



City of Stuart

A G E N D A
STUART COMMUNITY REDEVELOPMENT/HISTORIC PRESERVATION BOARD

TO BE HELD MAY 4, 2021 AT 4:00 PM
121 SW FLAGLER AVENUE, STUART FL 34994
121 S.W. FLAGLER AVE.
STUART, FLORIDA 34994

COMMUNITY REDEVELOPMENT BOARD

Chairman - Chris Lewis
Vice Chairman - Tom Campenni
Board Member - Nina Dooley
Board Member - Katherine Makemson
Board Member - Nikolaus Schroth
Board Member - Frank Wacha
Board Member - Pete Walson

ADMINISTRATIVE

Development Director, Kev Freeman
CRA Administrator, Pinal Gandhi-Savdas
Board Secretary, Jordan Pinkston

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 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.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF MINUTES

1. Approval of April 6, 2021 Minutes

APPROVAL OF AGENDA

COMMENTS FROM THE PUBLIC (3 min. max)

COMMENTS FROM THE BOARD MEMBERS

COMMUNITY REDEVELOPMENT BOARD

1. Resolution No. 02-2021 Amendment to the Downtown Outdoor Dining Program Guidelines
2. Presentation: Federal Highway Master Plan

OTHER MATTERS BEFORE THE BOARD

HISTORIC PRESERVATION BOARD MATTERS

STAFF UPDATE

ADJOURNMENT

UPCOMING MEETINGS and EVENTS

**CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CRB/HPB Board**

Meeting Date:5/4/2021

Prepared by:Jordan Pinkston

Title of Item:

Approval of April 6, 2021 Minutes.

Summary Explanation/Background Information on Agenda Request:

N/A.

Funding Source:

N/A.

Recommended Action:

Approve.

ATTACHMENTS:

Description	Upload Date	Type
▢ CRB Minutes_4.6.2021	4/27/2021	Cover Memo



MINUTES

COMMUNITY REDEVELOPMENT/HISTORIC PRESERVATION BOARD

APRIL 6, 2021 AT 4:00PM
CITY COMMISSION CHAMBERS
121 S.W. FLAGLER AVE.
STUART, FLORIDA 34994

COMMUNITY REDEVELOPMENT BOARD MEMBERS

Chairman – Chris Lewis
Vice Chairman – Tom Campenni
Board Member – Nina Dooley
Board Member – Katherine Makemson
Board Member – Nikolaus Schroth
Board Member – Frank Wacha
Board Member – Pete Walson

ADMINISTRATIVE

Development Director, Kev Freeman
CRA Administrator, Pinal Gandhi-Savdas
Board Secretary, Jordan Pinkston

CALL TO ORDER

ROLL CALL

Present: Chris Lewis, Tom Campenni, Nina Dooley, Katherine Makemson, Frank Wacha, Pete Walson, Nikolaus Schroth

Absent: None.

PLEDGE OF ALLEGIENCE

APPROVAL OF MINUTES

Action: Approve March 2, 2021 Minutes.

Moved by: Tom Campenni

Seconded by: Frank Wacha

Motion passed unanimously.

APPROVAL OF AGENDA

Action: Approve with moving item #3, Presentation of Seminole Streetscape Design and Undergrounding of Overhead Utilities within the project limit, to the last item on the agenda.

Moved by: Tom Campenni

Seconded by: Frank Wacha

Motion passed unanimously.

COMMENTS FROM THE PUBLIC ON NON-AGENDA ITEMS (3 min. max): None.

COMMENTS FROM THE BOARD MEMBERS ON NON-AGENDA ITEMS: None.

COMMUNITY REDEVELOPMENT BOARD

1. **SPORTFISH UPUD: REZONING TO UPUD (QUASI JUDICIAL)(RC) AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AMENDING THE CITY'S OFFICIAL ZONING MAP, THEREBY APPLYING A LAND DEVELOPMENT ZONING DESIGNATION OF UPUD "URBAN PLANNED UNIT DEVELOPMENT" TO A PARCEL OF LAND TOTALING 0.63 ACRES, LOCATED AT 304 NE FLAGLER AVENUE, BEING MORE FULLY DESCRIBED IN EXHIBIT "A" ATTACHED; ESTABLISHING THE "SPORTFISH MARINA" URBAN PLANNED UNIT DEVELOPMENT (UPUD) CONSISTING OF A 37-ROOM BOUTIQUE HOTEL AND 49 SLIP MARINA, AND ALLOWING USES PERMITTED IN THE URBAN DISTRICT; PROVIDING FOR APPROVAL OF A SITE PLAN; PROVIDING FOR DEVELOPMENT CONDITIONS; DECLARING THE PROJECT TO BE CONSISTENT 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 PROVIDING FOR ACCEPTANCE BY THE APPLICANT AND FOR OTHER PURPOSES.**

PRESENTATION: Kev Freeman, Development Director  4:02 PM
Mike McCarty, McCarty & Associates  4:08 PM
Brent Wood, Architect

COMMENTS FROM THE PUBLIC (3 min. max):

1. Bill King (NW Flagler) – Representing Harbor Ridge Condominium Association. Agrees it would be an esthetic improvement, but concerned about traffic, parking, pedestrian accommodations, and safety.

COMMENTS FROM THE BOARD MEMBERS:

Nik Schroth asked for confirmation of compliance with city's code, such as the roof equipment and board walk design.

Kev Freeman addressed his concerns.

Mike Mortell explained the vision for the boardwalk being open to the public.

Katie Makemson asked about additional access points to the boardwalk.

Mike McCarty showed where the pedestrian connections will be for the boardwalk.

The applicant discussed additional amenities that will be offered to the public.

Tom Campenni asked about wet slips and said he would like a condition to only rent 12 slips to non-hotel users.

Mike MacCarty explained that the code requires one parking space per five wet slips, and the project's parking intentions.

Mike Mortell clarified that there cannot be liveaboards for more than 5 days by the Development Order.

Mike McCarty explained that their proposal complies with code.

Chris Lewis asked if the applicant has done community outreach about any foreseen issues.

Mike McCarty explained that he does not foresee any issues.

Frank Wacha commented about the current parking issues and encouraged the applicant to meet with residents and withhold a certain amount of slips from being rented. He made comments about the filtration system being used and how it correlates to parking.

Joe Capra addressed filtration comments and made a suggestion about parking.

COMMENTS FROM THE PUBLIC (3 min. max):

2. Leslie O'Connor (NW Flagler) – Commented about parking currently being an issue and foresees parking still being an issue. She asked about the restaurant.

Mike Mortell explained the back story for the Harbor Ridge project and neighboring parcels.

Tom Campenni discussed his concerns about parking and boat slip ratios.

Tom Campenni made a condition to his motion.

Nik Schroth disagreed with Tom's conditions and concerns about parking.

Mike McCarty clarified that they are in compliance with parking requirements.

David Foster explained their submerged land lease and their intention to open boat slips on a first come first served basis to the public and guests.

MOTION

Action: Approve with the following conditions:

1. No liveaboards at the marina
2. Rent up to 15 of 49 slips to the general public.

Moved by: Tom Campenni

Seconded by: Frank Wacha

Motion denied 4/3.

Chris Lewis – No

Tom Campenni – Yes

Nina Dooley -- Yes

Katherine Makemson -- Yes

Frank Wacha -- No

Pete Walson – No

Nikolaus Schroth – No

COMMENTS FROM THE PUBLIC (3 min. max):

3. Leslie O'Connor (NW Flagler) – She is looking for solutions to her concerns.

COMMENTS FROM THE BOARD MEMBERS:

Nik Schroth attempted to address the public comment and encouraged Leslie O'Connor to come before commission.

Mike Mortell confirmed the applicant's notice requirements.

Action: Approve with the following condition:

1. No liveaboards at the marina

Moved by: Nik Schroth

Seconded by: Pete Walson

Motion passed with Tom Campenni opposing.

2. **A RESOLUTION OF THE COMMUNITY REDEVELOPMENT BOARD OF THE CITY OF STUART, FLORIDA, GRANTING A MINOR URBAN CODE CONDITIONAL USE APPROVAL FOR PUBLIC ARTWORK REQUIRED AS A CONDITION OF DEVELOPMENT FOR THE NEW AVONLEA PUD PARCEL 2 AND 12 RESIDENTIAL DEVELOPMENT FOR PROPERTY LOCATED ON THE NORTH AND SOUTH SIDE OF BAKER ROAD, WEST OF CARDINAL AVENUE IN THE CITY OF STUART, AS DESCRIBED**

WITHIN THE ATTACHED LEGAL DESCRIPTION; GRANTING APPROVAL TO LOCATE THE AVONLEA GATEWAY PIECE BY ARTIST DALE ROGERS; PROVIDING AN EFFECTIVE DATE; PROVIDING FOR CONDITIONS OF APPROVAL; AND FOR OTHER PURPOSES. (RC)

PRESENTATION: Kev Freeman, Development Director  5:07 PM

COMMENTS FROM THE BOARD MEMBERS:

Frank Wacha and Nikolaus Schroth addressed that they will need to abstain for conflict of interest.

COMMENTS FROM THE PUBLIC (3 min. max): None.

COMMENTS FROM THE BOARD MEMBERS:

Pete Walson addressed the amenities being proposed.

Nik Schroth (as the applicant) explained additional amenities included, such as bike racks, benches, bus stop and crosswalks.

MOTION

Action: Approve.

Moved by: Tom Campenni

Seconded by: Pete Walson

Motion passed unanimously.

Mike Mortell requested that the agenda be reverted back to the original order to accommodate the project's consultant.

3. PRESENTATION OF SEMINOLE STREETScape DESIGN AND UNDERGROUNDING OF OVERHEAD UTILITIES WITHIN THE PROJECT LIMIT.

PRESENTATION: Pinal Gandhi-Savdas, CRA Administrator  5:12 PM
David Brannon, Brannon & Gillespie LLC  5:14 PM
Brian Goode, Kimley Horn & Associates

COMMENTS FROM THE PUBLIC (3 min. max):

1. Kathy Spurgeon (SW Osceola Street) – Concerned about on-street parking on Seminole Street, traffic, pedestrian safety. Recommended better signage to warn of pedestrians walking.

COMMENTS FROM THE BOARD MEMBERS:

Katie Makemson asked about pedestrian lighting.

Brian Goode explained that they are going to have uniform pole lighting.

Discussion occurred about a commercial loading zone and transformers.

Katie Makemson asked about the color of the pavers.

Brian Goode confirmed that they would be tri-colored as pictured.

4. BUDGET AMENDMENT TO ALLOCATE CRA FUNDS FOR THE SITE PLANNING AND DESIGN OF THE GUY DAVIS COMMUNITY PARK PROJECT (PHASE 1) RESOLUTION NUMBER 03-2021 CRA; A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING BUDGET AMENDMENT #2 TO THE FY 2021 CRA BUDGET TO TRANSFER FUNDS FROM THE CRA FUND BALANCE TO ALLOCATE FOR THE SITE PLANNING AND DESIGN OF THE GUY DAVIS PARK IN THE AMOUNT OF \$344,517; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

PRESENTATION: Pinal Gandhi-Savdas, CRA Administrator

 5:36 PM

COMMENTS FROM THE PUBLIC (3 min. max): None.

COMMENTS FROM THE BOARD MEMBERS:

Nina Dooley asked if the tennis court will remain.

Pinal Gandhi-Savdas confirmed they will.

MOTION

Action: Approve.

Moved by: Tom Campenni

Seconded by: Frank Wacha

Motion passed unanimously.

OTHER MATTERS BEFORE THE BOARD: None.

HISTORIC PRESERVATION BOARD MATTERS: None.

STAFF UPDATE: None.

ADJOURNMENT:  5:39 PM

MOTION

Action: Adjourn.

Moved by: Tom Campenni

Seconded by: Frank Wacha

Motion passed unanimously.

UPCOMING MEETINGS and EVENTS: None.

Chris Lewis, Chair

Jordan Pinkston, Board Secretary

FORM 8B MEMORANDUM OF VOTING CONFLICT FOR COUNTY, MUNICIPAL, AND OTHER LOCAL PUBLIC OFFICERS

LAST NAME—FIRST NAME—MIDDLE NAME wacha frank albert		NAME OF BOARD, COUNCIL, COMMISSION, AUTHORITY, OR COMMITTEE Community Redevelopment Board	
MAILING ADDRESS po box 1610		THE BOARD, COUNCIL, COMMISSION, AUTHORITY OR COMMITTEE ON WHICH I SERVE IS A UNIT OF:	
CITY jensen beach martin	COUNTY	☒ CITY ☐ COUNTY ☐ OTHER LOCAL AGENCY	
DATE ON WHICH VOTE OCCURRED		NAME OF POLITICAL SUBDIVISION: City of Stuart	
		MY POSITION IS: ☐ ELECTIVE ☒ APPOINTIVE	

WHO MUST FILE FORM 8B

This form is for use by any person serving at the county, city, or other local level of government on an appointed or elected board, council, commission, authority, or committee. It applies to members of advisory and non-advisory bodies who are presented with a voting conflict of interest under Section 112.3143, Florida Statutes.

Your responsibilities under the law when faced with voting on a measure in which you have a conflict of interest will vary greatly depending on whether you hold an elective or appointive position. For this reason, please pay close attention to the instructions on this form before completing and filing the form.

INSTRUCTIONS FOR COMPLIANCE WITH SECTION 112.3143, FLORIDA STATUTES

A person holding elective or appointive county, municipal, or other local public office **MUST ABSTAIN** from voting on a measure which would inure to his or her special private gain or loss. Each elected or appointed local officer also **MUST ABSTAIN** from knowingly voting on a measure which would inure to the special gain or loss of a principal (other than a government agency) by whom he or she is retained (including the parent, subsidiary, or sibling organization of a principal by which he or she is retained); to the special private gain or loss of a relative; or to the special private gain or loss of a business associate. Commissioners of community redevelopment agencies (CRAs) under Sec. 163.356 or 163.357, F.S., and officers of independent special tax districts elected on a one-acre, one-vote basis are not prohibited from voting in that capacity.

For purposes of this law, a "relative" includes only the officer's father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, and daughter-in-law. A "business associate" means any person or entity engaged in or carrying on a business enterprise with the officer as a partner, joint venturer, coowner of property, or corporate shareholder (where the shares of the corporation are not listed on any national or regional stock exchange).

* * * * *

ELECTED OFFICERS:

In addition to abstaining from voting in the situations described above, you must disclose the conflict:

PRIOR TO THE VOTE BEING TAKEN by publicly stating to the assembly the nature of your interest in the measure on which you are abstaining from voting; *and*

WITHIN 15 DAYS AFTER THE VOTE OCCURS by completing and filing this form with the person responsible for recording the minutes of the meeting, who should incorporate the form in the minutes.

* * * * *

APPOINTED OFFICERS:

Although you must abstain from voting in the situations described above, you are not prohibited by Section 112.3143 from otherwise participating in these matters. However, you must disclose the nature of the conflict before making any attempt to influence the decision, whether orally or in writing and whether made by you or at your direction.

IF YOU INTEND TO MAKE ANY ATTEMPT TO INFLUENCE THE DECISION PRIOR TO THE MEETING AT WHICH THE VOTE WILL BE TAKEN:

- You must complete and file this form (before making any attempt to influence the decision) with the person responsible for recording the minutes of the meeting, who will incorporate the form in the minutes. (Continued on page 2)

APPOINTED OFFICERS (continued)

- A copy of the form must be provided immediately to the other members of the agency.
- The form must be read publicly at the next meeting after the form is filed.

IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:

- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

DISCLOSURE OF LOCAL OFFICER'S INTEREST

I, Frank A Wacha, hereby disclose that on 6/4, 20 21 :

(a) A measure came or will come before my agency which (check one or more)

- ☐ inured to my special private gain or loss;
- ☐ inured to the special gain or loss of my business associate, Nik Schroth ;
- ☐ inured to the special gain or loss of my relative, _____ ;
- ☐ inured to the special gain or loss of _____, by
whom I am retained; or
- ☐ inured to the special gain or loss of _____, which
is the parent subsidiary, or sibling organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

I am a Avonlea property owner.

If disclosure of specific information would violate confidentiality or privilege pursuant to law or rules governing attorneys, a public officer, who is also an attorney, may comply with the disclosure requirements of this section by disclosing the nature of the interest in such a way as to provide the public with notice of the conflict.

4/7/21
Date Filed

[Signature]
Signature

NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED \$10,000.

FORM 8B MEMORANDUM OF VOTING CONFLICT FOR COUNTY, MUNICIPAL, AND OTHER LOCAL PUBLIC OFFICERS

LAST NAME—FIRST NAME—MIDDLE NAME Schroth, Nikolaus M		NAME OF BOARD, COUNCIL, COMMISSION, AUTHORITY, OR COMMITTEE City of Stuart Community Redevelopment Board	
MAILING ADDRESS 100 S.W. Albany Avenue, 200		THE BOARD, COUNCIL, COMMISSION, AUTHORITY OR COMMITTEE ON WHICH I SERVE IS A UNIT OF:	
CITY Stuart, FL 34994	COUNTY Martin	☒ CITY ☐ COUNTY ☐ OTHER LOCAL AGENCY	
DATE ON WHICH VOTE OCCURRED 4/6/2021		NAME OF POLITICAL SUBDIVISION: City of Stuart	
		MY POSITION IS: ☐ ELECTIVE ☒ APPOINTIVE	

WHO MUST FILE FORM 8B

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Your responsibilities under the law when faced with voting on a measure in which you have a conflict of interest will vary greatly depending on whether you hold an elective or appointive position. For this reason, please pay close attention to the instructions on this form before completing and filing the form.

INSTRUCTIONS FOR COMPLIANCE WITH SECTION 112.3143, FLORIDA STATUTES

A person holding elective or appointive county, municipal, or other local public office **MUST ABSTAIN** from voting on a measure which would inure to his or her special private gain or loss. Each elected or appointed local officer also **MUST ABSTAIN** from knowingly voting on a measure which would inure to the special gain or loss of a principal (other than a government agency) by whom he or she is retained (including the parent, subsidiary, or sibling organization of a principal by which he or she is retained); to the special private gain or loss of a relative; or to the special private gain or loss of a business associate. Commissioners of community redevelopment agencies (CRAs) under Sec. 163.356 or 163.357, F.S., and officers of independent special tax districts elected on a one-acre, one-vote basis are not prohibited from voting in that capacity.

For purposes of this law, a "relative" includes only the officer's father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, and daughter-in-law. A "business associate" means any person or entity engaged in or carrying on a business enterprise with the officer as a partner, joint venturer, coowner of property, or corporate shareholder (where the shares of the corporation are not listed on any national or regional stock exchange).

* * * * *

ELECTED OFFICERS:

In addition to abstaining from voting in the situations described above, you must disclose the conflict:

PRIOR TO THE VOTE BEING TAKEN by publicly stating to the assembly the nature of your interest in the measure on which you are abstaining from voting; *and*

WITHIN 15 DAYS AFTER THE VOTE OCCURS by completing and filing this form with the person responsible for recording the minutes of the meeting, who should incorporate the form in the minutes.

* * * * *

APPOINTED OFFICERS:

Although you must abstain from voting in the situations described above, you are not prohibited by Section 112.3143 from otherwise participating in these matters. However, you must disclose the nature of the conflict before making any attempt to influence the decision, whether orally or in writing and whether made by you or at your direction.

IF YOU INTEND TO MAKE ANY ATTEMPT TO INFLUENCE THE DECISION PRIOR TO THE MEETING AT WHICH THE VOTE WILL BE TAKEN:

- You must complete and file this form (before making any attempt to influence the decision) with the person responsible for recording the minutes of the meeting, who will incorporate the form in the minutes. (Continued on page 2)

APPOINTED OFFICERS (continued)

- A copy of the form must be provided immediately to the other members of the agency.
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IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:

- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

DISCLOSURE OF LOCAL OFFICER'S INTEREST

I, Nikolaus M. Schroth, hereby disclose that on April 6,, 20 21 :

(a) A measure came or will come before my agency which (check one or more)

- ☐ inured to my special private gain or loss;
- ☐ inured to the special gain or loss of my business associate, _____ ;
- ☐ inured to the special gain or loss of my relative, _____ ;
- ☐ inured to the special gain or loss of _____, by whom I am retained; or
- ☐ inured to the special gain or loss of _____, which is the parent subsidiary, or sibling organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

The matter before the board was an item to which I was the applicant. The application was for the board to approve public art for a development project.

If disclosure of specific information would violate confidentiality or privilege pursuant to law or rules governing attorneys, a public officer, who is also an attorney, may comply with the disclosure requirements of this section by disclosing the nature of the interest in such a way as to provide the public with notice of the conflict.

4/8/2021

Date Filed


Signature

NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED \$10,000.

**CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CRB/HPB Board**

Meeting Date:5/4/2021

Prepared by:Pinal Gandhi-Savdas

Title of Item:

AMENDMENT TO THE OUTDOOR DINING PROGRAM GUIDELINES AND POLICIES

RESOLUTION NUMBER 02-2021 CRA; A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AMENDING THE DOWNTOWN OUTDOOR DINING PROGRAM GUIDELINES AND POLICIES; ALLOWING FOR ADDITIONAL SHADE ELEMENTS FOR THE OUTDOOR DINING AREAS; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

The trend for outdoor dining accelerated because of the pandemic and it has given cities an opportunity to reinvent themselves. All across America, cities are embracing parklets like never before and cities are coming up with innovative designs for permanent parklets/outdoor dining that will remain a hit even after the pandemic is behind us.

In the recent months, staff have received several inquiries from downtown restaurant owners in regards to allowing different design/shade elements over the outdoor dining deck area to provide a more comfortable dining experience to customers. Currently, the Outdoor Dining Program allows only umbrellas for shade within the outdoor dining area. The restaurant owners have expressed that umbrellas have to be replaced constantly and is not cost effective, and the base is a tripping hazard. Because of the pandemic and a rise in costumers requesting to sit outdoor for dining, the restaurant owners would like to exceed their customer's dining experience by providing a property covered area to allow customers to sit outside during less optimal weather conditions. Restaurants have expressed concerns about their financial stability during the pandemic and going out of business if economic conditions remain, especially as we go into a slow season.

Restaurant owners believe customers are more likely to sit outside if the outdoor dining area is inviting and provides comfortable space. A busy outdoor dining area draws attention to the restaurant attracting customers especially during off-peak season, otherwise the restaurant can easily go unnoticed or looks closed, adding to the economic impact. An attractive and vibrant outdoor dining setting has a potential bring more visitors and pedestrian activities to downtown and creating an urban environment.

In March, the Community Redevelopment Board requested staff to establish new guidelines and policies to allow various shade structures, other than umbrellas, over the outdoor dining deck area. The proposed guidelines recommends new shade structures including aluminum pergola, awnings and sail shades for the program. Establishments seeking any other type of furniture, fixtures or shade element other than what is currently permitted will require a formal submittal, site design and approval by the Community Redevelopment Board.

The attached exhibit provides details about the program guidelines and policies. Please note that over the years there have been multiple amendments to the Outdoor Dining Program guidelines, the proposed program guidelines includes the existing policies and new policies in one document to avoid conflicts.

Funding Source:

N/A

Recommended Action:

Recommend to the CRA Board to Approve Resolution No. 02-2021 (CRA), amending the Outdoor Dining Program guidelines and policies.

ATTACHMENTS:

Description	Upload Date	Type
▣ Resolution No. 02-2021	4/26/2021	Resolution add to Y drive
▣ Outdoor Dining Guidelines and Policies and Exhibits	4/26/2021	Attachment



**BEFORE THE COMMUNITY REDEVELOPMENT AGENCY
CITY OF STUART, FLORIDA**

RESOLUTION NUMBER 02-2021 CRA

A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AMENDING THE DOWNTOWN OUTDOOR DINING PROGRAM GUIDELINES AND POLICIES; ALLOWING FOR ADDITIONAL SHADE ELEMENTS FOR THE OUTDOOR DINING AREAS; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, on February 27, 2012, the Community Redevelopment Agency Board approved the “Downtown Stuart Outdoor Seating Strategy” as a pilot program, which allowed for on-street parking spaces to be utilized for Outdoor Seating Program.

WHEREAS, on February 27, 2017, the Community Redevelopment Agency Board approved the Outdoor Dining Master Plan, which identified existing and proposed outdoor dining areas immediately adjacent to existing establishments.

WHEREAS, on October 26, 2020, the Community Redevelopment Agency Board approved Resolution No. 09-2020 (CRA) amending the Outdoor Dining Master Plan and established saturation level of on-street parking spaces dedicated to Outdoor Dining Program.

Resolution Number 02-2021 CRA
Downtown Outdoor Dining Program

WHEREAS, providing outdoor dining enhances the quality of life for the City of Stuart residents and contributes to the downtown economic health and vitality.

BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, that:

SECTION 1: The Stuart Community Redevelopment Agency Board has determined that the amendment to the program guidelines is in the best interest of the Community Redevelopment Area.

SECTION 2: The Community Redevelopment Agency authorizes the Board Chairperson to execute a resolution adopting the “Downtown Outdoor Dining Program Guidelines and Policies” attached hereto.

SECTION 3: This resolution shall take effect upon adoption.

Resolution Number 02-2021 CRA
Downtown Outdoor Dining Program

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:

EULA R. CLARKE, CHAIRPERSON
MERRITT MATHESON, VICE CHAIRPERSON
BECKY BRUNER, BOARD MEMBER
TROY MCDONALD, BOARD MEMBER
MIKE MEIER, BOARD MEMBER
PETE WALSON, EX-OFFICIO BOARD MEMBER
TOM CAMPENNI, EX-OFFICIO BOARD MEMBER

YES	NO	ABSENT	ABSTAIN

ADOPTED this _____ day of _____, 2021.

ATTEST:

MARY R. KINDEL
CITY CLERK

EULA R. CLARKE
CHAIRPERSON

APPROVED AS TO FORM
AND CORRECTNESS:

MICHAEL MORTELL
CITY ATTORNEY

DOWNTOWN OUTDOOR DINING PROGRAM GUIDELINES AND POLICIES

DEFINITIONS

1. **“Establishment”** shall be defined as any restaurant, bar or other food establishment located with the Downtown Dining Program boundary as depicted in Exhibit A.
2. **“Outdoor Dining Area”** shall be defined as any portion of a restaurant, bar or other food or beverage establishment located on the City’s public rights-of-way where patrons consume food and/or beverages provided by an adjacent food service establishment within the program boundary. Use of the public right-of-way for outdoor dining activities may only occur pursuant to an Outdoor Dining License Agreement.

DOWNTOWN OUTDOOR DINING PROGRAM GUIDELINES

1. Only properties meeting the definition of “Establishment” shall qualify for the Outdoor Dining Area.
2. Downtown Outdoor Dining Program shall be limited to the parking areas depicted in **Exhibit A**. The courtyard area along SW Seminole Street is included and is eligible for the outdoor dining program and guidelines.
3. Downtown Outdoor Dining Program shall be limited to 8% saturation level of the total available parking spaces within the program boundary. The 8% saturation level applies to those application seeking to use the existing parking spaces. Additional space on the sidewalk directly adjacent to the establishment throughout the City shall be available on limited basis and at the discretion of the City Manager and shall meet the guidelines herein.
4. Outdoor Dining area shall not exceed removal of more than 2 parking stalls along the street adjacent to the establishment.
5. All Signage or advertisement is prohibited on outdoor furniture/shading elements.
6. Outdoor Dining seating shall not require additional parking.
7. Establishments shall comply with all local, state and/or federal laws and regulations applicable to the operation and improvements of Outdoor Dining Areas.
8. Applicant recognizes that this program does not vest any property rights and the City of Stuart has the right to terminate without claim by the applicant.

FURNITURE AND FIXTURES

1. Establishments are responsible for providing the furniture for their Outdoor Dining Areas. All furniture/elements must be entirely contained within the Outdoor Dining Area.
2. Establishments shall provide a minimum of 2-3 potted planters that is at least 6 feet in height and spaced out evenly at the closest edge of the road.
3. Establishments are required to maintain all furniture in Outdoor Dining Areas in good visual appearance, without visible facing, dents, tears, rust, corrosion or chipping or peeling paint. All furniture shall be maintained in a clean condition at all times. All furniture shall be durable and sufficiently sturdy as to not blow over with normal winds.
4. All furniture other than dining tables, chairs, shading elements and planters are prohibited in the Outdoor Dining Area. The furniture shall always remain in the outdoor dining area unless the City declares a state of emergency due to a storm or strong winds. Examples of prohibited furniture include, but are not limited to, serving stations, bar counters, shelves, racks, sofas, trash receptacles (other than those provided by the City) and torches.
5. All furniture, railings and shading elements shall comply with the recommended traditional style as provided in **Exhibit B**. Establishments seeking any other type of furniture, fixtures or shading element other than what is permitted under **Exhibit B** will require approval by the Community Redevelopment Board (CRB).
6. Outdoor furniture and fixtures should complement the architectural style and colors of the adjacent building.
7. All furniture, railings, and shading elements shall remain within the outdoor dining deck area only as shown and approved on the site plan.
8. For outdoor dining area approved on the sidewalk, there shall be no furniture encroaching into public sidewalk, and shall at all times provide a clear, minimum, 4' path.
9. Furniture must be Freestanding. It must not be secured to trees, lampposts, street signs, hydrants, or any other street infrastructure by means of ropes, chains, or any other such devices, whether during restaurant operating hours or at times when the restaurant is closed.

Tables:

1. Tables may be colored or of a natural unpainted material (i.e., aluminum, iron, or wood).
2. White resin tables and chairs are prohibited.
3. Tables are not permitted to be white plastic or any fluorescent or other strikingly bright or vivid color.

4. Square or rectangular tables are strongly recommended.
5. Although optimal table size varies by each establishment's specific Outdoor Dining Area, smaller tables are preferred and more efficient and flexible.
6. Establishments should strive for space-efficient seating layouts and furniture configuration.
7. If outdoor dining permitted on sidewalk, square or rectangular tables may fit flush against a building's wall to allow more space for patrons.

Chairs:

1. Chairs shall be colored or of a natural unpainted material (i.e. aluminum, iron, or wood).
2. Chairs are not permitted to be white plastic or of any fluorescent or other strikingly bright or vivid colors.
3. All chairs used within a particular establishment's outdoor seating area must match or be harmonious with each other by being of visually similar design, construction or color.

Shades or Coverings:

1. Shading elements may include umbrella, aluminum pergola, awnings, sail shade or any other element approved by the Community Redevelopment Board (CRB).
2. Motorized retractable or roll-up shades that is either made of transparent screen mesh or clear vinyl may be allowed for large openings.
3. Umbrellas shall comply with the following:
 - a. Umbrellas must be of a single, solid color, which may (and is encouraged to) vary to reflect special holidays and events.
 - b. Appropriately designed and sized umbrellas are permitted for use under this outdoor seating program.
 - c. Umbrellas shall not extend over sidewalk.
 - d. Umbrellas must be contained within the Outdoor Seating Area, and the lowest dimension of an extended umbrellas must be at least seven (7) feet above the sidewalk surface.
 - e. The size and shape of any umbrella strongly affects its functionality within a constrained space. Square or octagonal umbrellas, and even clustered umbrellas are permitted.
 - f. Material must be fade resistant canvas (no plastic or vinyl).
4. Shading elements such as umbrellas, awnings and sail shade must blend appropriately with the surrounding built environment. The shade element fabric is not permitted to be of any fluorescent or other strikingly bright or vivid color and must be removed/replaced if faded.

Lighting/Fans:

1. All electrical items (e.g. fans, lighting, tv, air conditioning system, etc.) within the Outdoor Dining Area shall be approved by the Community Redevelopment Board. Establishment is responsible for all building permits and fees for electrical permit associated with the project.
2. Establishments shall not use any City owned electrical outlets.

Raised Decks and Railings:

1. The City shall install the standard decks and railings, which consists of raised decks constructed with wood or composite decking boards and bridge over gutter to existing sidewalk with secured iron plank.
2. Decorative railings shall be installed on all sides adjacent to roadways for barrier. The railings shall be constructed of metal (aluminum, steel, iron, or similar) and must be a black color.
3. Establishment seeking any other material for the deck and/or railings shall be approved by the Community Redevelopment Board (CRB). Such installation shall be the responsibility of the applicant pursuant to the CRB approval. The applicant is responsible for building permits and fees associated with the improvements.

Removal of Items Owned by the Applicant:

1. Applicant shall be responsible for removing all outdoor dining furniture, umbrellas, awnings, sail shade, lighting, planters, and other items from the Outdoor Dining Area anytime the City declares a state of emergency due to a storm or strong winds.
2. In the event that an Applicant fails to remove all outdoor dining furniture, umbrellas, awnings, sail shade, lighting, planters and other items from the Outdoor Dining Area, the City may remove such items and charge the Applicant for all such costs incurred by the City.

OUTDOOR DINING REGULATIONS AND CONDITIONS

1. The spaces allocated for the Outdoor Dining Program shall be assigned on the first come first served basis. If there are no available spaces, a waiting list shall be maintained by the CRA Administrator. As soon as space becomes available, the first establishment on the list must enter into a license agreement or be removed from the list. To qualify to be on the list, you must be currently eligible and remain eligible for the license agreement based upon the terms and conditions of the program. If the establishment on the list becomes ineligible, their name shall be removed from the list. It is not assignable.
2. Renewal of Outdoor Dining License Agreements shall be accomplished by paying each year's Outdoor Dining License Fees in full by October 1st of that year. Alternatively, the Outdoor Dining License Fees may be paid in monthly payments, with the first payment made by October 1st of the involved year and first day of each month thereafter. Outdoor Dining License Renewal Fees not received on time shall incur a Late Payment Fee of 20% of the invoiced amount.

3. The Licensee shall obtain and maintain in force during the life of the Outdoor Dining License Agreement comprehensive general liability insurance and designate the City of Stuart as additional insured for the Outdoor Dining Area. The Licensee shall provide insurance verification for each year of Outdoor License Agreement renewal. The insurance policy shall include the space between the Outdoor Dining Area and the establishment as additional insured and as depicted on the site plan. Even though the sidewalk is additionally insured, it shall not be for the exclusive use of the establishment.
3. Upon termination of the Outdoor Dining License Agreement, the licensee shall return the parking area/sidewalk to its original condition or a condition deemed acceptable by the City Manager, and remove all personal property, furnishings, umbrellas, trash receptacles and other fixtures from the City's right-of-way.
4. In the event that an Applicant fails to remove all outdoor dining furniture/fixtures from the Outdoor Dining Area and return the parking area/sidewalk to its original condition upon termination, the City may remove such items and restore the parking space and charge the Applicant for all such costs incurred by the City.
5. Outdoor Dining License Agreements are not transferrable, delegable or assignable. In the event of a transfer of the business, the transferee shall apply to the City for a new License Agreement.
6. The City Manager is authorized to approve an Outdoor Dining License Agreement and to execute an Outdoor Dining License Agreement on behalf of the City consistent with the Outdoor Dining Program.

APPLICATION REQUIREMENTS

1. All establishments shall submit the City's Downtown Outdoor Dining Application Form to the Development Department/Community Redevelopment Agency (CRA) for review.
2. Site plan: Applicants shall provide a site plan/drawing showing the proposed Outdoor Dining Area.
3. Photos or Drawings of Furniture: Applicants shall provide photos or other graphic representation (including color and material) of furniture, planters, umbrellas, structures, needed for the City to verify that the proposed furniture conforms to the design guidelines.
4. Copy of the City of Stuart Local Business Tax Receipt for the restaurant
5. Proof of Liability Insurance (add City of Stuart as additional insured for any Outdoor Dining Area in the City's Right-of-Way per approved site plan as respect to General Liability).
6. Application must be signed by Property Owner.

7. Submit established fees for the standard deck improvements. Fees will be established after the application is submitted.

PUBLIC HEARING PROCESS

CRB approval shall follow the Minor Urban Code Conditional Use process and require one public hearing. Prior to being scheduled for a hearing, a complete application must be submitted which shall include a site plan; elevations and all design requests sought by the applicant. The submittal must be certified by a licensed architect or engineer.

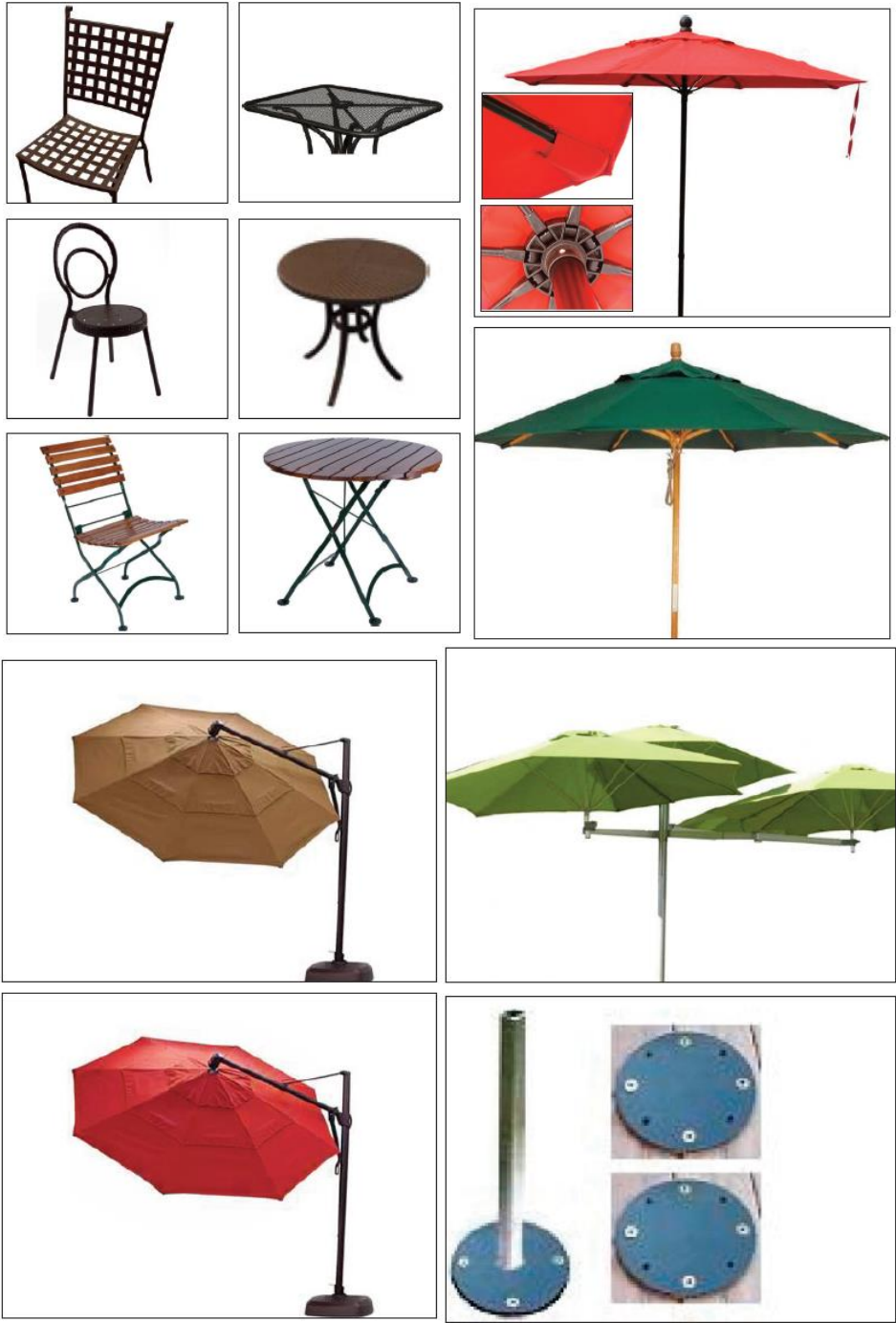
EXHIBIT A



EXHIBIT B

Outdoor Seating Furniture and the elements that make up the Outdoor Seating Islands should follow a traditional style in keeping with the Downtown’s historic character and charm. The furniture and materials proposed in this report tend to be of simple, classical proportions and noble materials, such as aluminum, iron and wood. Dimensions of proposed elements are of constrained size and proportions.

Following are a few examples of proposed styles for side chairs and tables:



CITY OF STUART, FLORIDA AGENDA ITEM REQUEST CRB/HPB Board

Meeting Date: 5/4/2021

Prepared by: Jordan Pinkston

Title of Item:

Presentation: Federal Highway Master Plan

Summary Explanation/Background Information on Agenda Request:

In coordination with the City of Stuart and with funding from the Department of Economic Opportunity the developed Master Plan provides clear design recommendations for detailed urban design and redevelopment scenarios along the Federal Highway in Stuart.

For the City of Stuart, the workshop, surveys, and interviews offered an opportunity for citizens, property owners, and others to identify and evaluate land-use patterns and lasting effects of the COVID-19 pandemic in the study area. This visioning process expanded the role of citizen input, highlighting the relationships between land use, mobility, economics, and other factors. With an adopted Master Plan, the City can clearly communicate its expectations to citizens, business owners, investors, and agencies, well ahead of the capital investments necessary to enable a vibrant and sustainable City. Over time, the implementation of the Master Plan will encourage safer mobility and a more resilient economic corridor. This is crucial as issues of sustainability, growth, and transportation are paramount to local governance in Florida.

STUDY AREA

The study area runs from St. Lucie Crescent Road to SE Dixie Cutoff Road and includes about a mile of Federal Highway. Relatively little redevelopment has occurred in the last thirty years along this section of the corridor which sees frequent vacancies in plazas and unfulfilled infill development opportunities. Much of the existing development is characterized by large parking lots and buildings set far back on their site. A storage facility and gas stations are recent redevelopments. It has been clearly expressed that these uses so near the downtown of Stuart are misaligned with the community vision of the area. There are numerous challenges for pedestrians, cyclists, public transit users, and vehicles which have stifled mobility and are contributing to the economic stagnation along the corridor.

Funding Source:

The Florida Department of Economic Opportunity (FDEO) has awarded a reimbursable Community Planning Technical Assistance Grant to the City of Stuart in the sum of \$38,000.

Recommended Action:

Provide feedback and indicate acceptance to move forward with the Federal Highway Master Plan submission to DEO.

ATTACHMENTS:

Description	Upload Date	Type
❑ US1 Master Plan	4/30/2021	Cover Memo



FEDERAL HIGHWAY MASTER PLAN

DRAFT APRIL 2021

PREPARED FOR:



CITY COMMISSION

Eula Clarke, Mayor
Merritt Matheson, Vice Mayor
Michael Meier, Commissioner
Becky Bruner, Commissioner
Troy McDonald, Commissioner

COMMUNITY REDEVELOPMENT AGENCY

Eula R. Clarke, Chairperson
Merritt Matheson, Vice Chairperson
Michael Meier
Becky Bruner
Troy McDonald
Tom Campenni
Pete Walson

COMMUNITY REDEVELOPMENT BOARD

Chris Lewis, Chairman
Tom Campenni, Vice Chairman
Frank Wacha
Pete Walson
Katherine Makemson
Nina Dooley
Nikolaus Schroth

STAFF

David Dyess, City Manager
Kev Freeman, Development Director
Pinal Gandhi-Savdas, Community Redevelopment Agency Administrator
Jordan Pinkston, Executive Assistant to the Development Director, CRA Program Specialist

WITH FUNDING BY:



PREPARED BY:



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ABBREVIATIONS & TERMS:

ADA	Americans with Disabilities Act
AADT	Annual Average Daily Traffic
CRA	Community Redevelopment Area
CRB	Community Redevelopment Board
DEO	The Florida Department of Economic Opportunity
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
Martin MPO	Martin Metropolitan Planning Organization
NACTO	National Association of City Transportation Officials
TCRPC	Treasure Coast Regional Planning Council
TDP	Transit Development Plan
L RTP	Long Range Transportation Plan

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services, please call 288-5306 or email mkindel@ci.stuart.fl.us. Hearing-impaired individuals are requested to telephone the Florida Relay System at #711.

EXECUTIVE SUMMARY

In coordination with the City of Stuart and with funding from the Department of Economic Opportunity the developed Master Plan provides clear design recommendations for detailed urban design and redevelopment scenarios along the Federal Highway in Stuart.

For the City of Stuart, the workshop, surveys, and interviews offered an opportunity for citizens, property owners, and others to identify and evaluate land-use patterns and lasting effects of the COVID-19 pandemic in the study area. This visioning process expanded the role of citizen input, highlighting the relationships between land use, mobility, economics, and other factors. With an adopted Master Plan, the City can clearly communicate its expectations to citizens, business owners, investors, and agencies, well ahead of the capital investments necessary to enable a vibrant and sustainable City. Over time, the implementation of the Master Plan will encourage safer mobility and a more resilient economic corridor. This is crucial as issues of sustainability, growth, and transportation are paramount to local governance in Florida.

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The study area runs from St. Lucie Crescent Road to SE Dixie Cutoff Road and includes about a mile of Federal Highway. Relatively little redevelopment has occurred in the last thirty years along this section of the corridor which sees frequent vacancies in plazas and unfulfilled infill development opportunities. Much of the existing development is characterized by large parking lots and buildings set far back on their site. A storage facility and gas stations are recent redevelopments. It has been clearly expressed that these uses so near the downtown of Stuart are misaligned with the community vision of the area. There are numerous challenges for pedestrians, cyclists, public transit users, and vehicles which have stifled mobility and are contributing to the economic stagnation along the corridor.

KEY RECOMMENDATIONS

Through this study, it has been noted that there are inconsistencies between the assigned FLU and Zoning and the desired community vision and national and regional market trends. For this reason, the study recommends investigating the assignment of land to Commercial FLU and B-1 Zoning through much of the corridor. It is best practice to promote like development with like development. Along the corridor today there are places where Downtown faces Commercial and this can explain some of the disconnects between development and community desires.

The key to the redevelopment of Federal Highway and its sustainability over time is an investment in the public right of way. The public right-of-way is the front door to a community and as such the standards and aesthetics of that right of way should be prioritized. Today the conditions do not meet the needs of users and incremental steps to retrofit the sprawling conditions are necessary. Investments in shade trees and prioritizing the safe movements of pedestrians, cyclists and transit users over vehicle speed will improve the appearance of the corridor while improving safety. Public investment is often followed by economic growth. Stuart has seen this relationship in the public investment along SE Colorado Avenue. Public investment can redefine the public space and therefore the redefine the vision and expectation of a place.

KEY RECOMMENDATIONS

- Invest in the corridor with incremental improvements through CRA incentive programs including the proposed Infill Tree Planting Program and the existing Business Improvement Grant.
- Invest in the corridor with placemaking and safety interventions at lighting, transit shelters, crosswalks, and intersections.
- Improve code by codifying the desired street section to promote a consistent and predictable sidewalk and planting zone a redevelopment occurs.
- Encourage a realignment of uses on the Federal Highway by investigating Commercial Future Land Use along the study area.



Figure 1 The conceptual redevelopment above illustrates the invisioned streetscape at Federal Highway.

BASELINE ECONOMIC ANALYSIS

BASELINE ECONOMIC ANALYSIS

INTRODUCTION

The section of Federal Highway (US-1) that is the subject of the DEO Corridor Study spans one-mile from the St. Lucie Crescent Road to the north (near the foot of the Roosevelt Bridge) and runs southeast to the S.E. Dixie Cutoff Road. Kanner Highway/Colorado Avenue is the main north-south arterial that connects historic downtown Stuart to I-95 six miles to the south. The intersection of Federal Highway and Kanner Highway/Colorado Avenue is the approximate geometric center of the study area. Federal Highway east of Kanner Highway represents the southern edge of greater downtown Stuart.

Federal Highway is the historic US Highway 1 that connects Key West to Maine, although very little of its historic character remains. There are still a few hotels and motels that reflect a time when, before the interstate was built, travelers would use the corridor as they embarked on vacations to tropical south Florida. Over time, the roadway has been widened to its current six-lane configuration, and the uses range from smaller, older commercial establishments and fast-food restaurants to strip shopping centers and office spaces.

