City of Stuart

AGENDA

SPECIAL MEETING OF THE STUART CITY COMMISSION
COMMUNITY REDEVELOPMENT AGENCY AND
COMMUNITY REDEVELOPMENT BOARD
OCTOBER 24, 2022 AT 4:30 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

CITY COMMISSION
Mayor Troy McDonald
Commissioner Becky Bruner
Commissioner Eula R. Clarke
Commissioner Christopher Collins
Commissioner Campbell Rich

COMMUNITY REDEVELOPMENT AGENCY
Chairperson - Troy McDonald
Board Member - Becky Bruner
Board Member - Eula R. Clarke
Board Member - Christopher Collins
Board Member - Campbell Rich
Board Member - Tom Campenni
Board Member - VACANT

COMMUNITY REDEVELOPMENT BOARD
Chairman - Tom Campenni
Vice Chairman - Nina Dooley
Board Member - Chris Lewis
Board Member - Katie Makemson
Board Member - Nikolaus Schroth
Board Member - Frank Wacha
Board Member - VACANT

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

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

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

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

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

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

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

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

QUASI-JUDICIAL HEARINGS: Some of the matters on the Agenda may be "quasi-judicial" in nature. City Commissioners will disclose all ex-parte communications, and may be subject to voir dire by any interested party reg3rding those communications. All witnesses testifying will be "sworn" prior to their testimony. However, the public is permitted to comment without being sworn. Unsworn testimony will be given appropriate weight and credibility by the City Commission.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

PRESENTATIONS

1. UPDATE ON DOWNTOWN PARKING STUDY AND RECOMMENDATIONS

APPROVAL OF AGENDA

APPROVAL OF MINUTES

2. APPROVAL OF 09/26/2022 CRA MINUTES

COMMENTS FROM THE PUBLIC (3 Minutes Max.)

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

ACTION ITEMS

3. LICENSE AGREEMENT FOR DOWNTOWN VALET PARKING SERVICES PROGRAM (RC):

RESOLUTION No. 77-2022; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA TO AUTHORIZING THE EXECUTION OF A LICENSE AGREEMENT BETWEEN THE CITY OF STUART AND THE PARKING SOLUTION TO UTILIZE THE PARKING LOT BEHIND THE STUART HERITAGE MUSEUM AND CITY HALL PARKING LOT FOR THE PURPOSE OF OPERATING A DOWNTOWN VALET PARKING SERVICES PROGRAM.

STAFF UPDATE

ADJOURNMENT

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Joint CRA/CRB/CCM

Meeting Date: 10/24/2022 **Prepared by:** Pinal Gandhi-Savdas

Title of Item:
UPDATE ON DOWNTOWN PARKING STUDY AND RECOMMENDATIONS

Summary Explanation/Background Information on Agenda Request:
On October 9, 2017, the City Commission approved an agreement with Walker Parking Consultants/Engineers, Inc. for a comprehensive downtown parking study. The study scope included a full review of existing conditions within the downtown study area, outreach to stakeholders and city commissioners, data collection and analysis, and suggested strategies for managing parking in the future.

At the City Commission meeting on October 8, 2018, Walker presented the study and recommendations for managing parking. The study addressed immediate (1-2 years), interim (2-5 years), and long term (5+ years) solutions for downtown parking.

The study revealed that utilization of public and private parking inventory throughout the downtown study area was not a significant concern. However, the consultant recognized the need to address the management of several target areas to alleviate perceived demand by time of day and day of week.

At the same time, the study reached the conclusion that there is a potential to satisfy the projected needs by managing and maximizing the existing available parking inventory. Consequently, a downtown parking garage was not recommended until the city effectively manages the existing parking supply. Based on the data, the strategic plan c consideration of a parking garage for later phases and future evaluation.

The parking study has identified several areas where the city can effectively manage parking and thereby increase the effective supply of parking spaces as well as enhance the user experience. The recommendations are not intended as one-time efforts, but rather ongoing programs to achieve the strategies for managing the demand. The strategies highlight the opportunity for adjustment in several areas in a phased sequence over 3-10 years. Some of these are highlighted below, with more in-depth discussion contained in the report.

1. Regulate more of the on-street parking spaces located on SW Flagler Avenue from SW St Lucie Avenue to Flagler Place, as well as the 24 parallel parking spaces located along South Dixie Hwy (between South Colorado Avenue and SW St. Lucie Avenue). This recommendation would decrease the amount of on-street parking for long-term employee needs, creating a need to relocate the users of these spaces to other remote parking areas along the Downtown Stuart Tram Route.

2. Increase the number of formalized delivery spaces during daytime business hours to allow Fed Ex and UPS delivery vehicles to access convenient business locations. Current deliveries are being

conducted during peak hours with drivers stopping in traffic lanes using their flashers. Formalized delivery spaces should then be converted to valet zones in the evening or returned to use as a regular parking space.

3. Create designated ride-hailing passenger drop-off and pick-up spaces near key restaurant and retail areas in the downtown core. Further explore a relationship with ride-hailing services to accept these geographic destinations and include them in their location maps.

4. With a golf cart ordinance defined, convert the loading zone space along SE Seminole Street (between S Colorado Avenue and SW St Lucie Avenue) to off-hour, perpendicular golf cart parking. Enhance the safety of the environment with energy-efficient and environmentally friendly lighting.

5. Review the 24 parallel parking spaces along South Dixie Hwy. Use of these parking spaces requires the user to walk in the street and utilize the single-track path to reach the sidewalks at Sailfish Circle and Confusion Corner. One suggestion may be the need to reduce the travel lane widths and improve rights of way areas to create an accessible travel route between the parking vehicles and the fenced area, eliminating conflict with the railroad tracks.

6. Continue to monitor commercial development activity with an eye toward moving all downtown employee parking to one of two county parking parcel sites. To ensure employee parking use of these sites, all the core on-street parking would need to be regulated with the current three-hour parking limits and parking would need to be enforced to 9:00 pm. With current enforcement hours in effect until 6:00 pm, evening shift employees may occupy a time-limit space as early as 3:01 pm without penalty or fine.

7. Expand and promote the valet parking service to accessible areas within the downtown core.

8. Walker prefers the Wells Fargo Bank Parking Lot as an acceptable park and ride location during peak evening and event activity. Once the obvious parking inventory fills along SW Flagler Avenue and SW Osceola Street, a dedicated peak evening and event tram route could be designed to shuttle patrons back and forth along the SE Osceola corridor to Haney's Circle without conflict with Confusion Circle and Sailfish Circle.

9. Walker recommends the use of the County employee and visitor surface parking lots to satisfy parking overflow demand as needed. Lighting and security measures would be required if this location is considered. We prefer this option to housing all employee parking needs in the downtown core. As growth and demand continue, we recommend the city explore this option with the County.

10. Property for sale at the intersection of SE Detroit and SE Ocean Boulevard presents an opportunity for a public/private partnership to increase parking inventory. Additional inventory could serve the needs of Martin County and the downtown retail and restaurant core businesses.

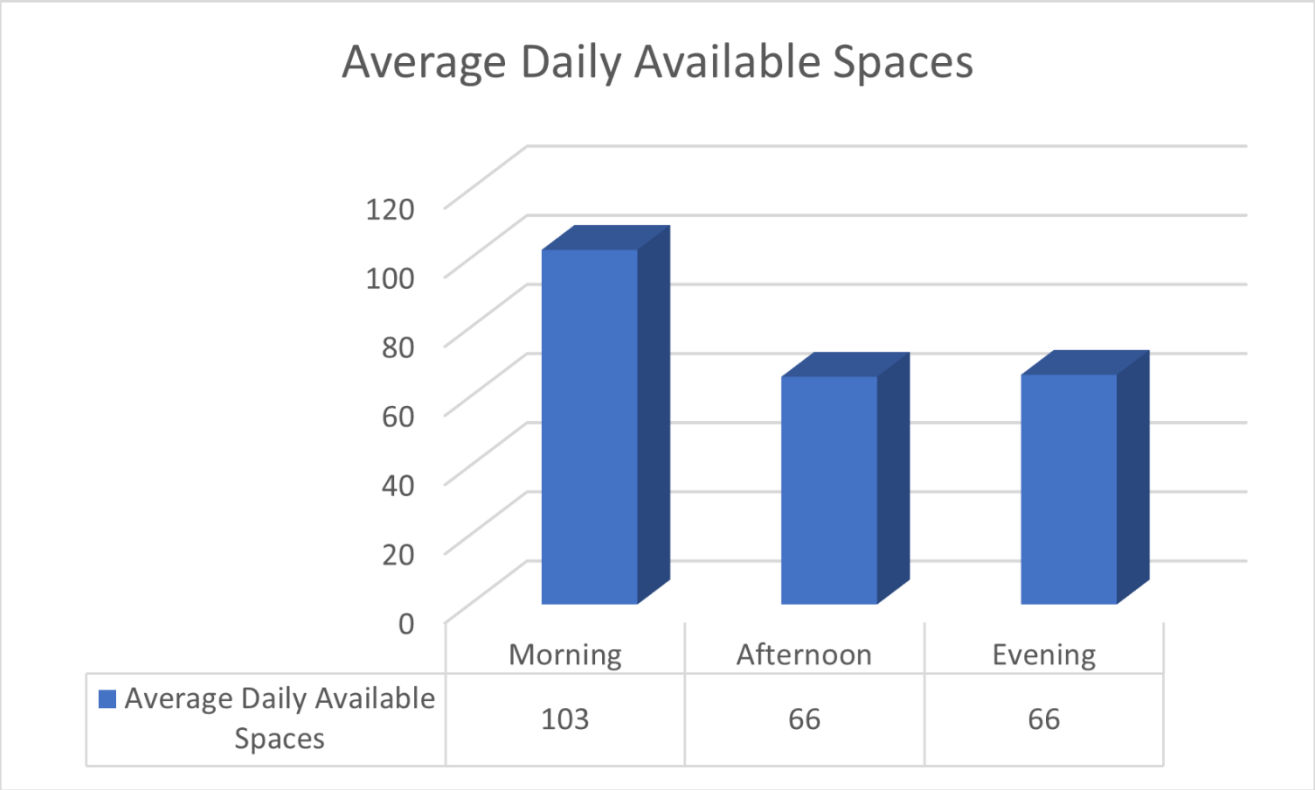
11. We support a special event traffic maintenance plan to direct motorists to preferred parking locations and eliminate unnecessary traffic congestion.

12. Explore a vehicle wayfinding solution to increase the current effort to identify the location and direction of parking spaces with the use of a dynamic sign solution. We support the need for static wayfinding signs. However, during peak periods of activity (especially during the evening), we believe the signs to be ineffective and often difficult to seek and follow while avoiding traffic and

pedestrians in heavily congested areas.

A list of recommendations and actions necessary to manage the existing parking inventory is attached. Over the past three years, staff has been working to implement the recommendations in the report. The attached spreadsheet provides an update on each action item. Due to the COVID-19 pandemic and restrictions that began in March 2020, it led to a decrease in parking demand and the priorities were shifted to avoid any adverse impact on downtown businesses. However, the parking demand slowly increased once again post-COVID recovery during the last peak season, so now the staff is looking for directions on next steps for implementation.

The table below is from parking enforcement conducting counts of the Sailfish and Kiwanis lots to determine how many parking spaces are available. This started in May, so the data is over the slower months and we will continue the count during season.



Funding Source:
N/A

Recommended Action:
Provide directions on next steps for implementation of the recommended action items for parking management in downtown.

ATTACHMENTS:

1. Parking Study Action Plan Updated October 2022
2. Future Parking Needs Analysis Report
3. Strategic Recommendations
4. Agenda CC Meeting 10-08-2018
5. Walker Presentation October 2018

COMMUNITY REDEVELOPMENT AGENCY

PARKING MANAGEMENT – FIRST-YEAR ACTION PLAN (OCTOBER 2018 – SEPTEMBER 2019)

Implementing Action Item	Intent	Estimated Cost	Funding Source	Status/Comments
Redesign Downtown Stuart Tram Routes	Redesign the Downtown Stuart Tram service to have a fixed route schedule to provide connections from remote parking to destinations.	Costs associated with operational hours and more than 2 trams may be required to provide fixed route services during peak hours of operation. Additional shelters $1,200 each. (8 shelters = $9,600)	Operation costs – CRA Additional Shelters - CRA	Implemented and Monitoring; currently operating as fixed route and on call to encourage ridership; Numbers dropped during and post-covid. Increasing visibility of trams in different areas (e.g., arts district, downtown east) to encourage ridership. Grants for additional driver/tram. Considering additional locations for bench/tram stops based on locations demand
Curbside Management	Repurpose a few parking spaces on SW St Lucie Ave or SE Osceola (east of Haney Circle) for ride-hailing services such as Uber and Lyft to pick up and drop off passengers.	$1,000-$2,000 per space for design, marketing and implementation costs.	CRA	Completed; Geofence area created for pick up and drop off on the east side of the Historic Downtown
Curbside Management	Identify on-street parking spaces on SW Flagler Ave that delivery trucks could utilize for loading activities before 11:00am on weekdays and after 11:00am the same space would be converted into a 3-hour visitor space.	$1,000-$2,000 per space for design, marketing, and implementation costs.	CRA	This may be implemented as part of the new dumpster enclosure revitalization project on Flagler Street. Potential removal of dumpster enclosure location can create additional space for loading area on Flagler. Coordinate w/Mainstreet to encourage businesses to limit delivery before 10 a.m. or park in loading zone on Seminole during peak season.
Valet Parking Improvements	Enhance valet parking station locations with better advertising and increased visibility. Utilize dedicated City right of way for valet stations and staging, while requiring the valet operator to secure off-street valet storage locations.	Little to no cost to the City other than authorized 3rd party use of public rights of way for valet parking stations and staging.	CRA	Implemented the Valet Program in 2019-2020. Due to Covid, the program was terminated. New RFP and agreement to restart the program in FY 2022-2023.
Bicycle Parking Initiative	To encourage alternative modes of travel to and from the downtown core, the city should support a bicycle parking initiative to include the placement and upgrade of multiple bicycle storage racks.	Brand the bicycle parking initiative with appropriate signs and social media marketing efforts. Artistic bike racks - $400 to $800 per location.	Public Art Funds	Completed/Program is on-going (online request available)
Hours of Operation Parking Enforcement	Extend the 3-hour parking hours of operation to 8:00 pm to allow for greater parking turnover and parking availability at core on-street spaces.	Modifying the hours of operation will require increased code enforcement labor costs under the format of adding 1-2 part-time code enforcement employees to cover afternoon and early evening hours.	General Funds	Completed
Shared Parking Commercial Lease	Revisit several commercial lease agreements previously orchestrated through the CRA and private landowners to support visitor and employee parking needs during evening hours (6 PM – 12 AM) and weekend special events.	$250-$1,000 per month lease and $1,600 - $2,000 per month liability insurance depending on size, location, time of year, and days of the week.	CRA	Wells Fargo parking lot identified as park and ride location after 5 pm on weekdays and all day on weekends
Premium Paid Parking Inventory	Explore paid on-street parking system in the core downtown areas which would replace the time-limited spaces with a system that would generate a parking fund balance for the potential use in the tram operation or development of City-funded parking structure.	$8K to 10K per solar powered pay station; plus $5,000 to $10,000 per location for environment design and setup. No cost justification for pay by phone platform setup. (SW Osceola between SW St Lucie Avenue and S Colorado Avenue)	CRA	Need support from Downtown Businesses; Highly desirable parking location should be considered for paid parking system before parking garage is considered.

COMMUNITY REDEVELOPMENT AGENCY

PARKING MANAGEMENT – 2-5 YEARS ACTION PLAN (OCTOBER 2020 – SEPTEMBER 2023)

Implementing Action Item	Intent	Estimated Cost	Funding Source	Status/Comments
Weekend Employee Parking Inventory	The city should partner with the County to create short-term shared-use parking opportunities on the Martin County Courthouse parking lots. The inventory along SE Flagler Avenue remains empty after hours and on weekends.	Parking lot lighting upgrades using FPL policy. Add several well-lit covered shelters $1,000 - $5,000.		No formal agreement is required with Martin County. The parking lot is identified on the Shop Local map. The city should consider adding tram stop/shelter in the ROW at this location.
Short-Term Parking Inventory	Regulate more on-street parking spaces located on SW Flagler Avenue from SW St. Lucie Avenue to Flagler Place, as well as the 24 parallel spaces located along SW Dixie Highway (between South Colorado Avenue and SW St. Lucie Avenue).	Cost of sign production and installation $500 to $2,000		Additional spaces at north end of Flagler Park were added to the 3-hour parking district. Additional parking spaces along Dixie Hwy between S Colorado and Joan Jefferson/SW St Lucie Ave can be added as part of the Dixie Hwy Streetscape Improvements.
Weekday Employee Parking Inventory	Suggest the designation of the Sailfish parking lot and on-street parking spaces outside of the historic district to provide weekday employee parking for City Hall and neighboring businesses. Employees could walk and utilize the fixed Stuart Tram routes with Tram shelters.	Minimal to no cost required for this opportunity.		Downtown businesses encourage employees to park at Sailfish parking lot. No action has been taken to address the City Hall employees to park at the Sailfish parking lot.
Parking Inventory Design	Work with the Florida Department of Transportation to review the design of the right of way area providing the 24 parallel parking spaces along South Dixie Highway (between South Colorado Avenue and SW St. Lucie Avenue).	Use of Federal DOT project funds for redesign and implementation		This will be addressed as part of the Dixie Hwy Streetscape Improvements Project (between S Colorado and Joan Jefferson/SW St Lucie Ave); travel lanes widths will be reduced to provide sidewalk connection on the north and south end of Dixie Hwy
Parking Inventory Guidance	Recommends the design and implementation of an advanced parking guidance system along eastbound SW Joan Jefferson Way, SW Ocean Boulevard, and South Colorado Avenue to inform motorists of available parking options (to include valet locations) during peak activity hours.	$1K/static sign; $25K/dynamic local roadway sign. $500/space single-space count (on-street) $20K dynamic facility count (surface lot) (438 on-street spaces – Zone 1 Historic = $219K) (168 on-street spaces – Zone 5 Colorado = $84k)		No action
Golf Cart Parking Inventory	During our parking inventory verification effort, we recognized an opportunity to add "golf cart parking only" spaces using a portion of the SW Seminole Street corridor. Currently this area is used for loading and unloading during the daytime and could easily be designed for resident and golf cart parking only during peak evenings and weekends.	$2,500-$3,000 per area for striping design, marketing and implementation costs. Additional lighting upgrades with FPL policy would need to be added as current lighting exists only at each end of the loading zone area and on the north side of the street.		This will be addressed as part of the Seminole Street Improvements Project.

COMMUNITY REDEVELOPMENT AGENCY

PARKING MANAGEMENT – LONG-TERM 5+ YEARS (OCTOBER 2023 – SEPTEMBER 2025)

Implementing Action Item	Intent	Estimated Cost	Funding Source	Status/Comments
Residential Parking Program	As future development continues to occur along downtown areas like the South Colorado Avenue corridor and the SW Seminole Street, Walker suggests the need to expand the City's residential permit parking program to include residential guest parking options and resident permit parking hours of operation.	Establishment of residential parking program boundaries will suggest the need for residential parking signs and pavement markings ranging from $200 to $2,000 per residential block, depending on conditions.		Staff will explore further should the demand grow.
Long-Term Parking Inventory	Explore the opportunity for the private landowner to partner with public funding options to develop the two parcels at the intersection of SE Detroit and SE Ocean Boulevard for structured parking.	Range of $15,000 -$22,000 per space depending on design amenities and aesthetics		The costs for parking garage have increased since the report was presented. It's approx. $30,000 per stall. Create committee to identify options and recommend location for the parking garage.
Long-Term Employee Parking Inventory	Should Downtown Stuart employee parking demands continue to be a function of growth, we suggest the City and County explore the opportunity to design and construct additional parking inventory on either of the County parking parcels along SE Flagler Avenue.	Range of $15,000 -$22,000 per space depending on design amenities and aesthetics		The costs for parking garage have increased since the report was presented. Committee should discuss options for employee parking demands.

4904 Eisenhower Boulevard, Suite 150
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813.888.5800
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September 27, 2018

(Sent via E-mail: pgandhi@ci.stuart.fl.us)

Ms. Pinal Gandhi-Savdas
Assistant to the City Manager
Economic Development Manager
City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

Re: Future Parking Needs Analysis
City of Stuart, Florida

Dear Ms. Pinal Gandhi-Savdas,

Walker Consultants is pleased to present this final report detailing our observations, findings and recommendations pertaining to the future parking needs of the City of Stuart. This report represents our collective body of work as executed by individual City of Stuart work authorization agreements over the past ten months. An executive summary of our final strategic recommendations has been provided at the beginning of this report, which is intended to assist the City with an understanding of needs and a prioritization of items.

We appreciate the opportunity to be of service to the City of Stuart. Please do call or email if there are questions regarding our work

Sincerely,

WALKER CONSULTANTS

Jim Corbett, CAPP
Consultant

JMC:mm

BUILDING ENVELOPE

CONSULTING

FORENSIC RESTORATION

PARKING DESIGN

PLANNING

STRATEGIC RECOMMENDATIONS

Future Parking Needs Analysis
City of Stuart, Florida

Stuart, Florida

September 27, 2018

City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

Walker Project No. 15-2224.00

WALKER CONSULTANTS

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Implementation (Term)	Recommendation	Intent	Justification	Cost
Immediate 12 months	Redesign Downtown Stuart Tram Routes	Redesign the Downtown Stuart Tram service to discourage the use of the Tram for on-demand service requests, as well as restrict times for the use of historic downtown sightseeing tours. The Tram should have a fixed route schedule to provide last mile connections from remote parking within the study area.	Development of an east/west route and a north/south route using designated areas at Haney Circle for pick up and drop off as well as route transfers. Add Tram shelters as necessary to enhance ridership experience from remote locations.	Costs associated with an evaluation of operational hours and number of cars required to provide fixed route services during peak hours of operation. Use of the existing Haney Circle tram stop will continue to provide an ideal micro-transit hub for passenger pick up and drop offs. Additional shelters $1,200 each. (8 shelters = $9,600)
Immediate 12 months	Curbside Management	Repurpose a few of the parallel parking spaces in the downtown core for passenger pick up and passenger drop off spaces. Ideally, spaces located at SW St. Lucie Avenue and SE Osceola (east of Haney Circle) would provide convenient access for ride-hailing services such as Uber and Lyft to pick up and drop off passengers.	Creating greater access to curbside access will greatly improve the downtown visitor experience and ultimately enable more visitors to access downtown without more vehicles.	$1,000-$2,000 per space for design, marketing and implementation costs.
Immediate 12 months	Curbside Management	City should work with the Downtown Business Association and the Main Street Merchants to identify key on-street spaces where delivery needs could be shared with visitor parking needs. Delivery companies could utilize an on-street space before 11:00am on weekdays and after 11:00am the same space would be converted into a 3-hour visitor space.	Need to manage delivery access hours to local businesses within the core commercial area and eliminate any unnecessary traffic congestion caused by deliveries occurring during peak activity hours.	$1,000-$2,000 per space for design, marketing and implementation costs.
Immediate 12 months	Valet Parking Improvements	Enhance valet parking station locations with better advertising and increased visibility. The City should issue a valet parking service RFP that requires one valet operator to utilize dedicated City right of way for valet stations and staging, while requiring the valet operator to secure off-street valet storage locations.	Low-cost solution for City to provide greater access to commercial and retail locations during peak evening activity without building more inventory. Locations should support each end of the historic district.	Little to no cost to the City other than authorized 3rd party use of public rights of way for valet parking stations and staging. Valet operator charges fee to consumer per valet vehicle parked and negotiates off-street storage areas
Immediate 12 months	Bicycle Parking Initiative	To encourage alternative modes of travel to and from the downtown core, the City should support a bicycle parking initiative to include the placement and upgrade of multiple bicycle storage racks.	Bicycle storage racks should be installed at all Park and Ride lots, key demand locations (such as City Hall and City parks)	Brand the bicycle parking initiative with appropriate signs and social media marketing efforts. Add locations to City website and coordinate locations with Stuart Tram shelters and routes. $400 to $800 per location.
Immediate 12 months	Hours of Operation Parking Enforcement	Extend the 3-hour parking hours of operation to 8:00 pm to allow for greater parking turnover and parking availability at core on-street spaces.	Prevents long-term parking access at convenient curbside parking until 5:00pm or after, allowing high volume consumers to frequent this inventory.	Modifying the hours of operation will require increased code enforcement labor costs under the format of adding 1-2 part-time code enforcement employees to cover afternoon and early evening hours.
Immediate 12 months	Shared Parking Commercial Lease	Walker recommends the City revisit several commercial lease agreements previously orchestrated through the Stuart Community Redevelopment Agency and private land owners. The lease agreements should be designed for the use private parking inventory in support of visitor and employee parking needs during peak evenings activity (Thursday through Sunday), as well as weekend special events.	Recommend negotiations with the community business owners and worship centers to use their parking inventory during non-peak activity periods.	$250-$1,000 per month lease depending on size, location, time of year, and days of the week.

