 (772)286-5933 FAX
LICENSED BUSINESS NO. 6852

DATE	REVISIONS

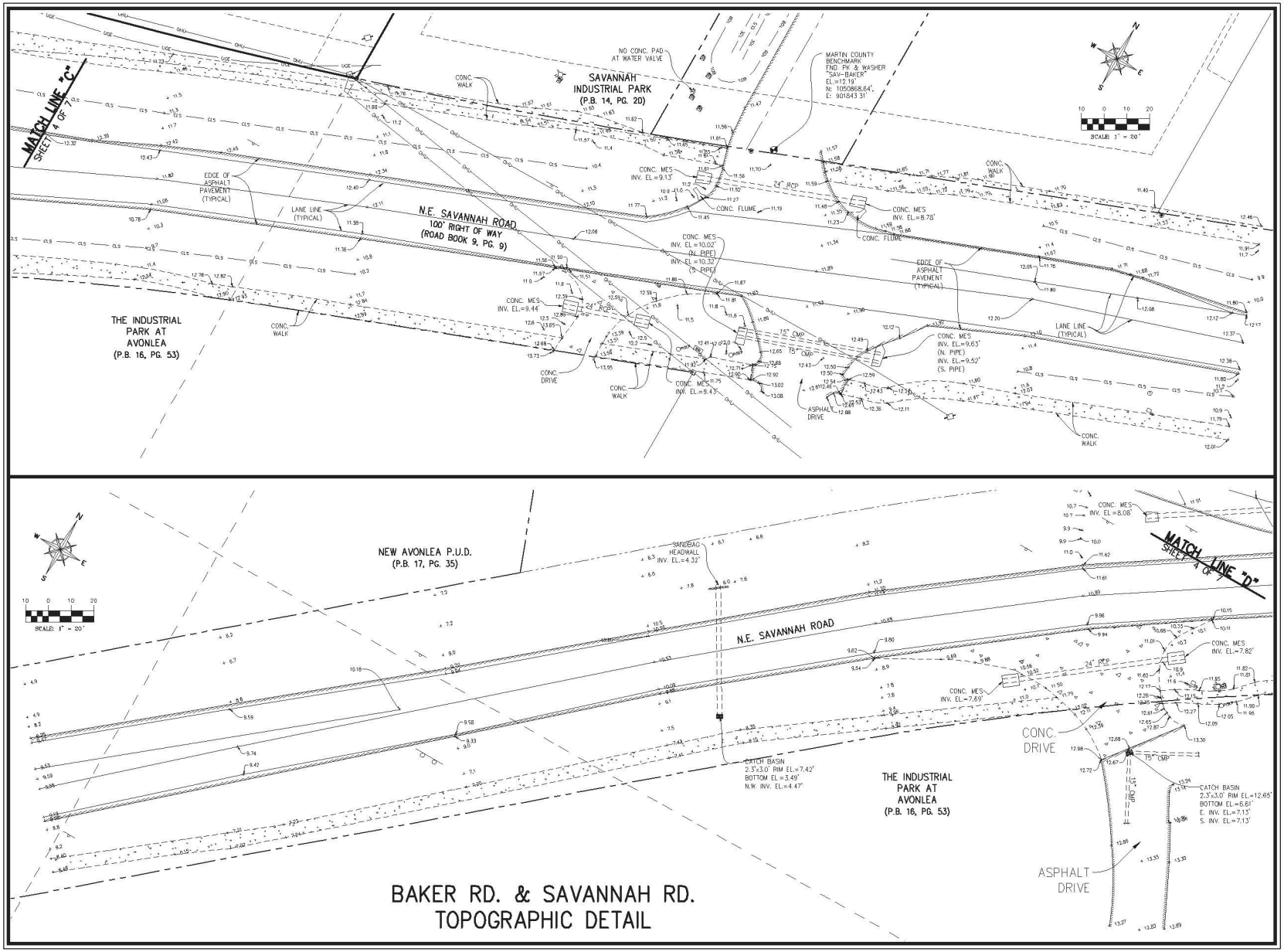
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A PORTION OF SECTION 28, TOWNSHIP 37 S., RANGE 41 E.
MARTIN COUNTY, FLORIDA

BOUNDARY & TOPOGRAPHIC SURVEY

KENNEDY HOMES, LLC

SHEET NO. 4
OF 7 SHEETS
PROJECT NO. 18-05



BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 SW. JACK JAMES DRIVE STUART, FLORIDA 34997
(772)286-5753 (772)286-5933 FAX
LICENSED BUSINESS NO. 6852

DATE	REVISIONS

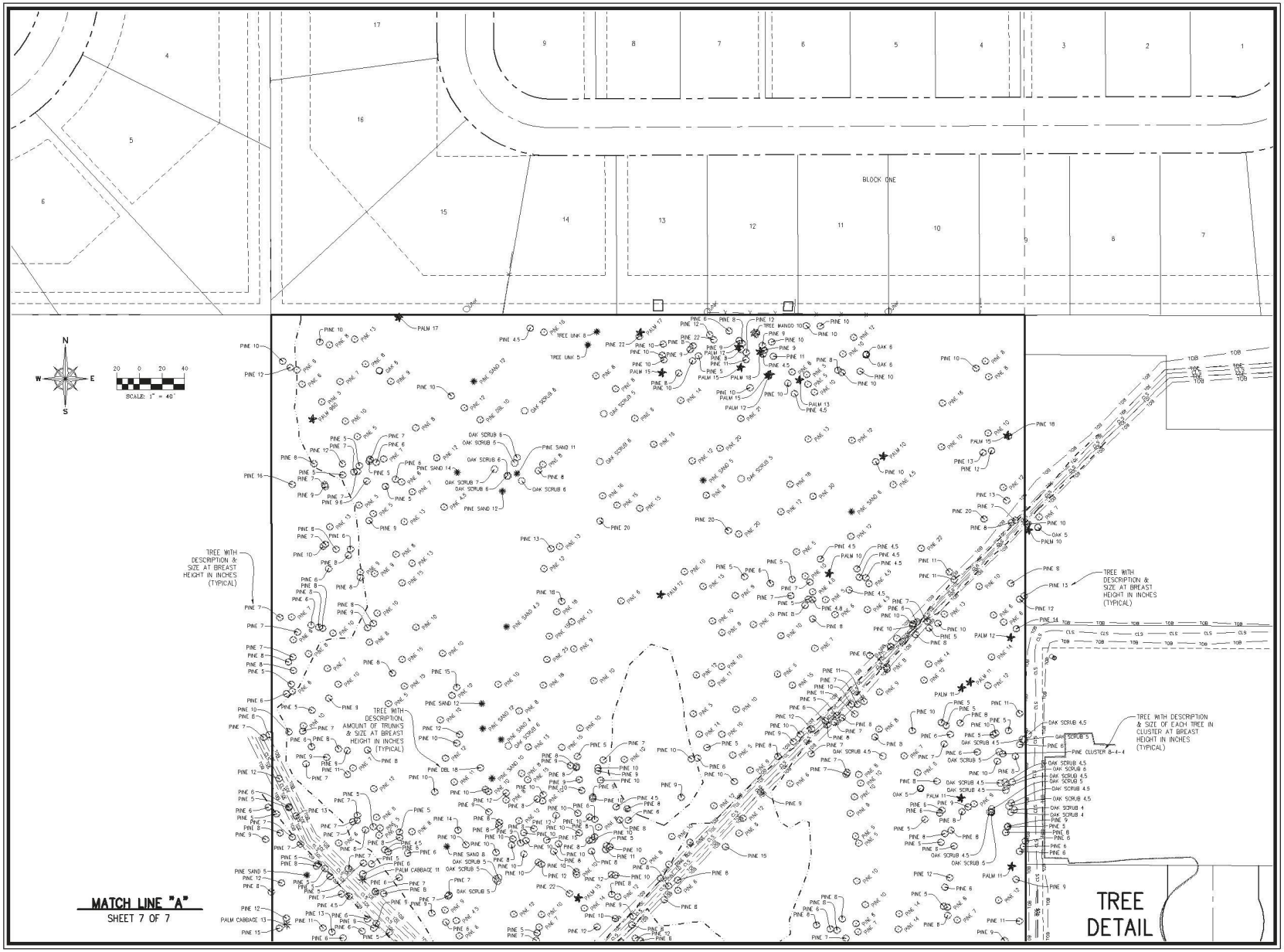
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A PORTION OF SECTION 28, TOWNSHIP 37 S., RANGE 41 E.
MARTIN COUNTY, FLORIDA

BOUNDARY & TOPOGRAPHIC SURVEY

KENNEDY HOMES, LLC

SHEET NO. 5
OF 7 SHEETS
PROJECT NO. 18-05



BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE STUART, FLORIDA 34997
(772)286-5753 (772)286-5933 FAX
LICENSED BUSINESS NO. 6852

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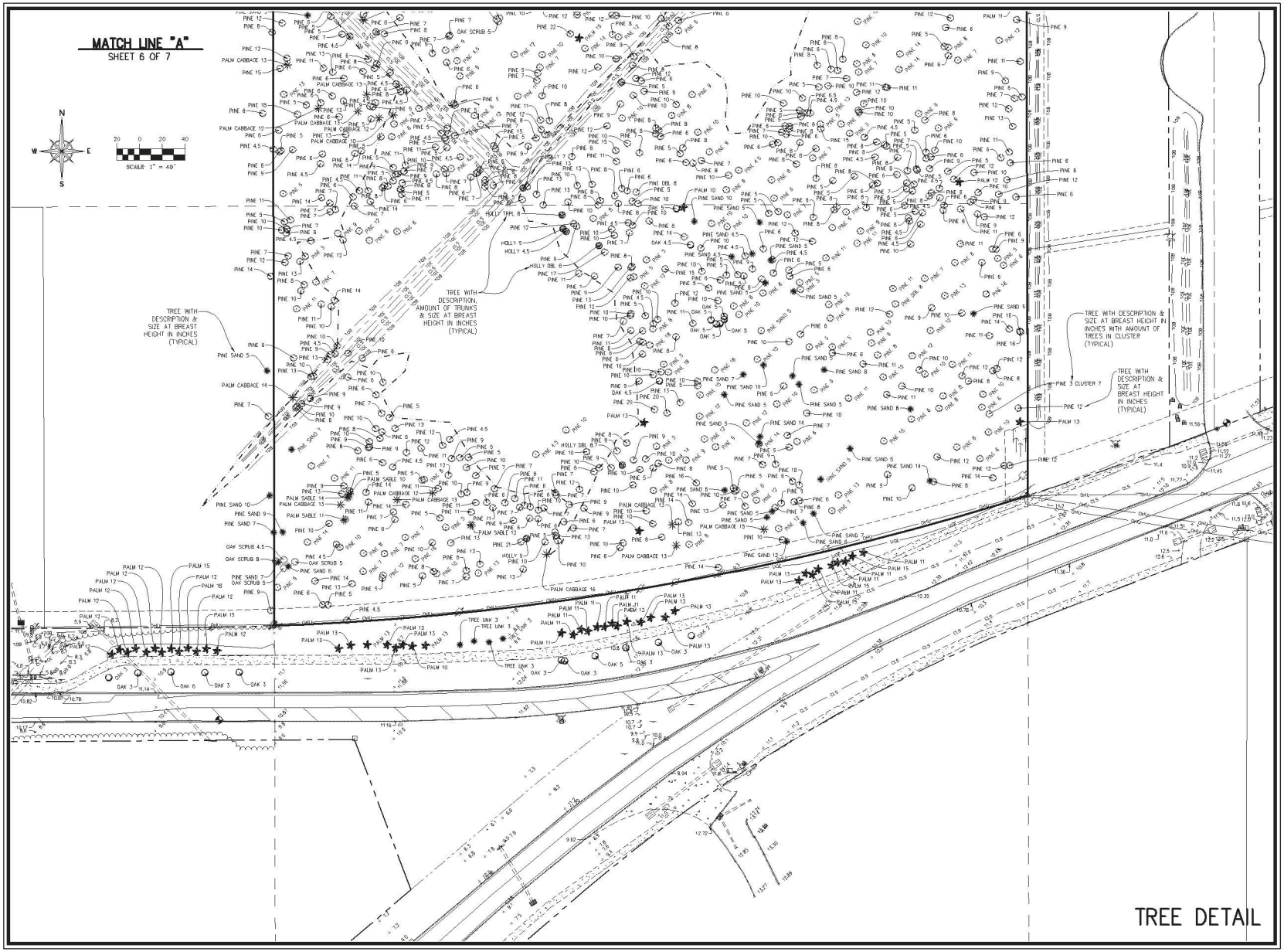
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CHECKED BY DJW

BOUNDARY & TOPOGRAPHIC SURVEY

KENNEDY HOMES, LLC

A PORTION OF SECTION 28, TOWNSHIP 37 S., RANGE 41 E.
MARTIN COUNTY, FLORIDA

SHEET NO. 6
OF 7 SHEETS
PROJECT NO. 18-05



BETSY LINDSAY, INC.
SURVEYING AND MAPPING
7997 S.W. JACK JAMES DRIVE STUART, FLORIDA 34997
(772)286-5753 (772)286-5933 FAX
LICENSED BUSINESS NO. 6852

DATE	REVISIONS

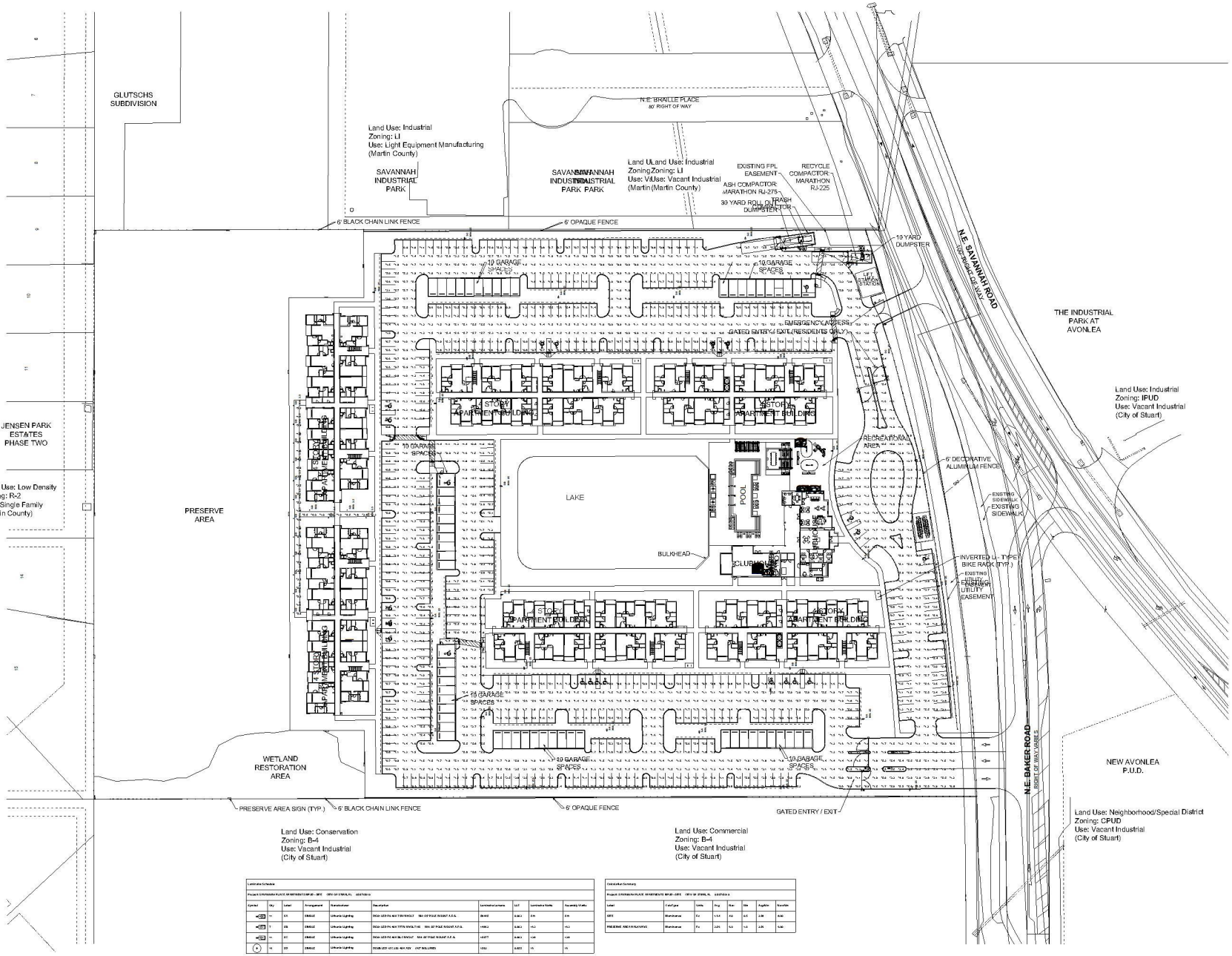
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A PORTION OF SECTION 28, TOWNSHIP 37 S., RANGE 41 E.
MARTIN COUNTY, FLORIDA

BOUNDARY & TOPOGRAPHIC SURVEY

KENNEDY HOMES, LLC

SHEET NO. 7
OF 7 SHEETS
PROJECT NO. 18-05



Luminaire Schedule									
Project: SAVANNAH PLACE APARTMENTS (MF/I) - SITE - CITY OF STUART, FL - 03/07/2019									
Symbol	Qty	Label	Arrangement	Manufacturer	Description	Luminaire Lumens	LLF	Luminaire Watts	Assembly Watts
	14	A1	SINGLE	Lithonia Lighting	DSXA-LED-P4-40K-T3W-MVOLT - 4M 40' POLE MOUNT A.F.G.	10,443	0.900	105	105
	7	B1	SINGLE	Lithonia Lighting	DSXA-LED-P4-40K-TFTM-MVOLT-HS - 4M 40' POLE MOUNT A.F.G.	14,861.4	0.900	143	143
	14	C1	SINGLE	Lithonia Lighting	DSXA-LED-P4-40K-BLC-MVOLT - 4M 40' POLE MOUNT A.F.G.	10,977	0.900	106	106
	16	D1	SINGLE	Lithonia Lighting	DSXB-LED-120-1A0-40K-ASY - WP BOLLARD	1,552	0.900	15	15

Calculation Summary								
Project: SAVANNAH PLACE APARTMENTS (MF/I) - SITE - CITY OF STUART, FL - 03/07/2019								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	
SITE	Illuminance	Fc	1.44	4.6	0.0	4.80	N.A.	
PRESERVE AREA IN PLAN VIEW	Illuminance	Fc	0.05	0.3	0.0	N.A.	N.A.	



N

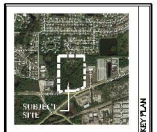
BUILDING 'I' : TYPICAL FLOOR PLAN

FIN. FLOOR ELEV = 00.00' NGVD

SCALE 1/8"=1'-0"

17105- A2.011 02 - 19.02.13 PLOT: 19.02.15

03112019 CC M



KEY PLAN

MARK	DESCRIPTION	DATE

REVISION BLOCK

MARC WIENER, A.I.A.
ARCHITECTURE / PLANNING
AR # 0011313
815 S Federal Highway, Suite 203
Stuart, Florida 34994
O: 561-750-4111
F: 561-750-5298

ARCHITECT

CONSULTANT

KENNEDY HOMES LLC
8400 Congress Ave. #2175
Boca Raton, Florida 33487

OWNER IDENTIFICATION

SAVANNAH PLACE APARTMENTS

SAVANNAH ROAD
STUART, FLORIDA

BUILDING

JOB NUMBER:	17105
SCALE:	AS NOTED
ISSUE DATE:	02.15.19
PERMIT DATE:	
BID DATE:	

PROJECT

DRAWN BY:	
CHECKED BY:	MW
DISCIPLINE:	ARCHITECTURE
PLAN TYPE:	BUILDING PLAN
SHEET NUMBER:	A2.011

SHEET

THESE PLANS ARE SMALL BE DISTRIBUTED AS A SCALE FILE SET OF DRAWINGS. DO NOT SCALE DRAWINGS. WRITTEN FIGURES INDICATING DIMENSIONS SHALL HAVE PRECEDENCE. DO NOT SCALE DRAWINGS.
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BUILDING 'I1' : TYPICAL FLOOR PLAN

FIN. FLOOR ELEV = 00.00' NGVD

SCALE 1/8"=1'-0"



KEY PLAN

MARK	DESCRIPTION	DATE

REVISION BLOCK

MARC WIENER, A.I.A.
ARCHITECTURE · PLANNING
AR # 0011313
STATE OF FLORIDA · MARC ROBERT WIENER · LICENSED ARCHITECT · 0011313
813 S Federal Highway, Suite 203
Stuart, Florida 34994
O: 561-750-4111
F: 561-750-5298

ARCHITECT

CONSULTANT

KENNEDY HOMES LLC
6400 Congress Ave. #2175
Boca Raton, Florida 33487

OWNER IDENTIFICATION

SAVANNAH PLACE APARTMENTS

SAVANNAH ROAD
STUART, FLORIDA

BUILDING

JOB NUMBER	17105
SCALE	AS NOTED
ISSUE DATE	02.15.19
PERMIT DATE	
BID DATE	

PROJECT

DRAWN BY	
CHECKED BY	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	BUILDING PLAN
SHEET NUMBER	A2.01 I1

SHEET

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17105- A2.01 I1 01 - 19.02.15 PLOT: 19.02.15

03112019 CCM



BUILDING 'III' : TYPICAL FLOOR PLAN

FIN. FLOOR ELEV = 00.00' NGVD

SCALE 1/8"=1'-0"

KEY PLAN



MARK	DESCRIPTION	DATE

REVISION BLOCK

MARC WIENER, A.I.A.
ARCHITECTURE / PLANNING
AR # 0011313
813 S Federal Highway, Suite 203
Stuart, Florida 34994
O: 561-750-4111
F: 561-750-5298

ARCHITECT

CONSULTANT

KENNEDY HOMES LLC
6400 Congress Ave. #2175
Boca Raton, Florida 33487

OWNER IDENTIFICATION

SAVANNAH PLACE APARTMENTS

SAVANNAH ROAD
STUART, FLORIDA

BUILDING

JOB NUMBER	17105
SCALE	AS NOTED
ISSUE DATE	02.15.19
PERMIT DATE	
BID DATE	

PROJECT

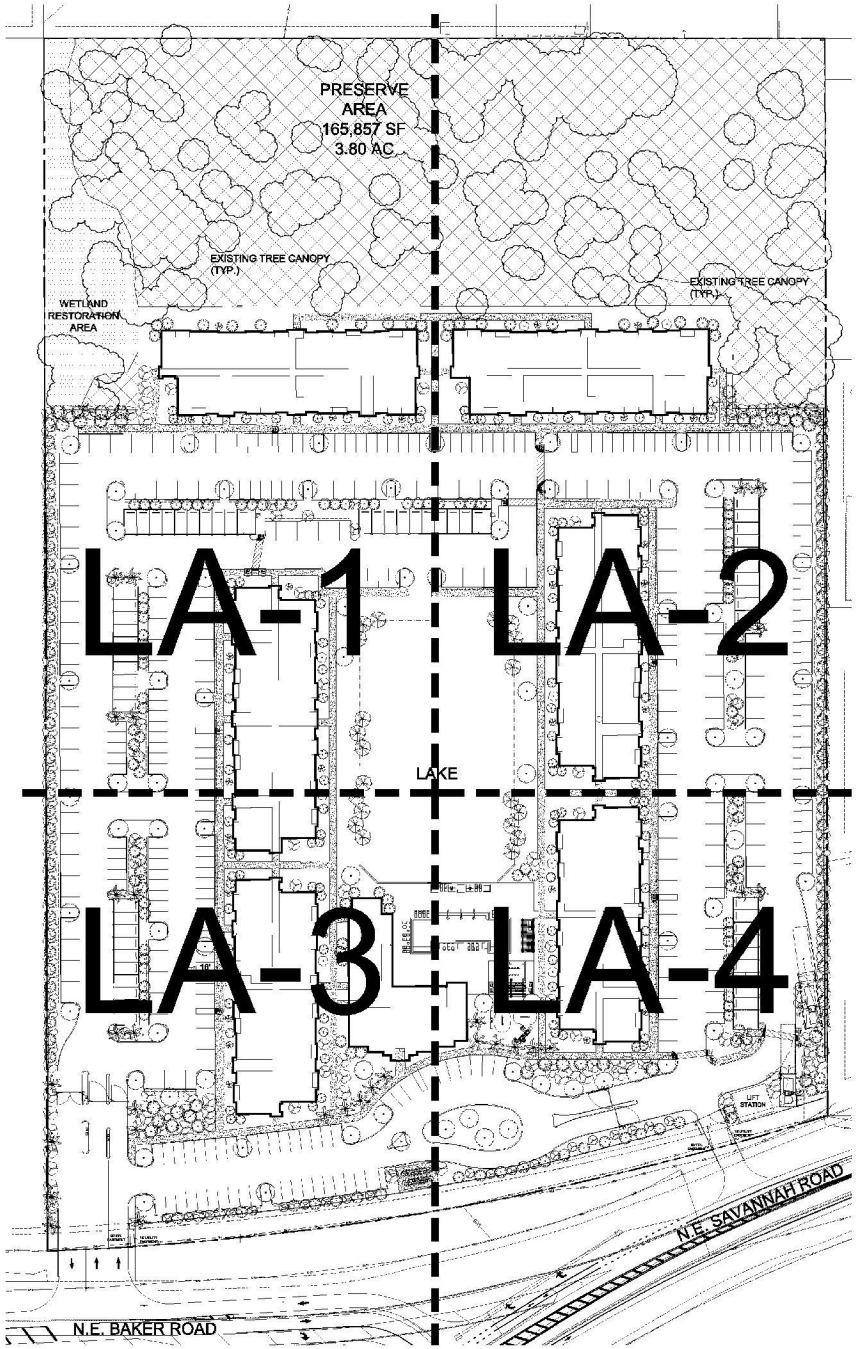
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CHECKED BY	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	BUILDING PLAN
SHEET NUMBER	A2.01 III

SHEET

THIS SET OF PLANS SHALL BE RESTRICTED TO USE FOR THIS PROJECT ONLY. NOT TO BE USED FOR ANY OTHER PROJECTS WITHOUT THE EXPRESS WRITTEN CONSENT OF THE ARCHITECT. WRITTEN FIGURES INDICATING DIMENSIONS SHALL TAKE PRECEDENCE. DO NOT SCALE DRAWINGS.
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17105- A2.01 III 01 - 19.02.13 PLOT: 19.02.15

03112019 CCM



PLANT SCHEDULE MASTER LP

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	CAL SIZE
	CE	151	Conocarpus erectus	Buttonwood	FG	16' HT	6'W	STD, F, BP	Native	4.5" Caliper
	CS	21	Conocarpus erectus "Sericeus"	Silver Buttonwood	CC	8'-HT	4' SPR	STD, F, BP	Native	
	PA	42	Sabal x sherrushii "Lisa Fralick"	Lisa Fralick Hybrid	FG	16' HT	6'W	STD, F, BP	Native	4.5" Caliper
	PE	36	Pinus elliottii 'Densa'	Slash Pine	FG	12'-16' HT		F, BP	Native	2.5" Caliper
	QV	62	Quercus virginiana	Southern Live Oak	FG	16' HT	6'W	F, BP	Native	4.5" Caliper
	RC	52	Roystonea regia	Florida/Cuban Royal Palm	FG	18 CT		F, BP	Native	
	SP	224	Sabal palmetto	Sabal Palm	FG	18 CT		HWY CAL, BP	Native	
	TD	11	Taxodium ascendens	Yellow Tidewater	45G	14' HT	3' W	F, BP	Non-native	
	TD	20	Taxodium distichum	Bald Cypress	FG	16' HT	6'W	F, BP	Native	4.5" Caliper
	TG	32	Tabebuia grandiflora	Purple Trumpet Tree	30G	8'-HT	3'W	F, BP	Non-native	
	WR	114	Washingtonia robusta	Mexican Fan Palm	FG	18 CT		F, BP	Non-native	
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	
	CHR	1,436	Chrysobalanus icaco 'Red Tip'	Red Tip Cocoplum	3G	24" HT	18"W	FTB	Native	
	COD	850	Codiaeum variegatum 'Mammey'	Mammey Croton	3G	24" HT	18"W	FTB, BP	Non-native	
	CTB	22	Cordyline terminalis 'Black Magic'	Black Magic Ti Plant	7G	4'- HT	3'W	F, BP	Non-native	
	CAD	24	Crinum augustum 'Queen Emma'	'Queen Emma' Crinum	7G	36" HT	36"W	F, BP	Non-native	
	CN	14	Crinum sp.	Grean Crinum	7G	24" HT	24"W	F, BP	Non-native	
	DAG	231	Dianella ajacea	Waydik	3G	24" HT	18"W	F	Native	
	HIB	28	Hibiscus rosa-sinensis 'Seminole Pink'	Seminole Pink Hibiscus	25G	8'HT	3'W	STD, BP	Non-native	
	JAT	39	Jatropha integerrima	Jatropha	15G	4' HT	3'W	STD, BP	Non-native	
	MRR	89	Myrcianthes fragrans	Simpson's Stopper	7G	4' HT	3'W	FTB, BP	Native	
	MC	21	Myrtus communis	Wax Myrtle	7G	28" OA		FTB, BP	Native	
	PLI	335	Plumbago auriculata "Imperial Blue"	Plumbago	3G	24" HT	24"W	F, BP	Non-native	
	RCL	250	Ravenala madagascariensis	Ravenala Roses "Pink"	3G	24" HT	24"W	FTB, BP	Non-native	
	SAR	1,060	Schefflera arboricola	Green Schefflera	3G	24" HT	24"W	F	Non-native	
	SRO	36	Sabal mexicana x texana "Cinerea"	Silver Sea Palmetto	3G	18" OA		F, BP	Native	
	STU	231	Stachytarpheta jamaicensis	Blue Porterweed	3G	24" HT	18"W	F	Native	
	SN	12	Strelitzia nicolai	Giant Bird of Paradise	7G	36" OA		F, BP	Non-native	
	TRF	845	Trripsacum floridana	Florida Gamma Grass	3G	24" OA	18"W	F	Native	
SHRUB AREAS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	SPACING
	HF	205	Hamelia patens 'Compa'	Dwarf Firebush	3G	30" HT	30"W	FTB	Native	30" o.c.
	PBM	123	Pennisetum setaceum 'White'	White Fountain Grass	3G	24" OA		F	Non-native	30" o.c.
	PA	205	Plumbago auriculata "Imperial Blue"	Plumbago	3G	24"HT	24"W	F, BP	Non-native	30" o.c.
	SPR	91	Spartina bakeri	Sand Cordgrass	3G	18" OA		F	Native	30" o.c.
	TT	250	Thryallis glauca	Thryallis	3G	24"HT	18"W	F	Non-native	30" o.c.
	TRD	795	Tripsacum floridana	Florida Gamma Grass	3G	24" OA	18"W	F	Native	36" o.c.
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	SPACING
	GIF	2,201	Fiberia scaposa 'Green Island'	Green Island Ficus	1G	12"HT	12"W	Full	Non-native	18" o.c.
	EZH	7,230	Zoysia matrella 'Global Deep'	Deep Zoysia	1G	12" OA	12"W	Full	Native	12" o.c.
	JUP	1,364	Juniperus chinensis 'Parsonii'	Parsoni Juniper	1G	18" HT	15" SPR	Full	Non-native	24" o.c.

UPLAND & LITTORAL PLANT SCHEDULE

LITTORAL PLANTING	3,530 sf			
Canna flaccida / Bandana	53	5 G., 12" HT	15% @ 24" oc	
Hymenocallis 'Alba Ring up'	42	5 G., 24" HT	15% @ 24" oc	
Nymphaea 'Blue Beauty' / Tropical Water Lily	42	5 G., 24" HT	15% @ 24" oc	
Pontederia cordata / Pickerel Weed	62	5 G., 24" HT	15% @ 24" oc	
Sagittaria lancifolia / Arrowhead	62	5 G., 24" HT	15% @ 24" oc	
Spartina bakeri / Sand Cord Grass	279	1 NSPL, 18" HT	30% @ 24" oc	
UPLAND BUFFER PLANTING	3,530 sf			
Calliandra eriophylla / Fairy Duster	22	3G, 30" HT x 15" W	10% @ 48" oc	
Muhlenbergia capillaris / Pink Muhly	71	1G, 12" HT x 12" W	20% @ 24" oc	
Myrsine cerifera / Wax Myrtle	7	7G, 36" HT x 28" SPR	5% @ 60" oc	
Myrtle communis 'Monteo'	33	3G, 24" HT x 18" W	10% @ 48" oc	
Serenoa repens / Saw Palmetto	7	7G, 36" HT x 28" SPR	5% @ 60" oc	
Spartina bakeri / Sand Cord Grass	28	1G, 12" HT x 12" W	20% @ 24" oc	
Tripsacum dactyloides / Fakahatchee Grass	33	3G, 24" HT x 20" SPR	10% @ 48" oc	

Landscape Data:

Total Landscape Area Required:
659,293 sf (20%)= 131,859 SF, 3.03 AC
Total Landscape Area Provided:
150,164 SF (3.45 AC)

Landscape Requirements
Total Site Area: 659,293 SF
Required Tree Credits: 440
(659,293*.020 = 440)
Parking Perimeter @ Building: (1,563' /20) = 78 Tree Credits
Parking Perimeter @ ROW: (531' /25) = 21 Tree Credits
Parking Perimeter @ Private Property: (1,232' /30) = 41 Tree Credits
Parking Terminal Islands: (73) = 73 Trees

Provided Tree Credits: 440

Parking Perimeter @ Building: 78 Tree Credits
Parking Perimeter @ ROW: 21 Tree Credits
Parking Perimeter @ Private Property: 41 Tree Credits
Parking Terminal Islands: 73 Tree Credits

Required Shrub Credits: 1,330
Parking Perimeter @ Building: (1,563' /2.5) = 625 Shrub Credits
Parking Perimeter @ ROW: (531' /2.5) = 212 Shrub Credits
Parking Perimeter @ Private Property: (1,232' /2.5) = 493 Shrub Credits

Provided Shrub Credits: 1,330
Parking Perimeter @ Building: 625 Shrub Credits (3' HT)
Parking Perimeter @ ROW: 212 Shrub Credits (3' HT)
Parking Perimeter @ Private Property: 493 Shrub Credits (3' HT)

LANDSCAPE NOTES:

- Alternative plant species and enhanced landscaping beyond minimum requirements may be permitted subject to review and approval by the City of Stuart prior to installation.
- All required landscape improvements for each phase must be inspected and approved by City of Stuart prior to the issuance of a Certificate of Occupancy.
- No Cypress mulch is to be used on site.
- Where existing vegetation meets minimum City of Stuart standards, this vegetation may be credited toward landscape requirements.
- Existing vegetation to remain undisturbed outside of construction limits. Proposed vegetation may be relocated due to unforeseen site conditions or in order to preserve existing vegetation.
- All prohibited exotic and invasive species shall be removed from the site prior to the issuance of a certificate of occupancy.
- See engineer's plans for all overhead & underground utility locations
- The plan has been designed to meet with the tree planting requirements contained within the FPL document entitled 'Plant the right tree in the Right Place'.
- For existing or proposed utilities, no tree shall be planted where it would, at mature height conflict with overhead power lines. Large trees (height at maturity of more than 30') from the nearest overhead power line. Medium height trees (height at maturity between 25' and 30' shall be offset at least 20' and small trees (height at maturity of less than 25') require no offset.
- No tree shrubs, hedges or vines shall be planted within 5' of an existing or proposed utility pole, guy wire or sub-merged transformer. Trees should be planted at a distance equal to or greater than the average mature height of each tree (25 feet from power lines. Trees species shall be selected so to minimize conflicts with existing or proposed utilities.
- All above ground utilities shall be screened in accordance with City of Stuart requirements
- All plant material to be Florida No. 1 quality and standards or better.

IRRIGATION NOTES:

All Landscape & Sod areas shall be irrigated by an automated system that provides 100% coverage & overlap.

Irrigation systems shall conform to the following standards. Irrigation systems shall be continuously maintained in working order and shall be designed not to overspray water zones or to water impervious areas.

No irrigation system shall be installed or maintained so that any publicly-owned water which causes water from the system to overspray onto the roadway or to create passing vehicular hazards.

Irrigation Water Source: To Be Determined

REQUIRED XERISCAPE POINTS:

At least 51% of the grass areas are made up of drought-tolerant grass species	10 points
At least 51% of the required shrubs are made up of drought-tolerant species	10 points
At least 51% of the required trees are made up of drought-tolerant species	10 points
Utilization of moisture sensing controller other than a rain-sensor override device	5 points
Utilization of mulch other than cypress mulch	5 points
Utilization of composted mulch within a 3"-min. depth in all planted areas except ground covers	10 points
	50 total points

SHEET INDEX:

OVERALL KEY SHEET	CV
PLANT SCHEDULE	CV
LANDSCAPE PLANS	LA-1 – LA-4
LANDSCAPE DETAILS	LA-5
LANDSCAPE SPECIFICATIONS	LA-6

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Savannah Place at Baker Road

City of Stuart, Martin County, Florida

Landscape Plan

Date	By	Description
06.12.18	D.C.	First Submittal
01.31.19	D.C.	LPA Set

NORTH

SCALE: 1" = 50'

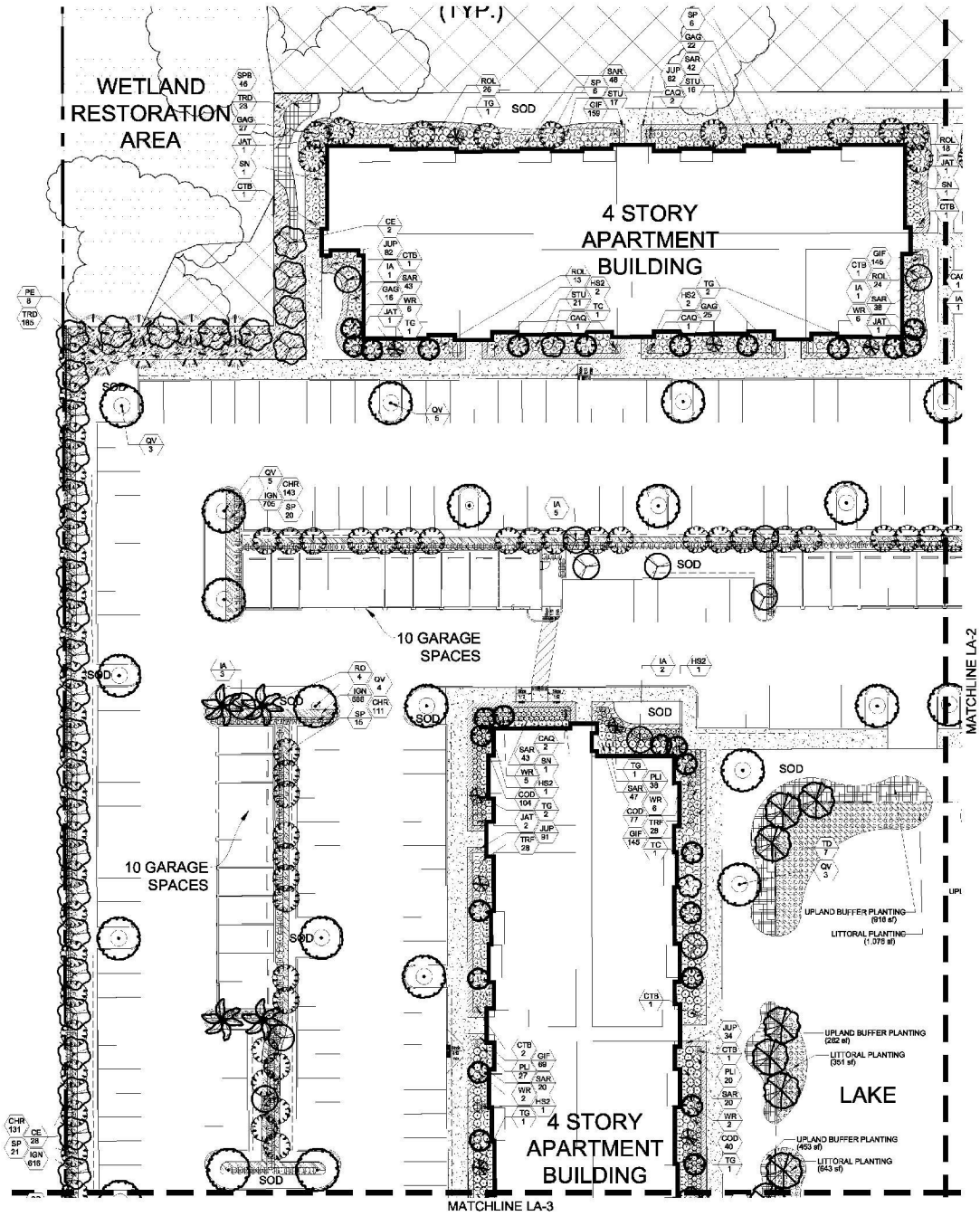
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REG. #1018
Thomas P. Lucido

Designer	D.C.	Sheet
Manager	D.F.	
Project Number	17-1120	CV
Municipal Number	---	
Computer File	17-1120 Baker Road Kennedy Homes - Lanc	

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PLANT SCHEDULE LA-1

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	CALIPER
	CE	30	Conocarpus erectus	Buttonwood	FG	16" HT	8'W	STD, F, SP	Native	4.5" Caliper
	IA	12	Ilex x attenuata "East Palatka"	East Palatka Holly	FG	16" HT	8'W	STD, F, SP	Native	4.5" Caliper
	PE	8	Pinus elliotii "Densa"	Slash Pine	FG	12'-16" HT		F, SP	Native	2.5" Caliper
	QV	16	Quercus virginiana	Southern Live Oak	FG	16" HT	8'W	F, SP	Native	4.5" Caliper
	RO	4	Roystonea regia	Florida/Cuban Royal Palm	FG	16'CT		F, SP	Native	
	SP	66	Sabal palmetto	Sabal Palm	FG	16'CT		HVY CAL, SP	Native	
	TC	2	Tabebuia caraiba	Yellow Tabebuia	45G	14' HT	7' W	F, SP	Non-native	
	TD	7	Taxodium distichum	Bald Cypress	FG	16" HT	8'W	F, SP	Native	4.5" Caliper
	TG	9	Tibouchina granulosa	Purple Glory Tree	25G	6'HT	3'W	F, SP	Non-native	
	WR	27	Washingtonia robusta	Mexican Fan Palm	FG	16'CT		F, SP	Non-native	
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	
	CHR	384	Chrysobalanus icaco "Red Tip"	Red Tip Cocoplum	3G	24" HT	18"W	FTB	Native	
	COD	221	Codiaeum variegatum "Mammey"	Mammey Croton	3G	24" HT	18"W	FTB, SP	Non-native	
	CTB	8	Cordyline terminalis "Black Magic"	Black Magic TI Plant	7G	4' HT	3'W	F, SP	Non-native	
	CAQ	6	Crinum augustum "Queen Emma"	"Queen Emma" Crinum	7G	36" HT	36" W	F, SP	Non-native	
	GAG	60	Galphimia glauca	Thryalis	3G	24" HT	18"W	F	Non-native	
	HS2	7	Hibiscus rosa-sinensis "Seminole Pink"	Seminole Pink Hibiscus	25G	6'HT	3'W	STD, SP	Non-native	
	JAT	6	Jatropha integerrima	Jatropha	15G	4' HT	3'W	STD, SP	Non-native	
	PLI	85	Plumbago auriculata "Imperial Blue"	Plumbago	3G	24" HT	24"W	F, SP	Non-native	
	ROL	81	Rondeletia leucophylla	Panama Rose "Pink"	3G	24" HT	24"W	FTB, SP	Non-native	
	SAR	299	Schefflera arboricola	Green Schefflera	3G	24" HT	24"W	F	Non-native	
	STU	54	Stachytarpheta jamaicensis	Blue Porterweed	3G	24" HT	18"W	F	Native	
	SN	3	Strelitzia nicolai	Giant Bird of Paradise	7G	36" OA		F, SP	Non-native	
	TRF	50	Tripsacum floridana	Florida Gamma Grass	3G	24" OA	18"W	F	Native	
SHRUB AREAS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	SPACING
	SPR	46	Spartina bakeri	Sand Cordgrass	3G	18" OA		F	Native	30" o.c.
	TRD	209	Tripsacum floridana	Florida Gamma Grass	3G	24" OA	18"W	F	Native	36" o.c.
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	SPACING
	GIF	518	Ficus microcarpa "Green Island"	Green Island Ficus	1G	12"HT	12"W	Full	Non-native	18" o.c.
	IGN	2,009	Ilex vomitoria "Stokes Dwarf"	Dwarf Yaupon	1G	12" OA	12"W	Full	Native	12" o.c.
	JUP	299	Juniperus chinensis "Parsonii"	Parsonii Juniper	1G	18" HT	18" SPR	Full	Non-native	24" o.c.