Very few residences front Federal Highway in this area. While there has been some modest investment in the corridor in recent years there is the sense that significant redevelopment opportunities exist. Since the completion of I-95 in the Treasure Coast in 1987, Federal Highway does not typically serve as the regional or interstate facility it once did, and in many cities, the corridor has evolved into a more localized, residential address. The primary purpose of this study is to evaluate what are the appropriate forms and uses for future redevelopment on the corridor.

The image to the right illustrates the corridor study area with the specific boundary outlined in blue. The project boundary follows existing parcel lines and rights-of-way. Some parcels or collections of parcels have been noticeably excluded from the study area. These properties are not included because they contain new construction or larger functioning complexes that are not likely to redevelop. However, these properties may be assessed for their inclusion relative to improved connectivity or right-of-way improvements.

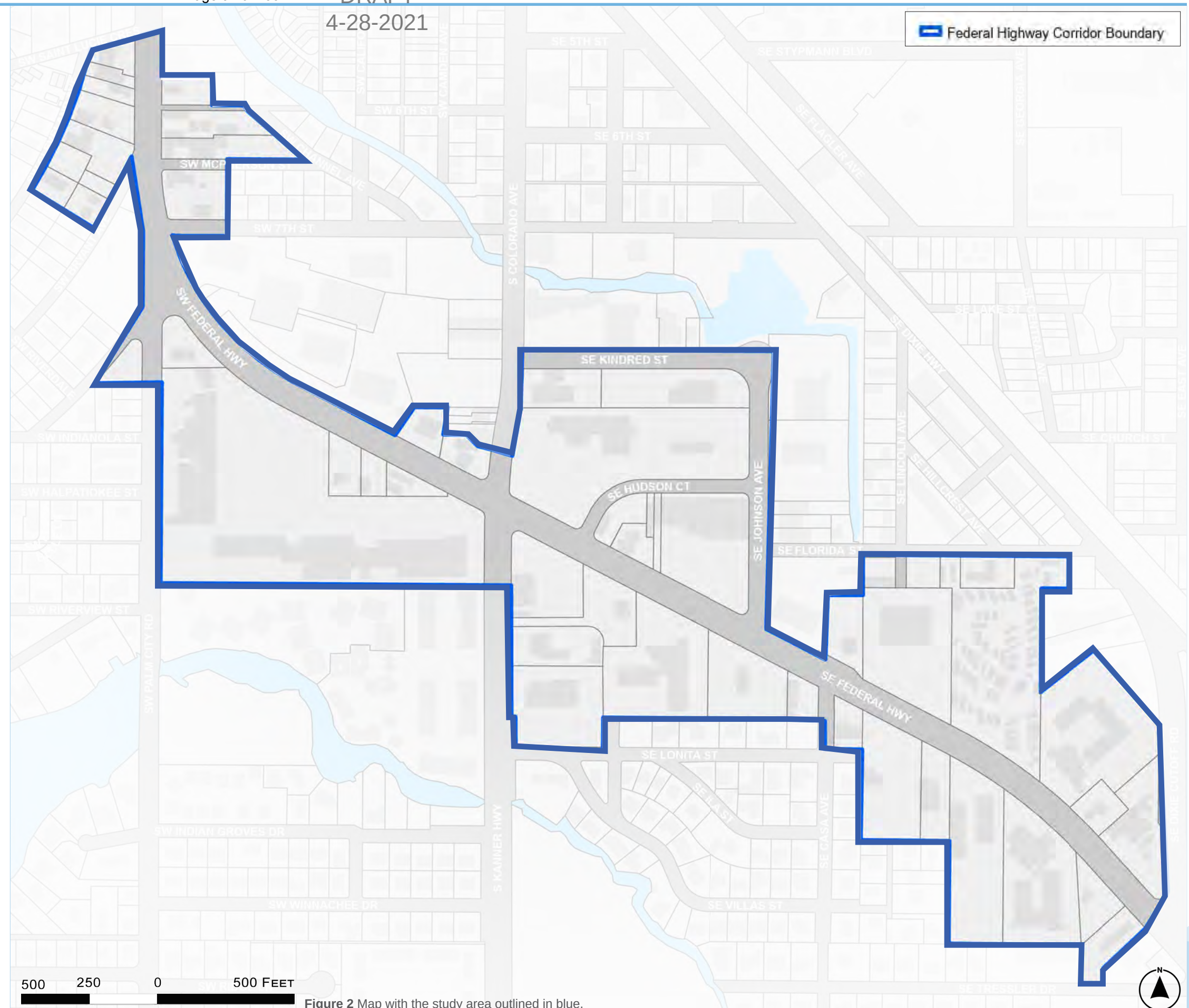


Figure 2 Map with the study area outlined in blue.

EXISTING FUTURE LAND USE

[illegible]

Figure 3 Map with the study area outlined in blue and Future Land Use Designations indicated..

EXISTING ZONING DESIGNATIONS

4-28-2021

Federal Highway Corridor Boundary

City of Stuart Zoning

- B-2: Business General
- Public
- R-1: Single Family General
- UC: Urban Center
- UH: Urban Highway
- UN: Urban Neighborhood

500 250 0 500 FEET

Figure 4 Map with the study area outlined in blue and zoning designations indicated.

BASELINE ECONOMIC ANALYSIS

LAND VALUE COMPARED TO TOTAL VALUE

When considering the redevelopment potential of an area, one important “lens” that planners look through to evaluate which properties are likely to redevelop, is the comparison of property land value to the total value.

The Land Value is just that, the value of the land alone. The Total Value is the value of the land plus any physical improvements (buildings, driveways, swimming pools, etc.). For example, if the Land Value of a property is \$100,000 and the Total Value of the property is \$300,000, then clearly the improvements on the property are of great value relative to that of the land. In this scenario, the improvements are worth three times what the land is worth, so it is not an obvious candidate for redevelopment. However, if the numbers were reversed, and the land value was three-times the value of the physical improvements on the property, the property would be a candidate for redevelopment.

The map to the right shows the Land Value to Total Value ratios for the properties within the study area. The darker a property is colored, the less the Total Value is compared to the Land Value and those properties are typically more likely to redevelop than the lighter-colored properties.

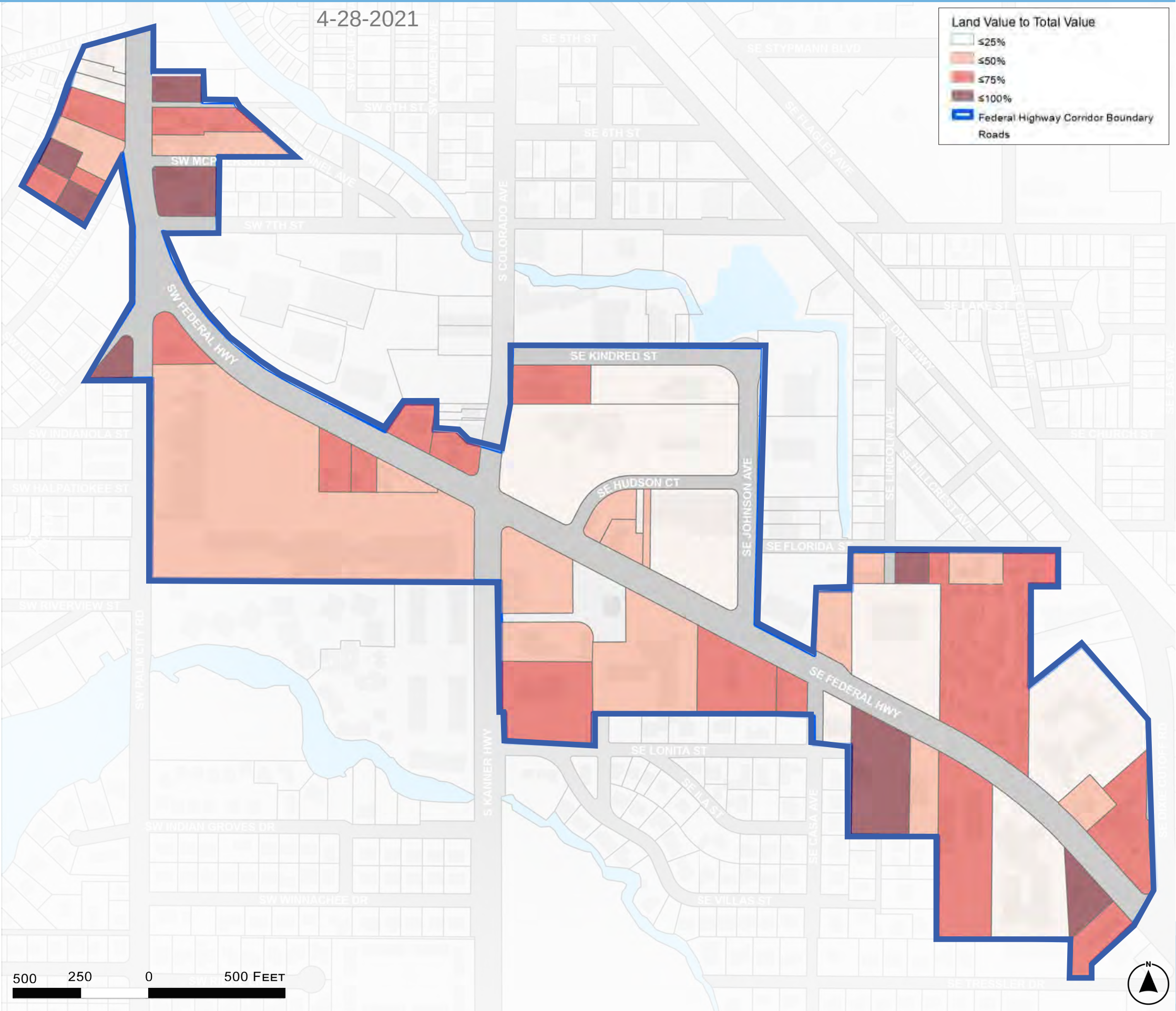


Figure 5 Map with the study area outlined in blue and the relative value of the land total assessed value indicated by percentage. Data is based on Property Appraiser data collected in December 2020.

BASELINE ECONOMIC ANALYSIS

EXISTING OWNERSHIP

The map to the right illustrates the ownership patterns and actual property owners within the study area. While many owners identified are corporations or LLCs, the names can indicate use. More importantly, this map identifies ownership agglomerations whereby a single owner owns multiple parcels. One example is the Publix shopping center at the SW corner of the Kanner Highway/Federal Highway intersection. Centro NP Publix Downtown LLC owns the center itself as well as the out parcels facing Federal Highway.

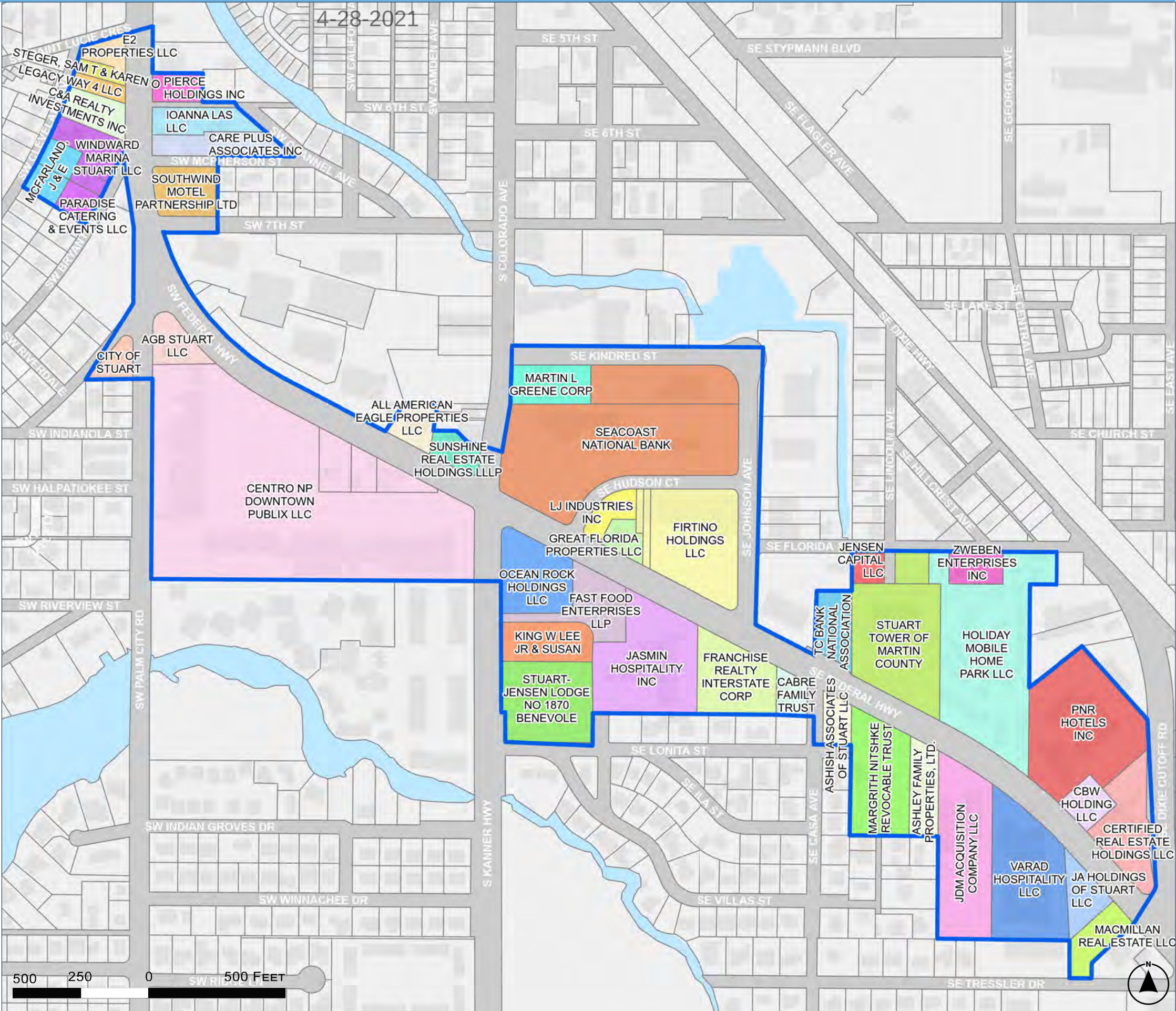
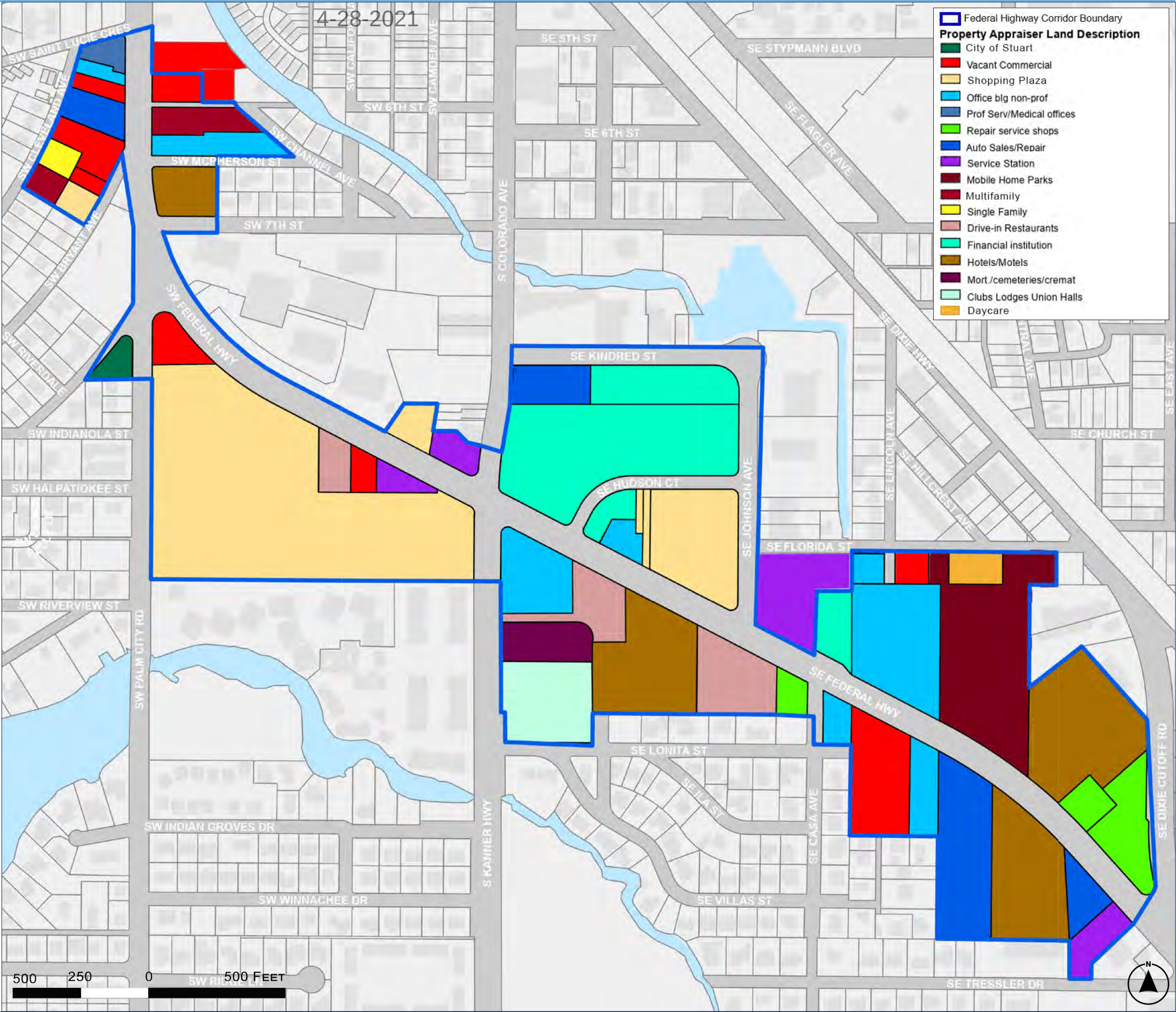


Figure 6 Map with the study area outlined in blue and parcel ownership. Data is based on Property Appraiser data collected in January 2021.

BASELINE ECONOMIC ANALYSIS

EXISTING USES

Unlike the regulatory FLU or Zoning maps, the Existing Uses map to the right identifies the actual uses on the ground today regardless of their compliance with Zoning or FLU designations. This information is coded by Land Description via the Martin County Property Appraiser's office. For example, the existing Mobil gas station at the NW corner of Colorado Avenue (Sunshine Real Estate Holdings LLP) has a Downtown FLU designation and is in the Urban Center zoning district. Neither of those designations permits gas stations however, this use is "grandfathered-in": a use that existed before that zoning or land use designation was in place. It is in this way the Existing Uses map can sometimes afford a more accurate picture of what is actually on the ground.



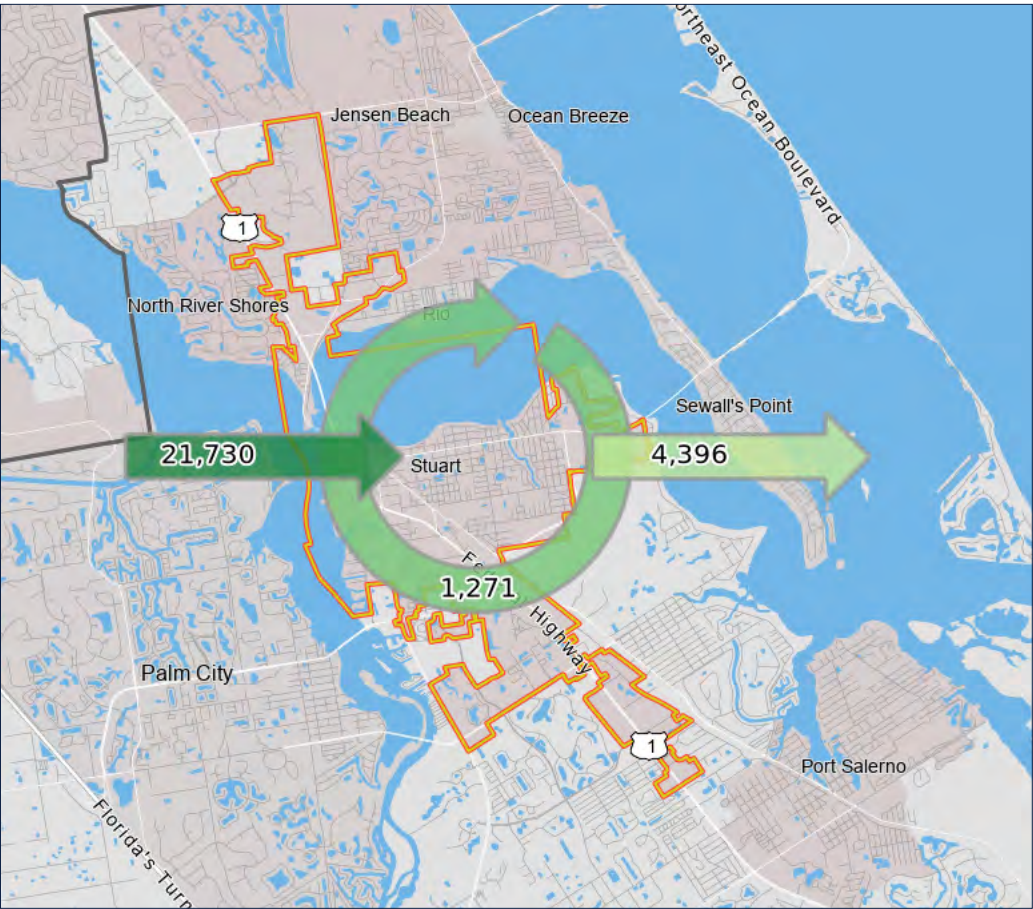
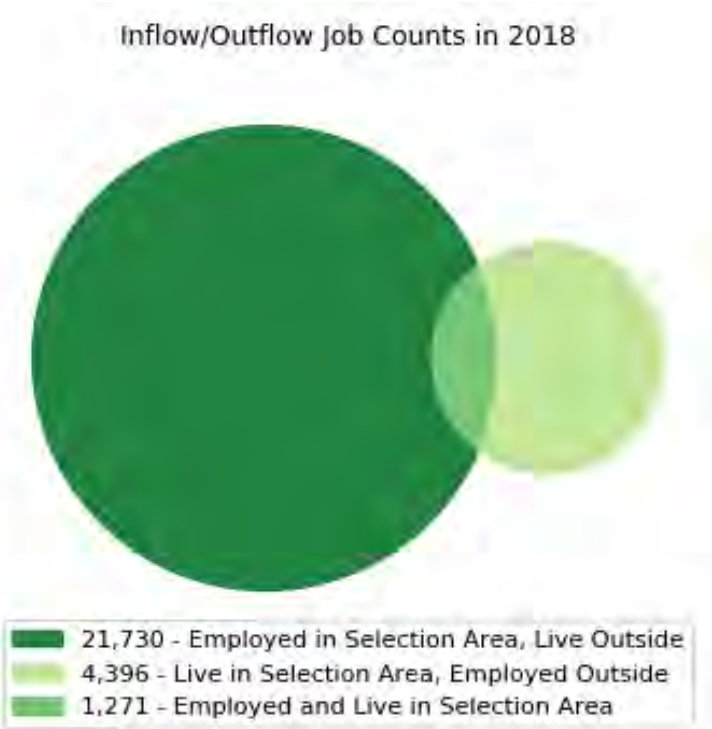
BASELINE ECONOMIC ANALYSIS

INFLOW & OUTFLOW OF
EMPLOYMENT

This pair of maps helps to describe the employment capture and commuter patterns within Stuart City limits and the Federal Highway corridor study area. The map on the left illustrates that 21,730 employees were commuting into Stuart for work each day while 4,396 Stuart residents were leaving the city to work elsewhere in 2018. Only 1,271 Stuart residents work within the city limits as of 2018.

The map on the right focuses on the corridor study area specifically and the total number of employees is of course smaller than citywide. Only 22 residents lived and worked within the study area in 2018. Any ability to increase the number of people living and working within the corridor can yield many benefits including enhanced mobility options and a more vibrant downtown area.

STUART



FEDERAL HIGHWAY CORRIDOR

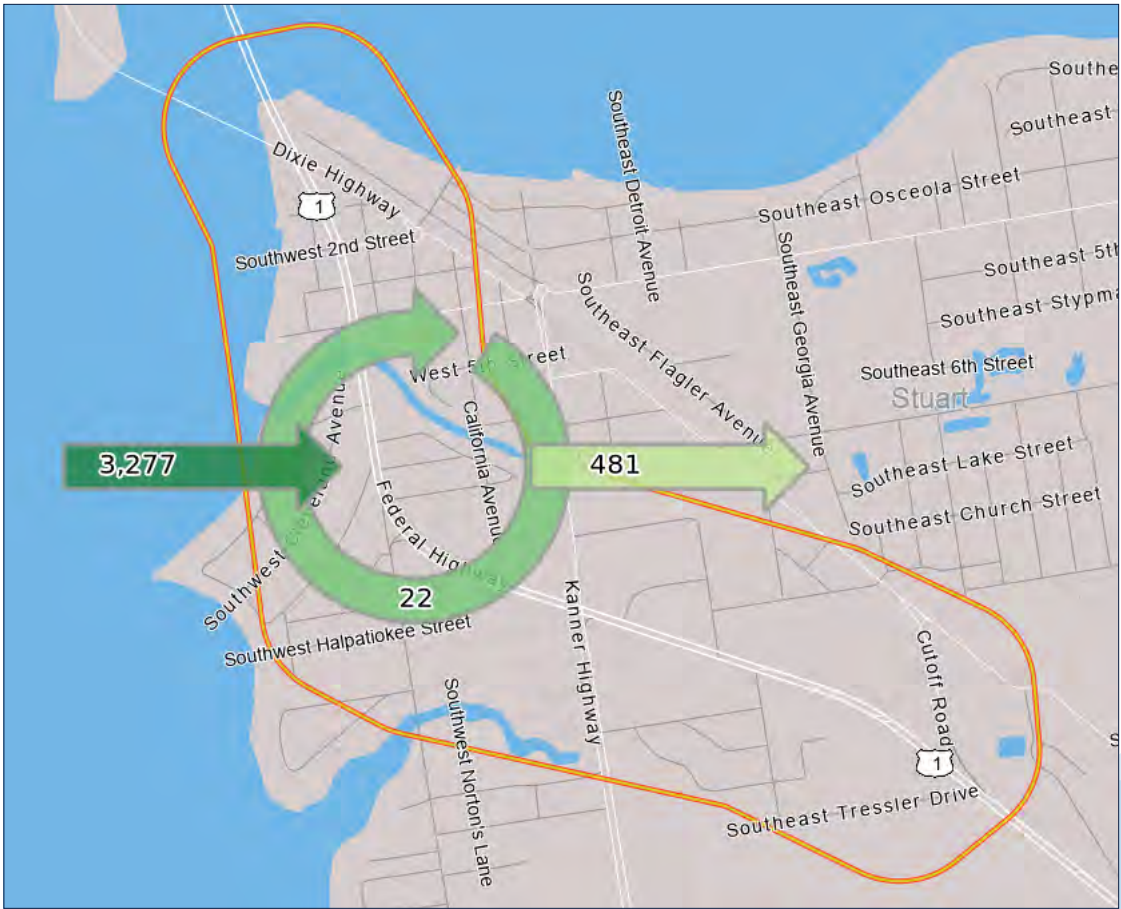
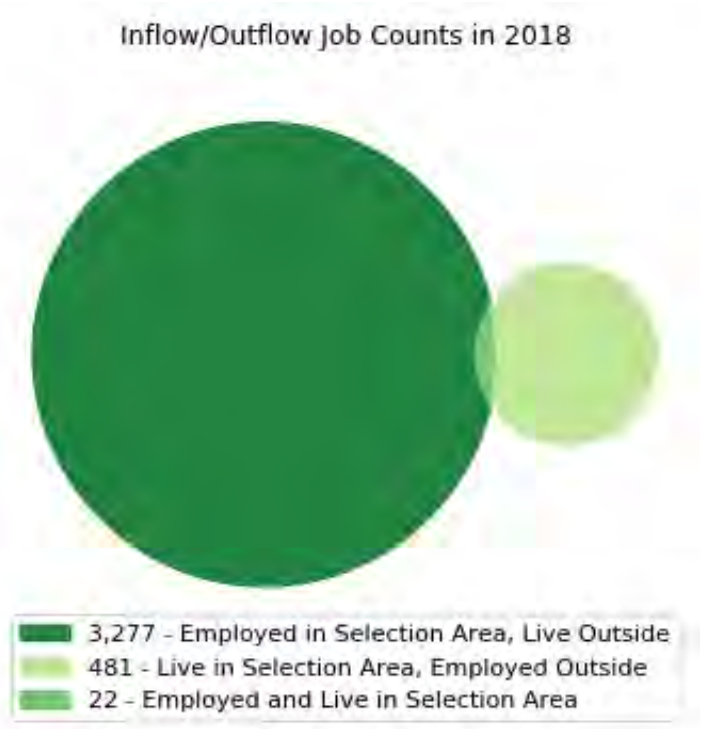


Figure 8 Data and maps to the right are based on data collected from the US Census and reflect 2018 data.

BASELINE ECONOMIC ANALYSIS

WORKER CHARACTERISTICS IN CITY

This series of maps and graphs illustrate several factors: employment concentrations, age, industry sectors, and employment distribution.

By far the largest industry sector is the Healthcare and Social Assistance sector with 39% of workers. That is followed by Retail Trade with 14% of workers and Accommodation and Food Services with 12.2% of workers.

Healthcare and Social Assistance sector includes: Offices of Physicians, Mental Health Specialists, Dentists, Chiropractors, Optometrists, Mental Health Practitioners, Physical, Occupational and Speech Therapists, and Audiologists, Podiatrists, All Other Miscellaneous Health Practitioners, Outpatient Care Centers, Family Planning Centers, Substance Abuse Centers, HMO Medical Centers, Kidney Dialysis Centers, Freestanding Ambulatory Surgical and Emergency Centers, Medical and Diagnostic Laboratories, Home Health Care Services, Ambulance Services, Blood and Organ Banks, General Medical and Surgical Hospitals, Specialty Hospitals, Nursing Care Facilities, Residential Intellectual and Developmental Disability Facilities, Mental Health Facilities, Continuing Care Retirement Communities and Assisted Living Facilities for the Elderly, Residential Care Facilities, Individual and Family Services, Child and Youth Services, Services for the Elderly and Persons with Disabilities, Community Food and Housing, and Emergency and Relief Services, Community Food Services, Temporary Shelters, Community Housing Services, Emergency and Relief Services, Vocational Rehabilitation Services, Child Day Care Services

INDUSTRY SECTORS IN STUART

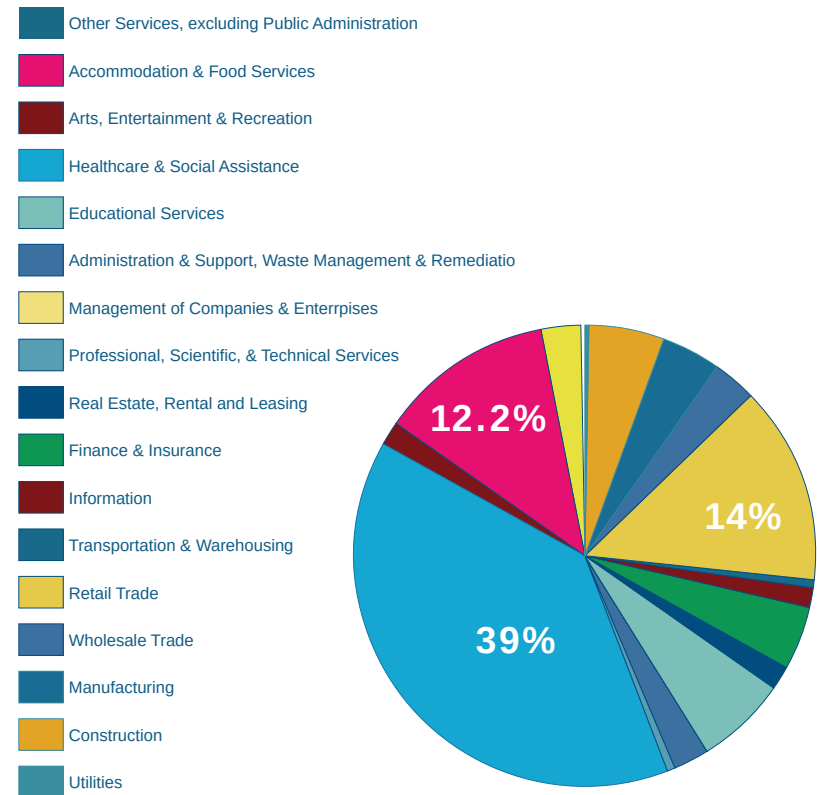
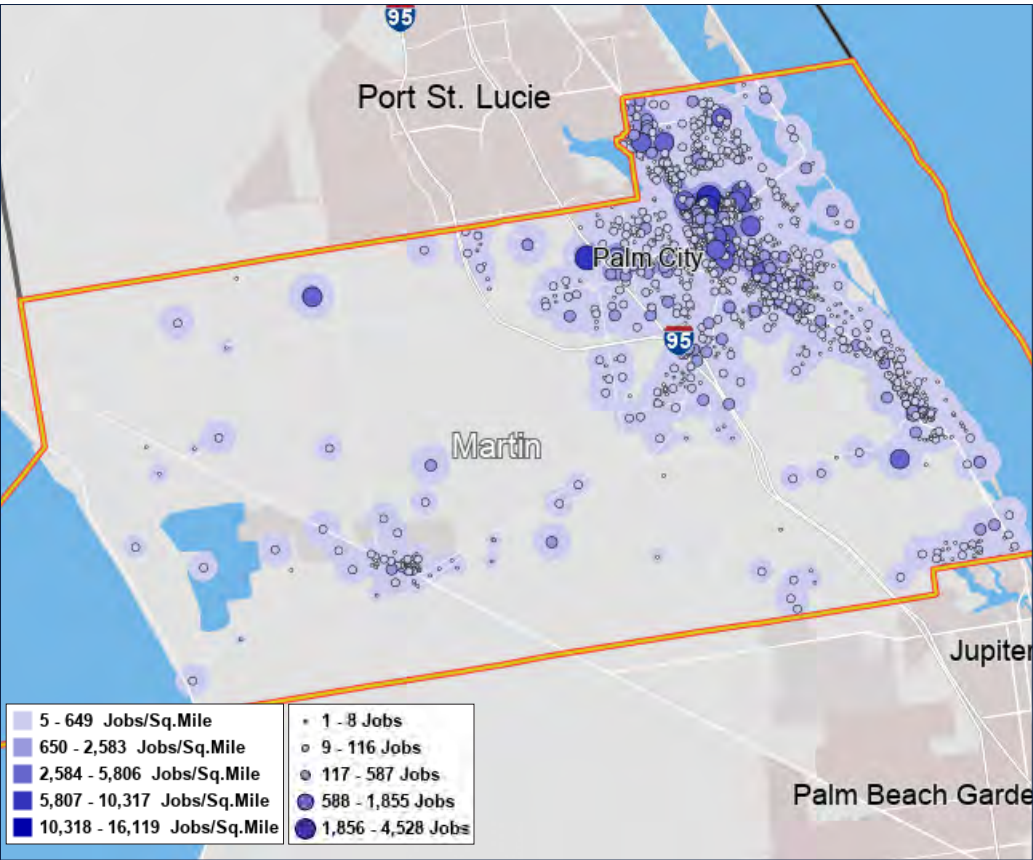
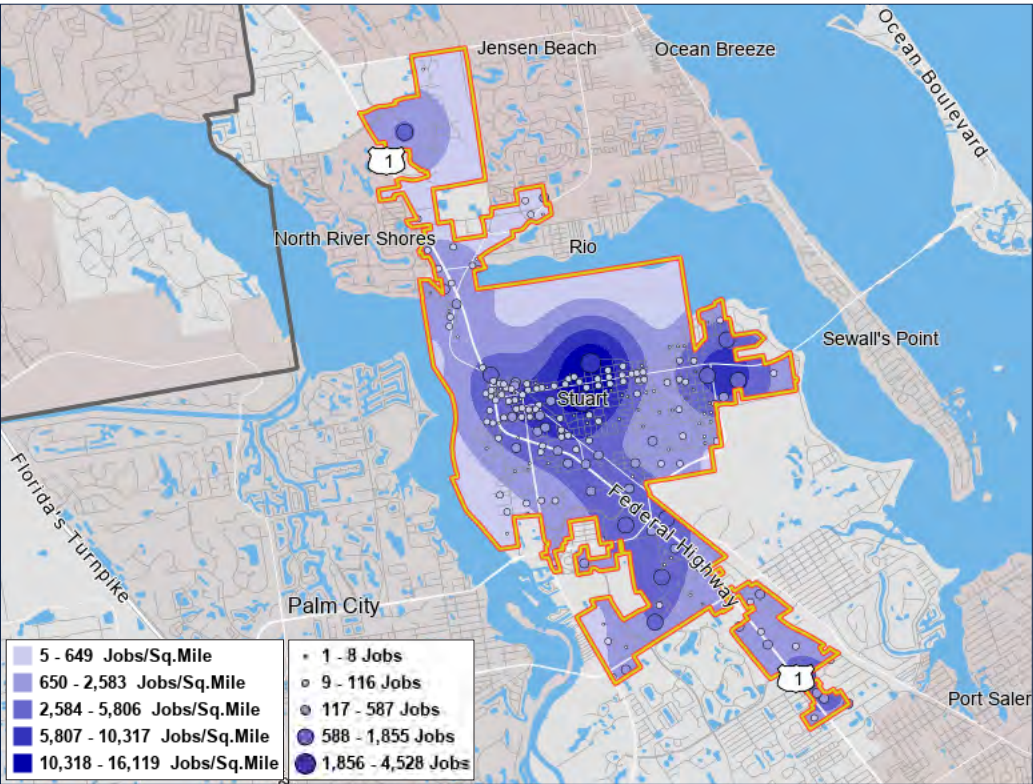


Figure 9 Data and maps to the right and above are based on data collected from the US Census and reflect 2018 data.

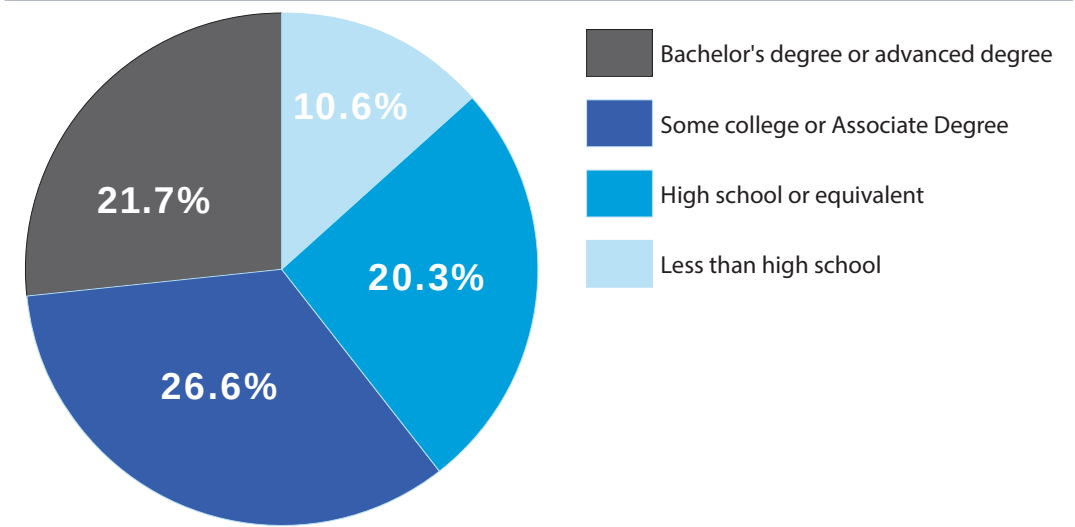
JOB LOCATIONS IN STUART



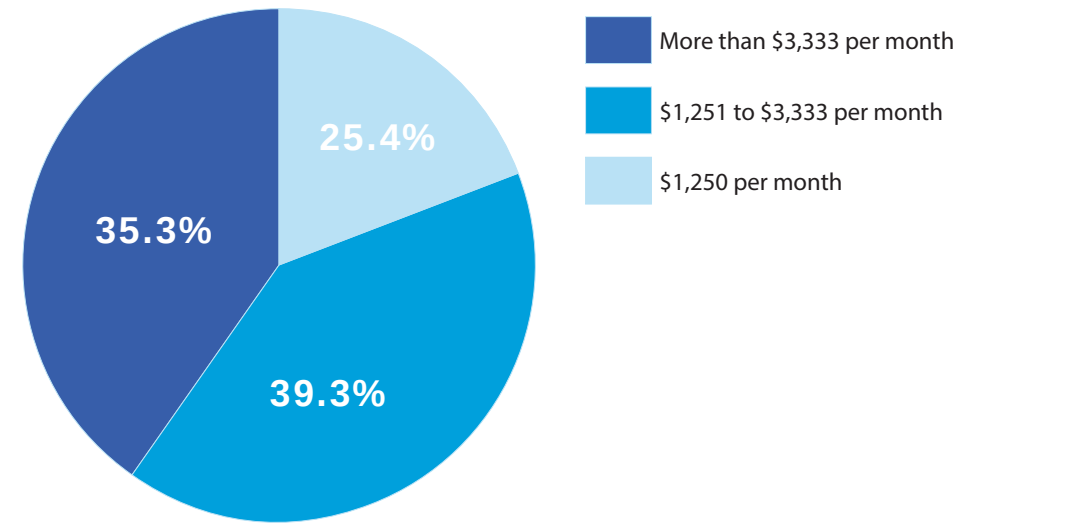
JOB LOCATIONS IN STUART



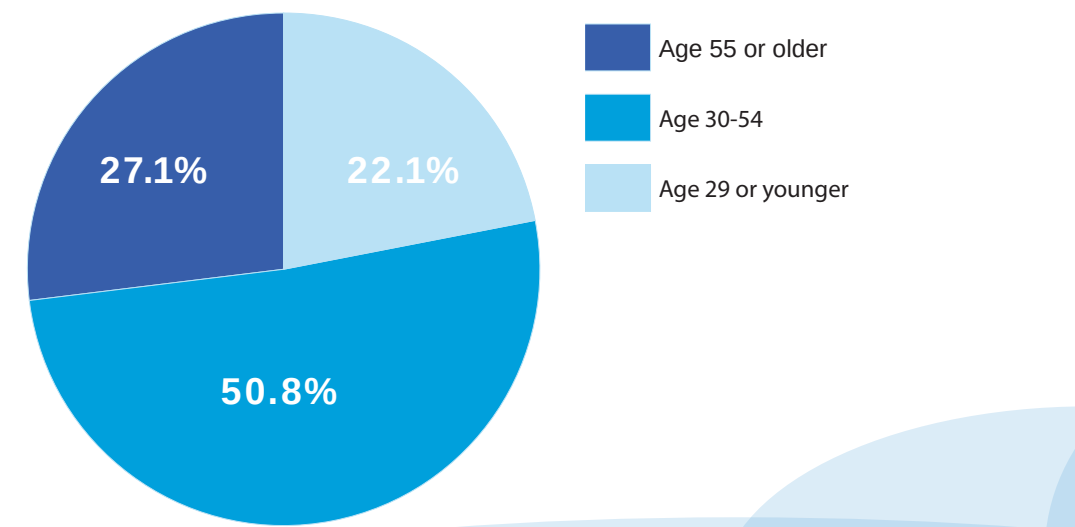
EDUCATION LEVEL



EARNINGS PER CAPITA



AGE



BASELINE ECONOMIC ANALYSIS

CONTEXT ADJACENT THE STUDY AREA

The job heat map on the previous page show the importance the Historic Downtown and the Cleveland Clinic Martin North Hospital as job centers in the area. Both are highlighted in the aerial map to the right.

Also of note, the study area overlaps with a new special district within the City called The Creek. The Creek is an Arts and Entertainment District, named for Frasier Creek which runs through it. The Creek currently includes local galleries, murals, sculptures, shops and restaurants. Their board’s mission is to continue to create a vibrant arts and entertainment district and promote the business in The Creek.

Unlike most parts of Federal Highway in Martin County, the study area is uniquely positioned to connect to these desirable areas. As heard in the group interview, there is commercial interest in connecting the study area to historic downtown and surrounding neighborhoods. Improved connection to downtown will support development trends towards walkable communities desired by Boomers and Millennials alike.^{1,2}

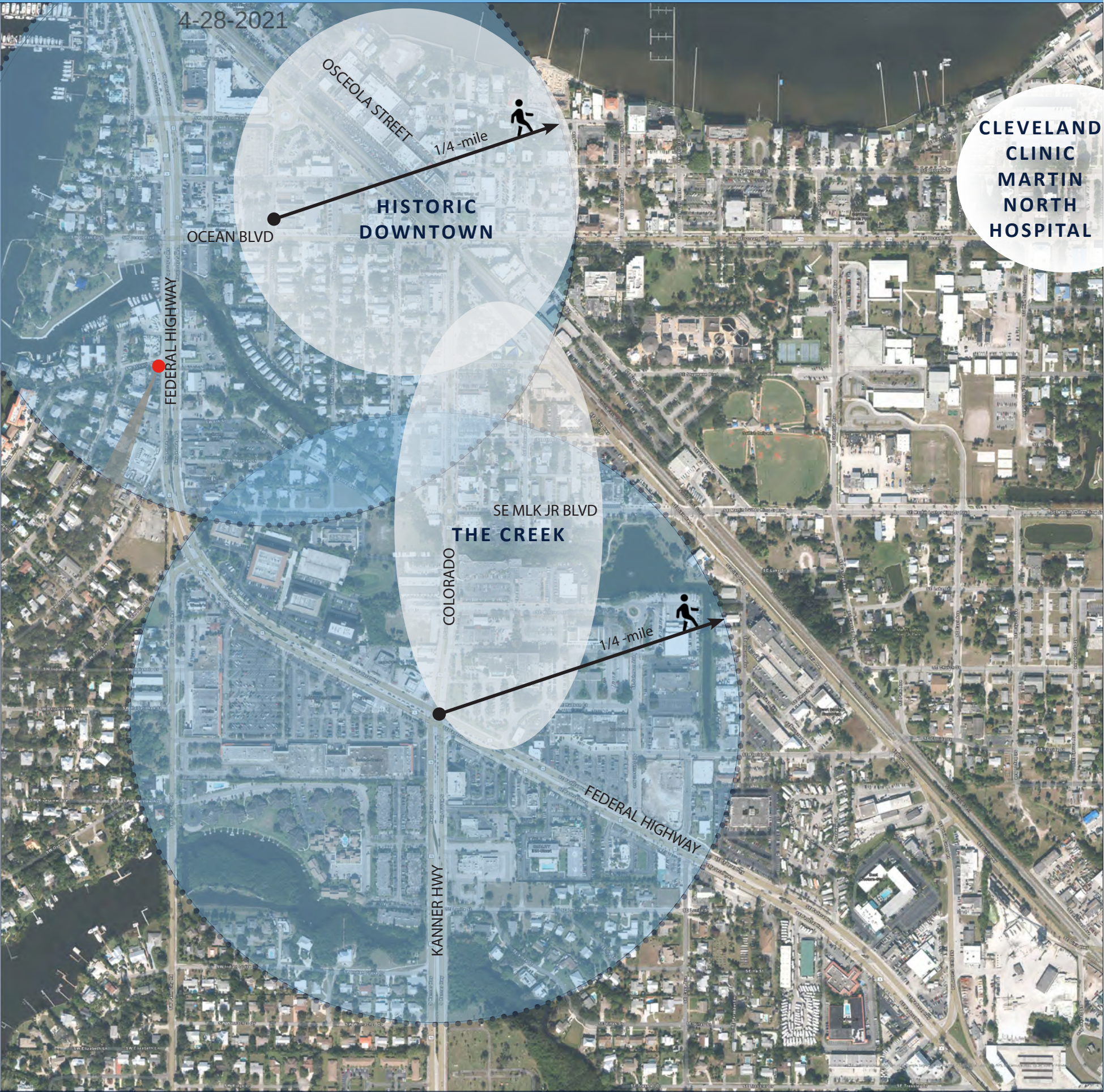
¹ Okay Boomer, Millennials Find This Lifestyle Might Not Be That Terrible by Joseph Coughlin in Forbes

² The Unintended Consequences of Housing Finance by Regional Plan Association



Figure 10 The image above as seen from the study area, includes a family on the sidewalk returning from the grocery store. This image illustrates an incredibly car dominate environment juxtaposed with the pedestrian users despite the lack of crosswalk markings and sidewalk conflicts.