Implementation (Term)	Recommendation	Intent	Justification	Cost
Mid-Term 2 – 5 Years	Weekend Employee Parking Inventory	The City should partner with the County to create short-term shared-use parking opportunities on the Martin County Courthouse parking lots. The inventory along SE Flagler Avenue remains empty after hours and on weekends.	Providing evening and weekend employees who work in the downtown core a dedicated place to park with a dedicated tram service route to and from Haney Circle.	Parking lot lighting upgrades using FPL policy. Add several well-lit covered shelters $1,000 - $5,000.
Mid-Term 2 – 5 Years	Short-Term Parking Inventory	Regulate more on-street parking spaces located on SW Flagler Avenue from SW St. Lucie Avenue to Flagler Place, as well as the 24 parallel spaces located along SW Dixie Highway (between South Colorado Avenue and SW St. Lucie Avenue).	Decrease the amount of on-street parking for employee needs and replace with 3-hour short-term visitor parking inventory.	Cost of sign production and installation $500 to $2,000
Mid-Term 2 – 5 Years	Weekday Employee Parking Inventory	Suggest the designation of the Sailfish parking lot and on-street parking spaces outside of the historic district to provide weekday employee parking for City Hall and neighboring businesses. Employees could walk and utilize the fixed Stuart Tram routes with Tram shelters.	This initiative follows the policy of making the most convenient spaces available for visitors of the downtown businesses while identifying and branding parking locations for employees.	Minimal to no cost required for this opportunity.
Mid-Term 2 – 5 Years	Parking Inventory Design	Work with the Florida Department of Transportation to review the design of the right of way area providing the 24 parallel parking spaces along South Dixie Highway (between South Colorado Avenue and SW St. Lucie Avenue).	Suggest reducing the travel lane widths to create an accessible travel route between the parked vehicles and the fenced area eliminating conflict with the railroad tracks.	Use of Federal DOT project funds for redesign and implementation
Mid-Term 2 – 5 Years	Premium Paid Parking Inventory	The idea of implementing a paid on-street parking system in the core downtown areas would merely replace the time-limited spaces with a system that would generate a parking fund balance for the potential use in the development of City-funded parking structure.	Charge an on-street fee to park in the downtown core spaces with the potential for the City to issue a parking revenue bond with the revenues recorded from this annual revenue stream.	$8K to 10K per solar powered pay station; plus $5,00 to $10,000 per location for environment design and setup. No cost justification for pay by phone platform setup. (SW Osceola between SW St Lucie Avenue and S Colorado Avenue)
Mid-Term 2 – 5 Years	Parking Inventory Guidance	Recommends the design and implementation of an advanced parking guidance system along eastbound SW Joan Jefferson Way, SW Ocean Boulevard, and South Colorado Avenue to inform motorists of available parking options (to include valet locations) during peak activity hours.	Use of this vehicle guidance system could be designed to identify parking inventory by corridor and location name as well as include valet parking stations.	$1K/static sign; $25K/dynamic local roadway sign; $500/space single-space count (on-street); $20K dynamic facility count (surface lot) (438 on-street spaces – Zone 1 Historic = $219K) (168 on-street spaces – Zone 5 Colorado = $84k)
Mid-Term 2-5 Years	Golf Cart Parking Inventory	During our parking inventory verification effort, we recognized an opportunity to add "golf cart parking only" spaces using a portion of the SW Seminole Street corridor. Currently this area is used for loading and unloading during the daytime and could easily be designed for resident and golf cart parking only during peak evenings and weekends.	At present, there are no on-street regulations governing this inventory after the designated load and unloading hours. As such, much of the inventory is occupied by commercial property owners and employees.	$2,500-$3,000 per area for striping design, marketing and implementation costs. Additional lighting upgrades with FPL policy would need to be added as current lighting exists only at each end of the loading zone area and on the north side of the street.

Implementation (Term)	Recommendation	Intent	Justification	Cost
Long-Term 5 Years +	Residential Parking Program	As future development continues to occur along downtown areas like the South Colorado Avenue corridor and the SW Seminole Street, Walker suggests the need to expand the City's residential permit parking program to include residential guest parking options and resident permit parking hours of operation. In scenarios where commercial activity impacts adjacent residential neighborhoods, a comprehensive residential parking program is typically viewed as an acceptable best practice solution.	Walker recommends establishing a residential parking ordinance with a departmental policy that enables City-recognized neighborhood associations to submit a formal request to the City for a review and discussion of program boundaries and hours of operation.	Establishment of residential parking program boundaries will suggest the need for residential parking signs and pavement markings ranging from $200 to $2,000 per residential block, depending on conditions.
Long-Term 5 Years +	Long-Term Parking Inventory	Explore the opportunity for the private land owner to partner with public funding options to develop the two parcels at the intersection of SE Detroit and SE Ocean Boulevard for structured parking.	In the absence of a paid parking return on investment, this site will require the use of public funding to subsidize the cost of development.	Range of $15,000 -$22,000 per space depending on design amenities and aesthetics
Long-Term 5 Years +	Long-Term Employee Parking Inventory	Should Downtown Stuart employee parking demands continue to be a function of growth, we suggest the City and County explore the opportunity to design and construct additional parking inventory on either of the County parking parcels along SE Flagler Avenue.	Moving employees outside of the core downtown area will only increase the opportunity for visitor parking access and reduce traffic congestion during peak activity periods.	Range of $15,000 -$22,000 per space depending on design amenities and aesthetics

01 City Commissioner Interviews

4904 Eisenhower Boulevard, Suite 150
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May 15, 2018

(Sent via E-mail: pgandhi@ci.stuart.fl.us *)*

Ms. Pinal Gandhi-Savdas
Assistant to the City Manager
Economic Development Manager
City of Stuart
121 SW Flagler Avenue
Stuart, Florida

Re: City Commissioner Interviews – Future Parking Needs Analysis
Stuart, Florida

Dear Ms. Gandhi-Savdas:

Walker Consultants (Walker) is pleased to present this updated report of our individual interviews conducted with the City Commissioners of Stuart, Florida. This report represents a summary of our findings and is intended to assist in evaluating various elements associated with the future parking needs of the City of Stuart.

We appreciate and thank you for the opportunity to be of service to the City of Stuart. Please do call or email if there are questions regarding our work.

Sincerely,

WALKER CONSULTANTS

Jim Corbett, CAPP
Consultant

BACKGROUND

To initiate the future parking needs analysis for the City of Stuart, Walker proposed to meet individually with each of the five (5) City Commissioners. The purpose of the meetings was to gain a firsthand account of the opportunities and challenges associated with the City's parking program. A collective summary of the individual meetings would then be used to provide purpose and direction for the ensuing needs analysis. Topics for discussion began with the following list and included additional items of interest, further detailed in the summary:

a. Is there enough parking inventory? (reality versus perception)
b. Impact of office tenant and employee parking relative to high use inventory
c. Utilization and efficiency of TRAM routes as it relates to maximizing parking options
d. Residential and employee parking permits
e. Metered parking for the purpose of parking system sustainability and demand management
f. Opportunities for increasing parking inventory
g. Handicap parking availability and inventory needs
h. Perception of parking enforcement and business community
i. Public relations for communicating parking options
j. Zoning codes and parking regulations

Individual Commissioner meetings were held according to the following prearranged schedule of dates and time:

- Commissioner Bruner – Monday, December 4th (10:00am)
- Mayor McDonald – Monday, December 4th (1:00pm)
- Commissioner Clarke – Monday, December 4th (2:00pm)
- Commissioner Campenni – Tuesday, December 5th (9:00am)
- Vice Mayor Glass Leighton – Thursday, December 7th (12:00pm)

In April of 2018, Commissioner Campenni resigned his position and was replaced by Commissioner Blount. Walker subsequently completed this additional Commissioner meeting on the following date and time:

- Commissioner Blount – Monday, May 7th (1:30pm)

Each of the individual meetings lasted approximately one-hour in duration, allowing sufficient time for back and forth dialogue between the Walker representative, the Assistant to the City Manager and the City Commissioner.

The following provides a summarized account of comments shared by topic.

IS THERE ENOUGH PARKING INVENTORY?

Nearly half of the Commissioners interviewed believe there is not enough public parking options to support the downtown commercial business needs. The other Commissioners shared the lack of readily available parking inventory may be the case at certain times (e.g. Lyric Theater events), however they almost always seem to find a space within a couple of blocks of their destination. There appears to be a common belief that the City is on the cusp of experiencing a parking inventory concern.

Most of the Commissioners believe a parking structure is not necessary and would be considered a poor use of taxpayer money. One Commissioner believes a parking structure could be the answer to support commercial development challenges where parking code requirements currently prohibit development opportunities. At least one of the Commissioners opposing the need for a parking structure believes a single parking destination could be pursued as a park-n-ride location allowing convenient access to the perimeter of downtown and relying upon an enhanced micro-transit system to circulate residents and visitors.

IMPACT OF OFFICE TENANT AND EMPLOYEE PARKING RELATIVE TO HIGH USE INVENTORY

Nearly all the Commissioners believe there are very few issues with employees taking advantage of the high-use, or convenient on-street parking spaces. Most of the Commissioners believe enforcement staff is doing a good job and often present during peak times. At least two of the Commissioners believe enforcement of the time-limited spaces could slightly improve, but does not see it as a problematic situation. Downtown employees tend to take advantage of employer sponsored parking inventory as well as comply with City sponsored long-term parking locations while using the tram system to travel to and from employment destinations.

UTILIZATION AND EFFICIENCY OF TRAM ROUTES AS IT RELATES TO MAXIMIZING PARKING OPTIONS

All Commissioners believe the Stuart Tram service should be enhanced to include greater coverage with better promotion of routes through the Stuart Tram Stop app. They believe Stuart is the ideal environment for a well-designed micro-transit system, potentially used by all residents and visitors alike. Recent ridership reports reflect 44,000 annual passengers utilize the electric tram system. Some Commissioners expressed interest toward understanding the ridership breakdown by user group (e.g. employees, Stuart residents, Martin County residents, other)

External funding results from a Florida Department of Transportation grant providing for 50% of the operating costs allowing six (6) trams to remain in service during peak demand periods. Each tram provides for a 12 to 13 passenger capacity with the ability to add a trailer to transport an additional 10 passengers. There is no user fee to ride the tram.

RESIDENTIAL AND EMPLOYEE PARKING PERMITS

Nearly half of the Commissioners spoke of the timing for residential parking needs becoming a concern over the next several years as the housing market continues to grow. As the need for more affordable residential units is considered, the inventory options may change due to residential visitor demand and street-level commercial needs. Currently the City offers an opportunity to purchase a residential permit at $400 per year and at least one Commissioner believes it could be reduced to $250 per year to encourage downtown residential unit sales. The same Commissioner believes residential permit pricing could be location driven. No initial discussion evolved around the concept of employee parking permits.

Most of the Commissioners believe residents do not come downtown to shop and dine, with at least two of the Commissioners sharing their belief that most of the elderly residents don't come downtown at all, as the perception of the downtown area is overwhelming and difficult to navigate by car and subsequently by foot, once parked. Several of the Commissioners shared their outward belief that residents would not support their tax dollars being used to build and support a parking garage. Only two Commissioners shared opinions on the railroad tracks creating an unofficial barrier when accessing historic downtown, with one of the two Commissioners stating most people don't have a problem crossing the tracks on nice weather days and during popular special events.

METERED PARKING FOR THE PURPOSE OF PARKING SYSTEM SUSTAINABILITY AND DEMAND MANAGEMENT

None of the Commissioners believed that metered parking would benefit the downtown viability as most felt there is not a parking problem on typical days. Several Commissioners believe a strategic parking plan should be explored first before considering the need to charge a fee to park. One Commissioner shared the City should not be in the position of dictating when to charge a fee to park, but rather the market would determine when paid parking should be implemented. One Commissioner specifically wanted to understand the value of adding parking in relation to the impact of reducing demand as well as whether increasing public parking will spark redevelopment.

OPPORTUNITIES FOR INCREASING PARKING INVENTORY

At least half of the Commissioners stated they would like to explore a formal partnership for the use of the Martin County parking inventory during afterhours (weekday and weekend) and special event needs. Additional shared parking concepts were discussed amongst all Commissioners, with only one Commissioner stating that shared parking and branding of shared parking locations could potentially require a lot of effort for a marginal return. At least one Commissioner inquired about the need to explore a City-sponsored valet parking program.

DISABLED PARKING AVAILABILITY AND INVENTORY NEEDS

None of the Commissioners perceived disabled parking inventory needs to be an issue within the City of Stuart future parking study area.

PERCEPTION OF PARKING ENFORCEMENT AND THE EFFECTS ON THE BUSINESS COMMINITY

Nearly all the Commissioners believe parking enforcement is not an issue with the downtown business community, even with the recent increase of the parking fine schedule. At least one Commissioner shared that only a handful of business owners complained of enforcement practices, primarily since these businesses frequently choose to avoid compliance with the use of the designated long-term parking areas.

Two of the Commissioners believe parking enforcement could be more consistent throughout the day and days of the week, with at least one of the two Commissioners believing the enforcement focus could expand to cover other areas. None of the Commissioners supported the need to enforce time-limited parking regulations outside of the 8:00am to 6:00pm hours of operation as turnover tends to happen more regularly during the evening hours. One Commissioner suggested flexibility with enforcement hours during different times of the year, and quickly realized this may be easier said than done.

PUBLIC RELATIONS AND THE NEED TO COMMUNICATE PARKING INFORMATION

Nearly all the Commissioners believe the City could do a better job communicating and disbursing parking information to the residents and visitors. Many Commissioners see the need for the existing social media outlets (Facebook, Twitter, YouTube, and Instagram) to be better utilized and one Commissioner even suggested the idea of a City of Stuart parking app.

Several Commissioners recognized the need for the role of a social media coordinator on City staff to manage media content, update information, and respond to parking information inquiries on a regular basis. The perception from a few of the Commissioners seemed to share that many of the elderly residents and visitors tend to rely on visual street signs while the younger demographic depends upon the use of technology.

One Commissioner shared the perception that 95% of people attending downtown events are not from Stuart, but rather neighboring jurisdictions to the north or south of Stuart. The recent boat show event was a prime example of the effect an event of this type has on the mobility issues for residents as a major travel corridor was shut down.

The push to promote Uber/Lyft ride-hailing options and pickup/drop off locations for residents and visitors was supported by most Commissioners, as the perceived cost per ride does not appear prohibitive. At least one Commissioner recommended the need to promote transit options to and from the barrier island resort locations on A1A and Downtown Stuart. The Lyric Theater should also be a transit option partner with respect to their calendar and capacity events.

ZONING CODES AND PARKING REGULATIONS

At least two of the Commissioners spoke at length about how the changes in minimum parking requirements could reshape redevelopment opportunities. It is believed that many of today's parking space requirements prohibit growth and development in the downtown study area. One example of a restaurant space located within one of the historic arcade buildings was shared. The restaurant space is unable to reopen as such, due to the zoning code requiring a minimum of 200± spaces to satisfy per seat and square foot requirements.

In addition to commercial parking space requirements, two Commissioners believe the residential parking space requirements are too significant, preventing residential growth opportunities. Both, multi-family and single-family residential developments require a minimum of two parking spaces per unit, with two or more bedrooms. A studio or 1-bedroom unit requires a minimum of 1.5 parking spaces per unit. Each of these Commissioners believe the City needs to think in terms of the community mobility needs and not by specific development requirement.

One Commissioner shared the need to further explore golf cart parking options as a result of the recent ordinance being passed to allow golf cart activity on City street corridors. It is believed the promotion of golf cart parking options would most likely make it easier for some residents to visit the downtown area more frequently by branding this parking initiative for the benefit of the residents.

SUMMARY

In summary, Walker believes many of the key concerns we've heard evolve around the need to identify additional parking inventory for public use as well as the need to review the existing Stuart Parking Code for the benefit of reshaping development opportunities. In support of these concerns, Walker foresees a need to explore available public/private partnership opportunities, not only for creative parking inventory needs, but more importantly for resident and visitor mobility options. The downtown study area needs to offer the perception of a downtown that is inviting, safe and accessible to both residents and visitors alike.

02 Identifying and Establishing the Baseline Parking Inventory

WALKER CONSULTANTS

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February 19, 2018

(Sent via E-mail: tsarno@ci.stuart.fl.us)

Ms. Teresa Lamar-Sarno, AICP
Special Assistant to the City Manager
City of Stuart
121 SW Flagler Avenue
Stuart, Florida

Re: Identifying and Establishing the Baseline Parking Inventory
Future Parking Needs Analysis
Stuart, Florida
Walker Project No. 15-2224.02

Dear Ms. Lamar-Sarno:

Walker Consultants (Walker) is pleased to present this report identifying the baseline parking inventory associated with the 2017 City of Stuart parking study area. This report represents a summary of our findings and is intended to assist in evaluating various elements associated with the future parking needs of the City of Stuart.

We appreciate and thank you for the opportunity to be of service to the City of Stuart. Please do call or email if there are questions regarding our work.

Sincerely,

WALKER CONSULTANTS

Jim Corbett, CAPP
Consultant

PROJECT UNDERSTANDING

Upon notification of award for the City of Stuart's future parking needs analysis, Walker submitted a proposal to complete a comprehensive review of the public and private parking inventory spaces within the proposed 2017 study boundaries. Previously, the 2010 Downtown Parking Master Plan showed that numerically there were a total of 1,696 parking spaces, of which 1,417 were public spaces. The parking inventory was broken down as follows:

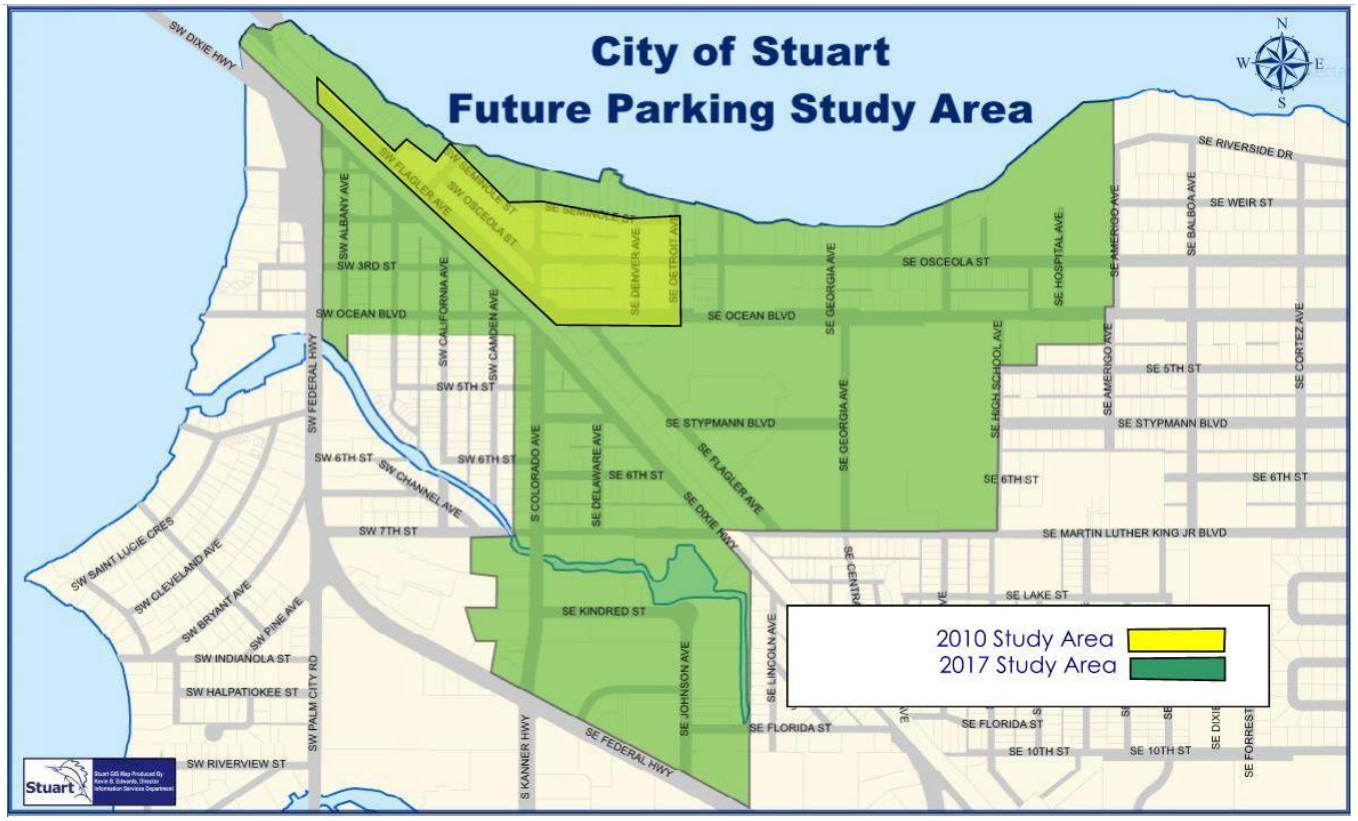
a. Municipal parking supply, including parking durations

b. On-Street parking supply, including parking durations

c. Off-Street parking supply

Walker has provided the following map exhibit to assist the reader with an understanding of the previous versus the present parking study area boundaries.

Exhibit 1: Map of the 2010 Study Area Boundaries versus 2017 Study Area Boundaries



Source: City of Stuart and Walker Consultants 2017

For this phase of the 2017 future parking needs analysis, Walker has provided a scope of service to visually identify and confirm the public and private parking inventory on a street-by-street and block-by-block basis. Upon completion of the inventory verification, Walker will graphically represent the parking inventory with the use of a map-based solution showing inventory by location and associated number of spaces. Lastly, where applicable, Walker will include parking inventory by ownership, hours of operation, parking regulations, and whether a fee to park has been established with a prevailing parking rate.

Due to the size and graphical layout of the 2017 future parking study area, Walker has elected to divide the study area into smaller zones. Each of the zones were created out of the need to identify unique pockets of parking, using major thoroughfares as natural boundaries separating commercial areas from residential areas and professional service areas from county government and schoolboard areas. Individual exhibits, showing parking inventory by zone, may be found at the end of this report.

The following provides a summarized account of the parking inventory by type.

ZONE 1: AREA NORTH OF DIXIE HIGHWAY AND SE OCEAN BOULEVARD TO SE FLORIDA AVENUE

City of Stuart, Florida Parking Inventory							
Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
1	214	7	101	5	45	5	377
2	5	0	0	0	7	1	13
3	15	0	0	0	48	3	66
4	4	0	0	0	97	5	106
10	48	2	12	1	10	0	73
11	30	0	0	0	83	7	120
12	25	0	0	0	44	2	71
13	155	7	0	0	0	0	162
14	35	0	20	1	53	3	112
15	30	0	0	0	15	1	46
16	21	0	0	0	36	2	59

MUNICIPAL PARKING SUPPLY

Much of the total off-street municipal parking inventory may be found in this zone. Approximately 127± off-street spaces with appropriate designation of disabled parking spaces have been identified. Parking time limits for the inventory surrounding City Hall have been established using a 3-hour duration and the limits are enforced Monday through Saturday from 8:00am to 6:00pm, including legal holidays. Inclusive of this inventory is an approximate 30± space unimproved parking area behind Stuart Heritage Museum. Walker understands this parking area serves the overflow parking needs for the commercial properties on SW Flagler Avenue and Flagler Place and is not regulated by time limit. In addition, the Osceola Park and Ride Lot, located on SE Osceola Street provides 21 of the total 127 municipal off-street spaces in this zone. Parking at this location is restricted to the 3-hour time limit regulation as posted on the parking wheel stops.

ON-STREET PARKING SUPPLY

Approximately 598± public on-street spaces have been accounted for in this zone, the majority of which have been identified along the SW Flagler corridor. On-street inventory located on SW Flagler Avenue, north of the SW St. Lucie Avenue corridor, has been designed without time-limit restrictions to provide longer-term parking options for downtown employees and visitors. All other on-street inventory in this zone has been regulated using the 3-hour duration. The limits are enforced Monday through Saturday from 8:00am to 6:00pm, including legal holidays. Additional regulatory signs state that vehicles must be removed from public parking spaces within the 3-hour parking district for a period of not less than one hour. (City Ordinance 40-43b – District Boundary)

Block 10 offers a unique mixed-use opportunity. Curbside inventory along the south side of SW Seminole Street has been regulated as a loading zone, Monday through Friday from 8:00am to 5:00pm. There are no regulations for this curbside opportunity after 5:00pm and all day on Saturdays and Sundays. During our scheduled interviews with the City Commissioners, Walker learned of a desire to create designated golf cart parking inventory. Walker suggests the use of this curbside opportunity be signed for golf cart parking after 5:00pm on weekdays and all day on weekends.

OFF-STREET PARKING SUPPLY

For the most part, off-street parking supply in this zone has been designed to support principal-use parking needs for local businesses and commercial properties. Walker understands some of this inventory may not be available for public parking consumption during weekday business hours, however outside of weekday business hours, some of this parking inventory may serve evening and weekend needs for retail and restaurant parking. Prime examples of mixed-use parking inventory in this zone speaks to the SunTrust Bank property located along SE Osceola Avenue, as well as several of the nearby medical practice and law office properties. At a minimum, there are approximately 467± off-street parking spaces that may already be used for public parking consumption, or have the potential for public parking consumption after business hours and on weekends.

Off-street inventory in Block 10 provides the only paid parking location in the downtown study area. Operated by Global Parking Services, this location offers 12 regular spaces and one ADA space. By Florida State Statute, disabled parking motorists are not required to pay an hourly fee to park unless a special event is in effect and a special event rate is posted. Customers are required to pay using their license plate credential at an on-location pay station or via the use of the Park Mobile pay by phone application. Parking fees are charged 24/7 – 365 days per year.

ZONE 2: AREA EAST OF SE FLORIDA AVENUE, NORTH OF SE OCEAN BOULEVARD, WEST OF SE AMERIGO AVENUE

City of Stuart, Florida				Parking Inventory			
Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
5	22	0	0	0	171	14	207
6	25	0	0	0	791	33	849
17	33	0	0	0	146	7	186
18	35	0	0	0	107	6	148
19	16	0	0	0	103	6	125
20	4	0	0	0	51	2	57
21	14	0	0	0	31	3	48

MUNICIPAL PARKING SUPPLY

There is no municipal off-street parking supply in this zone.

ON-STREET PARKING SUPPLY

Approximately 149± on-street parking spaces have been provided in this zone. On-Street spaces west of SE Florida continue to be regulated by the 3-hour duration. The limits are enforced Monday through Saturday from 8:00am to 6:00pm, including legal holidays. All on street spaces located east of SE Florida are not regulated by any time restrictions or days of the week. There are no designated on-street ADA spaces in this zone.

OFF-STREET PARKING SUPPLY

Off-street parking supply consists of two large land use destinations known as the Martin Health System, located at the east end of the study area, and the Wells Fargo Bank Center located across from Memorial Park on SE Ocean Boulevard. Like Zone 1, several medical and private practice businesses offer the potential to share off-street parking inventory during non-business hours. The Martin Health System offers approximately 817± structed and surface parking spaces while the Wells Fargo Bank Center provides 150± surface parking spaces.

ZONE 3: AREA NORTH OF SW OCEAN BOULEVARD, EAST OF U.S. HWY 1 AND SOUTH OF SOUTH DIXIE HWY

City of Stuart, Florida Parking Inventory							
Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
7	10	0	0	0	63	3	76
8	0	0	0	0	0	0	0
9	4	0	64	3	10	0	81
22	0	0	0	0	16	3	19
23	17	0	0	0	42	0	59
24	0	0	0	0	13	1	14
25	10	0	0	0	27	1	38
26	54	3	0	0	18	0	75
27	49	0	0	0	0	0	49

MUNICIPAL PARKING SUPPLY

There are 67± off-street municipal parking spaces in this zone referred by name as the Sailfish Circle Park and Ride Lot by the City of Stuart. Parking at this location is not restricted to time limit regulations.