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Savannah Place Apartments

City of Stuart, Martin County, Florida

Landscape Plan

Date	By	Description
06.12.18	D.C.	First Submittal
01.31.19	D.C.	LPA Set

NORTH

SCALE: 1" = 20'

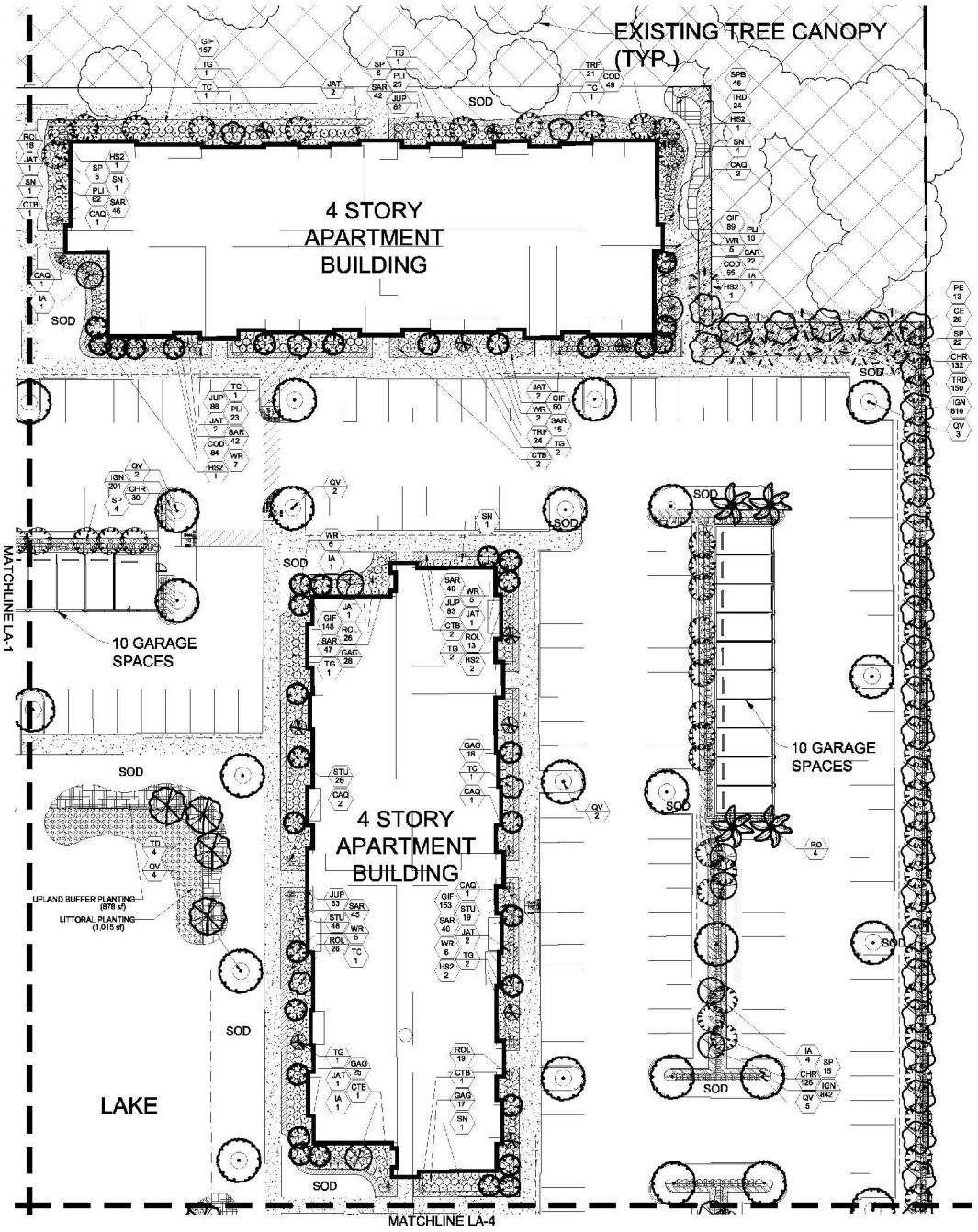
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REG. # 1018
Thomas P. Lucido

Designer	D.C.	Sheet
Manager	D.F.	LA-1
Project Number	17-1120	
Municipal Number	---	
Computer File	17-1120 Baker Road Kennedy Homes - Land	

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PLANT SCHEDULE LA-2

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	CALIPER
	CE	26	Conocarpus erectus	Buttonwood	FG	16" HT	5'W	STD, F, SP	Native	4.5" Caliper
	IA	8	Ilex x attenuata "East Palatka"	East Palatka Holly	FG	16" HT	5'W	STD, F, SP	Native	4.5" Caliper
	PE	13	Pinus elliotii "Densa"	Slash Pine	FG	12'-16" HT		F, SP	Native	2.5" Caliper
	QV	23	Quercus virginiana	Southern Live Oak	FG	16" HT	5'W	F, SP	Native	4.5" Caliper
	RO	4	Roystonea regia	Florida Cuban Royal Palm	FG	16' CT		F, SP	Native	
	SP	53	Sabal palmetto	Sabal Palm	FG	16' CT		HVY CAL, SP	Native	
	TC	5	Tabebuia caraiba	Yellow Tabebuia	45G	14' HT	7' W	F, SP	Non-native	
	TD	4	Taxodium distichum	Bald Cypress	FG	16" HT	5'W	F, SP	Native	4.5" Caliper
	TG	19	Tibouchina granulosa	Purple Glory Tree	25G	8'HT	3'W	F, SP	Non-native	
	WR	37	Washingtonia robusta	Mexican Fan Palm	FG	16' CT		F, SP	Non-native	

SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE
	CHR	304	Chrysobalanus icaco "Red Tip"	Red Tip Cocoplum	3G	24" HT	18"W	FTB	Native
	COD	186	Codiaeum variegatum "Mammey"	Mammey Croton	3G	24" HT	18"W	FTB, SP	Non-native
	CTB	6	Cordyline terminalis "Black Magic"	Black Magic TI Plant	7G	4' HT	3'W	F, SP	Non-native
	CAQ	8	Crinum augustum "Queen Emma"	"Queen Emma" Crinum	7G	36" HT	36" W	F, SP	Non-native
	GAG	88	Galphimia gliuca	Thryalis	3G	24" HT	18"W	F	Non-native
	HS2	8	Hibiscus rosa-sinensis "Seminole Pink"	Seminole Pink Hibiscus	25G	8'HT	3'W	STD, SP	Non-native
	JAT	11	Jatropha integerrima	Jatropha	15G	4' HT	3'W	STD, SP	Non-native
	PLI	120	Plumbago auriculata "Imperial Blue"	Plumbago	3G	24" HT	24"W	F, SP	Non-native
	ROL	64	Rondeletia leucophylla	Panama Rose "Pink"	3G	24" HT	24"W	FTB, SP	Non-native
	SAR	338	Schefflera arboricola	Green Schefflera	3G	24" HT	24"W	F	Non-native
	STU	63	Stachytarpheta jamaicensis	Blue Porterweed	3G	24" HT	18"W	F	Native
	SN	4	Strelitzia nicolai	Giant Bird of Paradise	7G	36" OA		F, SP	Non-native
	TRF	45	Tripsacum floridana	Florida Gamma Grass	3G	24" OA	18"W	F	Native

SHRUB AREAS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	SPACING
	SPB	45	Sporobus baisei	Sand Dropseed	3G	18" OA		F	Native	36" o.c.
	TRD	174	Tripsacum floridana	Florida Gamma Grass	3G	24" OA	18"W	F	Native	36" o.c.

GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	SPACING
	GIF	807	Ficus microcarpa "Green Island"	Green Island Ficus	1G	12"HT	12"W	Full	Non-native	18" o.c.
	IGN	1,868	Ilex vomitoria "Stokes Dwarf"	Dwarf Yaupon	1G	18" OA	12"W	Full	Native	12" o.c.
	JUP	338	Juniperus chinensis "Parsonii"	Parsoni Juniper	1G	16" HT	16" SPR	Full	Non-native	24" o.c.

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SCALE: 1" = 20'

0 10' 20' 40'

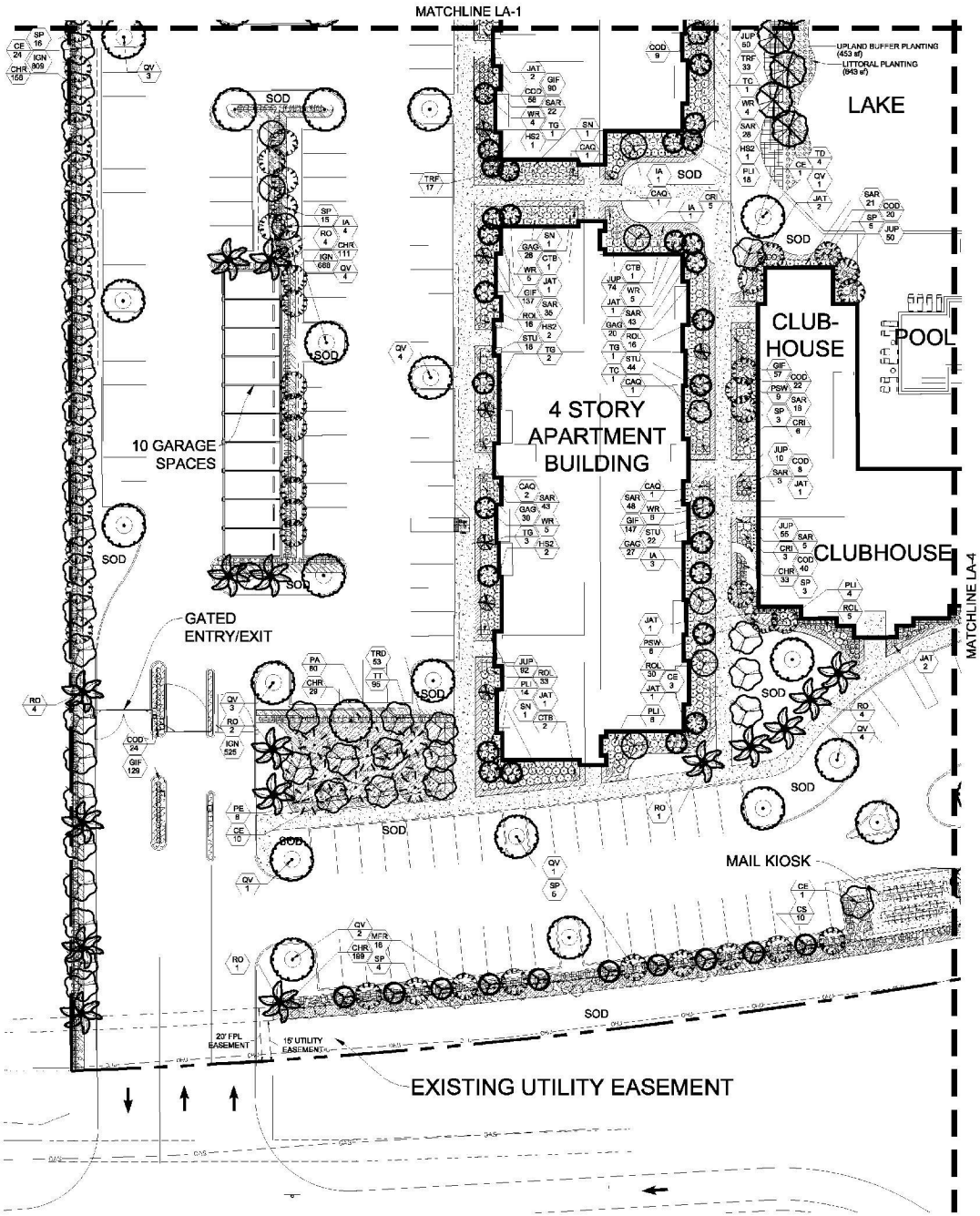
REG. # 1018
Thomas P. Lucido

Designer	D.C.
Manager	D.F.
Project Number	17-1120
Municipal Number	---
Computer File	17-1120 Baker Road Kennedy Homes - Land

Sheet
LA-2

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PLANT SCHEDULE LA-3

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	CALIPER
	CE	39	Conocarpus erectus	Buttonwood	FG	16' HT	8'W	STD, F, BP	Native	4.5" Caliper
	CS	10	Conocarpus erectus "Sericeus"	Silver Buttonwood	CS	8'HT	4' SPR	STD, F, BP	Native	
	IA	9	Ilex x attenuata "East Palatka"	East Palatka Holly	FG	16' HT	8'W	STD, F, BP	Native	4.5" Caliper
	PE	6	Pinus elliotii "Densa"	Slash Pine	FG	12'-16' HT		F, BP	Native	2.5" Caliper
	QV	21	Quercus virginiana	Southern Live Oak	FG	16' HT	8'W	F, BP	Native	4.5" Caliper
	RO	16	Roystonea regia	Florida/Cuban Royal Palm	FG	18'CT		F, SP	Native	
	SP	61	Sabal palmetto	Sabal Palm	FG	18'CT		HVY CAL, BP	Native	
	TC	2	Tabebuia caraiba	Yellow Tabebuia	45G	14' HT	7' W	F, BP	Non-native	
	TD	4	Taxodium distichum	Bald Cypress	FG	16' HT	8'W	F, BP	Native	4.5" Caliper
	TR	7	Tibouchina granulosa	Purple Glory Tree	25G	8'HT	3'W	F, BP	Non-native	
	WR	29	Washingtonia robusta	Mexican Fan Palm	FG	18'CT		F, BP	Non-native	
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	
	CHR	450	Chrysobalanus icaco "Red Tip"	Red Tip Cocoplum	3G	24" HT	18"W	FTB	Native	
	COD	190	Cocleosum verapatum "Mammey"	Mammey Dotan	3G	24" HT	18"W	FTB, SP	Non-native	
	CTB	4	Cordyline terminalis "Black Magic"	Black Magic Ti Plant	7G	4' HT	3'W	F, BP	Non-native	
	CAQ	6	Crinum augustum "Queen Emma"	"Queen Emma" Crinum	7G	36" HT	36" W	F, SP	Non-native	
	CRI	14	Crinum sp.	Green Crinum	7G	24" HT	24"W	F, SP	Non-native	
	GAG	103	Galphimia glauca	Thryallis	3G	24" HT	18"W	F	Non-native	
	HS2	6	Hibiscus rosa-sinensis "Seminole Pink"	Seminole Pink Hibiscus	25G	6'HT	3'W	STD, SP	Non-native	
	JAT	12	Jatropha integerrima	Jatropha	15G	4' HT	3'W	STD, BP	Non-native	
	MFR	18	Myrcianthes fragrans	Simpson's Stopper	7G	4' HT	3'W	FTB, BP	Native	
	MC	11	Myrtus cerifera	Wax Myrtle	7G	36" OA		FTB, BP	Native	
	PLI	42	Plumbago auriculata "Imperial Blue"	Plumbago	3G	24" HT	24"W	F, BP	Non-native	
	ROL	109	Rondeletia leucophylla	Panama Rose 'Pink'	3G	24" HT	24"W	FTB, BP	Non-native	
	SAR	266	Schefflera arboricola	Green Schefflera	3G	24" HT	24"W	F	Non-native	
	SRC	17	Serenoa repens 'Cinerea'	Silver Saw Palmetto	3G	18" OA		F, BP	Native	
	STU	84	Stachytarpheta jamaicensis	Blue Porterweed	3G	24" HT	18"W	F	Native	
	SN	3	Strelitzia nicolai	Giant Bird of Paradise	7G	36" OA		F, SP	Non-native	
	TRF	60	Tripsacum floridana	Florida Gamma Grass	3G	24" OA	18"W	F	Native	
SHRUB AREAS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	SPACING
	HF	62	Hamelia patens "Compacta"	Dwarf Firebush	3G	36" HT	30" W	FTB	Native	30" o.c.
	PSW	15	Pennisetum setaceum 'White'	White Fountain Grass	3G	24" OA		F	Non-native	36" o.c.
	PA	154	Plumbago auriculata "Imperial Blue"	Plumbago	3G	24"HT	24"W	F, BP	Non-native	30" o.c.
	TT	199	Thryallis gleuca	Thryallis	3G	24"HT	18"W	F	Non-native	30" o.c.
	TRD	53	Tripsacum floridana	Florida Gamma Grass	3G	24" OA	18"W	F	Native	36" o.c.
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	SPACING
	GIF	629	Ficus microcarpa 'Green Island'	Green Island Ficus	1G	12"HT	12"W	Full	Non-native	18" o.c.
	IGN	2,052	Ilex vomitoria 'Stokes Dwarf'	Dwarf Yaupon	1G	12" OA	12"W	Full	Native	12" o.c.
	JUP	346	Juniperus chinensis 'Parsonii'	Parsoni Juniper	1G	10" HT	15" SPR	Full	Non-native	24" o.c.

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Savannah Place Apartments

City of Stuart, Martin County, Florida

Landscape Plan

Date	By	Description
06.12.18	D.C.	First Submittal
01.31.19	D.C.	LPA Set

NORTH

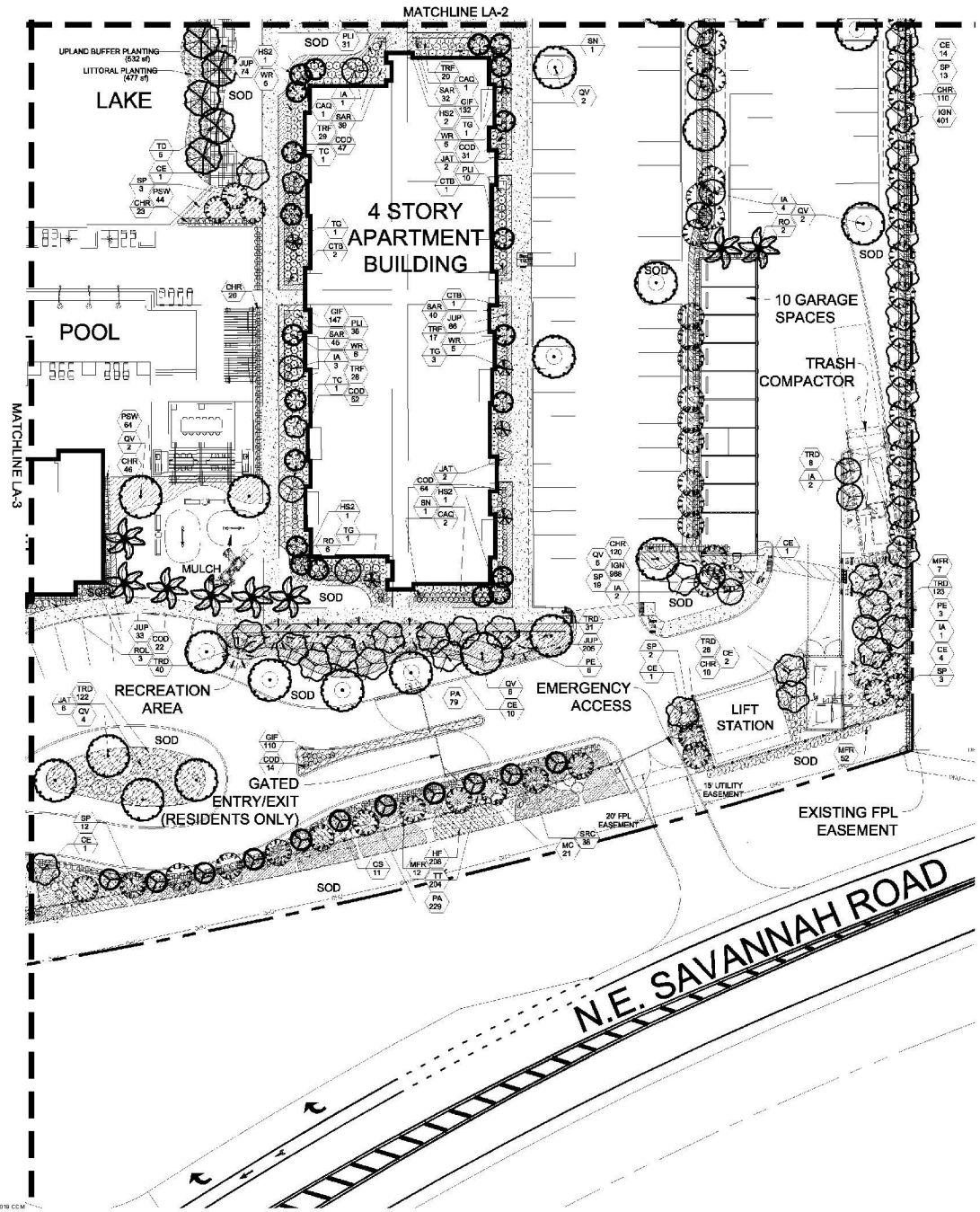
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REG. # 1018
Thomas P. Lucido

Designer	D.C.	Sheet
Manager	D.F.	**LA-3**
Project Number	17-1120	
Municipal Number	---	
Computer File	17-1120 Baker Road Kennedy Homes - Land	

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PLANT SCHEDULE LA-4

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	CALIPER
	CE	34	Conocarpus erectus	Buttonwood	FG	16' HT	8'W	STD, F, SP	Native	4.5" Caliper
	CS	11	Conocarpus erectus Sericeus	Silver Buttonwood	CS	8' HT	4' SPR	STD, F, SP	Native	
	IA	13	Ilex x attenuata "East Palatka"	East Palatka Holly	FG	16' HT	8'W	STD, F, SP	Native	4.5" Caliper
	PE	9	Pinus elliottii 'Densa'	Slash Pine	FG	12'-16' HT		F, SP	Native	2.5" Caliper
	QV	19	Quercus virginiana	Southern Live Oak	FG	16' HT	8'W	F, SP	Native	4.5" Caliper
	RO	6	Roystonea regia	Florida/Cuban Royal Palm	FG	16'CT		F, SP	Native	
	SP	52	Sabal palmetto	Sabal Palm	FG	16'CT		HVY CAL, SP	Native	
	TC	2	Tabebuia caraiba	Yellow Tabebuia	45G	14' HT	7' W	F, SP	Non-native	
	TD	6	Taxodium distichum	Bald Cypress	FG	16' HT	8'W	F, SP	Native	4.5" Caliper
	TG	6	Tibouchina granulosa	Purple Glory Tree	25G	8' HT	3'W	F, SP	Non-native	
	WR	21	Washingtonia robusta	Mexican Fan Palm	FG	16'CT		F, SP	Non-native	

SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE
	CHR	365	Chrysobalanus icaco 'Red Tip'	Red Tip Cocoplum	3G	24" HT	18"W	FTB	Native
	COD	221	Codiaeum variegatum 'Mammey'	Mammey Croton	3G	24" HT	18"W	FTB, SP	Non-native
	CTB	4	Cordyline terminalis 'Black Magic'	Black Magic Ti Plant	7G	4' HT	3'W	F, SP	Non-native
	CAQ	4	Crinum augustum 'Queen Emma'	"Queen Emma" Crinum	7G	30" HT	30" W	F, SP	Non-native
	HS2	5	Hibiscus rose-sinensis 'Seminole Pink'	Seminole Pink Hibiscus	25G	6'HT	5'W	STD, SP	Non-native
	JAT	10	Jatropha integerrima	Jatropha	15G	4' HT	3'W	STD, SP	Non-native
	MFR	71	Myrcianthes fragrans	Simpson's Stopper	7G	4' HT	3'W	FTB, SP	Native
	MC	10	Myrica cerifera	Wax Myrtle	7G	30" OA		FTB, SP	Native
	PLI	78	Plumbago auriculata 'Imperial Blue'	Plumbago	3G	24" HT	24"W	F, SP	Non-native
	ROL	5	Rondeletia leucophylla	Panama Rose 'Pink'	3G	24" HT	24"W	FTB, SP	Non-native
	SAR	158	Schefflera arboricola	Green Schefflera	3G	24" HT	24"W	F	Non-native
	SRC	21	Serenoa repens 'Cinerea'	Silver Saw Palmetto	3G	18" OA		F, SP	Native
	SN	2	Strelitzia nicolai	Giant Bird of Paradise	7G	36" OA		F, SP	Non-native
	TRF	94	Tripsacum floridana	Florida Gamma Grass	3G	24" OA	18"W	F	Native

SHRUB AREAS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	SPACING
	HF	148	Hamelia patens 'Celius'	Dwarf Firebush	3G	30" HT	30" W	FTB	Native	30" o.c.
	PBW	108	Pennisetum setaceum 'White'	White Fountain Grass	3G	24" OA		F	Non-native	36" o.c.
	PA	234	Plumbago auriculata 'Imperial Blue'	Plumbago	3G	24"HT	24"W	F, SP	Non-native	30" o.c.
	TT	138	Thryallis glauca	Thryallis	3G	24"HT	18"W	F	Non-native	30" o.c.
	TRD	350	Tripsacum floridana	Florida Gamma Grass	3G	24" OA	18"W	F	Native	36" o.c.

GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	SPACING
	GIF	389	Ficus microcarpa 'Green Island'	Green Island Ficus	1G	12"HT	12"W	Full	Non-native	18" o.c.
	IGN	1,140	Ilex vomitoria 'Stokes Dwarf'	Dwarf Yaupon	1G	12" OA	12"W	Full	Native	12" o.c.
	JUP	383	Juniperus chinensis 'Parsonii'	Parsoni Juniper	1G	10" HT	18" SPR	Full	Non-native	24" o.c.

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Savannah Place Apartments

City of Stuart, Martin County, Florida

Landscape Plan

Date	By	Description
06.12.18	D.C.	First Submittal
01.31.19	D.C.	LPA Set

NORTH

SCALE: 1" = 20'

0 10' 20' 40'

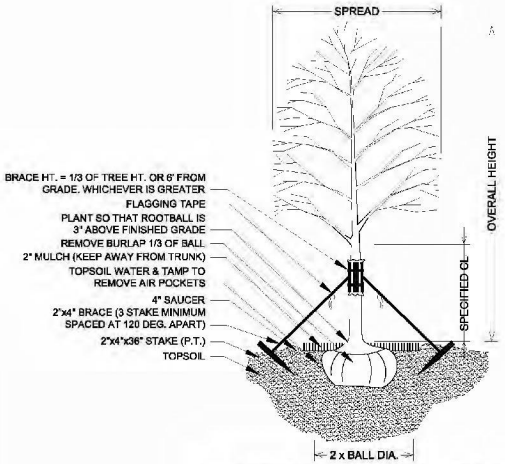
REG. #1018
Thomas P. Lucido

Designer	D.C.
Manager	D.F.
Project Number	17-1120
Municipal Number	---
Computer File	17-1120 Baker Road Kennedy Homes - Land

Sheet **LA-4**

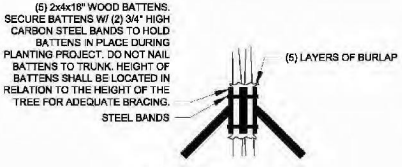
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TREE PLANTING & STAKING

NOT TO SCALE

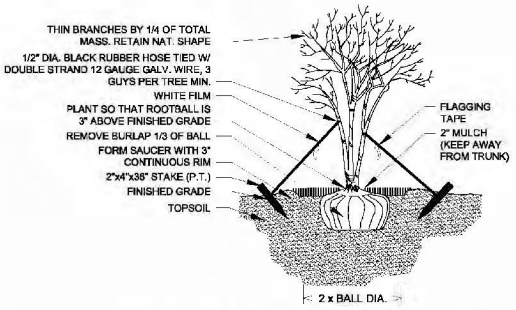


BRACING DETAIL

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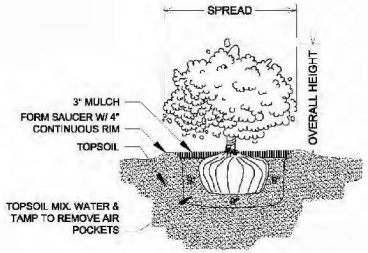
PALM PLANTING - ANGLE STAKE

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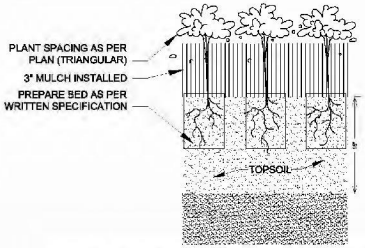
MULTI-TRUNK PLANTING & GUYING

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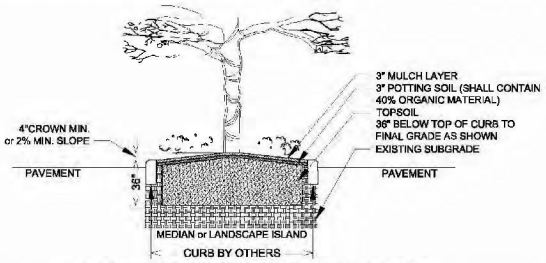
SHRUB PLANTING

NOT TO SCALE



GROUNDCOVER PLANTING DETAIL

NOT TO SCALE

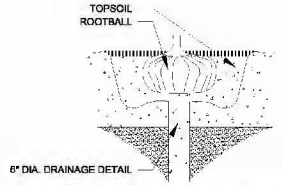


LANDSCAPE AREA PREPARATION DETAIL

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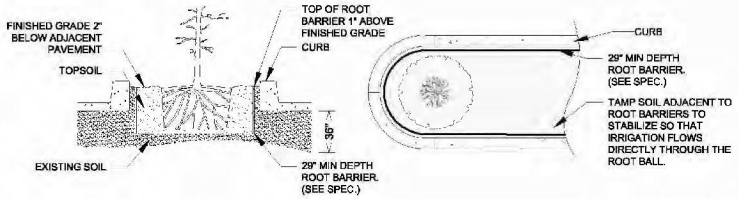
THIS DETAIL SHOWN DEPICTS A MEDIAN AND/OR LANDSCAPE ISLAND AND IS FOR GRAPHIC PURPOSES ONLY; SOIL PREPARATION SHALL APPLY TO ALL TREE, SHRUB, & GROUND COVER AREAS. THIS DOES NOT INCLUDE SOD AREAS

- "TOPSOIL SHALL BE NATURAL FRIABLE, FINE LOAMY SOIL POSSESSING CHARACTERISTICS OF REPRESENTATIVE TOPSOILS IN THE VICINITY OF THE PROJECT SITE THAT PRODUCES HEAVY GROWTH.
- TOPSOIL SHALL HAVE A PH RANGE OF 5.5-7.4, FREE FROM SUBSOIL, WEEDS, LITTER, SODS, CLAY, STONES, STUMPS, ROOTS, TRASH, HERBICIDES, TOXIC SUBSTANCES, OR ANY OTHER MATERIAL WHICH MAY BE HARMFUL TO PLANT GROWTH, OR HINDER PLANTING OPERATIONS.
- TOPSOIL SHALL CONTAIN A MINIMUM OF 3% ORGANIC MATERIAL.
- TOPSOIL MUST PERCOLATE WATER AT A RATE OF 1" PER HOUR (SEE ALSO DRAINAGE TESTING DETAIL FOR TREES)
- LANDSCAPE AREA SOILS SHALL BE APPROVED BY LANDSCAPE ARCHITECT/OWNER PRIOR TO PLANTING



DRAINAGE TESTING DETAIL

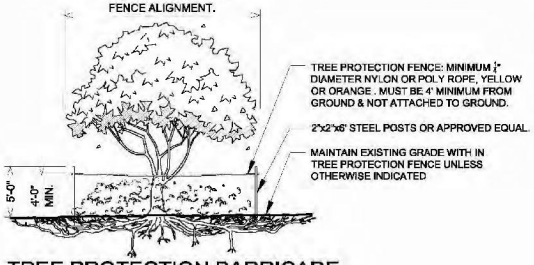
NOT TO SCALE



SPECIAL APPLICATIONS ROOT BARRIER DETAIL

NOT TO SCALE

NOTES:
1- ROOT BARRIER SHALL BE INSTALLED WHEN ROOT BALL IS LOCATED WITHIN 8' OF PAVEMENT AND OR CURB.
2- ROOT BARRIER SHALL BE "BIO-BARRIER 29" DEPTH OR APPROVED EQUAL
3- ROOT BARRIER SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.



TREE PROTECTION BARRICADE

NOT TO SCALE

NOTES:
1- SEE LANDSCAPE PLAN FOR FENCE ALIGNMENT.
3- NO PRUNING SHALL BE PERFORMED EXCEPT BY APPROVED ARBORIST.
4- NO EQUIPMENT SHALL OPERATE INSIDE THE PROTECTIVE FENCING INCLUDING DURING FENCE INSTALLATION AND REMOVAL.

DRAINAGE TESTING/DRAINAGE CHANNEL REQUIREMENTS.

PRIOR TO PLANTING, ALL PLANTING PITS SELECTED FOR TESTING SHALL BE TESTED IN THE FOLLOWING MANNER.

A. DIG EACH PLANTING PIT TO THE MINIMUM SPECIFIED SIZE.

B. FILL PLANTING PIT WITH TWELVE INCHES (12") OF WATER. IF THE WATER LEVEL DROPS FOUR (4") OR MORE WITHIN FOUR (4) HOURS, THE DRAINAGE IS SUFFICIENT AND A DRAINAGE CHANNEL IS NOT REQUIRED. IF THE WATER LEVEL DROPS LESS THAN FOUR INCHES (4") WITHIN THE FOUR (4) HOUR PERIOD, A DRAINAGE CHANNEL IS REQUIRED.

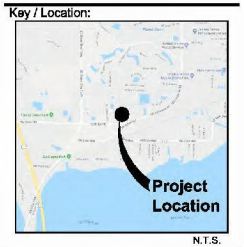
C. WHERE REQUIRED, THE DRAINAGE CHANNEL MUST EXTEND DOWN THROUGH THE NON POROUS SOIL AND INTO POROUS SOIL. (SEE DETAIL)

D. ALL MATERIAL REMOVED FROM THE DRAINAGE CHANNEL SHALL BE DISCARDED.

E. WHEN BACKFILLING PLANTING PITS WITH NATIVE TOPSOIL, CARE MUST BE TAKEN TO KEEP THE CONSISTENCY OF THE SOIL MIX THE SAME THROUGHOUT THE PLANTING PIT AND DRAINAGE CHANNEL.

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NORTH

SCALE: 1" = n.t.s.

0 0' 0' 0'

REG. # 1016
Thomas P. Lucido

Designer	D.C.	Sheet
Manager	D.F.	LA-5
Project Number	17-1120	
Municipal Number	—	
Computer File	17-1120 Bakar Road Kennedy Homes - Lands	

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LANDSCAPE SPECIFICATIONS

PART 1: GENERAL CONDITIONS

1.01 SCOPE:
A. The Landscape contract includes the supplying and planting of all trees, shrubs, vines, and ground cover together with all necessary labor, equipment, tools and materials needed for the successful completion, execution and maintenance of the landscape plans.

1.02 AGENCY STANDARDS:
A. Grades and standards of plant materials to be used shall be true to name, size, condition and graded Florida #1 or better as stated in: Grades and Standards of Florida Plant Materials published by the State of Florida Department of Agriculture, Tallahassee, Florida.

1.03 SITE EXAMINATION:
A. The Landscape Contractor shall personally examine the site and fully acquaint him/herself with all of the existing conditions in order that no mis-understanding may afterwards arise as to the character or extent of the work to be performed, and, additionally, in order to acquaint him/herself with all precautions to be taken in order to avoid injury to property or persons. No additional compensation will be granted because of any unusual difficulties which may be encountered in the execution or maintenance of any portion of the work.

1.04 ERRORS AND OMISSIONS:
A. The plant list is a part of the drawings and is furnished as a convenience. The plant list indicates the name, size and quantities of specific plant materials as called for and is located on the drawings. The Landscape Contractor is responsible for his/her own quantity count, and any discrepancy between drawings and plant list shall be considered as correct on the drawings.

B. The Landscape Contractor shall not take advantage of errors or omissions in the specifications or contract drawings. Full instruction will be given if such errors are discovered. Upon the discovery of any discrepancies in, or omissions from the drawings or documents, or should the Landscape Contractor be in doubt as to their meaning, the Landscape Architect shall be notified and will determine the actions necessary to each query.

C. If plans and specifications are found to disagree after the contract is awarded, the Landscape Architect shall be the judge as to which was intended.

1.05 EXECUTION OF THE WORK:
A. The Landscape Contractor shall have his labor crews controlled and directed by a Foreman well versed in plant materials, planting methods, reading plans, and coordination between job and nursery in order to execute installation correctly and in a timely manner.

B. The Landscape Contractor shall provide a competent English-speaking Foreman on the project at all times, who shall be fully authorized as the Contractor's agent on the work. The Foreman shall be capable of reading and thoroughly understanding the Plans, Specifications and other Contract Documents. If the Superintendent is deemed incompetent by the Landscape Architect, he (the superintendent) shall be immediately replaced.

C. The Landscape Contractor shall be available for any meetings with the Owner and/or Landscape Architect during implementation of the job. Any additional work or changes required as a result of failure to communicate with the Owner or Landscape Architect during implementation will be the responsibility of the Landscape Contractor.

1.06 PROTECTION OF PUBLIC AND PROPERTY:
A. The Landscape Contractor shall protect all materials and work against injury from any cause and shall provide and maintain all necessary safeguards for the protection of the public. He shall be held responsible for any damage or injury to persons or property which may occur as a result of his fault or negligence in the execution of the work, i.e. damage to underground pipes or cables.

1.07 CHANGES AND EXTRAS:
A. The Contractor shall not start work on any changes or "extras" in the project until a written agreement setting forth the adjusted prices has been executed by the Owner and the Contractor. Any work performed on changes or "extras" prior to execution of a written agreement may or may not be compensated for by the Owner at his discretion.

1.08 GUARANTEE:
The Landscape Contractor shall furnish a written guarantee warranting all materials, workmanship and plant materials, except sod, for a period of 18 MONTHS from the time of completion and acceptance by the Landscape Architect and Owner. Sod shall be guaranteed to 90 calendar days after acceptance by the Landscape Architect and Owner. All plant material shall be alive and in satisfactory condition and growth for each specific kind of plant at the end of the guarantee period. The guaranteeing of plant material shall be construed to mean complete and immediate replacement with plant material of the same variety, type, size, quality and grade as that of the originally specified material. During the guarantee period it shall be the Landscape Contractor's responsibility to immediately replace any dead or unhealthy material as determined by the Landscape Architect. The guarantee will be null and void if plant material is damaged by lightning, hurricane force winds, or any other acts of God, as well as vandalism or lack of proper maintenance.

B. At the end of the specified guarantee period, any plant required under this contract that is dead or not in satisfactory condition, as determined by the Landscape Architect, shall be replaced. The Landscape Contractor shall be responsible for the full replacement cost of plant materials for the first replacement and share subsequent replacement (s) costs equally with the Owner, should the replacement plant fail to survive.

1.09 CARE AND MAINTENANCE:
A. The Landscape Contractor shall be responsible for the care and maintenance of all plant materials and irrigation when applicable until final acceptance by the Owner or Landscape Architect.

B. The Owner agrees to execute the instructions for such care and maintenance.

1.10 SAFETY:
A. It shall be the responsibility of the Landscape Contractor to protect all persons from injury and to avoid property damage. Adequate warning devices shall be placed and maintained during the progress of the work.

B. It shall be the contractor's responsibility to conform to all local, state, and federal safety laws and codes including the Federal Occupational Safety And Health Act (O.S.H.A.).

1.11 CONTRACTOR QUALIFICATION:
A. The Owner may require the apparent contractor (s) to qualify him/herself to be a responsible entity by furnishing any or all of the following documentary data:
1. A financial statement showing assets and liabilities of the company current to date.
2. A listing of not less than (3) completed projects of similar scope and nature.
3. Permanent name and address of place of business.
4. The number of regular employees of the organization and length of time the organization has been in business under the present name.

1.12 INSURANCE AND BONDING:
A. The contractor (s) shall submit proof of insurance for this job for the time period that the work is done. The minimum amount of insurance shall be $300,000.00 per person and $300,000.00 per aggregate or as required by owner and agreed to in the contract. The successful bidder shall be required to have this coverage in effect before beginning work on the site.