Figure 11 The aerial to the right highlights the 1/4-mile walking shed from the study area. It includes Historic Downtown and The Creek arts & entertainment district. The Cleveland Clinic North Hospital is also in close proximity and is a major job center in the area.



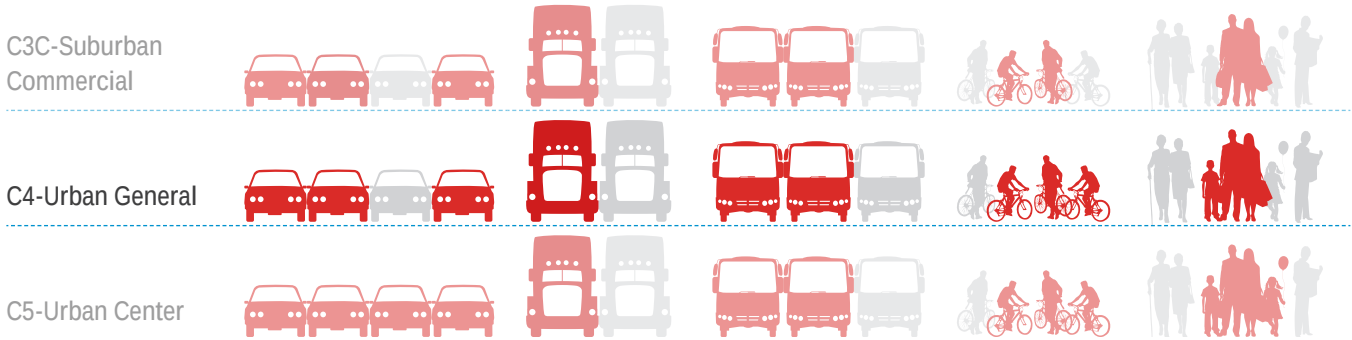
EXISTING CONDITIONS & BACKGROUND

FLORIDA DEPARTMENT OF TRANSPORTATION: CONTEXT CLASSIFICATION

Federal Highway is a street owned and maintained by the Florida Department of Transportation (FDOT). FDOT has adopted a roadway classification system to create a context-based method of assessing streets. This context classification of the street is important for setting design controls to provide support for safe and comfortable transportation for all uses. A Preliminary Context Classification Designation of C4 has been assigned to this segment of Federal Highway. The preliminary context classifications are based on available GIS data.

This preliminary context classification of C4 is supported through an on-site survey of observed users and the existing mix of uses. Although not apparent from the view of much of the frontage along Federal Highway there exists residential in very close proximity to the commercial facing Federal Highway. Furthermore, there are desirable walking and entertainment districts within the walking shed of adjacent neighborhoods, as illustrated on page 14. There is however a disconnect in the design features of the corridor and the context. The street is inadequate or absent many facilities to accommodate mobility.

EXPECTED USES TYPES IN CONTEXT CLASSIFICATIONS



FDOT CONTEXT CLASSIFICATIONS RELATED TO SPEED



FDOT CONTEXT CLASSIFICATIONS



C1-Natural	C2-Rural	C2T-Rural Town	C3R-Suburban Residential	C3C-Suburban Commercial	C4-Urban General	C5-Urban Center	C6-Urban Core
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

FLORIDA DEPARTMENT OF TRANSPORTATION: CONTEXT CLASSIFICATION

To the north and the south of the study area on Federal Highway the context changes to C3C with posted speeds of 45-mph. Understandably, many drivers without a change in the street context, continue the same driving behavior and expectations. The disconnect between context and design features hurts the ability of vehicles to easily move in the study area. Increased speed is a contributing factor to the challenges of maneuverability. Numerous participants in the community survey commented on the difficulty of egress into and out of commercial centers which are compounded by the fast-moving through traffic on the corridor.

FACILITY	C-4 BOULEVARD		EXISTING IN STUDY AREA	
	RESIDENTIAL	COMMERCIAL	B-1	URBAN HIGHWAY
Building Orientation	Front	Front	Front	Front
Maximum Setback	15'	0'	20'	15-20'
Off-Street Parking Access/Location	rear	rear, side	50% rear	rear is incentivize
Street-side width (includes furnishing/planing strip or pedestrian buffer, clear pedestrian zone, and frontage zone)	16.5-18.5'	19"	Not specified	Not specified
Minimum Clear pedestrian zone (sidewalk)	8'	8'	Obstruction reduced to less then 4' clear	
Pedestrian Buffer	8' planting strip	7' tree well	None present	
Posted Speed	25-35-mph		35-40-mph	
Number of Through Travel Lanes	4-6		6'	
Travel Lane width	10-11'		10-11	
Medians	4-18'		2-15'	
Bike Lanes	5-6'		None present	

Figure 12 2010 Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, Institute of Transportation Engineers and Congress for the New Urbanism.

Figure 13 Moving from the north of the study area to the south, the images to the right show existing users including bicyclist and pedestrians of varying ages and abilities. The third image down illustrates one of the challenging obstacles within the sidewalk. The placement of the signal post is at the crosswalk where the curb slopes down for access. If using the crosswalk in a wheelchair, there is not adequate space for a safe turning radius. The signal post is obstructing the maneuver. When moving on the sidewalk on a bike or wheelchair and not using the crosswalk, there is inadequate flat surface to travel on, therefore the slope pushes the user in to the road.



SAFETY

The design features of streets in the study area are critical for the safety of users. The Martin MPO in its *Bicycle & Pedestrian 2007-2009 Collision Report* from May 2011 identified the study area as one of the high crash locations for bikes and pedestrians within Martin County. Since that time, there has not been significant redevelopment or roadway projects within the study area. The maps on the following pages document the crashes, and in some cases fatalities, along the corridor from December 2010 to December 2020. The mapping indicates there is still a significant concentration of crashes in this area.

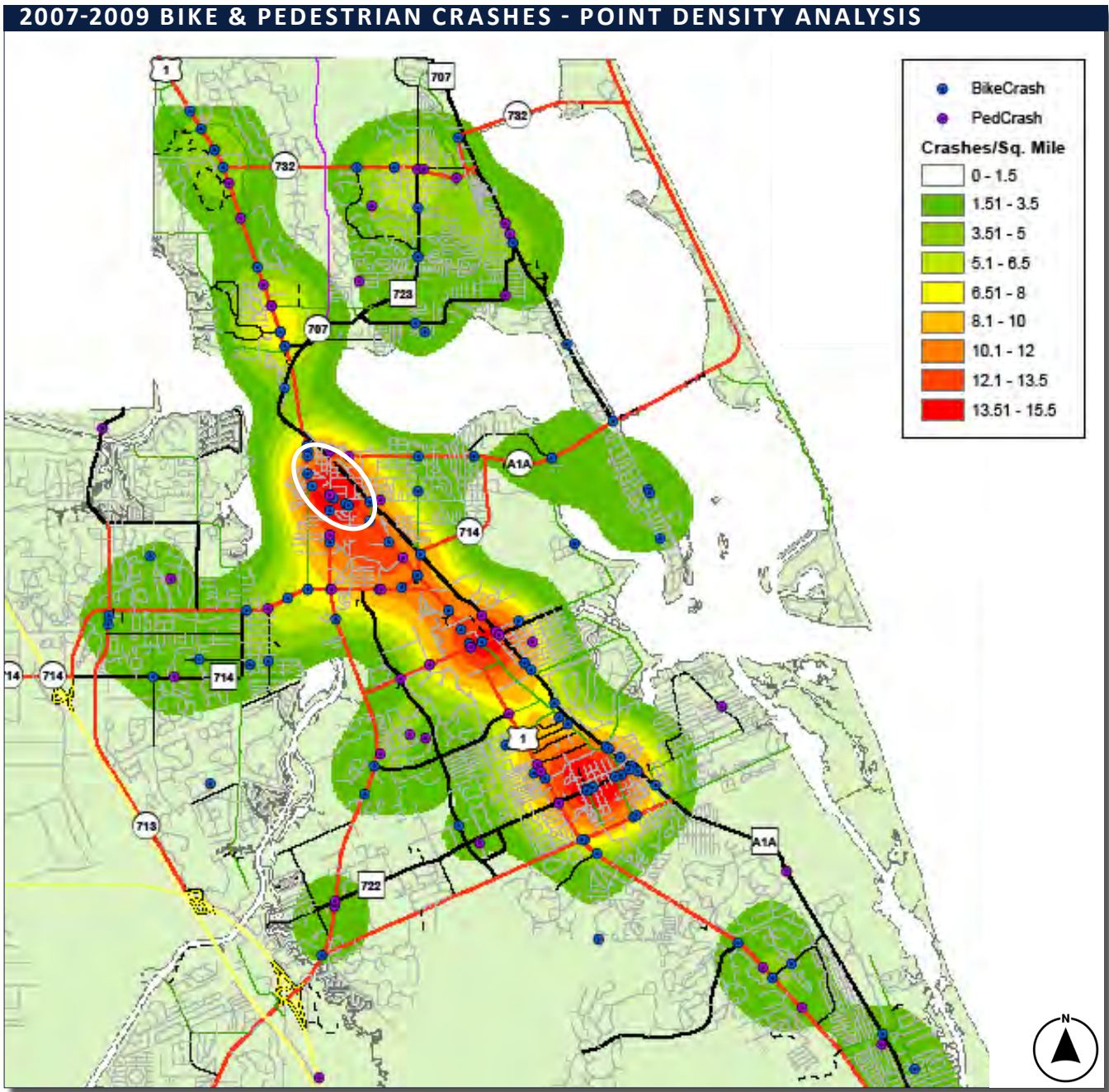


Figure 15 The above map is taken from the *The Martin MPO in its Bicycle & Pedestrian 2007-2009 Collision Report* from May 2011. The study area is roughly circled in white.

Figure 16 To the right are images of how the range of visibility for drivers changes with increased speed. - nacto.org

SPEED & VISIBILITY

10-15 MPH



20-25 MPH



30-35 MPH



40+ MPH



SAFETY

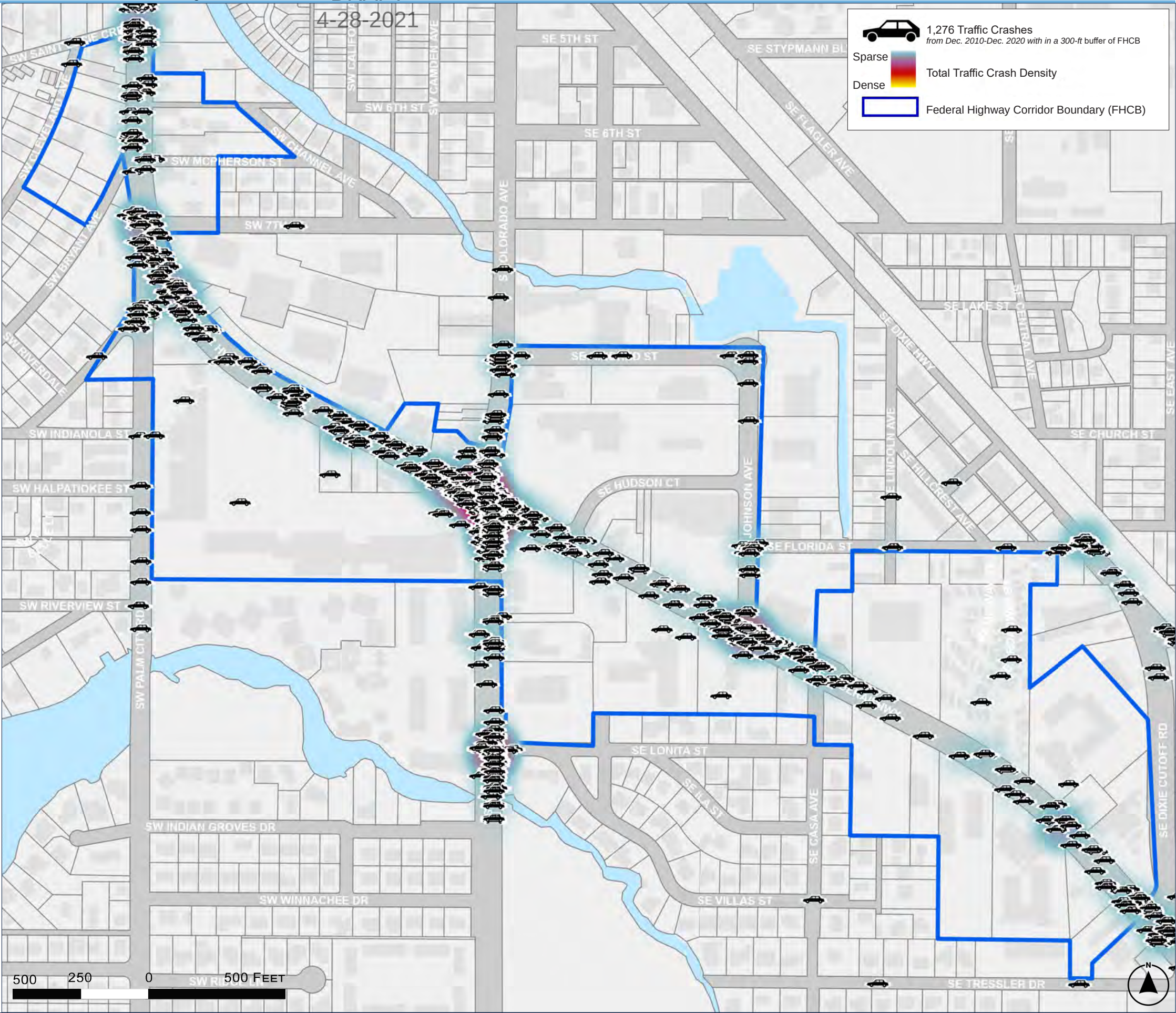
TRAFFIC CRASHES

This figure illustrates the number and location of automobile crashes within the Federal Highway study area between December 2010 and December 2020. In those ten years, there were 1,267 crashes within the study area. The vehicle symbols identify the crash location and a colored “heat” map underneath ascribes the frequency of crashes by color shade. The heat map is utilized in the forthcoming diagrams which identify pedestrian, bicycle, and fatal crashes. From this diagram, it is clear that Federal Highway is consistently plagued with automobile crashes throughout the length of the corridor with the greatest concentrations occurring at the intersections with SE Johnson Avenue, Kanner Highway, and SW Palm City Road



Figure 17 Traffic and safety has been a long conversation in the City as seen in this clipping from 1969 taken from the median along the study area.

Figure 18 Crash data from Signal Four Analytics - University of Florida includes data from December 2010-2020.



SAFETY

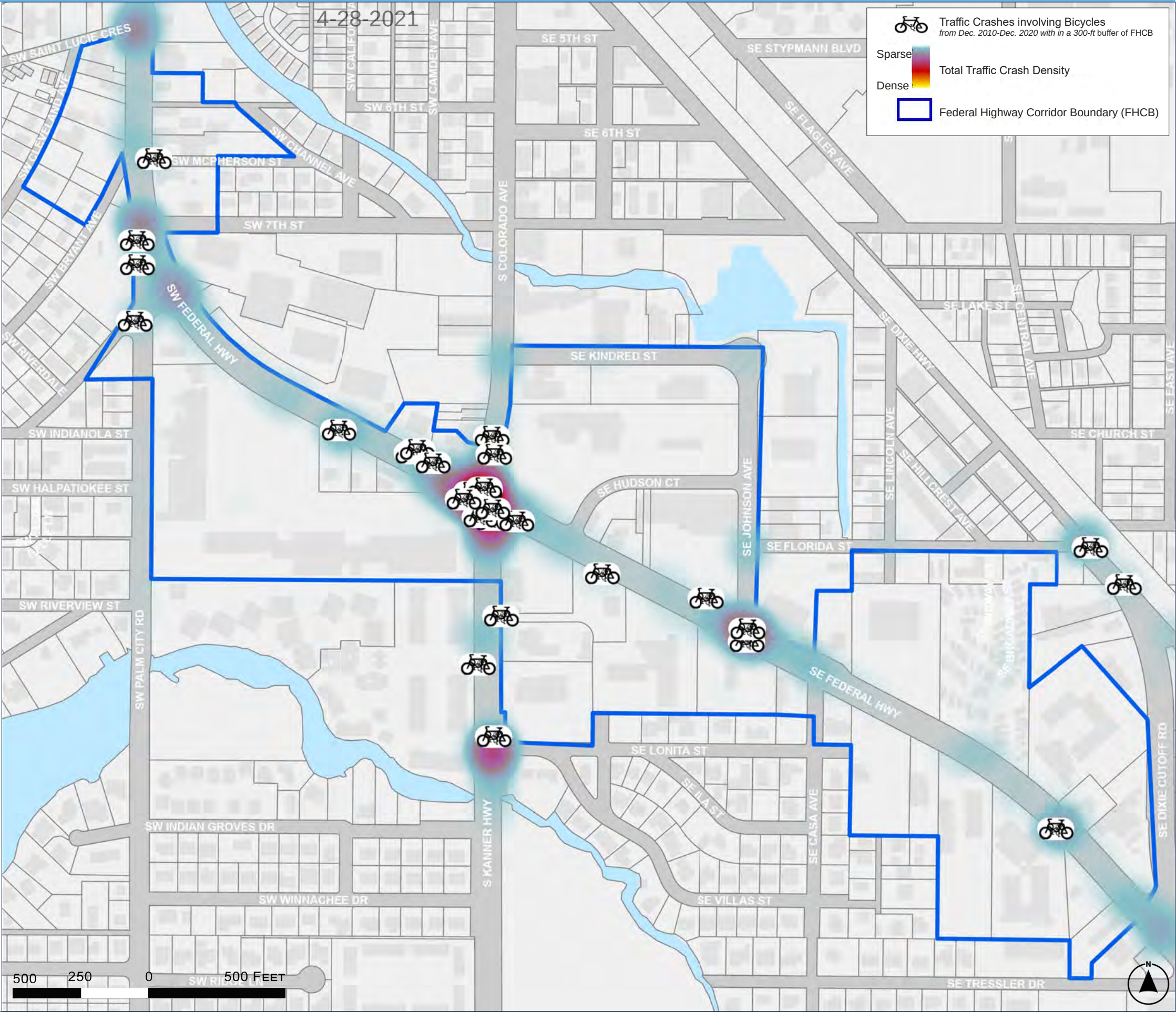
CRASHES WITH BICYCLES

In this diagram, the location and number of vehicle/bicycle crashes that have occurred in the same ten-year period between 2010 and 2020 are identified with the bicycle symbol. The heat map identifying the density of vehicular crashes is provided as an underlay. Not surprisingly there is a correlation between the location and frequency of bicycle and automobile crashes. This diagram suggests a need for enhanced bicycle facilities, especially at key intersections.



Figure 19 The images above are both from high speed crashes in an near the Federal Highway study area which occurred in March 2021.

Figure 20 Map to the right shows crash data from Signal Four Analytics - University of Florida includes data from December 2010-2020.



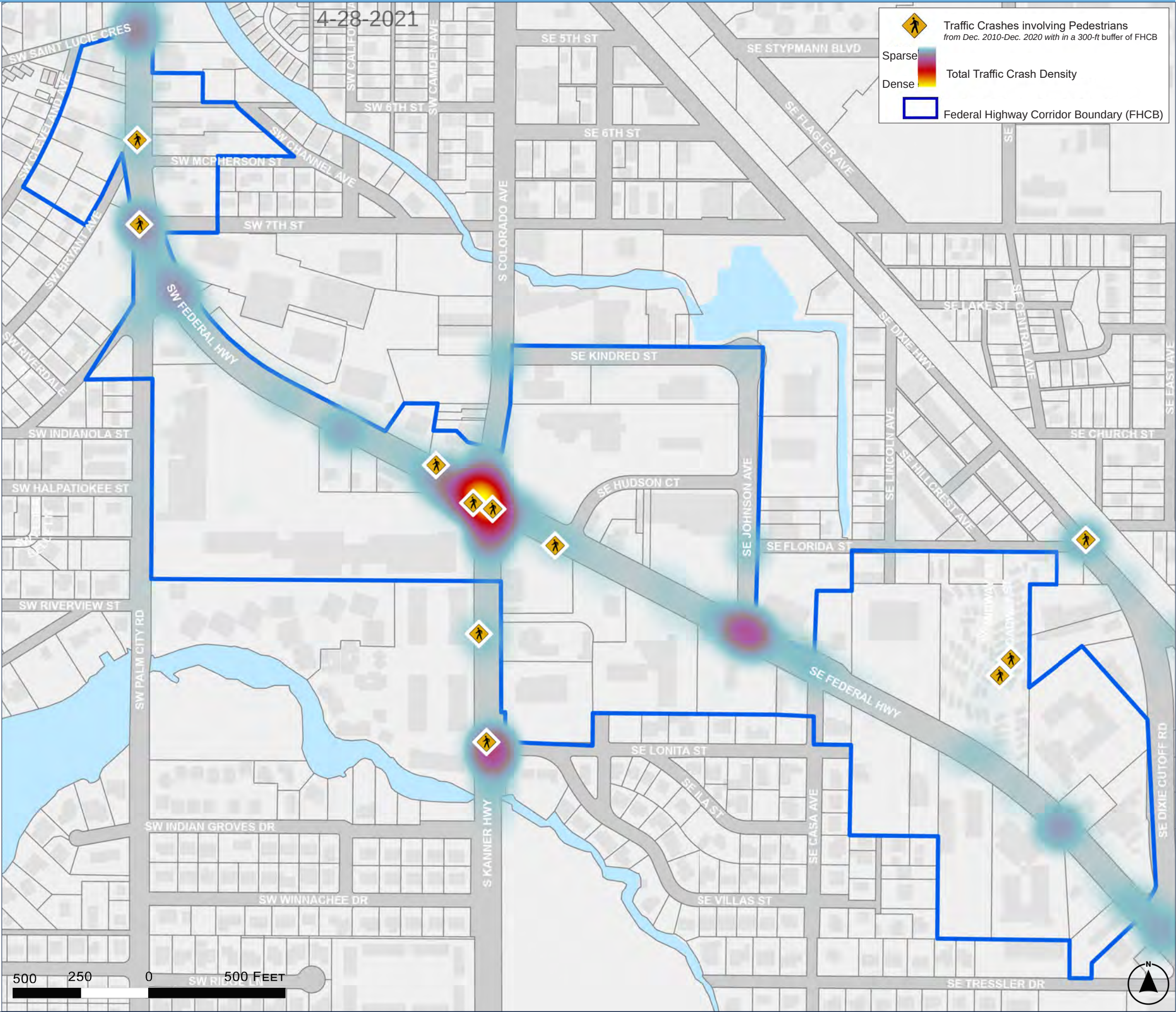
SAFETY

CRASHES WITH PEDESTRIANS

This figure illustrates the location and number of vehicle/pedestrian crashes within the study area. Not unlike the bicycle diagram provided previously, the pedestrian crashes have occurred primarily at the major intersections which often have lights and pedestrian crosswalks. While there are fewer pedestrian incidents than those with bicycles, there is significant room for improving the pedestrian realm and the ability to safely cross the corridor on foot.



Figure 21 Crash data from Signal Four Analytics - University of Florida includes data from December 2010-2020.



SAFETY

SW ST LUCIE CRESCENT



SW PALM CITY ROAD



CROSSWALKS

There are only three locations along the one-mile corridor where formalized crosswalks are provided to enable pedestrians and cyclists to cross from one side on Federal Highway to the other. Despite their proximity, the lack of safe facilities makes it very challenging for non-vehicular connectivity between the neighborhoods to the south and downtown Stuart.

S KANNER HIGHWAY



SE JOHNSON AVENUE



S COLORADO AVENUE



DIXIE CUTOFF



EXISTING BIKE NETWORK

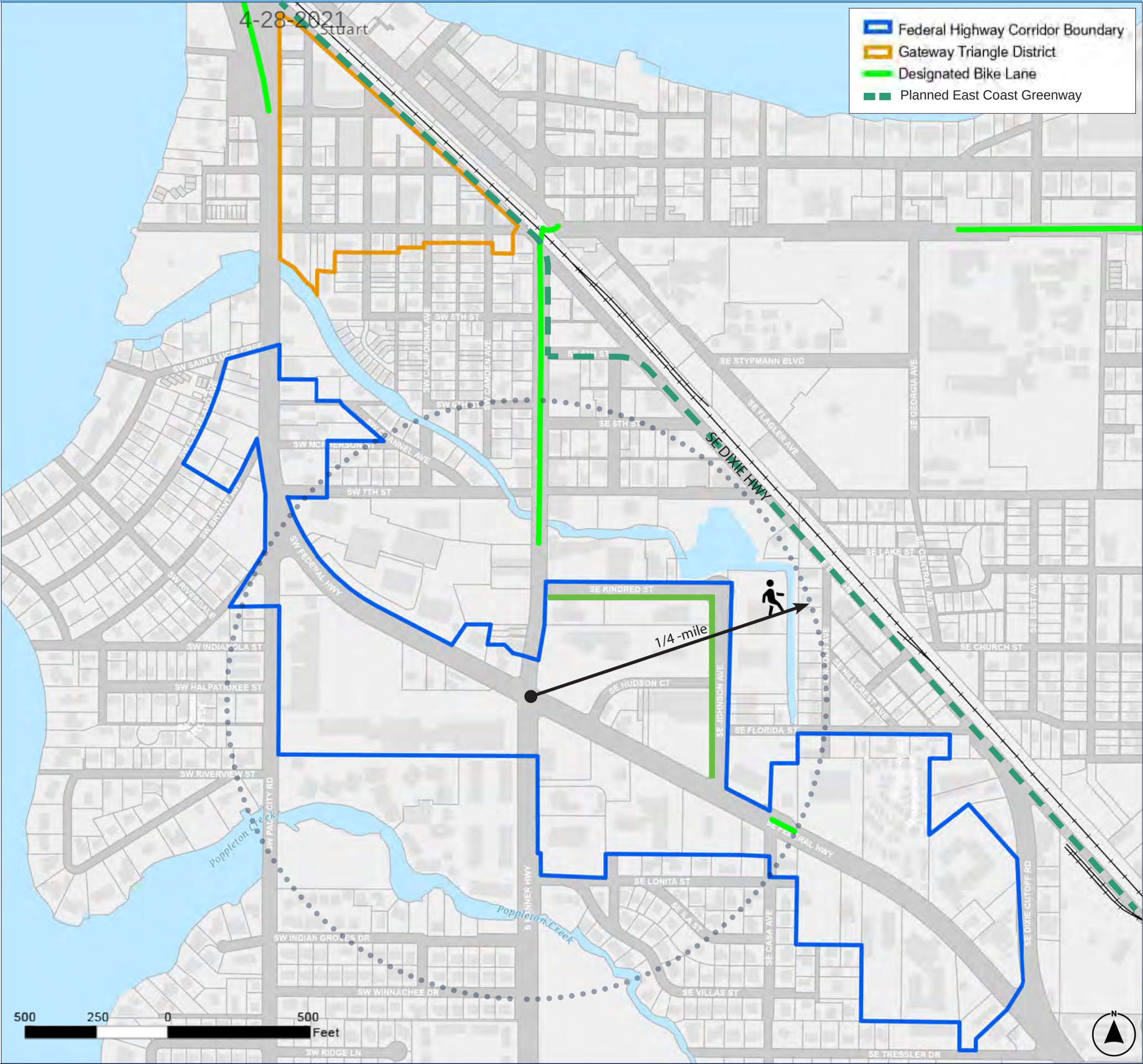
The series of maps to follow include the Federal Highway study area and an additional study area for the Gateway Triangle District. The Gateway Triangle District is the subject of its own Master plan study. Due to the proximity of the two study areas, it was determined to be of mutual benefit to study the two concurrently. The Triangle Gateway District is outlined in an orange line and the Federal Highway study area is outlined in blue.

Stuart does not have a robust connected bike network, although recent roadway improvements have included connected designated bike lanes. Near the study area, S Colorado Avenue was the site of a Complete Street effort which reduced the number of travel lanes, added on-street parking, wider sidewalks along with the designated bike lanes. Properties have seen a great benefit since the improvement. After the completion of S Colorado Avenue, SE Johnson Avenue and SE Kindred Street were also improved with on-street parking, newly landscaped bulb-outs, and designated bike lanes. In the following maps, S Colorado Avenue, SE Kindred Street, and SE Johnson Avenue are unique in the mapped area for their Complete Street improvements. SE Johnson Avenue and SE Kindred Street contain the only designated bike lanes in the study area.



Figure 24 The image above is typical of the corridor. The absence of a bicycle facility contributes to the incidents of bicycle related crashes.

Figure 25 Designation of bike lanes 2019 data from FDOT.



25

EXISTING SIDEWALK WIDTHS

The typical sidewalk within the study is a 7' sidewalk. Unfortunately, the sidewalk on Federal Highway is often interrupted and does not provide a continuous clear path for users.

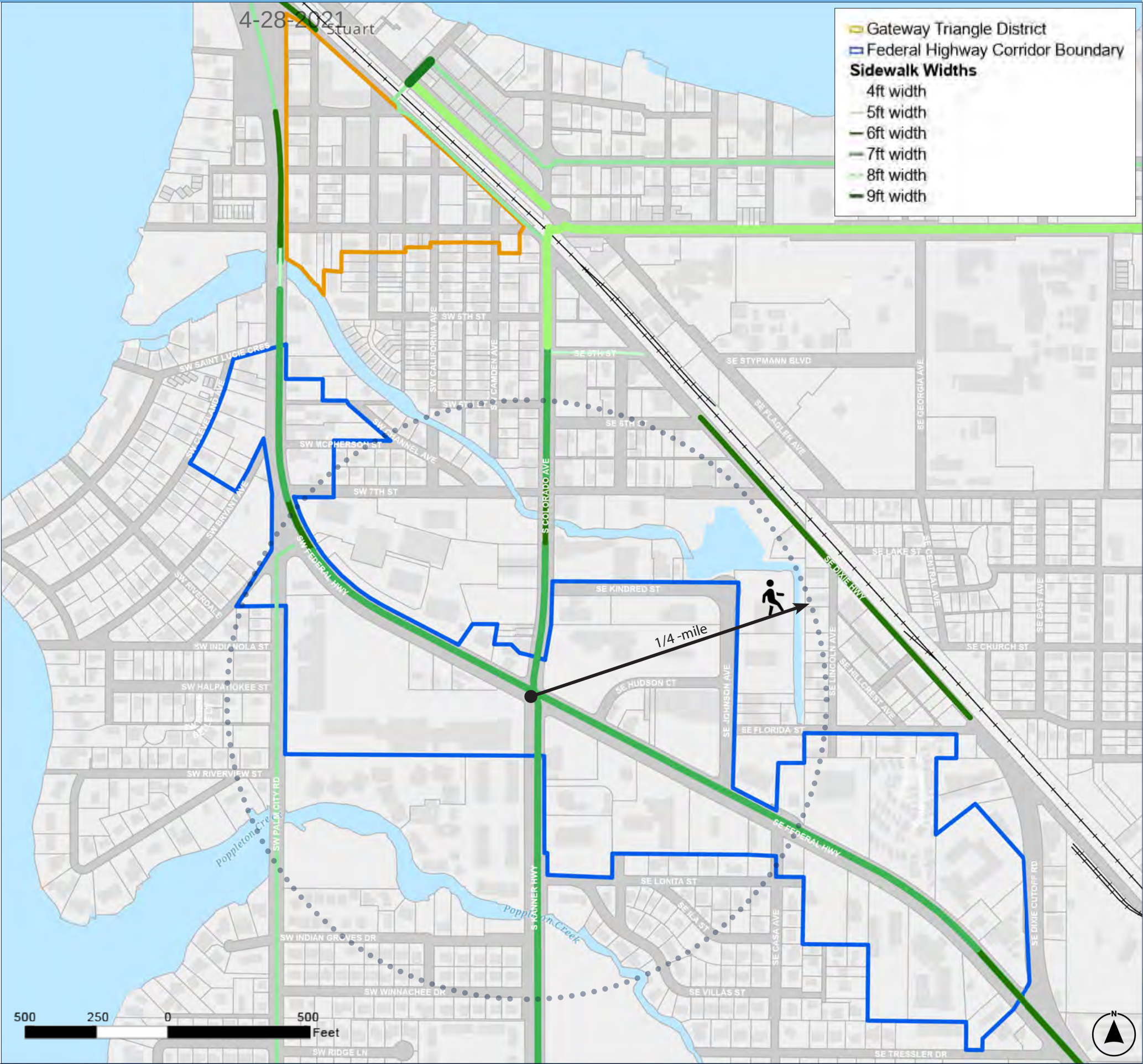


Figure 28 Sidewalk widths 2019 data from FDOT

27

EXISTING PUBLIC TRANSIT

Marty is a public transit system operated by the Martin MPO. Marty on the Move is consistent with the requirements of the State of Florida Public Transit Block Grant Program. There are two Marty Bus Routes with stops on Federal Highway in Stuart. Route 1 is shown in pink and Route 3 is shown in navy. Route 1 runs the length of Federal Highway from Salerno Road to the south to the Treasure Coast Connector which operates in St Lucie County to the north. In 2018 there were 83,467 riders on the Marty. In the Transit Development Plan 2020–2029 the number one priority identified was to split route 3 into a route 3a and 3b Marty 10-Year Plan (2020–2029). The plan also called for the doubling of the frequency of Route 3. The stops that service both Routes 1 and 3 are minimal and do not include shelters or benches and are noted with just a simple sign indicating the route number and no other information. These are in contrast with the Marty shelters elsewhere in the County which provide, at a minimum, a shelter and bench.

The City also has a micro-transit system within the downtown area called Stuart Tram. Many of these stops do include shelter, benches, trash, and recycling bins as well as Tram information like route maps and contact numbers. This same level of service should be extended to Marty stops throughout the City including the study area.

The recent 2019 Stuart Downtown Tram Business Plan provided recommendations for the Tram’s continued service. Coordination between the two fixed-route systems should be continued.



Figure 30 Typical Marty transit stop with shelter and bench. The pictured stop is at Indian River State College on Salerno Road.

EXISTING TRANSIT

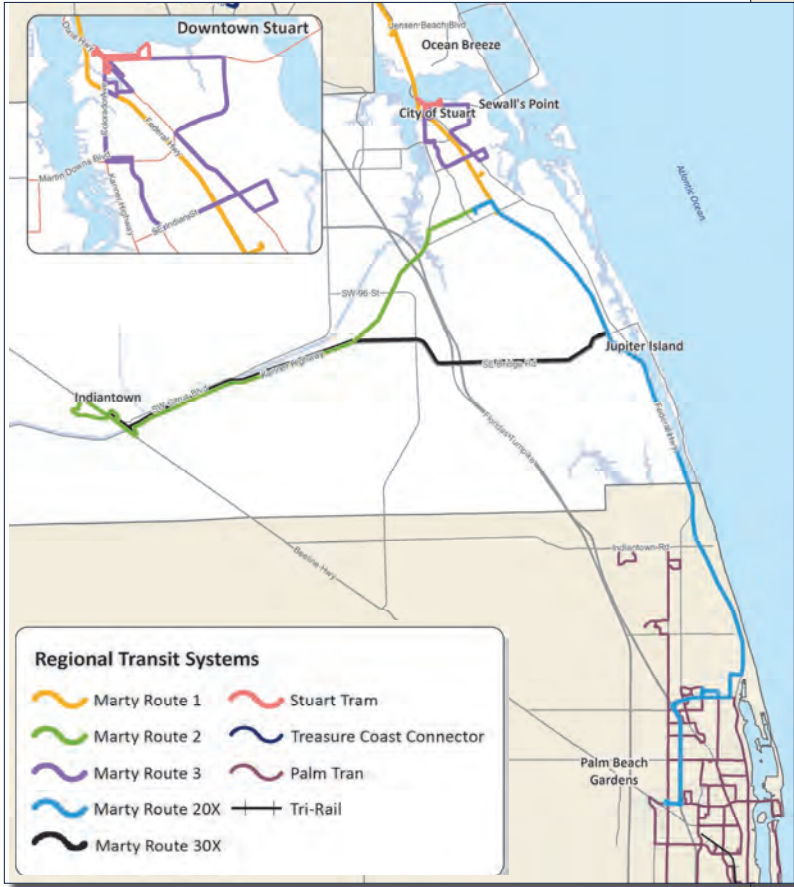


Figure 31 Typical Marty transit stop in study area. No bench, shelter or shade it provided.



NATIONAL FLOOD HAZARD

When considering redevelopment and long-term investment, it is prudent to understand the flood risk and sea-level rise projections of the area. To the right and on the following page are maps of the National Flood Hazard Area and the NOAA Sea Level Rise depth projection as they apply to the study areas.

In the map of the National Flood Hazard Area to the right, most of the Federal Highway and the Gateway Triangle study area are well outside the 1% and 0.2% Annual Chance of Flood Hazard. There are, however, properties adjacent to Frazier Creek inside the study area that indicate more vulnerability to flood hazard and fall into both the 1% and 0.2% Annual Chance Flood Hazard.

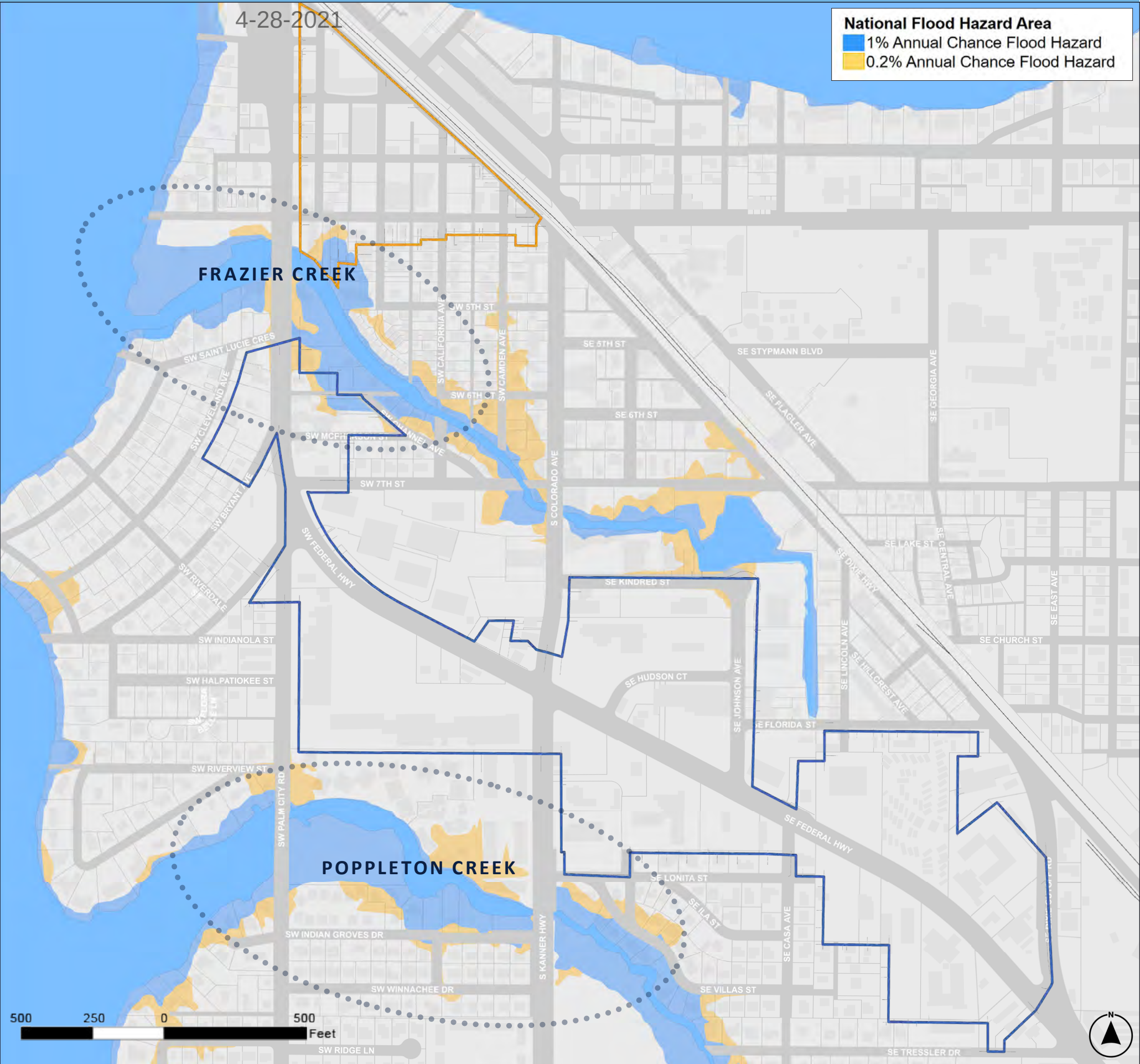


Figure 32 The National Flood Hazard Layer (NFHL) data incorporates all Flood Insurance Rate Map (FIRM) databases published by the Federal Emergency Management Agency (FEMA), and any Letters of Map Revision (LOMRs) that have been issued against those databases since their publication date. It is updated on a monthly basis. The FIRM Database is the digital, geospatial version of the flood hazard information shown on the published paper FIRMs. Updated: 02/19/2020

4-28-2021

NOAA SEA LEVEL RISE

The map on the right illustrates sea level rise projections from 2030, 2060, and 2100 in increasing shades of blue. The most dramatic being 2100 in the darkest shade of blue. The data projects a sea-level rise of 81" or 6'-9" from the present date to 2100.

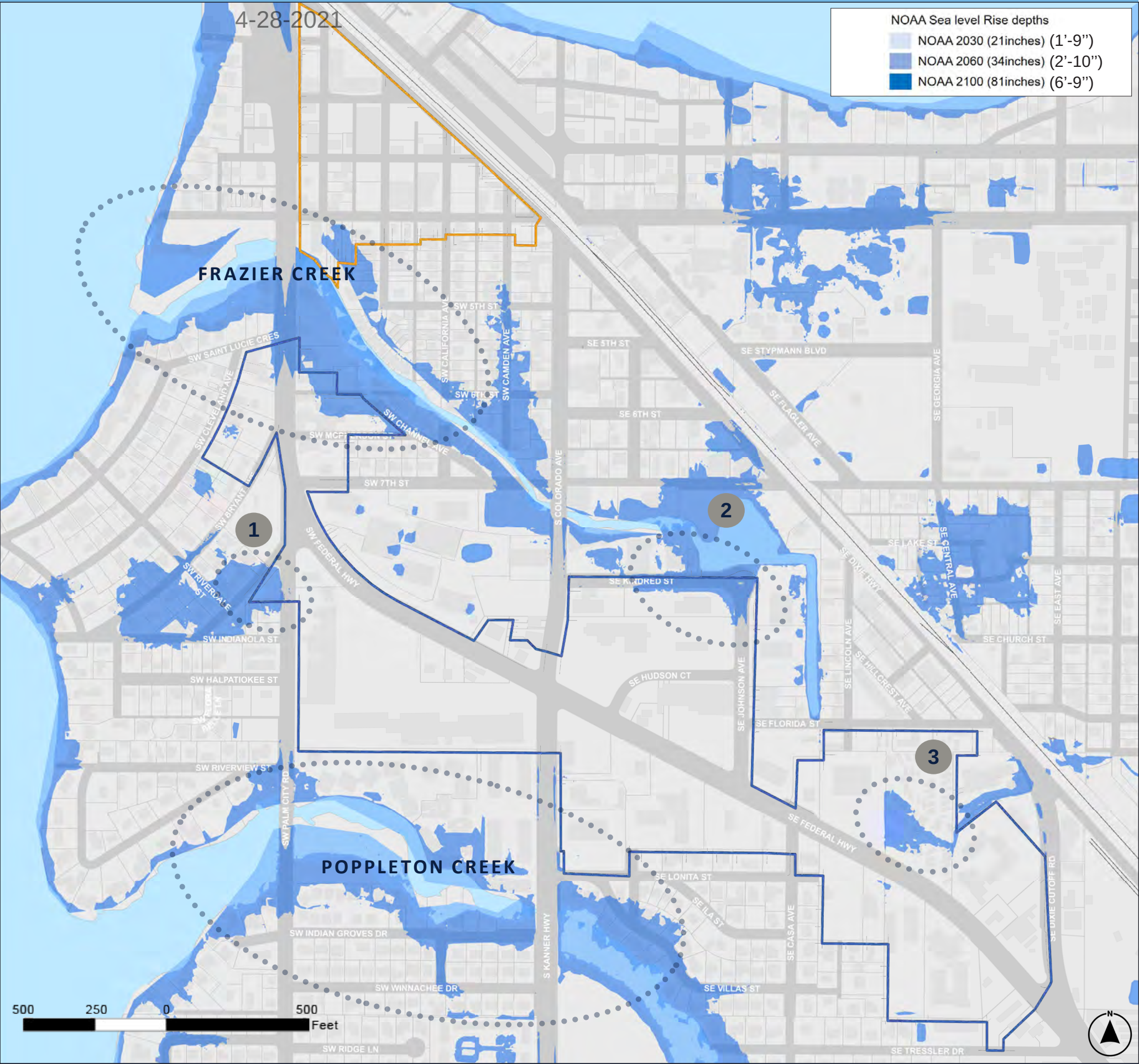
The vast majority of both study areas remains outside even the 2030 projections of 21" or 1'-9". Again, properties near Frazier Creek show potential impact from sea level rise like that of the National Flood Risk Map. In addition to Frazier Creek there are three other locations within the study area where a projected impact from sea level rise is indicated:

- 1. The north side of Palm City Road on land that is already City-owned and functioning as part of the stormwater management as dry retention. This use will continue to be important on this site.
- 2. Further east on Frazier Creek where there is existing stormwater infrastructure and storage at Bruner Pond Park.
- 3. The last is the mobile home community of Holiday Mobile Home Park which has existed in the same configuration since 1954. The community sits very low and projections show inundation at 2060 projected levels. It's important to note this community is one of the few residential properties on the corridor within the study area. Many residents are employed on the corridor at businesses such as Publix, Wawa, and at nearby light industrial. This workforce and residents make up the diversity of mobility users on the corridor. This relationship is important to maintain. It removes vehicle trips from the roadway.



Figure 34 Image above is taken from the bridge over Frazier Creek looking to the east.

Figure 35 Is a Seal Level Rise Scenario created for Martin County via Grant funding via the Institute for Water and Environmental Resilience and Erin Deady Law. Creation date: 3/2019



SUMMARY OF PUBLIC INPUT

GROUP STAKEHOLDER INTERVIEW #1

SUMMARY OF CONVERSATION

A group interview session was hosted on November 18, 2020, through a virtual meeting room and included a diverse group of stakeholders from the Federal Highway corridor in Stuart. The conversation included a review of findings from Main Street America’s survey, “The Impact of COVID-19 on Small Businesses,” conducted March 25 to April 6, 2020, and recent Census data points on the effects of COVID-19. The survey results led to a conversation on how local impacts may, or may not be similar to national impacts. In the commercial real estate climate, stakeholders reported a significant impact on tenant lease agreements. Many tenants have renegotiated lease agreements with shorter terms, deferred payments, and smaller footprints. One broker reported that as many as 30% of leases managed had been renegotiated. In addition, there are some businesses within the study area who have closed and gone dark.