ON-STREET PARKING SUPPLY

Approximately 123± on-street spaces are provided in this zone with a significant portion of the on-street spaces supporting the rights of way parking activity at the First Baptist Church and Christian School of Stuart. On-street inventory in this zone is not regulated by the 3-hour duration. Three designated, on-street ADA spaces may be found in the rights of way inventory supporting the church and school parking needs. While not identified as formal inventory, as many as 16 parallel spaces or 32 perpendicular spaces may be available in the grass right of way of the green space located east of SW California Avenue. It is believed this right of way area tends to serve the overflow parking needs of the church and school.

OFF-STREET PARKING SUPPLY

Off-street parking supply consists of approximately 42± surface parking spaces reserved for private business use by commercial properties west of SW Albany Avenue and located along U.S. Hwy 1 and 46± surface parking spaces reserved for Treasure Coast Legal employees and visitors. Walker believes this inventory could be available for public parking consumption after business hours.

ZONE 4: AREA SOUTH OF SW OCEAN BOULEVARD, WEST OF COLORADO AVENUE AND EAST OF THE INLET

City of Stuart, Florida Parking Inventory							
Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
28	8	0	0	0	22	1	31
29	38	0	0	0	0	0	38
30	40	0	0	0	0	0	40
31	20	0	0	0	22	1	43
32	17	0	0	0	0	0	17
33	25	0	0	0	0	0	25
34	15	0	0	0	19	1	35
38	4	1	0	0	0	0	5
39	11	0	0	0	16	2	29
42	0	0	0	0	0	0	0

MUNICIPAL PARKING SUPPLY

There is no municipal off-street parking supply in this zone.

ON-STREET PARKING SUPPLY

Except for the parking wells located along the west side of South Colorado Avenue, most of the on-street parking spaces in this zone serve the residential and commercial parking needs of the community. The Frazier Creek inlet provides a natural barrier from the vehicular and pedestrian traffic on U.S. Hwy 1, making this inventory somewhat hidden from public parking access beyond the neighborhood land uses. Some commercial activity overspill from South Colorado Avenue gives way to parking on SW 5th and SW 6th Streets, while inventory west of SW Camden Avenue appears to be secluded for residential use. Walker estimates 178± on-street parking spaces in this zone with one designated, ADA space on SW Camden Avenue, south of SW 6th Street. This ADA space may have been designed for access to the Frazier Creek public boat dock.

OFF-STREET PARKING SUPPLY

Much of the off-street parking in this zone consists of principal-use parking for commercial properties located along South Colorado Avenue, as well as the retail site at the corner of U.S. Hwy 1 and SW Ocean Boulevard. ADA parking requirements have been satisfied.

ZONE 5: AREA NORTH OF U.S. HWY 1 BETWEEN SOUTH COLORADO AVENUE AND SE LINCOLN AVENUE

City of Stuart, Florida			Parking Inventory				
Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
35	10	0	78	4	0	0	92
36	28	0	0	0	48	4	80
37	13	0	0	0	27	2	42
40	18	0	0	0	0	0	18
41	34	1	0	0	106	7	148
43	21	0	0	0	303	15	339
44	0	0	0	0	348	8	356
45	0	0	0	0	198	11	209
46	0	0	0	0	0	0	0

MUNICIPAL PARKING SUPPLY

There are 82± off-street municipal parking spaces in this zone referred by name as the Kiwanis Park and Ride Lot by the City of Stuart. Parking at this location is not restricted by time-limits while overnight parking is not permitted.

ON-STREET PARKING SUPPLY

On-street parking inventory in this zone currently consists of 125± spaces, taking into consideration the complete streets project underway on SE Kindred Street and SE Johnson Avenue. Walker understands the travel lanes are being reduced along these corridors to provide for the development of complete streets with designated on-street parking wells.

OFF-STREET PARKING SUPPLY

Walker observed substantial levels of off-street parking inventory serving principal-use parking needs for commercial and retail properties. Much of this inventory may not be shared for public parking consumption beyond the designed principal use. Walker did record several parcels with the potential for shared parking activity including inventory set aside for the Supervisor of Elections office located along SE Martin Luther King Jr. Boulevard, the Revue Church located along SE Johnson Avenue, the Seacoast Banking Center and the Mayfair Plaza located along the U.S. Hwy 1 corridor.

ZONE 6: AREA SOUTH OF SE OCEAN BOULEVARD, BETWEEN SOUTH DIXIE HWY AND SE HIGH SCHOOL AVENUE

City of Stuart, Florida			Parking Inventory				
Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
47	21	0	0	0	185	0	206
48	88	2	0	0	40	12	142
49	5	0	0	0	126	3	134
50	59	0	0	0	39	2	100
51	3	0	0	0	0	0	3

MUNICIPAL PARKING SUPPLY

There is no municipal off-street parking supply in this zone.

ON-STREET PARKING SUPPLY

There are approximately 178± on-street parking spaces in this zone. In large part, unregulated inventory may be found along SE Flagler Avenue from SE Ocean Boulevard to SE Martin Luther King Jr. Boulevard. The 90± spaces located along the south side of SE Ocean Boulevard, between South Colorado Avenue and SE Florida Avenue, is regulated by the 3-hour time limit ordinance. The limits are enforced Monday through Saturday from 8:00am to 6:00pm, including legal holidays. All remaining on-street spaces in this zone are unregulated.

OFF-STREET PARKING SUPPLY

Off-street parking supply consists primarily of 185± surface lot spaces for employees and visitors of the Martin County government buildings on the west side of SE Flagler Avenue and an additional 129± surface parking spaces for Martin County employees on the east side of SE Flagler Avenue. Both of these off-street parking locations have the potential for shared parking when the Martin County government buildings are closed due to government holiday, as well as evenings and weekends.

SUMMARY

In summary, Walker projects an inventory of 289± off-street municipal parking spaces, 1,352± on-street parking spaces, and 4,016± off-street principal-use parking spaces for commercial, office, retail, government and medical practice needs. Walker believes many of these principal-use parking spaces may be potentially shared for public parking consumption after business operating hours, on holidays, and on weekends.

During our inventory observations, we also recognized the off-street parking inventory located at the Royal Palm Financial Center. This location offers approximately 222± structured parking spaces in support of the financial and office tenants at this location. We suggest this inventory could also be used for public parking consumption after business hours and on weekends. Potential access to this site could be gained from SW A Street from the South Colorado Avenue corridor.

Zone 1: Area North of Dixie Highway and SE Ocean Boulevard to SE Florida Avenue

City of Stuart, Florida — Parking Inventory

Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
1	214	7	181	5	45	5	377
2	5	0	0	0	7	1	13
3	15	0	0	0	48	3	66
4	4	0	0	0	97	5	106
5	22	0	0	0	171	14	207
6	25	0	0	0	1,184	33	1,182
7	10	0	0	0	83	3	76
8	9	0	0	0	0	0	0
9	4	0	64	1	18	0	81
10	48	2	12	1	10	0	73
11	30	0	0	0	83	7	120
12	25	0	0	0	44	2	71
13	155	7	0	0	0	0	162
14	35	0	20	1	53	3	112
15	30	0	0	0	15	1	46
16	21	0	0	0	36	2	59
17	33	0	0	0	146	7	186
18	35	0	0	0	107	6	148
19	16	0	0	0	103	6	125
20	4	0	0	0	51	2	57
21	14	0	0	0	31	3	48
22	9	0	0	0	16	3	19
23	17	0	0	0	42	0	59
24	0	0	0	0	13	1	14
25	10	0	0	0	27	1	36
26	54	3	0	0	18	0	75
27	25	0	0	0	0	0	25
28	8	0	0	0	22	1	31
29	38	0	0	0	0	0	38
30	40	0	0	0	0	0	40
31	20	0	0	0	22	1	43
32	17	0	0	0	0	0	17
33	25	0	0	0	0	0	25
34	15	0	0	0	19	1	35
35	10	0	76	4	0	0	92
36	28	0	0	0	48	4	80
37	13	0	0	0	27	2	42
38	4	1	0	0	0	0	5
39	11	0	0	0	16	2	29
40	16	0	0	0	0	0	16
41	34	1	0	0	106	7	148
42	0	0	0	0	0	0	0
43	21	0	0	0	303	15	339
44	0	0	0	0	344	8	356
45	0	0	0	0	198	11	209
46	0	0	0	0	0	0	0
47	21	0	0	0	185	0	206
48	88	2	0	0	48	12	142
49	5	0	0	0	126	3	134
50	59	0	0	0	39	2	100
51	3	0	0	0	0	0	3
Totals	1,329	23	275	14	3,839	177	5,457

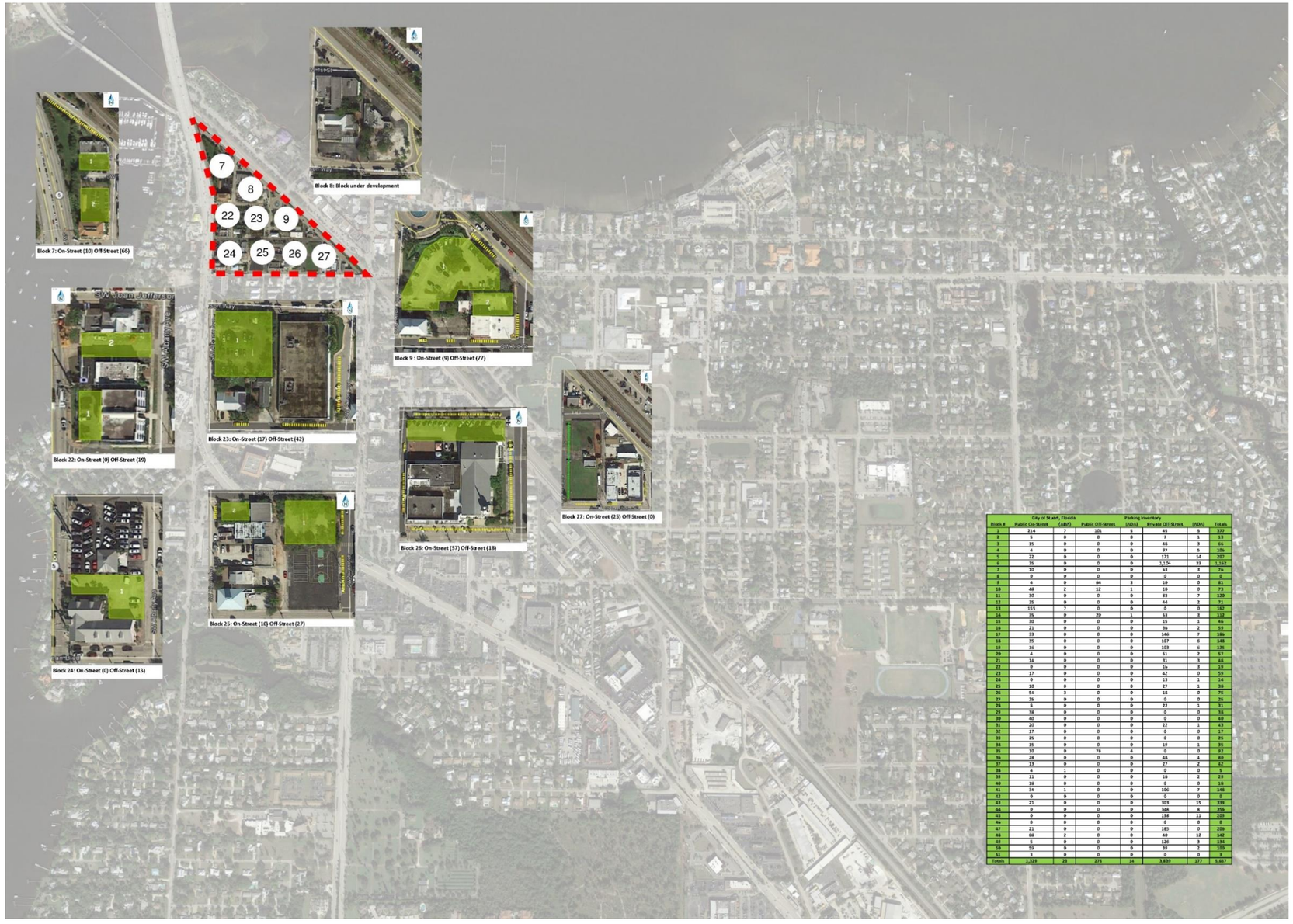
Source: Walker Consultants 2018

Zone 2: Area East of SE Florida Avenue, North of SE Ocean Boulevard, West of SE Amerigo Avenue

City of Stuart, Florida Parking Inventory							
Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
1	214	7	191	5	45	5	377
2	6	0	0	0	7	1	14
3	15	0	0	0	48	3	66
4	4	0	0	0	97	5	106
5	22	0	0	0	171	14	207
6	25	0	0	0	1,134	33	1,192
7	19	0	0	0	53	3	75
8	0	0	0	0	0	0	0
9	4	0	64	3	10	0	81
10	48	2	12	1	10	0	73
11	39	0	0	0	83	7	129
12	25	0	0	0	44	2	71
13	155	7	0	0	0	0	162
14	35	0	70	1	53	3	152
15	39	0	0	0	15	1	48
16	21	0	0	0	30	2	53
17	33	0	0	0	146	7	186
18	35	0	0	0	107	6	148
19	16	0	0	0	103	6	125
20	4	0	0	0	51	2	57
21	14	0	0	0	31	3	48
22	0	0	0	0	16	3	19
23	17	0	0	0	42	0	59
24	0	0	0	0	13	1	14
25	10	0	0	0	27	1	38
26	54	1	0	0	16	0	71
27	25	0	0	0	0	0	25
28	8	0	0	0	22	1	31
29	38	0	0	0	0	0	38
30	43	0	0	0	0	0	43
31	29	0	0	0	22	1	53
32	17	0	0	0	0	0	17
33	25	0	0	0	0	0	25
34	15	0	0	0	19	1	35
35	19	0	76	4	0	0	99
36	28	0	0	0	48	4	80
37	13	0	0	0	27	2	42
38	4	1	0	0	0	0	5
39	11	0	0	0	16	2	29
40	18	0	0	0	0	0	18
41	34	1	0	0	106	7	148
42	0	0	0	0	0	0	0
43	21	0	0	0	303	15	339
44	0	0	0	0	348	8	356
45	0	0	0	0	198	11	209
46	0	0	0	0	0	0	0
47	21	0	0	0	185	0	206
48	88	2	0	0	40	12	142
49	5	0	0	0	126	3	134
50	58	0	0	0	39	2	100
51	3	0	0	0	0	0	3
Totals	1,329	23	275	14	3,839	177	5,657

Source: Walker Consultants 2018

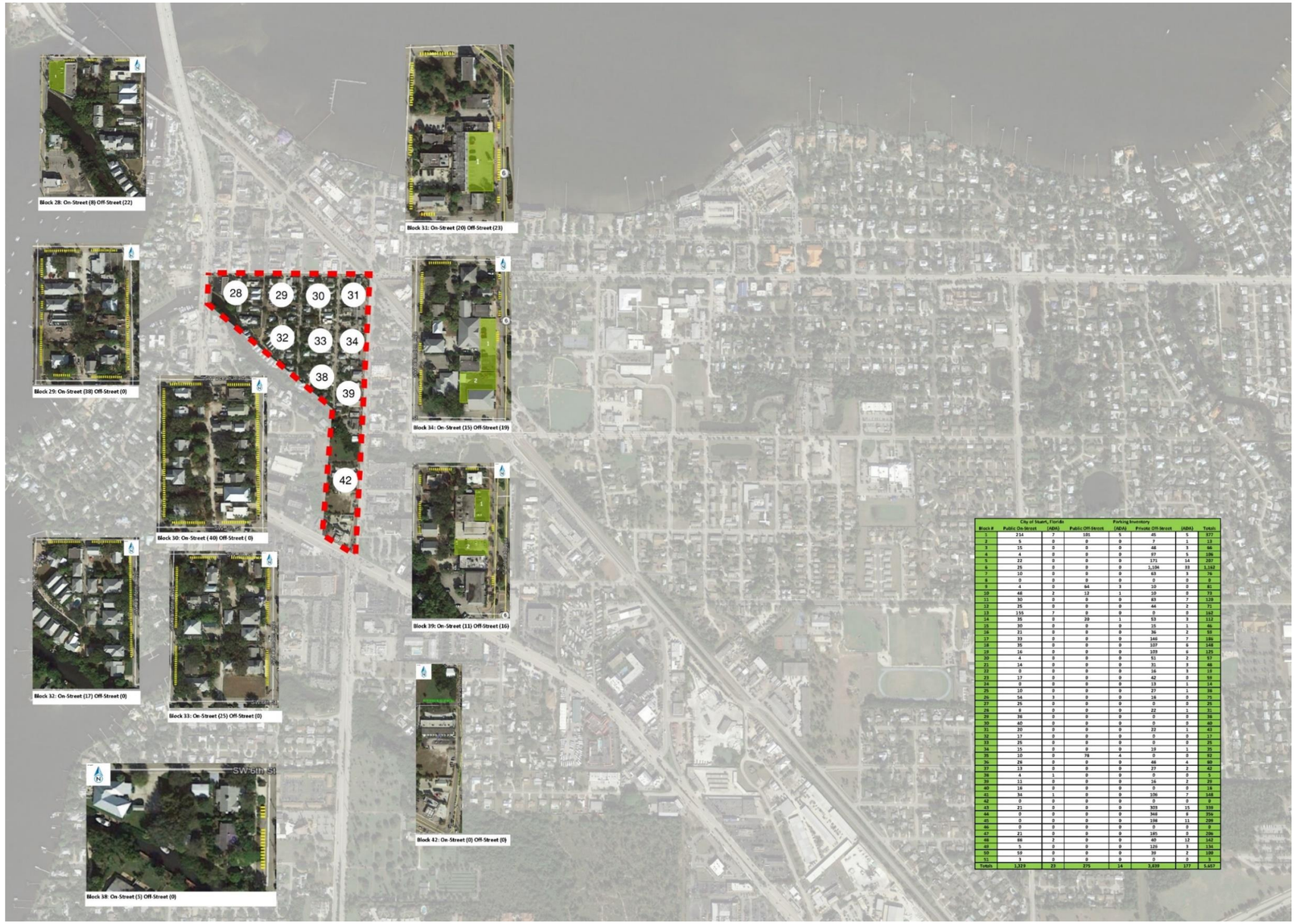
Zone 3: Area North of SW Ocean Boulevard, East of U.S. Hwy 1 and South of South Dixie Hwy



City of Stuart, Florida					Parking Inventory		
Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
1	214	7	101	5	45	5	377
2	5	0	0	0	7	1	13
3	15	0	0	0	48	3	66
4	4	0	0	0	97	5	106
5	22	0	0	0	171	14	207
6	25	0	0	0	1,104	31	1,162
7	10	0	0	0	63	3	76
8	0	0	0	0	0	0	0
9	4	0	64	3	10	0	81
10	46	2	12	1	10	0	71
11	30	0	0	0	83	7	120
12	25	0	0	0	44	2	71
13	155	7	0	0	0	0	162
14	35	0	29	1	53	3	112
15	30	0	0	0	15	1	46
16	21	0	0	0	35	2	58
17	33	0	0	0	146	7	186
18	35	0	0	0	107	6	148
19	16	0	0	0	103	6	125
20	4	0	0	0	51	2	57
21	14	0	0	0	31	3	48
22	0	0	0	0	16	3	19
23	17	0	0	0	42	0	59
24	0	0	0	0	13	1	14
25	10	0	0	0	27	1	38
26	54	3	0	0	18	0	75
27	25	0	0	0	0	0	25
28	8	0	0	0	22	1	31
29	38	0	0	0	0	0	38
30	40	0	0	0	0	0	40
31	20	0	0	0	22	1	43
32	17	0	0	0	0	0	17
33	25	0	0	0	0	0	25
34	15	0	0	0	19	1	35
35	10	0	78	4	0	0	92
36	28	0	0	0	48	4	80
37	13	0	0	0	27	2	42
38	4	1	0	0	0	0	5
39	11	0	0	0	16	2	29
40	18	0	0	0	0	0	18
41	34	1	0	0	106	7	148
42	0	0	0	0	0	0	0
43	21	0	0	0	303	15	339
44	0	0	0	0	348	8	356
45	0	0	0	0	198	11	209
46	0	0	0	0	0	0	0
47	21	0	0	0	185	0	206
48	88	2	0	0	49	12	147
49	5	0	0	0	126	3	134
50	59	0	0	0	39	2	100
51	3	0	0	0	0	0	3
Totals	1,329	23	275	14	3,839	177	5,657

Source: Walker Consultants 2018

Zone 4: Area South of SW Ocean Boulevard, West of Colorado Avenue and East of the Frazier Creek Inlet

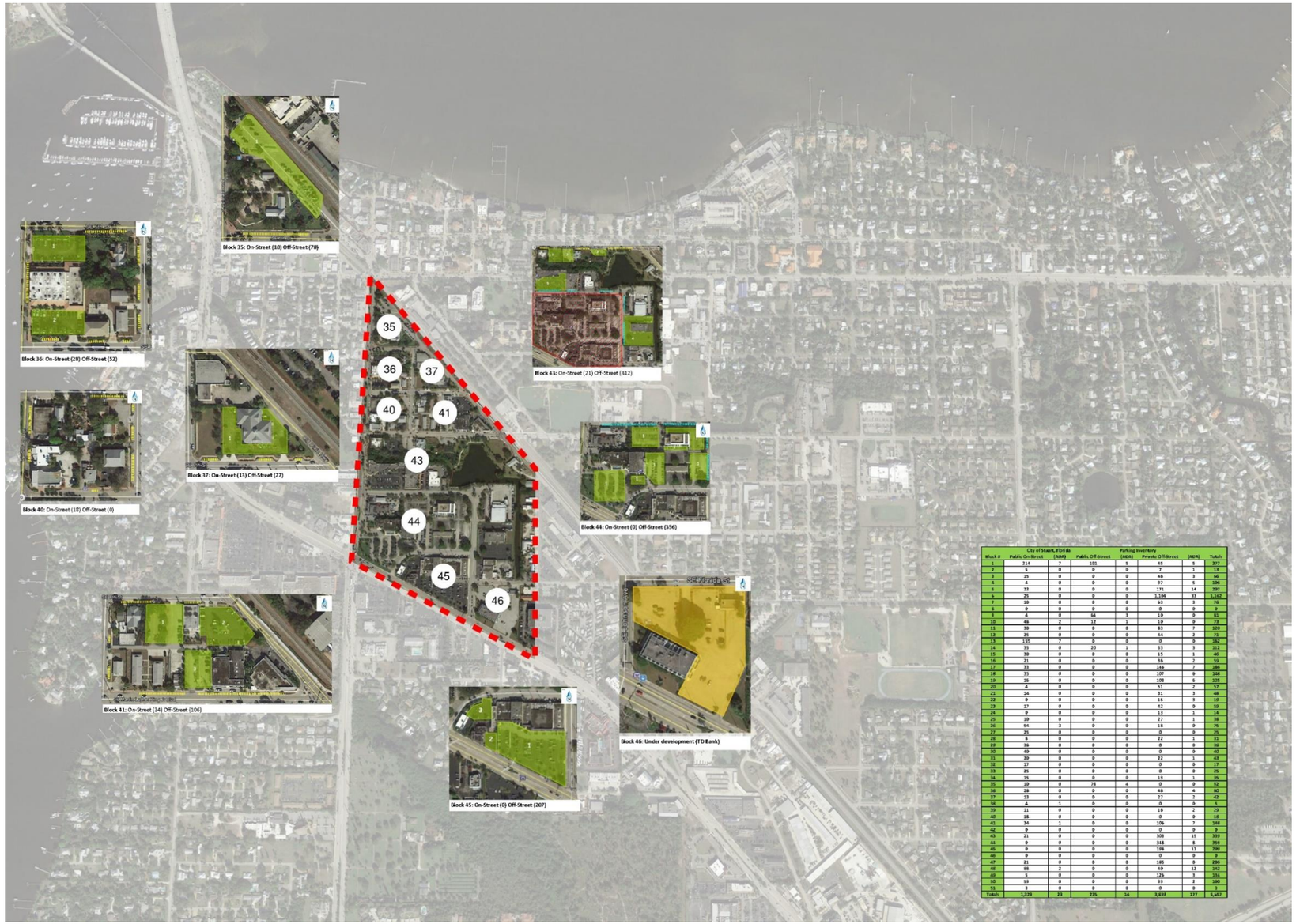


City of Stuart, Florida — Parking Inventory

Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
1	214	7	101	5	45	5	377
2	5	0	0	0	7	1	13
3	15	0	0	0	48	3	66
4	4	0	0	0	97	5	106
5	22	0	0	0	171	14	207
6	25	0	0	0	1,104	33	1,162
7	10	0	0	0	63	3	76
8	0	0	0	0	0	0	0
9	4	0	64	3	10	0	81
10	48	2	12	1	10	0	73
11	30	0	0	0	83	7	120
12	25	0	0	0	44	2	71
13	155	7	0	0	0	0	162
14	35	0	20	1	53	3	112
15	30	0	0	0	15	1	46
16	21	0	0	0	36	2	59
17	33	0	0	0	146	7	186
18	35	0	0	0	107	6	148
19	16	0	0	0	103	6	125
20	4	0	0	0	51	2	57
21	14	0	0	0	31	3	48
22	0	0	0	0	16	3	19
23	17	0	0	0	42	0	59
24	0	0	0	0	13	1	14
25	10	0	0	0	27	1	38
26	54	3	0	0	18	0	75
27	25	0	0	0	0	0	25
28	8	0	0	0	22	1	31
29	38	0	0	0	0	0	38
30	40	0	0	0	0	0	40
31	20	0	0	0	22	1	43
32	17	0	0	0	0	0	17
33	25	0	0	0	0	0	25
34	15	0	0	0	19	1	35
35	10	0	78	4	0	0	92
36	26	0	0	0	48	4	80
37	13	0	0	0	27	2	42
38	4	1	0	0	0	0	5
39	11	0	0	0	16	2	29
40	18	0	0	0	0	0	18
41	34	1	0	0	106	7	148
42	0	0	0	0	0	0	0
43	21	0	0	0	303	15	339
44	0	0	0	0	348	8	356
45	0	0	0	0	198	11	209
46	0	0	0	0	0	0	0
47	21	0	0	0	185	0	206
48	88	2	0	0	40	12	142
49	5	0	0	0	129	3	134
50	59	0	0	0	39	2	100
51	1	0	0	0	0	0	1
Totals	1,329	23	275	14	3,839	177	5,657