B. The Owner shall have the right to require the Contractor to furnish bonds covering faithful performance of the Contract and payment obligations arising thereunder as stipulated in bidding requirements or specifically required in the Contract Documents on the date of execution of the Contract.

1.13 PERMITS AND CERTIFICATES:
A. All contractors shall secure and pay for all permits and certificates required for his/her class of work.

PART 2: MARTERIALS

2.01 PLANT MATERIALS:
A. A complete list of plants is shown on the drawings, including a schedule of quantities, sizes, and such other requirements deemed necessary. In the event discrepencies occur, the specifications on the drawings shall govern.

B. Substitutions: Substitutions of plant materials or changes in size or spacing of materials will be permitted ONLY upon written authorization by the Owner or the Landscape Architect. If plant material is not of sufficient size to meet applicable codes, a letter of variance from the appropriate agency must be obtained by the Contractor prior to issuance of any change order. If material of smaller size is to be accepted, the quantity of material shall be increased, at no additional cost to the Owner, to meet the intent of the drawings.

C. All plant materials shall have a habit of growth that is normal for the species and shall be healthy, vigorous and equal to or exceed the measurements specified in the plant list, which are the minimum acceptable sizes. Plants shall be measured before pruning with branches in normal position. Any necessary pruning shall be done at the time of planting.

D. All plant materials shall be nursery grown, unless otherwise noted, Florida #1 or better and shall comply with all required inspections, grading standards and plant regulations as set forth by the Florida Department of Agriculture's Grades and Standards for Nursery Plants, most current addition and Grades and Standards for Nursery Plants, most current addition.

E. Plants that do not have the normal balance of height and spread typical for the respective plant shall not be acceptable.

F. The Landscape Contractor shall install each plant to display its best side. Adjustments may be required if plants are not installed properly and/or approved by the Landscape Architect at no additional cost to owner.

2.02 INSPECTION
A. The Landscape Architect and Owner may inspect trees and shrubs at place of growth or at site before planting, for compliance with requirements for genus, species, variety, size and quality. The Landscape Architect and Owner retain the right to further inspect trees and shrubs for size and condition of balls and root systems, insects, injuries and latent defects, and to reject unsatisfactory or defective material at any time during progress of work. Rejected plant materials shall be immediately removed from project site.

2.03 PROTECTION OF PLANT MATERIALS:
A. Balled and burlapped plants (B & B) shall be dug with firm natural balls of earth of sufficient diameter and depth to encompass the fibrous and feeding root system necessary for full recovery of the plant. Balls shall be firmly wrapped with burlap similar materials and bound with cord, rope, or wire mesh. All collected plants shall be balled and burlapped.

B. Plants with broken, damaged or insufficient rootballs will be rejected.

C. All plant material shall be protected from possible bark injury or breakage of branches. All plants transported by open trucks shall be adequately covered to prevent windburn, drying or damage to plants.

D. Plants which cannot be planted immediately on delivery to the site shall be covered with moist soil, mulch or other protection from the drying of wind and sun. All plants shall be watered as necessary by the Landscape Contractor until planted.

2.04 STORAGE
A. All plant materials shall be stored on the site in designated areas, specified by the Landscape Architect or Owner's agent.

B. No plant material shall be stored longer than seventy-two (72) hours unless approved by Landscape Architect and/or owner.

C. The Landscape Architect reserves the right to reject any plant materials not in conformance with these specifications.

D. All rejected material shall be immediately removed from the site and replaced with acceptable material at no cost to the Owner.

2.05 PROTECTION DURING PLANTING:
A. Trees moved by winch or crane shall be thoroughly protected from chain marks, girdling or bark slippage by means of burlap, wood battens or other approved methods. Battens shall NOT be attached to the tree with nails

2.06 TOP SOIL:
A. Planting soil for all plantings shall consist of topsoil and be natural, friable, fertile, fine loamy soil possessing characteristics of representative topsoil in the vicinity of the project site that produces heavy growth. Topsoil shall have a PH range of 6.5-7.4, free from subsoil, weeds, litter, sods, clay, stones, stumps, roots, trash, herbicides, toxic substances, or any other material which may be harmful to plant growth, or hinder planting operations. Topsoil shall contain a minimum of 3% organic material. Topsoil must percolate water at a rate of 1" per hour (See also drainage testing detail for trees)

B. Landscape Area Preparation. The intent of this section is to ensure a healthy growing environment for all planting material in all landscaped areas. Landscape Contractor to examine existing soils prior to planting to ensure conformance to all definitions of "Topsoil" (seeLandscape Area Preparation Detail); In addition, a 3" layer of high organic (min 40%) potting soil shall be added to the topsoil and mixed in at time of planting. *East Coast Recycling Inc.* is a recommended source for imported Topsoil (if needed) as well as the top 3" layer of potting soil.

Existing soils must meet all definitions of 'Topsoil' as described above in all planting areas throughout the site. If existing soils do not meet all definitions of Topsoil, please refer to the 'Landscape Area Preparation' detail. Examination may require existing soils to be tested by an accredited testing laboratory. Should a soil test be necessary, Contractor shall contact soil testing lab directly to confirm such lab's soil collection and transmittal protocol; all costs if any shall be borne by the Contractor. Contractor shall provide to Landscape Architect for review the results of the soil test if conducted. Contractor shall schedule an on-site meeting with Landscape Architect to review existing and/or imported soils prior to planting. The Landscape Area Preparation is the responsibility of the Landscape Contractor. He/she shall except all responsibility of planting soils and shall honor all guarantee items in section 1.08.

2.07 FERTILIZER:
A. Commercial fertilizer shall comply with the state and local fertilizer laws. Nitrogen shall not be less than 40% from organic source. Inorganic chemical nitrogen shall not be derived from the sodium form of nitrate. Fertilizers shall be delivered to the site in unopened original containers, each bearing the manufacturer's guaranteed analysis. Any fertilizer that becomes caked or otherwise damaged shall be rejected.

B. Thoroughly mixed 3 lbs. of commercial fertilizer to each cubic yard of planting soil.

C. Tabletized fertilizer shall be Agriform planting tablets 20-10-5 formula, 21 gram or equal. All trees and shrubs shall be fertilized with tabletized fertilizer as follows. While backfilling plant holes, fertilizer tablets shall be equally spaced and placed adjacent to the ball mid-way in depth in accordance with the following rates:

1 gallon container 1 tablet
3 gallon container 2 tablets
5 gallon container 3 tablets
7 gallon container 5 tablets

Large tube, wire baskets, grow bags, and balled and burlapped material shall have 1 tablet for each 1/2 inch of trunk diameter (measured 3 feet from ground) or for each foot of height or spread of larger shrub material. The Landscape Architect reserves the right to inspect and review the application of fertilizer.

2.08 MULCH:
A. Mulch material shall be clean, dry, free of weeds, seeds and pests, moistened at the time of application to prevent wind displacement. Cypress &/or Red mulch is prohibited.

B. All trees and shrub beds shall receive 3" mulch immediately after planting and thoroughly watered. Apply 2" max on tree & palm rootballs, keep 6" away from tree & palm trunks or as required by local jurisdiction.

PART 3 EXECUTION
3.01 DIGGING:
A. The Landscape Contractor shall exercise care in digging and other work so as not to damage existing work, including overhead wires, underground pipes and cables and the pipes and hydrants of watering systems. Should such overhead or underground obstructions be encountered which interfere with planting, the Owner shall be consulted and contractor will adjust the location of plants to clear such obstruction. The Contractor shall be responsible for the immediate repair of any damage caused by his work.

3.02 GRADING:
A. Grading for drainage, swales, etc. to within 4 inches of the finished grade to be provided by others.

B. It shall be the responsibility of the Landscape Contractor to provide the final grading during the course of landscape installation so as to bring sod and planting areas to their proper elevations in relation to walks, paving, drain structures, and other site conditions. The site grading plan must be checked prior to installation of sod to insure that drainage and other conditions will NOT be modified.

3.03 PLANTING:
A. Planting shall take place during favorable weather conditions.

B. The Contractor shall call for utility locates and ascertain the location of all utilities and easements so proper precautions can be taken not to damage or encroach on them.

C. Tree Planting shall be located where it is shown on the plan. No planting holes shall be dug until the proposed locations have been staked on the ground by the Contractor.

D. Excavation of holes shall extend to the required subgrades as specified on the planting diagrams located in the landscape plans. Plant pits shall be circular in outline and shall have a profile which conforms to the aforementioned "Tree and Shrub Planting Diagrams".

E. A representative number of planting pits (a minimum of one in every 25 feet throughout the entire site) shall be tested for proper drainage. See Landscape Details for complete testing methods and requirements.

F. Planting pits shall be excavated to the following dimensions and backfilled with Topsoil- see Landscape Area Preparation Detail;
1 Gallon material (1 gal.): 12" x 12" x 12" min.
3 Gallon material (3 gal.): 20" x 20" x 18" min.
Lerio material (7 gal.): 30" x 30" x 24" min.
Field grown material and trees: 1-1/2 times width of ball and depth of ball plus 12" min.

G. No planting or laying of sod shall be initiated until the area has been cleaned of existing sod or other plant materials, rough grass, weeds, debris, stones etc. and the ground has been brought to an even grade, with positive drainage away from buildings and towards drain inlets and swales and approved by Landscape Architect or owner's rep.

H. Each plant shall be planted in an individual hole as specified for trees, shrubs, and vines.

I. All plants shall be set to ultimate finished grade. No filling will be permitted around trunks or stems. All ropes, wire, stakes, etc., shall be removed from sides and top of the ball and removed from hole before filling in.

J. All flagging ribbon shall be removed from trees and shrubs before planting.

K. Excess excavation (fill) from all holes shall be removed from the site, at no additional expense to Owner.

L. All palms shall be backfilled with sand, thoroughly washed in during planting operations and with a shallow saucer depression left at the soil line for future watering's. Saucer areas shall be top-dressed two (2") inches deep with topsoil raked and left in a neat, clean manner.

3.04 PRUNING:
A. Remove dead and broken branches from all plant material. Prune to retain typical growth habit of individual plants with as much height and spread as possible in a manner which will preserve the plant's natural character.

B. Make all cuts with sharp instruments flush with trunk or adjacent branch, in such a manner as to insure elimination of stubs. Cuts made at right angles to line of growth will not be permitted.

C. Trees shall not be poled or topped.

D. Remove all trimming from site.

3.05 GUYING:

A. All trees over six (6") feet in height shall, immediately after setting to proper grade, be guyed with three sets of two strands, No. 12 gauge malleable galvanized iron, in tripod fashion. See Detail.

B. Wires shall not come in direct contact with the tree but shall be covered with an approved protection device at all contact points. Wires shall be fastened in such a manner as to avoid pulling crotches apart.

C. Stake & Brace all trees larger than 12' ea. See detail. Stakes shall be 2" x 2" lumber of sufficient length to satisfactorily support each tree.

D. Turnbuckles for guying trees shall be galvanized or cadmium plated and shall be of adequate size and strength to properly maintain tight guy wires.

3.06 WATER:
A. Each plant or tree shall be thoroughly watered in after planting. Watering of all newly installed plant materials shall be the responsibility of the Landscape Contractor until final acceptance by the Landscape Architect.

B. Prior to installing any irrigation system components, the contractor shall obtain a water sample from the proposed water supply and conduct a particle size and count analysis on the sample using the services of a reputable lab certified in such analysis. Submit the test results to the owner/owner's representative for review and approval. Do not proceed further with system installation until given written approval to do so.

3.07 SOD:
A. The Landscape Contractor shall sod all areas indicated on the drawings.

B. It shall be the responsibility of the Landscape Contractor to fine grade all landscape areas, eliminating all bumps, depressions, sticks, stones, and other debris.

C. The sod shall be firm, tough texture, having a compacted growth of grass with good root development. It shall contain no noxious weeds, or any other objectionable vegetation, fungus, insects, or disease. The soil embedded in the sod shall be good clean earth, free from stones and debris.

D. Before being cut and lifted, the sod shall have been mowed at least three times with a lawn mower, with the final mowing not more than seven days before the sod is cut. The sod shall be carefully cut into uniform dimensions.

E. 6-6-6 fertilizer with all trace elements is to be applied at the rate of 40 lbs. per 1,000 sq. ft. prior to laying sod.

F. Solid sod shall be laid with closely abutting, staggered joints with a tamped or rolled, even surface.

G. The finished level of all sod areas after settlement shall be one (1") inch below the top of abutting curbs, walks, paving and wood borders to allow for building turf.

H. If in the opinion of the Landscape Architect, top dressing is necessary after rolling, clean yellow sand will be evenly applied over the entire surface and thoroughly washed in.

3.08 SEEDING:
A. The Landscape Contractor shall remove all vegetation and rocks larger than (1") in diameter from areas to be seeded, scarify the area, then apply fertilizer at a rate of 600 lbs. per acre.

B. Application: Argentine Bahia Grass seed- 200 Pounds per acre mixed with common hulled Bermuda seed- 30 lbs. per acre. All other seed mixtures shall be applied per the manufacturer's instructions.

C. Roll immediately after seeding with a minimum 500 pound roller, then apply straw mulch at the rate of 2,500 pounds per acre.

D. Apply fertilizer at the rate of 150 lbs. per acre 45-60 days after seeding.

3.09 CLEANING UP:
A. The contractor shall at all times keep the premises free from accumulations of waste materials or rubbish caused by his employees or work. He shall leave all paved areas "broom clean" when completed with his work.

3.10 MAINTENANCE:
A. Maintenance shall begin immediately after each plant is installed and shall continue until all planting has been accepted by the Owner or Landscape Architect. Maintenance shall include watering, weeding, removal of dead materials, resetting plants to proper grades or upright positions, spraying, restoration of planting saucer and/or any other necessary operations.

B. Proper protection to lawn areas shall be provided and any damage resulting from planting operations shall be repaired promptly.

C. Replacement of plants during the maintenance period shall be the responsibility of the Contractor, excluding vandalism or damage on the part of others, lighting, or hurricane force winds, until final acceptance.

D. In the event that weeds or other undesirable vegetation become prevalent, it shall be the Contractor's responsibility to remove them.

E. Trees or other plant material which fall or are blown over during the maintenance period will be reset by the Contractor at no additional expense to the Owner, the only exception being hurricane force winds.

3.11 COMPLETION, INSPECTION AND ACCEPTANCE:
A. Completion of the work shall mean the full and exact compliance and conformity with the provisions expressed or implied in the Drawings and in the Specifications, including the complete removal of all trash, debris, soil or other waste created by the Landscape Contractor.

B. Inspection of work to determine completion of contract, exclusive of the possible replacement of plants, will be made by the Owner and/or Landscape Architect at the conclusion of all planting and at the request of the Landscape Contractor.

C. All plant material shall be alive and in good growing condition for each specified kind of plant at the time of acceptance. The rating of each plant according to Florida Grades and Standards shall be equal to or better than that called for on the plans and in these Specifications at the time of final inspection and acceptance.

D. After inspection, the Landscape Contractor will be notified by the Owner of the acceptance of all plant material and workmanship, exclusive of the possible replacement of plants subject to guarantee.

E. All trees & shrubs shall be straight and in correct position per the landscape plans, details and specifications. All nursery, shipping and identification tags & ribbons shall be removed from trees & shrubs immediately after planting.

03112019 CC M

lucido & associates
701 E Ocean Blvd., Stuart, Florida 34994 (772) 220-2100 Fax (772) 223-0220

Key / Location:



N.T.S.

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Palm City, Florida 34991

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772.220.2100

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772.692.4344

Surveyor
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772.220.2753

Applicant
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Boca Raton, Florida 33487

Landscape Architect
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Architect
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Architecture / Planning
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561.750.4111

Savannah Place Apartments

City of Stuart, Martin County, Florida

Specifications

Date	By	Description
06.12.19	D.C.	First Submittal
01.31.19	D.C.	LPA Set

NORTH

SCALE: 1" = n.t.s.

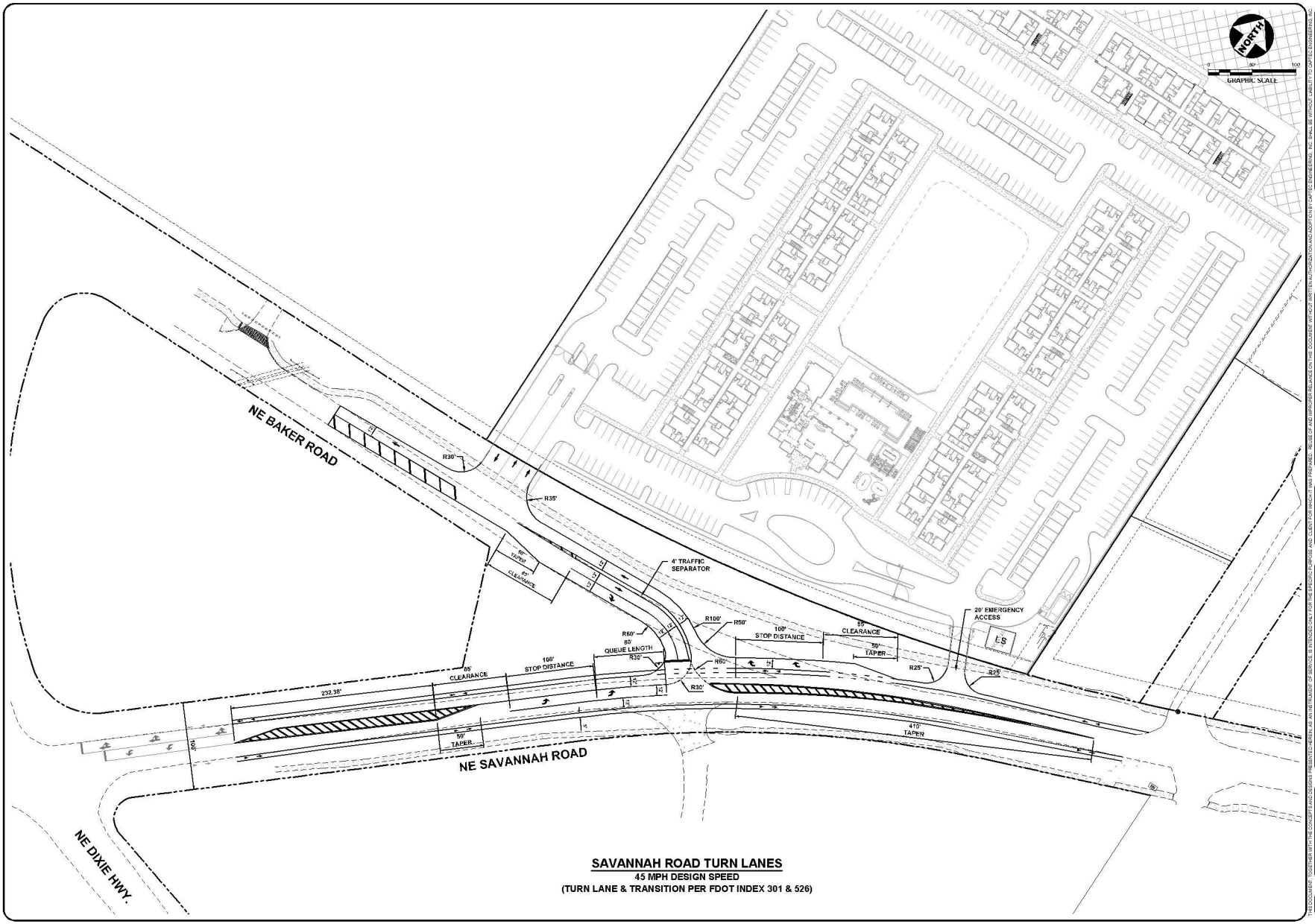
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REG. # 1016
Thomas P. Lucido

Designer	D.C.
Manager	D.F.
Project Number	17-1120
Municipal Number	—
Computer File	17-1120 Baker Road Kennedy Homes - Lands

Sheet
LA-6

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SAVANNAH ROAD TURN LANES

45 MPH DESIGN SPEED

(TURN LANE & TRANSITION PER FDOT INDEX 301 & 526)

CAPTEC Engineering, Inc.
Civil Engineering Professionals
301 NW Flagler Ave, Ste. 201
Stuart, Florida 34994
Phone: (772) 692-1444
Fax: (772) 692-4341
Engineering Business No. EB-0007867

DATE: 03/08/18
DRAWN BY: MSB
DESIGNED BY: SPH
CHECKED BY: JWC
PROJECT No.: 1798
HORZ. SCALE: 1" = 50'
VERT. SCALE: N/A
CADD FILE: SITE PLN.C

NO	DATE	BY	REVISIONS

SCALE VERIFICATION
0 1"
SOLID BAR IS EQUAL TO ONE INCH ON ORIGINAL DRAWING. ADJUST ALL SCALES ACCORDINGLY

SAVANNAH PLACE APARTMENTS
MARTIN COUNTY, FLORIDA

SANVANNAH ROAD TURN LANES

Joseph W. Capra
301 N.W. Flagler Ave., Ste. 201
Stuart, Florida 34994
P.E. No. 37638

Printed Date:

JOB No.: 1798
SHEET 1 OF 1

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FRONT ELEVATION

SCALE 3/32"=1'-0"



REAR ELEVATION

SCALE 3/32"=1'-0"



LEFT SIDE ELEVATION

SCALE 3/32"=1'-0"



RIGHT SIDE ELEVATION

SCALE 3/32"=1'-0"

TYPICAL BUILDING TYPE I



KEY PLAN

MARK	DESCRIPTION	DATE
1	DRC REVIEW COMMENTS	02.13.2019

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Boca Raton, Florida 33487

OWNER IDENTIFICATION

SAVANNAH PLACE APARTMENTS
SAVANNAH ROAD
STUART, FLORIDA

BUILDING

JOB NUMBER	17106
SCALE	AS NOTED
ISSUE DATE	02.13.19
PERMIT DATE	
BID DATE	

PROJECT

DRAWN BY	
CHECKED BY	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	ELEVATIONS
SHEET NUMBER	AC3.011

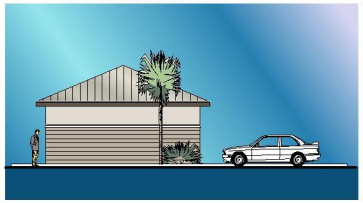
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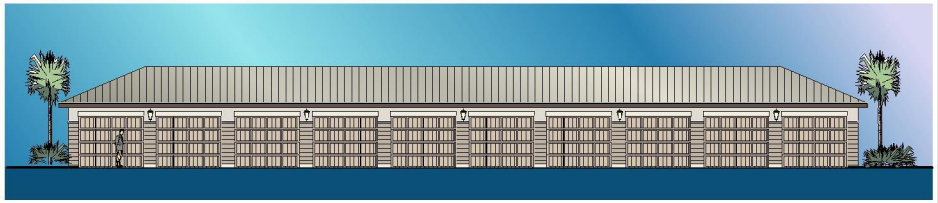
17106 - AC3.011.02 - 19.02.18
PLOT : 19.02.18

03112019 CCM



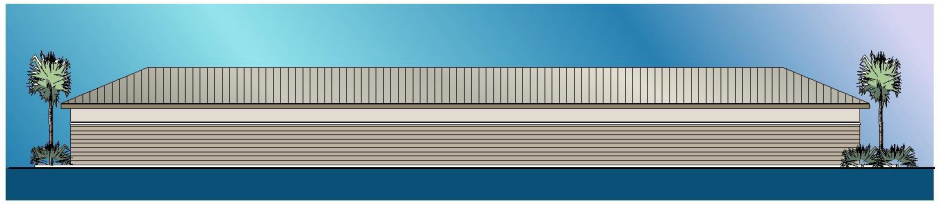
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SCALE 1/8"=1'-0"



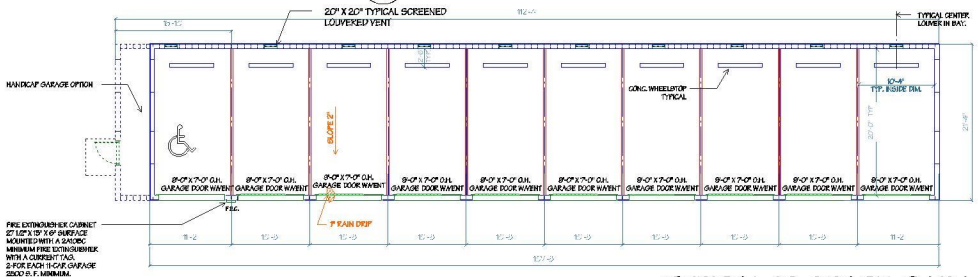
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SCALE 1/8"=1'-0"

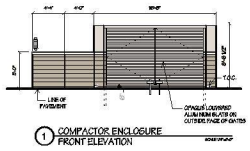


REAR ELEVATION

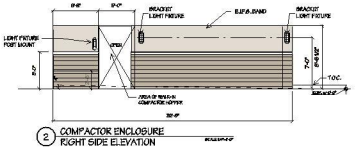
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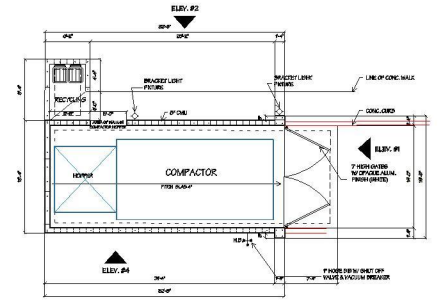
TYPICAL 10 SPACE GARAGE BUILDING



1 COMPACTOR ENCLOSURE FRONT ELEVATION



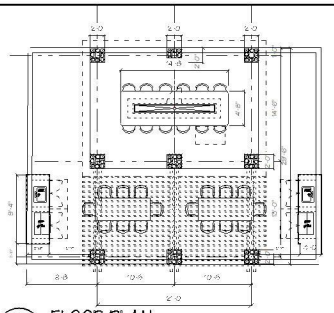
2 COMPACTOR ENCLOSURE RIGHT SIDE ELEVATION



PLAN

SCALE 1/8"=1'-0"

COMPACTOR



FLOOR PLAN

SCALE 1/8"=1'-0"



SOUTH ELEVATION

SCALE 1/8"=1'-0"



NORTH ELEVATION

SCALE 1/8"=1'-0"



EAST / WEST ELEVATION

SCALE 1/8"=1'-0"

POOL PAVILION



KEY PLAN

MARK	DESCRIPTION	DATE

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SAVANNAH ROAD
STUART, FLORIDA

BUILDING

JOB NUMBER	17105
SCALE	AS NOTED
ISSUE DATE	18.05.29
PERMIT DATE	
BID DATE	

PROJECT

DRAWN BY:	
CHECKED BY:	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	ELEVATIONS
SHEET NUMBER	AC3.02 R

SHEET

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FRONT ELEVATION

SCALE 3/32"=1'-0"

LEASING /REC CENTER

17105 - AC3.01-R 02 - 19.02.15
PLOT : 19.02.15

03112019 CCM



KEY PLAN

MARK	DESCRIPTION	DATE

REVISION BLOCK

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SAVANNAH PLACE APARTMENTS

SAVANNAH ROAD
STUART, FLORIDA

BUILDING

JOB NUMBER:	17105
SCALE	AS NOTED
ISSUE DATE	02.13.19
PERMIT DATE	
END DATE	

PROJECT

DRAWN BY	
CHECKED BY	MW
DISCIPLINE	ARCHITECTURE
PLAN TYPE	ELEVATIONS
SHEET NUMBER	AC3.01 R

SHEET

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KENNEDY HOMES-SAVANNAH PLACE APARTMENTS NATURAL SYSTEM RESTORATION AND ENHANCEMENT:

The proposed natural system mitigation for the Savannah Place Apartments project will be a multi-component restoration and enhancement project that will include onsite wetland and upland preservation and enhancement, offsite upland and wetland enhancement and payment into a wetland mitigation bank with a service area that includes this area of Martin County.

ONSITE ENHANCEMENT AND RESTORATION:

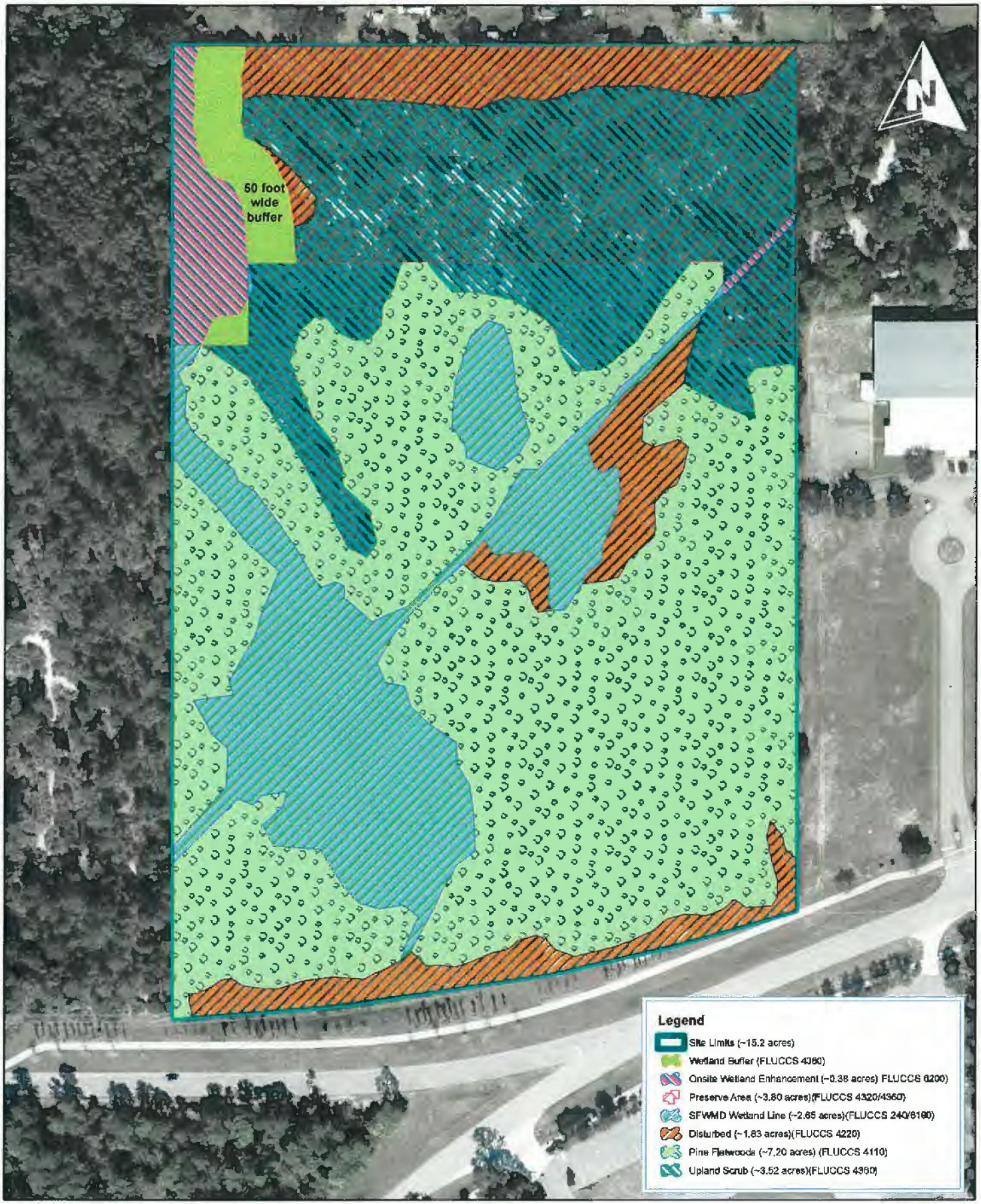
The onsite mitigation plan includes the protection of the existing natural flow of water through the project site and the preservation and enhancement of a forested wetland area in the northwest corner of the site. This wetland area is located within the upland scrub habitat preservation area so that the natural synergism between the two communities will be maintained. The overall improvement plan for the natural system includes the removal of exotic vegetation and otherwise undesirable plants along with replanting with a diverse association of native and desirable plants. To ensure the long term efficacy of the remaining natural system, vegetative maintenance will be conducted as well as maintenance of the natural hydrologic regime. An overlay drawing of the onsite natural system restoration and enhancement plan is attached to this discussion.

OFFSITE ENHANCEMENT AND RESTORATION (HEART OF HANEY CREEK):

The offsite mitigation plan has been developed and coordinated with the City of Stuart and more specifically, the "Heart of Haney Creek Management Plan". The final plan will continue to be developed along with review and input from the City of Stuart so that the natural system enhancement and restoration plan will facilitate needed improvements at the Heart of Haney Creek. Specific details include the removal of non-native and otherwise undesirable vegetation from the southern end of the site at the corner of US-1 and Wright Boulevard. Once the vegetation is removed, the area will be replanted with a diverse association of native wetland and upland vegetation. The plants selected for installation in this area will be developed in coordination with the City of Stuart and meet to goals of the "Heart of Haney Creek Management Plan". The natural system enhancement will also include the installation of native trees in the central area of the East Haney Creek site that has been generally denuded as a result of recent exotic tree and shrub removal efforts. An overlay drawing of the enhancement and restoration plan for the Heart of Haney Creek is attached to this discussion. Both the onsite and offsite natural system enhancement and restoration areas will be the subject of an ongoing adaptive management analysis that will be able to respond to unexpected results of the restoration project. This will allow for implementation of timely revisions to the project plan that may be needed to remedy any unwanted results in the project.

WETLAND MITIGATION BANK CREDIT PURCHASE (BLUEFIELD WMB):

In addition to the onsite and offsite enhancement and restoration projects in the City of Stuart, the project will also purchase the appropriate number of wetland mitigation credits from the Bluefield Wetland Mitigation Bank. The final number of credits will be determined during the wetland permitting process.

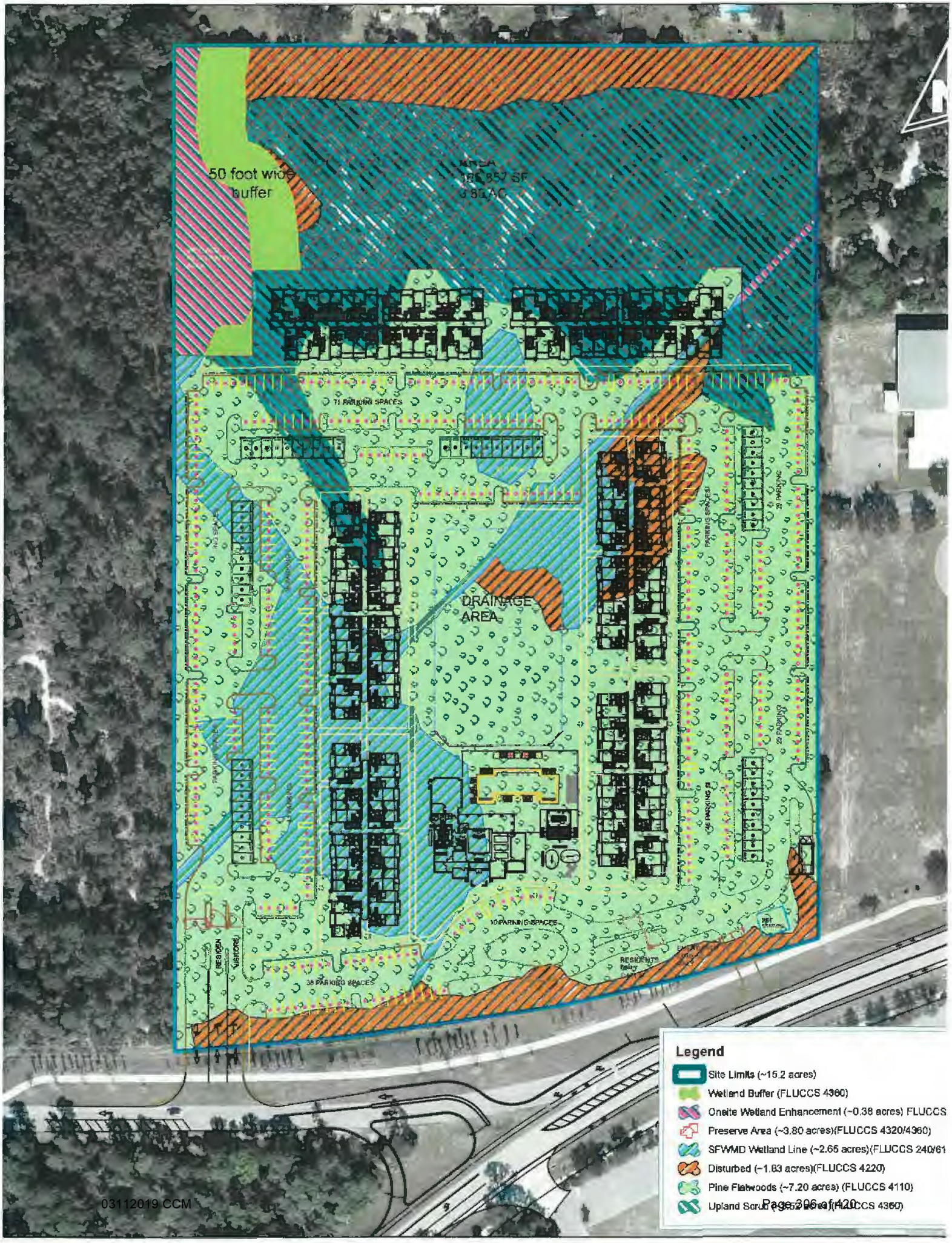


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12/29/2017 Revised: 10/05/2018 0 40 80 160 240 320 03112019 CCM Feet	J. J. Goldasich and Associates, Incorporated Ecological Services Natural System Analysis (561) 883-9555 jjg@jjgoldasich.com	Kennedy Homes Savannah Place Apartments FLUCCS Map with Site Plan Stuart, Martin County, Florida	FLUCCS Map	Page 305 of 420

Document Path: F:\My Documents\Kennedy Homes\WE Savannah Stuart\Site Aerial_Wetlands_v5_FLUCCS_Presence_10-05-18_Buffer-Area.mxd


50 foot wide buffer
71 PARKING SPACES
DRAINAGE AREA
10 PARKING SPACES
38 PARKING SPACES
RESIDENTS ONLY
Legend
Site Limits (~15.2 acres)
Wetland Buffer (FLUCCS 4360)
Onsite Wetland Enhancement (~0.38 acres) FLUCCS
Preserve Area (~3.80 acres)(FLUCCS 4320/4360)
SFWMD Wetland Line (~2.65 acres)(FLUCCS 240/61
Disturbed (~1.83 acres)(FLUCCS 4220)
Pine Flatwoods (~7.20 acres) (FLUCCS 4110)
Upland Scrub (~0.52 acres)(FLUCCS 4360)



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12/29/2017 | Revised: 05/25/2018

0 30 60 03112019 CCM 180 240

Feet

J. J. Goldasich and Associates, Incorporated

Ecological Services
Natural System Analysis

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jjg@jjgoldasich.com

Kennedy Homes

City of Stuart East Haney Creek
Natural System Restoration Areas
Stuart, Martin County, Florida

ENV 1



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12/29/2017	Revised: 05/25/2018

0 20 40 80 120 160
FEET

2019 CCM

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Ecological Services
Natural System Analysis
(561) 883-9555
jjg@jjgoldasich.com

Kennedy Homes
City of Stuart East Haney Creek
Natural System Restoration Areas
Stuart, Martin County, Florida

ENV 2

Kimley»Horn

To: Tom Reetz
Senior Planner
City of Stuart Development Department

From: Nicholas J. Mora, P.E.
Kimley-Horn and Associates, Inc.

Date: July 2, 2018

Re: **Savannah Place Apartments – City of Stuart, Florida**
Review of Traffic Impact Study

Kimley-Horn has reviewed the Traffic Study (dated June 1, 2018) prepared by Captec Engineering, Inc. related to the above-mentioned project. Please find below our review comments pertaining to the development's impacts to adjacent transportation facilities.

1. The PM peak hour volumes displayed in the Traffic Exhibit for the driveway connection along Baker Road are incorrect based on the PM peak hour trip generation and the trip distribution. Please update this and the subsequent HCS analysis and Traffic Exhibit.
2. Intersection Volume Development sheets were not provided within the report. Please provide these sheets so the HCS analysis can be verified for the driveway connection along Baker Road and the intersection of Baker Road & Savannah Road.
3. Please evaluate the all-way stop controlled intersection of Baker Road & Cardinal Avenue to ensure its AM & PM peak hour operations are acceptable with the addition of project traffic. Include volume development calculations as well.
4. Please provide analysis for a possible westbound ingress right-turn lane at the driveway connection along Baker Road.

Thank you for the opportunity to assist the City of Stuart in reviewing the noted project. Please contact us if you have any questions or need additional information.

Kimley»Horn

Memorandum

To:	Tom Reetz Senior Planner
From:	Oliver Basse, Environmental Scientist
Date:	June 27, 2018
Subject:	Savannah Place Apartments, RPUD Master Plan and Rezoning Application

We have reviewed the resubmitted application materials and comment response letter for the referenced site. The following comment was not completely addressed:

Item 34D – Incomplete. There is a vegetative map in the EA and land cover data using the Florida Land Use, Cover and Forms Classification System (FLUCFCS) is described. However, the FLUCFCS map does not match the text descriptions and only shows FLUCFCS as "Forest". The text describes multiple wetland and upland FLUCFCS codes that are not represented on the map. The map also does not include the approximate acreage of land covers based on FLUCFCS.

Applicant RESPONSE:
A revised FLUCCS map is submitted with this response, FLUCCS community types and acreages are shown on the revised map. The revised map shows only those community types found on the project site.

2nd Review comment: The FLUCFCS descriptions and acreages were provided, but the FLUCFCS codes (required for District submittal) were not included on the revised drawings. Please provide.

Kimley»Horn

To: Tom Reetz
Senior Planner
City of Stuart Development Department

From: Kevin Roberson, P.E.
Kimley-Horn and Associates, Inc.

Date: November 6, 2018

Re: **Savannah Place Apartments RPUD – Stuart, Florida**
RPUD Master Plan and Rezoning Application 3rd Review – Environmental and Traffic

---

Dear Mr. Reetz,

Kimley-Horn has reviewed the 3rd submittal of the RPUD Master Plan and Rezoning Application and associated documents, provided on October 31, 2018 prepared by Lucido and Associates for the proposed Savannah Place Apartments development in Stuart, Florida. The Applicant has addressed all of our previous comments. Regarding the applicant's response to the traffic comments we will review these items in more detail with the building permit submittal. Therefore, we have no further comments.