There are exceptions to some of the uncertain trends. The national increase in bike shop sales has also been observed locally. As a waterfront community in a warm climate, brokers in Stuart have also observed increased economic activity in boating, camping, and related outdoor-focused retail and services.

Stakeholders cautioned that COVID-19 pandemic trends are temporary and that many challenges on Federal Highway existed before the pandemic. Along the study area, there is significant empty commercial space and vacant property. The pandemic was noted as an accelerator of existing trends such as reduced demand for traditional office space and growth in residential housing demand of all types. Of note, there is interest in developing co-working and flexible workspaces. A stakeholder noted there has been a 97% increase of residential sales from August to December 2020.

Participants noted additional acute stress which affected the corridor this summer with the closure of the Roosevelt Bridge. The Roosevelt Bridge, located to the north of the study area, was closed on June 17, 2020, due to a detected failure in a routine inspection. FDOT worked diligently to repair the bridge and ensure safety. The closure significantly reduced the amount of vehicular traffic on a portion of the study area. The six travel lanes of the Roosevelt Bridge were redirected to other routes between June 17 and June 27. A partial opening on the Roosevelt Bridge began on June 27 which allowed four lanes to return. By July 5 all six lanes were operational.

Outside of the impacts of COVID, existing trends, and bridge failures, the physical characteristics of Federal Highway were noted as limiting the quality of the corridor and impacting the economic activity. Stakeholders discussed the lack of pedestrian or vehicle lighting in the study area. Enforcement of signage code and improved signage quality was also noted as a way of improving the overall quality of the corridor. Other topics brought before the group included the annual average daily traffic as collected by FDOT in 2019, and the poor quality of crosswalks observed on the corridor. The two relate to concerns about safety on Federal Highway. Safety is critical because as one stakeholder put it, “We’d like to see this study show ways to connect this corridor to Downtown for pedestrians and [in] perception.” The study is geographically very close to Downtown which has the potential for tremendous value for many uses.

In recent history, South Colorado Avenue was a significant corridor improvement within the City. That project saw an increase in market values of 25% and an 11% reduction in vacancies in two years. Participants in the call noted the success of that street improvement was hinged on the extensive door-to-door outreach to property owners and partner advocacy groups to the City were key to advancing the project. The same strategies could be key to advancing recommendations or Federal Highway.

For information purposes, it was noted that the study area is included in the Community Redevelopment Agency. Information was provided about some of the existing incentive programs.

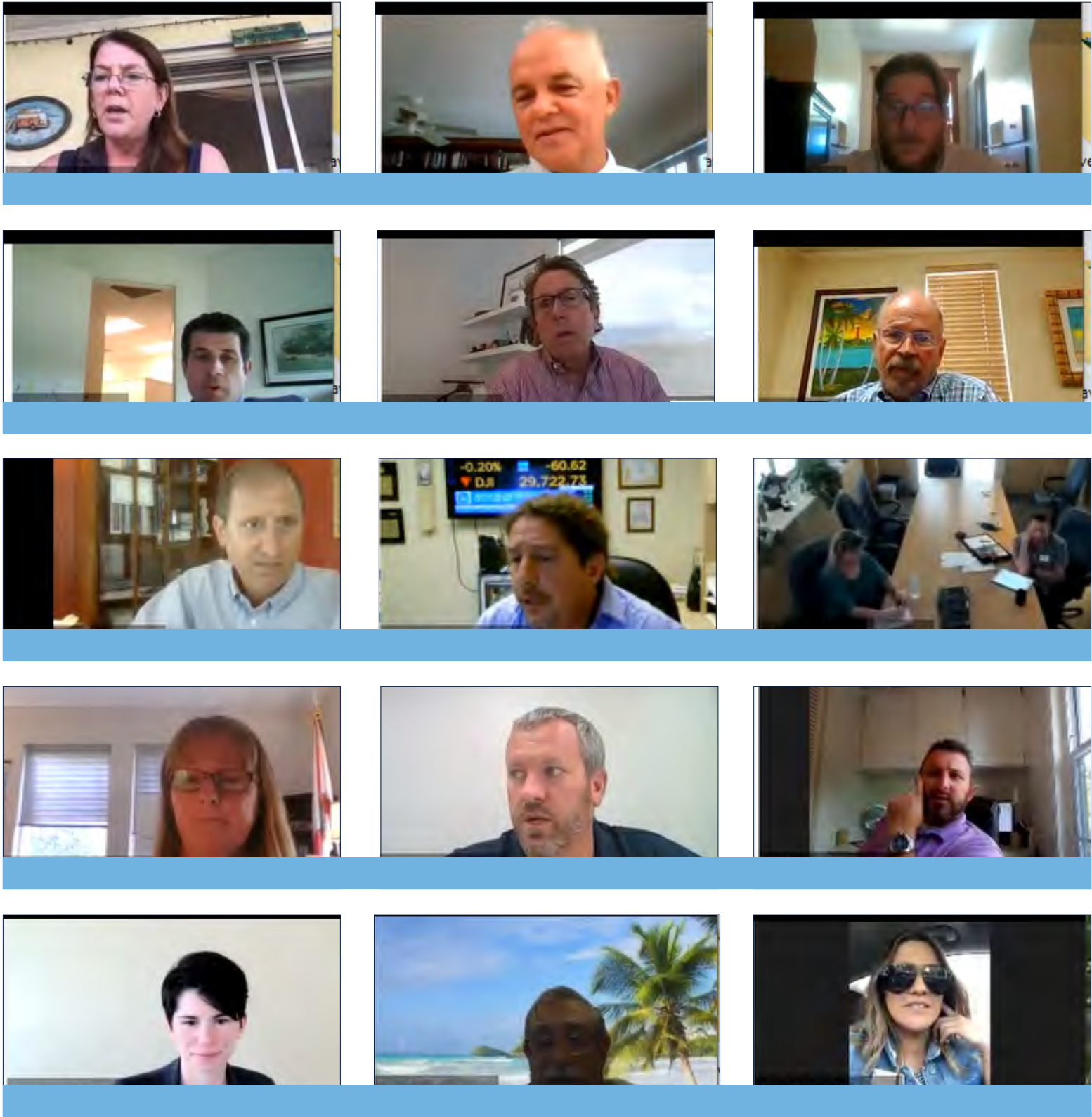


Figure 36 Images of participants in the Group Stakeholder Interview from November 18, 2020.

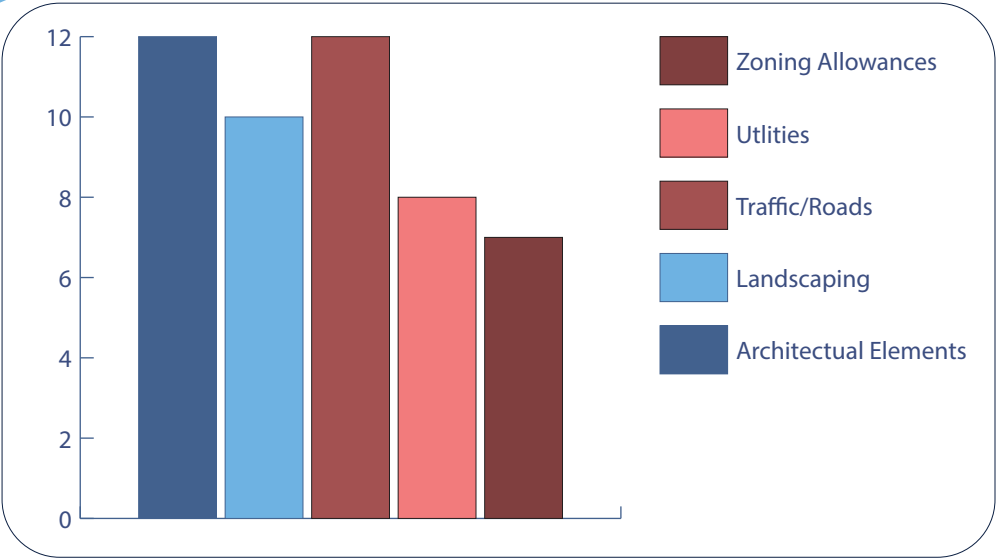
SUMMARY OF POLLING

During the group interview a series of polling questions were asked. Those responses are summarized here.

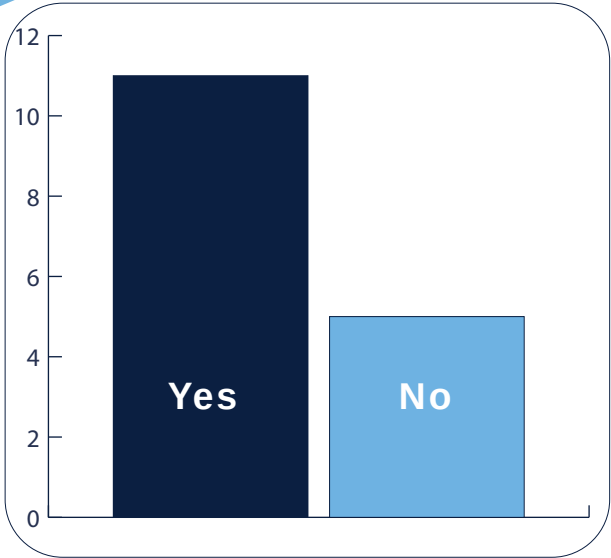
In reference to US1, what is your role as a stakeholder?



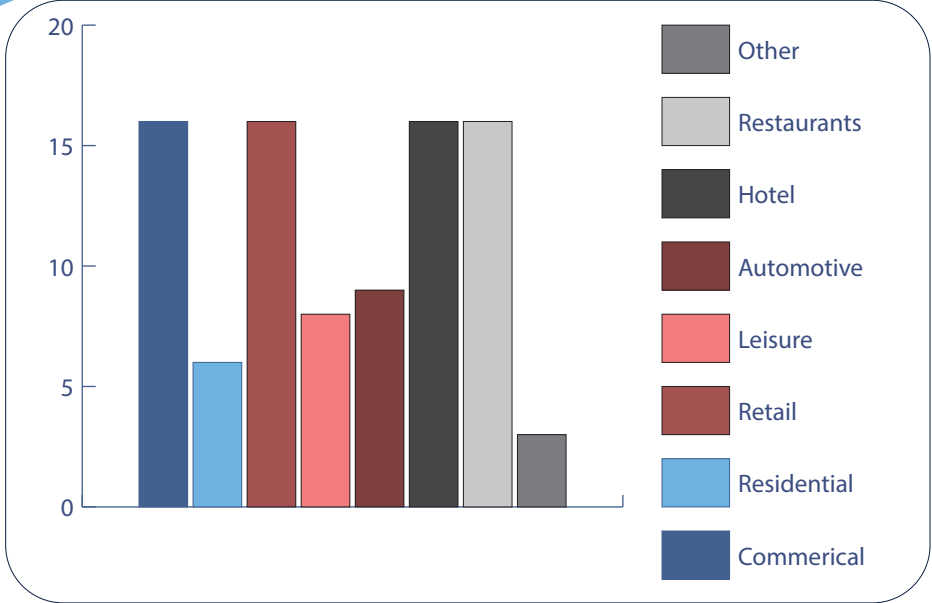
In what ways has the US-1 Corridor been negatively impacted by COVID-19? Select all that apply.



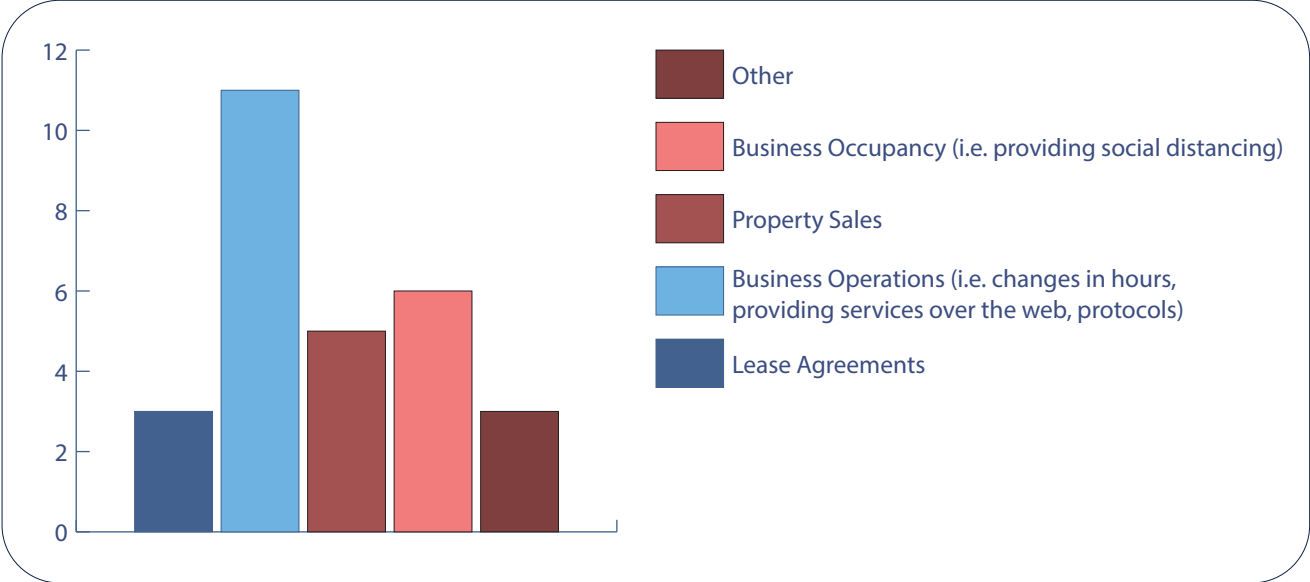
Are you already familiar with the extends of the CRA?



What uses do you see appropriate for the US-1 Corridor? Select all that apply.



Which of the following improvements do you believe would have the highest positive impact on the US-1 Corridor? Select all that apply.

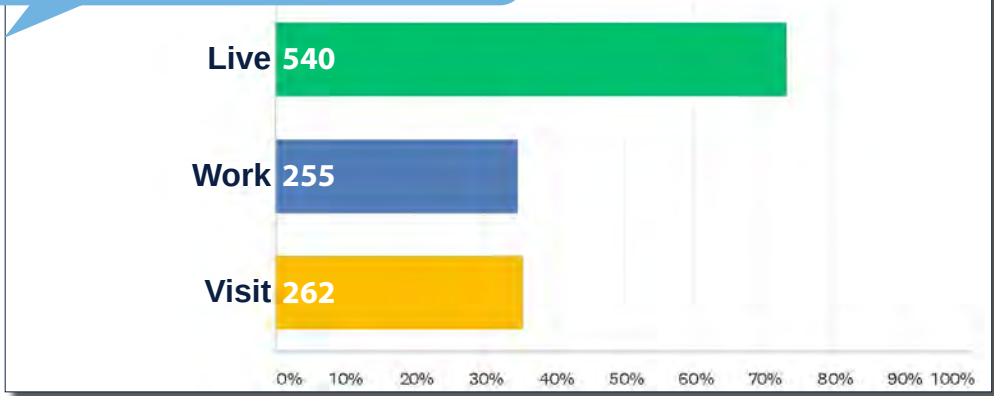


SURVEY RESULTS

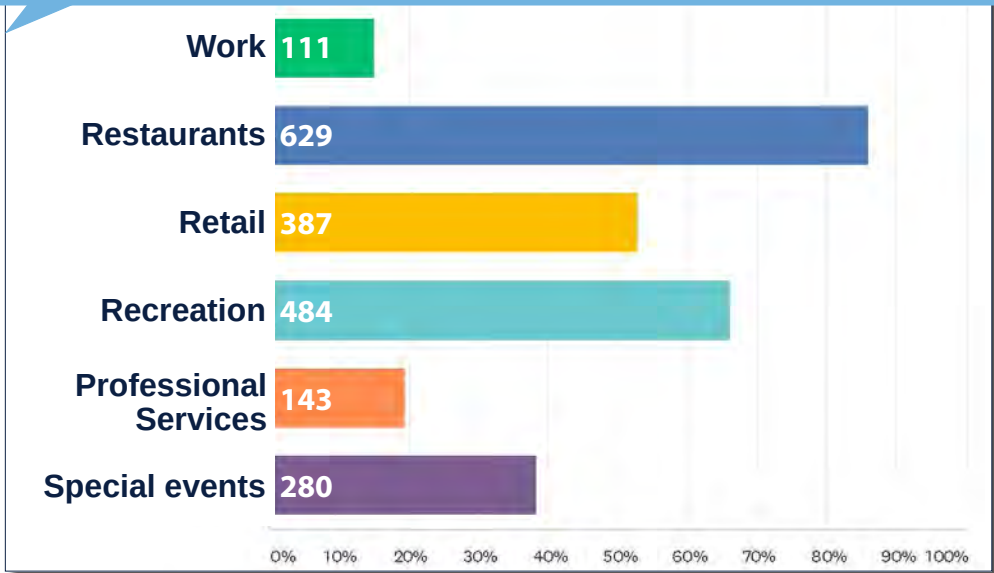
TOOK THE SURVEY?

A community survey was conducted between November 12th through December 18th, 2020 and received over 700 responses. The survey was distributed through social media on Instagram and on Facebook. It was distributed through community organization groups and the local news featured it in their evening segment and online.

Do you live, work or visit Stuart? 4-28-2021

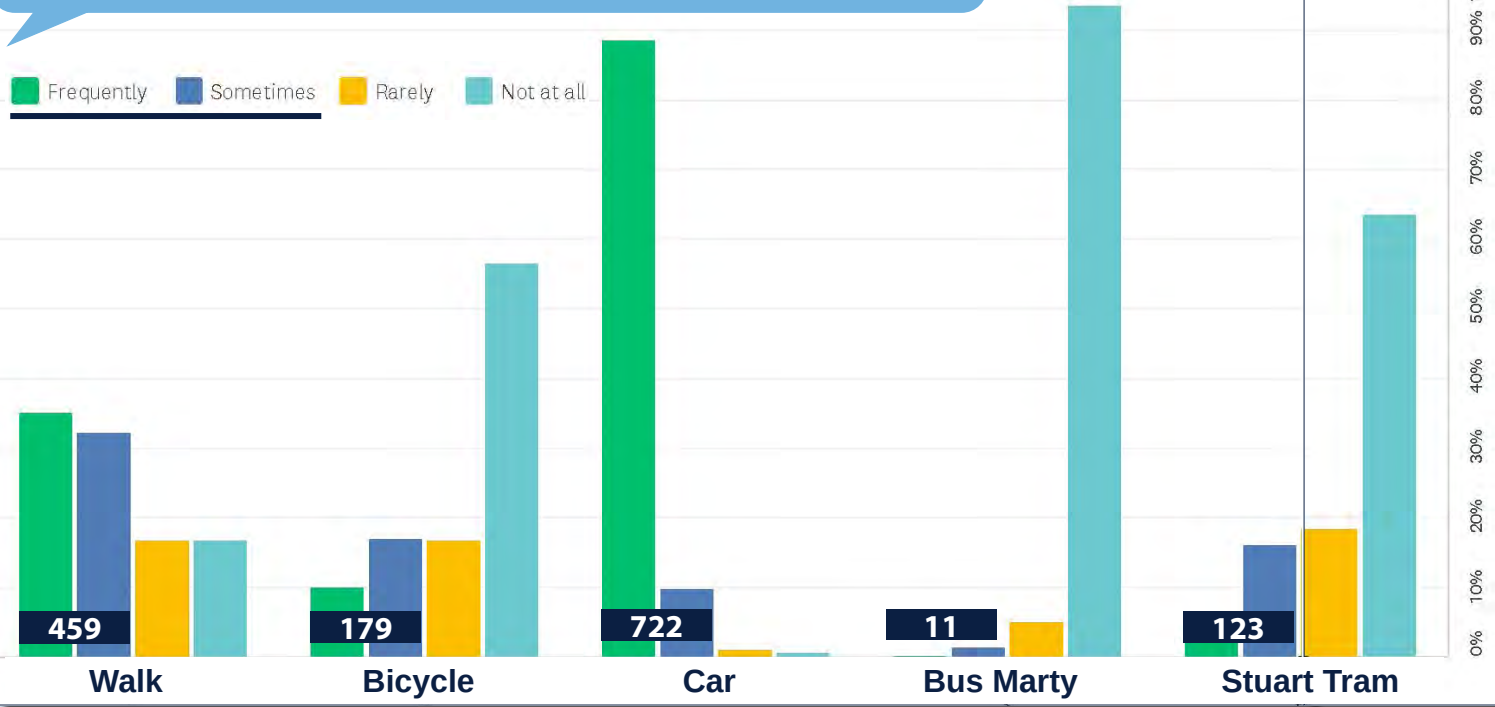


What is your top destination in downtown Stuart? Select the top three.

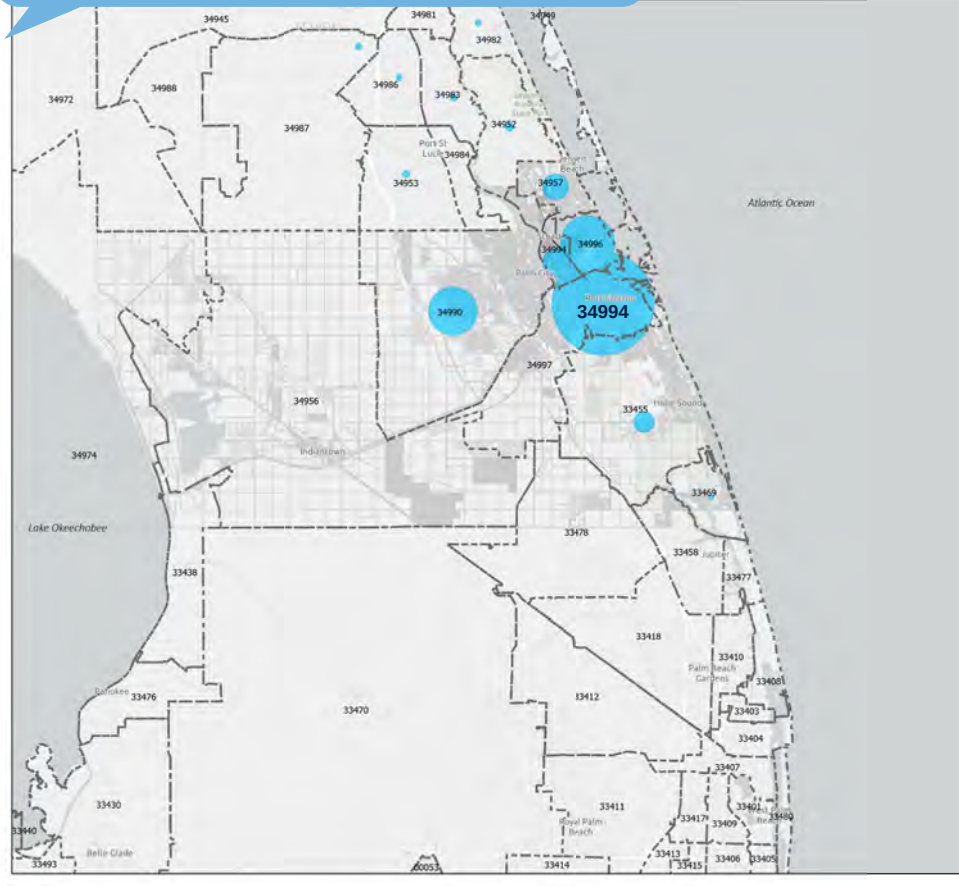


How often do you use the following when traveling in Stuart?

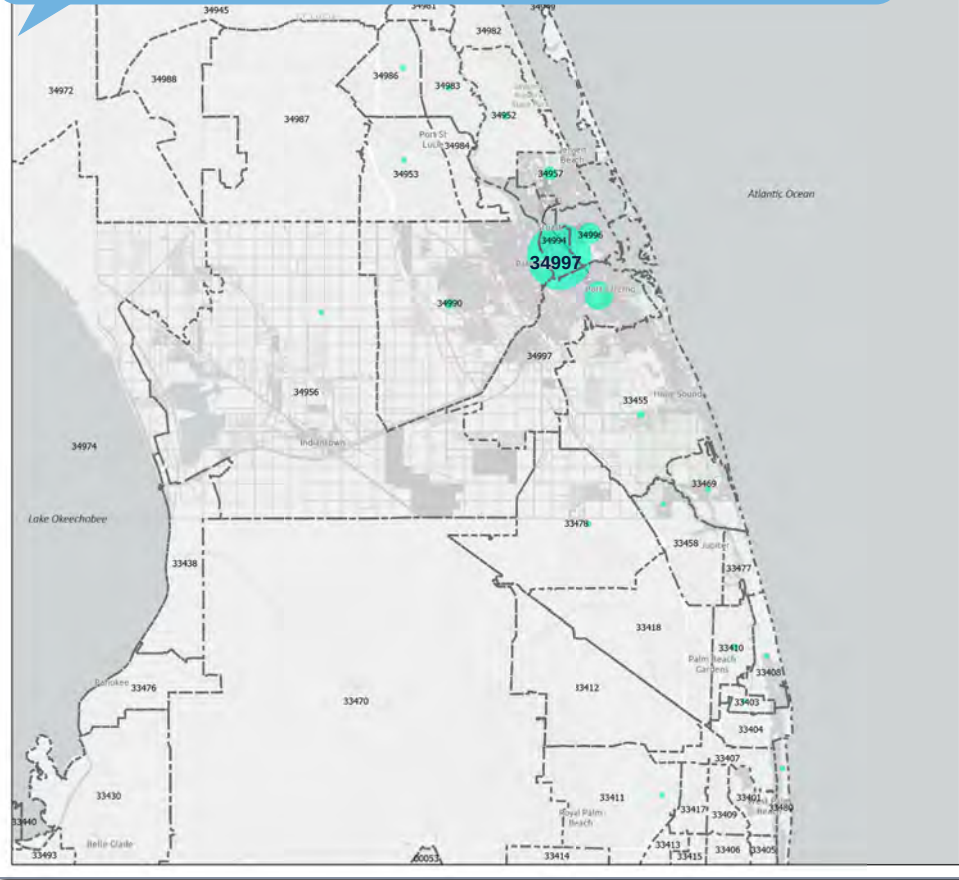
Select one for each mode of transportation.



In what zip code is your home located?

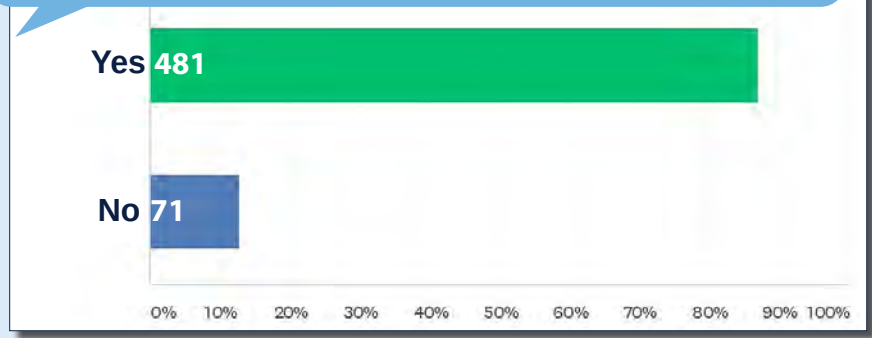


In what zip code is your business located? (If applicable)



ABOUT US-1 IN STUART

Do you think COVID-19 pandemic has affected business along the US-1 corridor?



As the word bubble indicated fewer people in stores and restaurants. Restaurants were mentioned many times.

If yes, how so?



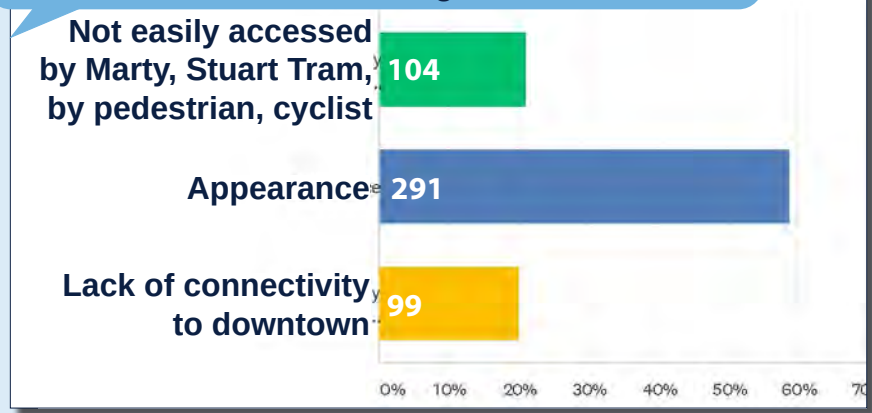
What do you feel are impediments for existing and new businesses along US-1 in Stuart?

“Hard to see what businesses are there with all the parking lots in front.”

- Businesses are not visible from street and have poor quality signage.
- There were comments regarding the over-retail of the area.
- Access - Moving in and out of lots - connected parking lots - joint parking lots entry/egress. Maneuverability. Many wrote about the challenges in making left hand turns and turning into and out of businesses
- Speeding - speed was mentioned several times and also contributes to the maneuverability issues
- The importance of ADA and considering walkers and seniors.
- Green space and wildlife.



What is the main disadvantage of the corridor?



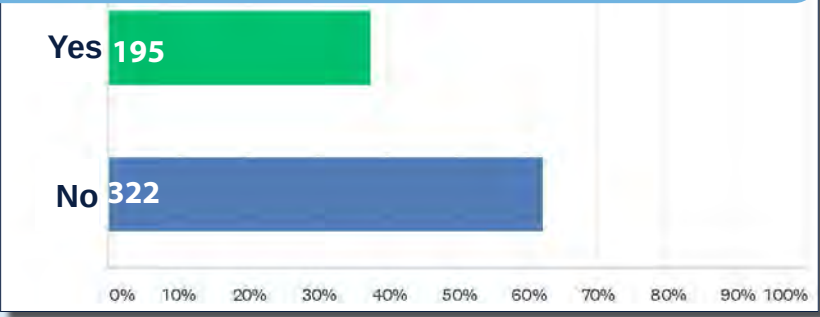
Other, please specify?



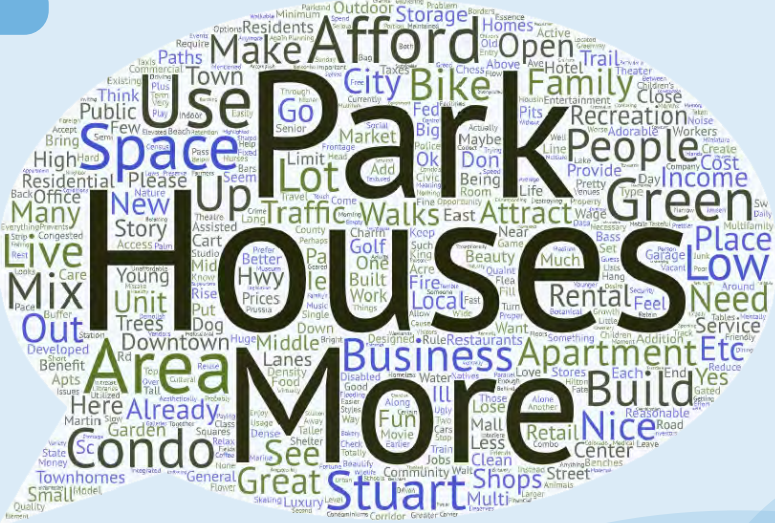
What types of businesses and commercial uses would you like to see along US-1 in Stuart?



Are there other uses you would like to see (i.e. housing?)

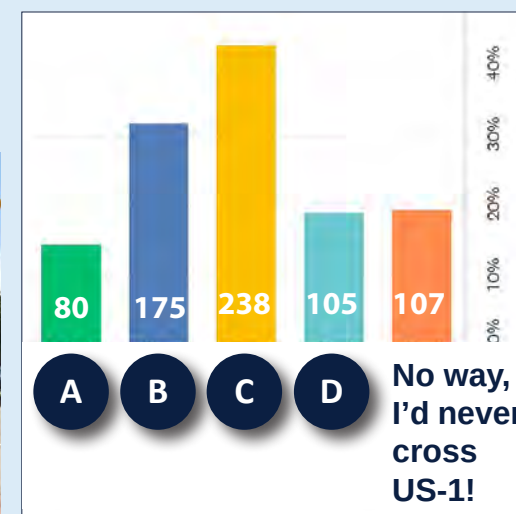
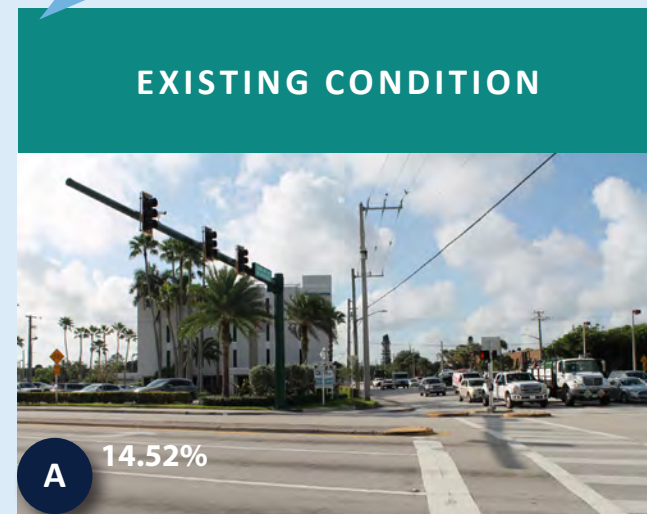


If yes, what?

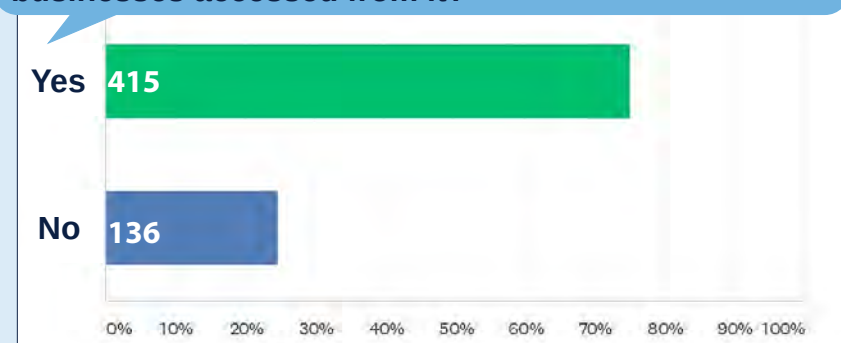


ABOUT US-1 IN STUART

Which crosswalks do you think you'd feel comfortable crossing on US-1 in Stuart? Select each that apply from images A through D.



Does the appearance of US-1 affect the success of businesses accessed from it?



If yes, what elements have the biggest impact?



GROUP STAKEHOLDER INTERVIEW #2

SUMMARY OF CONVERSATION

The same participants were invited back, and additional stakeholders were included in a follow-up interview session hosted on January 28, 2021, via virtual meeting. This group conversation focused on reporting back the results from the community survey and looking at possible interventions to address the community feedback. Addressing the volume and perception of traffic and the overall appearance of Federal Highway in the Study area were key takeaways discussed.

Responses from the group and feedback included:

- There is significant northbound traffic in the morning and southbound traffic in the afternoon. Mid-day traffic is difficult to navigate. The number of vehicles in the evening drops.
- Best way to address traffic to enhance other roadways and create additional connections.
- Willoughby extension may bring more vehicles to the south end of the Federal Highway Corridor and away from Kanner Highway north to Joan Jefferson Way.
- A desire to encourage people to use SE Florida Street and SE Dixie Highway and the Willoughby extension could be a part of that connectivity.
- A desire to encourage people to use Dixie Highway and West Ocean Boulevard.
- Connecting 7th Street and Martin Luther King Jr. Boulevard over the Frazier Creek as described in the redevelopment plan from the CRA in 2002.
- Additional turn lanes, or dedicated turn lanes, such as the southbound right turn lane from US-1 to Kanner Highway in the MPO work plan and could help move more vehicles south.
- There is concern about the safety of crossing Federal Highway.
- There is a desire for a parallel corridor from Joan Jefferson Way to the W Ocean Boulevard since that area is the concentration for the most traffic and challenges to egress and ingress.

VISION WORKSHOP

On Saturday, March 13, 2021, a visioning workshop and walking tour event was hosted. Over fifty people participated, including residents, business owners, elected officials, and City staff. The walking tour took the participants through portions of both study areas and provided firsthand experiences of the challenges and advantages in the district. The tour included a brief history of planning in the City, examples of mixed-use neighborhoods, and an introduction to Vision Zero and Complete Streets.

Feedback was provided through questions and answers along the walk and at “mini-presentations” which were facilitated by three presenters. When the tour was completed participants were encouraged to test their road improvement concepts with the Complete the Street exercise as well as to provide feedback to facilitators at tables where they were scribed onto maps. Additional feedback was emailed by some of the participants. Feedback ranged from very general to very specific.

SUMMARY OF CONVERSATION BY AREA
BOTH DISTRICTS

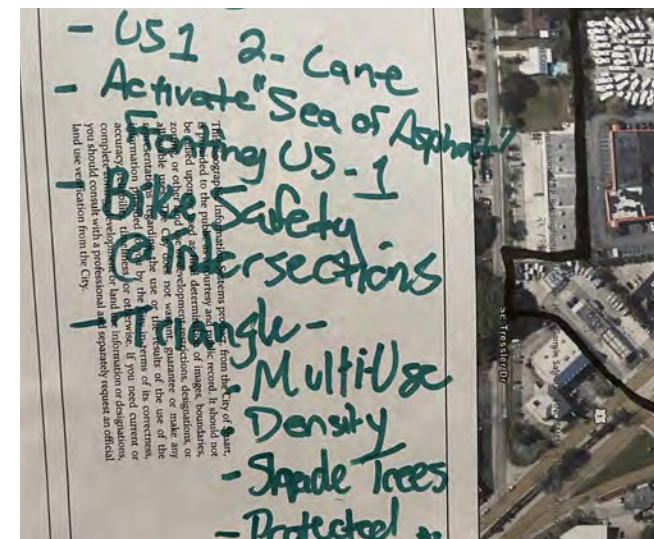
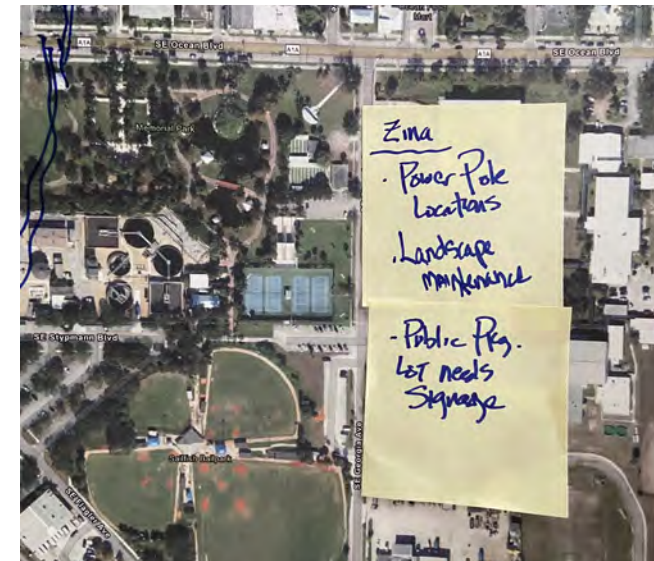
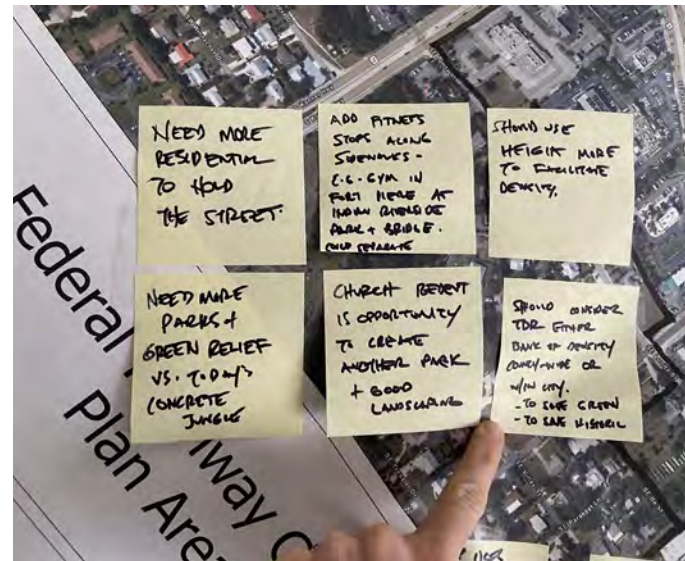
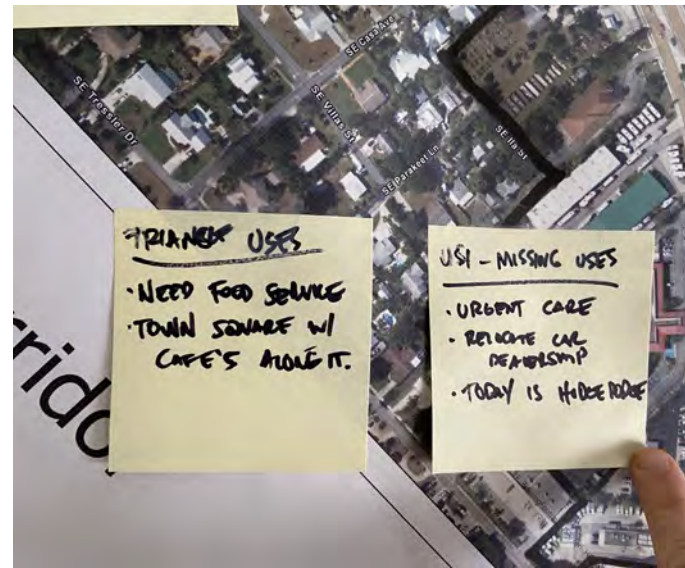
- Broad support for mixed-use neighborhoods and projects was expressed.
- Maintaining a small-town and quaint feel continues to be an important quality of Stuart. Concerns for maintaining that are often expressed with comments or questions about appropriate height and density. That said locations along US1 and in the Triangle District were seen as appropriate places for height and density by residents.
- Historic structures are a benefit and set the tone of the neighborhood. “We lose charm and character with every demolished historic structure. There is nothing that can replace the authenticity of historic original structures. So, few remain, and those that are left need protection. Celebrate and acknowledge all existing historic structures within the CRA and Main Street boundaries.”
- The importance of more greenery with parks, landscaping, and bulb-outs was expressed repeatedly.
- There was interest in adding fitness stops along the creek and the Sailfish Healthy Trail.
- Landscaping shrubs are often higher than 18” and need to be trimmed to promote the visibility of pedestrians by vehicles.
- For bike lanes a preference for the buffered bike lane as opposed to the paint where feasible was expressed. The paint can be slippery for specific types of bike tires.



ABOUT **US-1** IN STUART

ON FEDERAL HIGHWAY

- There was a lot of concern about the safety of crossing, especially at SW Ocean Boulevard.
- The intersection of Federal Highway and SW Ocean Boulevard could be the site of a totem pole or gateway feature.
- The textured brick pavers at the edge of the road create a navigability issue especially when on a bike.
- Many driveways are very steep and pull you into the flow of traffic on Federal Highway.
- There is a lot of sound from the traffic on Federal Highway, but the impact of landscaping is substantial at mitigating it as observed by participants. Water features were also recommended as means of mitigating the sound by a participant. There is an example of this at a local restaurant (Sailor's Return).
- Participants expressed the need for ADA accessible sidewalks and protected sidewalk conditions adjacent to the speed of traffic on Federal Highway. Currently, many light poles and power poles obstruct the sidewalks.
- Participants noted the need for more lighting along the corridor and well as attractive, pedestrian lighting.
- Missing uses mentioned include Urgent Care, upscale or boutique groceries like Trader Joe's, Whole Foods, and less desire for auto sales.