Source: Walker Consultants 2018

Zone 5: Area North of U.S. Hwy 1 between South Colorado Avenue and SE Lincoln Avenue



City of Stuart, Florida
Parking Inventory

Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
1	214	7	101	5	45	5	377
2	5	0	0	0	7	1	13
3	15	0	0	0	48	3	66
4	4	0	0	0	97	5	106
5	22	0	0	0	171	14	207
6	25	0	0	0	1,104	33	1,162
7	19	0	0	0	63	3	76
8	0	0	0	0	0	0	0
9	4	0	64	1	10	0	81
10	44	2	12	1	10	0	73
11	30	0	0	0	83	7	120
12	21	0	0	0	44	2	71
13	155	7	0	0	0	0	162
14	35	0	20	1	53	3	112
15	30	0	0	0	15	1	46
16	21	0	0	0	36	2	59
17	33	0	0	0	146	7	186
18	35	0	0	0	107	6	148
19	16	0	0	0	103	6	125
20	4	0	0	0	51	2	57
21	14	0	0	0	31	3	48
22	0	0	0	0	16	3	19
23	17	0	0	0	42	0	59
24	0	0	0	0	13	1	14
25	10	0	0	0	27	1	38
26	54	3	0	0	18	0	75
27	25	0	0	0	0	0	25
28	6	0	0	0	22	1	31
29	36	0	0	0	0	0	36
30	40	0	0	0	0	0	40
31	39	0	0	0	22	1	43
32	17	0	0	0	0	0	17
33	25	0	0	0	0	0	25
34	15	0	0	0	18	1	35
35	10	0	78	4	0	0	92
36	28	0	0	0	46	4	80
37	13	0	0	0	27	2	42
38	4	1	0	0	0	0	5
39	11	0	0	0	16	2	29
40	18	0	0	0	0	0	18
41	34	1	0	0	106	7	148
42	9	0	0	0	0	0	9
43	21	0	0	0	303	15	339
44	9	0	0	0	348	8	356
45	9	0	0	0	198	11	208
46	9	0	0	0	0	0	9
47	21	0	0	0	185	0	206
48	88	2	0	0	49	12	142
49	5	0	0	0	126	3	134
50	58	0	0	0	39	2	100
51	3	0	0	0	0	0	3
Totals	1,329	23	275	14	3,833	177	5,457

Source: Walker Consultants 2018

Zone 6: Area South of SE Ocean Boulevard between South Dixie Hwy and SE High School Avenue

City of Stuart, Florida

Block #	Parking Inventory						
	Public On-Street	(ADA)	Public Off-Street	(ADA)	Private Off-Street	(ADA)	Totals
1	214	7	101	5	45	5	377
2	5	0	0	0	7	1	13
3	15	0	0	0	48	3	66
4	4	0	0	0	87	5	196
5	22	0	0	0	171	14	207
6	25	0	0	0	1,104	33	1,162
7	19	0	0	0	63	3	75
8	0	0	0	0	0	0	0
9	4	0	64	3	10	0	81
10	48	2	12	1	19	0	73
11	30	0	0	0	83	7	120
12	25	0	0	0	44	2	71
13	155	7	0	0	0	0	162
14	35	0	20	1	53	3	112
15	30	0	0	0	15	1	46
16	21	0	0	0	36	2	59
17	33	0	0	0	146	7	186
18	35	0	0	0	107	6	148
19	16	0	0	0	103	6	125
20	4	0	0	0	51	2	57
21	14	0	0	0	31	3	48
22	0	0	0	0	16	3	19
23	17	0	0	0	42	0	59
24	0	0	0	0	13	1	14
25	10	0	0	0	27	1	38
26	54	3	0	0	18	0	75
27	25	0	0	0	0	0	25
28	8	0	0	0	22	1	31
29	38	0	0	0	0	0	38
30	40	0	0	0	0	0	40
31	20	0	0	0	22	1	43
32	17	0	0	0	0	0	17
33	25	0	0	0	0	0	25
34	15	0	0	0	19	1	35
35	19	0	74	4	0	0	92
36	28	0	0	0	48	4	80
37	13	0	0	0	27	2	42
38	4	1	0	0	0	0	5
39	11	0	0	0	16	2	29
40	18	0	0	0	0	0	18
41	34	1	0	0	106	7	148
42	0	0	0	0	0	0	0
43	21	0	0	0	303	15	339
44	0	0	0	0	348	8	356
45	0	0	0	0	198	11	209
46	0	0	0	0	0	0	0
47	21	0	0	0	185	0	206
48	88	2	0	0	40	12	142
49	5	0	0	0	126	3	134
50	59	0	0	0	39	2	100
51	3	0	0	0	0	0	3
Totals	1,329	23	275	14	3,839	177	5,657

Source: Walker Consultants 2018

03 Parking Utilization Observation Report

WALKER CONSULTANTS

4904 Eisenhower Boulevard, Suite 150
Tampa, FL 33634

813.888.5800
walkerconsultants.com

March 27, 2018

(Sent via E-mail: tsarno@ci.stuart.fl.us)

Ms. Teresa Lamar-Sarno, AICP
Special Assistant to the City Manager
City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

Re: *Parking Utilization Observation Report*
Future Parking Needs Analysis - City of Stuart, FL
Work Authorization #2
Walker Project No. 15-2224.03

Dear Ms. Lamar-Sarno:

Walker Consultants (Walker) is pleased to present this report detailing our observations and analysis of the downtown parking utilization for the City of Stuart, Florida. This report represents a summary of our findings and is intended to assist in evaluating various elements associated with the future parking needs of the City of Stuart.

We appreciate and thank you for the opportunity to be of service to the City of Stuart. Please do call or email if there are questions regarding our work.

Sincerely,

WALKER CONSULTANTS

Jim M. Corbett, CAPP
Consultant

BUILDING ENVELOPE

CONSULTING

FORENSIC RESTORATION

PARKING DESIGN

PLANNING

PARKING UTILIZATION OBSERVATION REPORT

CITY OF STUART
FUTURE PARKING NEEDS ANALYSIS

Stuart, Florida

March 27, 2018

City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

WALKER
CONSULTANTS

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EXECUTIVE SUMMARY

CONCLUSIONS AND RECOMMENDATIONS

In general, utilization of the collective public and private parking inventory throughout the downtown study area is not a significant concern. However, Walker has recognized the need to address the management of several target areas to alleviate perceived demand by time of day and day of week. The following items have been identified to assist the City with the development of a strategic plan to manage parking supply and demand:

1. Regulate more of the on-street parking spaces located on SW Flagler Avenue from SW St Lucie Avenue to Flagler Place, as well as the 24 parallel parking spaces located along South Dixie Hwy (between South Colorado Avenue and SW St. Lucie Avenue). This recommendation would decrease the amount of on-street parking for long-term employee needs, creating a need to relocate the users of these spaces to other remote parking areas along the Downtown Stuart Tram Route.

2. Explore a vehicle wayfinding solution to increase the current effort to identify the location and direction of parking spaces with the use of a dynamic sign solution. We support the need for the static wayfinding signs, however, during peak periods of activity (especially during the evening), we believed the signs to be ineffective and often difficult to seek and follow while avoiding traffic and pedestrians in heavily congested areas.

3. Increase the number of formalized delivery spaces during daytime business hours to allow Fed Ex and UPS delivery vehicles to access convenient business locations. Current deliveries are being conducted during peak hours with drivers stopping in traffic lanes using their flashers. Formalized delivery spaces should then be converted to valet zones in the evening hours, or returned to use as a regular parking space.

4. Create designated ride-hailing passenger drop-off and pick-up spaces near key restaurant and retail areas in the downtown core. Further explore a relationship with ride-hailing services to accept these geographic destinations and include them in their location maps.

5. With a golf cart ordinance defined, convert the loading zone space along SE Seminole Street (between S Colorado Avenue and SW St. Lucie Avenue) to off-hour, perpendicular golf cart parking. Enhance the safety of the environment with energy efficient and environmental-friendly lighting.

6. Review the 24 parallel parking spaces along South Dixie Hwy. Use of these parking spaces requires the user to walk in the street and utilize the single-track path to reach the sidewalks at Sailfish Circle and Confusion Corner. One suggestion may be the need to reduce travel lane widths and improve rights of way areas to create an accessible travel route between the parked vehicles and the fenced area eliminating conflict with the railroad tracks.

7. Continue to monitor commercial development activity with an eye toward moving all downtown employee parking to one of two county parking parcel sites. To ensure employee parking use of these sites, all the core on-street parking would need to be regulated with the current three-hour parking limits and parking would need to be enforced to 9:00pm. With current enforcement hours in effect until 6:00pm, evening shift employees may occupy a time-limit space as early as 3:01pm without penalty or fine.

8. Expand and promote the valet parking service to accessible areas within the downtown core.

9. Walker prefers the Wells Fargo Bank Parking Lot as an acceptable park and ride location during peak evening and event activity. Once the obvious parking inventory fills along SW Flagler Avenue and SW Osceola Street, a dedicated peak evening and event tram route could be designed to shuttle patrons back and forth along the SE Osceola corridor to Haley's Circle without conflict from Confusion Circle and Sailfish Circle.

10. Walker recommends the use of the County employee and visitor surface parking lots to satisfy parking overflow demand as needed. Lighting and security measures would be required of this location if considered. We prefer this option to house all employee parking needs in the downtown core. As growth and demand continue, we recommend the City explore this option with the County.

11. Property for sale at the intersection of SE Detroit and SE Ocean Boulevard present an public/private opportunity to increase parking inventory. Additional inventory could serve the needs of Martin County and the downtown retail and restaurant core businesses.

12. We support a special event traffic maintenance plan the direct motorists to preferred parking locations and eliminate unnecessary traffic congestion.

01 Project Background Section

PROJECT BACKGROUND

Walker recently completed of a comprehensive review of the existing public and private parking inventory spaces throughout the downtown Stuart parking study area. The review consisted of visually identifying and confirming public and private parking inventory on a street-by-street and block-by-block basis. Upon completion, Walker graphically represented the existing parking inventory with the use of a map-based solution, including a supporting legend showing inventory by location and number of spaces. The following exhibit has been provided to assist a reader of the downtown Stuart parking study area.

Exhibit 1: Downtown Stuart Parking Study Area

Source: Walker Consultants, City of Stuart, and Google Earth 2017

Continuing our commitment to assist the City of Stuart with an analysis of their future parking needs, Walker completed parking utilization counts on Friday, February 23rd and Saturday, February 24th, walking block-by-block throughout the study area. The utilization counts were conducted at select times of each day between 11:00am and 3:00pm and then again between 5:00pm and 9:00pm. During the counts, Walker also included observations of significant parking locations on the perimeter, or just outside of the downtown Stuart study area, with the intent to identify potential overflow parking locations along the US Hwy1/SW Federal Hwy corridor. Such locations included the parking structure serving the Royal Palm Financial Center and the Mayfair Plaza surface parking area.

As Walker considered potential dates to complete the utilization counts, it was agreed with City officials to analyze typical in-season parking utilization for typical weekday activity and typical weekend activity with a significant special event taking place.[1] The goal of the selected observation dates was to enable the City to make informed decisions on "right-sizing" its parking inventory. By right-sizing the City's parking inventory, we believe the City will be able to maximize its existing parking inventory needs though a shared parking approach before considering the need to build more inventory, or purchase more land for parking inventory. As an example, daytime office parking may be underutilized on nights and weekends, while at the same time, worship centers may only need parking during the evenings and on limited worship days. In the absence of sharing this existing parking inventory, many of these prime parking spaces remain unused during off-hour times of day.

REPORT FORMAT

The following pages of this report have been designed to graphically represent the parking utilization levels with the use of a map-based solution showing parking utilization levels by the following capacity index.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Similar to the methodology used to present the material in the baseline parking inventory report, Walker has elected to divide the study area into smaller zones. Each of the zones have been created out of the need to identify unique pockets of parking utilization using major thoroughfares as natural boundaries separating commercial areas from residential areas and professional service areas from county government and schoolboard areas. Individual exhibits, showing parking utilization by zone have been provided over the following pages. Walker has also provided a brief description of the utilization impacts by zone with accompanying recommendations for managing and maximizing the available existing inventory.

[1] The 28th Annual Down Stuart Art Fair took place on Saturday, February 24th and Sunday, February 25th from 10:00am to 5:00pm each day. Estimated attendance was projected at 55,000 people over the 2-day event according to Artfestival.com.

Recorded weather conditions for Friday, February 23rd offered a high temperature of 82 degrees with partly cloudy skies and zero percent precipitation. Conditions for Saturday, February 24th offered a high temperature of 83 degrees with fair conditions and zero precipitation.

02

Zone 1:
Midday Observation - Weekday
Section

MIDDAY OBSERVATIONS - WEEKDAY

ZONE 1: AREA NORTH OF DIXIE HIGHWAY AND SE OCEAN BOULEVARD TO SE FLORIDA AVENUE

During typical daytime weekday observations, Zone 1 shows the greatest on-street utilization when compared to each of the other zones. On-street areas located along the SW Flagler Avenue corridor, the SW Osceola Street corridor, the SE Osceola corridor to Denver Avenue, and the S Dixie Hwy corridor to Colorado Avenue were observed at utilization levels greater than 85% occupancy throughout the midday period. Under current conditions, the on-street inventory located along the SW Flagler Avenue corridor, (northwest of SW St. Lucie Avenue), and the inventory located along S Dixie Hwy, (between the Sailfish Circle roundabout and the Confusion Corner roundabout), is not regulated by time restriction. It is understood that much of the employees working within this commercial area of the study boundaries take advantage of this inventory for daily parking needs.

Most of the primary-use, off-street parking inventory has at least 25% inventory available for use, as most, if not all locations do not exceed the 75% utilization threshold. In fact, much of the primary-use parking set aside for private business and private residential appears to be less than 65% utilized. Nearly all the available public-use parking was observed at levels exceeding 85%, as expected for accessible midday meal period activity.

When considering potential sites for increasing in public parking inventory, the two unimproved parcels located on either side of SE Detroit Street, (at the intersection of SE Detroit and SE Ocean Boulevard) suggest an opportunity for a structured parking location offering street-level retail along SE Ocean Boulevard. Incorporating a public-private partnership at this location could support Martin County Courthouse activity during the business day and provide evening and weekend visitor parking relative to the commercial downtown core.

ZONE 1: MIDDAY UTILIZATION MAPS - WEEKDAY

Weekday parking utilization remains inadequate in this area with on-street parking spaces available for downtown employee long-term parking needs. At the time of the observation adequate parking existed at the City Lot on SW St. Lucie Avenue and Mulligan's Beach House Bar and Grill.

On-street parking spaces located along SE Osceola Street exceed the 85% occupancy threshold even with 3-hour time limit regulations. Parking is considered to be inadequate during the peak weekday period of activity.

Arguably the busiest block in Downtown Stuart. All spaces are regulated with 3-hour parking time limits and utilization exceeds the 85th percentile during peak periods of activity. Parking is considered to be inadequate.

New development is occurring at SE Ocean Boulevard and Confusion Corner, otherwise parking utilization remains greater than 85% utilization and is considered inadequate for this block.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Off-street parking utilization in this block details the absence of a parking inventory concern at less than 65% utilization. On-street parking is available to support the downtown core on SE Denver and SE Detroit after the Osceola Park and Ride Lot reaches capacity.

Both blocks shown here (intersection of SE Detroit and SE Ocean Boulevard) present an public/private opportunity to increase parking inventory. Additional inventory could serve the needs of Martin County and the downtown retail and restaurant core businesses. Primary use parking at private business were observed at near capacity during peak hours.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

WALKER RECOMMENDATIONS

Peak-season, weekday parking utilization in the core downtown area gives the impression of inadequate parking activity, as observed utilization exceeded the desired 85% occupancy levels. Premium on-street parking spaces are appropriately regulated with three-hour time limits, allowing enough time for retail and restaurant patrons to enjoy a midday meal and run a few retail errands without conflict. During this weekday activity, the Downtown Stuart Tram service is available to provide access from remote parking areas such as the Kiwanis Park and the Sailfish Parking Lot. We believe the Tram operating hours provide a reasonable schedule for both employees and visitors to Downtown Stuart, covering access to and from the main corridor destinations. During the peak weekday activity periods, Walker did not observe any circulation issues with the Tram service. We did however, experience the contrary during the peak evening activity and weekend special event observations.

To assist with addressing the parking inadequacies in the downtown core, Walker recommends the need to regulate more of the on-street parking spaces located on SW Flagler Avenue from SW St Lucie Avenue to Flagler Place, as well as the 24 parallel parking spaces located along South Dixie Hwy (between South Colorado Avenue and SW St. Lucie Avenue). This recommendation would decrease the amount of on-street parking for long-term employee needs, creating a need to relocate the users of these spaces to other remote parking areas along the Downtown Stuart Tram Route.

Walker also recommends a vehicle wayfinding solution to increase the current effort to identify the location and direction of parking spaces with the use of a dynamic sign solution. We support the need for the static wayfinding signs, however, during peak periods of activity, we believed the signs to be ineffective and often difficult to seek and follow while avoiding traffic and pedestrians in heavily congested areas.

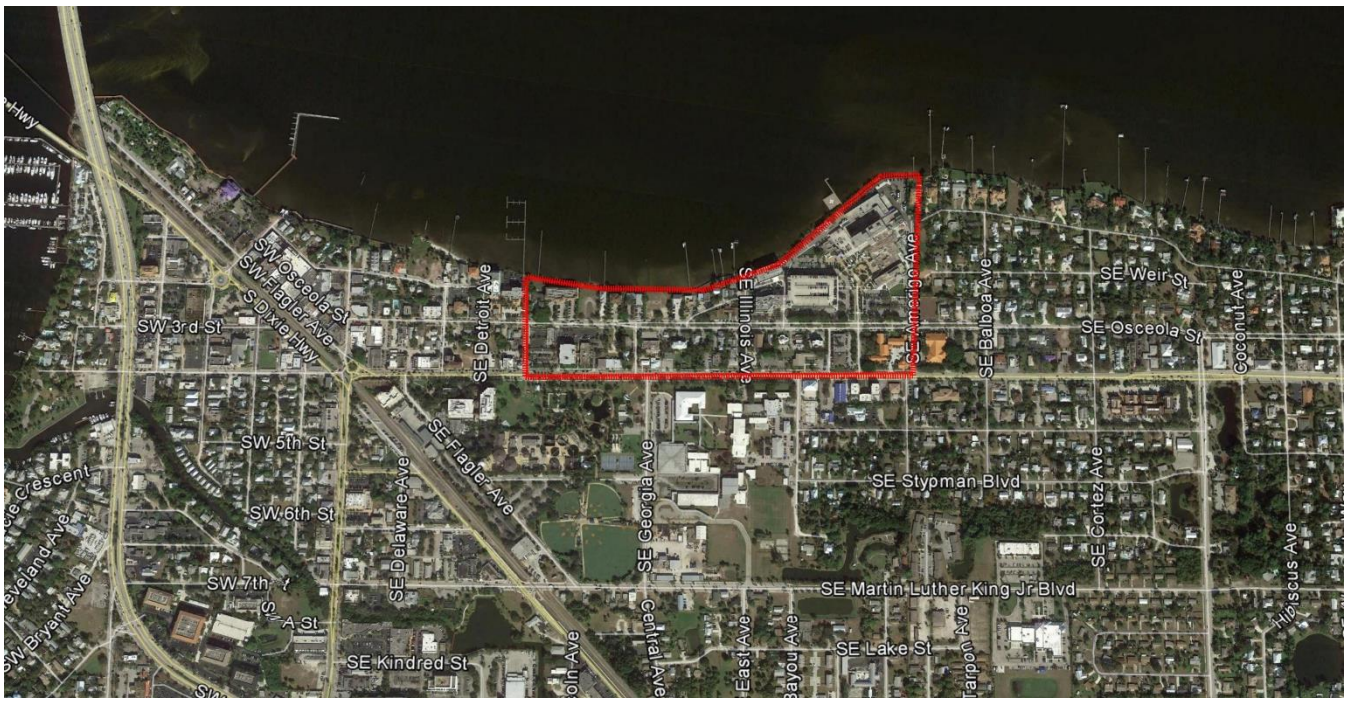
Allowing retail deliveries during peak weekday activity also created a problem with vehicle circulation patterns. Walker observed several midday deliveries occurring along the SW Flagler Avenue corridor between South Colorado Avenue and SW St. Lucie Avenue. It would appear the loading zone spaces located along the SW Seminole Street corridor are best utilized for food service delivery from the larger refrigerator trucks, however, the currier services provided by Fed Ex and UPS have a greater need to access storefronts and business locations by specified delivery address. Most of these deliveries are short-term in nature, however, we observed delivery services making multiple storefront deliveries once they found a reasonable destination to pull over and ovoid blocking in parked vehicles.

03

Zone 2:
Midday Observations – Weekday
Section

MIDDAY OBSERVATIONS - WEEKDAY

ZONE 2: AREA EAST OF SE FLORIDA AVENUE, NORTH OF SE OCEAN BOULEVARD, WEST OF SE AMERIGO AVENUE



Parking utilization in this area is generally designed to support the professional office and medical services community. Some retail exists along the SE Ocean Boulevard corridor, however most, if not all remaining inventory, appears to support the aforementioned land uses.

Except for a handful of locations, most of the parking utilization suggests the absence of a parking inventory concern or at worst, more than adequate parking. Inadequate parking levels were only observed at a few private medical office practices and more importantly, the surface parking located around the Martin Health System campus. The latter observation involving the parking on the hospital campus did not appear to be a significant concern for hospital activity as we observed the parking structure utilization at a slightly more than adequate parking level. Walker observed mostly employee parking activity with the parking structure with hospital patrons occupying the majority of the surface lot parking inventory. We also believe much of the occupied on-street parking was being utilized by employees, leaving the prime off-street surface parking available for patients and patrons.

ZONE 2: MIDDAY UTILIZATION MAPS - WEEKDAY

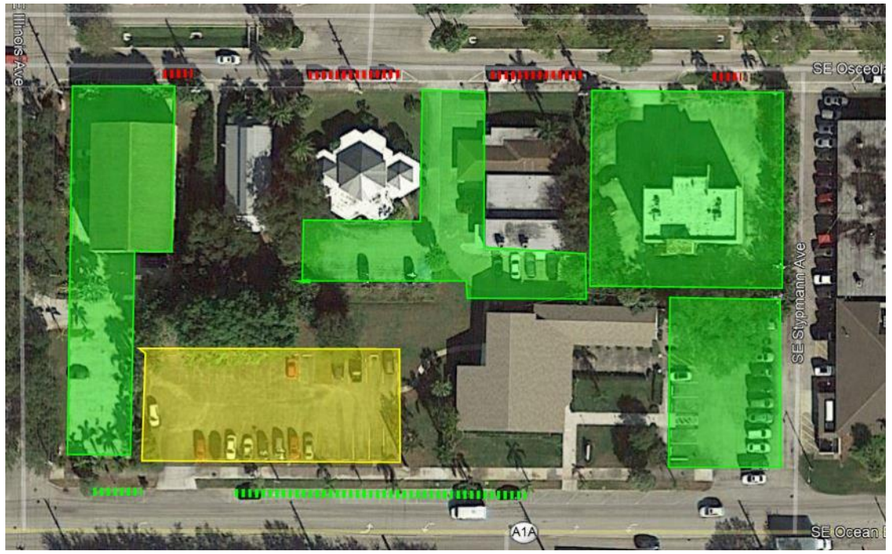
On-street utilization suggests adequate parking levels with an absence of parking inventory concerns throughout most of the off-street professional offices and medical service providers.

Parking utilization in this block has been designed to serve the tenant needs of the Wells Fargo Bank, with more than adequate parking available. The absence of an on-street parking inventory concern suggests the need for a tram stop at this location to support the downtown core inventory challenges.

Peak weekday occupancy appears normal for expected hospital activity. Observed on-street parking utilization may be the direct result of patrons and employees choosing to park at street level versus the available parking structure inventory.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Inadequate parking levels experienced at specific business locations and not germane to the entire block. Parking inventory along the SE Ocean Boulevard corridor remains underutilized.



Parking utilization remains inadequate along the SE Osceola Street corridor, while off-street parking utilization suggests an absence of a parking inventory concern. As previously shared, we believe much of the on-street utilization may be a result of employees arriving to work first and using these parking areas to provide patron and visitor access to the off-street inventory.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

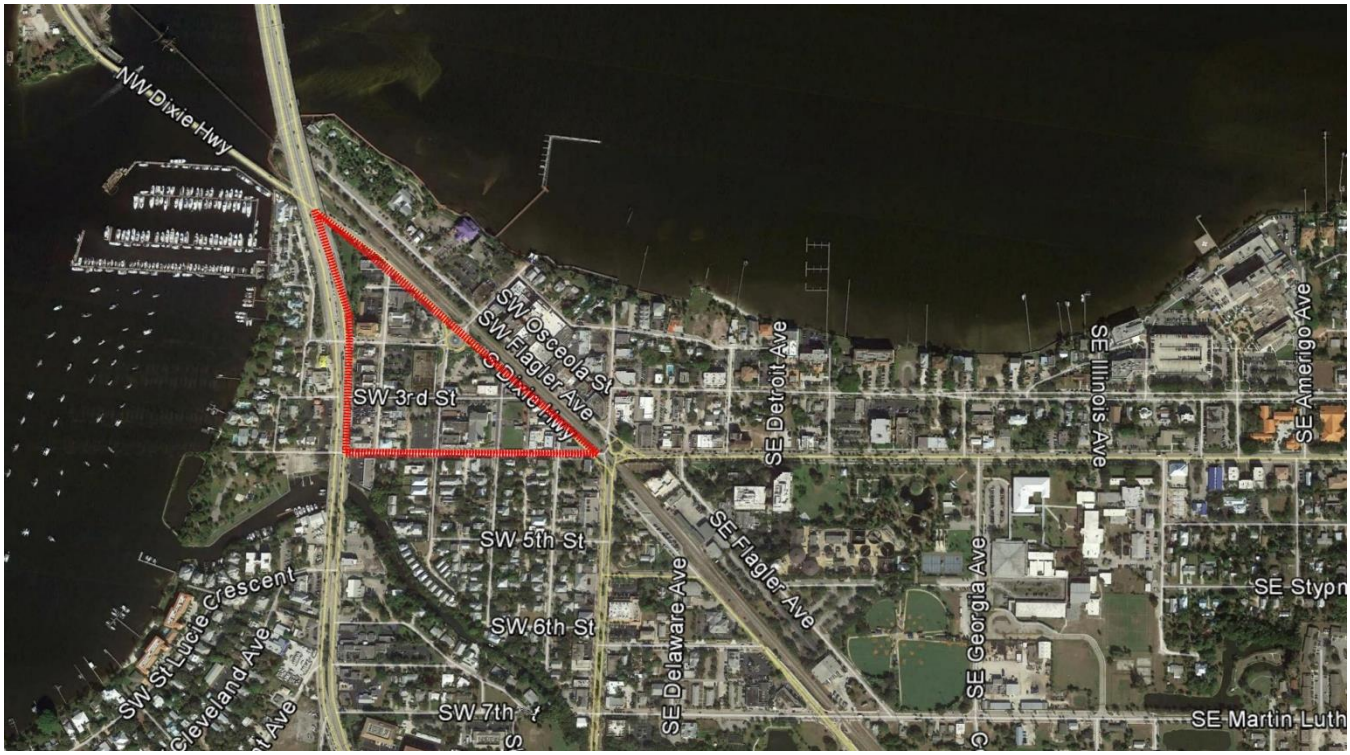
WALKER RECOMMENDATIONS

Under current utilization levels, Walker does not have any recommendations for this zone of the study area. We suggest the need to continue monitory utilization levels as new developments occur and land uses change. We observed one development project underway near the intersection of SE Osceola and SE Georgia Avenue and one property remaining for sale on SE Osceola, just north of the Wells Fargo Bank location. On-street parking along SE Osceola Boulevard could eventually be regulated to support the short-term needs of any land use changes in this area.