Thank you for the opportunity to assist the City of Stuart in reviewing the noted project. Please contact us if you have any questions or need additional information.

Sincerely,

Kimley-Horn and Associates, Inc.



Kevin M. Roberson, P.E.
Vice President

Savannah Place Apartments

Project No. 1798

TRAFFIC STUDY

PREPARED FOR:

CITY OF STUART

PREPARED BY:

CAPTEC Engineering, Inc.
Civil Engineering Professionals
Engineering Business # EB-0007657

Joseph W. Capra, P.E.
Florida P.E. License # 37638

CAPTEC Engineering, Inc.
301 NW Flagler Avenue
Stuart, Florida 34994
(772) 692-4344

JOSEPH W. CAPRA LICENSE PE 37638 STATE OF FLORIDA PROFESSIONAL ENGINEER

June 1, 2018

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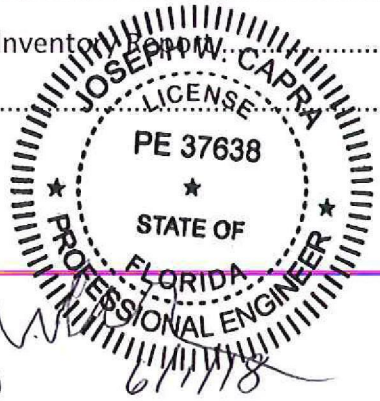
APPENDIX

Project Traffic Exhibit ..... 1 sheet

HCS7 Two Way Stop Intersection Analysis Reports ..... 4 pages

Martin County 2017 Roadway Level of Service Inventory Report ..... 3 pages

Turn Lane Plan Sheet ..... 1 sheet



TRAFFIC STUDY

INTRODUCTION

This Traffic Study is being submitted as part of a Residential Planned Unit Development (R-PUD) application to the City of Stuart. The site is located on the north side of the intersection of NE Baker Road and NE Savannah Road in Section 28, Township 37 South, Range 48 East, in the City of Stuart, Florida. The latitude of the project site is 27° 13' 25" North and the longitude is 80° 14' 45" West.

The project consists of six (6) residential apartment buildings, garages, a clubhouse with leasing office, pool and recreation amenities, roadway, parking, walkways, preserve areas, and associated stormwater management, drainage, paving, grading, and utility improvements.

TRIP GENERATION

The Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition was utilized to calculate the Daily and AM and PM peak hour trips entering and exiting the site. The project is categorized as ITE Land Use Code No. 221: Multifamily Housing (Mid-Rise) with 280 Dwelling Units (DU).

Timeframe	ITE Land Use Code	Units		Fitted Curve Equation	Trips	Pass-By		Entering Site		Exiting Site	
Daily	Multifamily Housing (Mid-Rise) (ITE LUC 221)	280	Dwelling Units	T=5.45(X)-1.75	1,524	0%	0	50%	762	50%	762
AM Peak Hour	Multifamily Housing (Mid-Rise) (ITE LUC 221)	280	Dwelling Units	Ln(T)=0.98*Ln(X)-0.98	94	0%	0	26%	24	74%	70
PM Peak Hour	Multifamily Housing (Mid-Rise) (ITE LUC 221)	280	Dwelling Units	Ln(T)=0.96*Ln(X)-0.63	119	0%	0	61%	73	39%	46

Table 1 ITE Trip Generation 10th Edition Daily, AM and PM Peak Hour Calculations

The trip generation analysis reveals that the proposed project will generate:

- 1,524 Daily trips of which 762 are entering and 762 are exiting (50/50)
- 94 AM peak hour trips of which 24 are entering and 70 are exiting (26/74)
- 119 PM peak hour trips of which 73 are entering and 46 are exiting (61/39)
- 73 PM entering trips are considered the greatest peak hour peak direction
- Note that no passer-by trips were used to reduce the trip generation

TRIP DISTRIBUTION AND ASSIGNMENT

The traffic generated by the proposed project has been assigned to the directly accessed roadway and distributed onto the roadway network. The information regarding the roadway links was obtained from the Martin County 2017 Roadway Level of Service Inventory Report.

The following roadway links were analyzed:

- Savannah Road (CR-723)
- Baker Road
- Green River Parkway

These links have been chosen for analysis due to their connectivity to the site and likeliness to be utilized by project traffic. Savannah Road connects to Jensen Beach Boulevard which provides easterly access to the Indian River, Jensen Beach and shopping destinations. Baker Road connects to

US-1 which is the area major arterial and provides many destinations. Green River Parkway connects to Jensen Beach Boulevard providing westerly access to shopping destinations.

STUDY AREA

The first accessed roadway to the site is Baker Road. But because the site is uniquely placed near the intersection of Savannah and Baker Road all traffic will have to utilize Savannah Road to enter the site. Please refer to the Turn Lane Plan for more detail regarding the entrance to the site. Both Baker Road and Savannah Road were analyzed as the first accessed roadway link as seen in Table 2 below. When the greatest peak hour peak direction trips are applied, the impact upon the level of service (LOS) is greater than 5%, which is the threshold per the City of Stuart Land Development Code (Section 4.05).

Road Name	From	To	Generalized Service Capacity	PM Peak Hour Peak Direction Project	Impact Percentage Upon LOS
Savannah Rd (CR-723)	NE 24th St	CR-707A	880	73	8.30%
Baker Road	SR-5 (US-1)	CR-723	750	73	9.73%

Table 2 Baker and Savannah Road Percent Impact upon LOS

In order to achieve concurrency project traffic was distributed onto the adjacent roadway links to the allowable impact percent upon LOS. Traffic was equally distributed onto the network as shown in Table 3 below. The information regarding the roadway links was obtained from the Martin County 2017 Roadway Level of Service Inventory Report.

Road Name	From	To	Generalized Service Capacity	PM Peak Hour Peak Direction Project	Impact Percentage Upon LOS
Savannah Rd (CR-723)	NE 24th St	CR-707A	880	25	2.84%
Baker Road	SR-5 (US-1)	CR-723	750	24	3.20%
Green River Parkway	Dixie Hwy	Baker Rd	750	24	3.20%

Table 3 Roadway Network Equal Distribution

Therefore concurrency can be met for the project when traffic is distributed onto the three connecting roadway links and project trips do not have a significant impact upon the existing roadway LOS. which satisfies City of Stuart Land Development Code (Section 4.05) requirements.

BUILDOUT PERIOD

The buildout period for the project is the period through issuance of certificate of the final occupancy, which is projected to be in 2021.

BACKGROUND TRAFFIC

The average annual growth rate has been applied to the buildout period to determine the background traffic expected upon buildout. The information regarding the roadway links was obtained from the Martin County 2017 Roadway Level of Service Inventory Report.

Road Name	From	To	Generalized Service Capacity	2017 Peak Hour Directional Volume	Avg Annual Growth Rate	Background Traffic 2021	PM Peak Hour Peak Direction Project	PM Peak Hour Peak Direction 2021
Savannah Rd (CR-723)	CR-707	NE 24th St	880	606	1.3%	638	25	663
Baker Road	SR-5 (US-1)	CR-723	750	234	2.2%	255	24	279
Green River Parkway	Dixie Hwy	Baker Rd	750	301	6.6%	389	24	413

Table 4 Background Traffic to Buildout Year 2021

As seen in Table 4, the project trips plus background traffic do not exceed the generalized service capacity which satisfies City of Stuart Land Development Code (Section 4.05) requirements.

PROJECT DRIVEWAY AND INTERSECTION

The main entrance to the site is connected to Baker Road. All entering traffic must utilize the stop controlled intersection of Baker and Savannah Road. The intersection has proposed improvements as part of this project. Please refer to the Turn Lane Plan for more detail regarding the entrance and intersection for the site. The intersection and driveway analysis has been provided to ensure that the LOS and capacity are appropriate for the project. HCS7 2 Way Stop Intersection Analysis Software was used to calculate these parameters. The queue lengths determined were used as part of the turn lane design and length of the driveway.

AM PEAK HOUR DRIVEWAY ANALYSIS

AM - Main Entrance Driveway - Exiting Lanes		
	Left Turn	Right Turn
Volume V (veh/hr)	30	40
95% Queue Length (veh)	0.1	0.2
Level of Service (LOS)	A	B

PM PEAK HOUR DRIVEWAY ANALYSIS

PM - Main Entrance Driveway - Exiting Lanes		
	Left Turn	Right Turn
Volume V (veh/hr)	24	49
95% Queue Length (veh)	0.1	0.2
Level of Service (LOS)	A	B

Table 5 AM and PM Driveway Analysis Results

AM PEAK HOUR INTERSECTION ANALYSIS

AM - Baker and Savannah Road - 2 Way Stop			
	Baker Road		Savannah Road
	Left Turn	Right Turn	NB Left Turn
Volume V (veh/hr)	35	35	16
95% Queue Length (veh)	0.4	0.1	0
Level of Service (LOS)	C	A	A

PM PEAK HOUR INTERSECTION ANALYSIS

PM - Baker and Savannah Road - 2 Way Stop			
	Baker Road		Savannah Road
	Left Turn	Right Turn	NB Left Turn
Volume V (veh/hr)	20	26	48
95% Queue Length (veh)	0.3	0.1	0.1
Level of Service (LOS)	C	A	A

Table 6 AM and PM Intersection Analysis Results

As seen in Table 5 and 6 above, the LOS and capacity provided are sufficient for the project traffic, thus compliant with the City of Stuart Land Development Code (Section 4.05) requirements. The full intersection analysis reports are provided in the appendix for further review. Please refer to the attached traffic distribution exhibit to see the AM and PM peak hour turning movements at the driveway and intersection. The proposed Savannah and Baker Road turn lane and intersection improvements have been reviewed by Martin County Engineering and have been adjusted in compliance with the preliminary design comments.

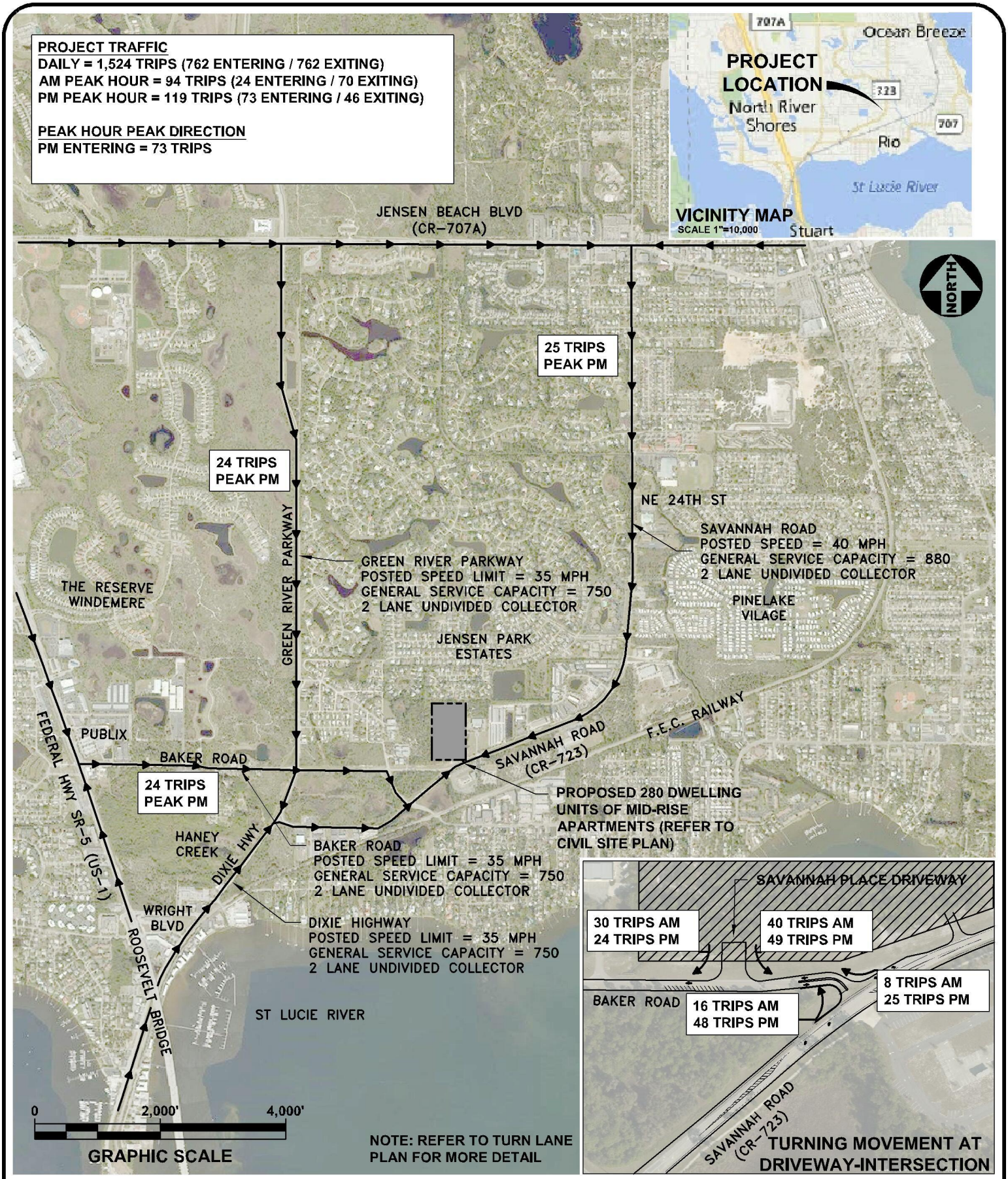
EXISTING TRAFFIC, ROADWAY IMPROVEMENTS AND LAND USE

The existing traffic and average annual growth rate information was obtained from the latest published version of the Martin County 2017 Roadway Level of Service Inventory Report. Secondly, based on the 2018 Martin County Capital Improvements Plan (CIP) there are no upcoming roadway improvement projects within the area of concern. And the property also has maintained the same land use and zoning standards.

CONCLUSION

As demonstrated in this report this project meets all applicable sections of the City of Stuart Land Development Code for traffic analysis.

END OF TRAFFIC STUDY



CAPTEC Engineering, Inc.
Civil Engineering Professionals
• Joseph W. Capra
301 N.W. Flagler Ave
Stuart, Florida 34994
P.E. No. 37638
Phone: (772) 692-4344
Fax: (772) 692-4341
E-mail: Captec1@aol.com
Engineering Business No. EB-0007657

DATE:	3/28/18
DRAWN BY:	ADO
DESIGNED BY:	SPM
CHECKED BY:	JWC
PROJECT No.:	1798
HORZ. SCALE:	1" = 2,000'
VERT. SCALE:	N/A
CADD FILE:	EXHIBITS

SAVANNAH PLACE APARTMENTS

MARTIN COUNTY, FLORIDA

TRAFFIC EXHIBIT

SCALE VERIFICATION

0 0.5

SOLID BAR IS EQUAL TO HALF AN INCH ON ORIGINAL DRAWING, ADJUST ALL SCALED DIMENSIONS ACCORDINGLY

HCS7 Two-Way Stop-Control Report

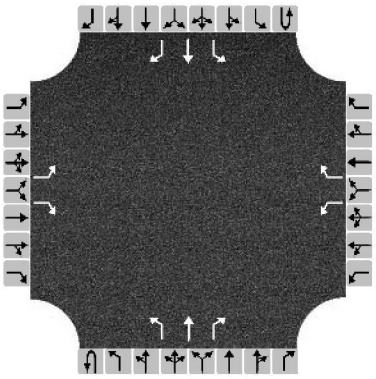
General Information

Analyst	Dylan O'Berry, EIT
Agency/Co.	CAPTEC Engineering
Date Performed	5/31/2018
Analysis Year	2018
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Savannah Place Apartments

Site Information

Intersection	Savannah and Baker
Jurisdiction	City of Stuart
East/West Street	Baker Road
North/South Street	Savannah Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		1	0	1	0	1	1	1	0	1	1	1
Configuration		L		R		L		R		L	T	R		L	T	R
Volume, V (veh/h)		35		35		5		5		16	638	5		5	198	8
Percent Heavy Vehicles (%)		0		0		0		0		0				0		
Proportion Time Blocked																
Percent Grade (%)		2				2										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.50		6.40		7.50		6.40		4.10				4.10		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30		3.50		3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		38		38		5		5		17				5		
Capacity, c (veh/h)		301		811		297		420		1357				900		
v/c Ratio		0.13		0.05		0.02		0.01		0.01				0.01		
95% Queue Length, Q_{95} (veh)		0.4		0.1		0.1		0.0		0.0				0.0		
Control Delay (s/veh)		18.7		9.7		17.3		13.7		7.7				9.0		
Level of Service, LOS		C		A		C		B		A				A		
Approach Delay (s/veh)		14.2				15.5				0.2				0.2		
Approach LOS		B				C										

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HCS7 Two-Way Stop-Control Report

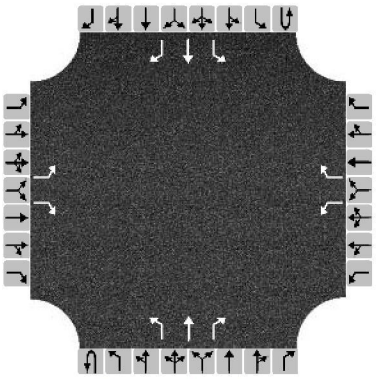
General Information

Analyst	Dylan O'Berry, EIT
Agency/Co.	CAPTEC Engineering
Date Performed	5/31/2018
Analysis Year	2018
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Savannah Place Apartments

Site Information

Intersection	Savannah and Baker
Jurisdiction	City of Stuart
East/West Street	Baker Road
North/South Street	Savannah Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		1	0	1	0	1	1	1	0	1	1	1
Configuration		L		R		L		R		L	T	R		L	T	R
Volume, V (veh/h)		20		26		5		5		48	638	5		5	198	25
Percent Heavy Vehicles (%)		0		0		0		0		0				0		
Proportion Time Blocked																
Percent Grade (%)		2				2										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.50		6.40		7.50		6.40		4.10				4.10		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50		3.30		3.50		3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22		28		5		5		52				5		
Capacity, c (veh/h)		268		811		265		420		1336				900		
v/c Ratio		0.08		0.03		0.02		0.01		0.04				0.01		
95% Queue Length, Q_{95} (veh)		0.3		0.1		0.1		0.0		0.1				0.0		
Control Delay (s/veh)		19.6		9.6		18.8		13.7		7.8				9.0		
Level of Service, LOS		C		A		C		B		A				A		
Approach Delay (s/veh)		14.0				16.3				0.5				0.2		
Approach LOS		B				C										

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HCS7 Two-Way Stop-Control Report

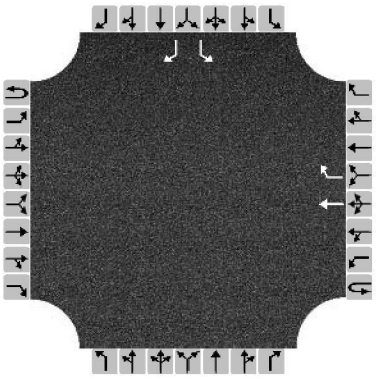
General Information

Analyst	Dylan O'Berry, EIT
Agency/Co.	CAPTEC Engineering
Date Performed	6/1/2018
Analysis Year	2018
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Savannah Place Apartments

Site Information

Intersection	Baker and Driveway
Jurisdiction	City of Stuart
East/West Street	Baker Road
North/South Street	Entrance Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	1	1		0	0	0		1	0	1
Configuration							T	R						L		R
Volume, V (veh/h)							255	24						30		40
Percent Heavy Vehicles (%)														0		0
Proportion Time Blocked																
Percent Grade (%)														2		
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.80		6.40
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														33		43
Capacity, c (veh/h)														1019		738
v/c Ratio														0.03		0.06
95% Queue Length, Q_{95} (veh)														0.1		0.2
Control Delay (s/veh)														8.7		10.2
Level of Service, LOS														A		B
Approach Delay (s/veh)														9.5		
Approach LOS														A		

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HCS7 Two-Way Stop-Control Report

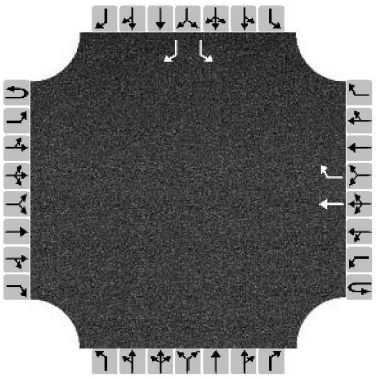
General Information

Analyst	Dylan O'Berry, EIT
Agency/Co.	CAPTEC Engineering
Date Performed	6/1/2018
Analysis Year	2018
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Savannah Place Apartments

Site Information

Intersection	Baker and Driveway
Jurisdiction	City of Stuart
East/West Street	Baker Road
North/South Street	Entrance Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	1.00

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	1	1		0	0	0		1	0	1
Configuration							T	R						L		R
Volume, V (veh/h)							255	73						24		49
Percent Heavy Vehicles (%)														3		3
Proportion Time Blocked																
Percent Grade (%)														2		
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.83		6.43
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														26		53
Capacity, c (veh/h)														1010		730
v/c Ratio														0.03		0.07
95% Queue Length, Q_{95} (veh)														0.1		0.2
Control Delay (s/veh)														8.7		10.3
Level of Service, LOS														A		B
Approach Delay (s/veh)														9.8		
Approach LOS														A		

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Martin County 2017 Roadway Level of Service Inventory Report

Road Name	From	To	Generalized Service Capacity	2017 AADT	Peak Hour Factor K_{30}	Directional Distribution D_{100}	2017 Peak Hour Directional Volume	2017 Generalized LOS	Avg. Annual Growth Rate
Baker Rd	SR-5	CR-723	750	5,114	0.08	0.56	234	C	2.2%
Berry Ave	Golden Bear Wy	CR-714	750	3,609	0.08	0.57	174	C	5.1%
Berry Ave	CR-714	Sunset Tr	750	1,918	0.08	0.55	88	C	6.1%
Britt Rd	Pine Lake Dr	SR-5	750	4,666	0.08	0.54	189	C	0.5%
Citrus Blvd.	CR-714 (Martin Hwy)	Port St. Lucie Blvd.	1200	4,860	0.12	0.82	444	A/B	8.0%
Commerce Ave	Salerno Rd	Monroe St	750	6,074	0.10	0.59	355	C	0.8%
Commerce Ave	Monroe St	Indian St	750	6,750	0.11	0.56	383	D	1.9%
Country Club Dr	Palm Beach County	Island Way	750	2,730	0.08	0.56	127	C	1.8%
Country Club Dr	Island Way	Little Club Dr	750	4,545	0.08	0.57	149	C	8.0%
County Line Rd	Little Club Dr	SR-5	750	2,746	0.08	0.53	109	C	1.6%
Cove Rd	SR-76	Willoughby Blvd	880	14,326	0.08	0.54	635	C	2.4%
Cove Rd	Willoughby Blvd	SR-5	880	15,819	0.08	0.52	665	C	2.7%
Cove Rd	SR-5	CR-A1A	750	13,638	0.08	0.64	654	D	3.0%
Cove Rd	CR-A1A	End	675	5,167	0.08	0.55	260	C	0.5%
CR-609 (Allapattah Rd)	SR-710	CR-714	740	1,867	0.09	0.58	86	A/B	5.6%
CR-609 (Allapattah Rd)	CR-714	St Lucie County	740	1,933	0.09	0.56	91	A/B	8.0%
CR-707 (Beach Rd)	Palm Beach County	CR-708	675	1,724	0.09	0.70	103	C	3.3%
CR-707 (Dixie Hwy)	CR-723/CR-707	CR-707 (Indian River Dr)	750	5,435	0.08	0.51	242	C	0.5%
CR-707 (Indian River Dr)	CR-707 (Dixie Hwy)	CR-707A (Jensen Beach Blvd.)	675	10,764	0.11	0.50	593	D	0.9%
CR-707 (Indian River Dr)	CR-707A	SR-732	675	6,131	0.09	0.60	233	C	3.0%
CR-707 (Indian River Dr)	SR-732	St. Lucie County	675	6,430	0.09	0.57	247	C	3.2%

Segments with shaded LOS require additional analysis.

The peaks are: CR-A1A (PM/SB); Murphy Rd (PM/NB); SR-5 (PM/NB); and SR-714 (PM/WB).

Effective March 1, 2018

Martin County 2017 Roadway Level of Service Inventory Report

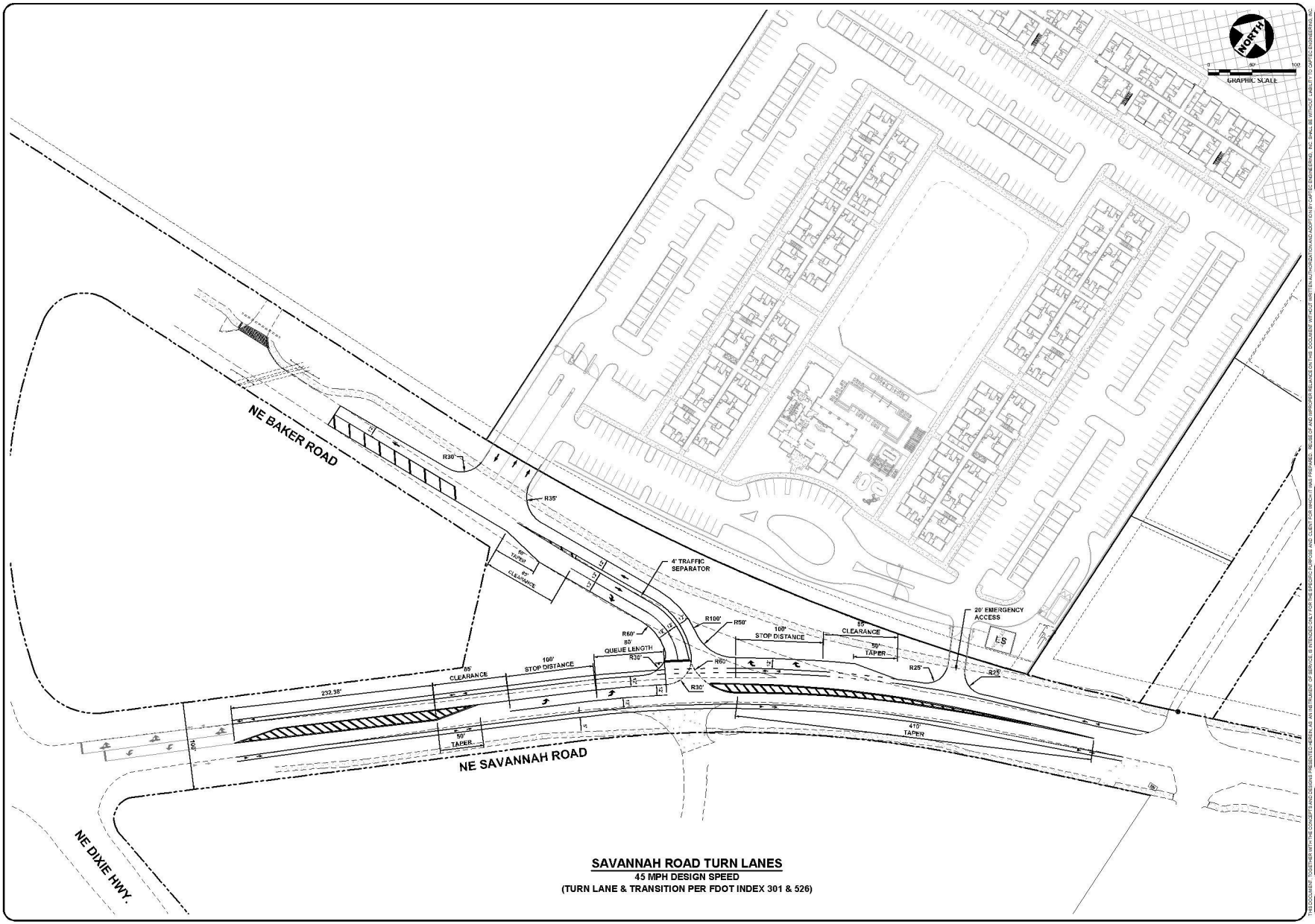
Road Name	From	To	Generalized Service Capacity	2017 AADT	Peak Hour Factor K_{30}	Directional Distribution D_{100}	2017 Peak Hour Directional Volume	2017 Generalized LOS	Avg. Annual Growth Rate
CR-714 (Veteran's Memorial Bridge)	Mapp Rd	SR-76	2000	23,206	0.11	0.60	1,538	C	8.0%
CR-723 (Savanna Rd)	CR-707	NE 24th St	880	8,872	0.08	0.69	606	C	1.3%
CR-723 (Savanna Rd)	NE 24th St	CR-707A (Jensen Beach Blvd.)	880	10,388	0.09	0.52	415	C	0.5%
CR-726 (Citrus Blvd)	SR-710	Greenridge Ln	740	3,459	0.08	0.59	119	A/B	8.0%
CR-726 (Citrus Blvd)	Greenridge Ln	CR-76A	740	2,561	0.08	0.59	104	A/B	5.1%
CR-76A (Citrus Blvd.)	CR-726	SR-714	1200	4,115	0.08	0.55	164	A/B	5.5%
CR-76A (SW 96th St)	CR-726	Pennsylvania Ave	1200	3,833	0.08	0.56	168	A/B	3.2%
CR-76A (SW 96th St)	Pennsylvania Ave	SR-76	800	8,395	0.07	0.54	319	C	6.2%
CR-A1A (Dixie Hwy)	SR-5	CR-708	750	3,160	0.09	0.62	173	C	6.5%
CR-A1A (Dixie Hwy)	CR-708	Osprey St	880	7,177	0.11	0.53	437	C	3.0%
CR-A1A (Dixie Hwy)	Osprey St	Heritage Blvd	1190	6,253	0.08	0.56	282	A/B	4.7%
CR-A1A (Dixie Hwy)	Heritage Blvd	Cove Rd	1190	6,792	0.08	0.54	284	A/B	4.5%
CR-A1A (Dixie Hwy)	Cove Rd	Salerno Rd	790	11,814	0.09	0.52	559	D	1.7%
CR-A1A (Dixie Hwy)	Salerno Rd	St. Lucie Blvd	750	16,923	0.09	0.55	777	E	3.2%
CR-A1A (Dixie Hwy)	St Lucie Blvd	Jefferson St	750	13,538	0.10	0.52	718	D	2.9%
CR-A1A (Dixie Hwy)	Jefferson St	Indian St	1630	17,855	0.09	0.55	819	D	2.7%
CR-A1A (Dixie Hwy)	Indian St	SR-714	2000	15,931	0.09	0.53	786	C	2.7%
CR-A1A (Dixie Hwy)	SR-714	SE Fifth St	675	6,464	0.10	0.54	350	D	2.8%
Crossrip St	CR-A1A	Gomez Ave	675	2,781	0.10	0.59	169	C	3.2%
Dixie Hwy	Joan Jefferson Wy	Wright Blvd	750	8,172	0.12	0.64	605	D	0.5%
Dr Martin Luther King Jr Blvd	Farm Rd	SR-710	675	2,122	0.09	0.64	97	C	4.7%

Segments with shaded LOS require additional analysis.
The peaks are: CR-A1A (PM/SB); Murphy Rd (PM/NB); SR-5 (PM/NB); and SR-714 (PM/WB).

Martin County 2017 Roadway Level of Service Inventory Report

Road Name	From	To	Generalized Service Capacity	2017 AADT	Peak Hour Factor K_{30}	Directional Distribution D_{100}	2017 Peak Hour Directional Volume	2017 Generalized LOS	Avg. Annual Growth Rate
Farm Rd	Dr Martin Luther King Jr Dr	Palm Wy	750	2,509	0.13	0.57	191	C	2.6%
Fork Rd	Pine Lake Dr	SR-5	675	1,602	0.08	0.66	62	C	6.6%
Fox Brown Rd	SR-710	CR-714	740	402	0.08	0.65	21	A/B	0.0%
Goldenrod Rd	Britt Rd	SR-732	1630	5,605	0.08	0.54	198	C	2.3%
Goldenrod Rd	SR-732	SR-5	750	6,612	0.09	0.54	297	C	0.6%
Goldenrod Rd	SR-5	Westmoreland Blvd	750	3,831	0.08	0.85	302	C	2.3%
Gomez Ave	CR-708	Crossrip St	750	3,823	0.08	0.52	161	C	2.4%
Gomez Ave	Crossrip St	Osprey St	750	999	0.07	0.52	43	C	0.5%
Green River Parkway	Dixie Hwy	Baker Rd	750	6,526	0.09	0.50	301	C	6.6%
Green River Parkway	Baker Rd	SR-732	880	7,827	0.12	0.63	594	C	7.0%
Green River Parkway	SR-732	St. Lucie County	1190	8,184	0.09	0.56	435	C	4.7%
Horseshoe Point Rd	CR-A1A	Kubin Ave	675	5,975	0.08	0.66	324	C	1.2%
Indian St	SR-76	Willoughby Blvd	2000	26,838	0.11	0.63	1,784	C	8.0%
Indian St	Willoughby Blvd	SR-5	2000	27,536	0.08	0.57	1,162	C	8.0%
Indian St	SR-5	Commerce Ave	2000	23,065	0.08	0.53	1,142	C	4.4%
Indian St	Commerce Ave	CR-A1A	2000	25,604	0.09	0.54	1,084	C	4.4%
Indian St	CR-A1A	St Lucie Blvd	675	7,771	0.09	0.55	336	D	3.3%
Indian River Dr	Palmer St	CR-707	750	7,460	0.09	0.52	352	C	3.1%
Island Way	Palm Beach County	Jupiter Road	1200	4,208	0.10	0.59	248	A/B	2.5%
Island Way	Jupiter Road	Country Club Dr	750	4,783	0.08	0.50	81	C	1.9%
Jack James Rd	SR-76	Blue Water Wy	750	3,074	0.12	0.52	209	C	5.4%

Segments with shaded LOS require additional analysis.
The peaks are: CR-A1A (PM/SB); Murphy Rd (PM/NB); SR-5 (PM/NB); and SR-714 (PM/WB).



SAVANNAH ROAD TURN LANES
45 MPH DESIGN SPEED
(TURN LANE & TRANSITION PER FDOT INDEX 301 & 526)

CAPTEC Engineering, Inc.
Civil Engineering Professionals
301 NW Flagler Ave, Ste. 201
Stuart, Florida 34994
Phone: (772) 692-1644
Fax: (772) 692-4341
Engineering Business No. EB-0007867

DATE: 03/08/18
DRAWN BY: MSB
DESIGNED BY: SPH
CHECKED BY: JWC
PROJECT No.: 1798
HORZ. SCALE: 1" = 50'
VERT. SCALE: N/A
CADD FILE: SITE PLN.C

NO	DATE	BY	REVISIONS

SCALE VERIFICATION
0 1"
SOLID BAR IS EQUAL TO ONE INCH ON ORIGINAL DRAWING. ADJUST ALL SCALES ACCORDINGLY

SAVANNAH PLACE APARTMENTS
MARTIN COUNTY, FLORIDA

SANVANNAH ROAD TURN LANES

Joseph W. Capra
301 N.W. Flagler Ave., Ste. 201
Stuart, Florida 34994
P.E. No. 37638

Printed Date:

JOB No.: 1798
SHEET 1 OF 1

THESE PLANS, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH THEY WERE PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY CAPTEC ENGINEERING, INC. SHALL BE WITHOUT LIABILITY TO CAPTEC ENGINEERING, INC.

City of Stuart
121 SW Flagler Ave
Stuart, FL 34994

(772) 288-5326

Received by: _____
Reviewed by: _____
Approved by: _____

Planned Unit Development (PUD) Amendment Application

Project ID#_____
(Staff Entry)

Pre-App Conference Date: MULTIPLE	Application Date: 4-12-2018
Project Name: Savannah Place Apartments	
Parcel ID# 28-37-41-000-000-00057-9	Project Address: Not applicable
Zoning/CRA Sub-district: Pending	
Subdivision: Pending	Lot(s): Pending

Fees: Major PUD Amendment - $3,072.00; Minor PUD Amendment: $2,048.00; PUD Agreement Amendment (text change only): $1,024.00 *(this does not include fees that may be charged as a result of application review by the City's consultants)*

A Major Planned Unit Development Amendment is one which shall include any one of the following;

1. A change of two (2) percent or more in the area of any land use designations shown on the site plan;
2. Any change in the list of proposed uses;
3. An increase in residential density of five (5) percent or more;
4. An increase in nonresidential Building square footage of ten (10) percent or more;
5. A change in the boundary of the PUD district;
6. A change in the site plan or approval regarding any area(s) set aside and designated for future development;
7. Any other change determined by the City Development Director to have a potentially significant impact on City services or the surrounding neighborhood;
8. An amendment of greater than twelve (12) months to an originally approved timetable of development. Such an amendment may only be approved upon good cause shown to the City Commission. Any contributions conditioned as part of the original PUD agreement shall be revisited upon application for timetable extension. A timetable extension greater than twelve (12) months will require a full concurrency review.

(A Minor Planned Unit Development Amendment is any amendment that is not a major amendment.)

Submittal Requirements: A completed application form, the payment of fees, a site plan, one (1) copy of all documents on a PDF formatted disc electronically signed and sealed, and any other information as may be required by the City Development Director in order to do a thorough review of the request. (Note: A concept plan may, at the discretion of the applicant, be submitted instead of a site plan if a site plan has not previously been approved. However, in doing so the applicant acknowledges that a site plan will need to be submitted for City Commission approval prior to making application for a development permit.) *(The data requirements for a site plan and a concept plan are available at the Development Department)*

Approving Authority: The Development Director is required to prepare a staff report and recommendation concerning this application. For a Major PUD amendment, the Local Planning Agency (LPA) is required to hold an advertised public hearing and formulate a recommendation to the City Commission. For both types of applications, the City Commission is required to hold an advertised public hearing after which it may approve, approve with conditions, or deny the application.

Justification: Written justification supporting the application and demonstrating how the application remains: (a) consistent with the relevant components of the City of Stuart Comprehensive Plan including concurrency with adopted levels-of-service for utilities/facilities and compatibility with existing/planned uses and (b) complies with the relevant development standards of the City of Stuart Land Development Code.

(over)

General Information

(Please Print or Type)

1. Property Owner, Lessee, Contract Purchaser, or Applicant (circle one):

Name: Werner-Bols Revocable Trust	City/State/Zip Code: Palm City, FL 34991
Title:	Telephone Number:
Company:	Facsimile Number:
Company Address: PO Box 194	Email Address (optional):

2. Agent of Record (if any): The following individual is designated as the Agent of Record for the property owner, lessee, or contract purchaser and should receive all correspondence related to the application review.

Name: Doug Fitzwater	City/State/Zip Code: Stuart, FL 34994
Title: Landscape Architect	Telephone Number: 772-220-2100
Company: Lucido & Associates	Facsimile Number: 772-223-0220
Company Address: 701 East Ocean Boulevard	Email Address (optional): dfitzwater@lucidodesign.com

3. The Undersigned, as the Property Owner, Lessee, Contract Purchaser, or Applicant (circle one), acknowledges responsibility for all City expenses associated with the referenced application (s) including time spent by the City's consultants and further acknowledges that payment of consultant fees will be made prior to the receipt of the consultant comments.

Name: Steve Gravett	City/State/Zip Code: Boca Raton, FL 33487
Title: CEO	Telephone Number: 855-678-4086
Company: Kennedy Homes	Facsimile Number:
Company Address: 6500 Congress Avenue #2175	Email Address (optional): steve@homesbykennedy.com

I hereby certify that all information contained herein is true and correct.

4. Signed this 12th day of April, 2018

FOR STEVE GRAVETT & WERNER-BOLS REVOCABLE TRUST

Signature of Property Owner, Lessee, Contract Purchaser or Applicant (circle one)

State of Florida, Martin County The foregoing instrument was acknowledged before me on this 12th day of April, 2018 by Doug Fitzwater who is personally known to me, or who has produced _____ as identification and who did/did not take an oath.

Shirley Lyders

Notary Signature

Commission Expires:

SHIRLEY LYDERS
Commission # FF 940385
Expires March 31, 2020
Bonded Thru Troy Fain Insurance 800-385-7019

MINUTES

LOCAL PLANNING AGENCY/PLANNING ADVISORY BOARD MEETING
FEBRUARY 21, 2019 AT 5:30 PM
CITY COMMISSION CHAMBERS
121 S.W. FLAGLER AVE.
STUART, FLORIDA 34994

LOCAL PLANNING AGENCY/PLANNING ADVISORY BOARD MEMBERS
Chair – Li Roberts
Vice Chair – Michael Herbach
Board Member - Larry Massing
Board Member – Bill Mathers
Board Member – Cristina de la Vega
Board Member – Ryan Strom
Board Member – Michael Conner
Ex Officio - Garret Grabowski

ADMINISTRATIVE
Development Director, Kev Freeman
Board Secretary, Michelle Vicat

CALL TO ORDER

5:35 PM Roll Call. Present: William Mathers, Li Roberts, Michael Herbach, Ryan Strom, Michael Conner, Cristina de la Vega. Absent: Larry Massing.

BOARD REORGANIZATION

Bill Mathers nominated Michael Herbach as Chair. Ryan Strom seconded the motion. Motion approved unanimously.

Cristina de la Vega nominated Michael Conner as Vice Chair. Li Roberts seconded the motion. Motion approved unanimously.

APPROVAL OF MINUTES **5:38 PM Motion: Action: Approve, Moved by Ryan Strom, Seconded by William Mathers. Motion passed unanimously.**

COMMENTS FROM THE PUBLIC (5 min. max): None

COMMENTS FROM THE BOARD MEMBERS: None

OTHER MATTERS BEFORE THE BOARD

1. Savannah Place Apartments RPUD – FLUM and Rezoning

PRESENTATION: Tom Reetz, Senior Planner
Doug Fitzwater, Lucido & Associates
Jim Goldasich, JJ Goldasich & Associates Inc.
Joe Capra, Captec
Steve Marquart, Captec
Stephen Gravettt, Kennedy Homes

PUBLIC COMMENT:

Henry Pruitt of 2825 SE St. Lucie Blvd. thought the density and height was too high. He said he owns the property next door and said if they cut down one floor it would take the aesthetic impressions off of the whole site. He asked if there were any other housing unit in Stuart with four floors and 30 units per acre in density.

Mike Mortell listed the four story buildings in the area in excess of 25 units per acre.

Henry Pruitt said his other concern were the storms and problems with drainage and wants to make sure all the water stays on the sight. He asked where the fill would be going.

Steve Marquart with Captec said that the fill would be where the buildings were going. He said they would store all of their water and not impact anything around it.