TOUR OF THE PLAN

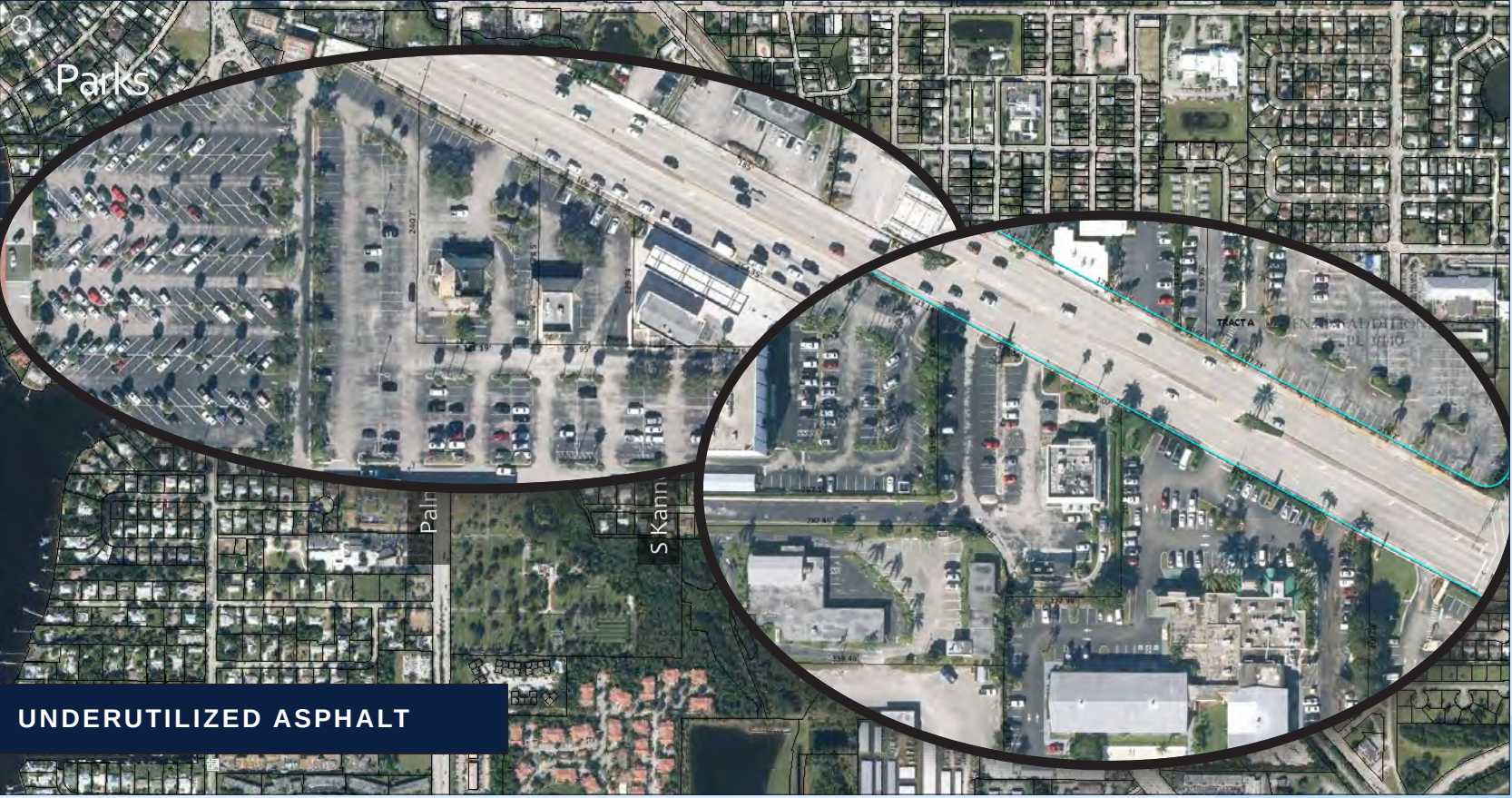
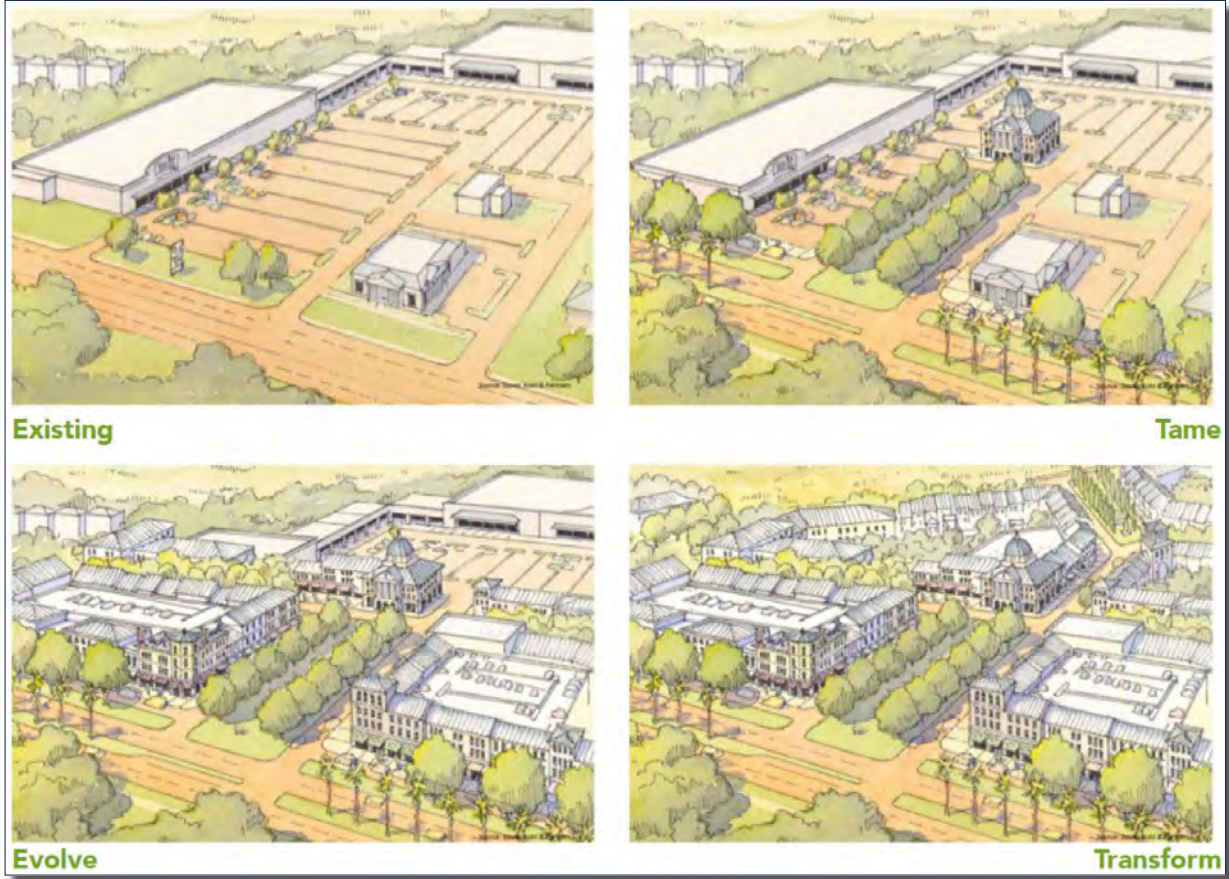
REDEVELOPMENT OPPORTUNITIES

It can be challenging to see beyond existing conditions like those present at Federal Highway and imagine uses other than what is on the ground today. Vacancies and large underutilized surface parking lots tell us that those current forms are not serving the community. There are great potential benefits to infill redevelopment and transforming previously developed land into new more adaptable building forms and uses. Infill redevelopment happens between already developed land, and can be far more environmentally sensitive than any development in a greenfield or even at the edges of a town or city. Infill has the benefit of hooking into existing road and utility infrastructure. Infill redevelopment on previously developed land does not displace existing wildlife or destroy precious habitats. Redevelopment can even improve the stormwater conditions when large swaths of asphalt are replaced with rooftops and open space. Development in a greenfield or at the edges of a city or town expands the demand for services and lengthens commuting time for those who live and work. Initially inexpensive land to develop becomes more costly to service by the City, and more costly to live in because of the cost of transportation.

Figure 37 Images to the right show various locations along Federal Highway in South Florida where are a variety of uses.

Figure 38 The illustrations below are from Beaufort SC Master Plan by Dover Khol. They illustrate the transition over time from large, big-box footprints with large, front-loaded parking to a more vibrant active suburban neighborhood.

Figure 39 The aerial on the far right of the page highlights the size of parcels on Federal Highway are predominantly underutilized parking lots. These lots are prime candidates for redevelopment over time.



REDEVELOPMENT OPPORTUNITIES

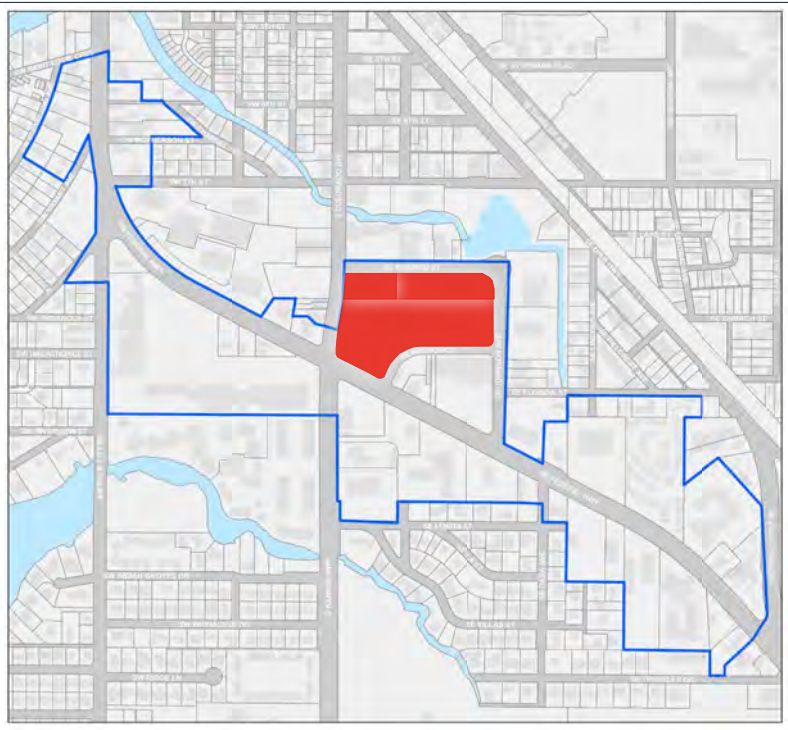
SEACOAST BANK PROPERTIES

This redevelopment plan illustrates design concepts for the incremental redevelopment of the Seacoast Bank campus and the Mayfair Shopping Plaza. The area is bounded by SE Kindred Street to the north, SE Johnson Ave to the east, SE Federal Highway to the south, and S Colorado to the west. SE Hudson Ct is a primarily east-west street that bisects the redevelopment area and separates the Seacoast properties from the Mayfair Plaza properties.

Seacoast Bank is a 90-year-old Treasure Coast institution which opened its doors as Citizen’s Bank in downtown Stuart in 1933. On Labor Day 1961 the current bank opened at the corner of Federal Highway and Colorado Avenue. The bank was designed in the Mid-Century Modern style with a massive, anodized aluminum gold-finished solar screen that still exists today. A nearly 45,000 s.f. addition was constructed in 1984 and is connected to the original building, although it does not reflect the architectural character of the original structure.

The current Seacoast Bank properties are contiguous, north of Hudson Ct., and total 8.11 acres. This does not include the 0.97-acre parcel at the corner of S Colorado and SE Kindred Street which is the site of the Stuart Auto automobile service center.

The general concept for the Seacoast Bank properties redevelopment proposal is to preserve the original Seacoast Bank structure and celebrate its significance with a new axial green, remove the 1984 addition and provide residential opportunities throughout the campus. The proximity of this site to downtown Stuart makes it a perfect candidate for in-town residential within an easy walk to the shops and restaurants of downtown. The rendered conceptual plan illustrates new residential construction with pitched red roofs, existing buildings to remain shown as gray building footprints, and new commercial structures with flat roofs rendered in lavender. The plan contains a legend that identifies key elements of the plan. On the next page is a detailed description of each element identified.



- LEGEND**
- A Seacoast Bank Original Building
 - B Seacoast Plaza
 - C Seacoast Green
 - D Colorado Townhouses
 - E Courtyard Apartment
 - F Hudson Courts
 - G Stuart Auto
 - H Seacoast Banking Centre II

REDEVELOPED



Figure 40 Conceptual plan illustrating design concepts for Seacoast Bank campus and the Mayfair Shopping Plaza.



REDEVELOPMENT OPPORTUNITIES

A. SEACOAST BANK – ORIGINAL BUILDING

As described in the introduction above, the original Seacoast Bank building was built in 1961 and is a good example of Mid-Century Modern Architecture. The recommendation is for the 1984 addition to be removed to accommodate parking and circulation for new residential buildings.

B. SEACOAST PLAZA

Defined by part of the front façade of the existing Seacoast Bank building and the front façade of new construction, the Seacoast Plaza is an opportunity to create an intimate gathering space adjacent to the buildings. If properly detailed this plaza could easily become an extension of the ground floor activities of the adjacent buildings. While rendered as a residential building, the new construction adjacent to the plaza could have residential or non-residential/flex uses facing the plaza.

C. SEACOAST GREEN

As the preservation of the existing Seacoast Bank building is a central organizing element of the redevelopment plan, the proposed Seacoast Green is intended to emphasize the front façade of the building. Intended to be a formal but passive green space surrounded by shade trees, the Green is a contrasting accompaniment to the Seacoast Plaza which is hardscaped. The buildings framing the Green might take on a more Mid-Century or Deco character in their architecture to make for an interesting modern public space.

D. COLORADO TOWNHOUSES

The residential buildings facing Colorado are intended to be two or three-story townhouses with parking accessed from the rear. They are set back from Colorado Avenue and Federal Highway to accommodate the existing landscaped storm-water drainage areas.

E. COURTYARD APARTMENT

One of the most resilient and interesting of building types is the courtyard apartment building. This two-story “C” shaped building is multi-family residential with an intimate exterior space in the forecourt. This design would yield 24 residential units and parking would be accommodated on-street and in the surface lot to the rear. A similar, fully enclosed courtyard building is illustrated at the SW corner of Hudson Ct and SE Johnson Ave which could yield an additional 18 dwelling units.

F. HUDSON COURTS

Hudson Courts on SE Hudson Court is a play on words for naming this proposed multi-family building. A prominent and large plaza space at the corner of SE Hudson and SE Johnson Ave not only provides a gathering space for residents but also preserves the large existing shade tree on the corner of the lot. This three-story design would accommodate 35 dwelling units and provide a powerful entry into this new residential district.

G. NEW COMMERCIAL

The redevelopment plan illustrates two new commercial buildings facing Federal Highway. The buildings are intended to front Federal Highway with approximately 20’ wide sidewalk/plaza spaces along the corridor. These two one-story buildings contain a combined 10,500 s.f. of leaseable space and parking is to the rear.

H. SEACOAST BANKING CENTRE II

The existing Seacoast Banking Centre II is retained in its current configuration in the redevelopment plan. The 27,529 s.f. building contains one, two, and three-story elements and has a large surface parking area to the west that is illustrated as the new “E” Courtyard Apartment building. If re-purposed over time, perhaps as incubator office or flex space, the parking demand might be reduced, and some parking could be converted to usable outdoor spaces. The city should consider all of the available parking within the redevelopment plan as a district-wide supply and factor a much greater rate of internal trip capture by providing a balance of uses especially residential.

I. OLDE TOWNE STUART AUTO

Olde Towne Stuart Auto is a long-established automotive dealership and repair shop at the corner of S Colorado Ave and SE Kindred Street. The building is a low-scale Mid-Century Modern building that was built in 1956. The redevelopment plan recommends keeping the building and business. There is a new structure identified on the plan facing SE Kindred Street and that is intended to replace the existing non-descript building that is there. If the uses were to transition over time the buildings might create an interesting indoor/outdoor cafe and/or restaurant.



Figure 41 Artist rendering of Seacoast Plaza with cafe and public outdoor space created by surrounding flexible use buildings.

REDEVELOPMENT OPPORTUNITIES

MAYFAIR PLAZA

The Mayfair Plaza proposal is less surgical than the Seacoast proposal and the recommendation is to remove the existing 46,686 s.f. strip center and redevelop the 3.14 acre parcel with residential and a limited amount of Federal Highway fronted commercial. According to the Martin County Property Appraiser’s office, the existing plaza is actually comprised of seven individual buildings built between 1962 and 1969. Any of the original architectural character from the 1960s is unrecognizable due to many renovations over time. Despite being a series of contiguous, individual buildings built over time, the site design of the plaza is dominated with surface parking and is not conducive to pedestrian or non-motorized access.

The rendered conceptual plan illustrates new residential construction with pitched red roofs, existing buildings to remain shown as gray building footprints, and new commercial structures with flat roofs rendered in lavender. The plan contains a legend that identifies key elements of the plan. Below is a detailed description of each element identified.

G. NEW COMMERCIAL

The redevelopment plan illustrates two new commercial buildings facing Federal Highway. The buildings are intended to front US-1 with approximately 20’ wide sidewalk/plaza spaces along the corridor. These two one-story buildings contain a combined 10,500 s.f. of lease-able space and parking is to the rear.

J. TRUSTCO BANK

The existing TRUSTCO Bank is at the corner of SE Hudson Ct and Federal Highway. The building was recently renovated and is illustrated as remaining as is in the redevelopment plan.

K. NEW OFFICE OR RESIDENTIAL

New residential or office are arranged around internal streets with building fronts facing building fronts.

REDEVELOPED

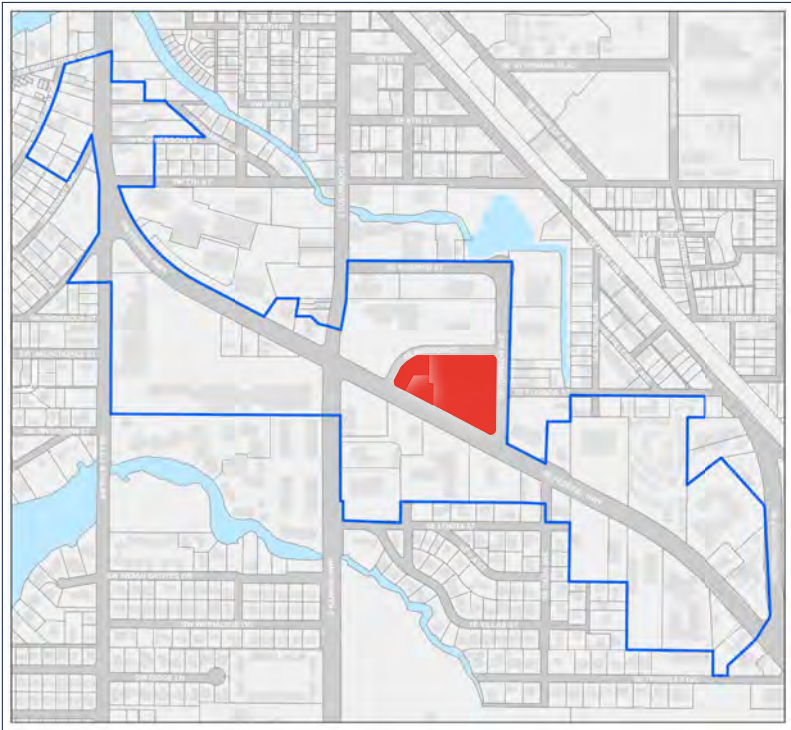


Figure 42 The image above right highlights the conceptual plan for the Mayfair Shopping Plaza.

Figure 43 The artists rendering below right illustrates new residential or office use spaces along internal streets, as called out “K” in the conceptual plan.



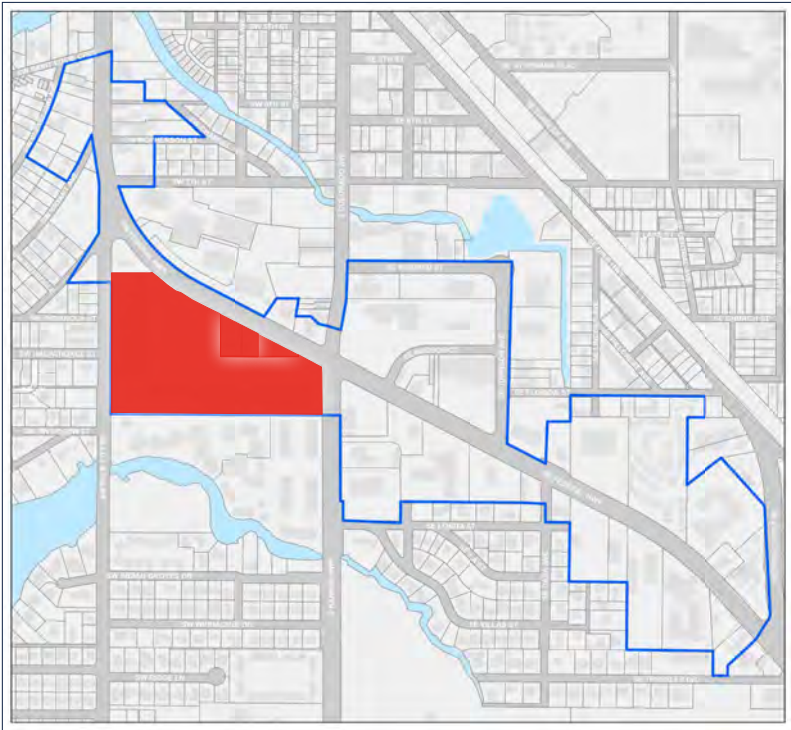
REDEVELOPMENT OPPORTUNITIES

PUBLIX PLAZA

This redevelopment plan illustrates concepts for the Publix shopping center at the SW corner of US-1 and Kanner Highway. This 15.84 acre site is made up of 4 parcels (all under the same ownership) and does not include the northern-most parcel which was a Wendy’s restaurant until it was recently vacated. The center has a total of 152,826 s.f. of leaseable space and is comprised of seven buildings built between 1959 and 2001. The center is a conventional, one-story suburban model with expansive surface parking lots which make access by foot or bicycle undesirable. Despite these difficult conditions many shoppers do arrive by foot, bicycle, or more recently golf carts.

The center has experienced vacancies during the Pandemic and considering its proximity to downtown Stuart, in addition to its dated suburban format, this site seemed an obvious candidate for exploring redevelopment concepts. While no market study has been conducted during this process there is the prevailing fact that most areas in Florida have an overabundance of retail space and, especially in an urban context, a balance of those uses with residential is appropriate. This is evidenced in recent reports of strong market support for residential development within the Stuart study area.

In addition to a shift in land uses favoring in-town residential, this plan recommends rebuilding Publix in an urban format. Publix has expanded their building typologies to include multi-story stores with structured parking. This has enabled Publix to expand into tighter urban districts where residential growth can support a grocery store. These urban store types can be found in Miami Beach, Fort Lauderdale, Coral Gables, Orlando, and other locations throughout



LEGEND

- L Publix
- M New Commercial
- N New green
- O Townhouses
- P Townhouses

REDEVELOPED

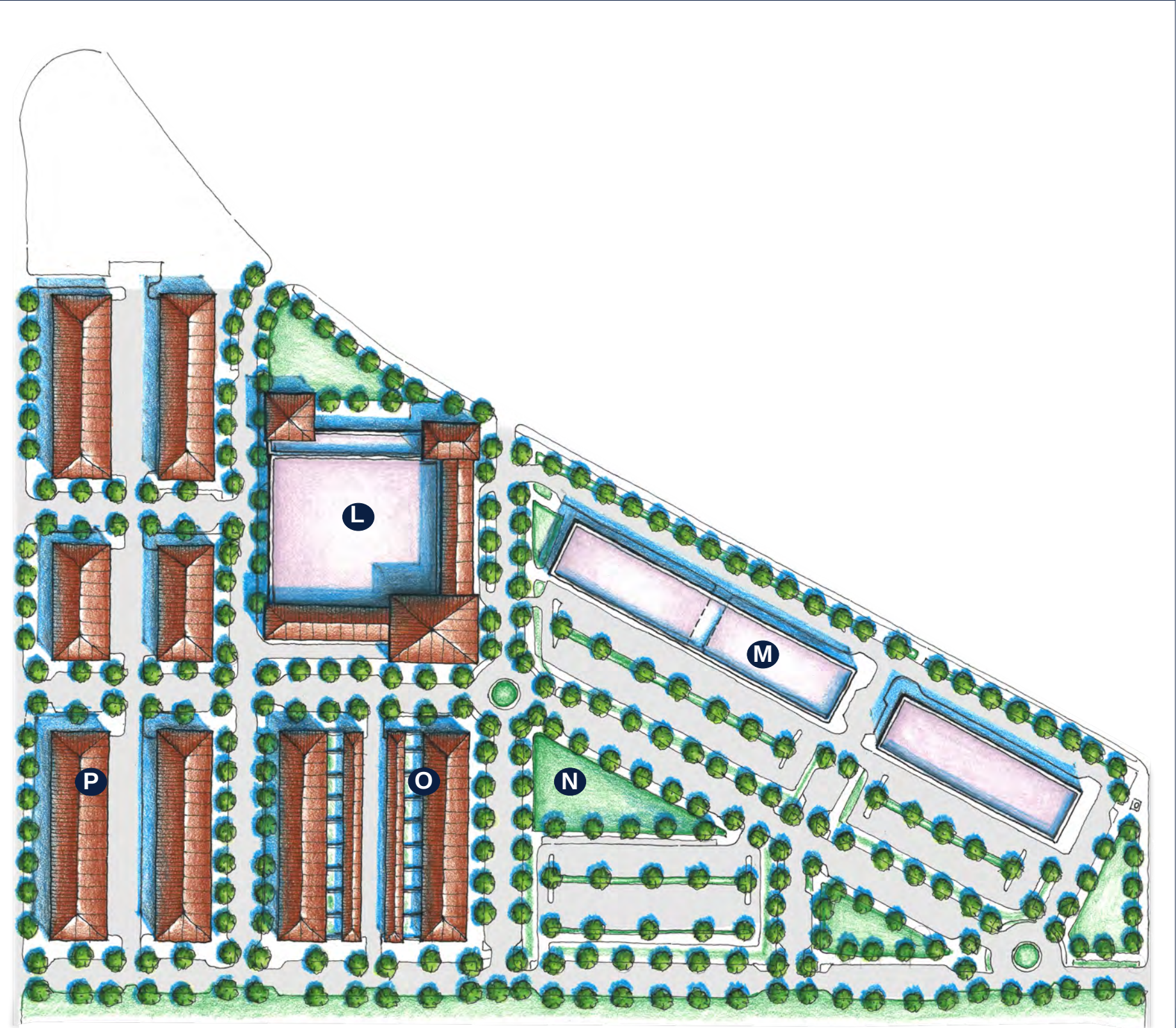


Figure 44 The image above right highlights the conceptual plan for the Mayfair Shopping Plaza.



REDEVELOPMENT OPPORTUNITIES

the state. An obvious benefit to the multi-story store and structured parking is that far less land is consumed with asphalt. This creates other redevelopment opportunities and can make bicycle and pedestrian access safer and more inviting which is essential for those who might be transit dependent. In addition, the removal of surface parking greatly reduces heat gain and can enable more robust landscaping.

L. PUBIX

The illustrated redevelopment concept assumes the complete removal and redevelopment of all buildings on the site. The first phase would include the construction of a new Publix "L" developed in the multi-story urban format. This construction could be sequenced such that the existing Publix could remain in operation during the bulk of the construction of the new Publix. Unique opportunities are afforded with this redevelopment including the creation of a new park and outdoor seating area facing Federal Highway. If properly detailed and shaded this space would be perfect for lunchtime dining. While there will be some challenges to access and parking to the existing Publix during construction these concepts should be explored.

M. NEW COMMERCIAL

Either simultaneously or in a following phase the strip of shops along the southern property boundary and the out-parcels facing Federal Highway should be removed. A smaller row of new shops "M" are illustrated directly fronting Federal Highway with a parallel driveway and on-street parking. This driveway and shopfront sidewalks should be detailed so that sufficient space and shade are provided for outdoor seating. The COVID-19 Pandemic has necessitated a vast increase in outdoor dining to accommodate social distancing. This trend needs to be continued in new construction to accommodate any future conditions. The bulk of the parking for these new shops occur behind the buildings in a reconfigured parking lot that includes intermittent shaded green spaces.

O & P. TOWNHOUSES

The rendered-roof buildings illustrated in the redevelopment plan that lie just south and to the west of Publix are new townhouses. The units labeled "O" are designed with rear courtyards and garages while other more affordable units which are labeled "P" do not have rear yards and parking occurs in garages located within the ground floor of the unit.

The design concepts here are intended to provide a mix of housing and a new Publix on an old strip center in a manner that creates a desirable residential environment. There is a creation of a shaded street network that encourages walking and biking. In addition, residential is now proposed to face SW Palm City Road. This would repair the current condition of the existing center backing up to SW Palm City Rd and exposing storage, deliveries, and trash pick up to the residents across the street

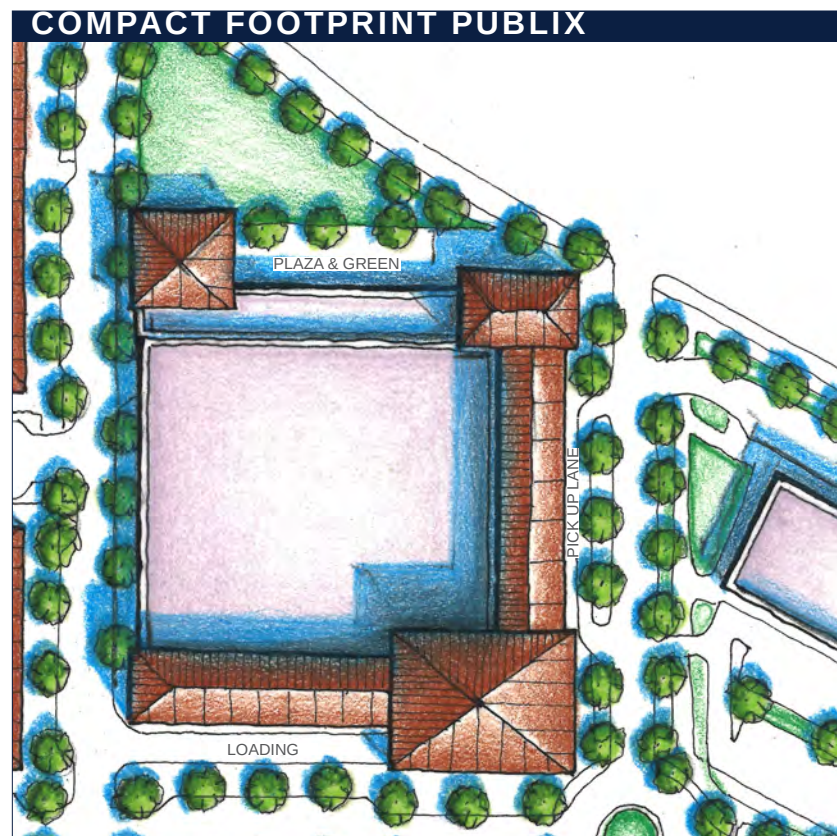


Figure 46 Concept plan for a new Publix fronting the street and providing public outdoor space and a new park.



Figure 47 Image of a Publix located in Fort Lauderdale along Andrews Avenue.



Figure 48 Illustration of the proposed townhouses which are labeled "O" and "P" in the plan.

MOBILITY & CONNECTIVITY

MANAGING TRAFFIC VOLUME

The public input resoundingly expressed the importance of managing traffic along the Federal Highway corridor. Managing the volume of traffic is best addressed through traffic evaporation as described in Figure 37 below. History has shown, adding lanes leads to a phenomenon called induced traffic where more capacity leads to more vehicles. On Federal Highway, within the study area, the 100’ right-of-way is already built out to the maximum with six travel lanes. The traffic evaporation in contrast is achieved by diverting vehicle trips to another route where possible, collective transportation such as Marty or ride-shares, and other modes of transportation like cycling and walking.

An example of a private trip not taken would be the employee that works from home occasionally or an entirely remote worker. A silver lining to the COVID-19 pandemic may be accelerating the trend towards utilizing technology and flexible work environments. Many people will, and have already, returned to the office, but there still may be lasting effects that are yet to be determined both locally and nationally.

The City can facilitate the use of public transit, cycling, and walking as means of transportation which can take some of the load of existing and future trip demands. This is where the relationship between land use and roadway design are linked. A mix of residential and commercial in a compact neighborhood can work together to reduce vehicle trips where people live close to where they work, go to school, and socialize. Before the proliferation of vehicles in American life, this was the basis of traditional neighborhoods. The traditional neighborhood of this type also depends on a variety of housing types and not a monolith of any housing type. A diversity of housing types better meets the needs of an entire community and provides the needed housing that a diverse workforce requires. Where housing and workforce align commuting distances are reduced and public transit, micro-transit, cycling, and walking become viable options.

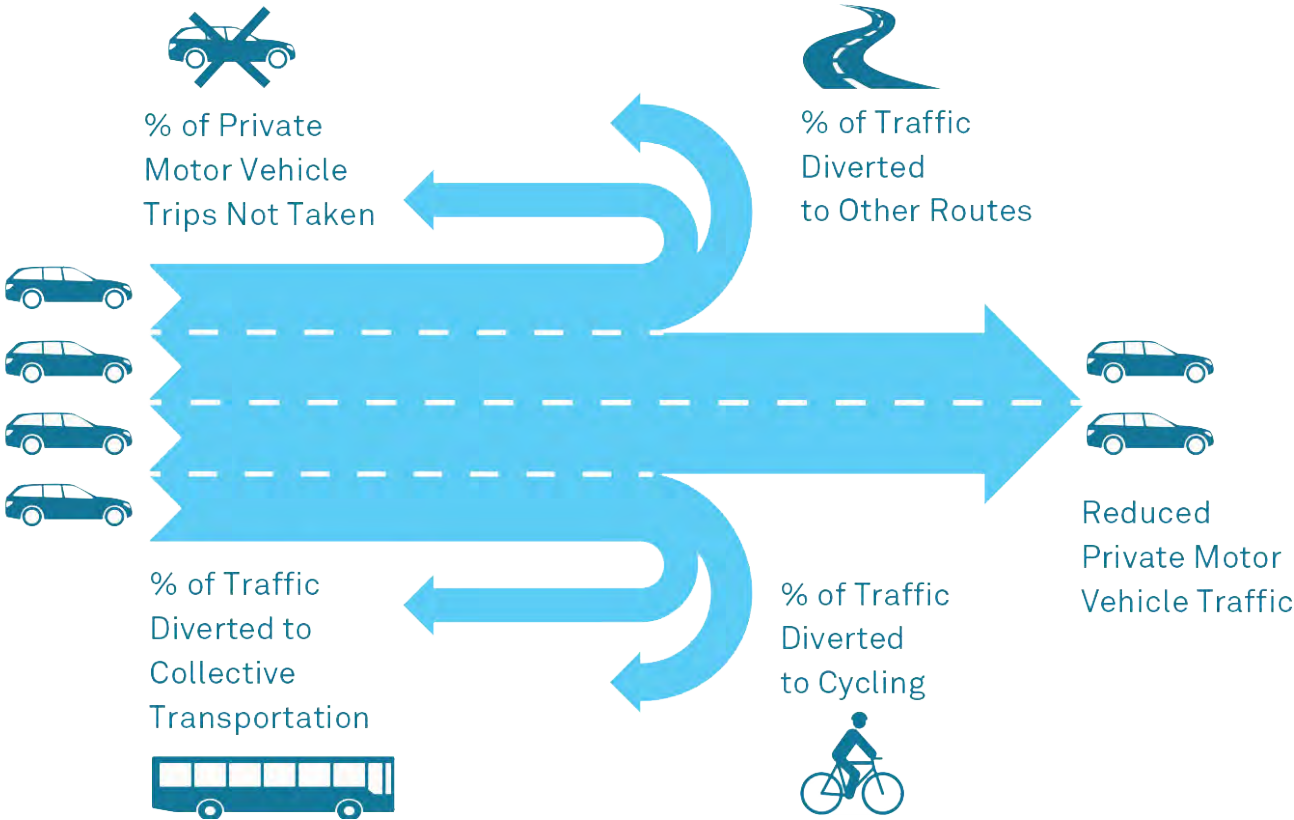


Figure 49 Graphic describing traffic evaporation. Research shows that when a road capacity is shifted to other modes, some peak period traffic disappears from the network. Drivers shift to other modes, make trip at other times or shift destinations..

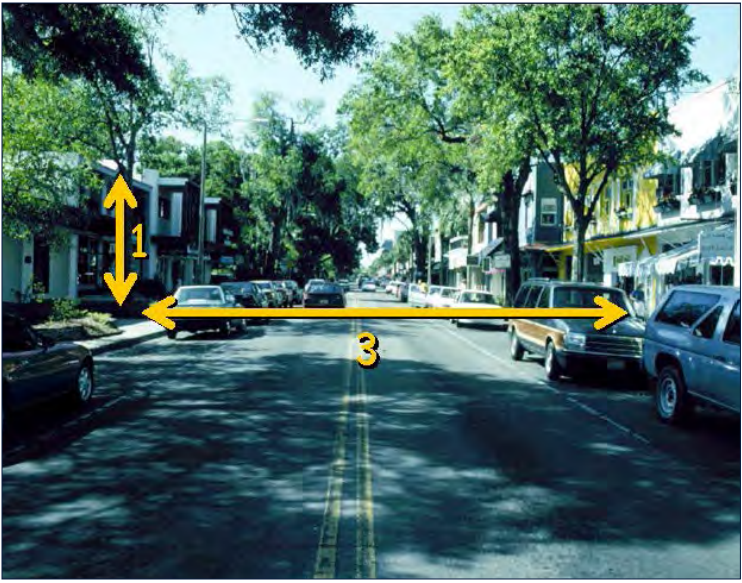


Figure 50 Neighborhood street with two lanes of travel, on-street parking and two story buildings close to the sidewalk. The public realm has a 1 to 3 ratio.



Figure 51 Arterial road with one story buildings set back from the street and parking lots in the front. The public realm has a 1 to 20 ratio.

MANAGING TRAFFIC APPEARANCE

The community survey responses overwhelmingly communicated the importance of the appearance of Federal Highway to businesses and the vision of the City as well as Stuart as a unique small town. In conflict with that vision is so much space dedicated to the asphalt on the Federal Highway corridor. Travel lanes are typically flanked with surface lots and buildings set back from the road. Not only does this create an inhospitable pedestrian experience, but it also creates a bleak landscape of asphalt for all users. Illustrated in Figure 40 are principles for attractive street design. Ideal height to width ratio is typically close to a 1:3 ratio with the width being three times the height. On Federal Highway today the typical ratio is between 1:10 and 1:20. Bringing buildings closer to the street and parking to the rear or side, and adding shade trees can reset the ratio by framing the street and dimensions the appearance of space dedicated to vehicles.

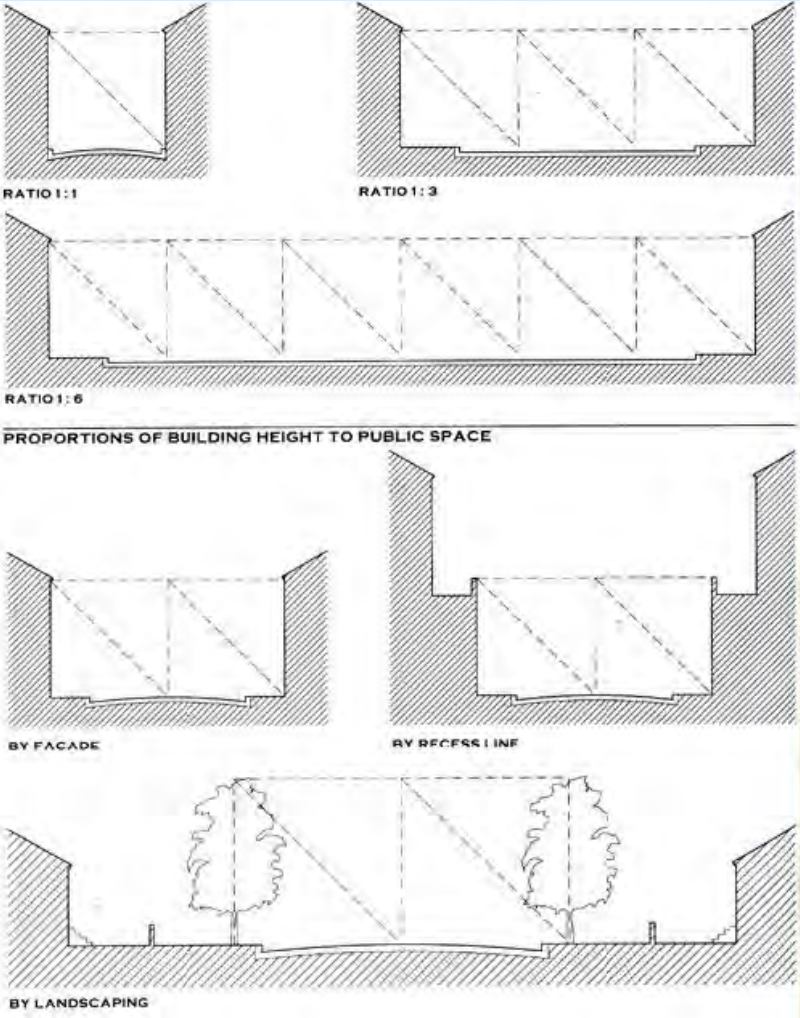


Figure 52 Public realm ratios illustrated from Architectural Graphic Standards.

MOBILITY & CONNECTIVITY

COMPLETE STREETS

To contribute to traffic evaporation, it is necessary to make significant improvements on Federal Highway to create a Complete Streets that is a safe, comfortable, and inviting. The City has made significant improvements to S Colorado Avenue, SE Kindred Street and SE Johnson Street. That same focus to providing a complete street should continue to Federal Highway through the study. Public investment in the Federal Highway can generate renewed vision and redevelopment. Complete street efforts on Tequesta's Federal Highway frontage have been a catalyst for infill redevelopment along US1 frontage where vacant car lots are slated to be redeveloped as townhomes.

¹www.palmbeachpost.com/news/20191011/with-3-real-estate-projects-us-1-corridor-in-tequesta-will-have-new-look

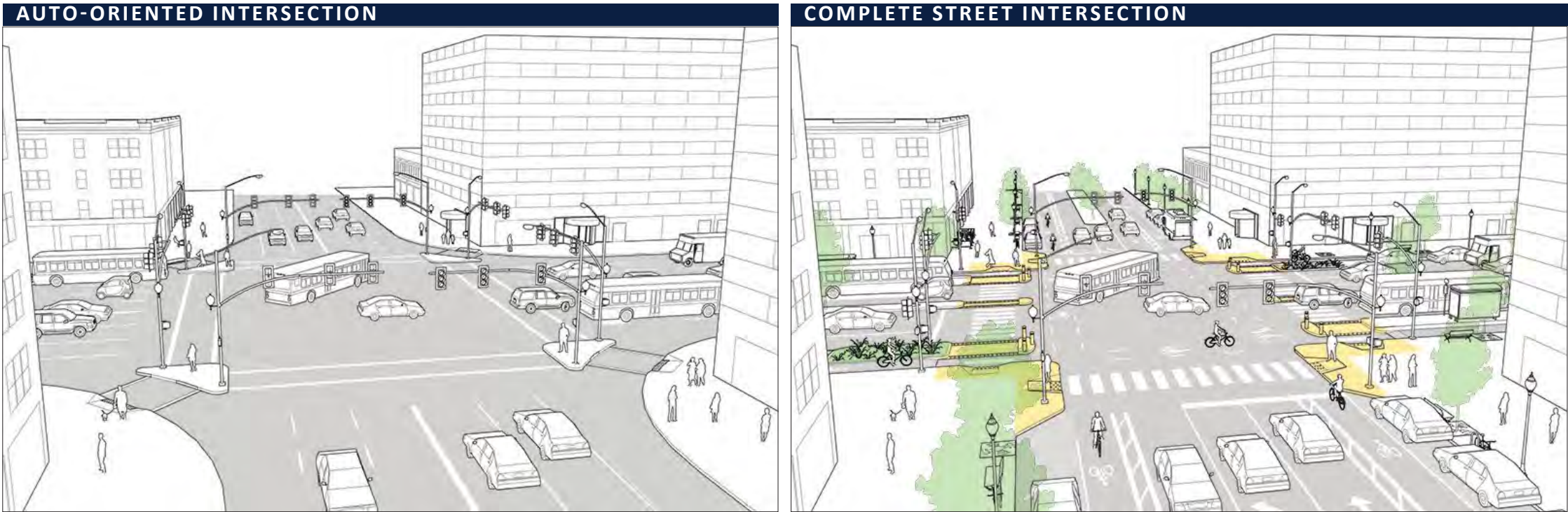


Figure 53 Intersections should be intuitive and provide adequate space for all users to safely cross the intersection. Source: NACTO Urban Street Design Guide

MAKING A PLACE FOR...

PEDESTRIANS



PUBLIC TRANSIT RIDERS



DRIVERS



BICYCLISTS



“Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.” - www.transportation.gov/mission/health/complete-streets

MOBILITY & CONNECTIVITY

FEDERAL HIGHWAY NORTH OF KANNER HIGHWAY

From Kanner Highway north to the base of the Roosevelt bridge, Federal Highway has a 100’ wide right-of-way with six travel lanes. It is the most urban section of Federal Highway in the study area, where buildings come close to the road and improve the road to street ratio.

The posted speed is 35-mph, but does not differ in design from areas to the south which have a posted design speed of 40-mph. Vehicles are often moving much faster. At the same time this area is where the most queuing is observed. Navigating in and out of individual plazas is challenging due to the speed, size and number of midday vehicles on the roadway.

Despite the traffic, it is a place on Federal Highway where active business like restaurants are located and have relocated to from other less active parts of the Federal Highway.

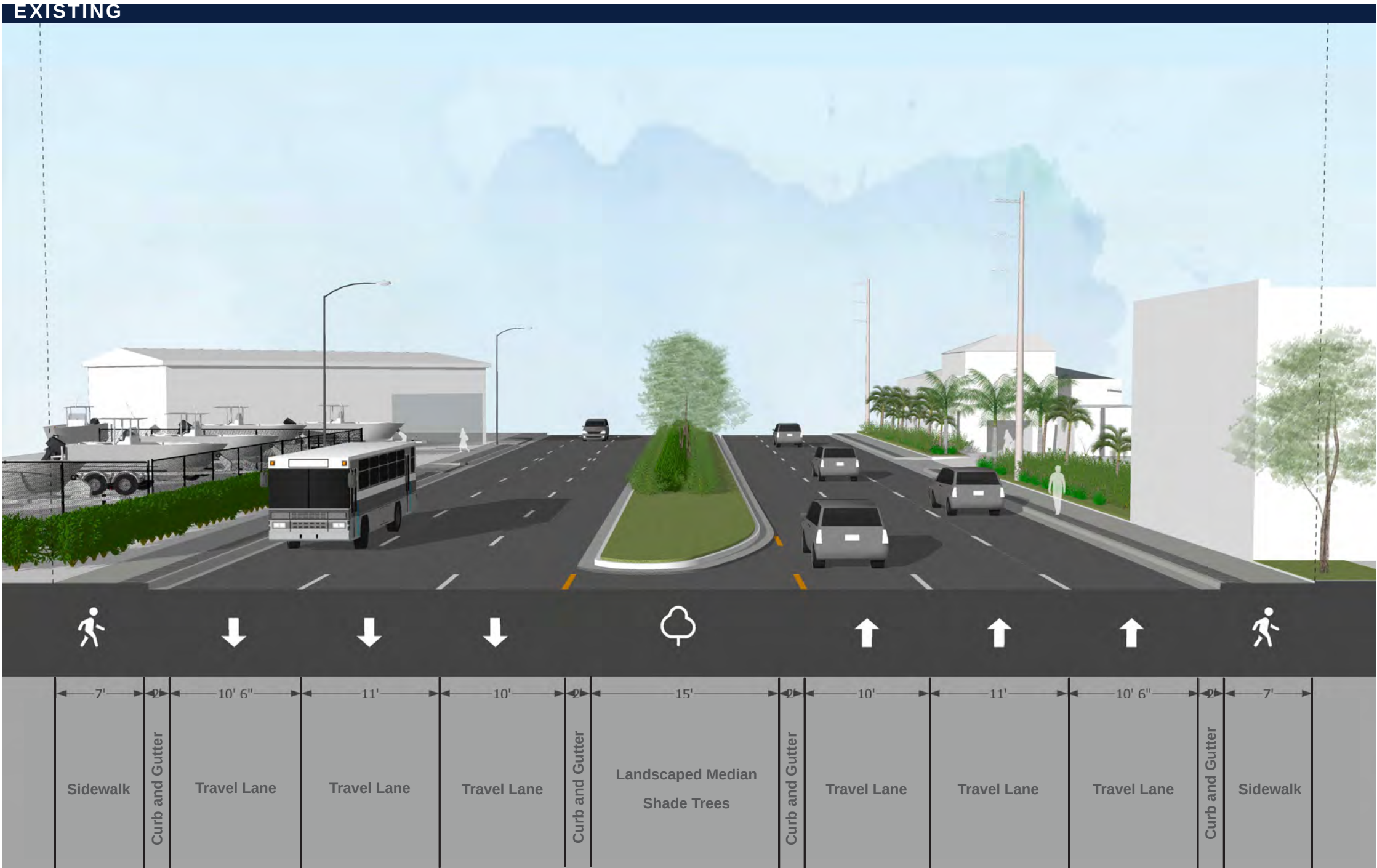
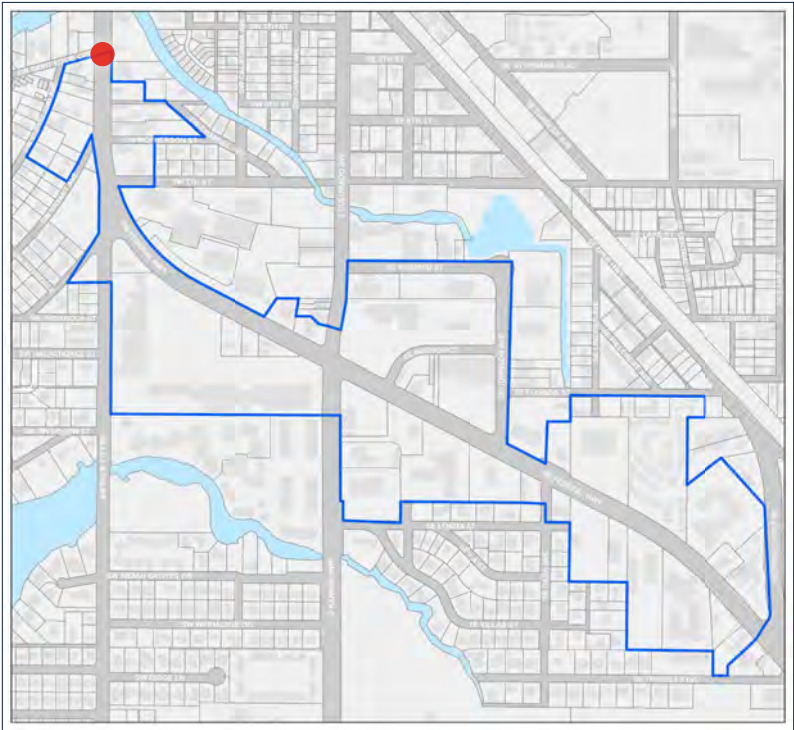


Figure 54 Existing conditions along Federal Highway just south of Frazier Creek.