04 Zone 3: Midday Observations - Weekday Section

MIDDAY OBSERVATIONS - WEEKDAY

ZONE 3: AREA NORTH OF SW OCEAN BOULEVARD, EAST OF U.S. HWY 1 AND SOUTH OF SOUTH DIXIE HWY



Primary parking utilization in this area supports many the business and retail locations along the SW Albany Avenue corridor as well as the First Baptist Church of Stuart and the First Baptist Christian School. On-street parking on SW Akron Avenue and South Dixie Hwy (north of SW 3rd Street) appears to support the parking needs for the downtown core. Other areas along SW Ocean Boulevard and SW 3rd Street do not appear to be impacted by peak weekday activity. Some localized parking demand from the AT&T building was experienced on SW 3rd Street, but otherwise not significant.

Use of the Sailfish Parking Lot serves the downtown core parking needs, as does the use of the reserved parking lot at SW Albany Avenue and SW Joan Jefferson Way. It's believed the latter location may provide parking inventory for employees of the neighboring 215 Office Building located on SW Federal Hwy.

Parking inventory and utilization surrounding the First Baptist Church and Christian School suggested adequate and more than adequate parking inventory levels. While the on-street parking designated in the rights of way was not specifically reserved for church and school patrons, this inventory may be perceived as for their specified use and needs. Walking distances from this location to the core downtown area may be just out of most people's comfort zones and not considered a viable option, even with the Tram stop a block away at the Sailfish Parking Lot.

ZONE 3: MIDDAY UTILIZATION MAPS - WEEKDAY

On-street parking inventory along South Dixie Hwy and the off-street parking inventory within the Sailfish Parking Lot are considered to be inadequate.

Off-street parking inventory surrounding the First Baptist Church and Christian School appears to be more than adequate for the church and school's weekday parking needs.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

WALKER RECOMMENDATIONS

Walker recommends the need to review the 24 parallel parking spaces along South Dixie Hwy. Use of these parking spaces requires the user to walk in the street and utilize the single-track path to reach the sidewalks at Sailfish Circle and Confusion Corner. One suggestion may be the need to reduce travel lane widths and improve rights of way areas to create an accessible travel route between the parked vehicles and the fenced area eliminating conflict with the railroad tracks. The following photos have been provided to assist with an explanation of Walker's observations.

South Dixie Highway Parallel Parking Space Design

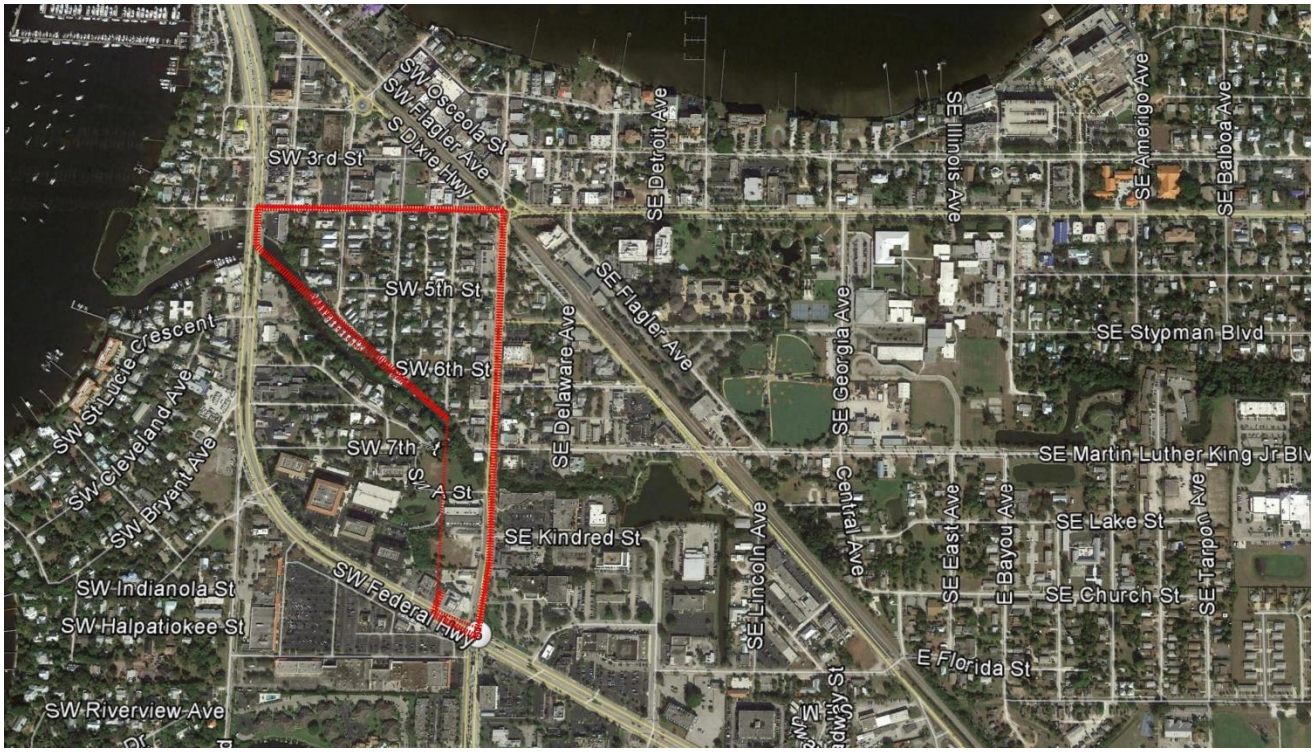
Source: Walker Consultants 2018

05

Zone 4:
Midday Observations - Weekday
Section

MIDDAY OBSERVATIONS - WEEKDAY

ZONE 4: AREA SOUTH OF SW OCEAN BOULEVARD, WEST OF COLORADO AVENUE AND EAST OF THE INLET



Parking utilization observed in Zone 4 primarily serves the parking needs of the immediate residents and neighborhood residential businesses. Observed parking utilization in this area during peak weekday activity suggests the absence of a parking inventory problem, other than the utilization on the west side of SW California Avenue. We believe this side of the street may have been impacted by the significant number of residential driveways and the effect respective of the on-street parking design requirements.

Both on- and off-street parking inventory supporting the mixed-use needs closest to South Colorado Avenue did not appear to be significantly impacted. Much of the formal parking inventory supporting these areas did not suggest a parking inventory problem existed during peak weekday periods of activity.

ZONE 4: MIDDAY UTILIZATION MAPS - WEEKDAY

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Localized parking demand has created some inadequate parking inventory areas, however total parking inventory within Zone 4 does not appear to be significantly challenged during the midday peak periods of activity.

As development continues in the area near the intersection of South Colorado Avenue and SW Federal Highway, the potential shared use of the Royal Palm Financial Parking Structure could benefit the needs of the office and retail community.

Retail locations along the South Colorado Avenue corridor do not appear to be significantly impacted by parking inventory challenges.

WALKER RECOMMENDATIONS

Current utilization observations in the residential neighborhood south of SW Ocean Boulevard and west of South Colorado does not suggest a parking inventory problem during peak weekday periods. Should future development occur along the South Colorado Avenue corridor requiring additional short-term parking needs, Walker suggests the need to explore a residential permit parking program with time-limited, short-term parking available for retail visitors and unlimited parking provided for residents with the use of a residential parking credential. Evening hours would suggest a “residential parking only” program.

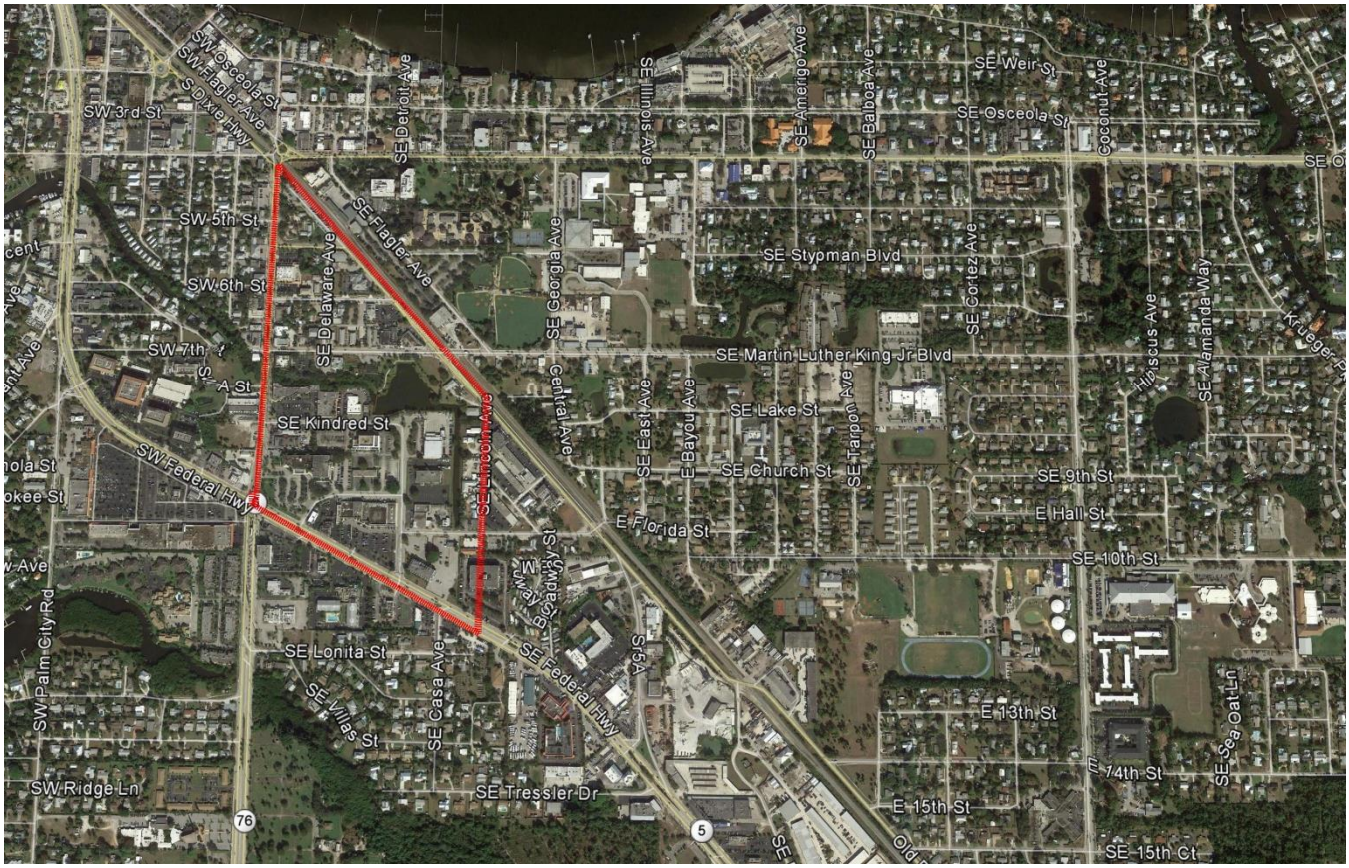
Walker has also identified the Royal Palm Financial Parking Structure as a potential public/private shared parking location. Under typical peak weekday activity, we would not anticipate the use of this inventory, however, the 222-space parking structure could be used for commercial and event parking overflow on weekends and during Downtown Stuart special events. An expanded tram service route would be required to take advantage of this location, and may prove more beneficial for event patrons when the downtown core seeks capacity. Similar to a typical amusement park shuttle service, we recommend a dedicated route that strictly runs north/south from the parking structure to a pedestrian staging area at Confusion Corner.

06

Zone 5:
Midday Observations - Weekday
Section

MIDDAY OBSERVATIONS - WEEKDAY

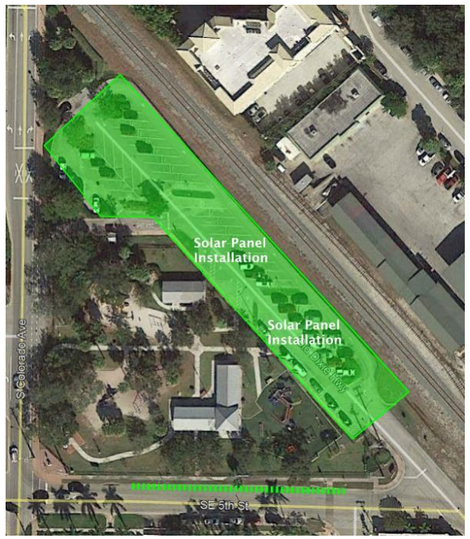
ZONE 5: AREA NORTH OF U.S. HWY 1 BETWEEN SOUTH COLORADO AVENUE AND SE LINCOLN AVENUE



Arguably, the greatest amount of off-street parking inventory exists within Zone 5 of the downtown study area. Much of this inventory serves the parking needs of the Seacoast Bank, the Mayfair Plaza/Stuart Shopping Center and the Revive Church. Recently completed streetscape improvements have formalized parking inventory along the SE Kindred Street corridor, to include an additional Downtown Stuart Tram Route stop.

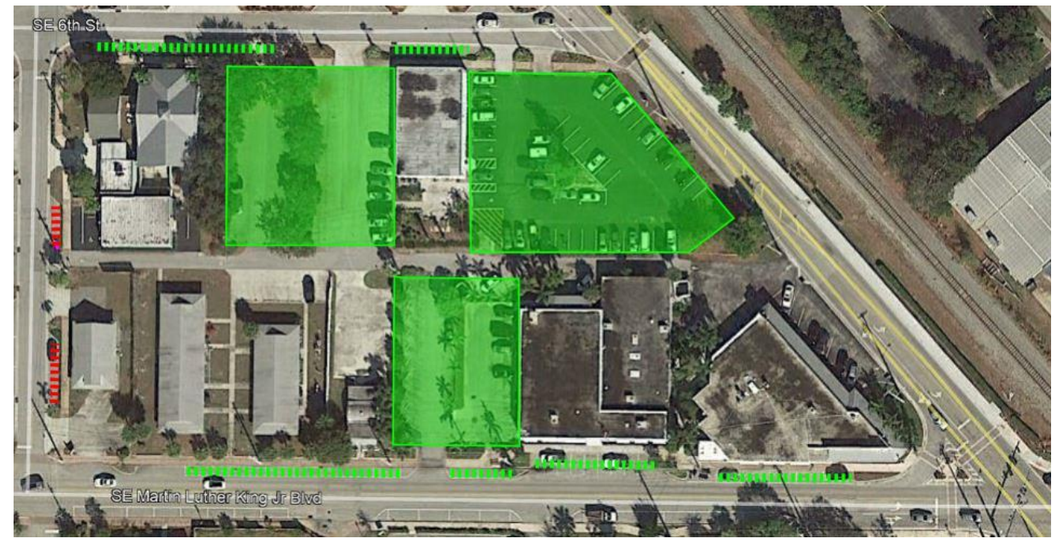
Excluding the Revive Church parking inventory, nearly all of the off-street inventory in this zone is utilized during weekday business hours and conversely available for public parking consumption on nights and weekends. At present, parking inventory located at the Colorado Plaza serves the business needs of the professional offices located within this development. Utilization afterhours and on weekends does not demonstrate the concern for a parking adequacy problem. In fact, much of the parking inventory south of Martin Luther King Jr. Boulevard would suggest a prime overflow parking option for downtown capacity events, using a micro-transit park and ride system.

ZONE 5: MIDDAY UTILIZATIONS MAPS - WEEKDAY



Kiwanis Park was observed underutilized as an overhead solar panel installation was occurring at this location during the daytime hours. Under normal observations, Walker would anticipate significant utilization of this location.

Parking utilization at 555 Place was mixed, showing a greater utilization at the south parking parcel for weekday, midday activity.



Midday parking utilization for the Martin County Supervisor of Elections and Fellowship Hall demonstrated the absence of a parking inventory concern. It is anticipated that the utilization of these parking inventory locations are contingent upon scheduled events and seasonal election needs.

On-street parking along MLK Boulevard was highly underutilized during all of Walker's observation periods.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

The Seacoast Bank inventory has been shaded to allow the focus on midday parking inventory for the other portions of this block. The Ground Floor Farm and the Revive Church locations were available for midday parking opportunities and much of the MLK Boulevard on-street parking was observed underutilized.

The Seacoast Bank demonstrated more than adequate parking levels during weekday parking observations.

The Mayfair Plaza, Trustco bank and the Great Florida Insurance locations offered an absence of parking inventory concern.

WALKER RECOMMENDATIONS

Walker does not have any recommendations for Zone 5 during the midday observation period. The recent streetscape improvements to SE Kindred and SE Johnson Avenue provide a welcome advantage to greater utilization of these corridors for development and overflow parking opportunities.

07

Zone 6:
Midday Observations - Weekday
Section

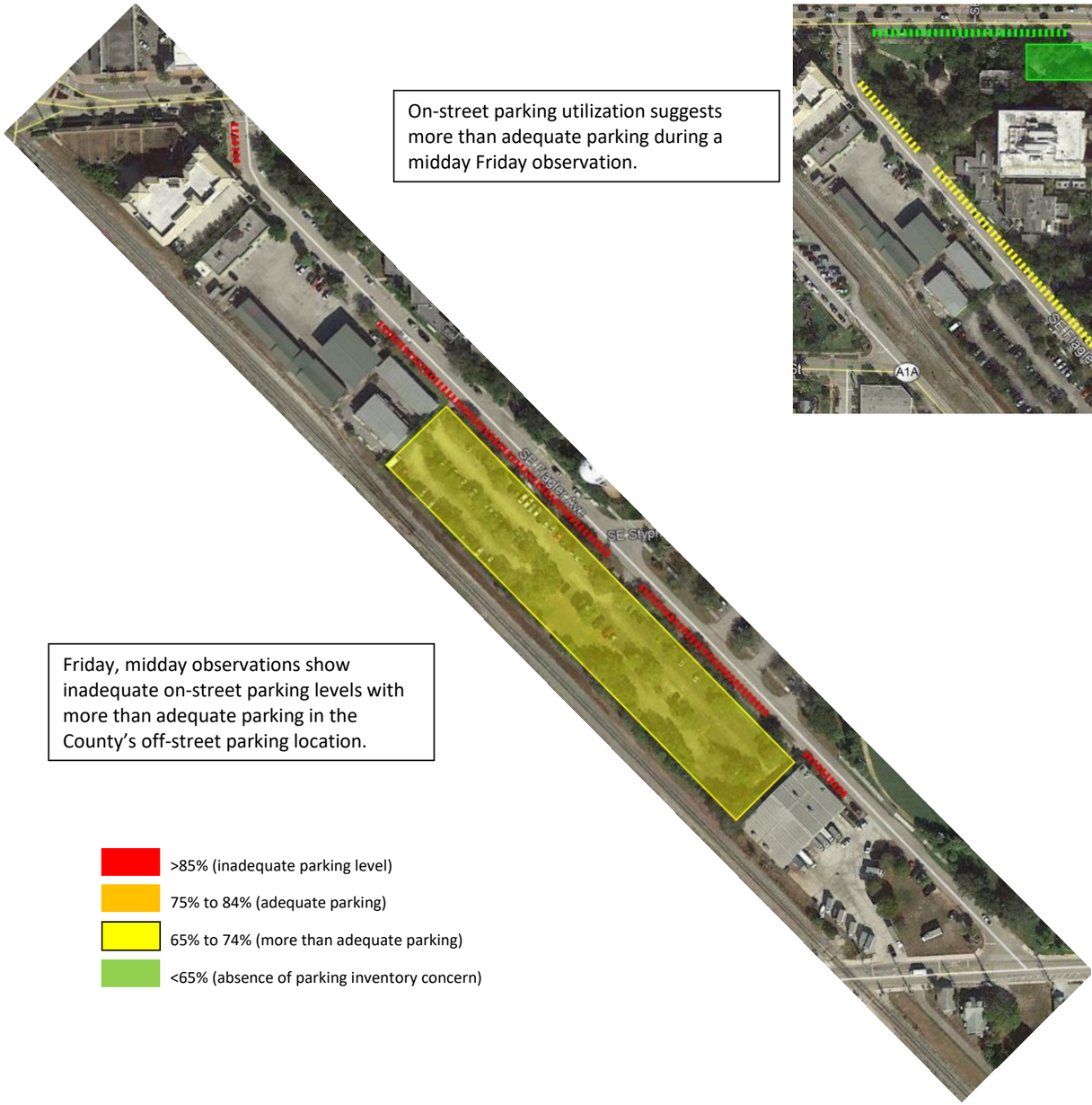
MIDDAY OBSERVATIONS - WEEKDAY

ZONE 6: AREA SOUTH OF SE OCEAN BOULEVARD, BETWEEN SOUTH DIXIE HWY AND SE HIGH SCHOOL AVENUE

Zone 6 serves the parking inventory needs of the Martin County Courthouse employees and visitors. Both on- and off-street parking along the SE Flagler, SE Stypmann and SE Ocean Boulevard corridors appears to adequately meet the parking demand of courthouse activity, particularly during Friday, midday observations. We suspect courthouse activity during the week may experience increased parking demand for typical civil, criminal and traffic court dockets. For these reasons, we would not suggest the use of available off-street parking inventory for use by other downtown employees.

Should downtown employee parking demands continue to be a function of growth, we suggest the City and County explore the opportunity to design and construct additional parking inventory on either of the county parking parcels along SE Flagler Avenue. Moving employees outside of the core downtown area will only increase the opportunity for visitor parking access and reduce traffic congestion during peak activity periods.

ZONE 6: MIDDAY UTILIZATION MAPS - WEEKDAY



On-street parking utilization suggests more than adequate parking during a midday Friday observation.

Friday, midday observations show inadequate on-street parking levels with more than adequate parking in the County's off-street parking location.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

As expected, parking utilization in this county employee only parking location meets adequate parking inventory for a Friday, midday observation period.

WALKER RECOMMENDATIONS

Walker recommends the need to continue to monitor commercial development activity with an eye toward moving all downtown employee parking to one of two county parking parcel sites. In doing so, Walker recognizes the need to increase inventory levels at these locations. To ensure employee parking use of these sites, all of the core on-street parking would need to be regulated with the current three-hour parking limits and parking would need to be enforced to 9:00pm. With current enforcement hours in effect until 6:00pm, evening shift employees may occupy a time-limit space as early as 3:01pm without penalty or fine.

08 Zone 1: Peak Evening Utilization Maps Section

PEAK EVENING OBSERVATIONS

ZONE 1: AREA NORTH OF DIXIE HIGHWAY AND SE OCEAN BOULEVARD TO SE FLORIDA AVENUE

Peak evening parking in Zone 1 exceeds parking inventory capacity and is considered inadequate. Between the hours of 5:30pm and 7:30pm, Walker observed lines of vehicles circulating through Zone 1 in hopes of locating someone leaving a parking space. Two valet stands were offered, one in the City Hall Parking Lot and the other at the corner of SE Osceola Street and South Colorado Avenue. A fee of $5 was charged to each valet parking patron. The latter valet stand also provided complimentary valet parking for patrons of Lou Ronzo's Italian Fusion. Use of the Hansbrough Functional Neurology parking lot provided an immediate valet storage location for patrons of Lou Ronzo's. It was believed all other valet patron's vehicles were stored at several locations south of South Dixie Highway.

The valet parking option was not prominently advertised as one entered the downtown parking area and may have only been utilized upon happenstance or repeat customer familiarity. We suspect a reservation at Lou Ronzo's may have availed this option.

The tram service appeared somewhat challenged during the peak evening observation period. As the 7:00pm hour approached, we noticed the trams seemed to be gathered at the Haney Circle location in an attempt to provide return service from the restaurant locations to the remote parking areas. Walker also observed persons on their cellular phones speaking to ride-hailing services in an attempt to direct drivers to specific rider pickup areas around the circle.

ZONE 1: PEAK EVENING UTILIZATION MAPS

Inadequate parking levels.

Inadequate parking levels.

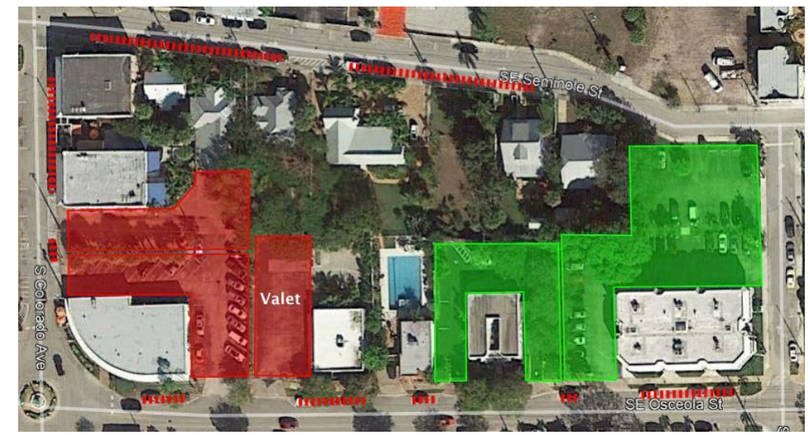
- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Private business off-street locations underutilized during peak evening hours.