Jackie Trancynger of 1933 SE Acapulco said she didn't like a whole lot of things and said they are squeezed in the middle of many apartment complexes and didn't believe in mitigating wetlands. She thought it was too high and too dense and she didn't like that "you people" were taking their land away and building. She said there is a direct relationship between growth and the water issues. She asked if Jensen Park Estates would continue to drain as it does now.

Lindsay Campbell of 509 SE Lima Vias is concerned about the building height, wildlife, 280 units is a lot, Stuart Middle is over capacity now so schools were a concern and quality of life is a concern to her especially with the other apartments going in and hoped they could lower it.

Keith Campbell said they didn't receive a letter about tonight's meeting and asked why and thought it seemed shady. He said he had wanted to bring in pictures of the wildlife.

Mike Mortell said the original LPA meeting was scheduled for January as well as the advertising however, there was a problem with quorum and the meeting was continued and pursuant to state law we posted on the door and on the website that it is was continued to this meeting so

the developer was not required to send out another mailing about the LPA meeting, but they did send one about the City Commission meeting.

BOARD COMMENT:

Bill Mathers said the presentation pretty much covered most of everything. He did think the density was a bit high and asked if it would be part of the Marty route.

Doug Fitzwater said they could look into the Marty route.

Ryan Strom asked if the applicant had a meeting with Jensen Park Estates.

Doug Fitzwater said they did not.

Ryan Strom said it might be something they want to do before the commission meeting and perhaps calm some of their fears about the preserve area management.

Doug Fitzwater said they could do that.

Jim Goldasich said they have carte blanche as far as what they can put in there so that is something they could do.

Ryan Strom said he liked how workforce housing was incorporated and asked where the number 10 came from.

Kev Freeman said they had a difference of opinion on that because the applicant proposed the Stuart calculation and staff is recommending they go with the SHIP calculation. He said the SHIP calculation allows more people to qualify so staff is recommending SHIP calculations as well as rental levels.

Stephen Gravett said they looked at other alternatives such as buying homes in other areas of Martin County and donating them. He said the value of the workforce housing takes the value down $1.32M dollars.

Ryan Strom asked what the improvement to Haney Creek does.

Jim Goldasich said it removed the exotic vegetation that is in there and it will lower the land and improve storm water management.

Michael Conner said he was disappointed not seeing the art mock up for the building from the Jensen Park Estates viewpoint and asked about what they would plant as a buffer. He said the buffer doesn't trouble him but the elevation does and asked what they would plant.

Doug Fitzwater said they would probably have to put some trees up against the neighborhood. He said they would go back and work with Captec on finished floor elevations to figure out what trees would work.

Michael Conner asked what the rental rates were.

Stephen Gravett said the 3 bedrooms are around $1800/$1900, the two's around $1600 and the one's are just over $1000. He said they have a lot of tree mitigation and there is a lot more landscaping than the code requires so he thought they would be fine in the back.

Michael Conner said he would like to see the buffer swapped and asked how many residents would live in this development and how many parking spaces there would be.

Doug Fitzwater said they met the requirement through code for parking spaces with 504 required and 509 spaces provided.

Cristina de la Vega said a lot of things die in sand scrub and buttonwoods would not live. She said 504 cars coming out is a lot and asked how it could only be forty cars during peak trips. She asked if they could lower the credit score requirement for the workforce housing.

Joe Capra said they do it by peak hour which is spread over several hours and they average the traffic. He said they would have two ways to get to US1 and they also look at road capacity which they don't exceed.

Stephen Gravett said he thought they could go down a little bit on workforce housing.

Cristina de la Vega asked what they were doing with the gopher tortoises.

Jim Goldasich said they will be relocated, so on site and some off according to FWC permit.

Li Roberts said on page 8 the 30 needs to be struck on the first page, page 11 condition number 5 and if there is no intention for carports that should be stricken, page 24 condition 33 they didn't get to see a sign sample and said she didn't think the flow through ditch being replaced by pipes would work because it would overload the pipes and she didn't see a drawing for it.

Joe Capra said there is a certain amount of discharge allowed off the site.

Li Roberts said she wants assurance that they will not discharge more than 50 gallons off the SW corner. She asked if someone would be getting the trash to the compactor.

Stephen Gravett said the management company would take the trash to the compactor.

Li Roberts asked about the lighting plan for the sidewalk and other areas, was concerned about garages backing up to the driveways, asked about the car wash area, questioned if there was assigned parking, thought they should consider gating the outside parking area, asked for assurance on the lease term and making sure the workforce housing doesn't go away, and thought they need language for freeing up apartments for workforce housing.

Doug Fitzwater said the lighting plan would be submitted with the final plans as would all of the other information being requested.

Stephen Gravett said they are going to present workforce housing and believe there will be enough people to fill it.

Kev Freeman said their proposal was a negotiation point and they addressed the SHIP portion but not the credit scores and they will need to address that.

Li Roberts was ok with using the SHIP number, was disappointed that 3% was a very token amount, she thought there was an issue with the traffic on Baker Road, and asked why they put the entrance on Baker and not Savannah. She thought the 8 foot chain link fence and taking out the exotics was quite shocking to the neighbors and a planting plan would help. She thought one crosswalk was too little and they need a traffic table to delineate it. She asked if they sent notice to Martin County and asked if they got a response.

Joe Capra said they put the entrance on Baker because it was safer.

Tom Reetz said they did not hear back from Martin County.

Li Roberts suggested the Martin County residents contact their County Commissioners because she thought there should be a response from them. She asked if they contacted the neighboring property owners.

Doug Fitzwater said everyone was noticed per code.

Li Roberts suggested talking to the neighbors regarding the reduced setbacks, she said it is too dense and asked them to address trucks and work trucks. She suggested talking to the neighbors and bringing the application back.

Cristina de la Vega asked about the fence and the wildlife and said she would rather keep the buffer zone little and have more preservation area.

Mike Herbach said he didn't see any bicycle racks, lighting plans, signs or electrical stations and suggested meeting with the neighbors.

Doug Fitzwater said they plan on adding them.

Michael Conner asked about pervious and impervious.

Steve Marquart said it will be designed per city code.

Bill Mathers said they met with the county regarding their entrances and asked if they were going to give them any flexibility in doing something else besides what they were required to do.

Steve Marquart said the volume of traffic during peak hours didn't warrant extra turn lanes, but they are adding them, and it didn't require many of the traffic items that they are adding but they are doing so anyway for the future.

7:57 PM **Motion: Action:** Approve, **Moved by** Li Roberts, **Seconded by** Michael Conner. Motion passed unanimously with the following modifications: footprint same 2 north four story become 3 story, lighting on north side, address garages on west side so they don't open on driver area, modifications to entrance for more cars, add car wash area, deal with chain link fence to rear to staff satisfaction, work with the neighbors, deal with the wildlife corridor, add a potential bus stop, use city language for workforce housing to deal with 3 units in a building, add 2 bike racks per building, add additional crosswalks from north building across roadway, adjust credit score language to the satisfaction of the city and add language re: trash

Li Roberts asked staff in the future to encourage applicants to give them more information and to work with adjoining neighbors.

2. Ordinance No. 2396-2019 LDC Amendment to establish standards for bicycle parking

PRESENTATION: Pinal Gandhi-Savdas, CRA Administrator

PUBLIC COMMENT:

Mike Meier said he is so excited to finally see the bike rack program coming to fruition and asked that they think about the public marketing campaign.

BOARD COMMENT:

Bill Mathers asked if it was now a four bike rack.

Pinal Gandhi-Savdas said it is actually supposed to be for 2 bikes per rack.

8:12 PM Motion: Action: Approve, Moved by Li Roberts, Seconded by Ryan Strom. Motion passed unanimously.

3. Ordinance No. 2401-2019 Proposed LDC amendment to establish UPUD and ESPUD zoning designations

PRESENTATION: Kev Freeman, Development Director

PUBLIC COMMENT: None

BOARD COMMENT: None

8:16 PM Motion: Action: Approve, Moved by William Mathers, Seconded by Li Roberts. Motion passed unanimously.

ADJOURNMENT 8:17 PM Motion: Action: Adjourn, Moved by Ryan Strom, Seconded by William Mathers. Motion passed unanimously.

Michael Herbach, Chair **Michelle Vicat, Board Secretary**

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** Pinal Gandhi-Savdas

Title of Item:

ESTABLISH BICYCLE PARKING AND DESIGN STANDARDS (RC):

ORDINANCE No. 2396-2019; AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER VI ENTITLED "6.01.05 BICYLE AND PEDESTRIAN ACCESS FOR LARGE COMMERCIAL DEVELOPMENTS" AND CREATING A SECTION OF CHAPTER VI ENTITLED "6.01.20. BICYCLE PARKING" THEREBY ESTABLISHING BICYCLE PARKING AND BICYCLE RACKS DESIGN STANDARDS; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

Background

Currently, the City of Stuart Land Development Code requires large-scale commercial development that is 20,000 sq. ft. or more of total gross floor area of the building to provide bicycle amenities on the development site. The code doesn't provide specific guidelines for bicycle rack design and location which could lead to poor bicycle rack choices and failure due to wrong placement. Compared to best practices, national standards as well as the trends in rate of bicycling as a mode of commute, staff found the existing regulations inefficient in responding to the growing need for bicycle facilities.

Recently, as part of the parking study recommendations, the City Commission approved first year action which included installation of bicycle racks at key demand locations in the downtown area to encourage alternative modes of transportation.

On November 26, 2018, the City Commission approved the custom bicycle rack design and locations for the racks in public places. The City's unique customized bike rack design with laser cut logo and pop-up light green colored racks will create consistency to convey a theme throughout the city and branding to promote pedestrian-friendly community and encourage alternate means of transportation.

Proposed Amendments

The proposed bicycle parking requirements shall apply to new development, substantial improvements or an addition to an existing building for non-residential and multi-family development requiring 10 or more off-street parking spaces.

The proposed bicycle parking standards will clarify the requirements for minimum bicycle parking spaces, location and rack design. This code amendment addresses the following items:

- Identify separate requirements for two-types of bicycle parking: short-term parking for visitors and long-term parking for residents and employees.
- Establish number of bicycle parking spaces required for non-residential and multi-family developments.
- Provide location standards for bicycle parking.
- Establish bicycle rack design, layout, and setback standards.
- Establish alternative bicycle rack design and features requirements.

Local Planning Agency

This items was reviewed by the City's Local Planning Agency (LPA) on February 21, 2019 and unanimously recommended for approval.

Funding Source:

N/A

Recommended Action:

Motion to approve Ordinance No. 2396-2019.

ATTACHMENTS:

	Description	Upload Date	Type
🗋	Ordinance No. 2396-2019 LDC Amendments Bicycle Parking	2/22/2019	Ordinance add to Y drive
🗋	Presentation	2/22/2019	Presentation
🗋	Example of projects and bicycle parking requirements	2/8/2019	Backup Material
🗋	Resolution No. 11-2018 Approval of Custom Bicycle Racks	12/19/2018	Backup Material
🗋	Bicycle Racks to Avoid	12/19/2018	Backup Material
🗋	First-Year Action Plan Based on the Recommendations in the Parking Study	12/19/2018	Backup Material
🗋	Proof of Notification	2/8/2019	Backup Material

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

ORDINANCE NUMBER 2396-2019

AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER VI ENTITLED "6.01.05 BICYLE AND PEDESTRIAN ACCESS FOR LARGE COMMERCIAL DEVELOPMENTS" AND CREATING A SECTION OF CHAPTER VI ENTITLED "6.01.20. BICYCLE PARKING" THEREBY ESTABLISHING BICYCLE PARKING AND BICYCLE RACKS DESIGN STANDARDS; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, the City is committed to improving bicycle facilities within the City for residents, employees, and visitors; and

WHEREAS, the availability of sufficient and appropriate bicycle parking is a critical part of the City's strategy to increase bicycle use within the City; and

WHEREAS, the purpose of this Bicycle Parking Ordinance is to establish consistent standards for bicycle parking and racks design in the City; and

WHEREAS, the Bicycle Parking Ordinance provides for secure bicycle parking for City residents, employees, and visitors; and

WHEREAS, the Land Planning Agency reviewed the proposed amendments to the Land Development Code at a public hearing on _____, and

WHEREAS, the City Commission duly scheduled, advertised, and held a public hearing on _____, to consider this ordinance and provide for full public participation in the Land Development Code amendment process.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, that:

SECTION 1: The Stuart Land Development Code is hereby amended as follows:

Chapter VI

ON-SITE AND OFF-SITE DEVELOPMENT STANDARDS

6.01.00 TRANSPORTATION SYSTEMS

Sec. 6.01.01. General provisions.
Sec. 6.01.02. Streets.
Sec. 6.01.03. Rights-of-way.
Sec. 6.01.04. Sidewalks and bikeways.
Sec. 6.01.05. ~~Bicycle and p~~Pedestrian access for large-scale commercial developments.
Sec. 6.01.06. Access.
Sec. 6.01.07. Standards for drive-through facilities.
Sec. 6.01.08. Non-residential vehicular access
Sec. 6.01.09. Applicability of Stuart Parking Code.
Sec. 6.01.10. Rules for computing parking requirements.
Sec. 6.01.11. Location of required parking spaces.
Sec. 6.01.12. Shared parking and joint use of facilities.
Sec. 6.01.13. Off-street parking schedule.
Sec. 6.01.14. Design standards.
Sec. 6.01.15. Parking structure standards
Sec. 6.01.16. Transit stops
Sec. 6.01.17. Parking study.
Sec. 6.01.18. Off-street loading requirements.
Sec. 6.01.19. Payment in lieu of parking program.
Sec. 6.01.20 Bicycle parking

CHAPTER VI

ON-SITE AND OFF-SITE DEVELOPMENT STANDARDS

Sec. 6.01.05. ~~Bicycle and~~ Ppedestrian access for Large-scale Commercial Development (LCD).

A. *Purpose and intent.* All large-scale commercial development shall be designed to provide safe opportunities for alternative modes of transportation by connecting with existing and future pedestrian and bicycle pathways within the city and the county and to provide safe passage from public right-of-way to the building or project, between projects and between alternative modes of transportation.

B. *Pedestrian access.* Pedestrian ways, linkages and paths shall be provided from the building entries to surrounding streets, external sidewalks and development outparcels. Pedestrian ways shall be designed to provide access between parking areas and the building entries in a coordinated and safe manner and shall be constructed of paver blocks, stamped concrete, colored concrete or similar materials to promote traffic calming. All pedestrian ways shall include reflective striping. Pedestrian ways may be incorporated within a required landscape perimeter strip, provided said landscape strip is not less than ten feet in width. Pedestrian circulation shall be provided between abutting commercial properties through the use of walkways and similar pedestrian-oriented facilities.

C. *Minimum ratios.* Pedestrian ways shall be provided at a minimum ratio of one for each public vehicular entrance to a commercial or non-residential site excluding the ingress and egress points intended primarily for service, delivery or employee vehicles.

D. *Minimum dimensions.* Pedestrian walkways shall be a minimum of six feet wide.

E. *Pedestrian crosswalks at building perimeter.* Building perimeter crosswalks shall be designed and coordinated to move people safely to and from buildings and parking areas by identifying pedestrian crossings with signage, variations in pavement materials or markings and reflective striping.

F. *Shade.* Pedestrian walkways shall provide intermittent shaded areas when the walkway exceeds 100 linear feet in length at a ratio of 100 square feet of shaded area per every 100 linear feet of walkway.

~~G. *Bicycle and p*~~*P*~~*edestrian amenities.*~~ For an LCD, ~~bicycle and~~ pedestrian amenities in the form of permanently installed gazebos, arbors, benches, fountains, water fountains, ~~bike racks~~ or other amenities shall be provided. The type of amenity shall be determined by the square footage of buildings on the site as indicated in the table below. The location of ~~bicycle and~~ pedestrian amenities shall be shown on the site plan. The design of all amenities shall be of durable, long-lasting materials, consistent with the design of the principal structures on-site or a thematic design standard adopted by the city. Benches must be not less than six feet in length and located adjacent to either shade trees or gazebos or similar structure designed to provide shade. ~~Each bike rack must store not less than six bicycles.~~

Total Gross Floor Area of LCD	~~Required Bicycle or~~ Pedestrian Amenity
20,000--50,000 s.f.	~~One bike rack, o~~One bench
50,000--100,000 s.f.	~~Two bike racks, t~~Two benches
100,000 or above	~~Four bike racks, f~~Four benches, water fountain, shaded gazebo or similar structure

Sec. 6.01.20. Bicycle parking

A. *Purpose and Intent.* The bicycle parking is intended to encourage the use of bicycles as a means of transportation in the city, by ensuring that adequate bicycle parking facilities are provided at travel destinations. By encouraging the use of bicycles, the public health, safety and welfare will be furthered through improved air quality, reduced energy consumption and more efficient use of vehicular parking facilities.

B. *When required.* The bicycle parking shall apply to new development, substantial improvements or an addition to an existing building for non-residential or multi-family development requiring 10 or more off-street vehicular parking spaces. Properties exempt from the parking requirements of this code shall be exempt from the bicycle parking requirements. Whenever the use at an existing building or structure is changed to another use, so that the amount of existing bicycle parking on-site is less than required by this section, additional spaces shall be provided in the amount required by this section, unless an administrative variance is granted.

C. *Site plan.* The location of bicycle racks and design shall be shown on the site plan.

D. *Uses exempt.* The following uses shall be exempt from bicycle parking requirements: Single-Family homes, Duplex, and Assisted Living Facility.

E. Applicability. The city development director shall have the authority to modify the bicycle parking requirements contained in this section, included but not limited to situations in which compliance cannot be met due to physical site constraints. Such modification shall be noted on the site plan.

F. *General Requirements.*

1. Bicycle parking shall be provided in accordance with the standards of this section, and shall be made available prior to the issuance of any Certificate of Occupancy. Bicycle parking may consist of short-term bicycle parking, long-term bicycle parking, or any combination thereof.

2. Short-term bicycle parking may include outdoor bicycle parking spaces and bicycle racks not protected from the weather (e.g. retail store to accommodate shoppers).

3. Long-term bicycle parking may consist of bicycle lockers, bike stations, bicycle racks in covered loading dock areas or parking garages, and bicycle parking spaces that are indoors or otherwise protected from the weather. Areas provided inside of multi-story office buildings for employees and visitors may count as long-term bicycle parking with an approved bicycle plan. A long-term bicycle parking is encouraged for residential and office building for residents and employees.

4. The term "bicycle parking facility" means a device such as a rack or locker where bicycles can be parked and secured.

G. *Minimum Number of Bicycle Parking Spaces Required.*

1. Non-Residential Development

(a) Two bicycle parking spaces (1 bicycle rack) for the first 10 required off-street vehicular parking spaces.

(b) Two additional bicycle parking spaces for each additional 30 required off-street vehicular parking spaces or fraction thereof.

(c) In no case shall more than 20 bicycle parking spaces (10 bicycle racks) be required.

2. Multi-Family Development

(a) Two bicycle parking spaces (1 bicycle rack) per 5 units within the Community Redevelopment Area.

(b) Two bicycle parking spaces (1 bicycle rack) per 10 units outside the Community Redevelopment Area boundary,

a. In no case shall more than 20 bicycle parking spaces (10 bicycle racks) be required.

H. *Bicycle Parking Facility Design Standards*

1. Bicycle parking facilities shall be permanently affixed to a hard surface such as concrete, asphalt, or pavers.

~~1.~~2. It is the intent of this section to locate bicycle parking facilities on the project site where they will best encourage the use of bicycles for transportation. The preferred location is near the primary entrance of the principal building. It shall be clearly visible from the entrance of the building served (including both the patron and employee entrances where separate entrances are provided). The city development director shall have the authority to determine the most appropriate location during site plan review.

3. Bicycle parking facilities shall be located in well-lit areas.

4. Bicycle parking spaces shall be separated from vehicle parking spaces by physical barriers, such as curbs, wheel stops, bollards or other similar features, to protect bicycles from damage.

5. Bicycle parking facilities shall be located on the development site except where public bicycle parking is provided in the right-of-way by the city.

6. Bicycle parking facilities shall not impede ingress or egress to any building or project site and shall not be placed in the functional area of a sidewalk or where it interferes with any fire hydrant, parking meter, bus stop, loading zone, sidewalk ramp, wheelchair ramp, or similar public facility.

7. Bicycle parking facility shall be identified by installing the bicycle parking sign as shown below at a prominent location around the area (such as on the building façade), if feasible. If the bicycle parking spaces are provided in vehicular parking area (e.g. parking lots or parking garage), the bicycle parking space must be posted with a permanent above-grade sign placed at a distance of 84 inches above the ground to the bottom of the sign.

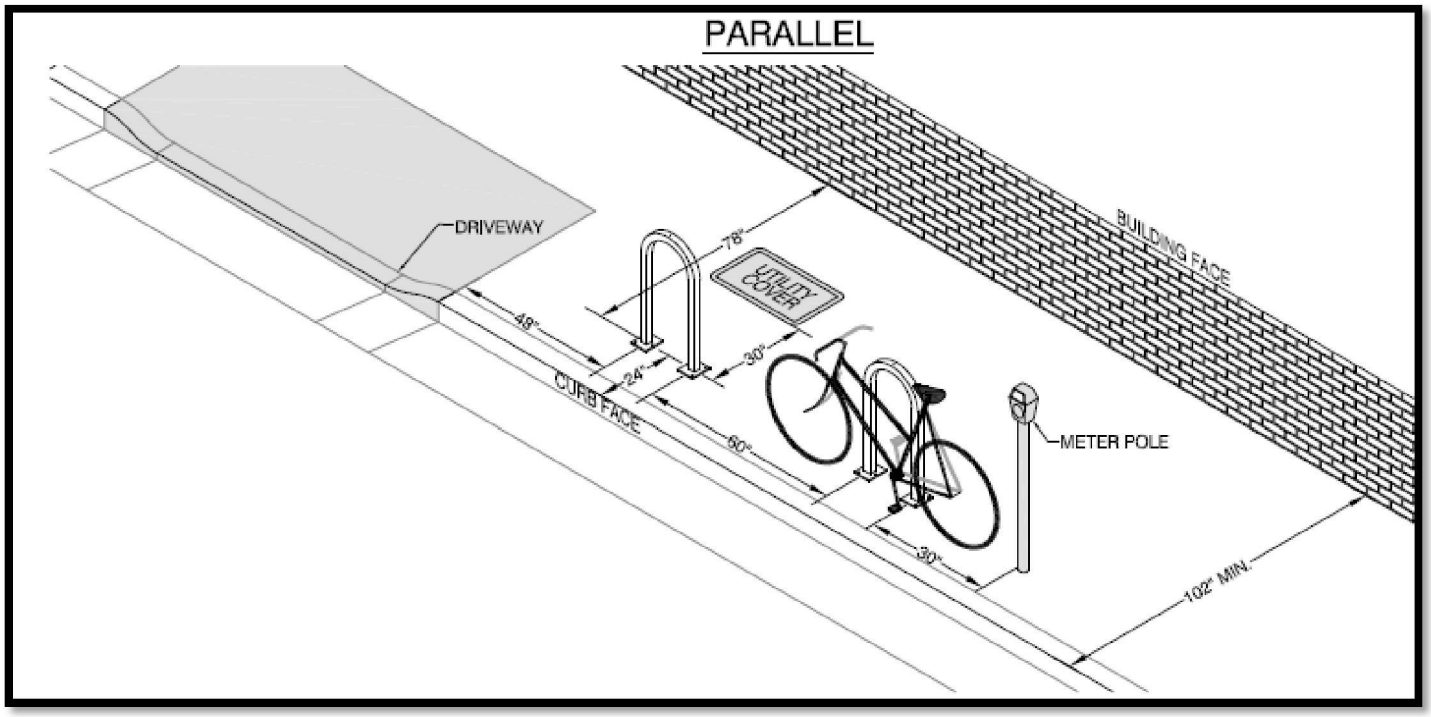


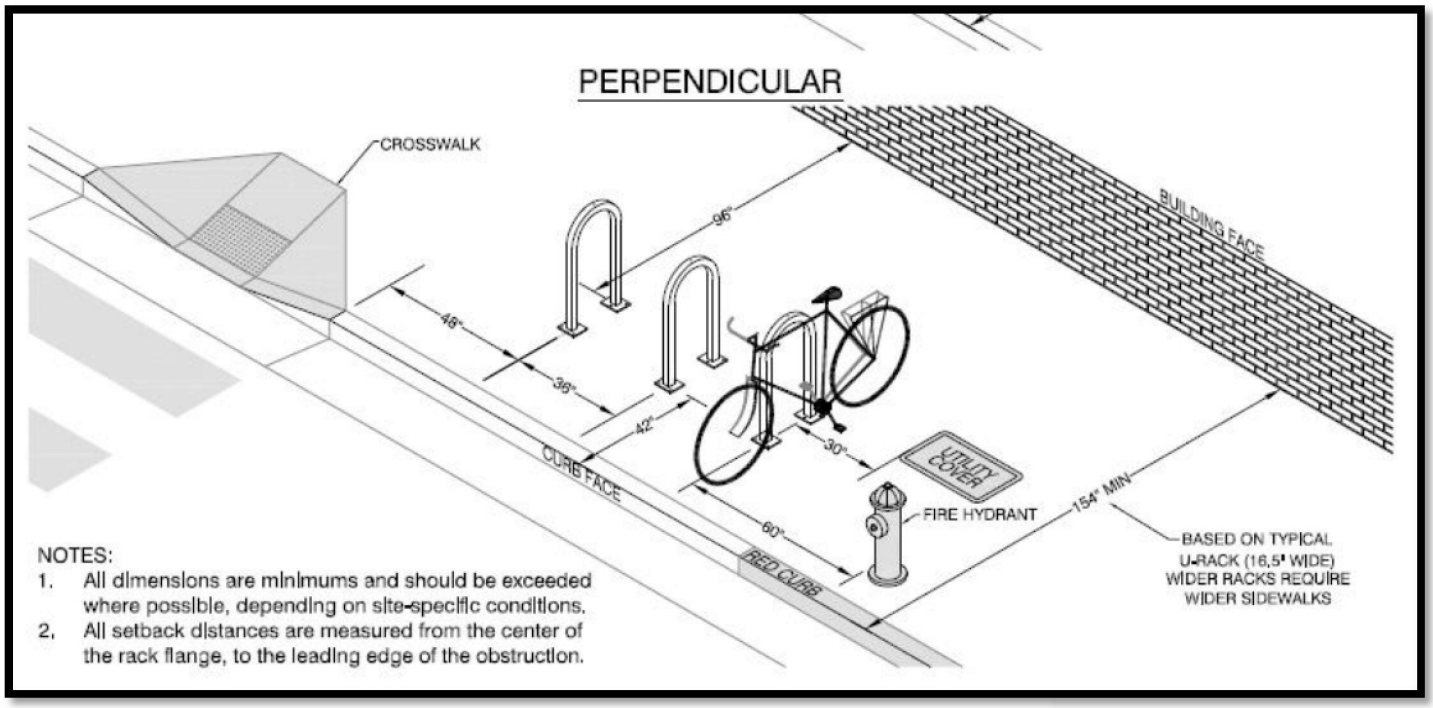
8. Bicycle racks may be oriented parallel, diagonal, or perpendicular to sidewalks (see layouts shown below). It may be placed as a single rack by itself at key areas or multiple racks side-by-side in parking spaces.

9. All developments may refer to Association of Pediatrician and Bicycle Professionals (APBP) for national standards for bicycle parking not provided in this section. See

diagrams below for typical setbacks for installing bicycle racks near walls, streets, infrastructure, or other racks.

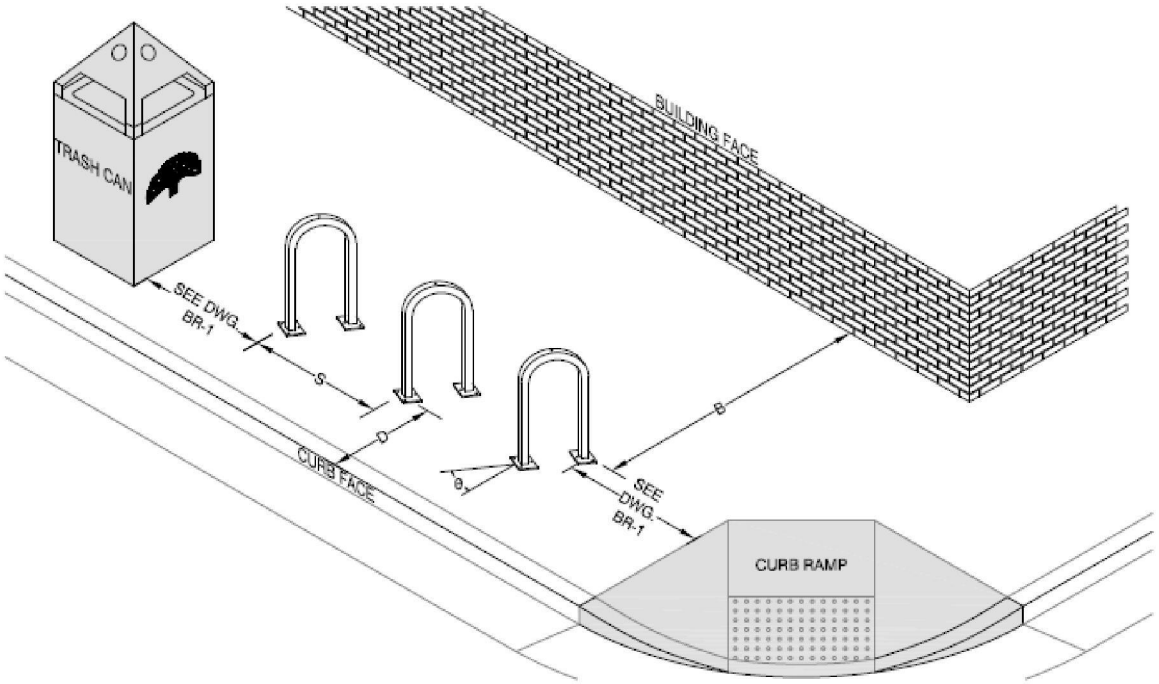
TYPICAL PARALLEL AND PERPENDICULAR LAYOUTS (BR-1)





TYPICAL DIAGONAL LAYOUT (BR-2)

DIAGONAL



NOTES:
1. See dwg. BR-1 for required setbacks from obstructions.
2. All dimensions are minimums and should be exceeded where possible, depending on site-specific conditions.
3. All dimensions are measured from the center of the rack flange to the leading edge of the obstruction.

Θ = Rack orientation angle, in degrees from perpendicular to face of curb
S* = Rack spacing as measured parallel to curb, from same location on each rack, in inches
D = Minimum distance from face of curb, in inches
B = Minimum width to provide 66" sidewalk clear, outside of bicycle footprint

* The recommended spacing (S) for racks installed at angles of up to 55° maintains 36' spacing between racks, as measured perpendicular to the rack. At angles greater than 55°, the recommended spacing maintains a minimum of 60" between racks, like in parallel installations.

Spacing of Inverted U-Racks Installed on Diagonal
(16.5" rack width, 24' x 76" parked bike footprint)

	Θ	S*	D	B
	15°	37"	41"	95'
	25°	40"	40"	94'
Typical	**35°**	**44"**	**39"**	**93"**
	45°	51"	37"	91'
	55°	63'	34"	88"
	65°	76'	32"	86"
	75°		29"	83"
	85°		26"	80"

I. *Bicycle Rack Design.* Required bicycle racks shall meet the city's bicycle rack design shown below. It shall be an inverted "U" rack with the city's custom laser cut logo plate welded to the round tubing for capacity of 2 bicycles with a light green powder-coated finish.



J. *Alternative Bicycle Rack Design.* At the discretion of the city development director, the alternative bicycle rack design may be approved if in compliance with the following standards:

1. Types: Inverted "U" hoop rack, round rack, hitch rack or some variations of the upside down "U" design. Custom designs may be used provided that it meets the criteria of acceptable bicycle rack design.

2. Capacity: Designed to accommodate 2 bicycle parking spaces per rack.

3. Finish: Galvanized, stainless steel, powder-coated with a color or other weather-proof surface.

4. Size: Accepts multiple bicycle frame sizes and styles.

5. Compatibility: Accommodates the use of cable and U-type locks.

6. Function: Supports a bicycle frame in two (2) places.

7. Purpose: Allows the frame and at least 1 wheel of the bicycle to be locked to the rack.

8. Scale: Visible to pedestrians and the visually impaired, but consistent with the scale of the bicycle located to the device.

9. Durability: Maintenance-free or fabricated from materials that weather in an aesthetically pleasing manner.

10. Simplicity: East to understand and operate, with no moving parts.

11. Operation: Usable without lifting the bicycle onto the device.

SECTION 2: All ordinances or parts of ordinances herewith are hereby repealed to the extent of such conflict.

SECTION 3: If any word, clause, sentence, paragraph, section or part thereof contained in this Ordinance is declared to be unconstitutional, unenforceable, void or inoperative by a court of competent jurisdiction, such declaration shall not affect the validity of the remainder of this Ordinance.

SECTION 4: The provision of Sections 1 of this ordinance shall be codified.

SECTION 5: This ordinance shall take effect upon adoption

Passed on first reading the ____ day of _____, 2019.

Commissioner _____ offered the foregoing Ordinance and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT	ABSTAIN
REBECCA S. BRUNER, MAYOR				
EULA R. CLARKE, VICE MAYOR				
KELLI GLASS LEIGHTON, COMMISSIONER				
MERRITT MATHESON, COMMISSIONER				
MIKE MEIER, COMMISSIONER				

ADOPTED on second and final reading this _____day of _____, 2019.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
REBECCA S. BRUNER
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

CITY OF STUART
CITY COMMISSION MEETING
March 11, 2019

Land Development Code Amendments

Bicycle Parking

- Currently, the LDC requires large scale commercial development that is 20,000 SF or more of total gross floor area of the building to provide bicycle amenities on development site.

- 20,000 – 50,000 SF → One bike rack
  50,000 – 100,000 SF → Two bike racks
  100,000 or above → Four bike racks

- Each bike rack must store not less than six bicycles (typically wave bike racks).

- The code doesn't provide specific requirement for bike rack design or placement on site, which could lead to poor bike rack choices and failure to usage due to wrong placement.

Existing Requirements

BICYCLE RACK SELECTION

Source: Association of Pediatrician and Bicycle Professionals

RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

WAVE
also called undulating or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

SCHOOLYARD
also called comb, grid



Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER



This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

BOLLARD



This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL



Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

SWING ARM SECURED



These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

8



Example

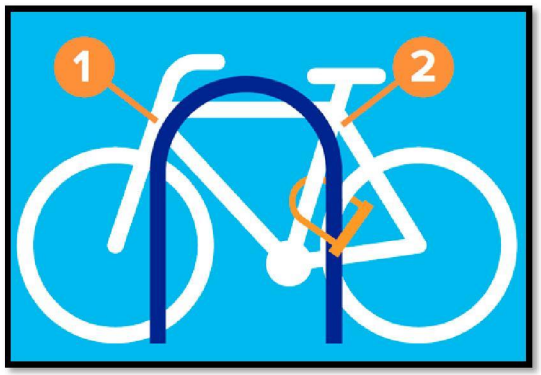
Bike Racks to Avoid

- The downtown parking study recommended installation of bicycle racks at key locations in the downtown to encourage bicycling as an alternative mode to commute.

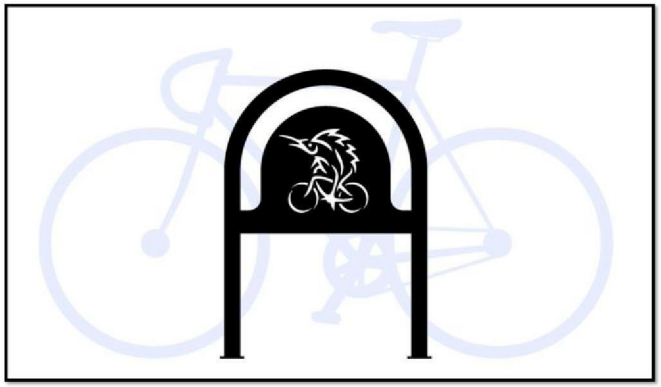
- The most commonly used bike racks are the inverted “U” hoop rack, round rack, bike hitch or some variation of the inverted “U” design.

- Features of an acceptable bike rack include:

  - Stable structure securely anchored in a permanent foundation.
  - Ability to support two points of contact with the bike.
  - Design that prevents the bike from tipping over.
  - Ability to support a variety of bike sizes and frame shapes.
  - Allow both the frame and at least one wheel of the bike to be secured with a lock.



- In November 2018, the CRA/City Commission approved the design for bike rack to be installed in the City's right-of-way and public places in downtown Stuart.



- The custom design bike racks will help create identity, visibility, and branding for a bike friendly community.

- The CRA/City Commission directed staff to amend the land Development Code to include acceptable bike rack design and requirements to encourage alternate modes of transportation.

Background

- The proposed bicycle parking requirements will apply to new developments, substantial improvements or an addition to existing building.

- Applicable to non-residential or multi-family development requiring 10 or more off-street vehicular parking spaces.

- Single-Family homes, duplex and Assisted Living Facility are exempt from bicycle parking requirements.

- Bicycle parking facility may consist of short-term bicycle parking, long-term bicycle parking or combination of both.

  - Short-term is typically outdoors and not protected from the weather (retail stores).

  - Long-term is typically covered bicycle parking spaces (inside parking garages or bicycle lockers) and should be encouraged for multi-family development for residents and office buildings for employees.

- Non-Residential Development
  - Two bicycle parking spaces (1 bicycle rack) for the first 10 off-street vehicular parking spaces.
  - Two additional bicycle parking spaces for each additional 30 required off-street vehicular parking spaces
  - In no case shall more than 20 bicycle parking (10 bicycle racks) be required.
- Multi-family Development
  - Two bicycle parking spaces (1 bicycle rack) per 5 units within the CRA
  - Two bicycle parking spaces (1 bicycle rack) per 10 units outside the CRA.
  - In no case shall more than 20 bicycle parking (10 bicycle racks) be required.

- Bicycle Rack Design

  - Required bicycle rack shall meet the City's approved bicycle rack design. Inverted "U" rack with the City's custom laser cut logo plate with a light green powder-coated finish. Design supports two bicycles.

- Alternative Bicycle Rack Design – at the discretion of the development director:

  - Inverted "U" hoop rack, round rack, hitch rack or some variations of the upside down "U" design. Custom artistic design racks may be provided if it meets the criteria of acceptable bicycle rack design:
    - ✓ Designed to accommodate two bicycle parking spaces per rack.
    - ✓ Galvanized, stainless steel, powder-coated finish or weather-proof surface.
    - ✓ Support two points of contact with the bicycle.
    - ✓ Supports variety of bike sizes and frame shapes.
    - ✓ Allows at least 1 wheel of the bicycle to be secured with a lock.
    - ✓ Visible to pedestrians.

BICYCLE PARKING EXAMPLES

Uses	Gross Floor Area/Units	Parking Requirement[1]	Existing Bicycle Parking Requirement[2]	Proposed Bicycle Parking Requirement [3]
Walmart	221,881 SF	888 spaces	4 racks (24 bicycles)	16 racks (32 bicycles)[4]
Costco	154,300 SF	618 spaces	4 racks (24 bicycles)	11 racks (22 bicycles)[4]
Aldi	17,837 SF	89 spaces	None	4 racks (8 bicycles)
600 Ocean Blvd (Office bldg.)	4,489 SF	23 spaces	None	2 racks (4 bicycles)
Wawa's	5,943 SF	59 spaces	None	3 racks (6 bicycles)
Azul (Triangle property)	49 units (53,953 SF)	106 spaces (providing 12 racks/24 bicycles)	None	10 racks (20 bicycles)[5]

[1] The proposed bicycle parking standards shall apply to non-residential and multi-family developments requiring 10 or more off-street vehicular parking spaces.

[2] Bicycle racks required only for large-scale commercial development with a minimum of 20,000 SF gross floor area. The type of bike rack required is not provided, however, the code requires that each bike rack must store not less than 6 bicycles. Calculations based on a typical wave, spiral or schoolyard racks that support minimum 6 bicycles.

[3] Non-residential developments - Inverted "U" rack supports 2 bicycles
- Two bicycle parking spaces (1 bicycle rack) or the first 10 required vehicular parking spaces.
- Two additional bicycle parking spaces (1 additional bicycle rack) for each additional 30 required vehicular parking spaces.

[4] Not required to exceed 20 bicycle parking spaces (10 inverted "U" racks).

[5] Multi-family developments - Inverted "U" rack supports 2 bicycles
- In/CRA: Two bicycle parking spaces (I bicycle rack) per 5 units.
- Out/CRA: Two bicycle parking spaces (1 bicycle rack) per 10 units.



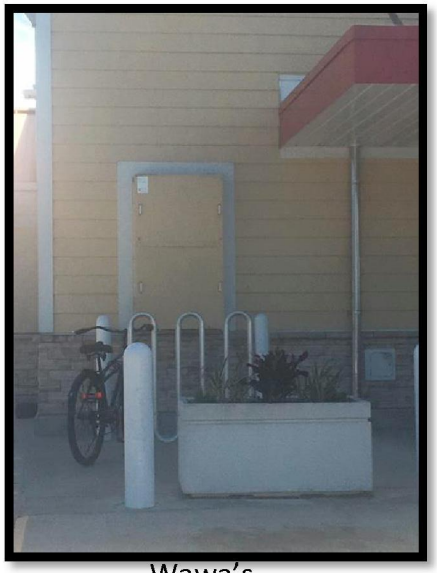
Water's Edge Dermatology



Aldi Shopping Plaza



Barron Shoppes



Wawa's



Walmart – Bicycle Rack 1



Walmart – Bicycle Rack 2

Site Visit

- Bicycle Parking Facility Design Standards:
  - Permanently affixed to a hard surface.
  - Preferably near the primary entrance of the building.
  - Located in well-lit areas.
  - If located in the vehicular parking area, the bicycle parking spaces shall be separated by some barriers such as curbs.
  - Provided on the development site, unless provided in the ROW by the City.
  - Identified using signage around the area.
  - Racks may be oriented parallel, diagonal or perpendicular to sidewalks.
  - It can be placed as a single rack by itself in key areas/building entrances or multi racks side-by-side .
  - It shall comply with minimum setbacks from infrastructure.

- The development directly shall have the authority to determine the most appropriate location for bicycle parking during the site plan review.