MOBILITY & CONNECTIVITY

FEDERAL HIGHWAY NORTH OF KANNER HIGHWAY

An improved condition would include a wider sidewalk and a pedestrian barrier, but in the near term or where redevelopment is unlikely or undesirable in constrained conditions such as the example illustrated to the right. This example is taken just north of St. Lucie Crescent between Straticon offices and Ocean Blue Yacht Sales. In these cases, the illustrated improvements to the right are recommended. For people who pass through Stuart and the City is not their destination, this portion of Federal Highway is their main impression of the City. Existing travel lanes remain and are already the recommended minimum widths between 11' and 10'. Existing medians, stormwater infrastructure, curb, and gutter also remain.

The existing light poles are often located four feet from the curb and obstruct a clear pedestrian path. Vertical obstructions must be placed a minimum of 4' from the face of the curb per FDOT standards, therefore lights cannot be relocated closer to the existing curb. Relocating lighting poles to the outside edge of the sidewalk or just to the outside of the existing sidewalk within the private property will make a tremendous improvement toward ADA-compliant conditions and a clear pedestrian zone. The current inadequate lighting should be added to pedestrian-scale lighting. Pedestrian lighting poles are illustrated with banners to communicate the arrival to downtown and where active uses are located. Efforts should be made to place obstructions outside the 7' sidewalk in partnership with adjacent properties similar to cobra head lighting. Inside the sidewalk today, a textured paver stamp concrete runs the length of the sidewalk along the curb. Although the intention for this pattern may have been to give a tactile warning of the edge of the curb for users of the sidewalk, the effect as heard from public input is the texture negatively affects the navigability of cyclists and wheelchairs. In the illustration, we show the texture replaced with a smooth broom finish similar to the rest of the typical concrete sidewalk.

Businesses like the restaurant Dune Dogs and Straticon offices have shown the great impact that landscaping can have to mitigate the sound and feel of Federal Highway for both the patron and the sidewalk user. The CRA should promote the planting of shade trees with a CRA incentive program targeting properties with Federal Highway frontage.

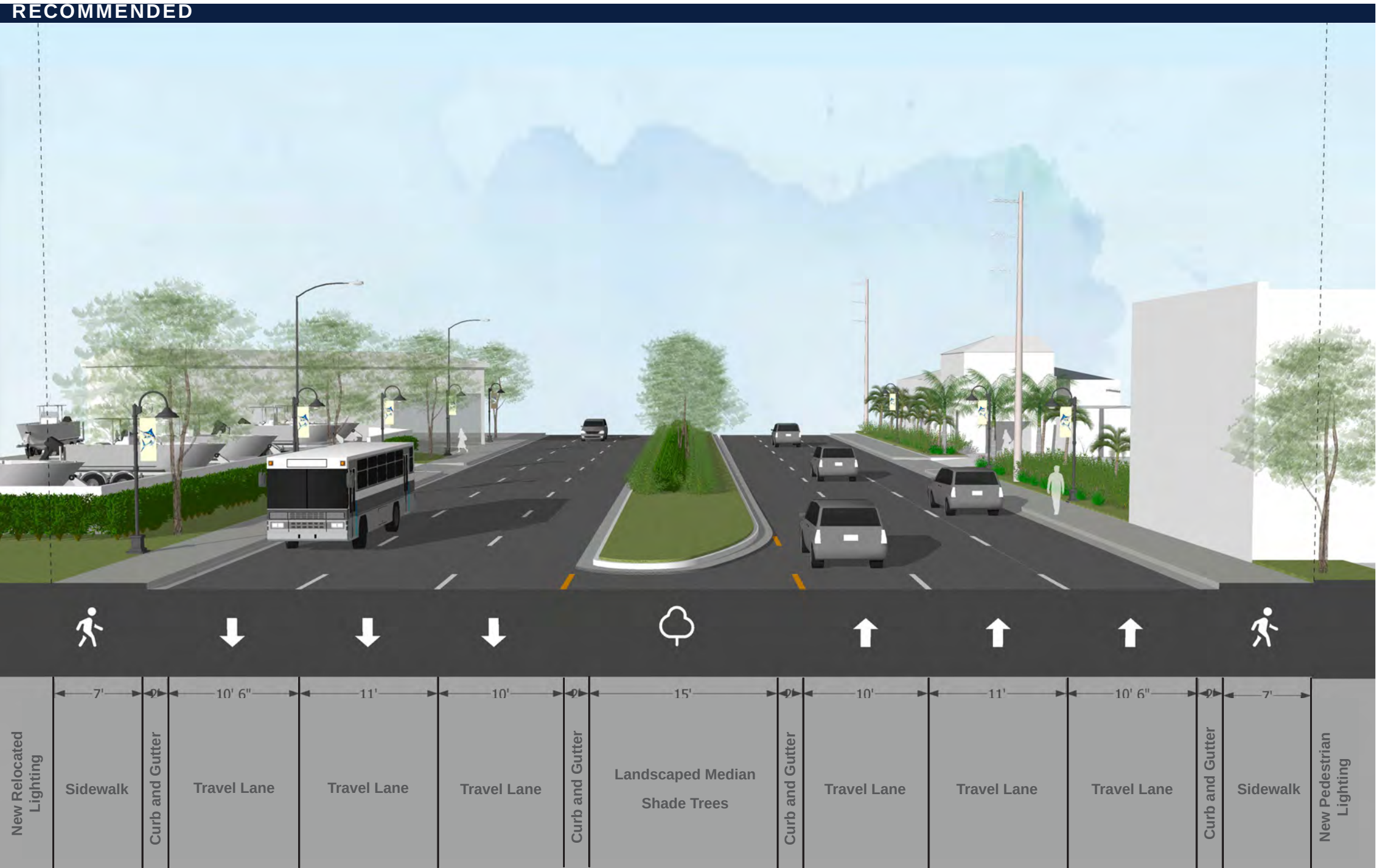


Figure 55 Recommended improvements for Federal Highway just south of Frazier Creek.

MOBILITY & CONNECTIVITY

FEDERAL HIGHWAY NORTH OF KANNER HIGHWAY

There are many vehicles and marine-focused businesses along Federal Highway. Their uses provide jobs and services to the community. Interventions could be made so they are a more attractive front door to the City. In the images below there is a rendering of improved conditions of a Firestone vehicle service center. The improved conditions include a low garden wall that delineates the sidewalk from the business. The low wall shields views of vehicles while keeping the existing use. A similar treatment is illustrated from the study area, in the street view in front of Ocean Blue Yacht Sales. The chain-link fence is removed and replaced with a low masonry wall and relocated back far enough to allow for the planting of shade trees. The trees provide needed shade for the sidewalk and the landscaping and wall add to the attractiveness of the business.

Consolidating driveways and curb cuts whenever feasible removes potential conflict points between sidewalk users and drivers. The required slope tilts cyclist and wheelchair users toward moving vehicles. Redevelopment plans and CRA programs should target these improvements where allowed. At Ocean Blue Yacht Sales, there may be an opportunity to remove the unused driveway and replace it with an expanded sidewalk, and inviting the sidewalk users closer to the business storefront and street entrance

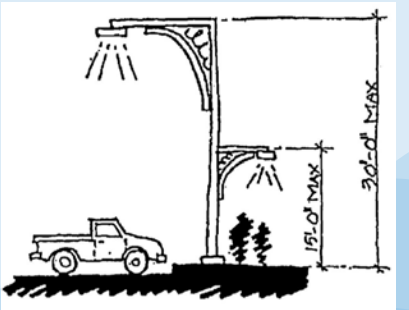


PEDESTRIAN SCALE LIGHTING

Height. Standard poles for sidewalks and bike facilities are 15-feet tall. Light poles for roadbeds vary according to the street typology and land use. In most contexts, standard heights for narrow streets in residential, commercial, and historical contexts are should be no more than 25-feet tall. Taller poles between 25 to s30-feet-tall are appropriate for wider streets in commercial or industrial areas.

The image to the right is taken from the City's existing Land Development Regulations and holds true.

Spacing. The spacing between two light poles should be roughly 2.5–3 times the height of the pole. Shorter light poles should be installed at closer intervals. The density, speed of travel, and the type of light source along a corridor will also determine the ideal height and spacing.- nacto.org



MOBILITY & CONNECTIVITY

FEDERAL HIGHWAY NORTH OF KANNER HIGHWAY

The illustration to the right depicts a section of Federal Highway south of Casa Avenue between The Towers office building and vacant property. The property used to be the site of a car dealership and before that an aquaculture site. There is a single-family home located on the lot which is accessed from SE Lonita street, but the Federal Highway frontage is vacant. This section of Federal Highway is characterized by its very flat width to height ratio. The buildings are very far back from the street. Parking is often located in front and there is more vacant site area than is seen closer to the Roosevelt Bridge. There are fewer trees along the right-of-way or in the medians.

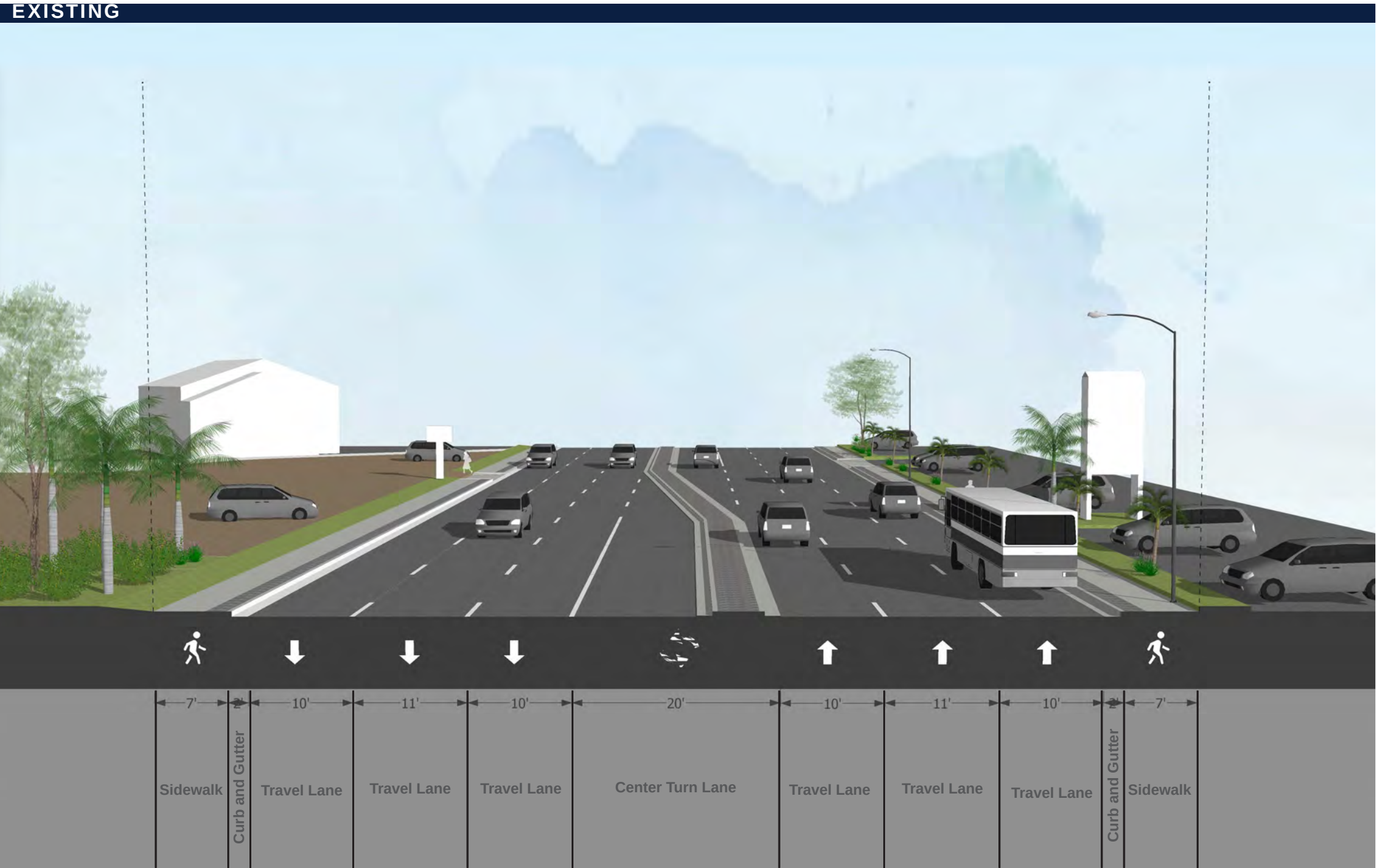
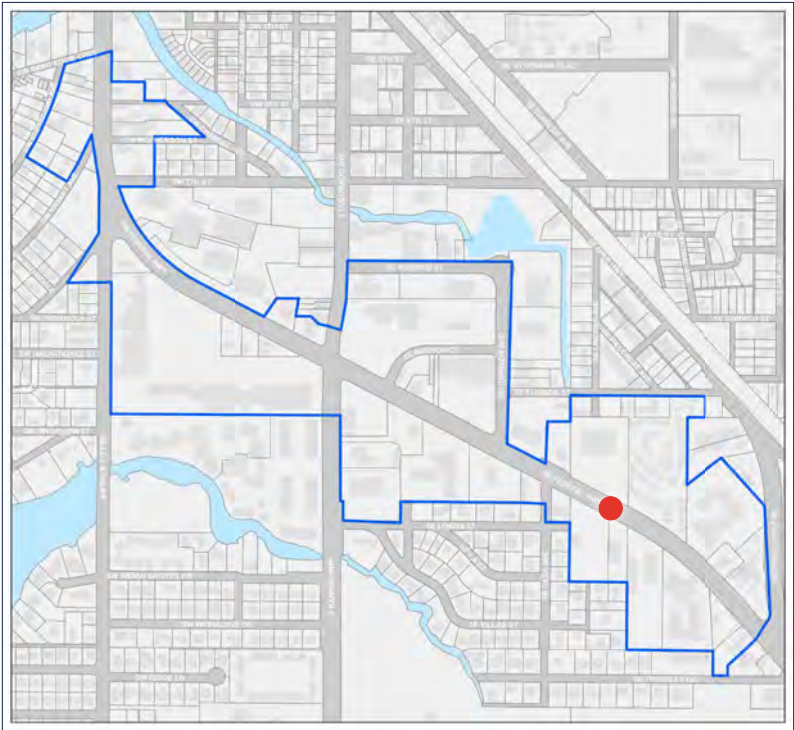


Figure 58 Existing conditions along Federal Highway just south of SE Casa Avenue.

MOBILITY & CONNECTIVITY

FEDERAL HIGHWAY SOUTH OF KANNER HIGHWAY

The recommended improvements in the drawing to the right are based on conditions where redevelopment is likely to occur or where the existing conditions are not constrained by buildings. These conditions are more typical further south on Federal Highway in the study area. The recommendations require coordination with private properties to create a sidewalks easement outside the right-of-way. The addition of thirteen feet allows for a minimum 10' shared use path and a 10' planting strip. A shared-use path can accommodate both pedestrians and cyclists. A shared-use path is recommended over other bicycle facilities because it is where most users feel the most comfortable and safe. Community survey participants stressed the importance of Stuart as a family-oriented community and the bike facilities should reflect those users. The planting strip of 8'-10' feet is ideal for growth and maintenance of mature shade trees. The shade trees from the street improve the appearance of Federal Highway.

Like in the previous example, existing lighting should be improved and is inadequate today. This was commented on in each public outreach effort. The recommendation includes adding cobra heads to both sides of the roadway and adding pedestrian scale lighting intended to serve the pedestrian and cyclist.

The southbound side of the street shows a conceptual redevelopment where buildings are brought closer to the sidewalk. On the northbound, the existing parking lot is shown modified to accommodate the wider sidewalk and planting strips with minimal impact to existing conditions.

An alternative consideration would be the investigation of a road diet or lane repurposing for a portion of Federal Highway where vehicle trips have been lower. A road diet or lane repurposing is where an existing vehicle lane is redesigned for another user. A traffic study and community support would be needed to pursue this design alternative and should be considered with recently approved projects and the planned Willoughby Extension to Federal Highway south of the study area.

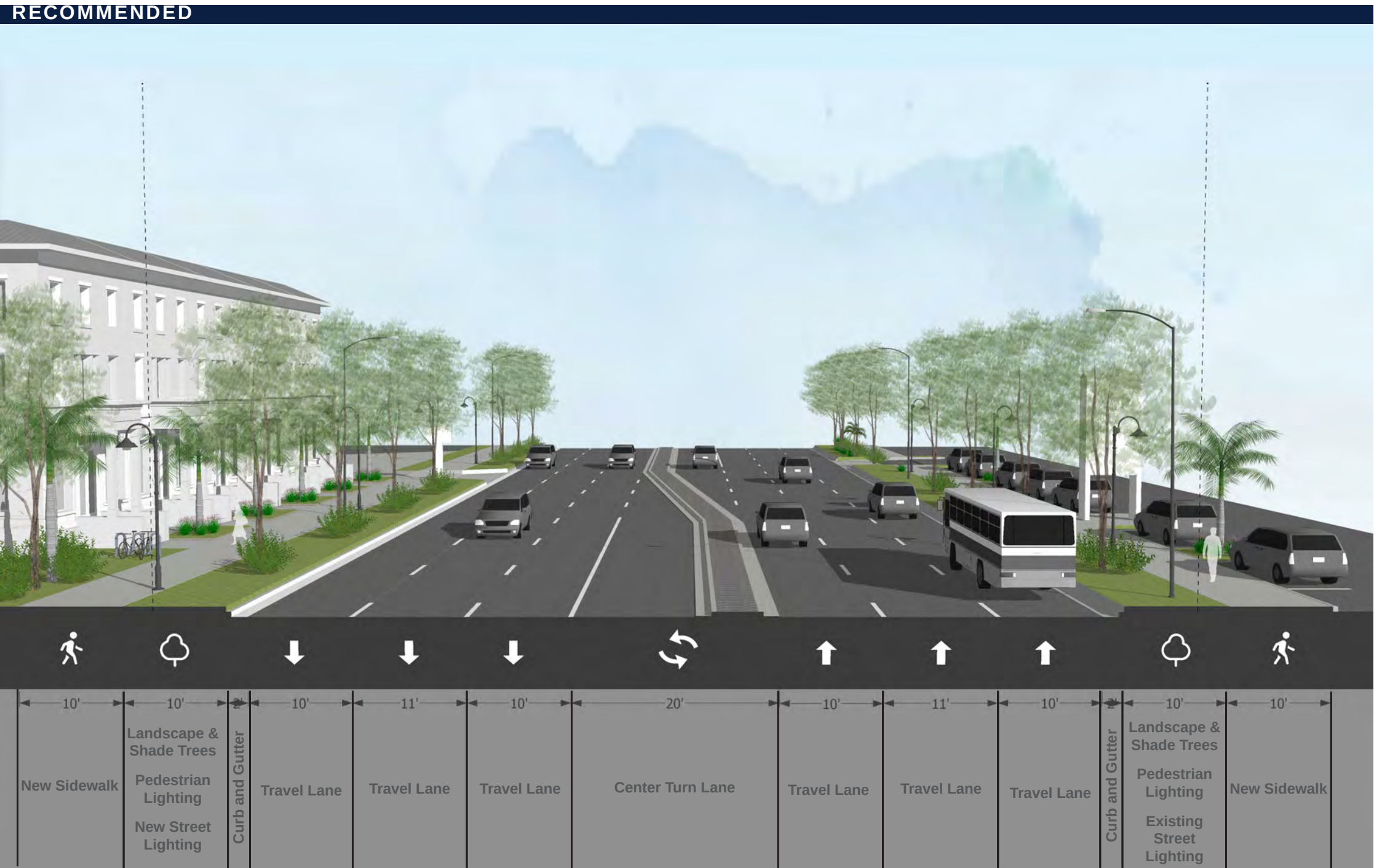


Figure 59 Recommended improvements for Federal Highway just south of SE Casa Avenue.

MOBILITY & CONNECTIVITY

The illustrations to the right are views from the sidewalk along the west side of Federal Highway and support the redevelopment scenario of the previous page. Redeveloping with adequate sidewalks and sidewalk barriers makes a tremendous impact both visually and to the safety of the corridor to all users. Sidewalks and planting areas should be designed to allow for the natural percolation of water whenever feasible with pervious materials and rain gardens to compliment stormwater management systems and provide benefit for the nearby Poppleton and Frazier Creeks.

Below is an example of a Infill Tree Planting Program for Broward Boulevard. A similar program is recommended for Federal Highway in Stuart.



EXISTING



This single tree at the Jack and Jill Daycare creates a rare respite of shade on Broward Boulevard.

Photograph taken from the north side of Broward Boulevard at NW 10th Avenue, in front of the Laundromax dry cleaners, looking west. This image illustrates a typical condition along the corridor, where the eight-foot sidewalk is completely devoid of any shade.



IMPROVED



This image shows the provision of shade trees on private property as part of the Infill Tree Planting Program. In this scenario the

This is the longer-term redevelopment scenario where through re-development the sidewalk and street frontage is reconfigured to



Locations for planting shade trees were identified for the Corridor. The map above shows the locations identified in the Broward Boulevard Core District. The potential candidate sites for the Program are designated with a green "x". This strategy, applied throughout the boulevard, could result in approximately 56 new shade trees.

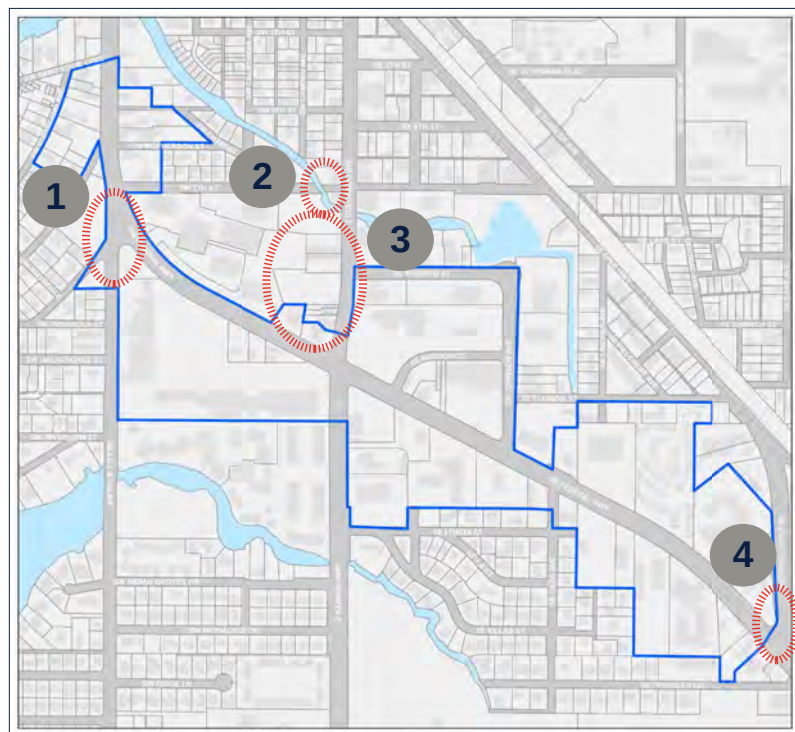
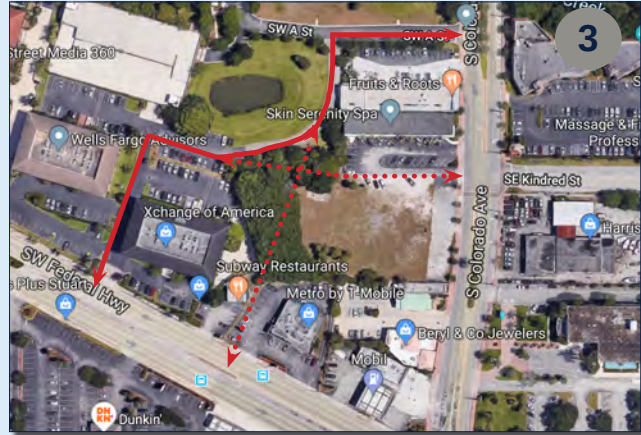


EXISTING



RECOMMENDED

The center of Stuart is located on a small peninsula that protrudes into the St Lucie River. Water is an ever-present feature along with ocean breezes, beautiful views, and bridges. It also lends itself to the funneling of trips along the Federal Highway leading to the Roosevelt Bridge. There are few opportunities for diverted routes away from the Roosevelt Bridge since alternative routes are further west in Palm City. But as vehicles travel away from the Roosevelt Bridge there are some means for other streets to capture some of the vehicle load that is so heavily concentrated on Kanner Highway.



An existing connection is Palm City Road. This is an important connection that should not be severed, although the safety and speed at which it is used should be addressed through design measures. The Martin MPO has already identified this road as a priority road in the access to Transit Complete Street Study Completed in 2020. That study focused on recommendations for the conditions of the length of the street, but just as important and possibly more is the way vehicles are entering the street through a slip lane both southbound onto Palm City Road and southbound onto Federal Highway. These hot rights, or slip lanes, are a vehicle movement that prioritizes speed and increases the distance pedestrians and cyclists spend crossing travel lanes, therefore, increasing the conflict points between pedestrians and vehicles. The intersection merits the careful study of its design while maintaining each turning maneuver.

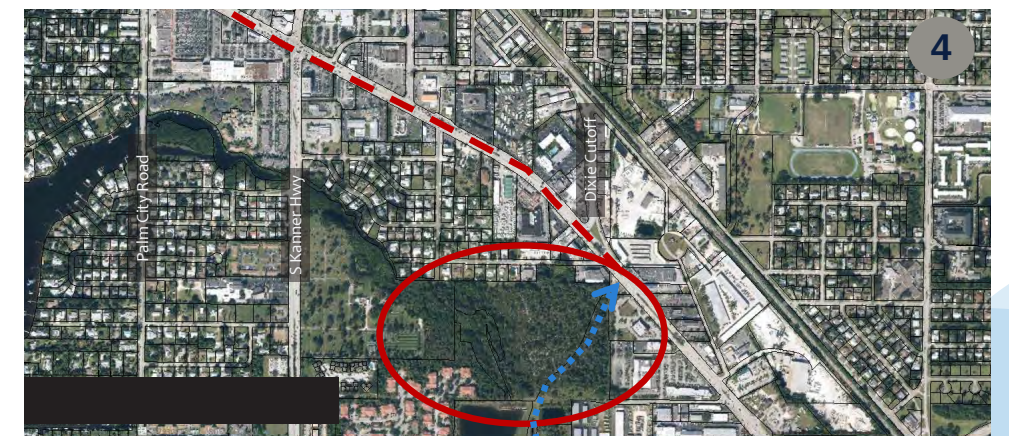
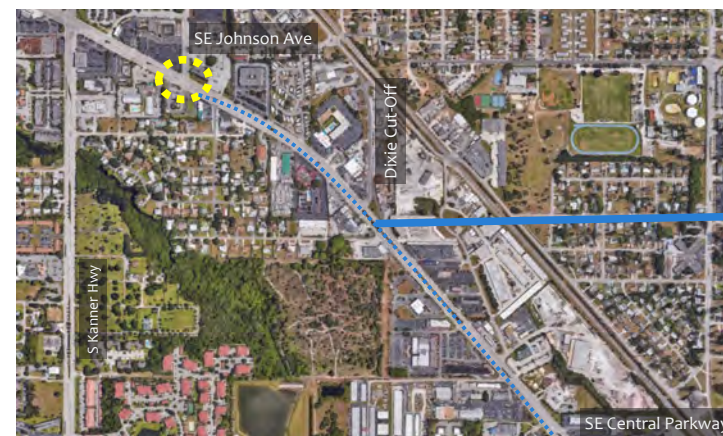
The City has included completing 7th street with Marin Luther King Jr Blvd in previous vision plans and work and it merits a continued conversation within the City. There is a single-family neighborhood that would be impacted by any future connection. The neighborhood should be involved in any future planning to provide mutual benefit to the neighborhood and larger community. A connection could be a bridge with a street, or as light as a golf cart or pedestrian bridge and could divert vehicles from the Kanner Highway and Federal Highway intersection by providing an alternate route for residents at SW Channel Ave and SW 7th Street that does not put them on Federal Highway or at the intersection of Kanner Highway.

The Bike Walk Colorado Avenue Program Completed in July 2019 introduces an idea for increased turning capacity and the expansion of the City grid between SE Colorado Avenue and Federal Highway as redevelopment occurs. A clip of that concept it included to the left.

At the south end of the Federal Highway study area, the planned Willoughby Extension has been included in the FDOT Draft Tentative Work Program for the Fiscal Year 2022-2026. The planned extension can be an opportunity to announce the arrival to the downtown district with beautiful landscaping, views of Poppleton Creek, and appropriate design measures to address speed and the context appropriate for a C4 classification roadway.

If completed, it is critical that it is designed to provide enhanced pedestrian-focused crosswalks. A crosswalk at this location would break the 0.9-mile stretch of Federal Highway from SE Johnson Avenue and SE Central Parkway without any crosswalks. Current proposals include a double signalization at Dixie Cutoff and the extension of Willoughby at Federal Highway. Advancing the signal at Dixie Cutoff before the completion of the extension would provide a much-needed crosswalk in the study area. In the image to the right, the site survey documented a well-worn goat path in that location. Dixie Cutoff, as its name applies, is less of an intersection, but instead, it is composed of two slip lanes or hot rights. One from Federal Highway onto Dixie Cutoff and another from Dixie Cutoff to Federal Highway. The same safety benefits described for Palm City Road would benefit the reconfiguration of Dixie Cutoff to a signalized intersection or formalized intersection.

If the Willoughby Extension is intended to alleviate and divert AADT away from Kanner Highway and Federal Highway intersection, it is important to improve and analyze the Dixie Cutoff to Dixie Highway as a welcoming and clear entrance to downtown as well. Today Dixie Cutoff is a two-lane road with no sidewalks or bike lanes. It is difficult to understand the street leads to Dixie Highway and neighborhoods within downtown if you are not familiar with the area.



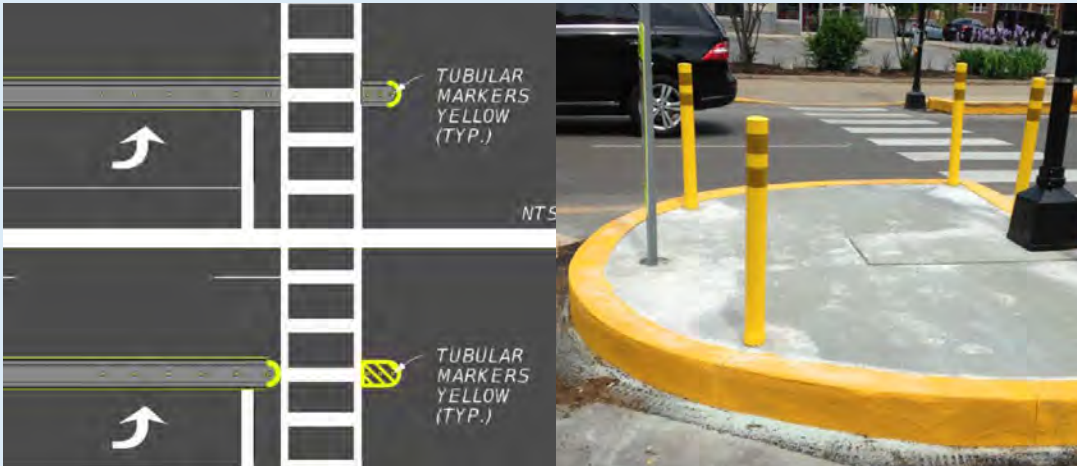
MOBILITY & CONNECTIVITY

PEDESTRIAN CROSSINGS

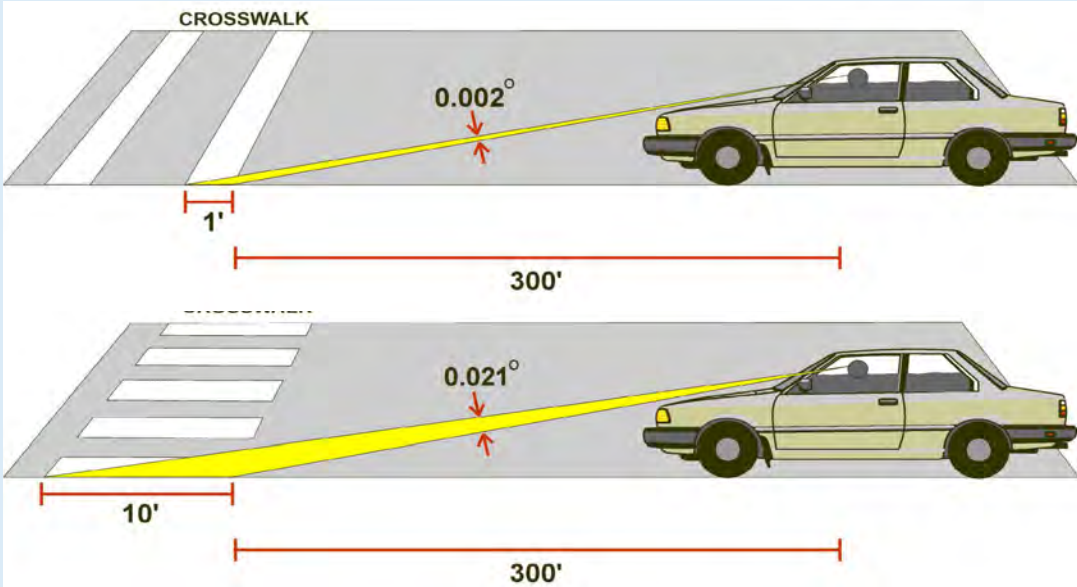
Crash data, site survey, and public input each highlighted the need for improved crosswalk conditions.

The Federal Highway study area is the site of a Resurfacing, Restoration project currently under design. Construction is anticipated to start summer 2023. This FDOT maintenance project is an opportunity to resolve near term recommendations concurrent with FDOT work.

NEAR TERM RECOMMENDATIONS



Install hardened Centerlines with Traffic Separators and Tubular Markers improve crosswalks with minimal interventions.

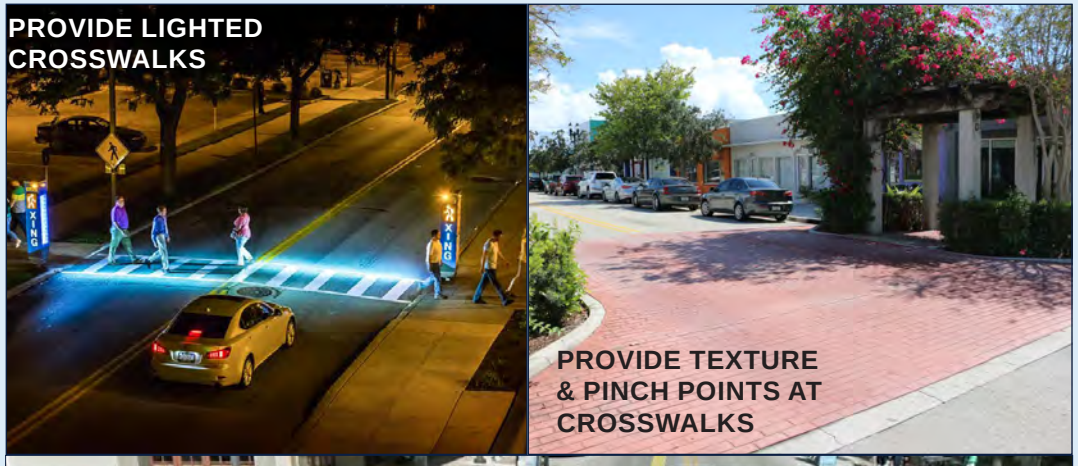


Ensure the most the most visible marking are used at marking crosswalks



Relocate light poles & remove abandoned driveways.

LONG TERM RECOMMENDATIONS



Provide Vertical Deflection by raising the cross walk to curb level. Use color and texture, and lighting to improve visibility.



Redesign slip lanes and hot rights on corridor. Example above is from Arlington, Virginia. <https://www.arlnow.com/2011/08/05/morning-poll-the-countys-war-against-slip-lanes/>

IMPLEMENTATION

SUMMARY OF FINDINGS

IMPACTS OF COVID & EXISTING CONSTRAINTS

Prior to the COVID-19 pandemic, there existed a trend away from brick and mortar retail stores, and Covid-19 has only accelerated these trends. The United States is understood to be significantly over-retailed. Analysis in 2019 of per capita leaseable shopping center space in countries around the world showed for places like France, Germany, the United Kingdom and Japan, average retail space was less than 5 square feet per person. In the United States, that number is more than 23.³ It is essential that local governments consider the revision of their land uses and zoning decisions relative to market trends. The Federal Highway Corridor in Stuart is at the precipice of transition, and to be sustainable going forward, a shift in development patterns is necessary. The visible commercial vacancies coupled with private market requests for land use changes is consistent with many areas within the Treasure Coast. The primary constraints are land ownership distribution and land development restrictions.

- As seen in the inventory, restaurants in the study area have closed during the COVID-19 pandemic. It may be due to the challenge of creating an attractive outdoor dining environment and the reliance on vehicular traffic. Enhancing all modes of transportation and mixed-use will promote a more resilient context.
- COVID-19 pandemic has accelerated trends away from office demand and large footprint retailers. Significant Redevelopment on large vacant and asphalt dominant properties are opportunities for more diversity along the corridor which could include, mixed-use projects, diverse housing options, and institutional uses which benefit from proximity to work and job centers.

COMMERCIAL NEEDS & PRIORITIES

There appears to be a need to consolidate commercial activity and the provision of a greater flexibility for market-driven redevelopment. That said, the City has a vision that fewer gas stations and storage facilities are desirable. Flexibility in redevelopment that accommodates a more livable, multi-use environment than exists today seems to be the desired approach

- Poor lighting, poor crosswalks, and access to transit limit mobility in the area and should be addressed. They are limiting factors in the mobility of people to access goods and services and the creation of a sense of place and access to the commercial uses.

USES APPROPRIATE FOR THE CORRIDOR

A Market Study was not developed as part of this scope of services. That said, there is evidence to suggest that in-town residential development is a desirable land use along the corridor. Proximity to downtown and all of the regional destinations alone, however, is not enough to ensure that residential development is compatible with, or contributive to, the Federal Highway corridor. Detailed evaluation of the design of each future project is essential to a successful delivery of future development.

- Vacancies in the study area indicate there has been an over-saturation of used car sales, and gas stations, although a few well-established automotive maintenance and service locations have remained active and should be considered part of the diversity of the area.
- The study area is in close proximity to downtown and much of it within the quarter-mile of historic downtown and The Creek arts & entertainment district which would compliment a greater diversity of uses than is present today. The City should leverage this benefit when looking at potential uses in the study area.

³ <https://www.fastcompany.com/90573407/many-u-s-stores-will-close-forever-thats-a-good-thing>

KEY RECOMMENDATIONS	
ACTION	DESCRIPTION
Incremental investment in existing properties	Create Infill Tree Planting Program to promote a more pleasant experience on Federal Highway by providing more shade trees.
	In the near-term, establish an Infill Tree Planting Program. Conduct a survey of appropriate location and approach those owners willing to participate in the program. The CRA would incur the cost of the tree and planting, and the owner would agree to water and maintain the tree.
	Leverage existing Business Improvement Grant to improve Federal Highway frontage. Approach businesses along corridor about improved signage and fencing.
Incremental investment in safety & comfort at Federal Highway Corridor	Coordinate with FDOT to address near term needs for corridor safety and ADA clear paths during design and constructions of RRR project. •Relocate lights •Remove abandoned driveways •Hardscaped front setback to create a multi-pat
	Partner with FDOT on providing needed lighting projects
	Provide transit shelters at all Marty Routes. Continue coordination with the MPO and Stuart Tram.
Establish a defined thoroughfare goal Strengthen Urban Highway Zoning code	Establish a defined thoroughfare as part of Land Development Regulations. Clearly communicate the desired street section along the corridor to promote a continuous improved pedestrian zone over time.
	Maintain required 20' building setback at Federal Highway (Sec. 2.04.06), and add required development of sidewalks and landscaping: •Hardscaped front setback to create a minimum 10' shared use path. •Planting shade trees in 10' planting strip adjacent curb.
	Strengthen Urban Highway Zoning code. Revise the description of the Urban Highway to reflect the community vision and a more sustainable urban form. Revise code for Urban Highway with the following principles: •20-30 ft. build-to zone to reflect desired street section noted above •Minimum facade transparency and main pedestrian access from the sidewalk •Promote frontage types such as storefront, arcade, porch, or stoops •Require parking areas to be located to the side or rear of buildings
Evaluate Future Land Use and Zoning Designations	Study the reassignment of Commercial FLU for properties with particular attention to those facing Downtown FLU and adjacent to Downtown FLU and ownership patterns.

APPENDIX A
INVENTORY: PROPERTY CUT SHEETS

09-38-41-000-000-00102-2	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.7789
Building Floorspace (sf)	2,184
Total Assessed Value	\$564,310
Current Use	Service Station

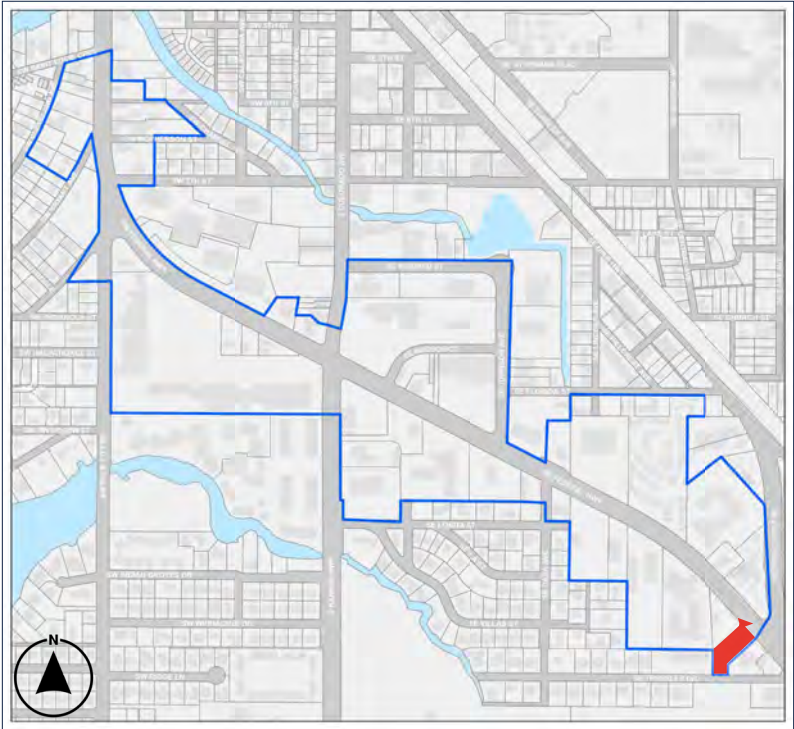


Figure 62 Site highlighted on location map in red.



Figure 63 Image of site from Southeast Federal Highway.

09-38-41-000-000-00101-3	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.6899
Building Floorspace (sf)	400
Total Assessed Value	\$524,010
Current Use	Vacant

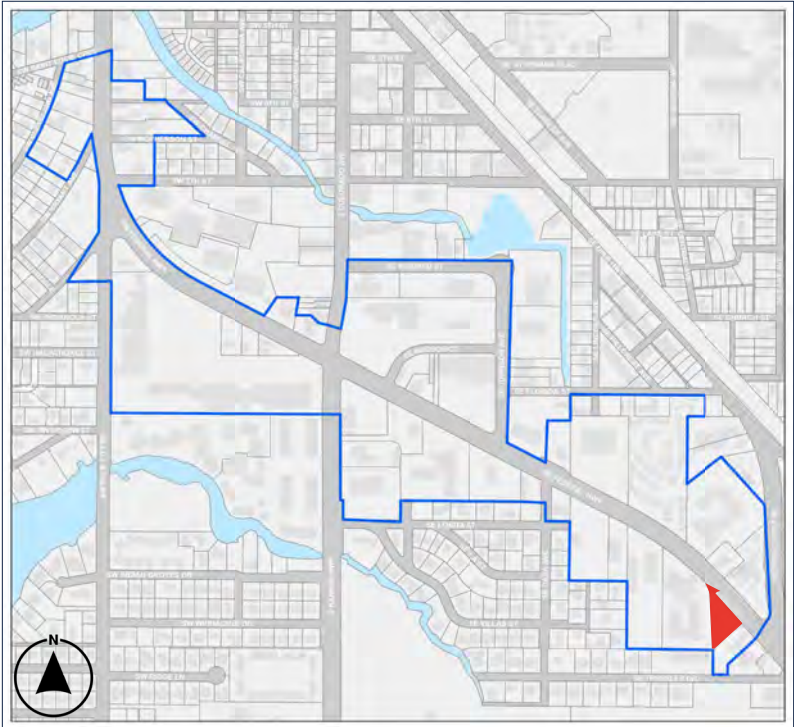


Figure 64 Site highlighted on location map in red.



Figure 65 Image of site from Southeast Federal Highway.

09-38-41-000-000-00101-3	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	2.9800
Building Floorspace (sf)	54,753 - (2) stories
Total Assessed Value	\$3,500,000
Current Use	Hotel/Motel

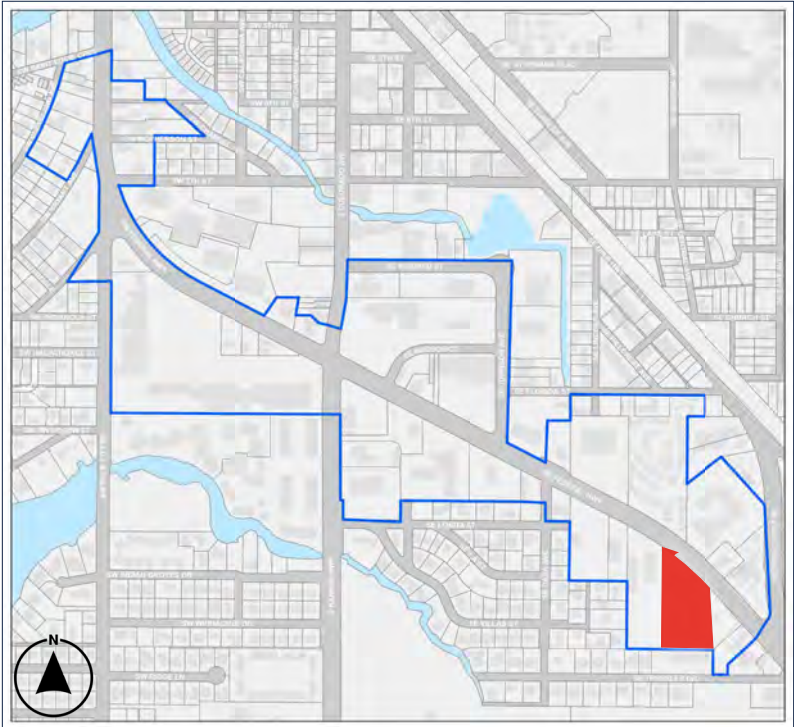


Figure 66 Site highlighted on location map in red.



Figure 67 Image of site from Southeast Federal Highway.