On-street parking inventory east of SE Detroit becomes less favorable due to walking distances and evening safety concerns.

Utilized on-street inventory in this area was a factor of Arty Fair vendors showing up early for overnight setup.



Evening restaurant employees appeared to be utilizing the on-street inventory along SE Seminole Street. Walker observed wait staff with aprons pulling into these spaces in the late afternoon.

The Gary Law Group is one example of weekday business parking inventory going unutilized during peak evening hour activity.

WALKER RECOMMENDATIONS

Walker recommends the following to meet the parking demand challenges during peak evening activity:

1. Expand and promote the valet parking service to accessible areas within the downtown core.

2. Pursue an agreement with Uber and Lyft to establish specific ride-hailing pickup and drop off spaces. The City of Fort Lauderdale is currently in the midst of a pilot program for its core Las Olas Boulevard. Pick up and drop off spaces should be designed and implemented to meet the convenience of this advanced mobility option.

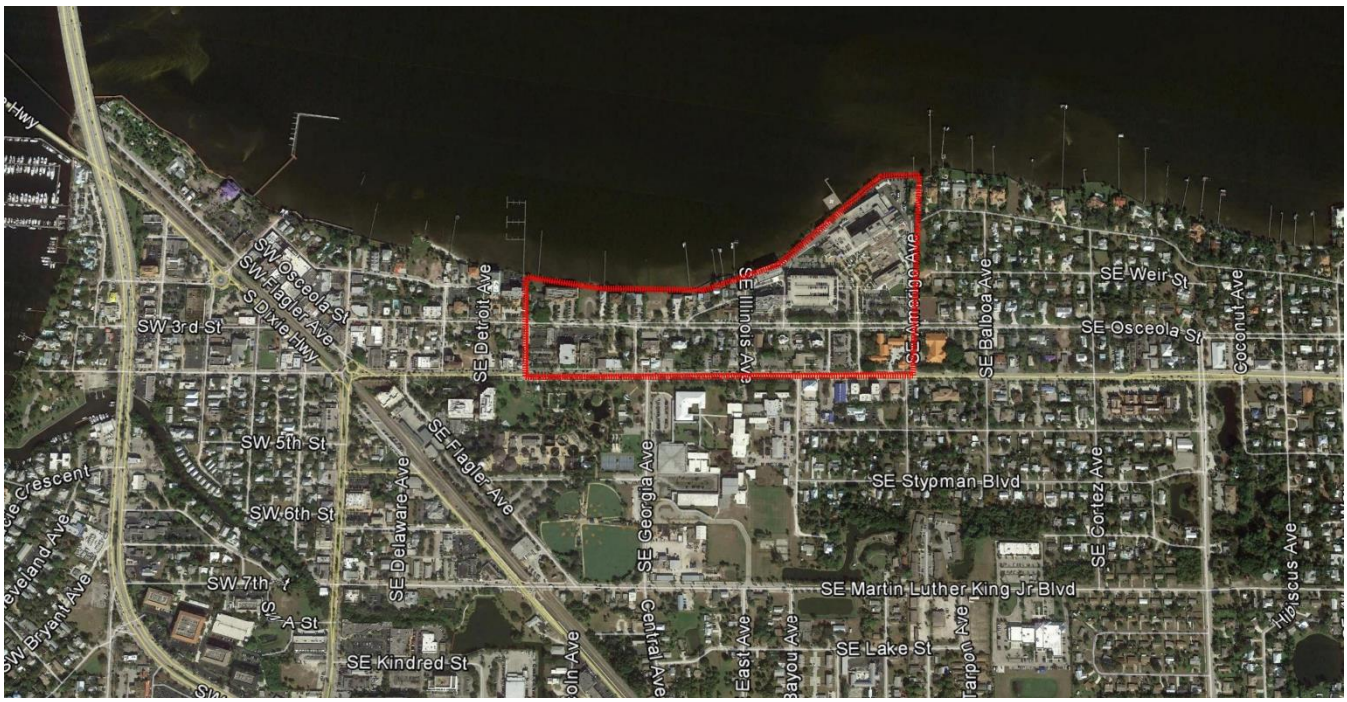
3. Create “golf cart parking only” spaces using the SW Seminole Street corridor. This area could be used for loading and unloading during the daytime and golf cart parking only during peak evenings and weekends.

4. Incorporate a dynamic wayfinding system that enables the motorist to understand parking availability upon entering the core downtown parking area. Use of rights of way could be used to provide a real-time update by parking location and available inventory.

09 Zone 2: Peak Evening Observations Section

PEAK EVENING OBSERVATIONS

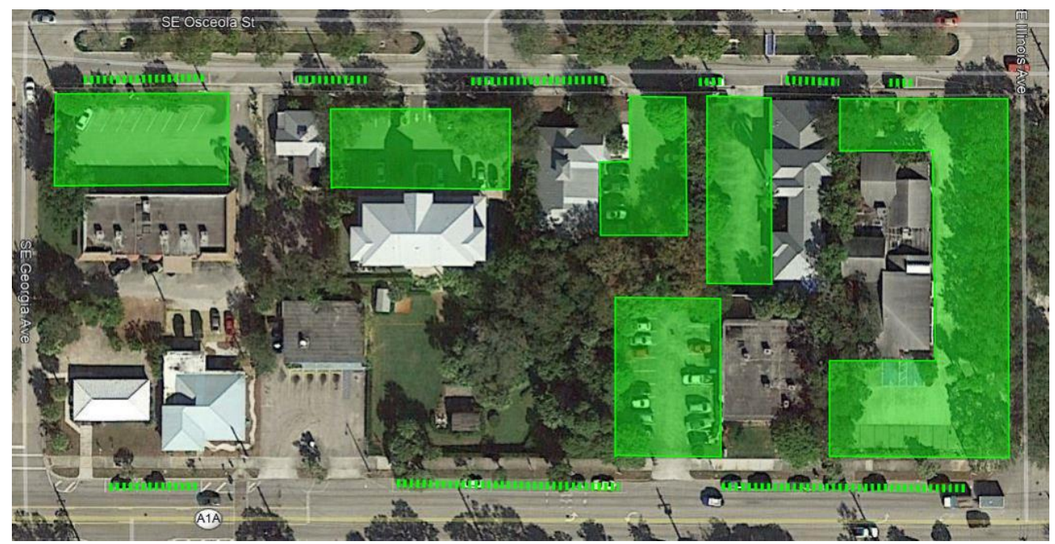
ZONE 2: AREA EAST OF SE FLORIDA AVENUE, NORTH OF SE OCEAN BOULEVARD, WEST OF SE AMERIGO AVENUE



Zone 2 is not impacted by peak evening utilization. As previously shared, much of the parking inventory in this zone serves the daytime parking needs of professional services and medical office services.

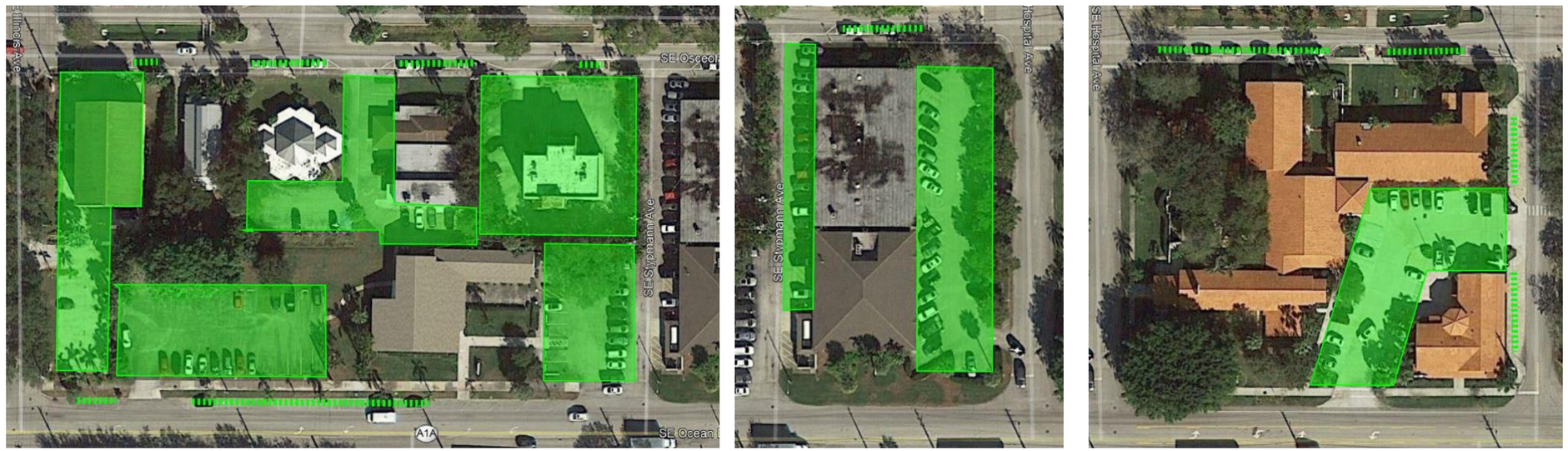
ZONE 2: PEAK EVENING UTILIZATION MAPS

Absence of parking inventory concern.



Absence of parking inventory concern.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)



Absence of parking inventory concern.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

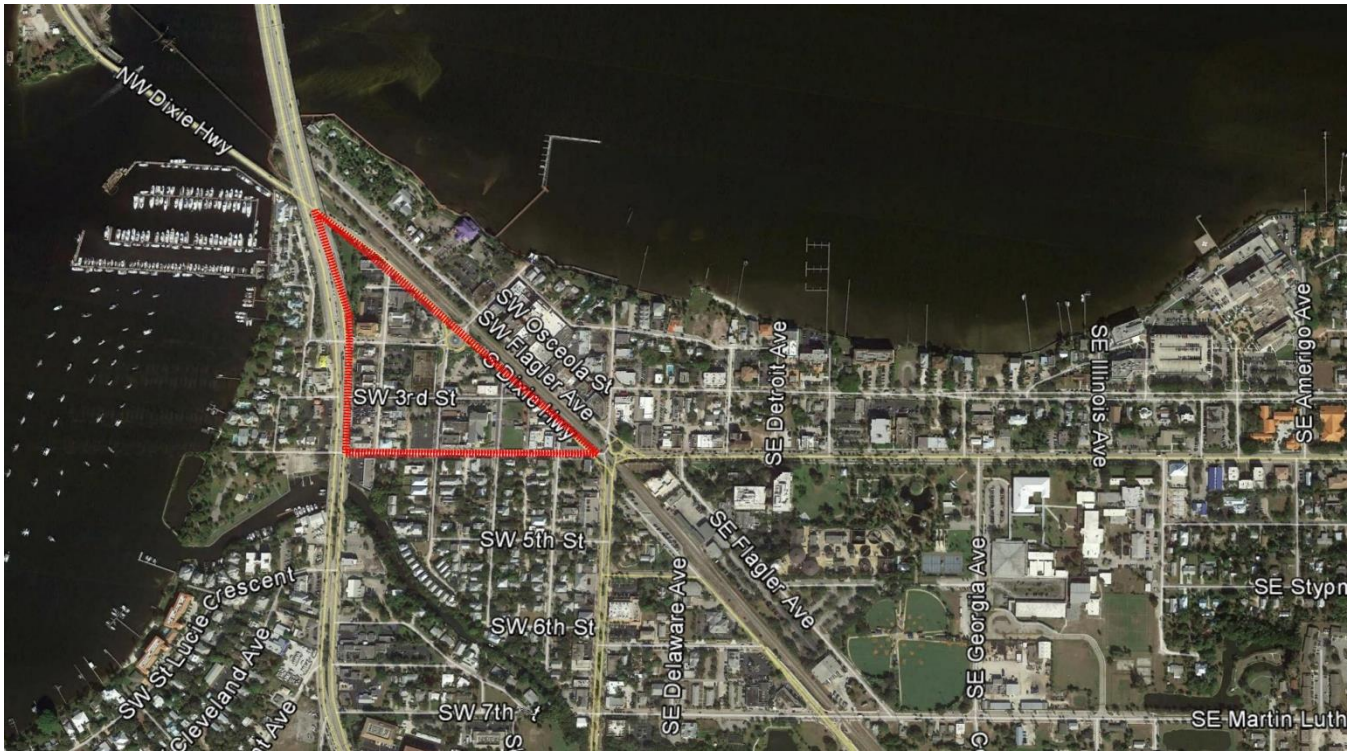
WALKER RECOMMENDATIONS

Walker does not have any recommendations for Zone 2 of the study area.

10 Zone 3: Peak Evening Observations Section

PEAK EVENING OBSERVATIONS

ZONE 3: AREA NORTH OF SW OCEAN BOULEVARD, EAST OF U.S. HWY 1 AND SOUTH OF SOUTH DIXIE HWY

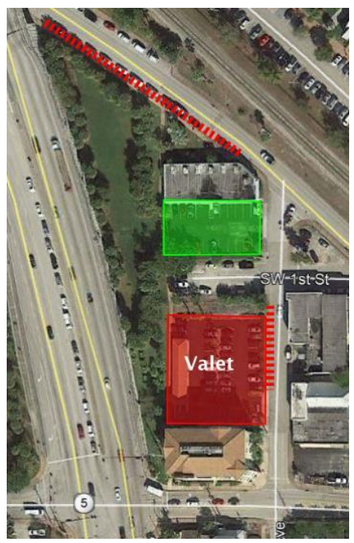


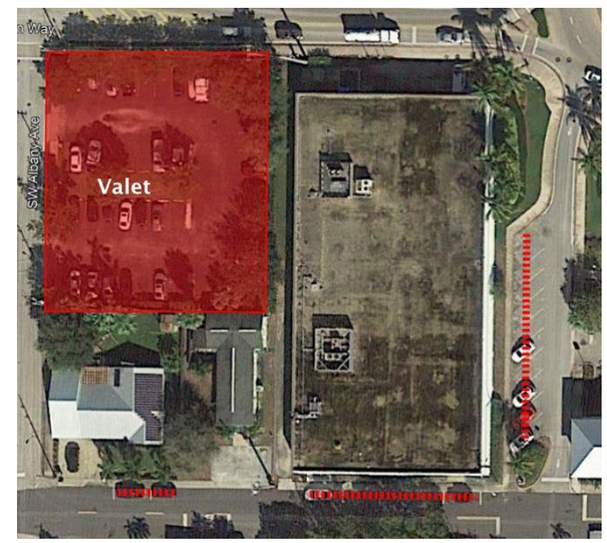
Walker observed several off-street parking locations where the valet operator was storing valet vehicles. At least three of the areas are used for office parking needs during the day and are conveniently available for valet parking during peak evenings activity. Observed valet parking locations are shown on the following utilization maps.

The Sailfish Parking Lot remained heavily utilized during the peak evening hours as well as the on-street parking inventory located along Dixie Highway, in both directions of Sailfish Circle. Located just outside the study area, Walker observed the Sailor's Return to be a very popular dining destination.

Inadequate street lighting around the First Baptist Church and Christian School appeared to keep patrons from utilizing the on-street parking on SW 3rd Street as well as SW Ocean Boulevard.

ZONE 3: PEAK EVENING UTILIZATION MAPS





Inadequate parking levels except for the reserved parking inventory for private business use. On-street parking along the SW 3rd Street corridor appears underutilized due to inadequate lighting systems.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Underutilized off-street parking inventory surrounding the church and school. The enclosed (gated) AT&T lot remained underutilized and secured.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

WALKER RECOMMENDATIONS

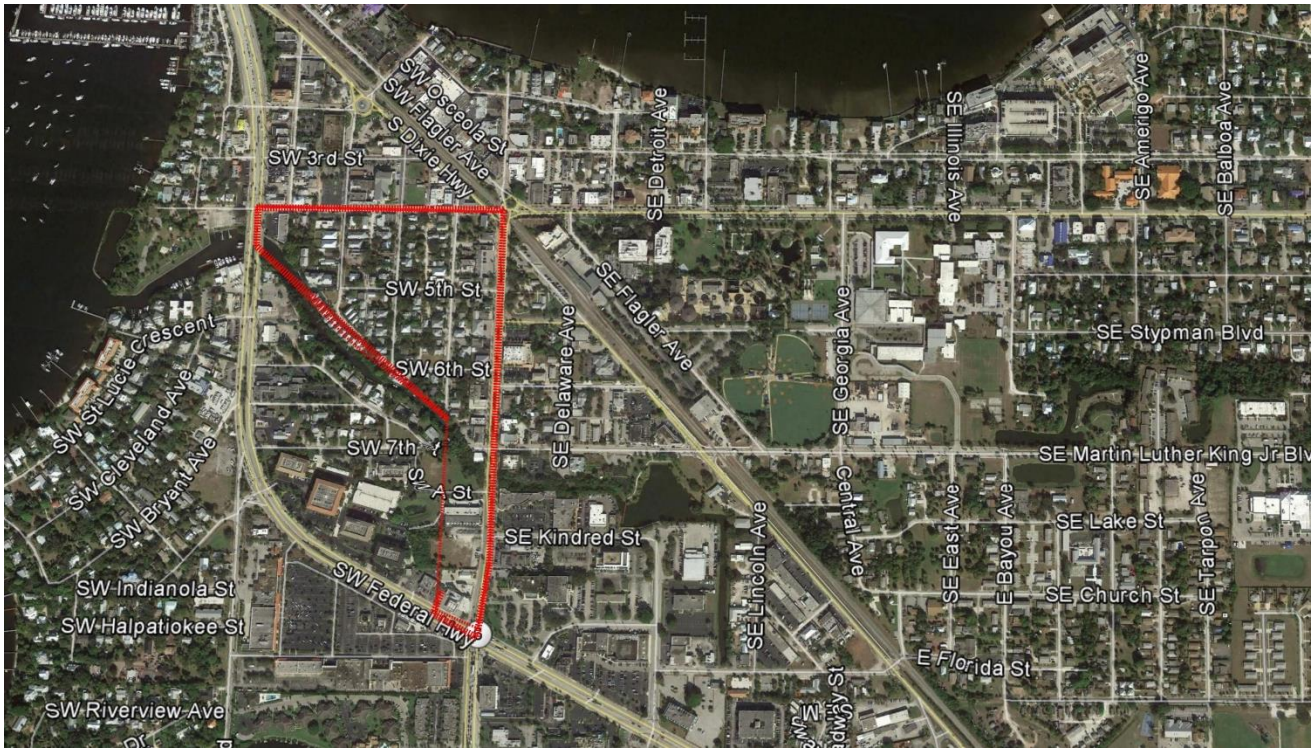
Walker recommends the design and implementation of an advanced parking guidance system along eastbound SW Joan Jefferson Way and along eastbound SW Ocean Boulevard to inform motorists of available parking options during peak activity hours. Use of this vehicle guidance system should identify parking locations by name and include the valet parking station as a location.

Walker prefers the Wells Fargo Bank Parking Lot as an acceptable park and ride location during peak evening activity. Once the obvious parking inventory fills along SW Flagler Avenue and SW Osceola Street, a dedicated peak evening tram route could be designed to shuttle patrons back and forth along the SE Osceola corridor to Haley's Circle without conflict from Confusion Circle and Sailfish Circle.

11 Zone 4: Peak Evening Observations Section

PEAK EVENING OBSERVATIONS

ZONE 4: AREA SOUTH OF SW OCEAN BOULEVARD, WEST OF COLORADO AVENUE AND EAST OF THE INLET



As shared during our weekday daytime observations, much of the Zone 4 area is designed to provide parking for the residents of the neighborhood south of SW Ocean Boulevard. In general, this area is not impacted by parking inventory issues during the peak evening activity. Walker only noted minor utilization impacts at the Confusion Corner intersection on South Colorado Avenue and SW Ocean Boulevard.

ZONE 4: PEAK EVENING UTILIZATIONS MAPS

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Excluding small sections of South Colorado Avenue and SW Ocean Boulevard, peak evening observations reflect an absence of parking inventory concern.

Retail and office utilization at the intersection of South Colorado Avenue and SW Federal Highway reflect an absence of parking inventory concern.

Additional commercial properties along South Colorado Avenue reflect an absence of parking inventory concern.

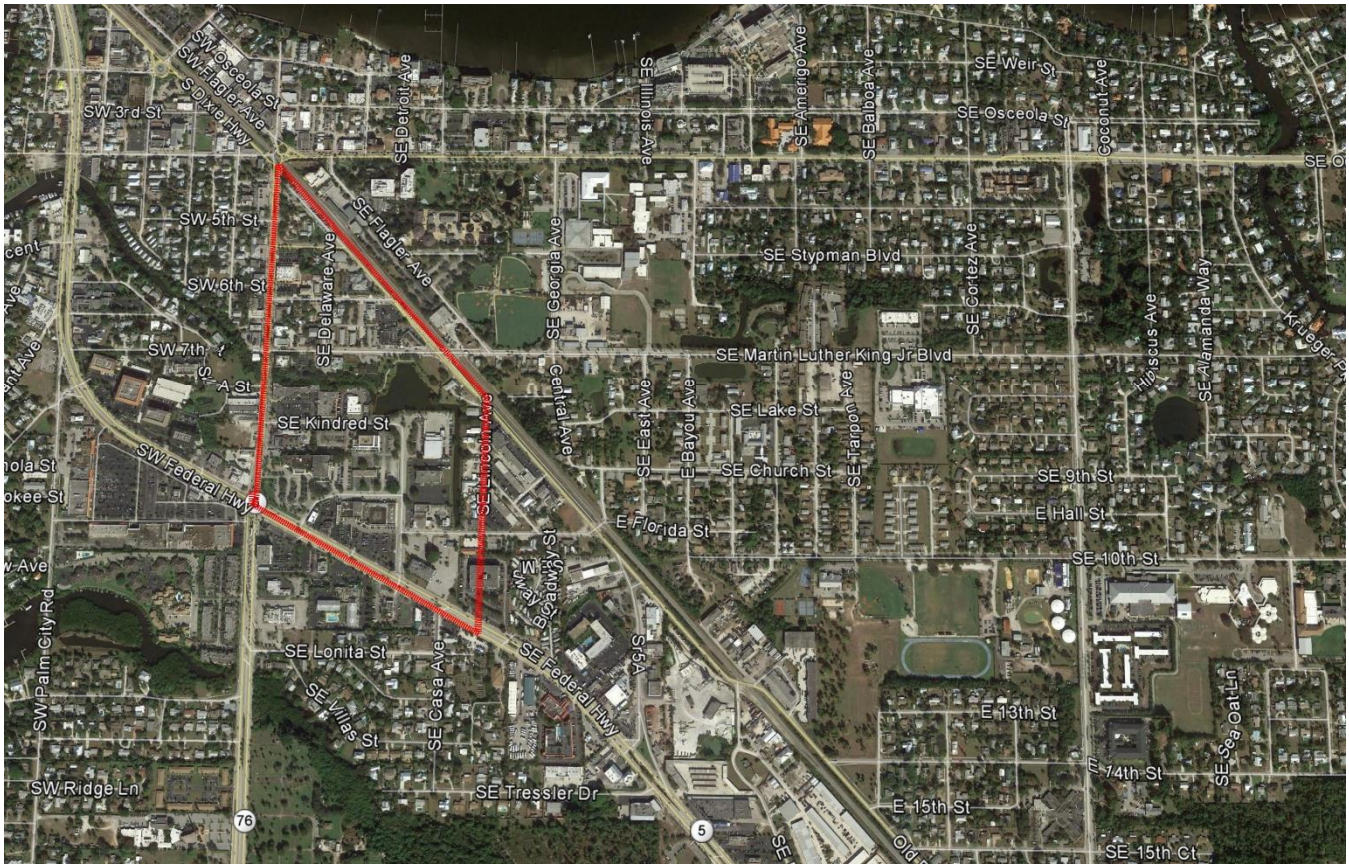
WALKER RECOMMENDATIONS

Walker does not have any recommendations for this study area zone. We suggest the need to continue to monitor development changes and plan accordingly for short-term parking needs with respect to the residential neighborhood priorities.

12 Zone 5: Peak Evening Observations Section

PEAK EVENING OBSERVATIONS

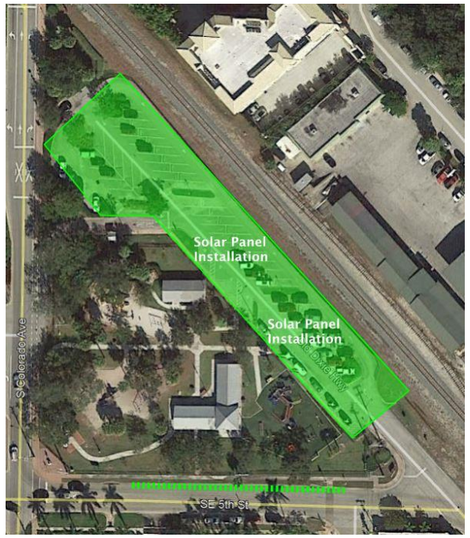
ZONE 5: AREA NORTH OF U.S. HWY 1 BETWEEN SOUTH COLORADO AVENUE AND SE LINCOLN AVENUE



With the Kiwanis Park location out of service due to the solar panel installation, Walker did not observe any parking utilization activity in this area. During our evening observations, we reported a live performance at the Terra Fermata venue which subsequently created significant utilization in the on-street areas surrounding SE 5th Street and SE 6th Street, east of South Colorado Avenue. Additionally, evening demand for the Crafted Keg and the Taco Shack restaurants (555 Place) reflected an inadequate parking level.

Walker also observed significant parking utilization levels at the Fellowship Hall, located at the intersection of SE Dixie Highway and SE 6th Street. A scheduled evening event was taking place requiring the utilization of the main parking lot for this location.