- The development director shall have the authority to modify from the bicycle parking requirements including but not limited to situations in which compliance cannot be met due to physical site constraints and it should be noted on the site plan.

- Approve Ordinance No. 2396-2019 amendments to the Land Development Code to establish bicycle parking facility and rack design standards.

RECOMMENDATION

BICYCLE PARKING EXAMPLES

Uses	Gross Floor Area/Units	Parking Requirement[1]	Existing Bicycle Parking Requirement[2]	Proposed Bicycle Parking Requirement [3]
Walmart	221,881 SF	888 spaces	4 racks (24 bicycles)	16 racks (32 bicycles)[4]
Costco	154,300 SF	618 spaces	4 racks (24 bicycles)	11 racks (22 bicycles)[4]
Aldi	17,837 SF	89 spaces	None	4 racks (8 bicycles)
600 Ocean Blvd (Office bldg.)	4,489 SF	23 spaces	None	2 racks (4 bicycles)
Wawa's	5,943 SF	59 spaces	None	3 racks (6 bicycles)
Azul (Triangle property)	49 units (53,953 SF)	106 spaces (providing 12 racks/24 bicycles)	None	10 racks (20 bicycles)[5]

[1] The proposed bicycle parking standards shall apply to non-residential and multi-family developments requiring 10 or more off-street vehicular parking spaces.

[2] Bicycle racks required only for large-scale commercial development with a minimum of 20,000 SF gross floor area. The type of bike rack required is not provided, however, the code requires that each bike rack must store not less than 6 bicycles. Calculations based on a typical wave, spiral or schoolyard racks that support minimum 6 bicycles.

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CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Joint CCM/CRA/CRB

Meeting Date: 11/26/2018 **Prepared by:** Pinal Gandhi-Savdas

Title of Item:

RESOLUTION No. 11-2018 CRA; A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING BUDGET AMENDMENT #2 TO THE FY 2019 CRA BUDGET TO TRANSFER FUNDS FROM THE CRA FUND BALANCE TO THE CRA OPERATING SUPPLIES IN THE AMOUNT OF $5,000 FOR THE PURCHASE OF ARTISTIC BIKE RACKS; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES. (RC)

Summary Explanation/Background Information on Agenda Request:

The parking study recommended installation of bike racks at key demand locations to encourage alternative modes of travel to and from the downtown core. As part of the first year action plan approved by the City Commission, staff researched "artistic" racks options that would meet the criteria of an acceptable bike rack. Features of an acceptable bike rack should include a stable structure securely anchored in a permanent foundation, support the bike with two points of contact, design that prevents the bike from tipping over, the ability to support a variety of bike sizes and frame shapes and a design that will best fit sidewalks and enhance public spaces.

DESIGN AND STYLE OF BIKE RACKS

Staff researched the types of bike racks that would be ideal for limited sidewalk space and high-demand areas. The most commonly used bike racks are the inverted "U" hoop rack, round rack, bike hitch or some variation of the inverted "U" design. U-racks are strongly recommended because they provide two points of contact with the bicycle, allow the frame of both wheels to be locked to the rack and provides secure parking for two bikes.

These bike racks are designed to best fit sidewalks because they can be oriented parallel to the curb for narrow sidewalks, diagonal, or perpendicular for wider sidewalks. They can be placed as a single rack by itself at key areas or multiple racks side-by-side to support bike storage destination. The most obvious places for bike racks are near businesses, parks and parking lots. They should be placed as close to building entrance(s) as possible without obstructing the walkway to allow people to park bikes close to their destination. They can also be placed on an in-street bicycle parking corral, which allows a group of bike racks to be installed in the parking space next to the curb and aligned with other parking stalls. Corrals are typically installed when demand for bike parking is higher than can be accommodated on the sidewalks. Some communities are doing on-street mural to covert the former parking space to bike corral and bring more attention to the space.

COSTS

The proposed design for custom bike racks is the hoop rack with a logo that will help create identity, heighten visibility and create a branding for a bike friendly community. The cost is approximately $253 per custom bike rack. The total cost is $4,829.90 for 18 custom bike racks with freight.

BIKE RACK AND BIKE LANE COLOR

The color recommended is light green to represent an environmental-friendly community and foster positive environmental changes by encouraging more people to ride bikes and use alternatives modes of transportation. The light green bike racks can also compliment the new light green colored bikes lanes that are being used nationwide to minimize confusion with other standard traffic control markings. The City of Stuart can test areas to add color to existing bike lanes to make it more visible and identifiable to traffic.

PLACEMENT OF BIKE RACKS

Staff conducted a site visit to identify the locations of bike racks in public spaces. The locations were selected based on the demand and available space in the right-of-way. The attached map depicts the location of existing bike racks and proposed locations plus number of racks for each location. Bike racks would be placed at locations to maintain an unobstructed public right-of-way. Staff is proposing to purchase a total of 18 custom bike racks, which is the initial phase of the project for the downtown core. Staff will monitor the usage of the bike racks at the proposed locations and if it's underused, the bike racks can be easily moved to another

location where there is more demand. If directed by the board, staff will bring forward additional locations for bike racks as Phase II of the project.

PROPOSED BICYCLE RACK-ON-REQUEST PROGRAM

Staff is proposing to create a Rack-on-Request program that is found in many cities throughout the country. The proposed program would allow private businesses to request a bike rack to be installed in the public right-of-way near their property to increase the amount of available bike parking. After receipt of an application/request, staff will conduct a site visit to determine whether or not the specific location is eligible for a bike rack installment. Ideally, the bike rack will be placed as close to the applicant's requested location, but the ultimate determination will be a clear walkway that does not impede pedestrian traffic. The application will ask for basic information and will be available on the City's website. The applicant will provide the number of racks and an explanation supporting the request for a bike rack adjacent to their business. The CRA Administrator and Public Works would review and approve the application for implementation. For cost efficiencies, staff will collect and process multiple requests at one time versus single installation. This will be included in the Phase II of the project.

LAND DEVELOPMENT CODE AMENDMENT

Currently, the Land Development Code requires large-scale commercial development, which is 20,000 sq. ft. or more of total gross floor area of the building, to provide bicycle amenities on the site. However, the code doesn't provide guidelines for bike rack design and location which could lead to poor bike rack choices and failure due to wrong placement. Staff is recommending establishing design guidelines and providing examples of acceptable bicycle rack designs for new development and redevelopment projects.

BIKE SHARING PROGRAM

Bike sharing is an innovative transportation program, ideal for short distance point-to-point trips providing users the ability to pick up a bicycle at any self-serve bike-station and return it to any other bike station located within the system's service area. Bike-sharing programs are typically found in urbanized areas and can have an economic benefit to the area. Our neighboring counties have launched a similar program and there may be grant opportunities available for the program.

Attachments:

- Resolution No. 11-2018 CRA Budget Amendment #2
- Proposed bike rack design, cost and color options
- Proposed bike rack locations
- Bike rack brochures
- Bike parking guide
- Bike racks to avoid
- Federal Highway Admin Interim approval of Green Bike Lanes
- Existing Land Development Code requirements for bike racks
- Bike-Share Program (article)

Funding Source:

FROM: CRA FY 2019 Fund Balance - $5,000
TO: CRA Operating Supplies - $5,000

Recommended Action:

Staff proposes that the Community Redevelopment Agency recommend to:

1. Approve Resolution No. 11-2018 authorizing Budget Amendment #2 to the FY 2019 CRA Budget.
2. Explore green bike lanes as a pilot program on S Colorado Ave. and SE Kindred St.
3. Implement a Bike Rack-on-Request program for local businesses.
4. Amend the Land Development Code to include acceptable bike rack designs and guidelines.
5. Explore bike-sharing program.

ATTACHMENTS:

Description	Upload Date	Type
Resolution No. 11-2018 CRA Budget		Resolution add

	Amendment No. 2	11/13/2018	to Y drive
	Proposed Bike Rack Design, Costs and Color options	11/13/2018	Backup Material
	Proposed Bike Rack Locations	11/7/2018	Backup Material
	Bike Rack Brochures	11/13/2018	Backup Material
	Bike Parking Guide	11/7/2018	Backup Material
	Bike Racks to Avoid	11/7/2018	Backup Material
	FHWA Interim Approval of Green Bike Lanes	11/14/2018	Backup Material
	Land Development Code - Bike Rack Requirements	11/9/2018	Backup Material
	Bike-share program in St Lucie County (article)	11/9/2018	Backup Material

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION No.: 11-2018 CRA

A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING BUDGET AMENDMENT #2 TO THE FY 2019 CRA BUDGET TO TRANSFER FUNDS FROM THE CRA FUND BALANCE TO THE CRA OPERATING SUPPLIES IN THE AMOUNT OF $5,000 FOR THE PURCHASE OF ARTISTIC BIKE RACKS; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

* * * * *

BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, that:

SECTION 1: The Community Redevelopment Agency of the City of Stuart hereby authorizes a FY 2018 budget transfer as follows:

FROM:	CRA FY 2019 Fund Balance - $5,000
TO:	CRA Operating Supplies - $5,000

SECTION 2: This resolution shall take effect upon adoption.

Board Member _____ offered the foregoing resolution and moved its adoption. The motion was seconded by Board Member _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT
KELLI GLASS LEIGHTON, CHAIR			
BECKY BRUNER, VICE CHAIR			
EULA R. CLARKE, BOARD MEMBER			
MERRITT MATHESON, BOARD MEMBER			
MIKE MEIER, BOARD MEMBER			
PETE WALSON, EX-OFFICIO BOARD MEMBER			
JOHN GONZALES, EX-OFFICIO BOARD MEMBER			

ADOPTED this _____ day of November, 2018.

ATTEST:

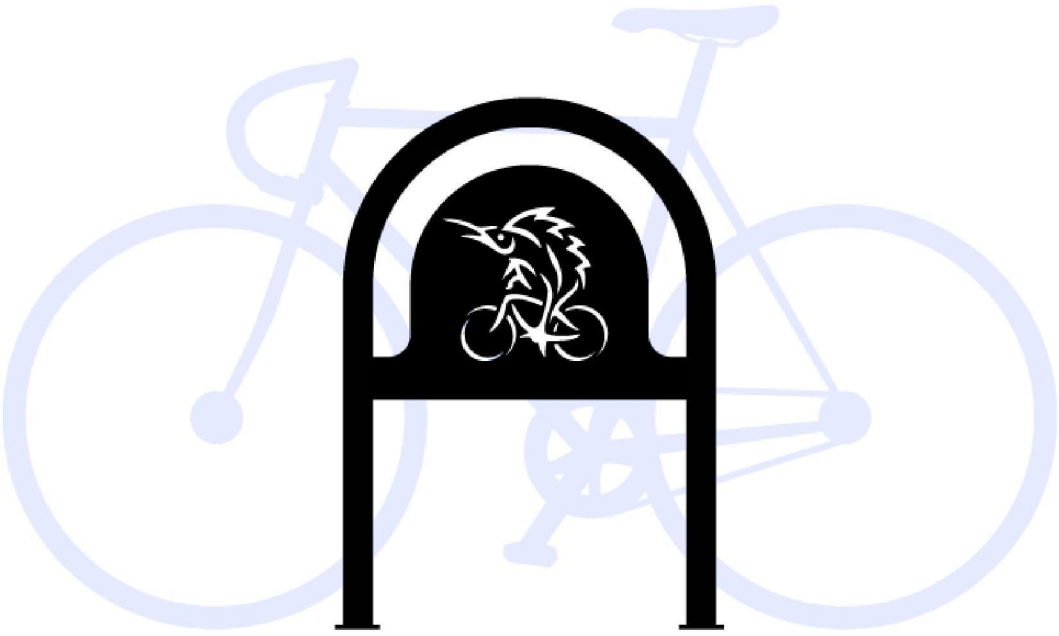
_____
MARY KINDEL
CITY CLERK

_____
KELLI GLASS LEIGHTON
BOARD CHAIR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL J. MORTELL
CITY ATTORNEY

CITY OF STUART
Custom Hoop Rack with laser cut logo



Standard Powder Coat Colors

TGIC Powdercoat Finish

We offer over 250 high quality TGIC powder coated colors and specialize in matching color schemes. Our powdercoat finish starts with a sandblast treatment which cleans and etches the steel surface. An epoxy primer is electro-statically applied to ensure excellent adhesion to the base steel, and to protect the steel against corrosion and scratches. A final TGIC powdercoat is electro-statically applied and baked on to give the rack the final color and an additional layer of protection.

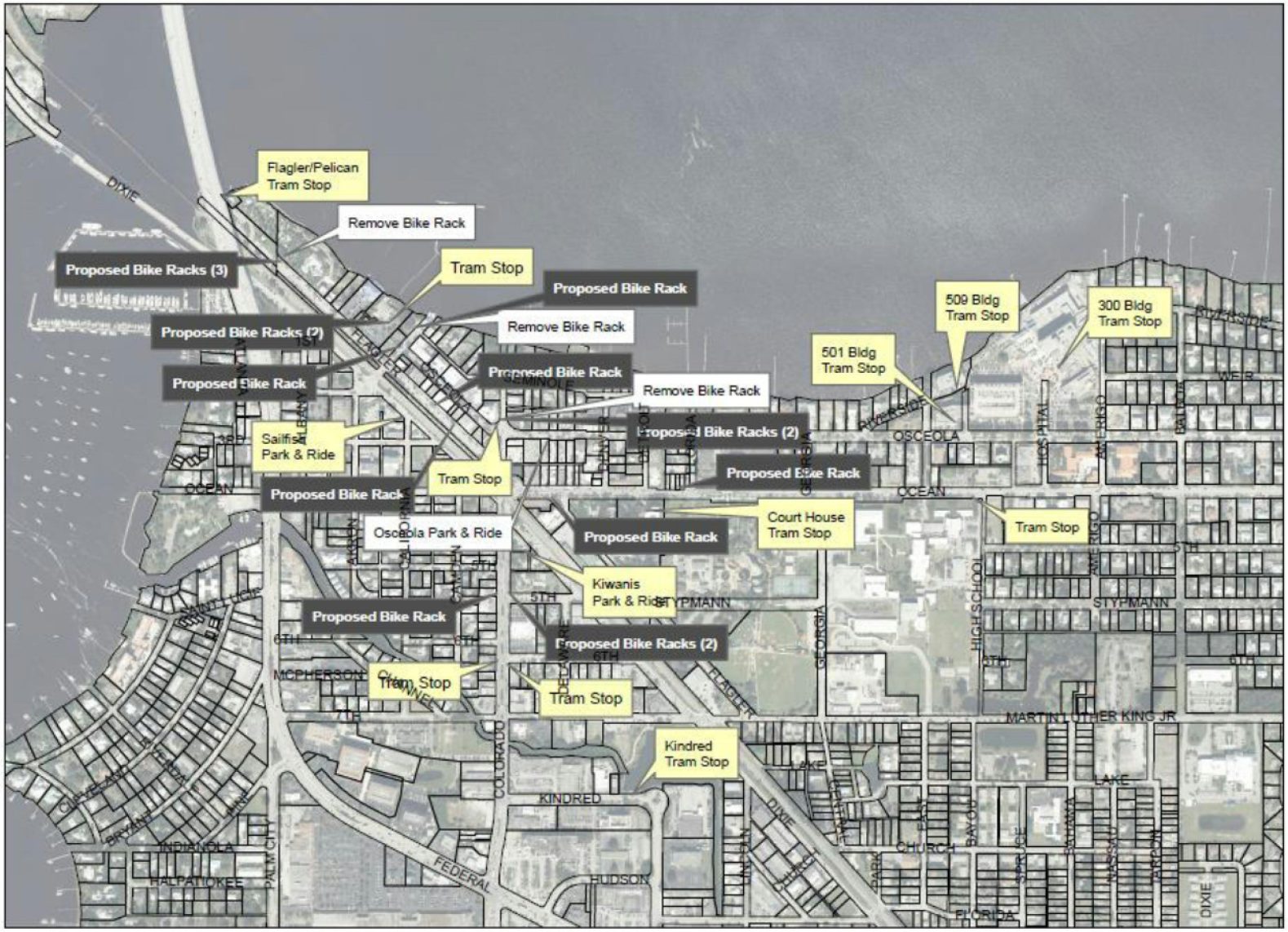
⚠

These swatches are approximate only. Colors look different on different printers and computer monitors. If your color match is critical, please request actual powder coated color samples.



Staff recommended Light Green --->

Downtown Area Tram Stops / Bike Racks

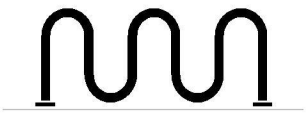


Source: Association of Pediatrician and Bicycle Professionals

RACKS TO AVOID

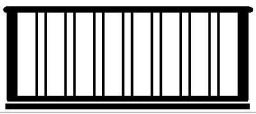
Because of performance concerns, APBP recommends selecting other racks instead of these.

WAVE
also called undulating or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

SCHOOLYARD
also called comb, grid



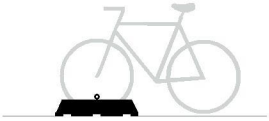
Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER



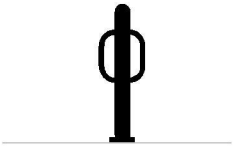
This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.

BOLLARD



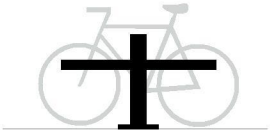
This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL



Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

SWING ARM SECURED



These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

COMMUNITY REDEVELOPMENT AGENCY

PARKING MANAGEMENT – FIRST-YEAR ACTION PLAN (OCTOBER 2018 – SEPTEMBER 2019)

Implementing Action Item	Intent	Estimated Cost	Funding Source
Redesign Downtown Stuart Tram Routes	Redesign the Downtown Stuart Tram service to have a fixed route schedule to provide connections from remote parking to destinations.	Costs associated with operational hours and more than 2 trams may be required to provide fixed route services during peak hours of operation. Additional shelters $1,200 each. (8 shelters = $9,600)	Operation costs; CRA - 2 years Additional Shelters - CRA General Funds after 2 years
Curbside Management	Repurpose a few parking spaces on SW St Lucie Ave or SE Osceola (east of Haney Circle) for ride-hailing services such as Uber and Lyft to pick up and drop off passengers.	$1,000-$2,000 per space for design, marketing and implementation costs.	CRA
Curbside Management	Identify on-street parking spaces on SW Flagler Ave that delivery trucks could utilize for loading activities before 11:00am on weekdays and after 11:00am the same space would be converted into a 3-hour visitor space.	$1,000-$2,000 per space for design, marketing and implementation costs.	CRA
Valet Parking Improvements	Enhance valet parking station locations with better advertising and increased visibility. Utilize dedicated City right of way for valet stations and staging, while requiring the valet operator to secure off-street valet storage locations.	Little to no cost to the City other than authorized 3rd party use of public rights of way for valet parking stations and staging.	Enhancement Fund
Bicycle Parking Initiative	To encourage alternative modes of travel to and from the downtown core, the City should support a bicycle parking initiative to include the placement and upgrade of multiple bicycle storage racks.	Brand the bicycle parking initiative with appropriate signs and social media marketing efforts. Artistic bike racks - $400 to $800 per location.	CRA
Hours of Operation Parking Enforcement	Extend the 3-hour parking hours of operation to 8:00 pm to allow for greater parking turnover and parking availability at core on-street spaces.	Modifying the hours of operation will require increased code enforcement labor costs under the format of adding 1-2 part-time code enforcement employees to cover afternoon and early evening hours.	CRA - 2 years General Funds after 2 years
Shared Parking Commercial Lease	Revisit several commercial lease agreements previously orchestrated through the CRA and private land owners to support visitor and employee parking needs during evening hours (6 PM – 12 AM) and weekend special events.	$250-$1,000 per month lease and $1,600 - $2,000 per month liability insurance depending on size, location, time of year, and days of the week.	CRA
Premium Paid Parking Inventory	Explore paid on-street parking system in the core downtown areas which would replace the time-limited spaces with a system that would generate a parking fund balance for the potential use in the tram operation or development of City-funded parking structure.	$8K to 10K per solar powered pay station; plus $5,000 to $10,000 per location for environment design and setup. No cost justification for pay by phone platform setup. (SW Osceola between SW St Lucie Avenue and S Colorado Avenue)	CRA

DAILY LAW JOURNAL

public hearing

NOTICE OF PUBLIC HEARING
CITY OF STUART
LAND DEVELOPMENT CODE
(LDC) TEXT AMENDMENT

NOTICE: The CITY OF STUART LOCAL PLANNING AGENCY/PLANNING ADVISORY BOARD will meet on Thursday, February 21, 2019 at 5:30 PM and the CITY COMMISSION will meet on Monday, March 11, 2019 at 5:30 PM in the City Commission Chambers at City Hall, 121 SW Flagler Avenue, Stuart, Florida.

The following item(s) are scheduled on the agenda for review and recommendation to the Stuart City Commission:

1. ORDINANCE No. 2396-2019: AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER VI ENTITLED "6.01.05 BICYLE AND PEDESTRIAN ACCESS FOR LARGE COMMERCIAL DEVELOPMENTS" AND CREATING A SECTION OF CHAPTER VI ENTITLED "6.01.20. BICYCLE PARKING" THEREBY ESTABLISHING BICYCLE PARKING AND BICYCLE RACKS DESIGN STANDARDS; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

2. ORDINANCE No. 2401-2019: AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER II ENTITLED "ZONING DISTRICTS USES ALLOWED, DENSITY, INTENSITY" AND CREATING ADDITIONAL ZONING DISTRICT DESIGNATIONS OF URBAN PLANNED UNIT DEVELOPMENT AND EAST STUART PLANNED UNIT DEVELOPMENT; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

3. ORDINANCE No. 2402-2019: AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER II, ENTITLED "ZONING DISTRICT USES ALLOWED, DENSITY, INTENSITY", ADDING COTTAGE LOTS TO THE TABLE OF USES, CREATING COTTAGE LOT PROGRAM ELIGIBILITY, APPLICATION REQUIREMENTS AND PROCEDURES, AND ADOPTING AN OFFICIAL NEIGHBORHOOD MAP; AMENDING SECTION VIII, ENTITLED "ADMINISTRATION AND ENFORCEMENT", ADDING THE DUTY AND RESPONSIBILITY OF APPROVING COTTAGE LOT PLANS TO THE LOCAL PLANNING AGENCY; AMENDING SECTION XI, ENTITLED "PROCESSING OF PLAN APPLICATIONS", ADDING THE COTTAGE LOT PLAN APPROVAL TO THE RESIDENTIAL DEVELOPMENT PLAN APPLICATION; AMENDING SECTION XII, ENTITLED "DEFINITIONS", ADDING COTTAGE LOT TERMINOLOGY TO THE LAND DEVELOPMENT CODE; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

All interested parties are invited to attend and be heard. Copies of the items will be available at the Stuart City Hall. Written comments may be directed to Pinal Gandhi-Savdas, CRA Administrator, City of Stuart Community Redevelopment Agency at the following address: 121 SW Flagler Avenue, Stuart, FL 34994. For more information, contact the Community Redevelopment Agency at 772-283-2532.

In compliance with the Americans with Disabilities Act (ADA), anyone who needs a special accommodation for this meeting should contact the City's ADA coordinator at (772) 288-5306 at least 48 hours in advance of the meeting, excluding Saturday and Sunday.

Mary Kindel, City Clerk
2-8/2019

0000453935-01

public notice

Notice of Settlement:

Pizano v. 1st Class Pizza, LLC
Domino's delivery drivers may be entitled to recover from class action settlement with 1st Class Pizza. Call Eli Karsh, atty., (314) 862-3333 for information
2-6 - 2-19/2019

0000454336-01

NOTICE OF SPECIAL ORGANIZATIONAL MEETING OF BANYAN CAY COMMUNITY DEVELOPMENT DISTRICT

NOTICE IS HEREBY GIVEN that the Special Organizational Meeting of the Banyan Cay Community Development District will be held at 2:00 p.m. on February 19, 2019, in the Conference Room of Special District Services, Inc. located at 2501A Burns Road, Palm Beach Gardens, Florida 33410. The purpose of the Special Meeting is to organize the District, consider engagement of professionals and conduct any and all other business coming before the Board.

The organizational meeting may be continued from time to time as found necessary. The time and date of any continued meeting will be specified on the record of the District.

A copy of the Agenda for this meeting may be obtained by contacting Special District Services, Inc. at 561-630-4922 and/or toll free at 1-877-737-4922.

If any person decides to appeal any decision made with respect to any matter considered at this meeting, such person will need a record of the proceeding and such person may need to insure that a verbatim record of the proceeding is made at his or her own expense and which record includes the testimony and evidence on which the appeal is based.

In accordance with the provisions of the Americans with Disabilities Act, any person requiring special accommodations or an interpreter to participate at this meeting should contact Special District Services, Inc. at 561-630-4922 and/or toll free at 1-877-737-4922 at least seven (7) days prior to the date of the meeting.

Meetings may be cancelled from time to time without advertised notice.

Banyan Cay Community Development District
2-9/2019

0000453921-01

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY GOVERNING BOARD MEETING

Notice is hereby given that the South Florida Regional Transportation Authority Governing Board will hold a regular meeting on **Friday, February 22, 2019.** The meeting will convene at **9:30 a.m.** in the Board Room of SFRTA's Administrative Offices, located at 801 NW 33rd Street, Pompano Beach, FL 33064. Should you have any questions, please contact SFRTA Administrative Office at 954-788-7915.

Attendance by South Florida Regional Transportation Authority Board Members may be in person or via conference telephone.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 801 NW 33rd Street, Pompano Beach, Florida 33064 or telephone (954) 942-7245 for assistance; if hearing impaired, telephone (800)273-7545 (TYY) for assistance.

Any person who decides to appeal any decision made by the Governing Board with respect to any matter considered at these meetings or hearings, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. If you have any questions, please do not hesitate to contact the Executive Office at (954) 788-7915.
2-8/2019

0000455151-01

court docket

FAMILY

502000DR0022925JFDMB - MB - COLEMAN, LOVIE ANN vs HENRY, ERNEST LEE, SUPPORT, atty: PICKETT, DONALD ANDREW

502000DR0034805UFAMB - MB - EVANS, SHARMONDA vs JONES, JOHNNY, SUPPORT, atty: GLASSMAN, SCOTT D ESQ

502004DR0077437XXXXSB - SB - BIRCH, LORNA MAE vs BALVERN, ERROL, DISSOLUTION

502008DR008310XXXXMB - MB - DEPARTMENT OF REVENUE, vs CHAVARRIA, JOSE RAMON, PATERNITY, atty: PICKETT, DONALD ANDREW

502009DR014774XXXXMB - MB - RIVERS, BLANCA RUBY vs RIVERS, JOHN GLENN, DISSOLUTION, atty: BEGENS, JEFFREY

502010DR008511XXXXMB - MB - BAMBERRY, TRISTAN J vs CINTRON, JOCELYN, PATERNITY, atty: EDWARD, DARREN K.

502010DR014315XXXXMB - MB - HOGAN, MIRIAN ELIS vs HOGAN, JOSEPH SCOTT, CHILD SUPPORT IV-D, atty: PICKETT, DONALD ANDREW

502011DR000566XXXXSB - SB - BINGO, DANIELA vs BINGO, JEFFREY, DISSOLUTION, atty: CULLEN, MARITERE

502011DR006345XXXXMB - MB - CLONLINGTON, CHANNISA SHANELL vs ADAMS, MICHAEL LANE, PATERNITY

502011DR013487XXXXMB - MB - BEEHLER, HEATHER N vs GLAU, PATRICK J, CHILD SUPPORT IV-D

502012DR000939XXXXMB - MB - MINCEY, LAKESHA ANETTE vs JOSEPH, PHILORIUS, 4J JUDICIAL CASE

502012DR005197XXXXMB - MB - PRATT-BAUM, DARLENE vs BAUM, JAMES H, DISSOLUTION, atty: PICKETT, DONALD ANDREW

502012DR005548XXXXMB - MB - MARESKA, PETE C vs MARESKA, NIKOLITSA, DISSOLUTION, atty: DIENSTAG, CYNTHIA J

502012DR011068XXXXSB - SB - PAPADOYIANIS, ERNEST D vs PAPADOYIANIS, CYNTHIA K, DISSOLUTION

502013DR000200XXXXMB - MB - TUCKIN, TARA ELIZABETH vs MARCELIN, DENNIS, CHILD SUPPORT IV-D

502013DR011058XXXXSB - SB - KLEIN, MICHELLE RENEE vs KLEIN, GEOFFREY, DISSOLUTION, atty: FREEDMAN, RICHARD I ESQ

502014DR007301XXXXSB - SB - DESINOR, KESNEL vs TISCHART, MARIE, PATERNITY, atty: AUGUSTIN, MCKINLEY

502015DR007301XXXXSB - SB - DESINOR, KESNEL vs TISCHART, MARIE, PATERNITY, atty: MCGLYNN, ROBERT A

502015DR007301XXXXSB - SB - DESINOR, KESNEL vs TISCHART, MARIE, PATERNITY, atty: MEADOWS, FELICIA Y

502015DR007301XXXXSB - SB - DESINOR, KESNEL vs TISCHART, MARIE, PATERNITY, atty: RICE, RONALD GILBERT

502015DR007635XXXXMB - MB - MARTIN, TANYA Y. vs WITTER, ANTOINE, CUSTODY (NEW RELATIONS)

502015DR012134XXXXMB - MB - MARRERO, ESTEFANY A vs MARRERO, RODRIGO MANUEL, DISSOLUTION, atty: DOWNEY, MARGHERITA R.

502016DR000929XXXXMB - MB - CHAPARRO, GABRIELLE MARIE vs ALLEN, MARLON JAMEIL, CHILD SUPPORT IV-D

502016DR007886XXXXMB - MB - DAVIS, CYNTHIA A vs TUFF, VICTORIA MONIQUE, CHILD SUPPORT IV-D

502016DR008267XXXXMB - MB - LANGEL, AVA SABINA vs LANGEL, DENNIS JAMES, REGISTRATION OF ORDER

502016DR011107XXXXNB - NB - ANGELONE, VICTORIA vs ANGELONE, JAMES D., DISSOLUTION, atty: HUDNALL, LISE L.

502016DR012078XXXXSB - SB - LEINBOCK, RODOLFO MAXIMILLIANO vs CASTILLO, LORENA, PATERNITY

502016DR012541XXXXSB - SB - FARNSWORTH, ALEXANDER vs FARNSWORTH, RONIT, DISSOLUTION, atty: BISHOP, DANIELLE

502016DR012541XXXXSB - SB - FARNSWORTH, ALEXANDER vs FARNSWORTH, RONIT, DISSOLUTION, atty: HINDS, ANNE ELIZABETH

502016DR012541XXXXSB - SB - FARNSWORTH, ALEXANDER vs FARNSWORTH, RONIT, DISSOLUTION, atty: VINCENT, ARTHUR

502017DR000999XXXXMB - MB - WASHINGTON, JURRIELL MYTEL vs RODRIGUEZ, MISAEL ANTONIO, PATERNITY

502017DR003959XXXXSB - SB - SANCHEZ, ARIO vs DURIVOL, ALYSSA M, PATERNITY, atty: RICHARDS, COLIN H F ESQ

502017DR003959XXXXSB - SB - SANCHEZ, ARIO vs DURIVOL, ALYSSA M, PATERNITY, atty: RICHARDS, COLIN H F ESQ

502017DR007941XXXXMB - MB - PEREZ, XIMENA vs PEREZ, ADRIAN, DISSOLUTION, atty: LOOMIS, ISABELL

502017DR009302XXXXNB - NB - GRANT, URIAH REGINALD vs DEPARTMENT OF REVENUE,, PATERNITY

502017DR009302XXXXNB - NB - GRANT, URIAH REGINALD vs LASALLE, LAURA, PERSON, PATERNITY

502018DR005137XXXXMB - MB - JACKSON, KEISHA LASHAUN vs JACKSON, ROOSEVELT S., DISSOLUTION

502018DR010814XXXXNB - NB - LOVANICE, JAMAL ADAL vs MEREDITH, ALECIA, DISSOLUTION

502018DR011000XXXXSB - SB - SIEGFRIED, BERGKNOFF JARED D. vs HABER, BRUCE, SIMPLIFIED DISSOLUTION

502018DR011960XXXXNB - NB - MILCENT, EMILY vs EMILUS, FANIOL, DISSOLUTION

502019DR000922XXXXNB - NB - VILLIERS, JASON vs VILLIERS, LAURA, DOMESTIC VIOLENCE, atty: BEEBE, ABIGAIL

502019DR000965XXXXMB - MB - KNESPLER, SHANNON ANN NORA MARIE vs WHITLEY, MICHAEL WYANE, PATERNITY

502019DR000978XXXXMB - MB - ALVARADO, OMAR R vs GIL ZAPATA ANA LIDIA, DISSOLUTION

502019DR001044XXXXMB - MB - VARGAS, RACHEL vs TARRETT, CALEB, PATERNITY, atty: GISONDO, GRANT J

502019DR001052XXXXNB - NB - DESPAGNE, PYTOISE vs ZILMA, FELIX, DISSOLUTION

502019DR001057XXXXMB - MB - JONES, PATRICIA ANN vs JONES, THOMAS JOSEPH, DISSOLUTION, atty: BAER, ROSS L.

502019DR001058XXXXMB - MB - FRANCIS, DENISE T vs DALEY, GARFIELD L, DISSOLUTION

502019DR001059XXXXNB - NB - KAPPER, DENISE vs KAPPER, BRIAN, DISSOLUTION, atty: PASTOR, ANDREW

502019DR001060XXXXMB - MB - HAMRIC, JOSHUA J vs HAMRIC, MARIA A, DISSOLUTION, atty: ROSENWATER, BRUCE S

502019DR001061XXXXNB - NB - FORTH, YASHEMABETH vs MYERS, GREGORY E, DISSOLUTION

502019DR001062XXXXNB - NB - NAVARRO BERRIOS, JASMIN K vs CRUZ SALGADO, JORGE IVAN, DISSOLUTION, atty: STEVENS, SHENNA A

502019DR001063XXXXSB - SB - FRASER-DAMAS, SHONTE vs OGILVIE, GLIONNA, JAMIE vs ,, NAME CHANGE

502019DR001065XXXXSB - SB - ENDRES, MICHAEL E vs AVCI, FILIZ HAYRIYE, SIMPLIFIED DISSOLUTION, atty: GAINES, RICHARD H

502019DR001066XXXXNB - NB - MILLER, DANIEL GRIFFITH vs SOUZA, DAYSE STEFANI D, DISSOLUTION

502019DR001067XXXXMB - MB - BARBIERI, JENNIFER vs LASTINGER, ERIC, OTHER DOMESTIC RELATIONS

502019DR001068XXXXSB - SB - PERLA SALAZAR, ROBERT D vs ELISEOS, MELODY, PATERNITY

502019DR001069XXXXSB - SB - RYALL, NILA vs VALENTINE, HARRY, DISSOLUTION, atty: MARTEN, ALFRED DAVID

502019DR001070XXXXNB - NB - CRILE, MARINE P vs CRILE, JOSHUA B, DISSOLUTION, atty: WELCH, C DEBRA

502019DR001071XXXXMB - MB - WILLIAMS, DERRICK LAMAR vs THOMPSON, SHANIQUA LESHAY, PATERNITY

502019DR001072XXXXMB - MB - CELIANISE, COLIN vs COLIN, ROLAND, CUSTODY (NEW RELATIONS)

502019DR001073XXXXMB - MB - HERNANDEZ, DENIS MANUEL vs GONZALEZ, SUSAN, DISSOLUTION

502019DR001074XXXXMB - MB - ORTIZ, JUAN vs MILES-HIBBERT, BRODERICK, STALKING/STALKING

502019DR001075XXXXMB - MB - STOLLBERG, DISLEN vs ,, NAME CHANGE

502019DR001076XXXXSB - SB - MELTON, TONYA vs CORREA, CHRISTIAN, DOMESTIC VIOLENCE

502019DR001077XXXXSB - SB - VUKAJ, REBECA vs KESSLER, ALEXANDER S., DISSOLUTION

502019DR001078XXXXSB - SB - SWANWICK, REBECCA vs PATTON, KYLE, DOMESTIC VIOLENCE

502019DR001079XXXXMB - MB - GONZALEZ VELEZ, CANDIDO A. vs PEREZ MARTINEZ, ANABELLA, DISSOLUTION

502019DR001080XXXXNB - NB - OCASIO, CARLA M vs MOORE, DAVID B, PATERNITY

502019DR001081XXXXMB - MB - HAMMOND, LAURIE vs HAMMOND, ROBERT A, DISSOLUTION, atty: DYER, MICHAEL SAMUEL

502019DR001082XXXXNB - NB - HERNANDEZ, HERNAN vs HERSMAN, ASHLEY, PATERNITY

502019DR001084XXXXNB - NB - MEREDITH, DONALD C vs MEREDITH, CRISTI C, SIMPLIFIED DISSOLUTION

502019DR001085XXXXNB - NB - RAPHAEL, TAMIKA vs ,, DISSOLUTION

502019DR001086XXXXNB - NB - VEGA RAMIREZ, SHAMYLEKA vs SEEPERSAD, DILLON, DISSOLUTION

502019DR001087XXXXNB - NB - CAMERON, MAXINE vs PENA, LUIS A, DOMESTIC VIOLENCE

502019DR001088XXXXMB - MB - OSBORNE, KAYLOR vs BRINKLEY, MONTRE, DOMESTIC VIOLENCE, atty: LEWIS, ARIELLE

502019DR001090XXXXSB - SB - EILON, TAL SHIMON vs EILON-MELCHER, INBAL, DOMESTIC VIOLENCE

502019DR001091XXXXMB - MB - FRANCISCO, JULIA vs HILL, MICHAEL, DOMESTIC VIOLENCE

502019DR001092XXXXNB - NB - DORAN, TIMOTHY vs DORAN, MICHELE, DOMESTIC VIOLENCE

502019DR001093XXXXMB - MB - OSIRUS, TERMAINE vs GENTRY, SINTERIA, DOMESTIC VIOLENCE

501998DR006359DIFDMB - MB - SINCLAIR, MONA L vs SINCLAIR, JAY D, DISSOLUTION, atty: SCHER, ROBIN J

PROBATE

502018CP005328XXXXSB - SB - STEVEN E GRIFFIN

502018CP005301XXXXSB - SB - JEFFREY W LEPPO

502019CP000132XXXXSB - SB - LORRAINE SHAPIRO

502019CP000396XXXXSB - SB - DOROTHEA BOYCE

502019CP000190XXXXSB - SB - ALAN JABLON

502019CP000190XXXXSB - SB - DAVID JABLON

502019CP000190XXXXSB - SB - CRAIG JABLON

502019CP000390XXXXMB - MB - ROBIN MORGAN

502019CP005840XXXXMB - MB - JAY CONVENTE

502019CP000472XXXXNB - NB - URSULA BUECHELE

502019CP000456XXXXSB - SB - ROBERT J SUVADA

502019CP000234XXXXSB - SB - LISA GREENBERG

502019CP000419XXXXMB - MB - LORRAINE ONEILL

502019CP000274XXXXSB - SB - LIOR BAREDA

502019CP000274XXXXSB - SB - ,

502019CP000323XXXXMB - MB - TAMARA BART

502018CP004435XXXXSB - SB - MAXIME BERGERON

502019CP000415XXXXSB - SB - DANA LAMPERT COHEN

502018CP006072XXXXNB - NB - KAREN F HOLLOWAY

502019CP000445XXXXMB - MB - ROBERT PARKE KRAMER

502019CP000445XXXXMB - MB - MORRIS YAMINER

502019CP000467XXXXMB - MB - ROBERT PAUL WALTER

GENERAL JURISDICTION

502014DR013886XXXXMB - MB - US BANK NATIONAL ASSOCIATION AS TRUSTEE FOR CREDIT SUISSE FIRST BOSTON MORTGAGE SECURITIES CORP CSMC MORTGAGE BACKED PASS THROUGH CERTIFICATES SERIES 2006-5, vs CROSSWINDS OF DELRAY ASSOCIATION INC., NON HR FORECLOSURE = > $250K, atty: REIDER, DAVID L

502019CA001386XXXXMB - MB - US BANK NATIONAL ASSOCIATION AS TRUSTEE FOR CREDIT SUISSE FIRST BOSTON MORTGAGE SECURITIES CORP CSMC MORTGAGE BACKED PASS THROUGH CERTIFICATES SERIES 2006-5, vs KATZ, SHLOMO, NON HR FORECLOSURE = > $250K, atty: REIDER, DAVID L

502019CA001386XXXXMB - MB - US BANK NATIONAL ASSOCIATION AS TRUSTEE FOR CREDIT SUISSE FIRST BOSTON MORTGAGE SECURITIES CORP CSMC MORTGAGE BACKED PASS THROUGH CERTIFICATES SERIES 2006-5, vs UNKNOWN SPOUSE OF SHLOMO KATZ,, NON HR FORECLOSURE = > $250K, atty: REIDER, DAVID L

502019CA001386XXXXMB - MB - US BANK NATIONAL ASSOCIATION AS TRUSTEE FOR CREDIT SUISSE FIRST BOSTON MORTGAGE SECURITIES CORP CSMC MORTGAGE BACKED PASS THROUGH CERTIFICATES SERIES 2006-5, vs UNKNOWN TENANT 1,, NON HR FORECLOSURE = > $250K, atty: REIDER, DAVID L

502019CA001386XXXXMB - MB - US BANK NATIONAL ASSOCIATION AS TRUSTEE FOR CREDIT SUISSE FIRST BOSTON MORTGAGE SECURITIES CORP CSMC MORTGAGE BACKED PASS THROUGH CERTIFICATES SERIES 2006-5, vs UNKNOWN TENANT 2,, NON HR FORECLOSURE = > $250K, atty: REIDER, DAVID L

502019CA001386XXXXMB - MB - US BANK NATIONAL ASSOCIATION AS TRUSTEE FOR CREDIT SUISSE FIRST BOSTON MORTGAGE SECURITIES CORP CSMC MORTGAGE BACKED PASS THROUGH CERTIFICATES SERIES 2006-5, vs DEL SOCORRO LUNA, CONSUELO, NON HR FORECLOSURE = > $250K, atty: MARRA, MARC A

502019CA001387XXXXMB - MB - BANK OF AMERICA N A, vs DEL SOCORRO LUNA, CONSUELO, NON HR FORECLOSURE = > $250K, atty: MARRA, MARC A