09-38-41-000-000-00140-6	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	2.9410
Building Floorspace (sf)	10,000
Total Assessed Value	\$1,317,030
Current Use	Auto Sales/Repair

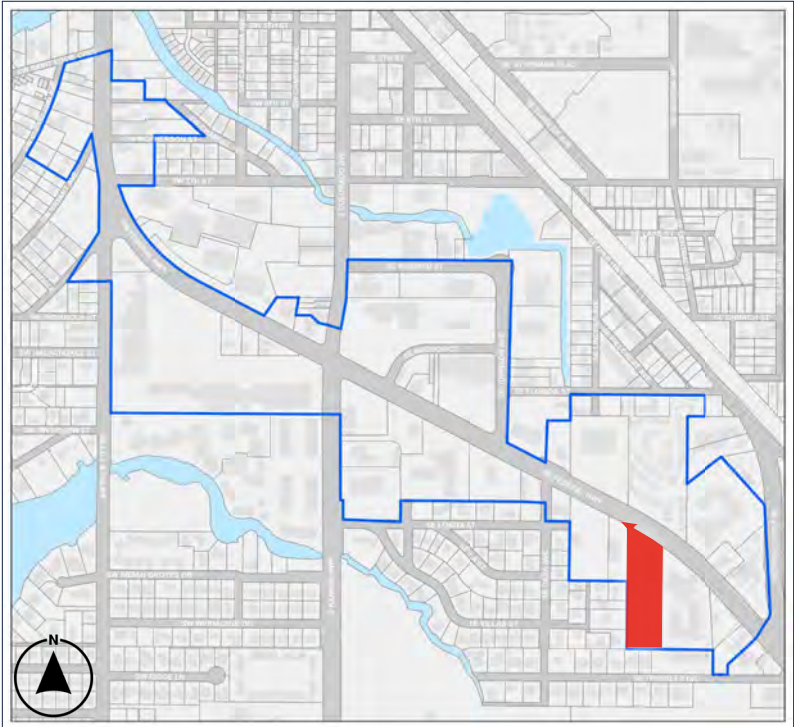


Figure 68 Site highlighted on location map in red.



Figure 69 Image of site from Southeast Federal Highway.

09-38-41-009-000-00020-2	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.8838
Building Floorspace (sf)	12,463 - (2) stories
Total Assessed Value	\$1,116,120
Current Use	Office Building

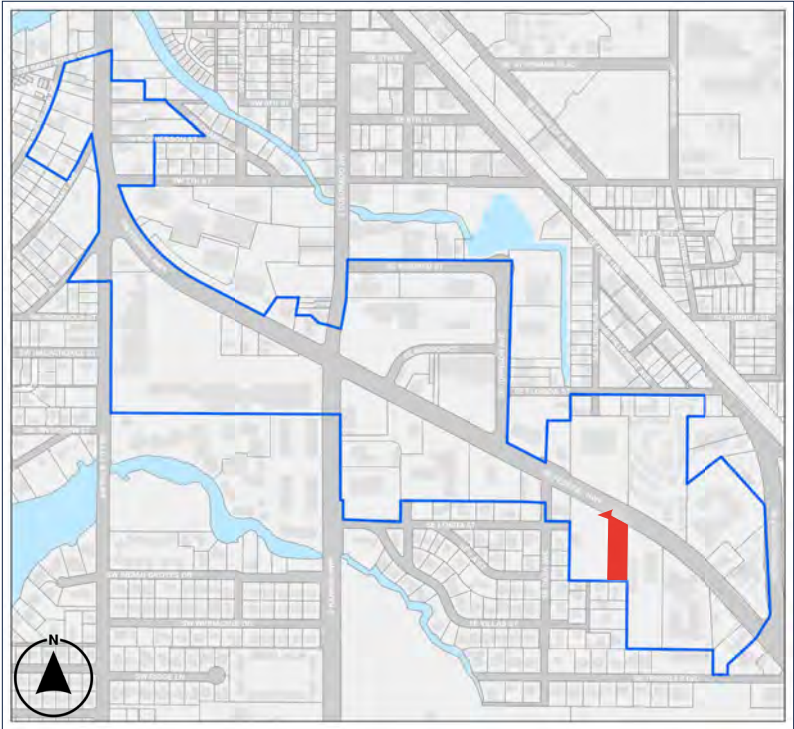


Figure 70 Site highlighted on location map in red.



Figure 71 Image of site from Southeast Federal Highway.

09-38-41-009-000-00020-2	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	2.2
Building Floorspace (sf)	1,686
Total Assessed Value	\$752,200
Current Use	Vacant

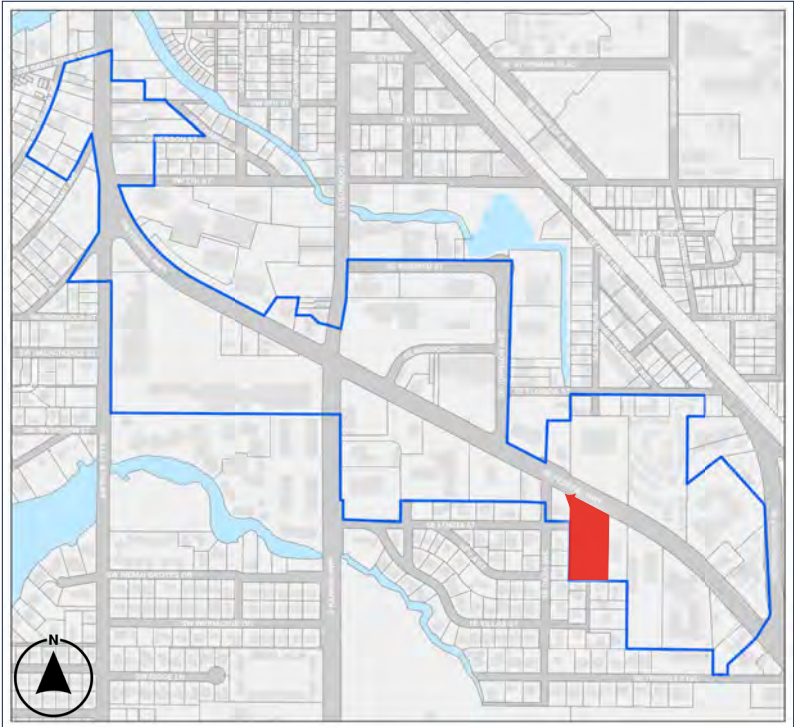


Figure 72 Site highlighted on location map in red.



Figure 73 Image of site from Southeast Federal Highway.

09-38-41-009-000-00020-2	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.4279
Building Floorspace (sf)	8,167 - (2) stories
Total Assessed Value	\$708,930
Current Use	Office building

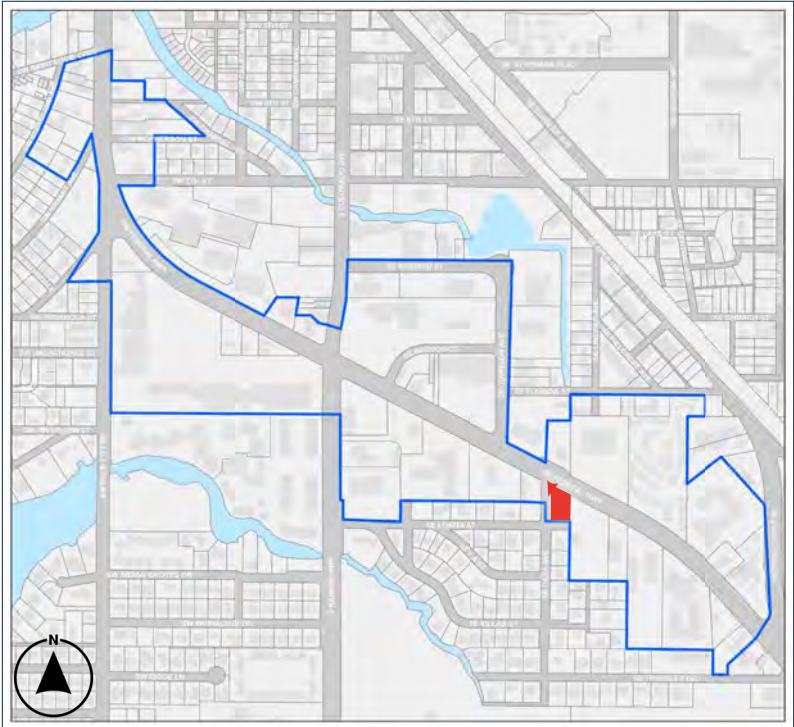


Figure 74 Site highlighted on location map in red.



Figure 75 Image of site from Southeast Federal Highway.

09-38-41-000-000-00112-0	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	1.5767
Building Floorspace (sf)	13,760
Total Assessed Value	\$1,293,010
Current Use	Repair service shop

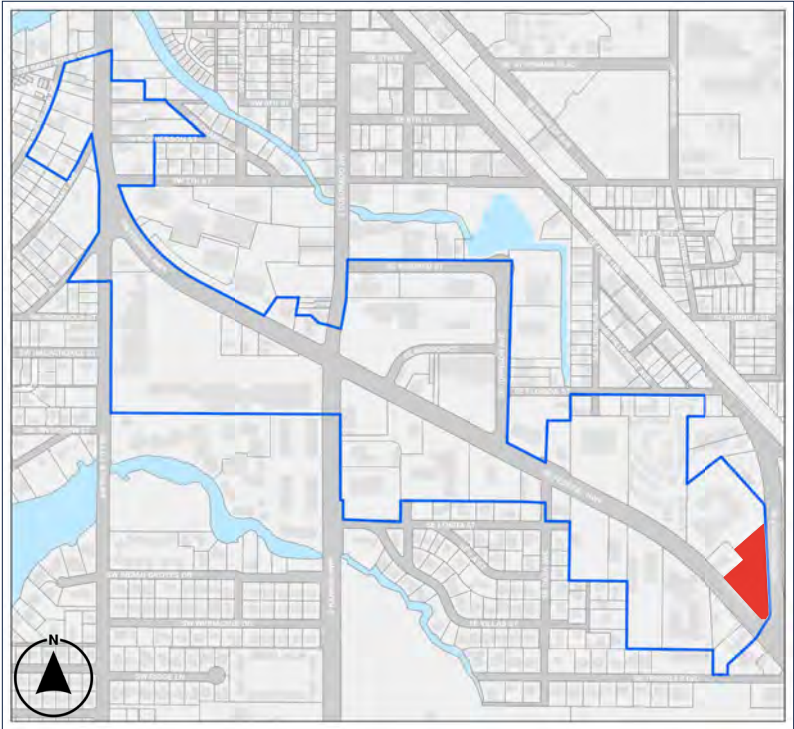


Figure 76 Site highlighted on location map in red.



Figure 77 Image of site from Southeast Federal Highway.

09-38-41-000-000-00113-9	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.5303
Building Floorspace (sf)	2,448
Total Assessed Value	\$383,090
Current Use	Repair service shop

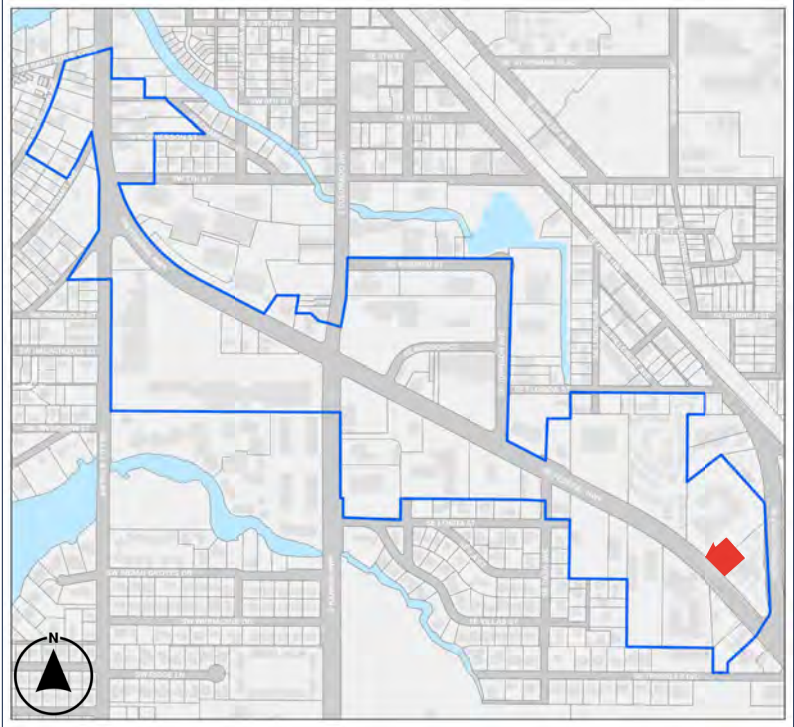


Figure 78 Site highlighted on location map in red.



Figure 79 Image of site from Southeast Federal Highway.

09-38-41-000-000-00110-2	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	3.9700
Building Floorspace (sf)	39,040
Total Assessed Value	\$4,760,000
Current Use	Hotels/Motels

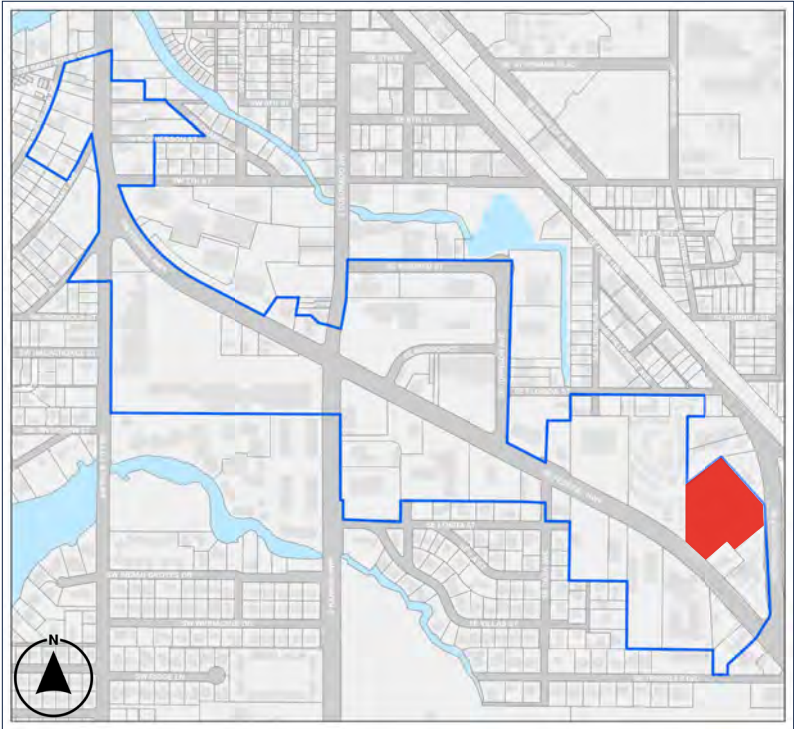


Figure 80 Site highlighted on location map in red.



Figure 81 Image of site from Southeast Federal Highway.

04-38-41-009-004-00060-6	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	5.3570
Building Floorspace (sf)	3,786
Total Assessed Value	\$1,261,830
Current Use	Mobile Home Park

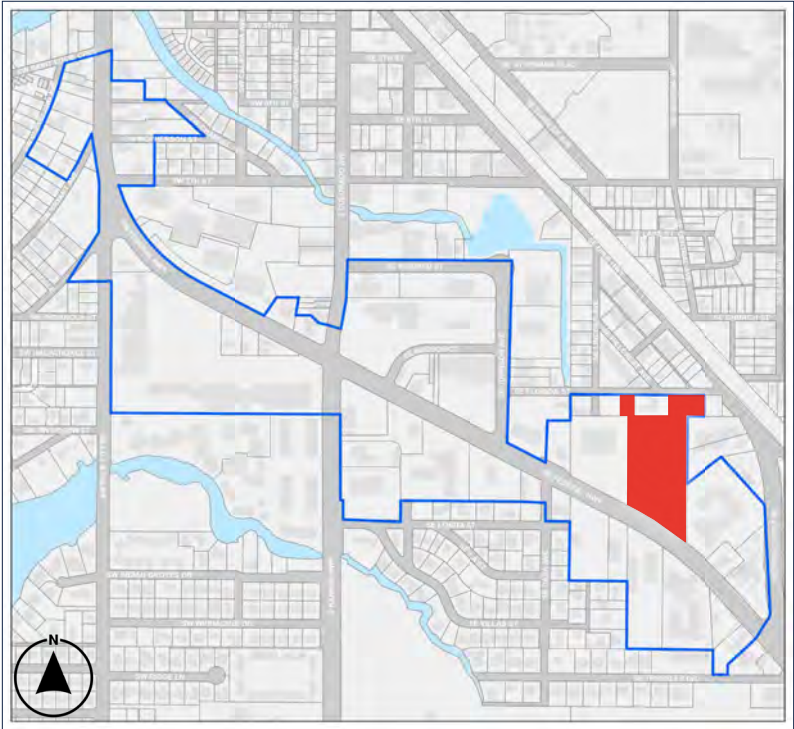


Figure 82 Site highlighted on location map in red.



Figure 83 Image of site from Southeast Federal Highway.

04-38-41-009-004-00090-0	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.551
Building Floorspace (sf)	5,915
Total Assessed Value	\$739,380
Current Use	Daycare

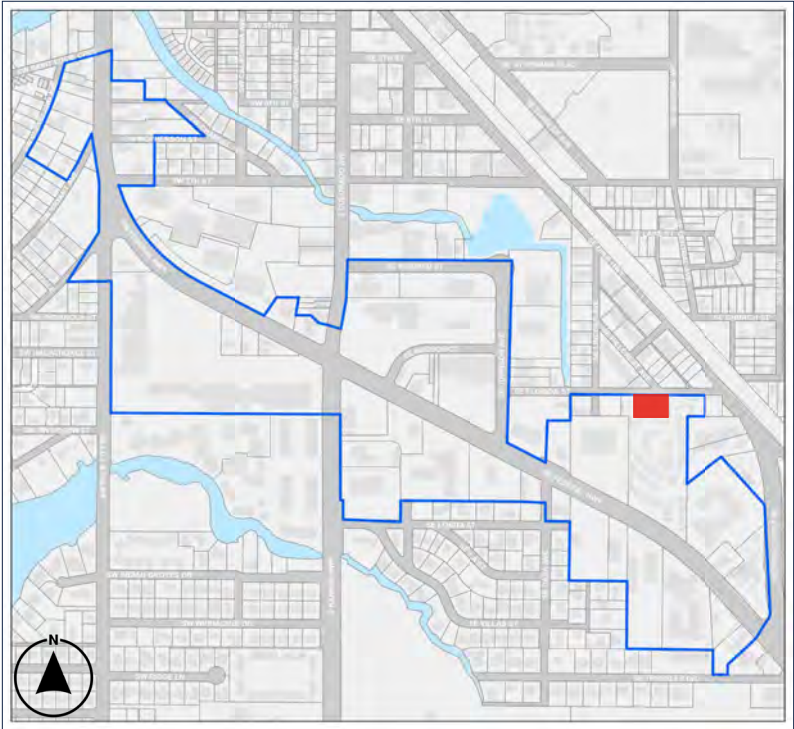


Figure 84 Site highlighted on location map in red.



Figure 85 Image of site from East Florida Street.

04-38-41-009-004-00010-7	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.344
Building Floorspace (sf)	None applicable
Total Assessed Value	\$157,860
Current Use	Parking lot

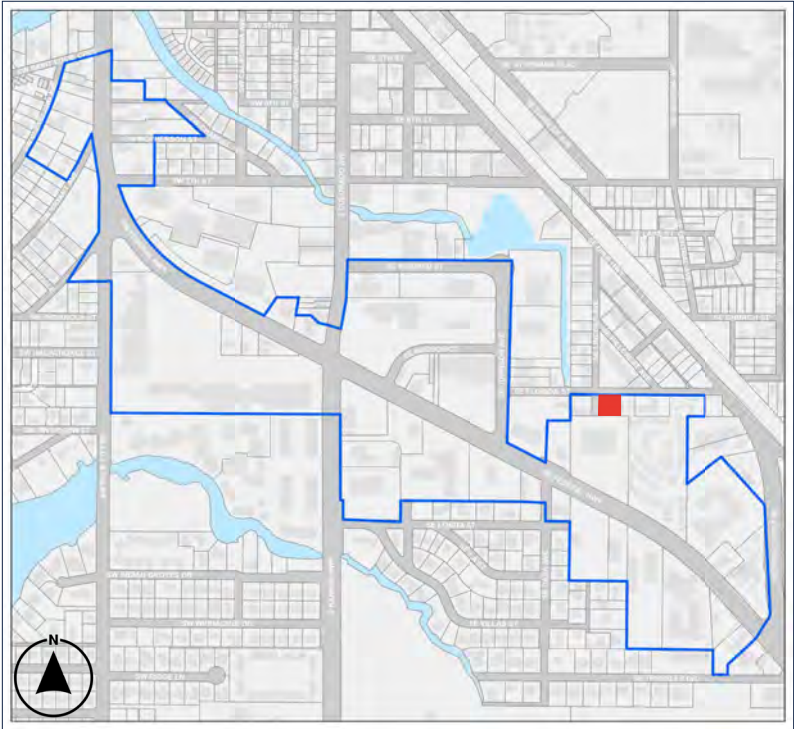


Figure 86 Site highlighted on location map in red.



Figure 87 Image of site from East Florida Street.

04-38-41-009-001-00380-5	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.31
Building Floorspace (sf)	3,520
Total Assessed Value	\$510,400
Current Use	Office building

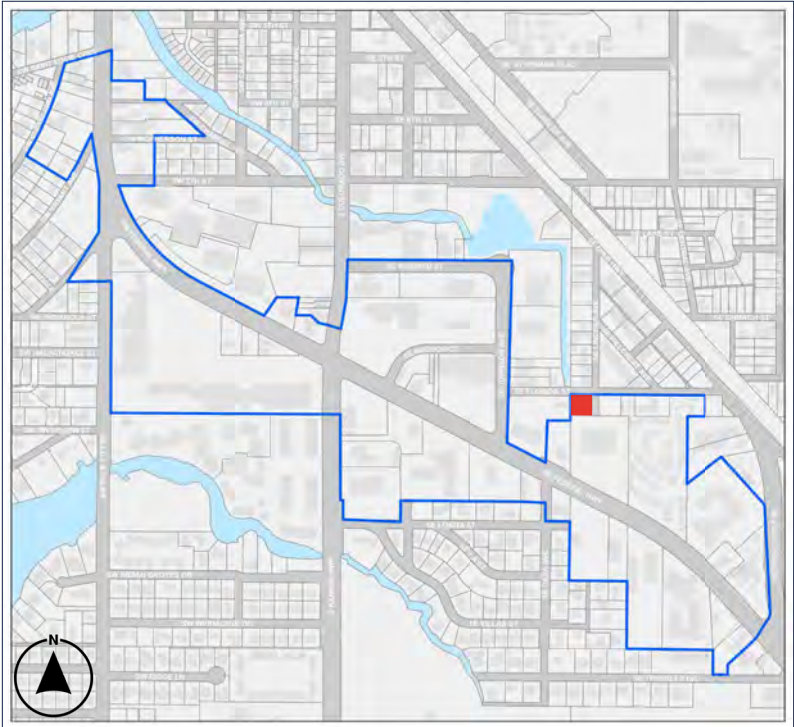


Figure 88 Site highlighted on location map in red.



Figure 89 Image of site from East Florida Street.

09-38-41-000-000-00080-8	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	3.1655
Building Floorspace (sf)	65,624 - (3) stories
Total Assessed Value	\$4,883,680
Current Use	Office building

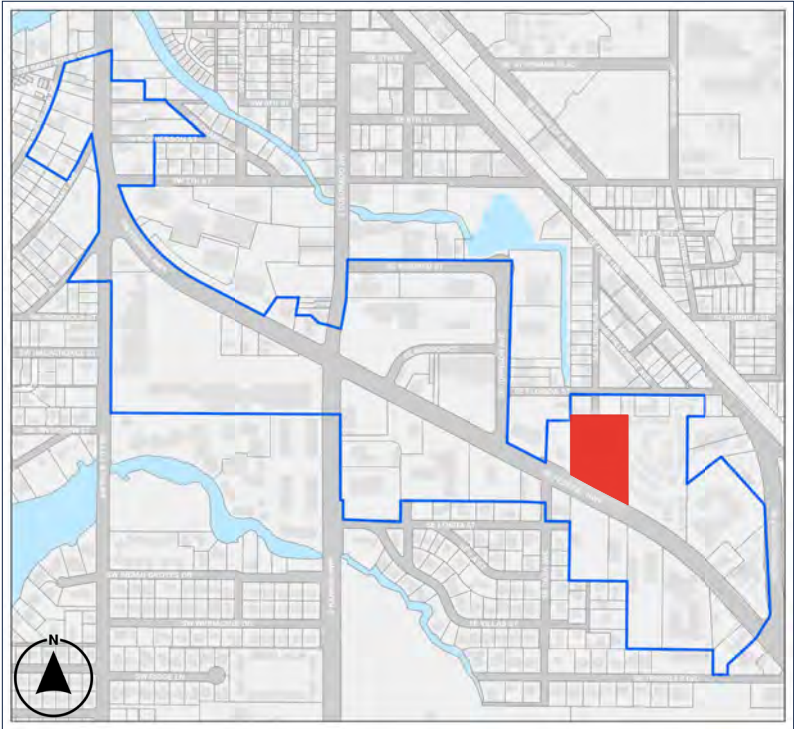


Figure 90 Site highlighted on location map in red.



Figure 91 Image of site from Southeast Federal Highway.

09-38-41-007-000-00020-0	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.79
Building Floorspace (sf)	2,610
Total Assessed Value	\$887,400
Current Use	Financial institution

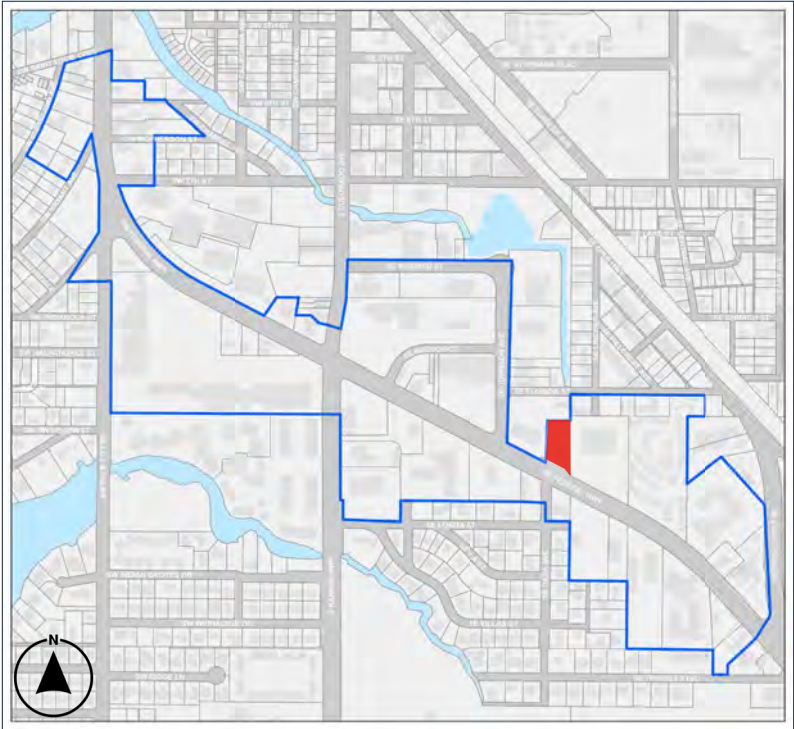


Figure 92 Site highlighted on location map in red.



Figure 93 Image of site from Southeast Federal Highway.

09-38-41-000-000-00220-9	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.43
Building Floorspace (sf)	3,020
Total Assessed Value	\$245,640
Current Use	Repair service shops

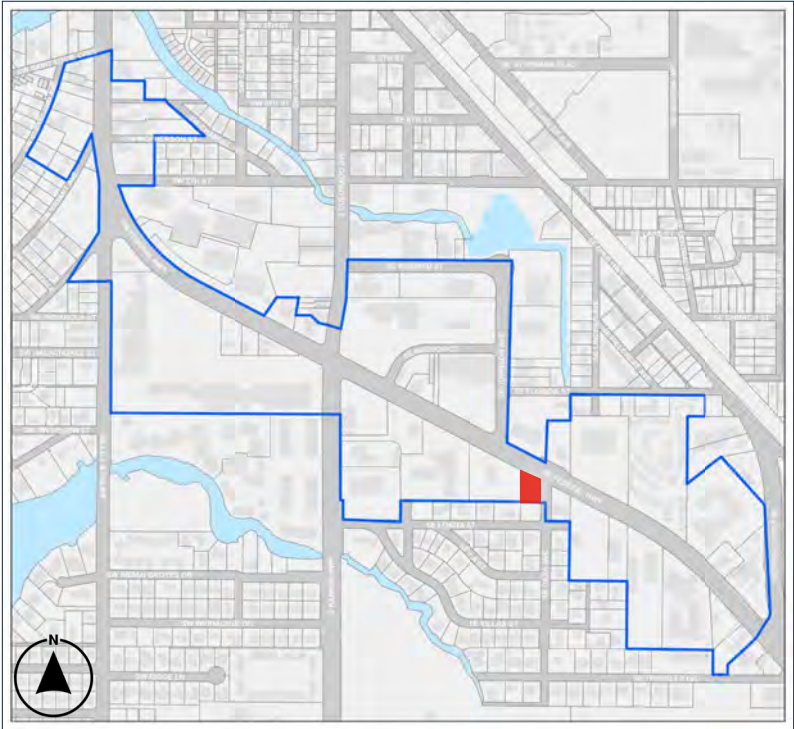


Figure 94 Site highlighted on location map in red.



Figure 95 Image of site from Southeast Federal Highway.

09-38-41-000-000-00182-5	
Future Land Use	Commercial
Zoning	B2
Site Area (acres)	1.7989
Building Floorspace (sf)	2,864
Total Assessed Value	\$1,037,230
Current Use	Drive-in restaurant

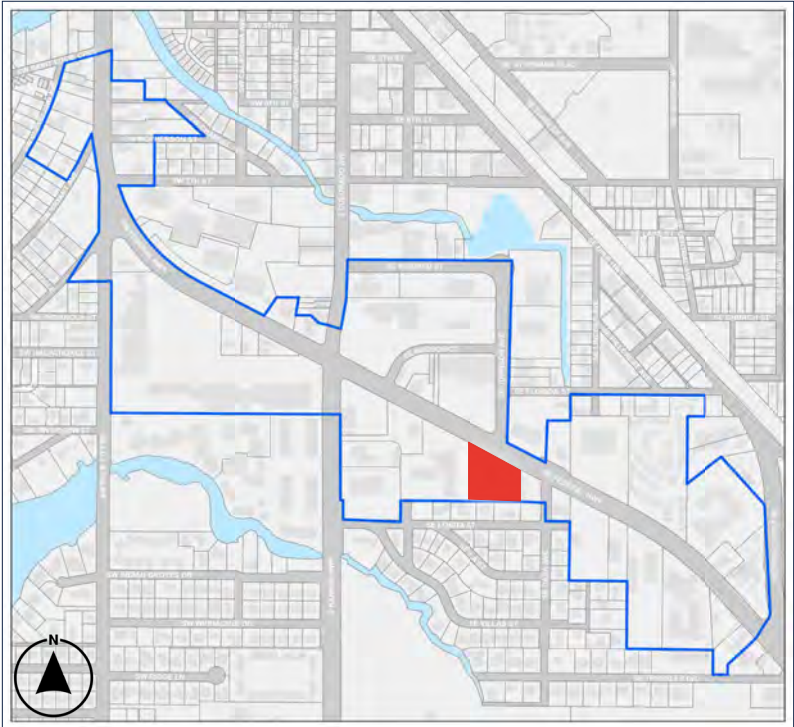


Figure 96 Site highlighted on location map in red.



Figure 97 Image of site from Southeast Federal Highway.

09-38-41-000-000-00180-7	
Future Land Use	Commercial
Zoning	B2
Site Area (acres)	3.19
Building Floorspace (sf)	45,451
Total Assessed Value	\$3,332,650
Current Use	Hotels/Motels and Restaurant

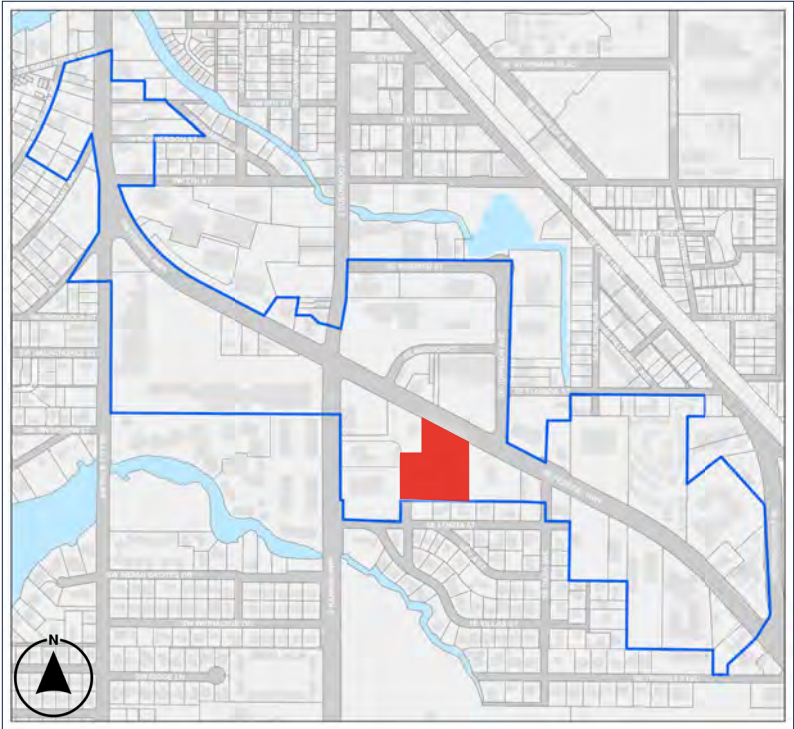


Figure 98 Site highlighted on location map in red.



Figure 99 Image of site from Southeast Federal Highway.

04-38-41-000-000-00430-6	
Future Land Use	Commercial
Zoning	B2
Site Area (acres)	1.1394
Building Floorspace (sf)	3,368
Total Assessed Value	\$665,710
Current Use	Drive-in restaurant

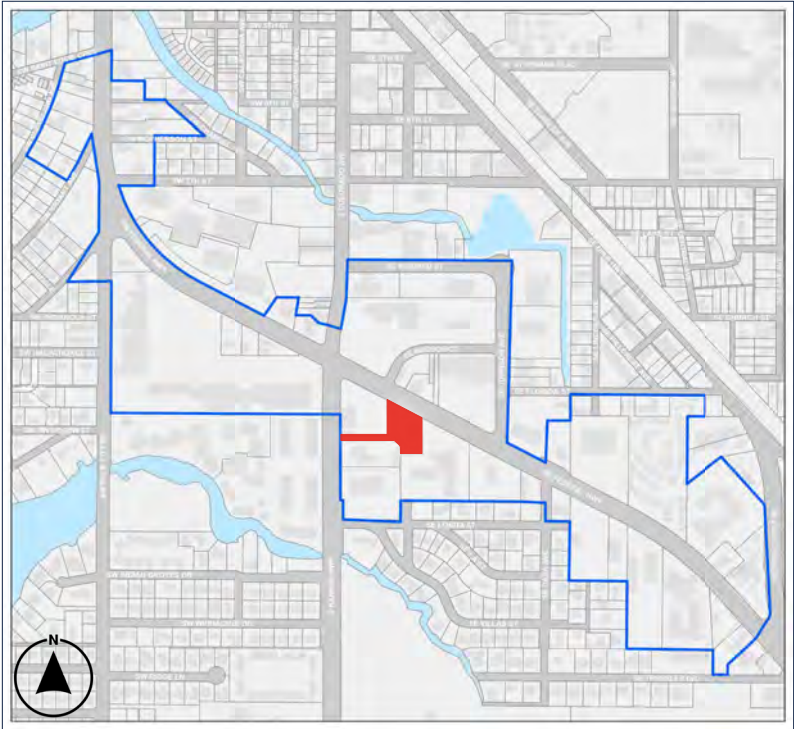


Figure 100 Site highlighted on location map in red.



Figure 101 Image of site from Southeast Federal Highway.

04-38-41-000-000-00430-6	
Future Land Use	Commercial
Zoning	B2
Site Area (acres)	1.6340
Building Floorspace (sf)	38,772 - (4) stories
Total Assessed Value	\$2,548,180
Current Use	Financial institution

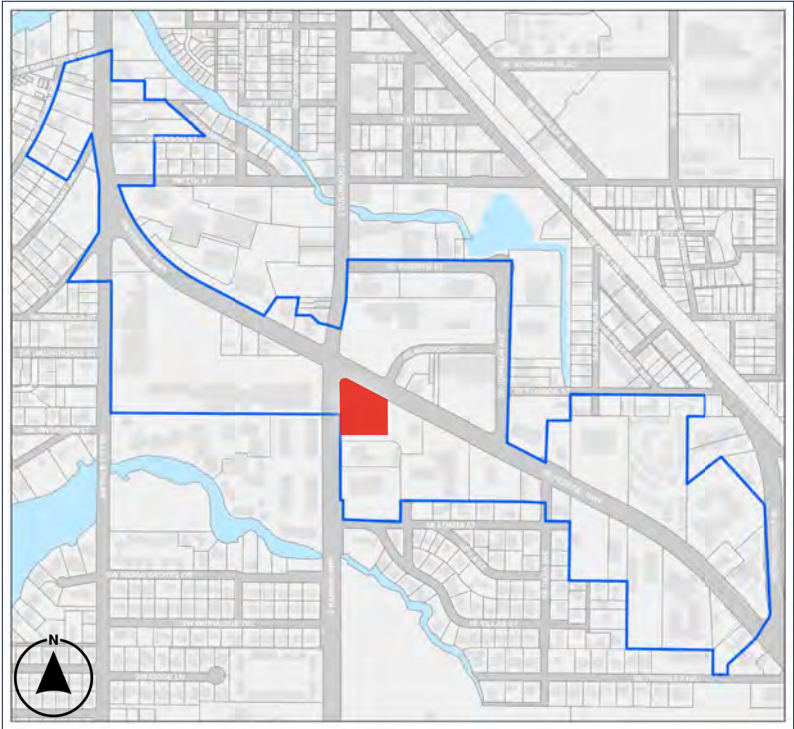


Figure 102 Site highlighted on location map in red.



Figure 103 Image of site from Southeast Federal Highway.

09-38-41-000-000-00200-3	
Future Land Use	Commercial
Zoning	B2
Site Area (acres)	1.1318
Building Floorspace (sf)	7,655
Total Assessed Value	\$944,490
Current Use	Funeral home & crematory

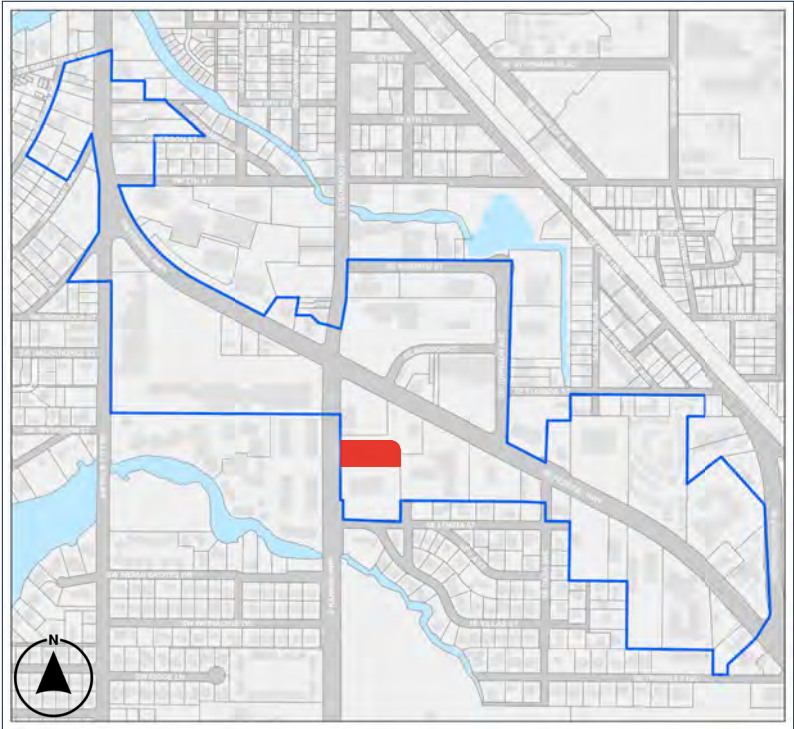


Figure 104 Site highlighted on location map in red.



Figure 105 Image of site from South Kanner Highway.

09-38-41-000-000-00210-1	
Future Land Use	Commercial & Low Density Residential
Zoning	B2 & R1
Site Area (acres)	2.3000
Building Floorspace (sf)	16,000
Total Assessed Value	\$950,600
Current Use	Club Lodge Union Hall

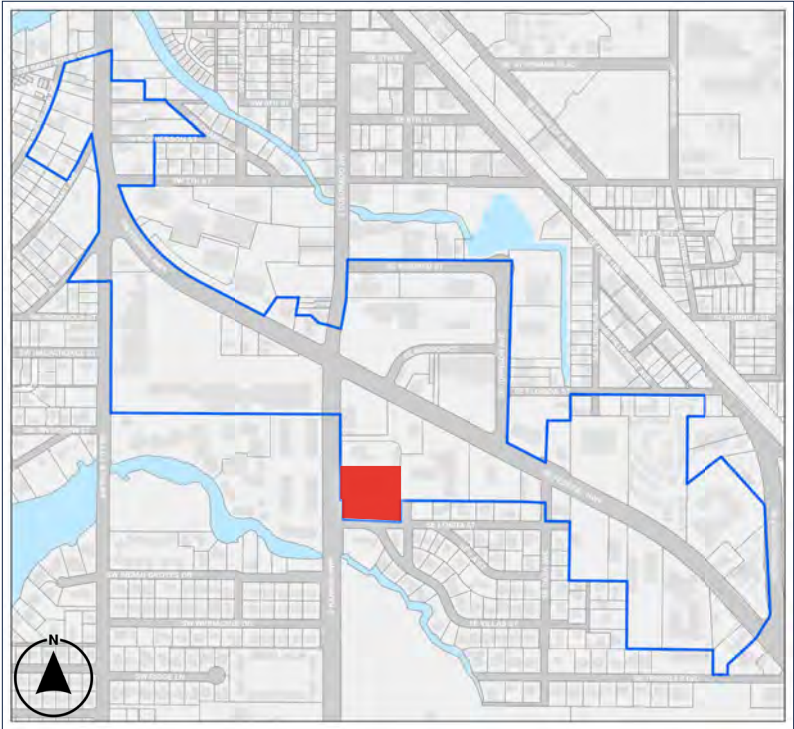


Figure 106 Site highlighted on location map in red.



Figure 107 Image of site from South Kanner Highway.

04-38-41-018-000-00370-8	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	2.86
Building Floorspace (sf)	46,686 - (2) stories
Total Assessed Value	\$4,090,330
Current Use	Shopping center

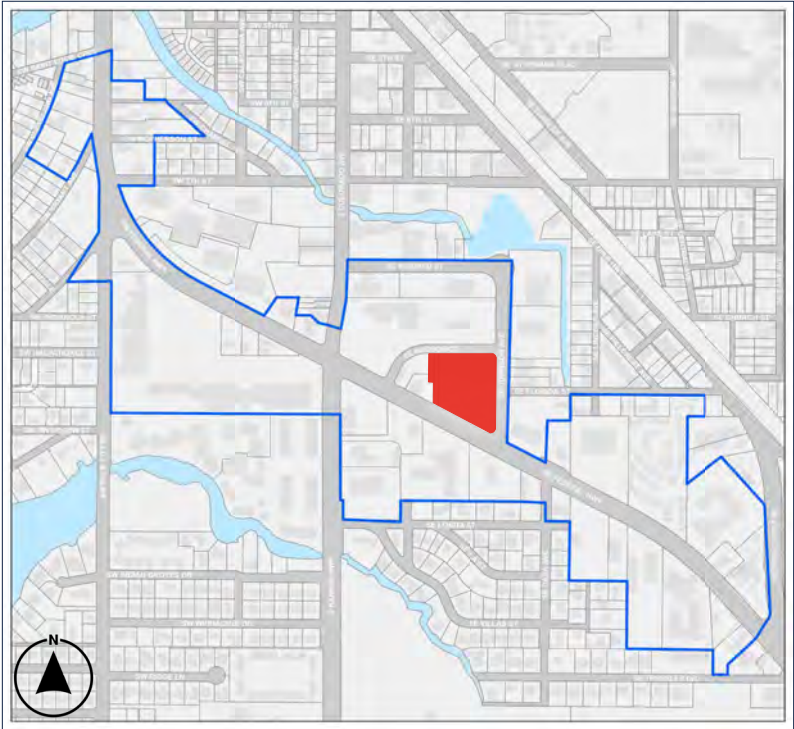


Figure 108 Site highlighted on location map in red.



Figure 109 Image of site from Southeast Federal Highway.

04-38-41-018-000-00374-4	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.399
Building Floorspace (sf)	17,353 - (2) stories
Total Assessed Value	\$451,510
Current Use	Office building

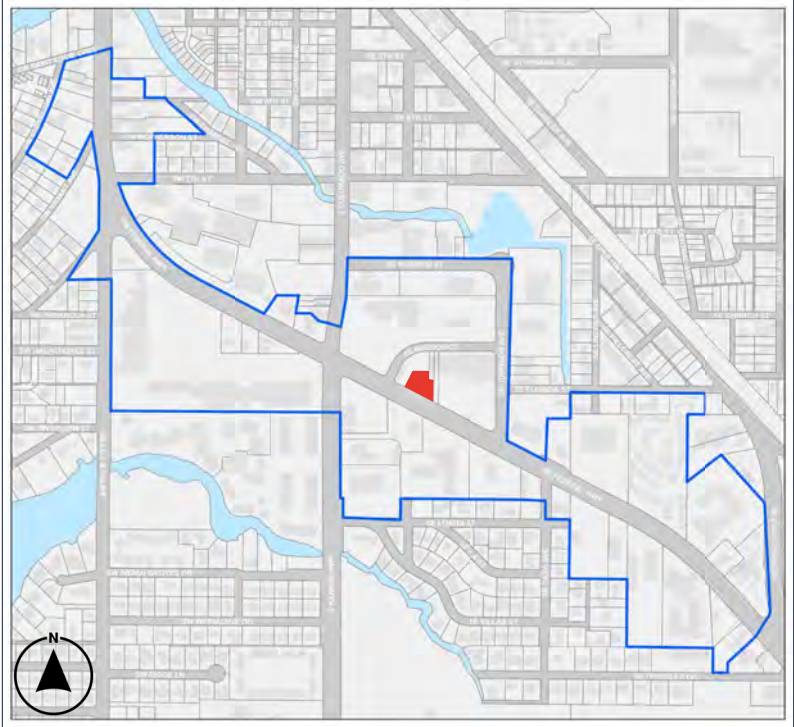


Figure 110 Site highlighted on location map in red.



Figure 111 Image of site from Southeast Federal Highway.

04-38-41-018-000-00373-5	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.4719
Building Floorspace (sf)	1,830
Total Assessed Value	\$546,620
Current Use	Financial institution

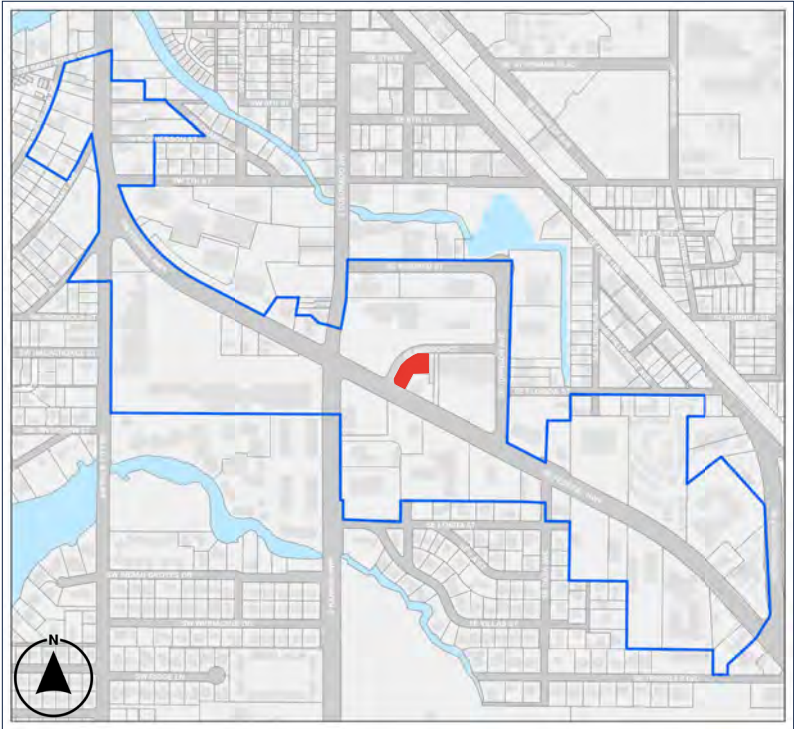


Figure 112 Site highlighted on location map in red.