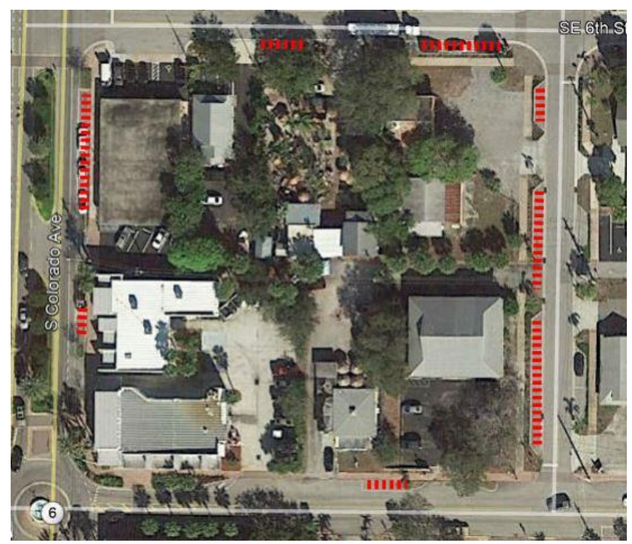
ZONE 5: PEAK EVENING UTILIZATION MAPS



The Kiwanis park location was underutilized due to the installation of the solar panels.

Localized utilization impacts occurred at 555 Place and Terra Fermata.

Localized utilization at the Fellowship Hall.

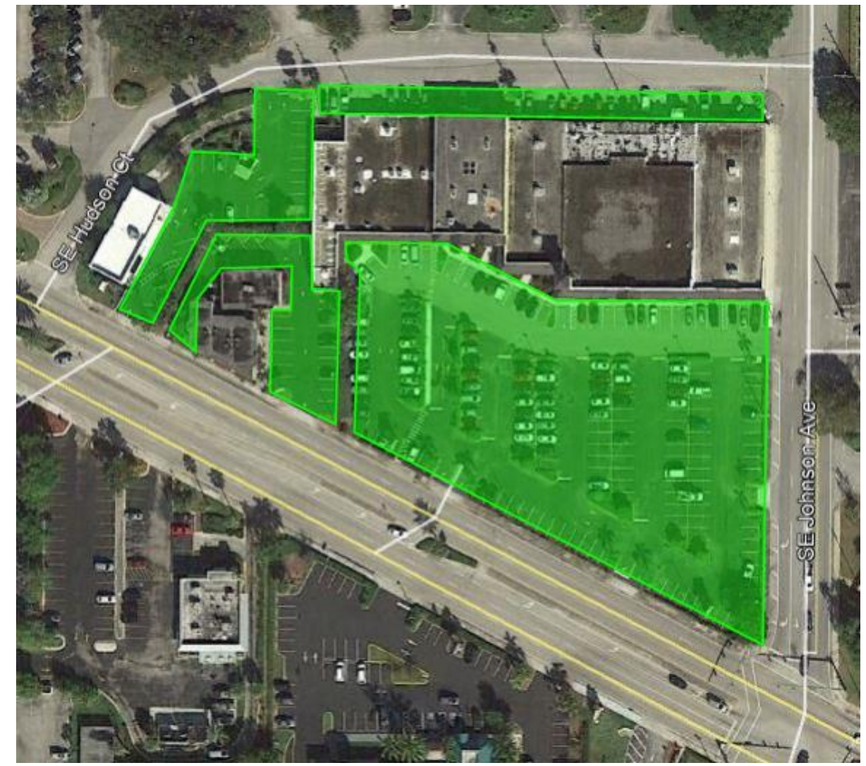


- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Evening parking utilization south of Martin Luther King Jr. Boulevard was underutilized and reflected an absence of parking inventory concern.

Evening parking utilization south of Martin Luther King Jr. Boulevard was underutilized and reflected an absence of parking inventory concern.



Evening parking utilization south of Martin Luther King Jr. Boulevard was underutilized and reflected an absence of parking inventory concern.

WALKER RECOMMENDATIONS

Walker anticipates the localized demand at 555 Place and Terra Fermata could be satisfied with the return of the Kiwanis Park location back to service. Event attendees seemed comfortable using the available on-street inventory to meet their parking needs. The Fellowship Hall and 555 Place had towing signs posted at the entrances of their parking lots prohibiting event parking for Terra Fermata. Walker suspects suitable event parking inventory exists along SE 6th Street, SE Delaware Avenue and SE Martin Luther King Jr. Boulevard.

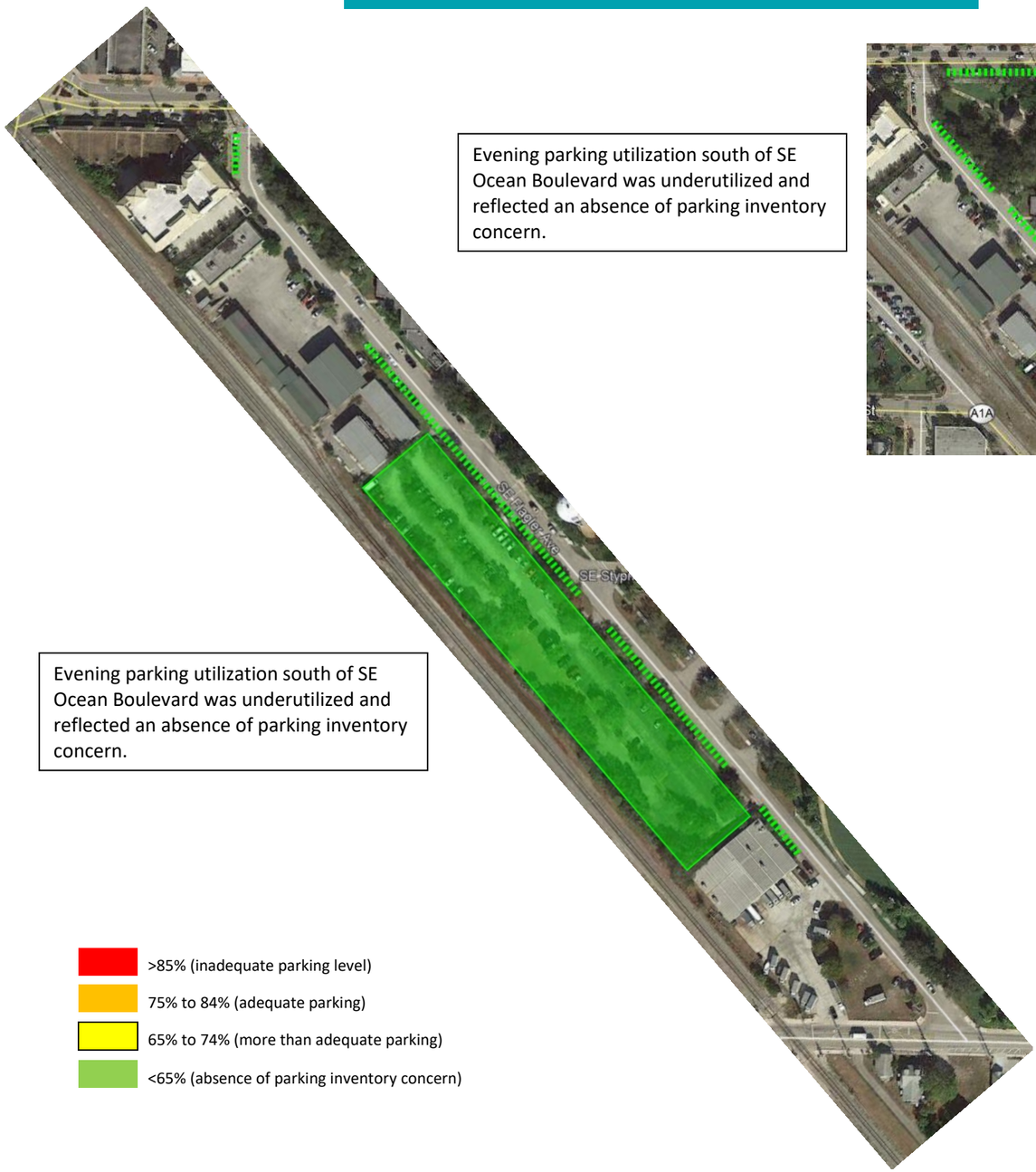
13 Zone 6: Peak Evening Observations Section

PEAK EVENING OBSERVATIONS

ZONE 6: AREA SOUTH OF SE OCEAN BOULEVARD, BETWEEN SOUTH DIXIE HWY AND SE HIGH SCHOOL AVENUE

Peak evening parking utilization in Zone 6 was absence of any parking inventory concern, including on-street parking along the south side of SE Ocean Boulevard corridor.

ZONE 6: PEAK EVENING UTILIZATION MAPS



Evening parking utilization south of SE Ocean Boulevard was underutilized and reflected an absence of parking inventory concern.

Evening parking utilization south of SE Ocean Boulevard was underutilized and reflected an absence of parking inventory concern.

Evening parking utilization south of SE Ocean Boulevard was underutilized and reflected an absence of parking inventory concern.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

WALKER RECOMMENDATIONS

Walker recommends the use of the County surface parking lots to satisfy parking overflow demand as needed. Lighting and security measures would be required of this location if considered.

14 Zone 1: Midday Observations – Weekend Event

Section

MIDDAY OBSERVATIONS – WEEKEND EVENT

ZONE 1: AREA NORTH OF DIXIE HIGHWAY AND SE OCEAN BOULEVARD TO SE FLORIDA AVENUE

Zone 1 experienced parking inadequacy concerns during the 28th Annual Downtown Stuart Art Festival. With approximately 200 artist booths set up on Osceola Street from SW St. Lucie Avenue to SE Denver Street, much of the parking inventory was removed from service. Additionally, access to much of the off-street parking inventory in Zone 1 was prevented as a result of localized road closures.

Event attendees were able to access on-street parking inventory along SW Flagler Avenue, which remained inadequate throughout the day and into the early evening, Significant parking utilization continued eastbound down SE Ocean Boulevard throughout the day and into the evening. Throughout the day, Walker observed restaurant employees finding access to the on-street parking inventory along SW Seminole Street.

ZONE 1: MIDDAY UTILIZATION MAPS – WEEKEND EVENT

Inadequate parking inventory levels.

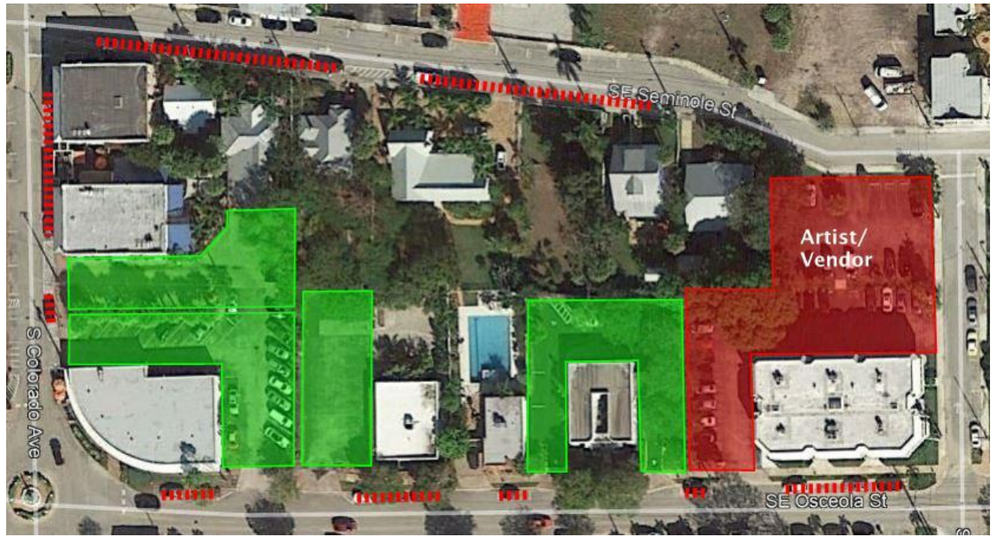
Inadequate parking inventory levels due to festival street closures.

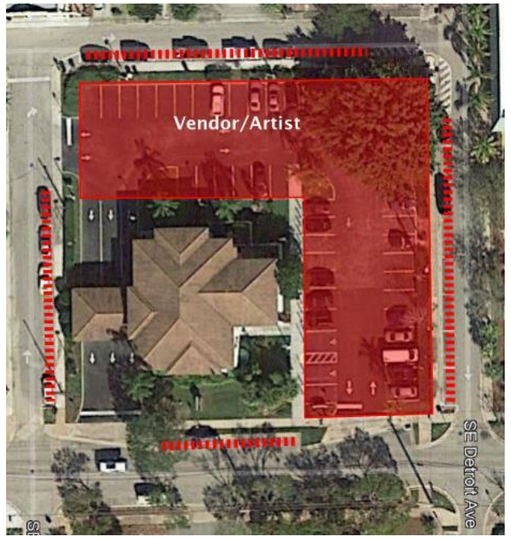
Inadequate parking inventory levels.

Inadequate parking inventory levels.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Underutilized off-street parking locations due to private use and festival street closures.





Off-street locations used for vendor parking and vendor inventory access.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Inadequate on-street inventory and underutilized off-street parking inventory due to festival street closures and uncertainty for event parking.

WALKER RECOMMENDATIONS

Similar to the peak evening utilization, Walker recommends the need to implement a vehicle guidance system detailing options for event parking. During our daytime observations we did not see any roadside messaging informing motorists of available event parking options. Most motorists were observed performing the same routine of entering downtown and searching for available parking inventory using the same search method as the peak evening patrons, circulating through the available parking options in hopes of someone backing out and leaving a space.

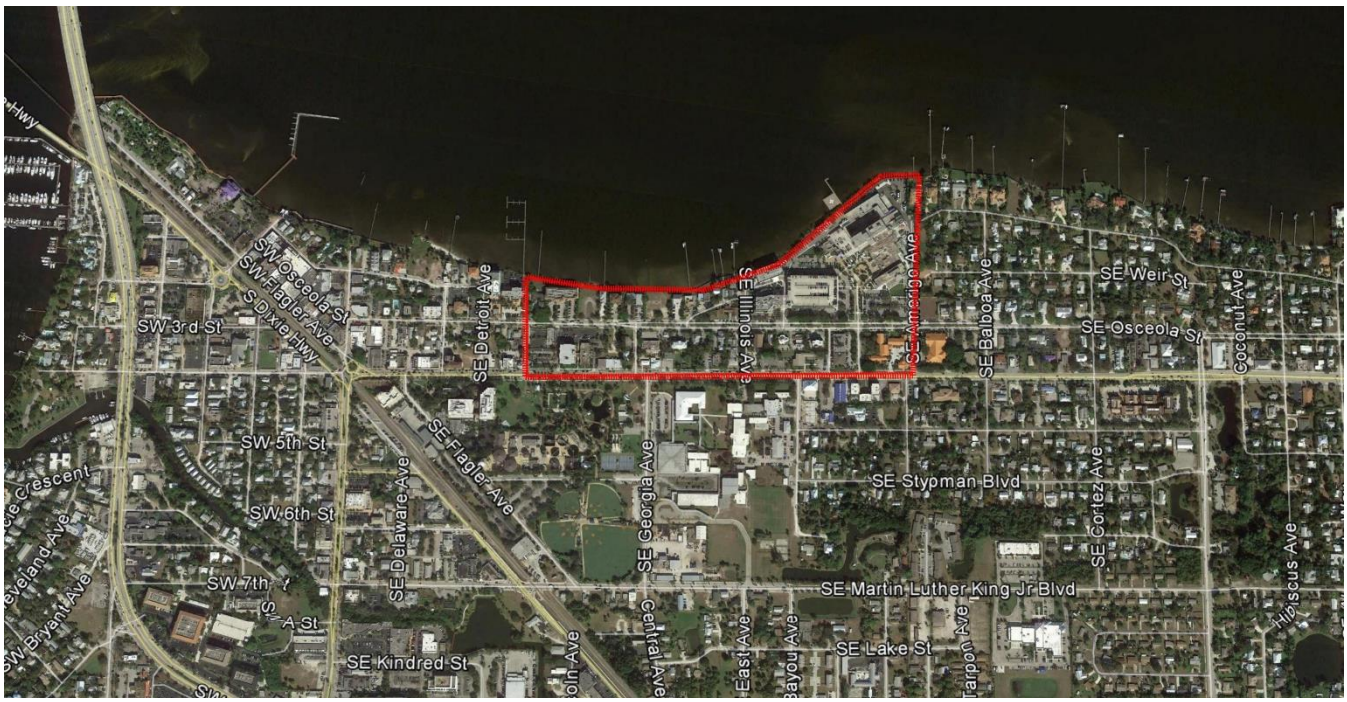
In other downtown markets, Walker has observed the use of temporary dynamic messaging systems to direct patrons and ease traffic congestion. We found the following example of a static sign directing patrons to the art fair, but nothing directing patrons to available inventory.

15 Zone 2: Midday Observations – Weekend Event

Section

MIDDAY OBSERVATIONS – WEEKEND EVENT

ZONE 2: AREA EAST OF SE FLORIDA AVENUE, NORTH OF SE OCEAN BOULEVARD, WEST OF SE AMERIGO AVENUE



On-street parking utilization was observed as significantly utilized in this zone. Most art fair patrons were comfortable parking in this zone and leisurely walking several blocks to the eastern art fair entrance on SE Osceola Street.

Except for the Wells Fargo Bank parking lot, nearly all off-street parking inventory in this zone was underutilized. Walker did not observe any event parking signs in the Wells Fargo Bank parking lot and suspect many patrons may have been familiar with this parking location from prior year's art festivals. The surface lot only began to fill as the nearby on-street parking inventory reached levels of inadequacy.

ZONE 2: MIDDAY UTILIZATION MAPS – WEEKEND EVENT

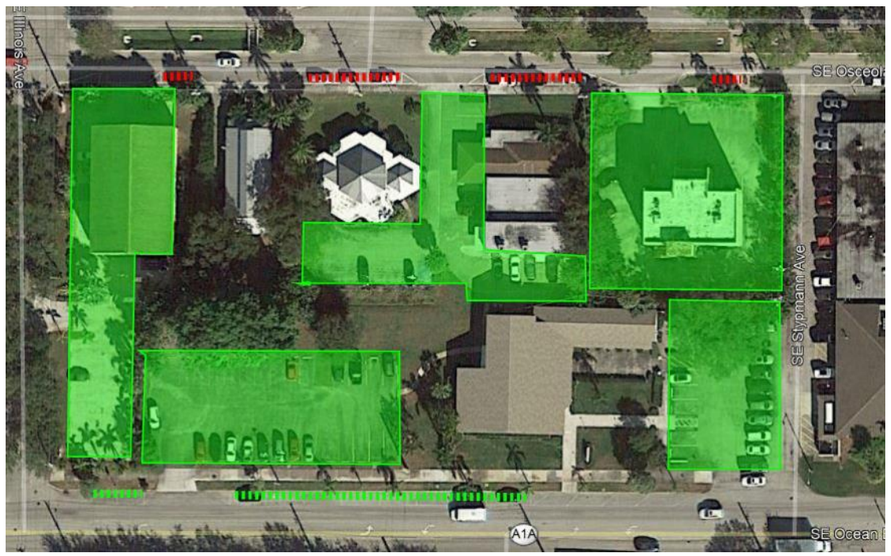
Inadequate on-street parking levels. Private off-street parking underutilized.

Inadequate off- and on-street parking levels by midday.

Underutilized parking inventory levels at the Martin County Health System.

Inadequate on-street parking levels and underutilized private parking inventory.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)



A mixture of on-street occupancy levels as Walker's observations approached the hospital. Off-street occupancy levels remained underutilized with the exception of St. Mary's Episcopal Church. The church was sponsoring a thrift store activity event.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

WALKER RECOMMENDATIONS

Walker believes the art festival overflow parking needs may be met with the formal use of the Wells Fargo Bank parking lot and the employee parking lots at the Martin County Courthouse. When combined, both locations provided sufficient levels of parking inventory to support a daytime event of this capacity. We recommend the use of temporary dynamic messaging signs to direct motorists to these preferred locations in lieu of having motorists circle the limited inventory located along the SW Flagler corridor.

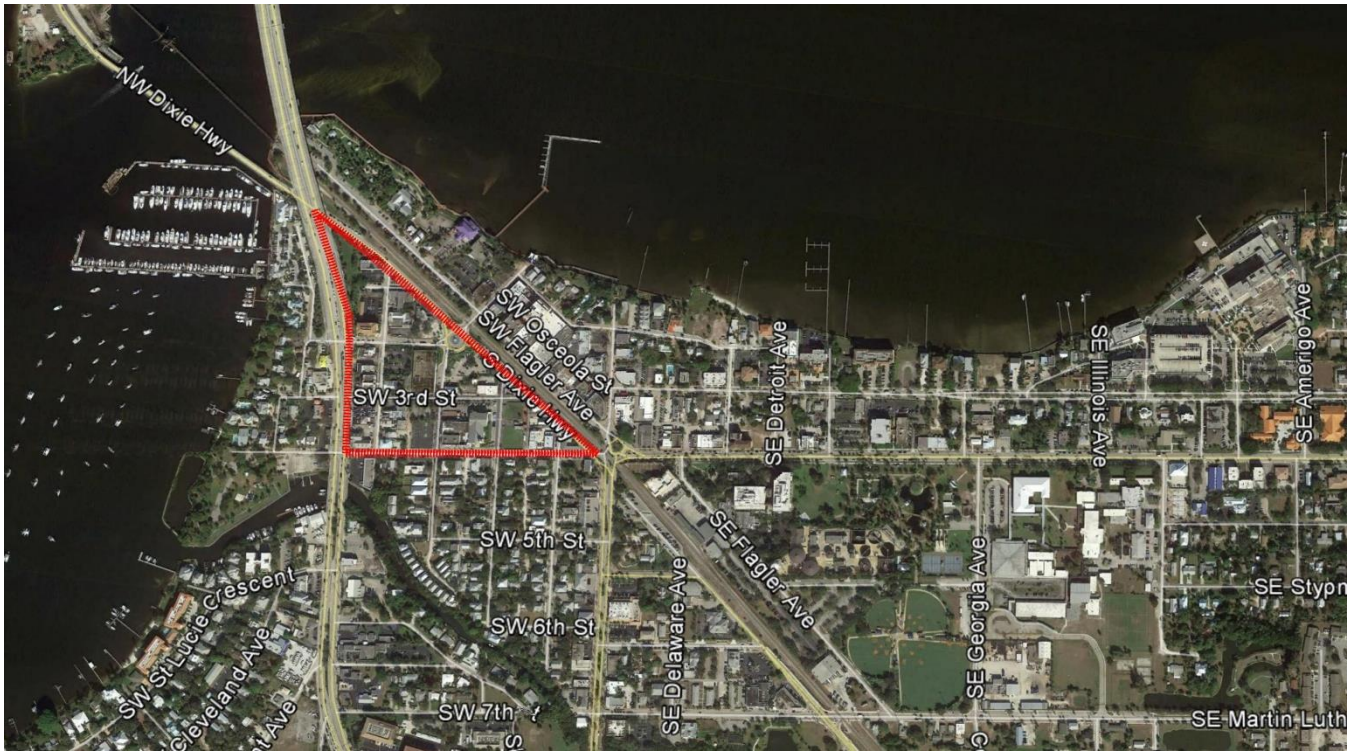
Use of an alternate Special Event Tram Route should be incorporated to assist with shuttling motorists back and forth from these preferred event parking destinations.

16 Zone 3: Midday Observations - Weekend Event

Section

MIDDAY OBSERVATIONS – WEEKEND EVENT

ZONE 3: AREA NORTH OF SW OCEAN BOULEVARD, EAST OF U.S. HWY 1 AND SOUTH OF SOUTH DIXIE HWY



Like Zone 1, parking utilization in Zone 3 experienced inadequate inventory levels. We believe much of the utilization in this area may be the result of locals knowing where to park when businesses are closed on Saturdays. With just a few short blocks to navigate toward the Sailfish Circle entrance to the festival, nearly all of the inventory surrounding the church and school was at capacity as well as the Sailfish Parking Lot.

Use of the 215 Office Building parking lot was underutilized, most likely due to posted tow-away signs, as was the case with the surface parking located at the office building located at SW Federal Highway and SW Joan Jefferson Way.

ZONE 3: MIDDAY UTILIZATION MAPS – WEEKEND EVENT

Underutilized private off-street parking inventory and inadequate on-street parking levels.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Inadequate parking inventory levels.

WALKER RECOMMENDATIONS

Similar to the peak evening observations, Walker recommends the design and implementation of a temporary parking guidance system along eastbound SW Joan Jefferson Way and along eastbound SW Ocean Boulevard to inform motorists of available parking options during special event activity.

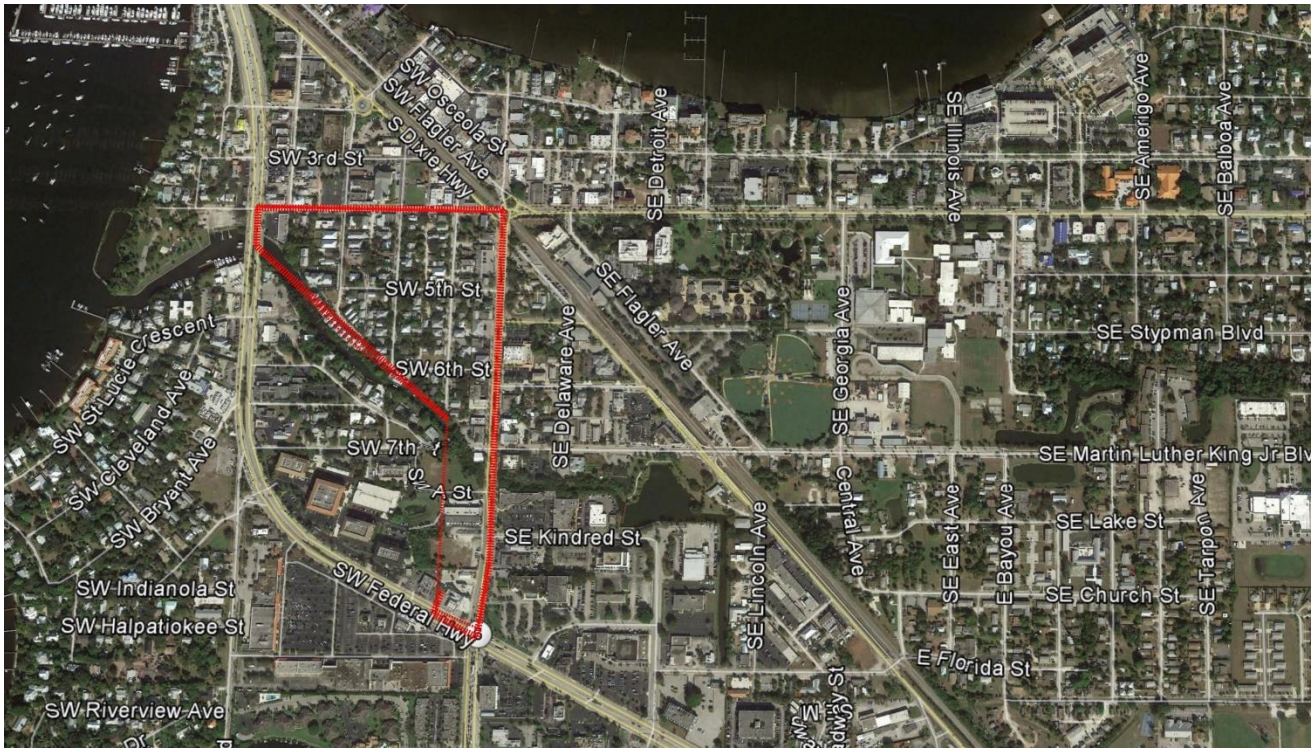
Walker prefers the Wells Fargo Bank Parking Lot and the employee parking lots at the Martin County Courthouse as acceptable event parking locations. Once the obvious parking inventory fills along SW Flagler Avenue and SW Osceola Street, a dedicated special event tram route could be designed to shuttle patrons back and forth along the SE Osceola corridor from the bank, and the SE Denver Avenue corridor from the County lots, to the eastern festival entrance without conflict from Confusion Circle and Sailfish Circle.