502019CA001387XXXXMB - MB - BANK OF AMERICA N A, vs JORDYN TAYLOR INTERNATIONAL REALTY AND INVESTMENTS LLC, NON HR FORECLOSURE = > $250K, atty: MARRA, MARC A

502019CA001387XXXXMB - MB - BANK OF AMERICA N A, vs PARADISE COVE AT PALM BEACH LAKES CONDOMINIUM ASSOCIATION INC., NON HR FORECLOSURE = > $250K, atty: MARRA, MARC A

502019CA001387XXXXMB - MB - BANK OF AMERICA N A, vs UNKNOWN SPOUSE OF CONSUELO DEL SOCORRO LUNA,, NON HR FORECLOSURE = > $250K, atty: MARRA, MARC A

502019CA001387XXXXMB - MB - BANK OF AMERICA N A, vs UNKNOWN TENANT 1,, NON HR FORECLOSURE = > $250K, atty: MARRA, MARC A

502019CA001387XXXXMB - MB - BANK OF AMERICA N A, vs UNKNOWN TENANT 2,, NON HR FORECLOSURE = > $250K, atty: MARRA, MARC A

502019CA001388XXXXMB - MB - BHATT, ASHWIN D vs MANGONIA DETOX PARTNERS LLC, UNKNOWN/TENANT, atty: BURNS, CHARLES H

502019CA001389XXXXMB - MB - FENGOLD, BRUCE vs UNIVERSAL PROPERTY AND CASUALTY INSURANCE COMPANY,, INSURANCE CLAIM, atty: JACOBS, MITCHELL E

502019CA001390XXXXMB - MB - PORTFOLIO RECOVERY ASSOCIATES LLC, vs ANNALORA, CHAD, CONTRACT & DEBT, atty: DRAGUTSKY, JASON S

502019CA001391XXXXMB - MB - LANG, BARBARA vs CITIZENS PROPERTY INSURANCE CORPORATION,, INSURANCE CLAIM, atty: FUNES, GONZALO

502019CA001392XXXXMB - MB - TREVINO, OMAR O vs USAA GENERAL INDEMNITY COMPANY,, AUTO NEGLIGENCE, atty: ROBES, THOMAS A

502019CA001393XXXXMB - MB - EASTGROUP PROPERTIES LP THROUGH ITS GENERAL PARTNER EASTGROUP PROPERTIES GENERAL PARTNER, INC. vs HORIZON PHARMACEUTICALS INC., CONTRACT & DEBT, atty: KAHN, HOWARD N

502019CA001394XXXXMB - MB - STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY, vs ABREU LEYVA, ANGEL, AUTO NEGLIGENCE, atty: LOTANE, TROY R

502019CA001394XXXXMB - MB - STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY, vs LUEJE DIAZ, REBECA, AUTO NEGLIGENCE, atty: LOTANE, TROY R

502019CA001395XXXXMB - MB - TERENZIO, CELIA vs LM GENERAL INSURANCE COMPANY,, INSURANCE CLAIM, atty: BATES, THOMAS M

502019CA001396XXXXMB - MB - HAVER, PETER vs GONZALEZ, ELIZABETH, OTHER CIRCUIT, atty: HAVER, PETER MARTIN

502019CA001396XXXXMB - MB - HAVER, PETER vs KURGAN, MICHAEL, OTHER CIRCUIT, atty: HAVER, PETER MARTIN

502019CA001397XXXXMB - MB - BANK OF NEW YORK MELLON FKA THE BANK OF NEW YORK AS TRUSTEE FOR THE CERTIFICATEHOLDERS OF THE CWALT INC ALTERNATIVE LOAN TRUST 2006 OC1 MORTGAGE PASS THROUGH CERTIFICATES SERIES 2006 OC1, vs ALL UNKNOWN PARTIES CLAIMING INTERESTS BY THROUGH UNDER OR AGAINST A NAMED DEFENDANT TO THIS ACTION OR HAVING OR CLAIMING TO HAVE ANY RIGHT TITLE OR INTEREST IN THE PROPERTY HEREIN DESCRIBED,, NON HR FORECLOSURE = > $250K

502019CA001397XXXXMB - MB - BANK OF NEW YORK MELLON FKA THE BANK OF NEW YORK AS TRUSTEE FOR THE CERTIFICATEHOLDERS OF THE CWALT INC ALTERNATIVE LOAN TRUST 2006 OC1 MORTGAGE PASS THROUGH CERTIFICATES SERIES 2006 OC1, vs CAPITAL RENTALS LLC,, NON HR FORECLOSURE = > $250K

502019CA001397XXXXMB - MB - BANK OF NEW YORK MELLON FKA THE BANK OF NEW YORK AS TRUSTEE FOR THE CERTIFICATEHOLDERS OF THE CWALT INC ALTERNATIVE LOAN TRUST 2006 OC1 MORTGAGE PASS THROUGH CERTIFICATES SERIES 2006 OC1, vs HINCAPIE, ADRIANA, NON HR FORECLOSURE = > $250K

502019CA001397XXXXMB - MB - BANK OF NEW YORK MELLON FKA THE BANK OF NEW YORK AS TRUSTEE FOR THE CERTIFICATEHOLDERS OF THE CWALT INC ALTERNATIVE LOAN TRUST 2006 OC1 MORTGAGE PASS THROUGH CERTIFICATES SERIES 2006 OC1, vs JONAHAN, DYE, NON HR FORECLOSURE = > $250K

502019CA001397XXXXMB - MB - BANK OF NEW YORK MELLON FKA THE BANK OF NEW YORK AS TRUSTEE FOR THE CERTIFICATEHOLDERS OF THE CWALT INC ALTERNATIVE LOAN TRUST 2006 OC1 MORTGAGE PASS THROUGH CERTIFICATES SERIES 2006 OC1, vs UNKNOWN TENANT 1,, NON HR FORECLOSURE = > $250K

502019CA001397XXXXMB - MB - BANK OF NEW YORK MELLON FKA THE BANK OF NEW YORK AS TRUSTEE FOR THE CERTIFICATEHOLDERS OF THE CWALT INC ALTERNATIVE LOAN TRUST 2006 OC1 MORTGAGE PASS THROUGH CERTIFICATES SERIES 2006 OC1, vs UNKNOWN TENANT 2,, NON HR FORECLOSURE = > $250K

502019CA001398XXXXMB - MB - GERMASKE, SUSAN vs HOWELL BERES, PAMELA ANNE, TRUST LITIGATION, atty: SPIRO, BRIAN M

502019CA001400XXXXMB - MB - CURFMAN, DALE W vs OCWEN FINANCIAL CORPORATION,, CONTRACT & DEBT

502019CA001400XXXXMB - MB - CURFMAN, DALE W vs OCWEN LOAN SERVICING LLC, CONTRACT & DEBT

502019CA001401XXXXMB - MB - GATOR TRACE PARTNERS I LLC, vs HAGE, DENN, CONTRACT & DEBT, atty: WARREN, RICHARD B ESQ

502019CA001402XXXXMB - MB - JIREH MULTISERVICES LLC, vs NUMBER 1 CONDOMINIUM ASSOCIATION VILLAGE GREEN INC,, OTHER RP ACTIONS = < $50K, atty: LISS, MICHAEL JAY

502019CA001403XXXXMB - MB - RACKLEFF, LYNN vs TOWER HILL SELECT INSURANCE COMPANY,, INSURANCE CLAIM, atty: DANIELS, MONICA E

502019CA001404XXXXMB - MB - RAINFORD, SHAUNA M vs BROWN, GARDNER, AUTO NEGLIGENCE, atty: GUELLI, SAMUEL R

502019CA001404XXXXMB - MB - RAINFORD, SHAUNA M vs PARK, BETTYE M, AUTO NEGLIGENCE, atty: GUELLI, SAMUEL R

502019CA001405XXXXMB - MB - JARVIS, EMMETT vs CERTAIN UNDERWRITERS AT LLOYDS LONDON,, CONTRACT & DEBT, atty: WEISSER, KEVIN

502019CA001406XXXXMB - MB - VOLZ, NANCI vs GUARANTEED RATE INC,, OTHER CIRCUIT, atty: SHAVITZ, GREGG I

502019CA001407XXXXMB - MB - KAPSIS, JAMES L vs JP MORGAN CHASE BANK,, CONTRACT & DEBT, atty: WILLIAMS, CARL T

502019CA001408XXXXMB - MB - LEDSION LIGHTNING TECHNOLOGY CO, vs FLORENCE, ANTHONY, CONTRACT & DEBT, atty: PROULX, JOSEPH

502019CA001408XXXXMB - MB - LEDSION LIGHTNING TECHNOLOGY CO, vs GREEN ENERGY ADVISORS INC, CONTRACT & DEBT, atty: PROULX, JOSEPH

502019CA001409XXXXMB - MB - DAVIS, CURTHEVIOUS JONTAE vs BRADSHAW, RIC L, EXTRAORDINARY WRIT

502019CA001410XXXXMB - MB - BANK OF NEW YORK MELLON, vs BELLEFEUILLE, TERESA J, NON HR FORECLOSURE = > $250K, atty: CONN, RICHARD P

502019CA001410XXXXMB - MB - BANK OF NEW YORK MELLON, vs RYAN, DANIEL P, NON HR FORECLOSURE = > $250K, atty: CONN, RICHARD P

502019CA001410XXXXMB - MB - BANK OF NEW YORK MELLON, vs UNKNOWN SPOUSE OF FENOL ST LOUIS, NON HR FORECLOSURE = > $250K, atty: CONN, RICHARD P

502019CA001410XXXXMB - MB - BANK OF NEW YORK MELLON, vs UNKNOWN SPOUSE OF FENOL, NON HR FORECLOSURE = > $250K, atty: CONN, RICHARD P

502019CA001410XXXXMB - MB - BANK OF NEW YORK MELLON, vs UNKNOWN TENANT IN POSSESSION #2,, NON HR FORECLOSURE = > $250K, atty: CONN, RICHARD P

502019CA001411XXXXMB - MB - SNOOSMITH, JOHN vs OLYMPUS INSURANCE COMPANY,, CONTRACT & DEBT, atty: KUHN, CLAYTON

502019CA001411XXXXMB - MB - SNOOSMITH, JOHN vs OLYMPUS INSURANCE COMPANY,, CONTRACT & DEBT, atty: RASLAVICH, BENJAMIN W

502019CA001412XXXXMB - MB - GRACIA, PATRICIA ANN vs MUTZ, YEVGENIY, AUTO NEGLIGENCE, atty: CLARK, MARK WILLIAM

502019CA001412XXXXMB - MB - GRACIA, PATRICIA ANN vs RYDER TRUCK RETAL INC,, AUTO NEGLIGENCE, atty: CLARK, MARK WILLIAM

502019CA001412XXXXMB - MB - GRACIA, PATRICIA ANN vs UNIVERSAL FOOD DISTRIBUTORS INC,, AUTO NEGLIGENCE, atty: CLARK, MARK WILLIAM

502019CA001413XXXXMB - MB - JAEGER, MARK JOSEPH vs SOOKHOO, ANISA LEELA, AUTO NEGLIGENCE, atty: ROCA, RAFAEL J

502019CA001413XXXXMB - MB - JAEGER, MARK JOSEPH vs SOOKHOO, ANISA LEELA, AUTO NEGLIGENCE, atty: ROCA, RAFAEL J

502019CA001414XXXXMB - MB - MCCORMACK, GAIL vs UNIVERSAL PROPERTY & CASUALTY INSURANCE COMPANY,, CONTRACT & DEBT, atty: WEISSER, KEVIN

502019CA001415XXXXMB - MB - MARCELIN, ARIANA vs DEJEAN, JEAN, AUTO NEGLIGENCE, atty: BOYD, JORDAN

502019CA001416XXXXMB - MB - LOPEZ, JULIO vs TOWER HILL PRIME INSURANCE COMPANY,, CONTRACT & DEBT, atty: URBANO, DENNIS N

502019CA001417XXXXMB - MB - TZATHAS, ATHENA vs GEICO GENERAL INSURANCE COMPANY,, AUTO NEGLIGENCE, atty: CARACUZZO, JOHN A

502019CA001418XXXXMB - MB - AMERICAN EXPRESS NATIONAL BANK, vs MROZ, RON, CONTRACT & DEBT, atty: JOVANOVICH, ZORAN D

502019CA001419XXXXMB - MB - COLE, MELODIE TORRES vs LEVY, PHYLLIS, OTHER NEGLIGENCE

502019CA001420XXXXMB - MB - YOUNG, DONNA vs ANNEX SERVICES LLC,, DISCRIMINATION EMPLOYMNT/OTHER, atty: BEHREN, SCOTT M

502019CA001421XXXXMB - MB - JOSEPH, VANESSA vs RUMP, JORDAN MICHAEL, AUTO NEGLIGENCE, atty: JEANFRANCOIS, JAMES

502019CA001422XXXXMB - MB - DALY, JASON vs ENGINEERED COMFORT SYSTEMS INC,, AUTO NEGLIGENCE, atty: WALD, CARL

502019CA001422XXXXMB - MB - DALY, JASON vs WALKER, MICHAEL, AUTO NEGLIGENCE, atty: WALD, CARL

502019CA001423XXXXMB - MB - AMERICAN EXPRESS NATIONAL BANK, vs MARCELLI, MICHELE, CONTRACT & DEBT, atty: DISALLE, LISA

502019CA001424XXXXMB - MB - VELOCITY INVESTMENTS LLC ASSIGNEE OF LENDINGCLUB CORPORATION AS SIGNEE OF WEBBANK, vs FERREIRA, SYRLENA, CONTRACT & DEBT, atty: JAMSHED, SABERIN

502019CA001425XXXXMB - MB - IMPERIUM INSURANCE COMPANY, vs DOUGHERTY, RAYMOND WALTER, AUTO NEGLIGENCE, atty: MYERS, JONATHAN

502019CA001426XXXXMB - MB - DALAURO, DINA vs LOOKING UPWARD INC, AUTO NEGLIGENCE, atty: SMITH, MARK P

502019CA001426XXXXMB - MB - DALAURO, DINA vs LOOKING UPWARD INC, AUTO NEGLIGENCE, atty: SMITH, MARK P

502019CA001427XXXXMB - MB - VARGAS, ADRIANA vs HERITAGE PROPERTY & CASUALTY INSURANCE COMPANY,, INSURANCE CLAIM, atty: KAPLAN, MICHAEL D

502019CA001428XXXXMB - MB - COVELLO, DONNA vs HAAS, KERI DAWN, OTHER CIRCUIT, atty: PRATT, B

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 3/11/2019 **Prepared by:** Kev Freeman

Title of Item:

AMENDMENT TO LAND DEVELOPMENT CODE TO CREATE URBAN PUD AND EAST STUART PUD ZONING DESIGNATIONS (QUASI-JUDICIAL)(RC):

ORDINANCE No. 2401-2019; AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER II ENTITLED "ZONING DISTRCTS USES ALLOWED, DENSITY, INTENSITY" AND CREATING ADDITIONAL ZONING DISTRICT DESIGNATIONS OF URBAN PLANNED UNIT DEVELOPMENT AND EAST STUART PLANNED UNIT DEVELOPMENT; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

The intent of the comprehensive plan and the community redevelopment area (CRA) is to promote a compact urban form and development pattern. This code amendment addresses three issues related to promoting that intent:

1. The existing land development code does not provide adequate direction in terms of the form and design of proposed development within the 2016 expanded area of the CRA.

2. The option for a planned unit development within the CRA does not provide an approach to redevelopment that is consistent with the aims of the CRA or the comprehensive plan.

3. The option for a planned unit development within the East Stuart Code District does not provide an approach to development that is consistent with the aims of the East Stuart Code or the comprehensive plan.

Therefore, this proposed land development code text amendment allows for the designation of Planned Unit Development (PUD) that conforms to either the Urban District Code or to the East Stuart Code, depending upon location. Included in the amendments are code changes that ensure compliance with the City's comprehensive plan and clarify the land development code and its application.

The amendments do not amend the allowed density, which is determined by the comprehensive plan.

The proposed amendments do not amend the underlying future land uses or zoning designations but allow for a Planned Unit Development zoning designation as part of a formal rezoning process. Moreover, the area of the expanded CRA boundary retains the existing underlying future land use.

Funding Source:

N/A

Recommended Action:

Move to approve Ordinance 2104-2019 on first reading.

ATTACHMENTS:

	Description	Upload Date	Type
🗋	Staff Report	2/25/2019	Staff Report
🗋	Ordinance No. 2401-2019	3/5/2019	Ordinance add to Y drive
🗋	Presentation	3/5/2019	Presentation

CITY OF STUART, FLORIDA
CITY COMMISSION
STAFF REPORT

MEETING DATE: 11th March, 2019 **PREPARED BY:** Kev Freeman
Development Director

PROJECT NAME: Land Development Code Amendment to create the Urban Planned Unit (UPUD) and East Stuart Planned Unit Development zoning designations

TITLE OF ITEM: ORDINANCE No. 2401-2019: AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER II ENTITLED "ZONING DISTRCTS USES ALLOWED, DENSITY, INTENSITY" AND CREATING ADDITIONAL ZONING DISTRICT DESIGNATIONS OF URBAN PLANNED UNIT DEVELOPMENT AND EAST STUART PLANNED UNIT DEVELOPMENT; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES. (QJ)(RC)

I. SUMMARY

Comprehensive Plan Objectives and Policies;

Objective B1. - Compact urban form.
Discourage urban sprawl by facilitating urban redevelopment and infill development of properties and planning for urban infill and redevelopment of lands located within Stuart in order to achieve a compact urban form.

Objective B3. - Desirable pattern of land uses.
Promote and enhance a pattern of land uses that are compatible; that are convenient to City residents, businesses, and visitors; that avoid inappropriate or wasteful use of land; and that encourage efficient use of land, resources and facilities. Future land uses shall be designated to support the existing or planned community character, thereby prohibiting the development or expansion of uses which are inconsistent with the community's character. Reduce blighted areas through redevelopment. Land development and use regulations shall include provisions to ensure consistency with this Comprehensive Plan.

Objective C1. - Urban Code Overlay Zone.
The City shall implement the Stuart Urban Code Overlay Zone in the CRA which provides for adequate parking; encourages the ability of people to live, work, and shop without need of a car; defines urban spaces with buildings; creates interesting and pleasant itineraries along sidewalks; conceals parking lots; promotes alternative modes of transportation; and provides for harmony of architectural style.

Policy B1.1.The City shall continue to market itself as a hub for commercial, social, and institutional governmental activities in Martin County. Provide for commercial opportunities within Stuart beyond the historical conditions in order to provide alternatives to urban sprawl.

Policy C3.5.The City shall promote compact urban form and discourage urban sprawl consistent with FLUE Objective B1 and Policy B1.1.

The intent of the Community Redevelopment Area (CRA) is to promote a compact urban form and development pattern. This code amendment addresses three issues related to promoting that intent:

1. The existing land development code does not provide adequate direction in terms of the form and design of proposed development within the 2016 expanded area of the CRA.

2. The option for a planned unit development within the CRA does not provide an approach to redevelopment that is consistent with the aims of the CRA or the comprehensive plan.

3. The option for a planned unit development within the East Stuart Code District does not provide an approach to development that is consistent with the aims of the East Stuart Code or the comprehensive plan.

Therefore, this proposed land development code text amendment allows for the designation of Planned Unit Development (PUD) that conforms to either the Urban District Code or to the East Stuart Code, depending upon location. Included in the amendments are code changes that ensure compliance with the City's comprehensive plan and clarify the land development code and its application.

The amendments do not amend the allowed density, which is determined by the comprehensive plan.

The proposed amendments do not amend the underlying future land uses or zoning designations but allow for a Planned Unit Development zoning designation as part of a formal rezoning process. Moreover, the area of the expanded CRA boundary retains the existing underlying future land use.

The item has been presented to the Community Redevelopment Board and to the Local Planning Agency. Both boards unanimously recommended approval.

II. HISTORY

The Community Redevelopment Area was expanded in February 2016. At that time the underlying future land use and zoning designations where left in place and remain so to date.

III. OUTLINE OF PROPOSED LAND DEVELOPMENT CODE AMANDMENTS TO CHAPTER II, ZONING DISTRICT USES ALLOWED, DENSITY, INTENSITY

a. Table 2 (multiple tables) of Residential, Business, Public Service, Industrial, Hospital and RPUD, CPUD, MXPUD, PSPUD and IPUD District Uses are consolidated into a singluar table (Table 2).
b. Uses allowed within the proposed Urban PUD and East Stuart PUD are controlled by section 3.01.00 Urban Code and section 3.02.00 East Stuart Code respectively.
c. Section 2.03.03 removes the phrase 'density bonus'.
d. Table 3a Removes reference to PUD and Urban Code Districts, which are placed in a new table 3b to include UPUD and PSPUD.
e. Section 2.06.19 permits rooftop dining in UPUD and ESPUD districts.
f. Section 2.07.00 A. amendments to include 'resilient' living and working environment and allows for imaginative stormwater infrastructure solutions.
g. Section 2.07.00 B. PUD defined, includes UPUD and ESPUD districts.
h. Section 2.07.00 D.3. Density. Sets density in RPUD's to meet that which is prescribed in the Comprehensive Plan.
i. Section 2.07.00 D.4.c Floor Area Ratio to comply with Comprehensive Plan.
j. Section 2.07.00 E. Creates the Urban Planned Unit Development zoning district requirements.
k. Section 2.07.00 F. Creates the East Stuart Planned Unit Development zoning district requirements.

IV. STAFF RECOMMENDATION

Move to approve Ordinance 2401-2019

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

ORDINANCE NUMBER 2401-2019

AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER II ENTITLED "ZONING DISTRCTS USES ALLOWED, DENSITY, INTENSITY" AND CREATING ADDITIONAL ZONING DISTRICT DESIGNATIONS OF URBAN PLANNED UNIT DEVELOPMENT AND EAST STUART PLANNED UNIT DEVELOPMENT; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, the purpose of this Land Development Code amendment is to support the objectives of the City's comprehensive plan to discourage urban sprawl by facilitating urban redevelopment and infill development of properties and planning for urban infill to achieve a compact urban form; and

WHEREAS, the purpose of this Land Development Code amendment is to establish standards for compact planned unit development within the designated community redevelopment area; and

WHEREAS, the purpose of this Land Development Code amendment is to establish standards for compact planned unit development within the designated East Stuart code overlay area; and

WHEREAS, the Land Development Code amendments were presented to the Community Redevelopment Board on 13th February, 2019; and

WHEREAS, the Land Planning Agency reviewed the proposed amendments to the Land Development Code at a public hearing on 21st February, 2019 and

WHEREAS, the City Commission duly scheduled, advertised, and held a public hearing on _____, to consider this ordinance and provide for full public participation in the Land Development Code amendment process.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, that:

SECTION 1: The Stuart Land Development Code is hereby amended as follows:

Chapter II

ZONING DISTRICTS USES ALLOWED, DENSITY, INTENSITY

2.00.00
GENERALLY

Sec. 2.00.01. Purpose
Sec. 2.00.02. Exception

2.01.00
ZONING DISTRICTS

Sec. 2.01.01. Relationship of zoning districts to future land use categories
Sec. 2.01.02. Designation of districts
Sec. 2.01.03. Table 1 – Zoning district/future land use category compatibility

2.02.00
USES ALLOWED IN ZONING DISTRICTS

Sec. 2.02.01. Generally
Sec. 2.02.02. Table 2 – Zoning Districts Uses

2.03.00
DENSITY

Sec. 2.03.01. Generally
Sec. 2.03.02. Density
Sec. 2.03.03. Planned Unit Development Density
Sec. 2.03.04. ALF Density
Sec. 2.03.05. Maximum dwelling unit per acre table
Sec. 2.03.06. Intensity of development: Lot area and Floor Area Ratio (FAR) Tables 3 and 4

2.04.00
AREA, IMPERVIOUS SURFACE, SETBACK AND HEIGHT REQUIREMENTS

Sec. 2.04.01. Generally; Tables 5, 6, & 7
Sec. 2.04.02. Supplemental Area Requirements
Sec. 2.04.03. Supplemental Impervious Surface Coverage Requirements
Sec. 2.04.04. Supplemental Building Setback Requirements
Sec. 2.04.05. Supplemental Building Setback on Certain Streets
Sec. 2.04.06. Supplemental Building Height, Maximum Number of Stories and Minimum Living Area Requirements

2.05.00

COTTAGE LOTS

Sec. 2.05.01. Purpose
Sec. 2.05.02. Applicability
Sec. 2.05.03. Permitted uses
Sec. 2.05.04. Future annexed area
Sec. 2.05.05. On-site parking standards
Sec. 2.05.06. Development standards
Sec. 2.05.07. Exhibit A – Building Form Standard Cottage Lots

2.06.00
SUPPLEMENTAL USE STANDARDS

Sec. 2.06.01. Generally
Sec. 2.06.02. Manufactured/Mobile home/Recreational vehicle developments
Sec. 2.06.03. Assisted living facility (ALF)
Sec. 2.06.04. Child care centers
Sec. 2.06.05. Automobile/boat sales and service facilities
Sec. 2.06.06. Automatic amusement centers and game rooms
Sec. 2.06.07. Industrial uses
Sec. 2.06.08. Urban agriculture
Sec. 2.06.09. Home occupations
Sec. 2.06.10. Adult businesses
Sec. 2.06.11. Telecommunication facilities
Sec. 2.06.12. Formula businesses
Sec. 2.06.13. Dog-friendly restaurants
Sec. 2.06.14. Pain Management Clinics
Sec. 2.06.15. Minimum Single-Family and Duplex Residential Design Standards for New Construction
Sec. 2.06.16. Shooting ranges, indoor
Sec. 2.06.17. Supplemental parking standards for parking intensive vessel slips
Sec. 2.06.18 Kennels, veterinarians, or similar facilities
Sec. 2.06.19. Rooftop dining
Sec. 2.06.20. Conditional use approval required for the location of any gasoline or other motor fuel stations on certain properties fronting U.S. Highway-1 and Palm City Road.
Sec. 2.06.21. Conditional Use Approval required for fuel production facilities.

2.07.00
DESIGNATION OF PLANNED UNIT DEVELOPMENT (PUD)

2.00.00. GENERALLY

Sec. 2.00.01. Purpose.

The purpose of this chapter is to: (a) identify the implementing zoning districts for the future land use categories contained in the City's Comprehensive Plan; (b) establish development approval processes for specific uses and (c) identify measurable development standards (e.g. building height, setback, lot size, density).

Sec. 2.00.02. Exceptions and Additional Standards.

The Urban Code District, East Stuart District and S.E. Ocean Boulevard Overlay Zone are established by the City of Stuart based on the need for special protective measures, additional design standards, and redevelopment incentives in those areas. Due to the special nature of these areas, the uses and development standards allowed are described in Chapter 3 of this Land Development Code. The additional design standards described in Chapter 3 of this code will be applied in the case of any proposed planned unit development (PUD) within these areas or within the defined Community Redevelopment Area (CRA).

2.01.00. ZONING DISTRICTS

Sec. 2.01.01. Relationship of zoning districts to future land use map categories.

Land use classifications for Stuart are identified and described in the Future Land Use Element of the Comprehensive Plan and delineated on the future land use map. *Table 1 – Zoning District/Future Land Use Category Compatibility* reflects the zone districts and the future land use categories that the zone districts implement.

Sec. 2.01.02. Designation of districts.

The designated zoning districts within the City are:

A. R-1A Residential - Single Family Estate;R-1 Residential - Single Family General;
B. R-2 Residential - Duplex;
C. R-3 Residential - Multi-Family/Office;
D. B-1 Business Limited;
E. B-2 Business General;
F. B-3 Business Restricted;
G. B-4 Limited Business/Manufacturing;
H. P Public Service;
I. I Industrial;
J. H Hospital;
K. Planned Unit Development (PUD)
    1. Residential (RPUD)
    2. Commercial (CPUD)
    3. Public Service (PSPUD)
    4. Industrial (IPUD)
    5. Mixed Use (MXPUD)

6. Urban (UPUD)
7. East Stuart (ESPUD);
~~5.~~

L. Urban District
   1. Urban General (UG)
   2. Urban Center (UC)
   3. Urban Neighborhood (UN)
   4. Urban Highway (UH)
   5. Urban Waterfront (UW);

M. East Stuart District
   1. Business and Mixed Use (BMU)
   2. General Residential and Office (GRO)
   3. Single-family and Duplex (SFD)

N. S.E. Ocean Boulevard Overlay

Sec. 2.01.03. - TABLE 1

ZONING DISTRICT/FUTURE LAND USE CATEGORY COMPATIBILITY

		IMPLEMENTING ZONING DISTRICTS														
		R-1A	R-1	R-2	R-3	B-1	B-2	B-3	B-4	P	I	H	PUD	Urban District Overlay	East Stuart	S.E. Ocean Blvd.
FUTURE LAND USE CATEGORIES	Low Density Residential	X	X	X									RPUD UPUD			X
	Multi-family Residential				X								RPUD CPUD MXPUD UPUD			X
	Office/Residential				X								RPUD CPUD MXPUD UPUD			X
	Commercial					X	X	X	X				CPUD IPUD MXPUD UPUD			X
	Industrial								X		X		CPUD IPUD MXPUD UPUD			
	Public					X	X	X	X	X	X	X	CPUD PSPUD	X	X	X

		IMPLEMENTING ZONING DISTRICTS														
		R-1A	R-1	R-2	R-3	B-1	B-2	B-3	B-4	P	I	H	PUD	Urban District Overlay	East Stuart	S.E. Ocean Blvd.
													MXPUD UPUD			
	Institutional			X	X	X	X	X		X		X	RPUD MXPUD UPUD	X		X
	Recreation	X	X	X	X	X	X	X		X			PSPUD MXPUD UPUD	X		X
	Downtown Re-development	X	X	X	X	X	X	X	X	X			RPUD CPUD PSPUD MXPUD UPUD	X		
	Neighborhood Special District												RPUD CPUD MXPUD PSPUD	X		
	East Stuart	X	X	X	X	X	X	X	X	X			RPUD CPUD MXPUD PSPUD ESPUD	X	X	

		IMPLEMENTING ZONING DISTRICTS														
		R-1A	R-1	R-2	R-3	B-1	B-2	B-3	B-4	P	I	H	PUD	Urban District Overlay	East Stuart	S.E. Ocean Blvd.
	Conservation	X	X	X	X	X	X	X	X	X	X	X	PSPUD	X		
	Marine Industrial										X		RPUD CPUD PSPUD IPUD MXPUD UPUD	X		

2.02.00. USES ALLOWED IN ZONING DISTRICTS

Sec. 2.02.01. Generally.

It is the purpose of this section to identify the uses allowed in each zoning district (~~See~~ *Table 2 – Residential uses,* ~~*and PUDs (Planned Unit Development) Districts Uses; Table 3 – Business uses and PUD Districts Uses; and Table 4 – Public Service, Industrial, Agriculture, Hospital and PUD Districts uUses*~~).

A. Consideration of uses not specifically listed. If a use is not listed within a specific zoning district, then the use is not allowed. However, a proposed use that is not listed within a particular zoning district, but which is determined by the city development director to have a character, similar nature, and impact to a permitted use in that district, the city development director may make a determination of comparability to the applicant. Conditions may be placed on the decision. A determination by city development director that a proposed use is not similar to a permitted use may be appealed according to procedures in Chapter VIII.

In making such finding, the city development director may assess all relevant characteristics of the proposed use, including but not limited to the following, as applicable:

a. The typical volume and type of sales (retail or wholesale); size and type of items sold; and nature of inventory on the premises;
b. Any processing done on the premises, including assembly, manufacturing, warehousing, shipping, distribution; and any dangerous, hazardous, toxic, or explosive materials used in the processing;
c. The nature and location of storage and outdoor display of merchandise; whether storage is enclosed, open, inside, or outside the principal building; and predominant types of items stored (such as business vehicles, work-in-process, inventory, and merchandise, construction materials, scrap and junk, and raw materials including liquids and powders hazardous or not);
d. The type, size, and typical massing of buildings and structures associated with the unlisted use;
e. Transportation requirements, including the modal split for people and freight, by volume type and characteristics of traffic generation to and from the site; trip purposes and whether trip purposes can be shared by other uses on the site;
f. Parking requirements, turnover and generation, ratio of the number of spaces required per unit area or activity, and the potential for shared parking with other uses;
g. The amount and nature of any external effects generated on the premises, including but not limited to noise, smoke, odor, glare, vibration, radiation and fumes;

h. Any special public utility requirements for serving the proposed use, including but not limited to water supply, waste water, pre-treatment of wastes and emissions required or recommended, and any significant power structures and communications towers or facilities; and

i. The type and extent of impacts on adjacent properties created by the proposed use in comparison to impacts from other uses allowed in the zoning district.

Sec. 2.02.02. TABLE 2

Residential and PUD Districts Uses	R-1A	R-1	R-2	R-3	R-M	RPUD	CPUD	MXPUD
Accessory dwelling units, detached (refer to Section 6.09.02)	P	P	P	P		A		A
Assisted living facilities of 4 or fewer persons (refer to supplemental standards in Section 2.06.03)	P	P	P	P	P	A		
Assisted living facilities of 5 or more persons (refer to supplemental standards in Section 2.06.03)				CU	CU	A		
Adult day care centers (less than 5 acres)				CU	P	A	A	A
Bed & breakfast inns	-	-	-	P	-	A	A	A
Child care center (less than 5 acres) (refer to supplemental standards in Section 2.06.05)	-	-	-	CU	P	A	A	A
Community centers	-	-	P	P	-	A	A	A
Community garden (refer to supplemental standards in Section 2.06.08)	P	P	P	P	P	A	A	A
Community residential home of 7–14 residents	-	-	-	CU	CU	A	A	A
Duplex dwelling units	-	-	P	P	-	A	-	A
Family day care home in a residence	P	P	P	P	P	A	A	A
Golf course						A	A	A
Governmental buildings	-	-	P	P	-	A	A	A
Group home of six or fewer residents	P	P	P	P	-	A	A	A
Home occupations (refer to supplemental standards in Section 2.06.10)	P	P	P	P	-	A	A	A
Libraries	-	-	P	P	-	A	A	A
Massage therapy establishments				P		A	A	A
Multi-family dwelling units	-	-	-	P	P	A	-	A
Nursing homes	-	-	-	P	-	A	A	A
Office, business or professional	-	-	-	P	-	A	A	A
Office, low intensity medical				P		A	A	A
Office, medical				P		A	A	A
Pain management clinics (refer to supplemental standards in Section 2.06.16)				CU			CU	
Public facilities and services	P	P	P	P	P	A	A	A
Public parks	P	P	P	P	P	A	A	A
Public utilities[4]	P	P	P	P	P	A	A	A
Religious institution (less than 5 acres)			CU	P		A	A	A
Religious institution (more than 5 acres)				CU		A	A	A

Residential and PUD Districts Uses	R-1A	R-1	R-2	R-3	R-M	RPUD	CPUD	MXPUD
Residential units combined with non-residential uses	-	-	-	P	-	A	A	A
Rooming and boardinghouses	-	-	-	P	-	A	A	A
Schools—private, parochial, , or technical (less than 5 acres)	CU	CU	CU	CU	-	A	A	A
Single family dwelling unit	P	P	P	P	-	A	-	A
Stealth Communication Facilities—In conjunction with uses other than single family or two family residences, stealth telecommunications facilities which do not exceed 45 feet in height or which are constructed as part of an existing architectural feature or structure provided its total height does not exceed 120 percent of the height of the architectural feature or structure (refer to supplemental standards in Section 2.06.12)	-	-	-	P	-	A	A	A
Stealth Communication Facilities—In conjunction with uses other than single family or two family residences, stealth telecommunications facilities which exceed 45 feet in height (refer to supplemental standards in Section 2.06.12).	-	-	-	CU	-	A	A	A
Studio (art, dance, music, exercise)				P		A	A	A

Footnotes:

P—Use Permitted By Right; subject to all other applicable requirements of the Code.
CU—Use Permitted as a Conditional Use by approval of a Major Conditional Use Approval through public hearing process
A—Allowed through city commission public hearing process
—Prohibited

Sec. 2.02.03. TABLE 3

Business and PUD Districts Uses	B-1	B-2	B-3	B-4	CPUD	MXPUD
Adult businesses (refer to supplemental standards in Section 2.06.11)	-	CU	-	-		
Adult day care centers	P	P	P	CU	A	A
Automatic amusement center and game room		P			A	A
Automobile repair services, major and minor (refer to supplemental standards in Section 2.06.06)		P			A	A
Automobile sales provided all repair and service shall be done within an enclosed building (refer to supplemental standards in Section 2.06.06)	-	P	-	-	A	A
Bakery, retail and/or wholesale warehouses	-	P	-	P	A	A
Banks/financial institutions	P	P	-	P	A	A
Barbershop, beauty salons, specialty salons	P	P	-	-	A	A
Bars	P	P	-	-	A	A
Boat building, indoors	-		-	-	A	-
Boat sales and service (refer to supplemental standards in Section 2.06.06)		P			A	A
Boat storage, dry		P		P	A	A
Bowling alleys	-	P	-	-	A	A
Bus and train (passenger) station/terminals	-	P	-	-	A	A
Car wash		P			A	A
Catering shops	P	P			A	A
Cemeteries	-	P	-	-	A	A
Child care center (refer to supplemental standards in Section 2.06.05)	P	P	P	CU	A	A
Clubs, lodges, and fraternal organizations	-	P	-	-	A	A
Cold storage					A	
Community garden (refer to supplemental standards in Section 2.06.08)	P	P	P	P	A	A
Craft distillery	P	P		P	A	A
Crematoriums		CU			A	A
Dry boat storage		P		P	A	A
Drycleaning establishment		P		P	A	A
Family day care home in a residence	P	P	-	-	A	A
Farm equipment and supply sales establishments, including open storage					A	A
Flea markets					A	
Funeral homes	-	P	-	-	A	A
Funeral homes with crematorium		CU			A	A
Gasoline or other motor fuel stations (refer to supplemental standards in Section 2.06.06)	-	P	-	-	A	A

Business and PUD Districts Uses	B-1	B-2	B-3	B-4	CPUD	MXPUD
Golf course					A	A
Golf driving range (not accessory to golf course)		P			A	A
Golf course, miniature		P			A	A
Health club		P			A	A
Health spas	-	P	-	-	A	A
Hotels, motels	P	P	-	-	A	A
Industrial, low impact within enclosed facility				P		A
Kennels	-	P	-	-	A	A
Laundry establishments (self service)	-	P	-	P	A	A
Libraries	P		P		A	A
Massage therapy establishments	P	P	P		A	A
Microbrewery	P	P		P	A	A
Manufactured/mobile home park/RV park					A	
Multi family dwelling units	P	-	-	-	-	A
Museums	P	P			A	A
Newspaper or publishing plant				P	A	A
Office, business or professional	P	P	P	P	A	A
Office, low intensity medical	P	P	P	P	A	A
Office, medical	P	P	P	P	A	A
Office, veterinary	P	P	P	P	A	A
Outdoor storage (refer to standards in Section 6.10.00)	P	P	-	P	A	A
Parking garages (private or government provided public)	P	P	-	-	A	A
Parking lots (private or government provided public)	P	P	-	-	A	A
Place of public assembly		P			A	A
Pool hall/billiard parlor		P			A	A
Public facilities and services	P	P	P	P	A	A
Public parks	P	P	P	P	A	A
Public utilities[1]	P	P	P	P	A	A
Radio and/or television broadcast stations	-	P	-	P	A	A
Religious institutions		P			A	A
Repair services	-	P	-	P	A	A
Residential units combined with non-residential uses	P	P	P	-	A	A
Restaurants, convenience and general	P	P	-	-	A	A
Restaurants, limited	-	-	-	P	-	A
Retail, bulk merchandise	-	P	-	P	A	A
Retail, department store		P			A	A
Retail, furniture stores		P			A	A
Retail, intensive sales and service	P	P			A	A

Business and PUD Districts Uses	B-1	B-2	B-3	B-4	CPUD	MXPUD
Retail, non-intensive sales and service		P		P	A	A
Retail, regional mall		P			A	A
Retail, strip shopping center		P		P	A	A
Rooftop dining area (refer to supplemental standards in Section 2.06.19)	CU	CU			CU	CU
Skating rink, rolling or ice	-	P	-	-	A	A
School private, parochial, technical	P	P	-	-	A	A
Shooting range, indoor (refer to Supplemental Standards Sec. 2.06.16)		P		P	A	
Sign painting and/or sign manufacturing shops within enclosed facility without outdoor storage	-	P	-	P	A	A
Stealth telecommunications facilities in excess of 45 feet in height (refer to supplemental standards in Section 2.06.12)	CU	CU	-	CU	A	A
Stealth telecommunications facilities which do not exceed 45 feet in height or which are constructed as part of an existing architectural feature or structure provided its total height does not exceed 120 percent of the height of the architectural feature or structure (refer to supplemental standards in Section 2.06.12)	P	P	-	P	A	A
Studio (art, dance, music, exercise)		P			A	A
Swimming pools		P			A	A
Telecommunications towers	-	CU	-	CU	A	A
Theaters	P	P	-	-	A	A
Urban farm (refer to supplemental standards in Section 2.06.08)	P	P	P	P	A	A
Warehouse, general storage	-	-	-	P	A	A
Warehouse, mini storage	-	-	-	P	A	A
Warehouse, wholesale and distribution				P	A	A

Footnotes:

P – Use Permitted By Right; subject to all other applicable requirements of the Code.
CU – Use Permitted as a Conditional Use by approval of a Major Conditional Use Approval through public hearing process
A – Allowed through city commission public hearing process
– Prohibited

1 – Refer to Section 6.02.00. Utilities

Sec. 2.02.04. TABLE 4

Public Service (P), Industrial (I), Hospital (H) and PUD Districts Uses	P	I	A-1	H	PSPUD	IPUD	MXPUD
Adult businesses (refer to supplemental standards in Section 2.06.11)	-	CU		-	-	A	
Automobile repair services, major and minor (refer to supplemental standards in Section 2.06.06)	-	P		-	-	A	A
Boat building, outdoors		P				A	
Boat storage, dry		P				A	A
Religious institutions	P	-		-	A		A
Governmental buildings	P	P		-	A	A	A
Cold storage	-	P		-	-	A	A
Commercial nursery or tree farm		P				A	A
Community centers	P				A		A
Community garden (refer to supplemental standards in Section 2.06.08)	P	P		P	A	A	A
Drycleaning plants		P				A	A
Farm equipment and supplies sales establishment, including open storage	-	P		-	-	A	A
Gasoline or other motor fuel stations, including tank farms	-	P		-	-	A	A
Golf course	A				A		A
Hospital (new hospital construction shall not exceed over 45 feet in height) 1	-	-		P	-		-
Hospital auxiliary uses (within main hospital or freestanding building) 2	-	-		P	-		-
Industrial, high impact		P				A	A
Industrial, low impact		P				A	A
Libraries	P				A		
Museums	P				A		A
Newspaper or publishing plants	-	P		-	-	A	A
Pain management clinics (refer to supplemental standards in Section 2.06.16)				CU			
Places of public assembly	P	-		-	-		-
Planned industrial parks (refer to supplemental standards in Section 2.06.07)	-	P		-	-	A	A
Public facilities and services	P	P	P	P	A	A	A
Public parks	P	P	P	P	A	A	A
Public utilities[3]	P	P	P	P	A	A	A
Radio and/or television broadcast stations	P	-		-	A		A
Railroad freight stations/terminals	-	P		-	-	A	A
Repair services		P				A	A
Retail, intensive and non intensive	-	CU		-	-	A	A
Schools—private, parochial at the elementary, junior high, or technical level	P	-		-	A		A
Shooting range, indoor (refer to supplemental		P				A	

Public Service (P), Industrial (I), Hospital (H) and PUD Districts Uses	P	I	A-1	H	PSPUD	IPUD	MXPUD
standards in Section 2.06.16)							
Sign painting and/or sign manufacturing shops providing all storage and work is conducted in an enclosed building	-	P		-	-	A	A
Stealth telecommunications facilities in excess of 45 feet in height (refer to supplemental standards in Section 2.06.12)	CU	CU		-	A	A	A
Stealth telecommunications facilities which do not exceed 45 feet in height or which are constructed as part of an existing architectural feature or structure provided its total height does not exceed 120 percent of the height of the architectural feature or structure (refer to supplemental standards in Section 2.06.12)	P	P		-	A	A	A
Storage yards	-	P		-	-	A	A
Swimming pools	P				A		A
Telecommunication towers (refer to supplemental standards in Section 2.06.12)	-	CU		-	-	A	A
Telecommunications towers to be located on real property not owned by the City of Stuart (refer to supplemental standards in Section 2.06.12)	CU	-		-	A		A
Telecommunications towers to be located on real property owned by the City of Stuart by resolution of the City Commission (refer to supplemental standards in Section 2.06.12)	P	-		-	A		A
Truck terminals	-	P		-	-	A	A
Urban farm (refer to supplemental standards in Section 2.06.08)		P				A	A
Warehouse, general storage	-	P		-	-	A	A
Warehouse, mini storage	-	P		-	-	A	A
Warehouse, wholesale or distribution		P				A	A

Footnotes:

P Use Permitted By Right; subject to all other applicable requirements of the Code.
CU Use Permitted as a Conditional Use by approval of a Major Conditional Use Approval through public hearing process
A Allowed through city commission public hearing process
Prohibited

1 Contingent repeal and substitution authorized. At such time as a master facilities plan is adopted for the hospital district for hospital use and development, thereupon all portions of the land development regulations in conflict therewith shall be repealed and superseded by the said master facilities plan.