Figure 113 Image of site from Southeast Federal Highway.

04-38-41-000-000-00380-6	
Future Land Use	Downtown
Zoning	Urban Center
Site Area (acres)	6.2964
Building Floorspace (sf)	45,576 - (3) stories
Total Assessed Value	\$8,751,080
Current Use	Financial institution

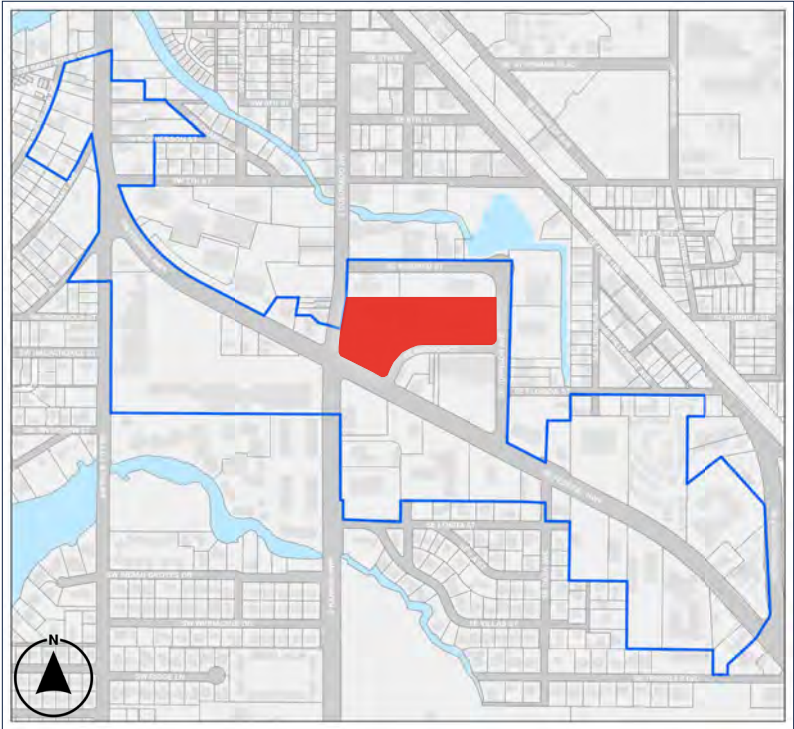


Figure 114 Site highlighted on location map in red.



Figure 115 Image of site from Southeast Federal Highway parking lot.

04-38-41-018-000-00050-5	
Future Land Use	Commercial
Zoning	B2
Site Area (acres)	1.7821
Building Floorspace (sf)	27,529 - (3) stories
Total Assessed Value	\$2,376,430
Current Use	Financial institution

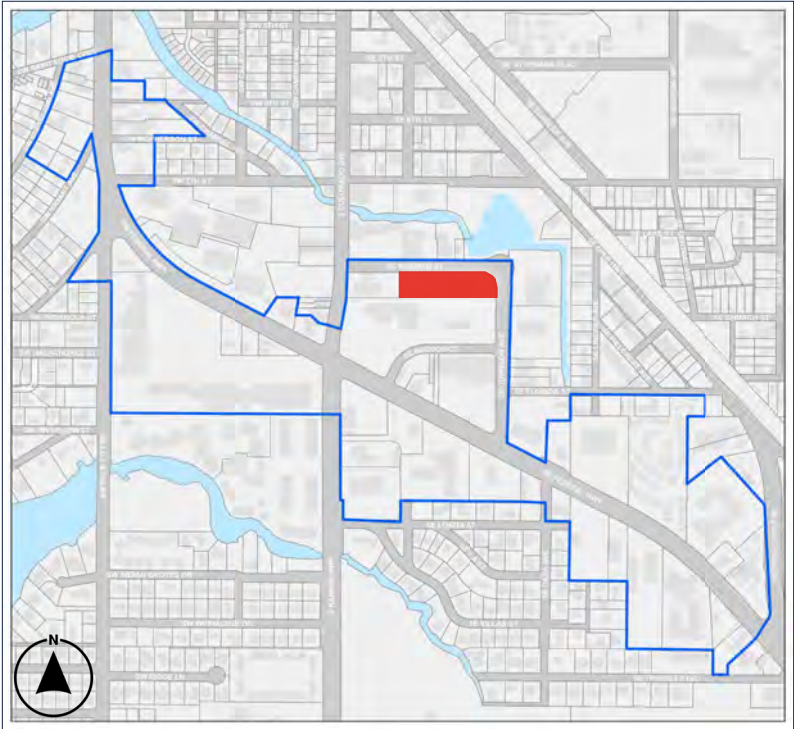


Figure 116 Site highlighted on location map in red.



Figure 117 Image of site from Southeast Kindred Street.

04-38-41-000-000-00370-8	
Future Land Use	Downtown
Zoning	Urban Center
Site Area (acres)	0.9820
Building Floorspace (sf)	8,041
Total Assessed Value	\$676,880
Current Use	Auto Sales/Repair

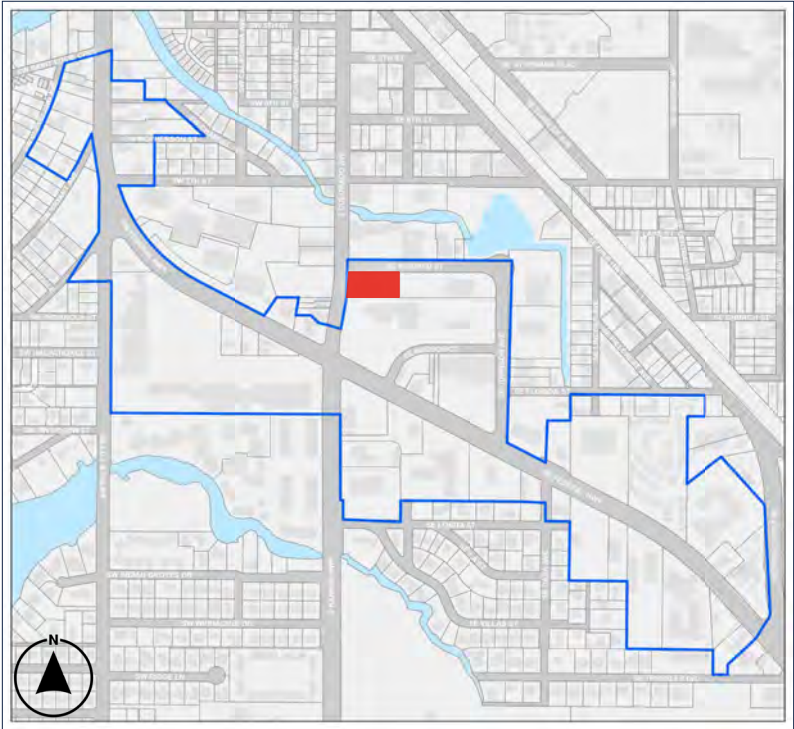


Figure 118 Site highlighted on location map in red.



Figure 119 Image of site from South Colorado Avenue.

05-38-41-000-000-00310-8	
Future Land Use	Downtown
Zoning	Urban Center
Site Area (acres)	0.4867
Building Floorspace (sf)	2,262
Total Assessed Value	\$599,420
Current Use	Service Station

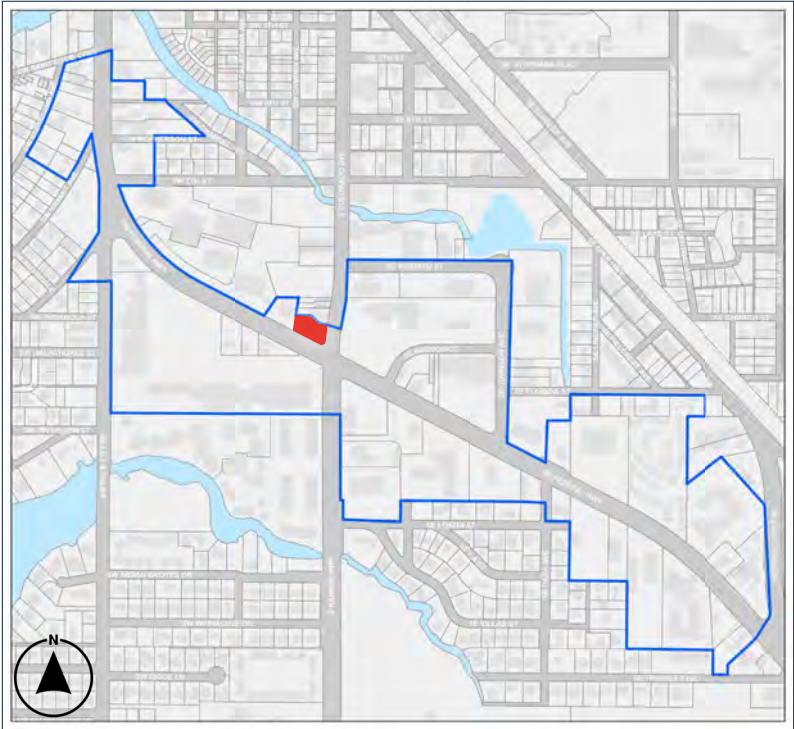


Figure 120 Site highlighted on location map in red.



Figure 121 Image of site from Southwest Federal Highway.

05-38-41-000-000-00290-2	
Future Land Use	Downtown
Zoning	Urban Center
Site Area (acres)	0.5438
Building Floorspace (sf)	4,320
Total Assessed Value	\$567,000
Current Use	Drive-in restaurant

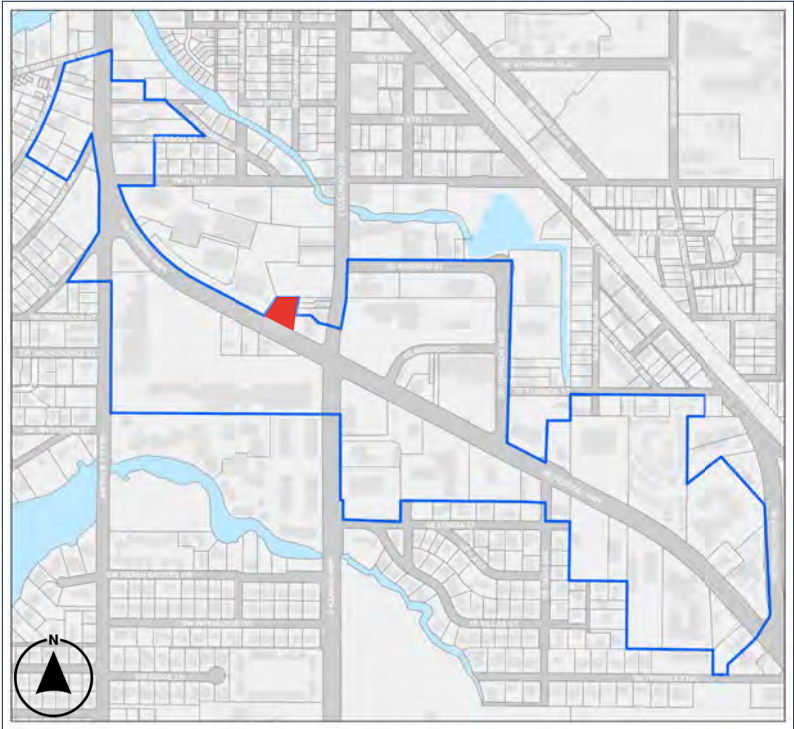


Figure 122 Site highlighted on location map in red.



Figure 123 Image of site from Southwest Federal Highway.

05-38-41-000-000-00340-2	
Future Land Use	Commercial
Zoning	B2
Site Area (acres)	15.0000
Building Floorspace (sf)	128,326
Total Assessed Value	\$8,984,270
Current Use	Shopping center

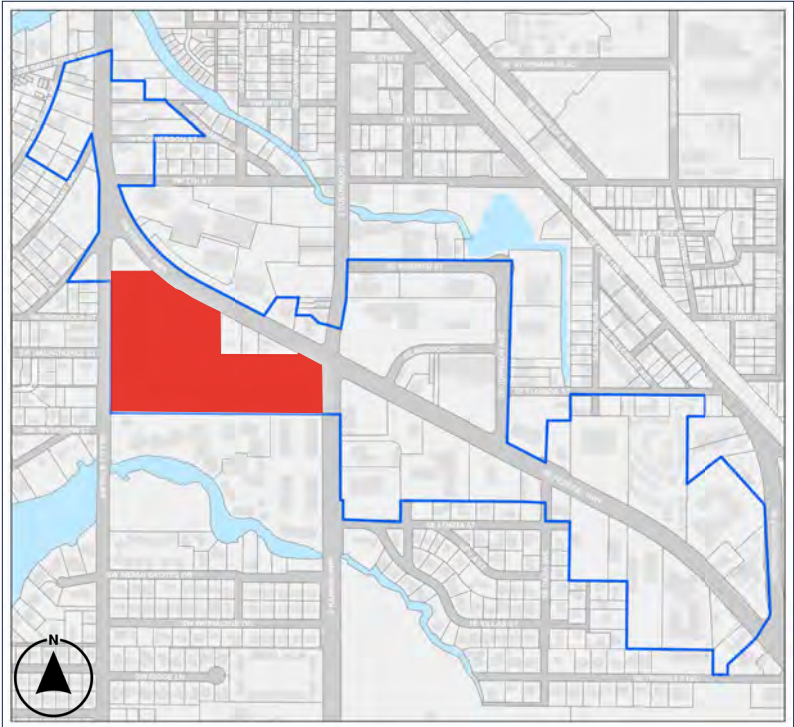


Figure 124 Site highlighted on location map in red.



Figure 125 Image of site from Southwest Federal Highway.

Figure 126 Image of site from Southwest Federal Highway.



05-38-41-000-000-00400-9	
Future Land Use	Commercial
Zoning	B2
Site Area (acres)	0.3692
Building Floorspace (sf)	1,726
Total Assessed Value	\$449,670
Current Use	Service Station

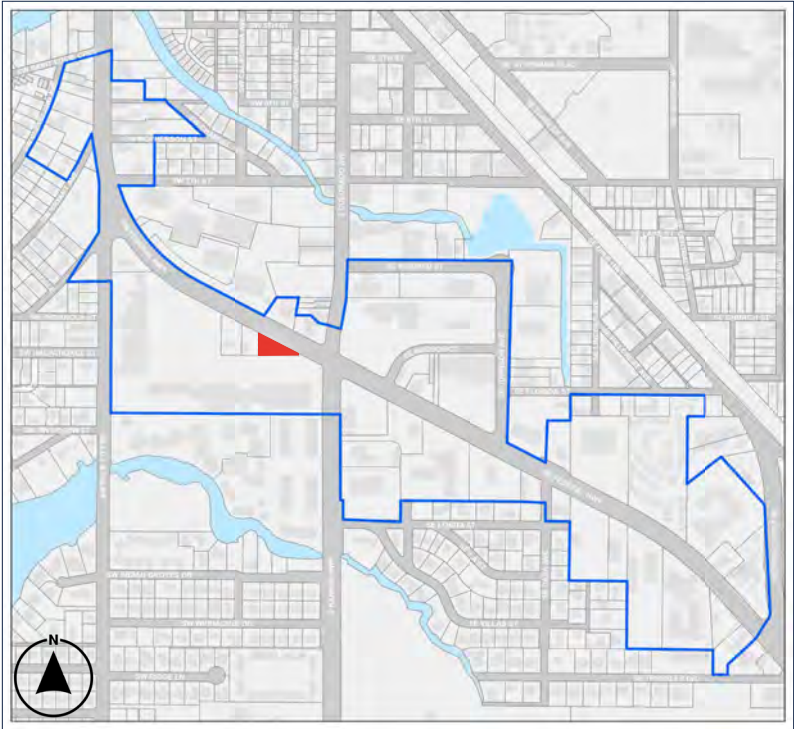


Figure 127 Site highlighted on location map in red.



Figure 128 Image of sites from Southwest Federal Highway.

05-38-41-000-000-00380-3	
Future Land Use	Commercial
Zoning	B2
Site Area (acres)	0.339
Building Floorspace (sf)	1,200
Total Assessed Value	\$293,140
Current Use	Drive-in Restaurant

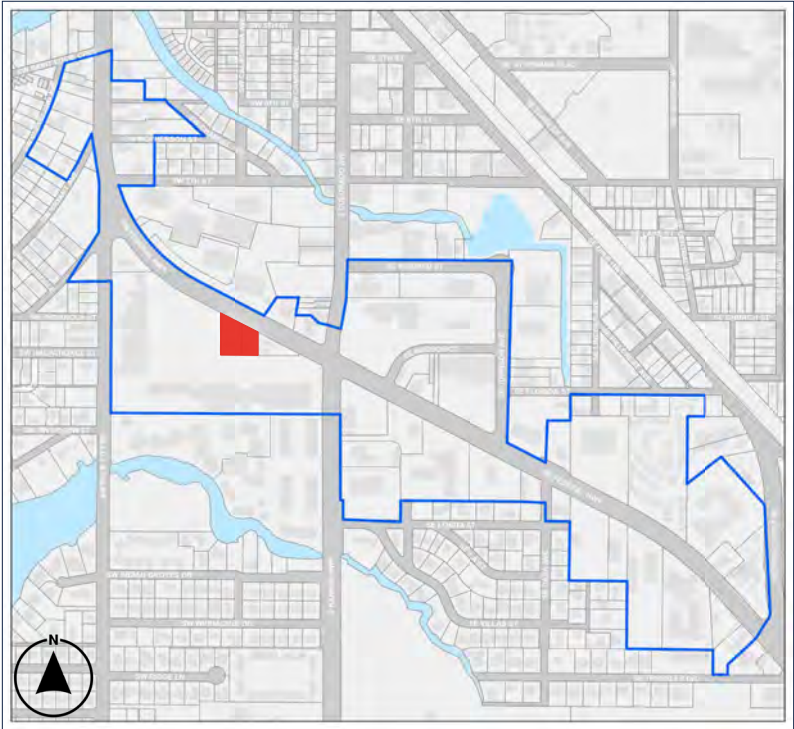


Figure 129 Site highlighted on location map in red.

05-38-41-000-000-00370-5	
Future Land Use	Commercial
Zoning	B2
Site Area (acres)	0.581
Building Floorspace (sf)	1,074
Total Assessed Value	\$418,180
Current Use	Drive-in Restaurant



Figure 130 Image of both sites from Southwest Federal Highway.

05-38-41-000-000-00330-4	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.8200
Building Floorspace (sf)	3,046
Total Assessed Value	\$587,780
Current Use	Vacant Drive-in Restaurant

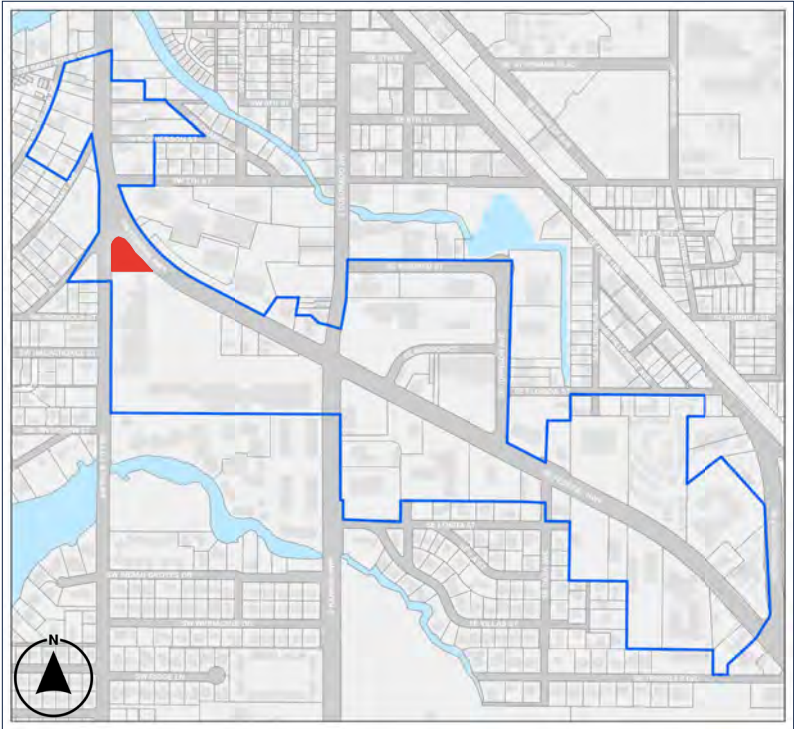


Figure 131 Site highlighted on location map in red.



Figure 132 Image of site from Southwest Federal Highway.

05-38-41-002-000-01730-6	
Future Land Use	Office-Residential
Zoning	B2
Site Area (acres)	0.3689
Building Floorspace (sf)	Not applicable
Total Assessed Value	\$128,540
Current Use	Vacant

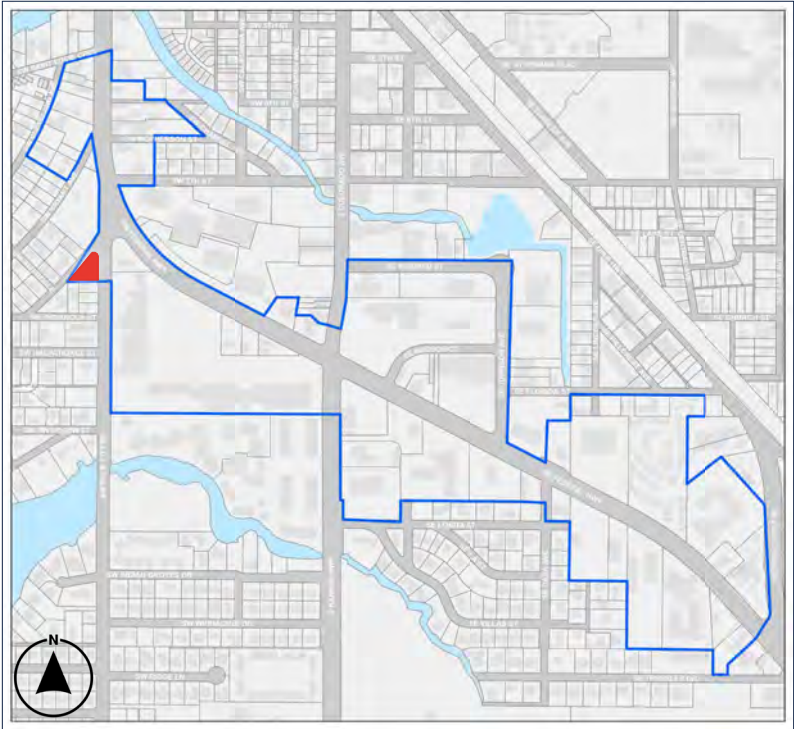


Figure 133 Site highlighted on location map in red.



Figure 134 Image of site from Southwest Federal Highway.

05-38-41-006-003-00010-9	
Future Land Use	Downtown
Zoning	Urban Highway
Site Area (acres)	0.9908
Building Floorspace (sf)	6,537
Total Assessed Value	\$445,000
Current Use	Hotels/Motels

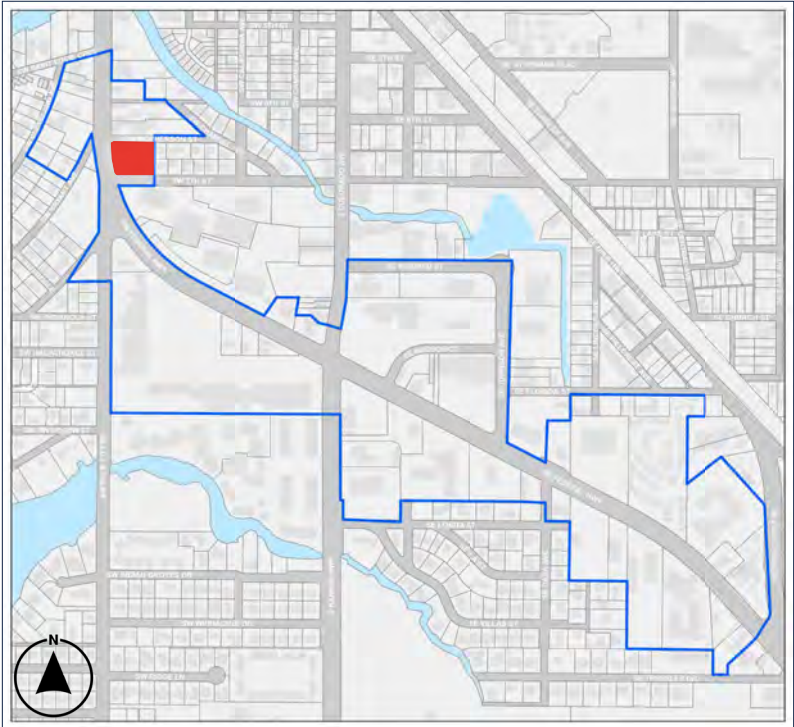


Figure 135 Site highlighted on location map in red.



Figure 136 Image of site from Southwest Federal Highway.

05-38-41-006-001-00050-4	
Future Land Use	Downtown
Zoning	Urban Highway & Urban Waterfront
Site Area (acres)	0.9452
Building Floorspace (sf)	13,785
Total Assessed Value	\$835,250
Current Use	Office building

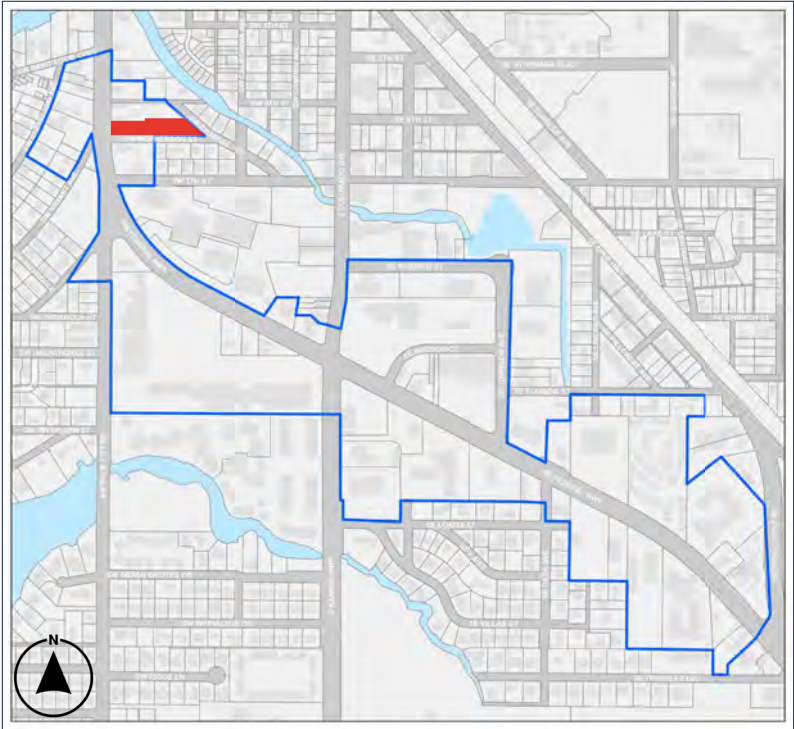


Figure 137 Site highlighted on location map in red.



Figure 138 Image of site from Southwest Federal Highway.

Future Land Use	Downtown
Zoning	Urban Highway & Urban Waterfront
Site Area (acres)	0.82
Building Floorspace (sf)	5,699
Total Assessed Value	\$468,420
Current Use	Apartments

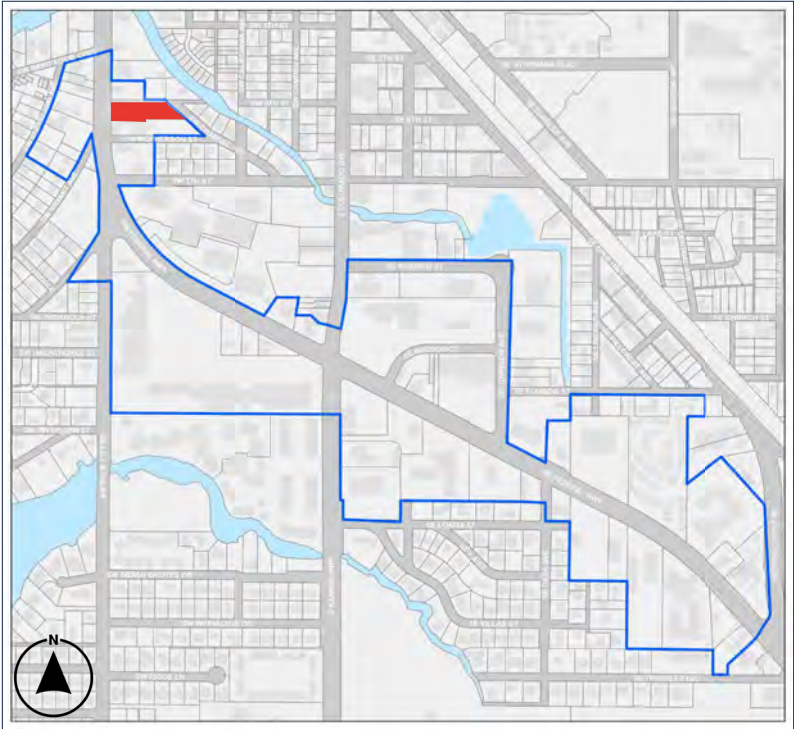


Figure 139 Site highlighted on location map in red.



Figure 140 Image of site from Southwest Federal Highway.

05-38-41-000-000-00180-5	
Future Land Use	Downtown
Zoning	Urban Highway & Urban Waterfront
Site Area (acres)	0.4379
Building Floorspace (sf)	None applicable
Total Assessed Value	\$154,490
Current Use	Vacant

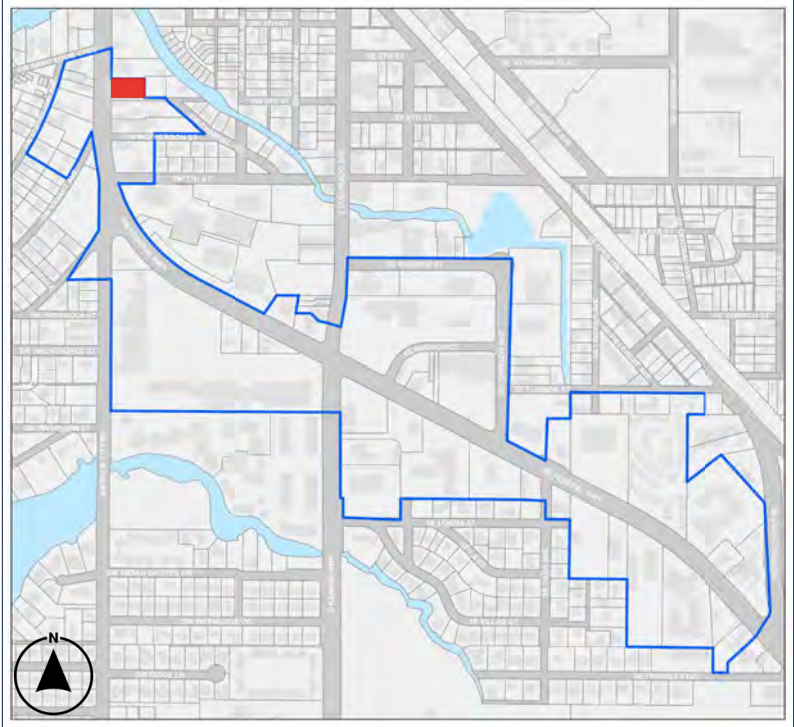


Figure 141 Site highlighted on location map in red.



Figure 142 Image of site from Southwest Federal Highway.

05-38-41-001-000-01170-4	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.3843
Building Floorspace (sf)	1,851
Total Assessed Value	\$140,160
Current Use	Mixed use

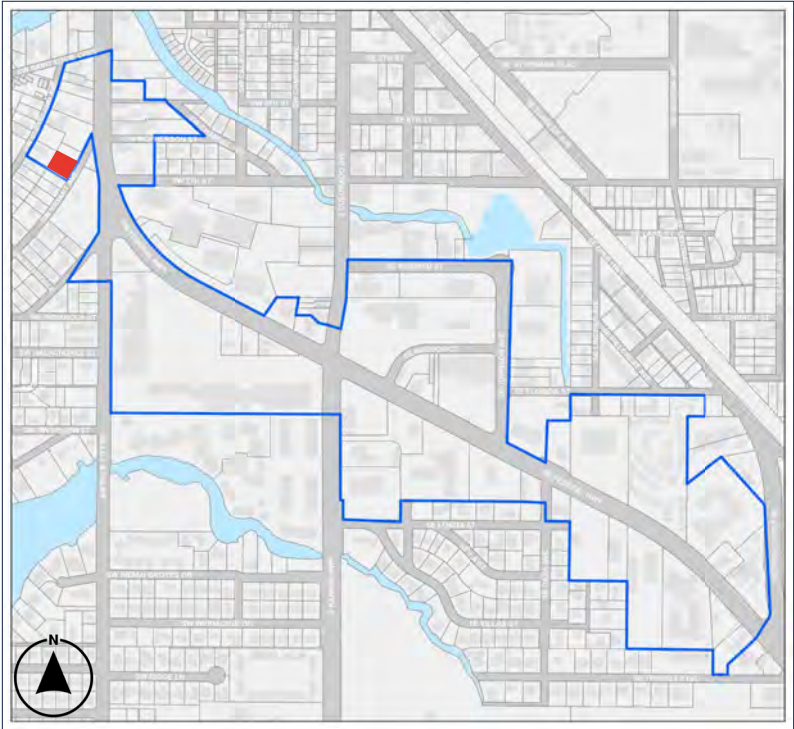


Figure 143 Site highlighted on location map in red.



Figure 144 Image of site from Southwest Bryant Avenue.

05-38-41-001-000-01000-0	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.7800
Building Floorspace (sf)	5,796
Total Assessed Value	\$693,000
Current Use	Vacant

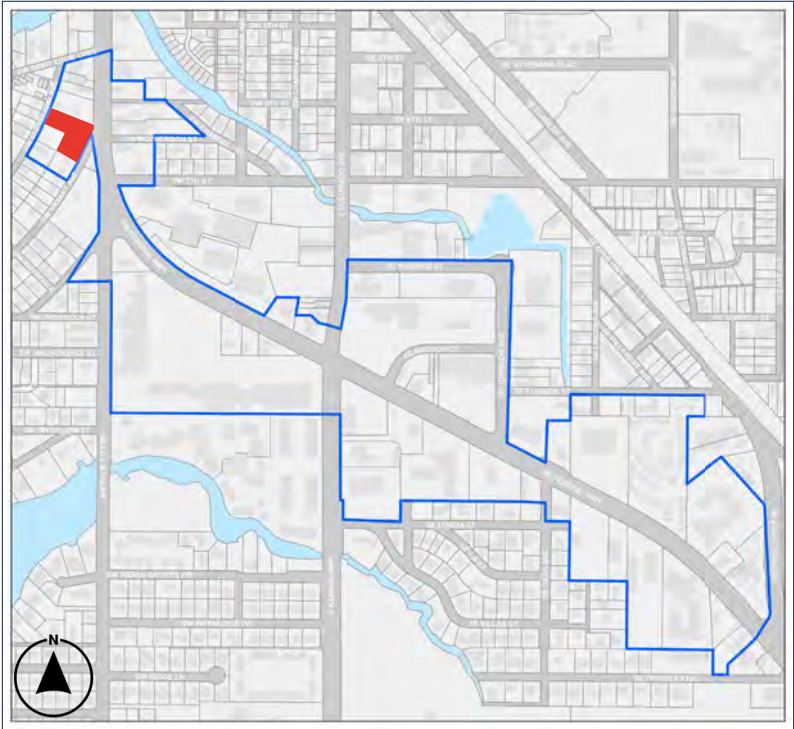


Figure 145 Site highlighted on location map in red.

05-38-41-001-000-01160-6	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.18
Building Floorspace (sf)	None applicable
Total Assessed Value	\$76,670
Current Use	Vacant



Figure 146 Image of site from Southwest Federal Highway.

05-38-41-001-000-01160-6	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.7441
Building Floorspace (sf)	3,255
Total Assessed Value	\$349,690
Current Use	Auto Sales

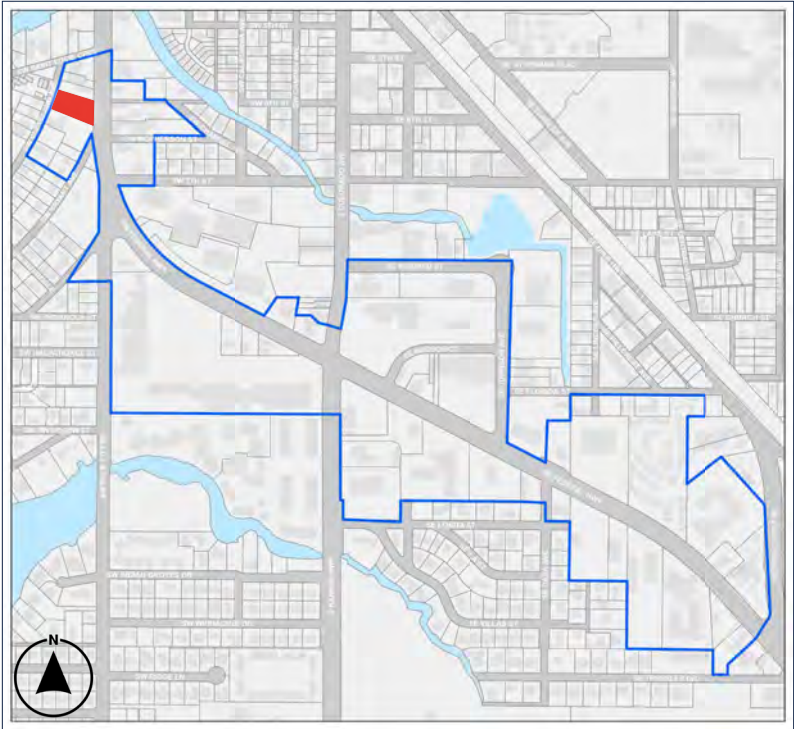


Figure 147 Site highlighted on location map in red.



Figure 148 Image of site from Southwest Federal Highway.

05-38-41-001-000-01040-2	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.2461
Building Floorspace (sf)	2,720
Total Assessed Value	\$571,200
Current Use	Vacant

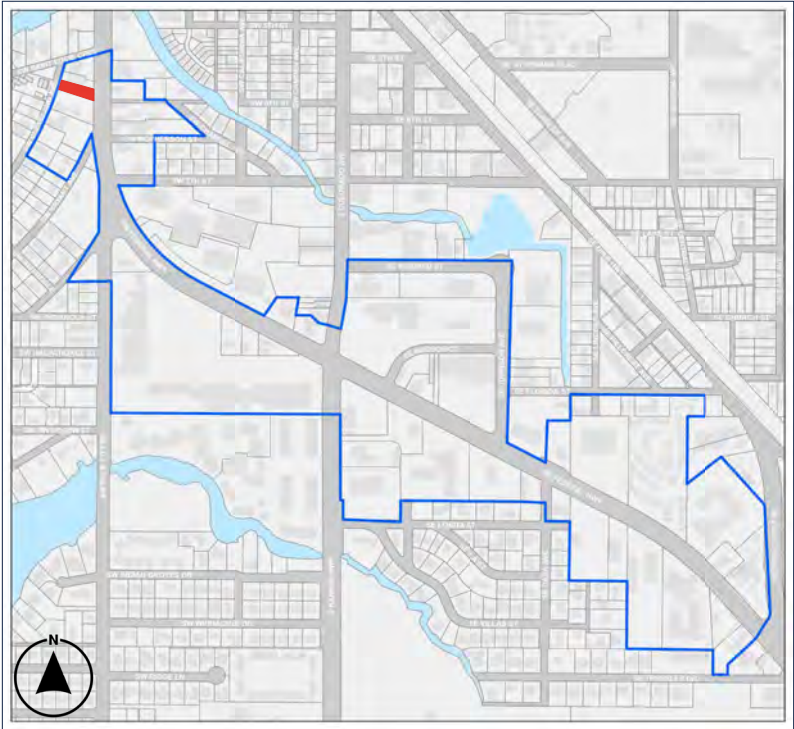


Figure 149 Site highlighted on location map in red.



Figure 150 Image of site from Southwest Federal Highway.

05-38-41-001-000-01050-9	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.22
Building Floorspace (sf)	8,085 - (2) stories
Total Assessed Value	\$534,300
Current Use	Office building

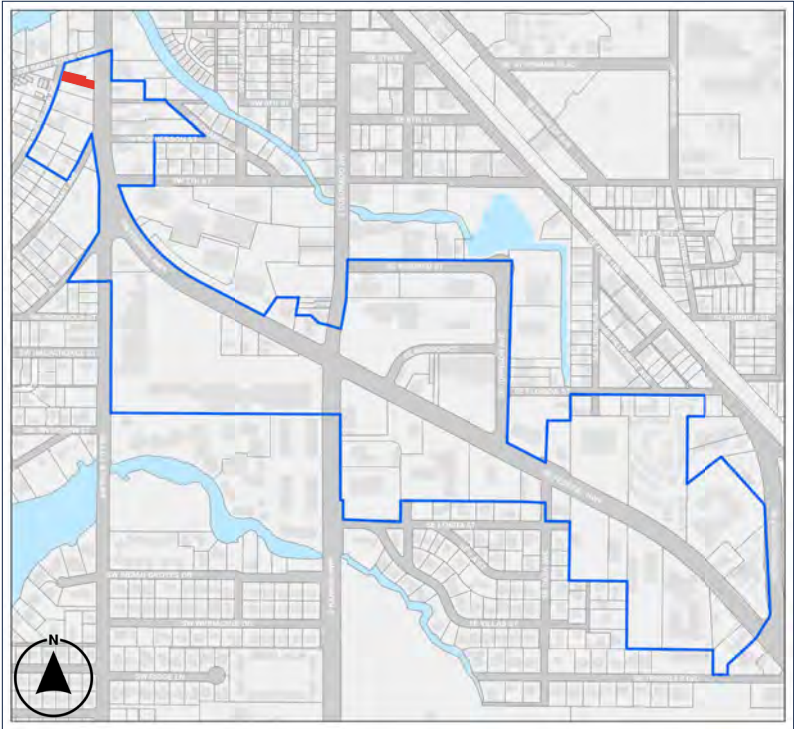


Figure 151 Site highlighted on location map in red.



Figure 152 Image of site from Southwest Federal Highway.

05-38-41-001-000-01060-7	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.3417
Building Floorspace (sf)	7,117 - (2) stories
Total Assessed Value	\$904,620
Current Use	Medical & professional offices

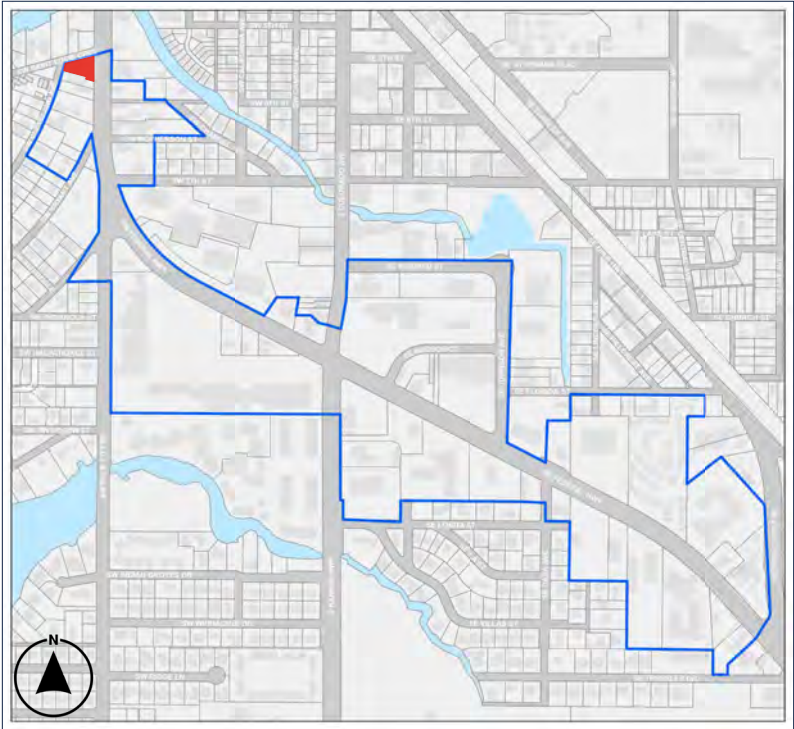


Figure 153 Site highlighted on location map in red.



Figure 154 Image of site from Southwest Federal Highway.

05-38-41-001-000-00980-6	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	0.336
Building Floorspace (sf)	548
Total Assessed Value	\$179,540
Current Use	Single Family Dwelling

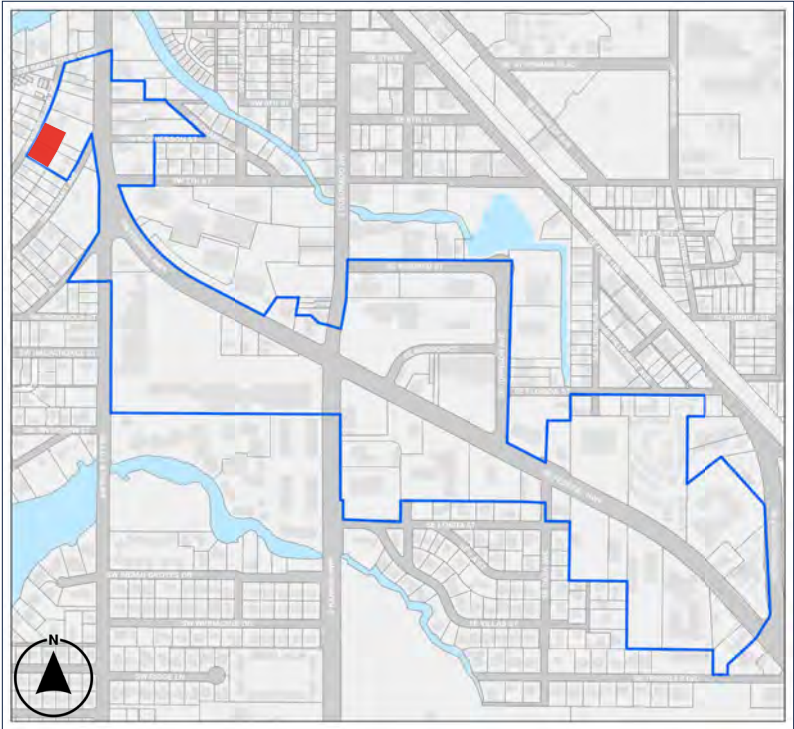


Figure 155 Site highlighted on location map in red.

05-38-41-001-000-00960-0	
Future Land Use	Commercial
Zoning	B-2
Site Area (acres)	.336
Building Floorspace (sf)	2,956
Total Assessed Value	\$334,800
Current Use	Triplex



Figure 156 Image of site from Southwest Cleveland Avenue.