2 e.g. radiology, anesthesiology, pathology and related uses and services, provided that such uses and services are offered by the hospital to the general public in the same manner as other hospital uses and services.

~~3. Refer to Section 6.02.00, Utilities.~~

Table 2: Land Uses	Zoning Districts															
	Residential				Nonresidential							PUD				
	R-1A	R-1	R-2	R-3	B-1	B-2	B-3	B-4	P	I	H	RPUD	CPUD	MXPUD	PSPUD	IPUD
Residential Land Uses																
Accessory dwelling units, detached (refer to Section 6.09.02)	P	P	P	P	-	-	-	-	-	-	-	A	-	A	-	-
Assisted living facilities of 4 or fewer persons (refer to supplemental standards in Section 2.06.03)	P	P	P	P	-	-	-	-	-	-	-	A	-	-	-	-
Assisted living facilities of 5 or more persons (refer to supplemental standards in Section 2.06.03)	-	-	-	CU	-	-	-	-	-	-	-	A	-	-	-	-
Community residential home of 7- 14 residents	-	-	-	CU	-	-	-	-	-	-	-	A	A	A	-	-
Duplex dwelling unit	-	-	P	P	-	-	-	-	-	-	-	A	-	A	-	-
Family day care home in a residence	P	P	P	P	P	P	-	-	-	-	-	A	A	A	-	-
Group home of 6 or fewer residents	P	P	P	P	-	-	-	-	-	-	-	A	A	A	-	-
Home occupations (refer to supplemental standards in Section 2.06.09)	P	P	P	P	-	-	-	-	-	-	-	A	A	A	-	-
Multi-family dwelling units	-	-	-	P	P	-	-	-	-	-	-	A	-	A	-	-
Residential units combined with non-residential uses	-	-	-	P	P	P	P	-	-	-	-	A	A	A	-	-
Single-family dwelling unit	P	P	P	P	-	-	-	-	S	-	-	A	-	A	A	-
Transient Residential Land Uses and Overnight Accommodations																
Bed and Breakfast Inns	-	-	-	P	-	-	-	-	-	-	-	A	A	A	-	-
Hotels/motels	-	-	-	-	P	P	-	-	-	-	-	-	A	A	-	-
Rooming and boardinghouses	-	-	-	P	-	-	-	-	-	-	-	A	A	A	-	-
Institutional Uses																
Adult day care centers (< 5 acres) (> 5 acres)	- -	- -	- -	CU -	P P	P P	P P	CU CU	- -	- -	- -	A	A A	A A	- -	- -

Table 2: Land Uses	Zoning Districts															
	Residential				Nonresidential							PUD				
	R-1A	R-1	R-2	R-3	B-1	B-2	B-3	B-4	P	I	H	RPUD	CPUD	MXPUD	PSPUD	IPUD
Cemeteries	-	-	-	-	-	P	-	-	-	-	-	-	A	-	-	-
Child care center (< 5 acres)	-	-	-	CU	P	P	P	CU	-	-	-	A	A	A	-	-
(> 5 acres)	-	-	-	-	P	P	P	CU	-	-	-	-	A	A	-	-
(refer to supplemental standards in Section 2.06.04)																
Community centers	-	-	P	P	-	-	-	-	P	-	-	A	A	A	A	-
Crematoriums	-	-	-	-	-	CU	-	-	-	-	-	-	A	A	-	-
Funeral homes	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Funeral homes with crematoriums	-	-	-	-	-	CU	-	-	-	-	-	-	A	A	-	-
Governmental buildings	-	-	P	P	-	-	-	-	-	-	-	A	A	A	-	-
Libraries	-	-	P	P	P	-	P	-	P	-	-	A	A	A	A	-
Museums	-	-	-	-	P	P	-	-	P	-	-	-	A	A	A	-
Religious institutions (<5 acres)	-	-	CU	P	-	P	-	-	P	-	-	A	A	A	A	-
(>5 acres)	-	-	-	CU	-	P	-	-	-	-	-	-	A	A	A	-
Schools – private, parochial, or technical (< 5 acres)	CU	CU	CU	CU	P	P	-	-	P	-	-	A	A	A	A	-
(>5 acres)				-	P	P	-	-	-	-	-	A	A	A	A	-
Health Care Uses																
Hospital (new hospital construction shall not exceed over 45 feet in height)[i]	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-

[i] Contingent repeal and substitution authorized. At such time as a master facilities plan is adopted for the hospital district for hospital use and development, thereupon all portions of the land development regulations in conflict therewith shall be repealed and superseded by the said master facilities plan.

Table 2: Land Uses	Zoning Districts															
	Residential				Nonresidential							PUD				
	R-1A	R-1	R-2	R-3	B-1	B-2	B-3	B-4	P	I	H	RPUD	CPUD	MXPUD	PSPUD	IPUD
Hospital auxiliary uses (within main hospital or freestanding building)[ii]											P					
Massage therapy establishment	-	-	-	P	P	P	P	-	-	-	-	A	A	A	-	-
Nursing homes	-	-	-	P	-	-	-	-	-	-	-	A	A	A	-	-
Office, low intensity medical	-	-	-	P	P	P	P	P	-	-	-	A	A	A	-	-
Office, medical	-	-	-	P	P	P	P	P	-	-	-	A	A	A	-	-
Pain management clinics (refer to supplemental standards in Section 2.06.14)	-	-	-	CU	-	-	-	-	-	-	CU	-	CU	-	-	-
Commercial Uses																
Adult business (refer to supplemental standards in Section 2.06.10)	-	-	-	-	-	CU	-	-	-	CU	-	-	-	-	-	A
Automatic amusement center and game room	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Automobile rental/leasing	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Automobile repair services, major and minor (refer to supplemental standards in Section 2.06.05)	-	-	-	-	-	P	-	-	-	P	-	-	A	-	-	A
Automobile sales provided all repair and service shall be done within an enclosed building (refer to supplemental standards in Section 2.06.05)	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Bakeries, retail and/or wholesale warehouses	-	-	-	-	-	P	-	P	-	-	-	-	A	A	-	-
Banks/financial institutions	-	-	-	-	P	P	-	P	-	-	-	-	A	A		

[ii] e.g. radiology, anesthesiology, pathology and related uses and services, provided that such uses and services are offered by the hospital to the general public in the same manner as other hospital uses and services.

Table 2: Land Uses	Zoning Districts															
	Residential				Nonresidential							PUD				
	R-1A	R-1	R-2	R-3	B-1	B-2	B-3	B-4	P	I	H	RPUD	CPUD	MXPUD	PSPUD	IPUD
Barbershop, beauty salons, specialty salons	-	-	-	-	P	P	-	-	-	-	-	-	A	A	-	-
Bars	-	-	-	-	P	P	-	-	-	-	-	-	A	A	-	-
Boat building, indoors	-	-	-	-	-	-	-	-	-	-	-	-	A	-	-	-
Boat building, outdoors	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	A
Boat sales and service (refer to supplemental standards in Section 2.06.05)	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Boat storage, dry	-	-	-	-	-	P	-	P	-	P	-	-	A	A	-	A
Bowling alleys	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Car washes	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Catering shops	-	-	-	-	P	P	-	-	-	-	-	-	A	A	-	-
Clubs, lodges, fraternal organizations	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Craft distillery	-	-	-	-	P	P	-	P	-	-	-	-	A	A	-	-
Drycleaning establishment	-	-	-	-	-	P	-	P	-	-	-	-	A	A	-	-
Drycleaning plant	-	-	-	-	-	-	-	-	-	P	-	-	-	A	-	A
Farm equipment and supply sales establishments, including open storage	-	-	-	-	-	-	-	-	-	P	-	-	A	A	-	A
Flea markets	-	-	-	-	-	-	-	-	-	-	-	-	A	-	-	-
Gasoline or other motor fuel stations (refer to supplemental standards in Section 2.06.05 and 2.06.20)	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Gasoline or other motor fuel stations, including tank farms (refer to supplemental standards in Section 2.06.05 and 2.06.20)	-	-	-	-	-	-	-	-	-	P	-	-	-	A	-	A
Health clubs	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Health spas	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Kennels	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Laundry establishments (self-service)	-	-	-	-	-	P	-	P	-	-	-	-	A	A	-	-

Table 2: Land Uses	Zoning Districts															
	Residential				Nonresidential							PUD				
	R-1A	R-1	R-2	R-3	B-1	B-2	B-3	B-4	P	I	H	RPUD	CPUD	MXPUD	PSPUD	IPUD
Manufactured home, mobile home or RV parks	-	-	-	-	-	-	-	-	-	-	-	-	A	-	-	-
Marinas including the sale, display, and storage of new and used boats for sale, and the repair and maintenance of boats.	-	-	-	-	P	P	-	-	-	-	-	-	A	A	-	-
Microbrewery	-	-	-	-	P	P	-	P	-	P	-	-	A	A	-	-
Newspaper or publishing plant	-	-	-	-	-	-	-	P	-	P	-	-	A	A	-	A
Office, business or professional	-	-	-	P	P	P	P	P	-	-	-	A	A	A	-	-
Office, low intensity medical	-	-	-	P	P	P	P	P	-	-	-	A	A	A	-	-
Office, veterinary	-	-	-	-	P	P	P	P	-	-	-	-	A	A	-	-
Outdoor storage (refer to standards in Section 6.10.00)	-	-	-	-	P	P	-	P	-	-	-	-	A	A	-	-
Place of public assembly	-	-	-	-	-	P	-	-	P	-	-	-	A	A	A	-
Pool hall/billiard parlor	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Repair services	-	-	-	-	-	P	-	P	-	P	-	-	A	A	-	A
Restaurants, convenience and general	-	-	-	-	P	P	-	-	-	-	-	-	A	A	-	-
Restaurants, limited	-	-	-	-	-	-	-	P	-	-	-	-	-	A	-	-
Retail, bulk merchandise	-	-	-	-	-	P	-	P	-	-	-	-	A	A	-	-
Retail, department store	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Retail, furniture store	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Retail, intensive sales	-	-	-	-	P	P	-	P	-	CU	-	-	A	A	-	A
Retail, non-intensive sales and service	-	-	-	-	-	P	-	P	-	CU	-	-	A	A	-	A
Retail, regional mall	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Retail, strip shopping center	-	-	-	-	-	P	-	P	-	-	-	-	A	A	-	-
Rooftop dining areas (refer to supplemental standards in Section 2.06.19)	-	-	-	-	CU	CU	-	-	-	-	-	-	CU	CU	-	-
Shooting range, indoor (refer to supplemental	-	-	-	-	-	P	-	P	-	P	-	-	A	-	-	A

Table 2: Land Uses	Zoning Districts															
	Residential				Nonresidential							PUD				
	R-1A	R-1	R-2	R-3	B-1	B-2	B-3	B-4	P	I	H	RPUD	CPUD	MXPUD	PSPUD	IPUD
standards in Section 2.06.16)																
Skating rink, rolling or ice	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Studio (art, dance, music, exercise)	-	-	-	P	-	P	-	-	-	-	-	A	A	A	-	-
Theaters	-	-	-	-	P	P	-	-	-	-	-	-	A	A		
Recreational Uses																
Golf course	-	-	-	-	-	-	-	-	P	-	-	A	A	A	A	-
Golf driving range (not accessory to golf course)	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Golf course, miniature	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Public parks	P	P	P	P	P	P	P	P	P	P	P	A	A	A	A	A
Swimming pools	-	-	-	-	-	P	-	-	P	-	-	-	A	A	A	-
Utility and Service Uses																
Public facilities and services	P	P	P	P	P	P	P	P	P	P	P	A	A	A	A	A
Public utilities (refer to Section 6.02.00)	P	P	P	P	P	P	P	P	P	P	P	A	A	A	A	A
Industrial Uses																
Cold storage	-	-	-	-	-	-	-	-	-	P	-	-	A	A	-	A
Fuel production facilities	-	-	-	-	-	-	-	-	-	CU	-	-	-	-	-	CU
Industrial, high-impact	-	-	-	-	-	-	-	-	-	P	-	-	-	CU	A	A
Industrial, low-impact *within enclosed facility	-	-	-	-	-	-	-	P*	-	P	-	-	-	A	-	A
Industrial parks, planned (refer to supplemental standards in Section 2.06.07)	-	-	-	-	-	-	-	-	-	P	-	-	-	A	-	A
Newspaper or publishing plant	-	-	-	-	-	-	-	P	-	P	-	-	A	A	-	A
Sign painting and/or sign manufacturing shops providing all storage and work is conducted in enclosed facility	-	-	-	-	-	P	-	P	-	P	-	-	A	A	-	A
Telecommunications Uses																
Radio and/or television broadcast stations	-	-	-	-	-	P	-	P	P	-	-	-	A	A	A	-

Table 2: Land Uses	Zoning Districts															
	Residential				Nonresidential							PUD				
	R-1A	R-1	R-2	R-3	B-1	B-2	B-3	B-4	P	I	H	RPUD	CPUD	MXPUD	PSPUD	IPUD
Stealth Communication Facilities - In conjunction with uses other than single family or two-family residences, stealth telecommunications facilities which do not exceed 45 feet in height or which are constructed as part of an existing architectural feature or structure provided its total height does not exceed 120 percent of the height of the architectural feature or structure (refer to supplemental standards in Section 2.06.11)	-	-	-	P	P	P	-	P	P	P	-	A	A	A	A	A
Stealth Communication Facilities - In conjunction with uses other than single family or two-family residences, stealth telecommunications facilities which exceed 45 feet in height (refer to supplemental standards in Section 2.06.11).	-	-	-	CU	CU	CU	-	CU	CU	CU	-	A	A	A	A	A
Telecommunications towers (refer to supplemental standards in Section 2.06.11)	-	-	-	-	-	CU	-	CU	-	CU	-	-	A	A	-	A
Telecommunications towers to be located on real property not owned by the City of Stuart (refer to supplemental standards in	-	-	-	-	-	-	-	-	-	CU	-	-	-	A	-	A

Table 2: Land Uses	Zoning Districts															
	Residential				Nonresidential							PUD				
	R-1A	R-1	R-2	R-3	B-1	B-2	B-3	B-4	P	I	H	RPUD	CPUD	MXPUD	PSPUD	IPUD
Section 2.06.11)																
Telecommunications towers to be located on real property owned by the City of Stuart by resolution of the City Commission (refer to supplemental standards in Section 2.06.12)	-	-	-	-	-	-	-	-	CU	-	-	-	-	A	A	-
Storage, Transportation and Logistics Uses																
Accessory structures (refer to Section 6.09.00)	P	P	P	P								A		A		
Bus and train (passenger) station/terminals	-	-	-	-	-	P	-	-	-	-	-	-	A	A	-	-
Parking garages (private or government provided public)	-	-	-	-	P	P	-	-	-	-	-	-	A	A	-	-
Parking lots (private or government provided public)	-	-	-	-	P	P	-	-	-	-	-	-	A	A	-	-
Railroad freight stations and terminals	-	-	-	-	-	-	-	-	-	P	-	-	-	A	-	A
Truck terminals	-	-	-	-	-	-	-	-	-	P	-	-	-	A	-	A
Storage yards	-	-	-	-	-	-	-	-	-	P	-	-	-	-	A	A
Warehouse, general storage	-	-	-	-	-	-	-	P	-	P	-	-	A	A	-	A
Warehouse, mini-storage	-	-	-	-	-	-	-	P	-	P	-	-	A	A	-	A
Warehouse, wholesale and distribution	-	-	-	-	-	-	-	P	-	P	-	-	A	A	-	A
Agricultural Uses																
Commercial nursery/tree farm	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	A
Community gardens (refer to supplemental standards in Section 2.06.08)	P	P	P	P	P	P	P	P	P	P	P	A	A	A	A	A
Urban farms (refer to supplemental standards in Section 2.06.08)	-	-	-	-	P	P	P	P	-	P	-	A	A	A	-	A

Footnotes:

1. Uses permitted in an Urban Planned Unit Development will be restricted to those listed as being permitted in sec. 3.01.00 Urban Code

2. Uses permitted in an East Stuart Planned Unit Development are restricted to those listed as being permitted in sec. 3.02.00 East Stuart Code.

P - Use Permitted By Right; subject to all other applicable requirements of the Code.
CU - Use Permitted as a Conditional Use by approval of a Major Conditional Use Approval through public hearing process
A - Allowed through city commission public hearing process
[ ] - Prohibited

2.03.00. DENSITY

Sec. 2.03.01. Generally.

Except as expressly provided herein, the densities for all zoning districts are set forth in *Table 3 – Maximum Dwelling Units per Acre* and percentages of residential and non-residential uses and Floor Area Ratio (FAR) for all zoning districts are set forth in *Table 4 – Intensity of Development: Lot Area and Floor Area Ratio (FAR).*

Sec. 2.03.02. Density.

A. The residential density for R-3, R-M, and B-1 of up to ten dwelling units per acre shall not be applicable to existing PUD zoning districts nor to those created hereafter.

B. Nothing in this section shall prevent a land owner from requesting a change of zone from a multi-family zone to RPUD. In such an event, however, the densities set forth in *Table 3 – Maximum Dwelling Units per Acre* for an RPUD must be followed. Such lands as may be used in creating such density calculations, shall not be used in any other calculation at any time, and a unity of title declaration shall be required to be recorded in the public records of Martin County, Florida.

Sec. 2.03.03. Planned Unit Development (PUD) density.

The density for a planned unit development shall not exceed those densities set forth in *Table 3b – Maximum Dwelling Units per Acre for Planned Unit Developments (PUD)*, ~~unless a density bonus has been~~ such density will only be granted by the city commission as part of a planned unit development zoning agreement.

Sec. 2.03.04. ALF density.

The residential density for an ALF is set forth in *Table 3 – Maximum Dwelling Units per Acre* for each respective zoning district. This density does not include adult care facilities. They will be governed by the residential district density in which they are located.

Sec. 2.03.05 Maximum dwelling units per acre table

The following *Table 3a – Maximum Dwelling Units per Acre* reflects the potential maximum dwelling units per acre for each zoning district.

Sec. 2.03.06 Intensity of development: Lot area and Floor Area Ratio (FAR) table

The following *Table 4 – Intensity of Development: Lot Area and Floor Area Ratio (FAR)* reflects the percentages of residential and/or non-residential uses allowed on a lot and a ratio of the floor area of a building to the area of the lot in the future land use categories.

TABLE 3a

MAXIMUM DWELLING UNITS PER ACRE

Comprehensive Plan Land Use Classification	Zoning Districts																	East Stuart		
	R1-A	R-1	R-2	R-3	~~RPUD[1]~~	B-1	B-2	B-3	B-4	~~CPUD~~	P	I	~~IPUD~~	H	~~PSPUD~~	~~MXPUD~~	~~Urban Code District~~	GRO	BMU	SFD
Low Density Residential	4	5	7		~~4[2]/7[3]/15[4]~~					-			-		-	-	-			
Multi-family Residential				10	~~4[2]/7[3]/15[4]~~	10	L	L		-			-		-	~~15[5]~~	-			
Office/Residential				10	~~15~~	10	10	10		~~5[7]/7[8]/10[9]~~			-		-	~~15[5]~~	-			
Commercial				10	-	10	L	L		~~5[7]/7[8]/10[9]~~			-		-	~~15[5]~~	-			
Downtown Redevelopment				15/30[27]	~~15~~	15/30[7]	15/30[7]			~~5[7]/7[8]/10[9]~~			-		-	~~15[5]~~	~~15/30[6]~~			
Neighborhood/ Special Dist.					~~15~~					~~5[7]/7[8]/10[9]~~			-		-	~~15[5]~~	~~15/30[6]~~			
Industrial					-					-			-		-	-	-			
East Stuart					-					-			-		-	~~15[5]~~	-	17 ~~15/30[10]~~	17 ~~15/30[10]~~	17
Marine/Industrial				15	-		15			-			-		-	~~15[5]~~	~~15/30[6]~~			
Public					-					-	E		-		-	-	-			
Recreation					-					-			-		-	-	-			
Institutional					~~4[2]/7[3]/15[4]~~					-			-		-	-	-			

Conservation																					

R-1A Single Family - Estate; R-1 Single Family - General; R-2 Duplex; R-3 Multi-Family/Office; R-M Residential Multi-Family; B-1 Business -Limited; B-2 Business-General; B-3 Business-Restricted; B-4 Limited Business/Manufacturing; P Public Service; I Industrial; H Hospital; Planned Unit Development (PUD) includes Residential (RPUD), Commercial (CPUD), Public Service (PSPUD), Industrial (IPUD), and Mixed Use (MXPUD); Urban Code District includes Urban General (UG), Urban Center (UC), Urban Neighborhood (UN), Urban Highway (UH), Urban Waterfront (UW); East Stuart District includes Business and Mixed Use (BMU), General Residential and Office (GRO), Single-family and Duplex (SFD).

Footnotes:

1 = Assisted Living Facility (ALF) is allowed a maximum of 30 units per acre in land use classification multi-family residential, office/residential, and downtown redevelopment.

~~2 = Single Family Detached Dwelling Unit~~

~~3 = Single Family Attached Dwelling Unit~~

~~4 = Multi Family Dwelling Unit~~

~~5 = Potential Bonus Units Allowable. Where not less than 50% of the total residential units of site are smaller than 1,500 square feet in size, then at the sole discretion of the city commission, a residential unit variety density bonus may be awarded (Refer to Land Development Code Table 2.07.00.C).~~

~~6 = Up to 30 units with Major Urban Code Conditional Use~~

~~7~~2 = Based on R-1 Density Requirements

~~8 = Based on R-2 Density Requirements~~

~~9 = Based on R-3, B-1 and B-2 Density Requirements~~

~~10 = Up to 30 with East Stuart District Conditional Use Approval~~

E = Only Residential dwelling unit allowed and only by Conditional Use

L = Limited. No maximum density established by Land Development Code or Comprehensive Plan at this time. Rather, the term "Limited" is used instead of a numerical value.

[ ] = Not Permitted

TABLE 3b

MAXIMUM DWELLING UNITS PER ACRE FOR PLANNED UNIT DEVELOPMENT (PUD)

Comprehensive Plan Land Use Designation	RPUD		CPUD		MXPUD[2]		IPUD		UPUD		ESPUD		PSPUD	
	Out CRA	In CRA	Out CRA	In CRA	Out CRA	In CRA	Out CRA	In CRA	Out CRA	In CRA	Out CRA	In CRA	Out CRA	In CRA
Low Density Residential[1]	8.72 to 11.62	8.72 to 11.62	-	-	-	-	-	-	-	8.72 to 11.62	-	-	-	-
Multi-family Residential	30	30	30	30	15	15	-	-	-	30	-	-	-	-
Office/Residential	30	30	30	30	15	15	-	-	-	30	-	-	-	-
Commercial	10	15	10	15	10	15	-	-	-	15	-	-	-	-
Downtown Redevelopment	30	30	30	30	15	15	-	-	-	30	-	-	-	-
Neighborhood/ Special Dist.	15	15	15	15	15	15	-	-	-	15	-	-	-	-
Industrial	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Stuart	-	17	-	17	-	15	-	-	-	-	-	17	-	-
Marine/Industrial	15	15	15	15	15	15	-	-	-	15	-	-	-	-
Public	-	-					-	-	-	-	-	-	-	-
Recreation	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Institutional	30	30							-	30	-	-	-	-
Conservation	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Footnotes

1. Units per acre in an eligible PUD in the Low Density Residential designation are limited to 8.72 maximum for single family units to 11.62 maximum for duplex units.
2. Density bonus is available in an MXPUD

TABLE 4
INTENSITY OF DEVELOPMENT – LOT AREA AND FLOOR AREA RATIO (FAR)

Future Land Use Categories	% Lot Area Residential	% Lot Area Non-Residential	Non-Residential (maximum FAR)	>2.0 FAR
Low Density Residential	95-100	0-5	<0.75 FAR	N/A
Multi-family Residential	70-100	0-30	<3.0 FAR[1]/<.5 FAR[2]	<20 Acres[1]
Office/Residential	0-25	75-100	<3.0 FAR[1]/<1.5 FAR[2]	<10 Acres[1]
Commercial	0-15	85-100	<3.0 FAR[1]/<1.5 FAR[2]	<50 Acres[1]
Downtown Redevelopment	0-70	0-70	<4.0 FAR	<50 Acres[1]
Neighborhood/Special Dist.	30-90	10-70[3]	3.0 FAR[1]/<2.0 FAR[2]	<10 Acres[1]
Industrial	N/A	100	3.0 FAR[1]/<1.0 FAR[2]	<10 Acres[1]
East Stuart	70-100	0-30	<1.5 FAR	N/A
Marine/Industrial	0-25	0-75	<3.0 FAR	<5 Acres[1]
Public	N/A	100	<1.0 FAR	N/A
Recreation	N/A	100	<0.5 FAR	N/A
Institutional	N/A	100	<.75 FAR	N/A
Conservation	N/A	100	<10% ISR[4]	N/A

Footnotes:

1 = Inside Community Redevelopment Agency (CRA) Boundary
2 = Outside CRA Boundary
3 = Recreation Uses Shall Not Exceed 25 Percent of the Land Area
4 = ISR: Impervious Surface Ratio. Not to exceed 10,000 sq. feet

Note: The numbers in this table should be interpreted as follows (using a 1 acre lot and the Low Density Residential Future Land Use Category as an example):

1. The maximum amount of a 1 acre lot (43,560 square feet) that can be used for non-residential activities is 5% or 2,178 square feet.
2. The maximum Floor Area Ratio (FAR) allowed in this land use category is .75.
3. .75 of 2,178 square feet is 1,633 square feet which represents the maximum size of the non-residential structure that could be constructed within this land use category.

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Sec. 2.06.19. Rooftop dining

A. Definitions. The term "rooftop dining" is found in Chapter XII of this Code.

B. Procedure and locations. Rooftop dining shall be permitted in the B-1 and B-2 zoning districts by Major Conditional Use Approval; in the Urban District by a Major Urban Code Conditional Use Approval; in East Stuart by an East Stuart District Major Conditional Use Approval, or in Commercial Planned Unit Development (CPUD), Urban Planned Unit Development (UPUD), East Stuart Planned Unit Development (ESPUD) or Mixed Use Planned Unit Development (MXPUD). Any existing CPUD, UPUD, ESPUD or MXPUD may qualify for a rooftop dining area by obtaining a major PUD amendment.

C. *Standards*. Rooftop dining areas shall be subject to the following conditions:

a. The rooftop dining area shall be associated with an establishment doing business within the principal building. The floor immediately below the rooftop area must be occupied by a nonresidential use.

b. The preferred main access to the rooftop shall be from the interior space of the business within the principal building, provided an exterior access may be permitted upon demonstration of a de minimum impact on surrounding properties.

c. Use of the rooftop shall not exceed the hours of operation for the principal use, but in no event shall the rooftop be open and occupied later than 10:00 PM.

d. No live entertainment, music, speakers, television, or public address system shall be permitted on the rooftop. The windows and doors to areas where such noise originates shall be closed (except when being used as permitted means of egress), or such areas must be sound-proofed so as to prevent sound from being heard at the street level of the building.

e. Service areas, preparation stations and similar facilities shall be ancillary in nature, as determined by the City Commission, and shall service the rooftop dining area only.

f. All lights associated with the rooftop dining area shall be designed to effectively eliminate glare and not be directed towards property lines. All lighting associated with rooftop dining areas shall be turned off when the area is not in use.

g. Walls or railings shall comply with the applicable Florida Building Code requirements.

h. All applications for rooftop dining shall be accompanied by an engineer's or architect's certification that the proposed use is compliant with all applicable codes, including ADA, Building Code and Life Safety Code standards, and that the subject building is structurally capable of supporting the additional loads.

i. Seats associated with rooftop dining areas shall not be creditable towards obtaining a 4COP-SRX license; and the square footage of rooftop dining area will not be subject to the 30% gross floor area limitation in the Old Downtown Section as regulated by Section 4-3 of the Stuart Code of Ordinances.

j. The number of rooftop seats permitted in the Old Downtown District shall be capped at 24 per establishment unless a supplemental parking arrangement is proposed by the applicant and accepted by the City Commission.

k. To prevent litter and the possibility of intrusion by rodents, birds or other pests, rooftop dining areas shall at all times, when the area is not in use, be kept free of trash, debris and food waste.

D. Expiration and revocation.

a. Approval for a rooftop dining area shall expire automatically upon the sale of the establishment and cannot be transferred to a subsequent owner. The subsequent owner may apply for a new conditional use permit.

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2.07.00 DESIGNATION OF PLANNED UNIT DEVELOPMENT (PUD)

A. *Purpose.* The purpose of this section 2.07.00 is to provide an alternative means of residential, commercial, public service and industrial land development and an alternative zoning procedure that may be used to establish residential, commercial, public service and industrial planned unit development zoning districts at appropriate locations and in accordance with the planning and development objectives of the city.

A planned unit development (PUD) established according to the provisions of this section may depart from the strict application of use, setback, parking requirements, and other requirements of standard zoning districts. A PUD shall be consistent with the overall planning and development goals and objectives of the city as reflected by the City of Stuart Comprehensive Plan. A primary purpose of this section is to provide a set of zoning requirements as a starting point from ~~standards by~~ which such flexibility may be accomplished while maintaining and protecting the public health, safety and welfare of the citizens.

A second purpose of this section is to establish a ~~more complete~~ resilient living and working environment through the application of enlightened and imaginative approaches to community planning, stormwater infrastructure and property design. A PUD should provide a variety of natural features and scenic areas, efficient and economical land use, improved amenities, orderly and economical development and the protection of adjacent existing and future development. Therefore, the PUD alternative may allow uses and design concepts which are not specifically allowed in standard zoning districts.

To the extent that any provisions of this section conflict with any other provisions of this Code, the provisions of this section shall prevail.

(Ord. No. 1877-02, § 2, 7-22-02)

B. *PUD defined.* A PUD may be a residential planned unit development (RPUD), a commercial planned unit development (CPUD), a mixed-use planned unit development (MXPUD), a~~nd~~ industrial planned unit development (IPUD), a urban planned unit development (UPUD), a East Stuart planned unit development (ESPUD) or a public service planned unit development (PSPUD). A PUD shall consist of land under unified control which may be planned and developed as a whole as a single development operation or as an approved programmed series of development operations by multiple developers. A typical PUD will include principal and accessory uses and structures substantially related to the character of the development itself and to the surrounding area of which it is a part.

As used above, "unified control" means that all land to be included within a PUD shall be owned or otherwise under the legal control of the person or legal entity which has applied for PUD district zoning. Such person or entity shall be legally capable of providing a commitment to the city that the PUD development will comply with all PUD documents, plans, standards and conditions ultimately approved by the city.

A PUD district shall consist of the approved PUD classification and the regulations thereof set forth in this section 2.07.00, and as well as any other documents specifically included within the PUD ordinance adopted by the city commission. The ordinance approving a PUD shall be deemed a zoning ordinance. The provisions of the PUD zoning ordinance shall replace all conflicting development regulations set forth in this Code which would otherwise apply to the development site. The PUD ordinance shall be recorded in the public records of Martin County. The PUD applicant shall also execute a PUD agreement that incorporates the terms and conditions that are set forth in the PUD ordinance.

The applicant may proceed with development only after a plat, if required by the city commission, is recorded in the Martin County public records and after certification by the city development director that the construction plans and other required documents substantially conform to all documents approved as part of the PUD ordinance. The applicant must produce evidence that would bind his successors in title to any commitments made upon approval of PUD.

(Ord. No. 1777-01, § 1, 4-9-01; Ord. No. 1865-02, § 1, 6-24-02; Ord. No. 1877-02, § 2, 7-22-02; Ord. No. 2077-06, § 2, 7-10-06)

C. *PUD district to be shown on official zoning map of the city.* The boundaries of land zoned PUD by ordinance of the city commission shall be indicated as such on the official zoning map of the city.

D. *Residential planned unit development districts.*

1. *Location.* An RPUD may be located anywhere in the city in any area defined and described as "low density residential," "multi-family residential," "office/residential," "institutional," "downtown redevelopment", "neighborhood/special district", “East Stuart”, or

"marine/industrial" by the Future Land Use Element of the City of Stuart's comprehensive plan.

2. *Uses.* The buildings, structures, land and water within an RPUD may be used for any of the following uses:

   a. A combination of uses permitted in the zoning classifications of R-1A, R-1, R-2 and R-3 districts.

   b. Residential uses not specifically permitted in the R-1A, R-1, R-2 or R-3 districts but which are of a like nature and quality to those uses permitted in said districts as determined by the City Commission.

   c. Commercial uses which are compatible with the residential uses permitted in the RPUD district provided the commercial uses shall not comprise more than 30 percent of the total development site and shall be buffered from the residential uses by site design and landscaping.

   d. A vertical as well as horizontal combination of residential and commercial uses which are mutually compatible as determined by the City Commission provided the commercial uses shall not comprise more than 30 percent of the total development gross square footage

3. *Density.* The ~~net~~gross residential density for an RPUD shall not exceed the maximum permitted as prescribed by ~~the following:~~ policy A7.2 of the City of Stuart Comprehensive Plan relating to Gross Densities:

   ~~a. Single family, detached: Four dwelling units per acre.~~

   ~~b. Single family, attached: Seven dwelling units per acre.~~

   ~~c. Multiple family residential: 15 dwelling units per acre.~~

4. *General.* The following general requirements shall apply to an RPUD district:

   a. RPUD standards regarding circulation, parking, utilities, drainage, open space, density and other standards shall apply as described in this code except as modified by the city commission as reflected by the adopted RPUD ordinance.

   b. Open space. Not less than 30 percent of the RPUD shall be open space as defined herein. Required open space may include native vegetation areas and landscape buffers between the site and adjacent property; however, other required landscaping shall not count towards the open space requirement. In the event that less than 25 percent of the RPUD is comprised of native vegetation area, then all existing native vegetation area shall be maintained as part of the required open space.

   c. Maximum building area.~~-~~Building coverage shall not exceed the maximum Floor Area Ratio (FAR) as defined in the Comprehensive Plan and section 2.03.06 *Table 4 – Intensity of Development: Lot Area and Floor Area Ratio (FAR).*~~Not more than 30 percent of the total development site shall be covered by buildings~~.

d. Native vegetation. Excluding wetlands defined by the SFWMD, not less than 25 percent of the total development site shall remain as undeveloped native vegetation area. The required native vegetation area may include open space areas and the landscape buffer between the site and adjacent property; however, other required landscaping such as parking area interior landscaping shall not count towards the native vegetation requirement. The location of the native vegetation area shall be determined using a study of the site with consideration to the value of existing vegetation.

(Ord. No. 2054-05, § 1, 11-28-05)

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E. *Urban planned unit development (UPUD) districts.*

a. Location. An UPUD may be located anywhere in the defined Community Redevelopment Area of the city and areas defined and described "low-density residential", "office/residential", "multi-family residential", "commercial", "industrial", "institutional", "marine-industrial", "recreation", "downtown redevelopment", or "public", by the Future Land Use Element of the City of Stuart's comprehensive plan, and which is of suitable character and compatible with surrounding uses as determined by the City Commission.

b. Uses permitted in an UPUD district. The uses of buildings, structures, land or water within a UPUD district are subject to the permitted uses outlined in section 3.01.03.F.2 Urban Code District Uses.

c. UPUD development standards shall be benchmarked against one of the Urban Districts as defined in section 3.01.00 Urban Code having regard to building placement, building height, parking, curb cuts, stormwater, open space, landscaping, architectural standards and the urban district design objectives. UPUD standards regarding circulation, parking, utilities, drainage, open space, density and other standards shall apply as described in this code except as modified by the city commission as reflected by the adopted UPUD ordinance.

F. *East Stuart planned unit development (ESPUD) districts.*

a. Location. An ESPUD may be located anywhere in the area defined and described "east stuart" by the Future Land Use Element of the City of Stuart's comprehensive plan, and which is of suitable character and compatible with surrounding uses as determined by the City Commission.

b. Uses permitted in an ESPUD district. The uses of buildings, structures, land or water within a ESPUD district are subject to the permitted uses outlined in section 3.02.05 East Stuart Code.

c. ESPUD development standards shall have regard to section 3.02.05 Development standards for the East Stuart Code District in relation to building placement, building height, parking, curb cuts, stormwater, open space, landscaping, architectural standards

and the east stuart code design objectives. ESPUD standards shall apply as described in this code except as modified by the city commission as reflected by the adopted ESPUD ordinance.

SECTION 2: All ordinances or parts of ordinances herewith are hereby repealed to the extent of such conflict.

SECTION 3: If any word, clause, sentence, paragraph, section or part thereof contained in this Ordinance is declared to be unconstitutional, unenforceable, void or inoperative by a court of competent jurisdiction, such declaration shall not affect the validity of the remainder of this Ordinance.

SECTION 4: The provision of Sections 1 of this ordinance shall be codified.

SECTION 5: This ordinance shall take effect upon adoption

Passed on first reading the ____ day of _____, 2019.
Commissioner _____ offered the foregoing Ordinance and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT	ABSTAIN
REBECCA S. BRUNER, MAYOR				
EULA R. CLARKE, VICE MAYOR				
KELLI GLASS LEIGHTON, COMMISSIONER				
MERRITT MATHESON, COMMISSIONER				
MIKE MEIER, COMMISSIONER				

ADOPTED on second and final reading this _____day of _____, 2019.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
REBECCA S. BRUNER
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

ORDINANCE No. 2401-2019: AN ORDINANCE OF THE CITY OF STUART, FLORIDA, AMENDING THE EXISTING SECTION OF CHAPTER II ENTITLED "ZONING DISTRCTS USES ALLOWED, DENSITY, INTENSITY" AND CREATING ADDITIONAL ZONING DISTRICT DESIGNATIONS OF URBAN PLANNED UNIT DEVELOPMENT AND EAST STUART PLANNED UNIT DEVELOPMENT; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES

Stuart DEVELOPMENT

REASON

The LDC does not provide adequate provision for Planned Unit Development that meets the objectives and policies of the Comprehensive Plan within the Community Redevelopment Area and in the East Stuart Code area.

PROPOSAL

Amend the Land Development Code to provide for:

- Urban Planned Unit Development
- East Stuart Planned Unit Development

AMENDMENTS

- Table 2 (multiple tables) of Residential, Business, Public Service, Industrial, Hospital and RPUD, CPUD, MXPUD, PSPUD and IPUD District Uses are consolidated into a singular table (Table 2).
- Uses allowed within the proposed Urban PUD and East Stuart PUD are controlled by section 3.01.00 Urban Code and section 3.02.00 East Stuart Code respectively.
- Section 2.03.03 removes the phrase ‘density bonus’.
- Table 3a Removes reference to PUD and Urban Code Districts, which are placed in a new table 3b to include UPUD and PSPUD.
- Section 2.06.19 permits rooftop dining in UPUD and ESPUD districts.

AMENDMENTS

- Section 2.07.00 A. amendments to include 'resilient' living and working environment and allows for imaginative stormwater infrastructure solutions.
- Section 2.07.00 B. PUD defined, includes UPUD and ESPUD districts.
- Section 2.07.00 D.3. Density. Sets density in RPUD's to meet that which is prescribed in the Comprehensive Plan.
- Section 2.07.00 D.4.c Floor Area Ratio to comply with Comprehensive Plan.
- Section 2.07.00 E. Creates the Urban Planned Unit Development zoning district requirements.
- Section 2.07.00 F. Creates the East Stuart Planned Unit Development zoning district requirements.

Stuart DEVELOPMENT

RECOMMENDATION

Staff recommend that the City Commission approve Ordinance 2401 – 2019 at first reading.