17 Zone 4: Midday Observations – Weekend Event

Section

MIDDAY OBSERVATIONS – WEEKEND EVENT

ZONE 4: AREA SOUTH OF SW OCEAN BOULEVARD, WEST OF COLORADO AVENUE AND EAST OF THE INLET



Zone 4 experienced minor festival parking overflow impacts, that when combined with residential parking utilization, created inadequate levels of on-street parking throughout the daytime hours. Festival patrons were observed walking to and from their vehicles with purchased art, and in some cases visiting friends of residents were utilizing the residential on-street parking areas to attend the festival together. As the afternoon progressed, much of the inadequate parking levels subsided. By evening, the area returned to acceptable parking utilization levels.

ZONE 4: MIDDAY UTILIZATION MAPS – WEEKEND EVENT

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Inadequate on-street parking levels during the daytime special event hours.

Sufficient parking inventory options for larger special event parking needs on the weekend.

Minimal parking utilization impacts observed the further south one traveled along the South Colorado Avenue corridor.

WALKER RECOMMENDATIONS

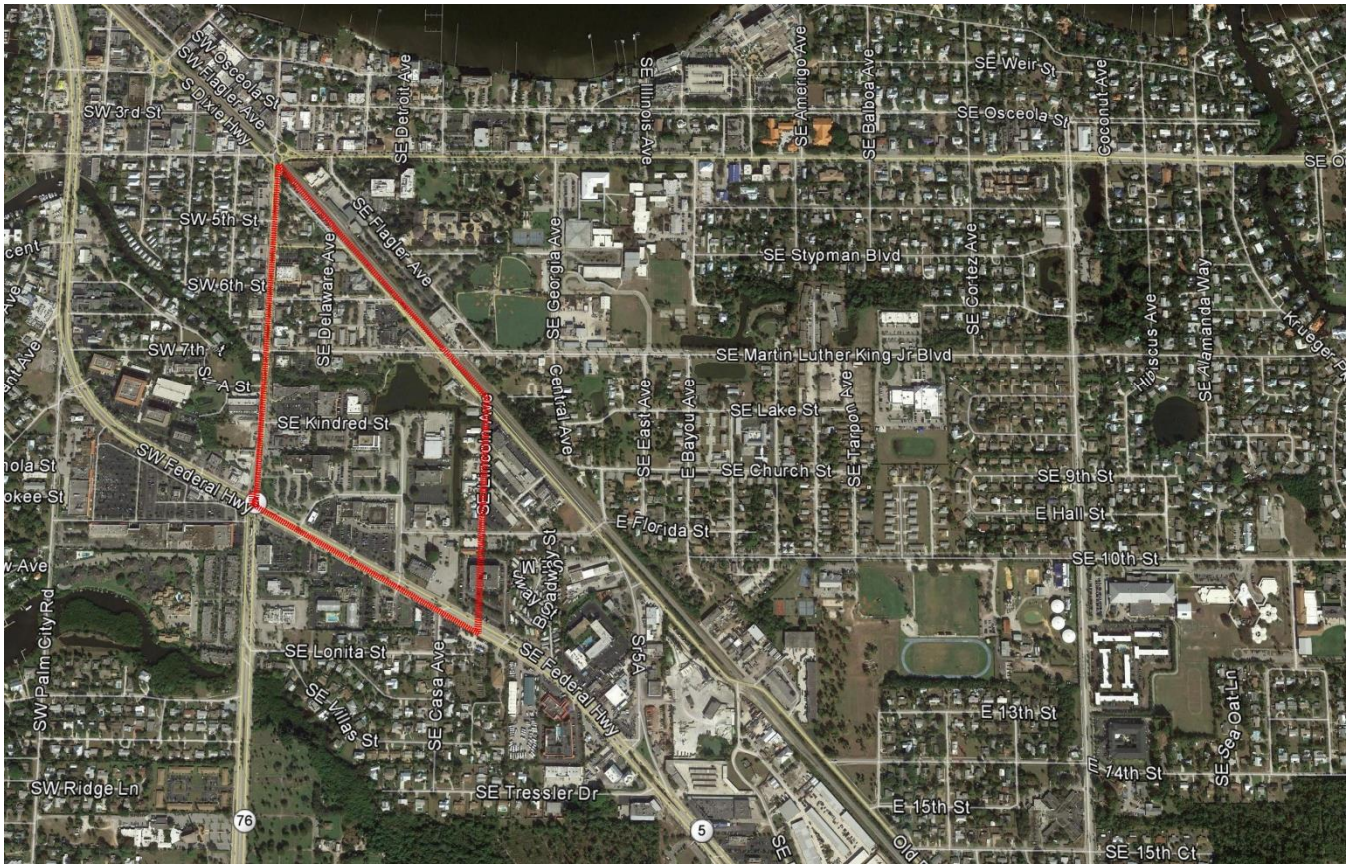
Walker does not have any immediate recommendations for special event parking utilization in this zone.

18 Zone 5: Midday Observations – Weekend Event

Section

MIDDAY OBSERVATIONS – WEEKEND EVENT

ZONE 5: AREA NORTH OF U.S. HWY 1 BETWEEN SOUTH COLORADO AVENUE AND SE LINCOLN AVENUE



Walker observed on- and off-street parking inadequacies north of the Martin Luther King Jr. Boulevard corridor. It appeared adjustments were made to place much of the Kiwanis Park surface lot back in service for this special event. Once the surface lot reached capacity, Walker observed motorists circling through the lot from the South Colorado Avenue entrance, only to circle back around to merge westbound onto SE 5th Street with northbound SE Dixie Highway traffic. Nothing was available to inform motorists traveling from either direction that the Kiwanis Park surface lot had reached capacity.

Additionally, a daytime event was occurring at Fellowship Hall creating unofficial parking demand along the railroad tracks on SE Dixie Highway between SE 6th Street and SE 5th Street. Vehicles were observed parking perpendicular to the roadway.

ZONE 5: MIDDAY UTILIZATION MAPS – WEEKEND EVENT

Inadequate parking utilization levels.

Inadequate parking utilization levels at Fellowship Hall. Parking availability begins at Martin Luther King Jr. Boulevard and the Supervisor of Elections parking lot.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

Absence of parking inventory concern south of the Martin Luther King Jr. Boulevard corridor.

Absence of parking inventory concern south of the Martin Luther King Jr. Boulevard corridor.

Absence of parking inventory concern south of the Martin Luther King Jr. Boulevard corridor.

WALKER RECOMMENDATIONS

Walker's Zone 5 special event recommendation suggests the need to notify motorists when designated public parking locations have reached capacity. We support a special event traffic maintenance plan the direct motorists to preferred parking locations and eliminates unnecessary traffic congestion.

19 Zone 6: Midday Observations – Weekend Event

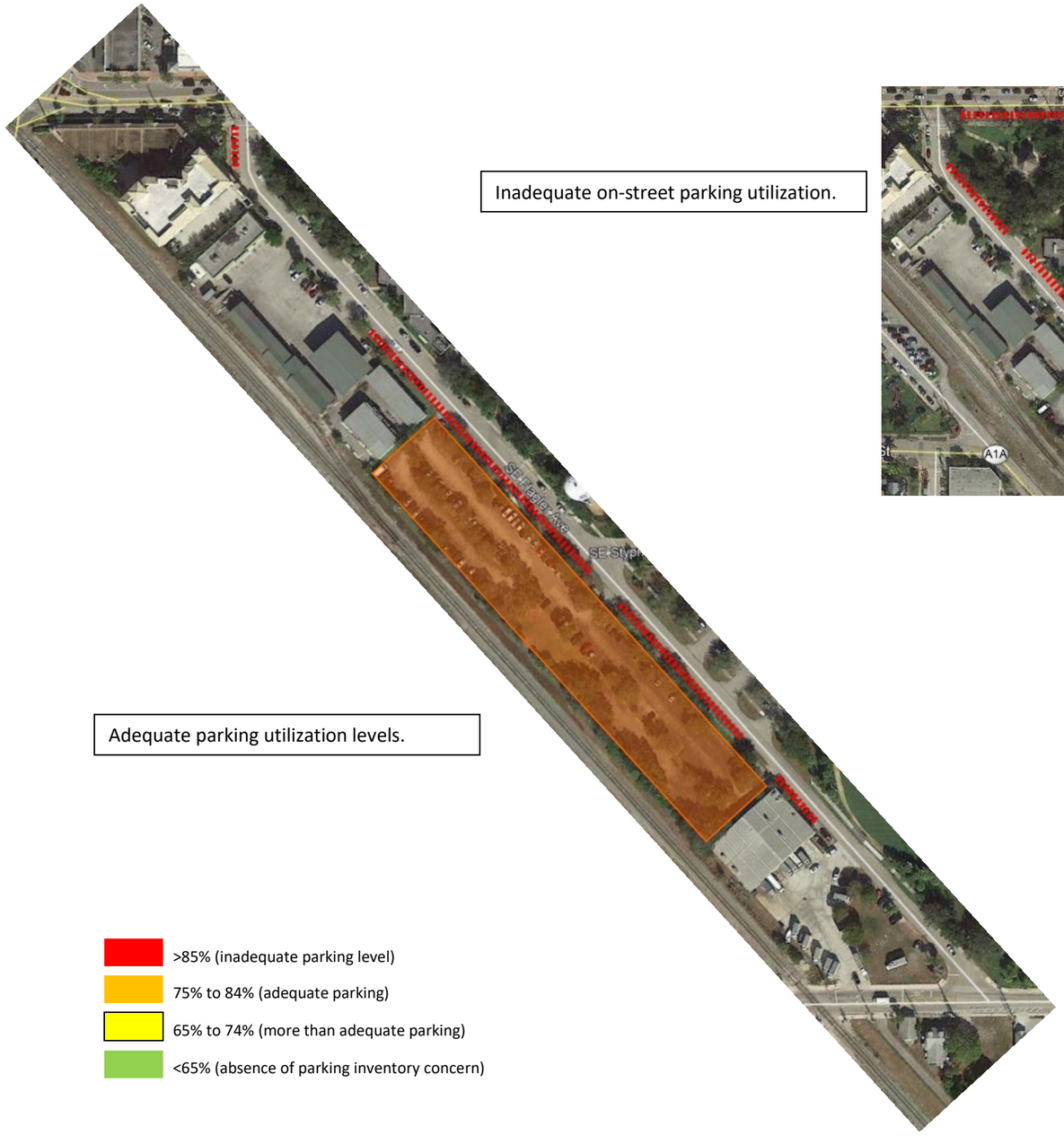
Section

MIDDAY OBSERVATIONS – WEEKEND EVENT

ZONE 6: AREA SOUTH OF SE OCEAN BOULEVARD, BETWEEN SOUTH DIXIE HWY AND SE HIGH SCHOOL AVENUE

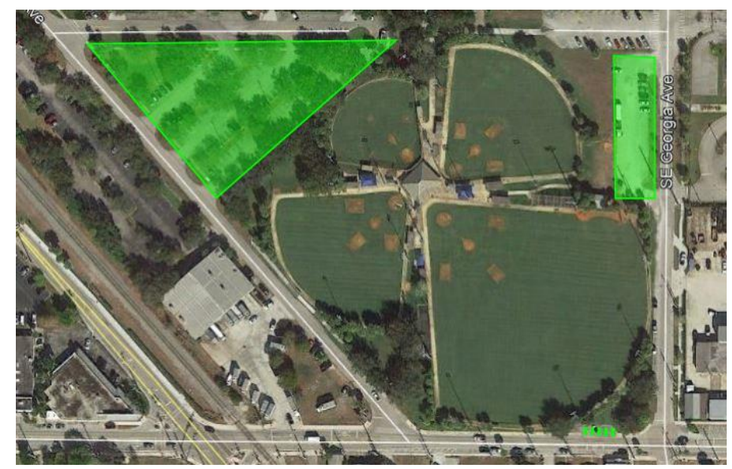
Walker' Zone 6 observations revealed inadequate on-street parking utilization, as much of the on-street parking inventory in this zone provides direct access to the eastern entrance of the festival. We did observe adequate utilization of the Martin County Courthouse visitor parking lot, however, the lot never reached capacity, nor did the inventory east of SE Flagler experience any utilization at all. Walker recognizes the need for the County surface parking inventory to be a preferred destination for weekend special event parking needs.

ZONE 6: MIDDAY UTILIZATION MAPS – WEEKEND EVENT



Adequate parking utilization levels.

Inadequate on-street parking utilization.



Underutilized off-street parking inventory.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

WALKER RECOMMENDATIONS

Walker recommends the use of the County surface parking inventory as a preferred destination for weekend daytime special event parking needs.

04 Community Stakeholder Meetings

4904 Eisenhower Boulevard, Suite 150
Tampa, FL 33634

813.888.5800
walkerconsultants.com

July 13, 2018

(Sent via E-mail: pgandhi@ci.stuart.fl.us)

Ms. Pinal Gandhi-Savdas
Assistant to the City Manager
Economic Development Manager
City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

Re: Strategic Recommendations
Future Parking Needs Analysis
City of Stuart, Florida
Work Authorization #3
Walker Project No. 15-2224.04

Dear Ms. Pinal Gandhi-Savdas,

Walker Consultants is pleased to present this report detailing our observations and findings regarding the parking needs in the City of Stuart. This report represents a summary of our strategic recommendations and is intended to assist with evaluating the various elements associated with the future parking needs of the City of Stuart.

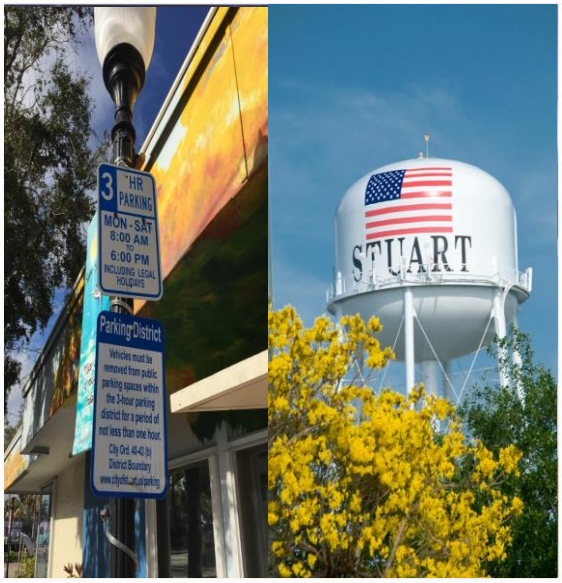
We appreciate the opportunity to be of service to the City of Stuart. Please do call or email if there are questions regarding our work

Sincerely,

WALKER CONSULTANTS

Jim Corbett, CAPP
Parking Consultant

JMC:mm



BUILDING ENVELOPE

CONSULTING

FORENSIC RESTORATION

PARKING DESIGN

PLANNING

STRATEGIC RECOMMENDATIONS

Future Parking Needs Analysis
City of Stuart, Florida
Work Authorization #3

Stuart, Florida

July 13, 2018

City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

Walker Project No. 15-2224.04

WALKER CONSULTANTS

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EXECUTIVE SUMMARY

CONCLUSIONS AND RECOMMENDATIONS

In general, utilization of the collective public and private parking inventory throughout the downtown study area is not a significant concern. However, Walker has recognized the need to address the management of several target areas to alleviate actual demand by time of day and day of week. The following items have been identified to assist the City with the development of a strategic plan to manage parking supply and demand:

IMMEDIATE ACTION (0-6 MONTHS):

Short-Term Parking Inventory

1. Regulate more of the on-street parking spaces located on SW Flagler Avenue from SW St. Lucie Avenue to Flagler Place, as well as the 24 parallel parking spaces located along South Dixie Hwy (between South Colorado Avenue and SW St. Lucie Avenue). This recommendation would decrease the amount of on-street parking for long-term employee needs, creating a need to relocate the users of these spaces to other remote parking areas along the Downtown Stuart Tram Route.

Weekday Employee Parking

2. Weekday employee parking needs may be met with the use of unregulated parking inventory located across from Flagler Park, unregulated inventory located behind the Stuart Heritage Museum, unregulated on-street inventory located along SE Seminole Street, and further south, unregulated on-street inventory located along SE Martin Luther King Boulevard, SE Kindred Street and SE Johnson Street. Incentivizing employees to utilize these free remote parking areas will be dependent upon a redesigned Downtown Stuart Tram service.

Stuart Tram

3. Re-evaluate the Stuart Tram service to discourage the use of the Tram for on-demand service requests, as well as limit the hours of operation the Tram may be designated for sightseeing tours. The Tram should have a fixed route schedule to provide last-mile connections from remote and longer-term parking areas during peak periods of arrival and departure activity.

Delivery Access

4. Continue to monitor the number of formalized delivery spaces during daytime business hours to allow Fed Ex and UPS delivery vehicles to access convenient business locations. Current deliveries are being conducted during peak hours with drivers stopping in traffic lanes using their flashers. Explore the need to promote and regulate delivery times before 11:00am. Shared delivery spaces should then be converted to valet zones in the evening hours or returned to use as a regular parking space.

Ride Hailing

5. Create designated ride-hailing passenger drop-off and pick-up spaces near key restaurant and retail areas in the downtown core. Further explore a relationship with ride-hailing services to accept these geographic destinations and include them in their location maps.

Golf Cart Parking

6. With a golf cart ordinance defined, convert the loading zone space along SE Seminole Street (between S Colorado Avenue and SW St. Lucie Avenue) to off-hour, perpendicular golf cart parking. Enhance the safety of the environment with energy efficient and environmental-friendly lighting.

Valet Parking

7. Expand and promote the valet parking service to accessible areas within the downtown core. Promotion of the valet parking program may require the City to issue a request for proposal to pursue a cost-effective solution, placing a greater burden on a 3rd party operator to secure off-street parking inventory for valet vehicle storage during peak evening and weekend activity.

Shared Parking Lease

8. Walker prefers the Wells Fargo Bank Parking Lot as an acceptable park and ride location during peak evening and event activity. Once the obvious parking inventory fills along SW Flagler Avenue and SW Osceola Street, a dedicated peak evening and event tram route could be designed to shuttle patrons back and forth along the SE Osceola corridor to Haney's Circle without conflict from Confusion Corner and Sailfish Circle.

Weekend/ Evening Employee Parking

9. Walker recommends the use of the Martin County Courthouse employee and visitor surface parking lots to satisfy parking overflow demand as needed. Lighting and security measures would be required of this location if considered. We prefer this option to house all employee parking needs in the downtown core. As growth and demand continue, we recommend the City explore this option with the County.

3-Hour Parking Hours of Operation

10. Extend the 3-hour parking enforcement areas to 8:00pm to allow for short-term parking turnover after 3:00pm. At present, long-term parking employees and visitors may occupy the 3-hour parking spaces after 3:00pm without penalty or fine. Extending the hours of operation until 8:00pm restricts long-term parking in these convenient spaces until 5:00pm or after.

MID-TERM ACTIONS (6-18 MONTHS):

ADA Access Design

11. Review the 24 parallel parking spaces along South Dixie Hwy. Use of these parking spaces requires the user to walk in the street and utilize the single-track path to reach the sidewalks at Sailfish Circle and Confusion Corner. One suggestion may be the need to reduce travel lane widths and improve rights of way areas to create an accessible travel route between the parked vehicles and the fenced area securing the railroad tracks.

Special Event Wayfinding

12. We support a formal special event maintenance of traffic (MOT) plan that directs motorists to preferred parking locations and eliminates unnecessary traffic congestion. Formal MOT's should be coordinated and developed with the Traffic Engineer and the Stuart Police Department.

Parking Guidance

13. Explore a vehicle wayfinding solution to increase the current effort to identify the location and direction of parking spaces with the use of a dynamic sign solution. We support the need for the static wayfinding signs, however, during peak periods of activity (especially during the evening), we believed the signs to be ineffective and often difficult to seek and follow while avoiding traffic and pedestrians in heavily congested areas.

Paid Parking Consideration

14. The Parking Advisory Committee should continue to evaluate the option to implement paid parking in core on-street areas. A successful paid parking program would create a premium access area for retail and restaurant consumers while maintaining free perimeter parking areas for longer-term visitor and employee parking needs. It is expected that primary users of the core on-street parking areas would be high volume retail and restaurant patrons desiring convenient short-term access to Downtown Stuart amenities. Potential use of on-street parking revenues should be earmarked for parking and transit capital improvement projects, such as the parking guidance and wayfinding solution.

LONG-TERM (18-36 MONTHS):

Public/ Private Partnership

15. Property for sale at the intersection of SE Detroit and SE Ocean Boulevard presents a public/private opportunity to increase parking inventory. Additional inventory could serve the needs of Martin County and the downtown retail and restaurant core businesses.

Employee Parking

16. Continue to monitor commercial development activity with an eye toward moving all downtown employee parking to one of two county parking parcel sites. To ensure employee parking use of these sites, all the core on-street parking would need to be regulated with the current three-hour parking limits and parking would need to be enforced to 8:00pm. With current enforcement hours in effect until 6:00pm, evening shift employees may occupy a time-limit space as early as 3:01pm without penalty or fine.

Residential Parking Program

17. As more residential units are developed in the Downtown Stuart study area, the City should consider exploring the need to implement a residential parking program, allowing for certain city streets to be reserved for 'residential parking only' during evening and overnight hours.

01 Introduction Section

INTRODUCTION

TASK #1

To initiate the future parking needs analysis for the City of Stuart, Walker proposed to meet individually with each of the five (5) City Commissioners. The purpose of the meetings was to gain a firsthand account of the opportunities and challenges associated with the City's parking program. A collective summary of the individual meetings would then be used to provide purpose and direction for the ensuing needs analysis. Topics for discussion began with the following list and included additional items of interest, further detailed in the summary:

a. Is there enough parking inventory? (reality versus perception)
b. Impact of office tenant and employee parking relative to high use inventory
c. Utilization and efficiency of TRAM routes as it relates to maximizing parking options
d. Residential and employee parking permits
e. Metered parking for the purpose of parking system sustainability and demand management
f. Opportunities for increasing parking inventory
g. Handicap parking availability and inventory needs
h. Perception of parking enforcement and business community
i. Public relations for communicating parking options
j. Zoning codes and parking regulations

Individual Commissioner meetings were held according to the following prearranged schedule of dates and time:

- Commissioner Bruner – Monday, December 4th (10:00am)
- Mayor McDonald – Monday, December 4th (1:00pm)
- Commissioner Clarke – Monday, December 4th (2:00pm)
- Commissioner Campenni – Tuesday, December 5th (9:00am)
- Vice Mayor Glass Leighton – Thursday, December 7th (12:00pm)

In April of 2018, Commissioner Campenni resigned his position and was replaced by Commissioner Blount. Walker subsequently completed this additional Commissioner meeting on the following date and time:

- Commissioner Blount – Monday, May 7th (1:30pm)

Each of the individual meetings lasted approximately one-hour in duration, allowing sufficient time for back and forth dialogue between the Walker representative, the Assistant to the City Manager and the City Commissioner.

TASK #2 (WORK AUTHORIZATION #1)

During the month of January, Walker completed a comprehensive review of the existing public and private parking inventory spaces throughout the downtown Stuart parking study area. The review consisted of visually identifying and confirming public and private parking inventory on a street-by-street and block-by-block basis. Upon completion, Walker graphically represented the existing parking inventory with the use of a map-based solution, including a supporting legend showing inventory by location and number of spaces. To assist the reader, the following exhibit has been provided to demonstrate the Downtown Stuart parking study area.

STUDY AREA

Exhibit 1 – Downtown Stuart Parking Study Area

Source: Walker Consultants, City of Stuart, and Google Earth 2017

TASK #3 (WORK AUTHORIZATION #2)

Continuing our commitment to assist the City of Stuart with an analysis of their future parking needs, Walker completed parking utilization counts on Friday, February 23rd and Saturday, February 24th, walking block-by-block throughout the study area. The utilization counts were conducted at select times of each day between 11:00am and 3:00pm and then again between 5:00pm and 9:00pm. During the counts, Walker also included observations of other significant parking locations on the perimeter, or just outside of the downtown Stuart study area, with the intent to identify potential overflow parking locations along the U.S. Hwy 1/SW Federal Hwy corridor. Such locations included the parking structure serving the Royal Palm Financial Center and the Mayfair Plaza surface parking area.

Recorded weather conditions for Friday, February 23rd offered a high temperature of 82 degrees with partly cloudy skies and zero percent precipitation. Conditions for Saturday, February 24th offered a high temperature of 83 degrees with fair conditions and zero precipitation.

As Walker considered potential dates to complete the utilization counts, it was agreed with City officials to analyze typical in-season parking utilization for typical weekday activity and typical weekend activity with a significant special event taking place.[1] The goal of the selected observation dates was to enable the City to make informed decisions on "right-sizing" its parking inventory. By right-sizing the City's parking inventory, we believe the City will be able to maximize its existing parking inventory needs though a shared parking approach before considering the need to build more inventory, or purchase more land for parking inventory. As an example, daytime office parking may be underutilized on nights and weekends, while at the same time, worship centers may only need parking during the evenings and on limited worship days. In the absence of sharing this existing parking inventory, many of these prime parking spaces remain unused during off-hour times of day.

Like the methodology used to present the material in the baseline parking inventory report in Task #2, Walker elected to divide the study boundaries into smaller geographical areas. Each of the areas have been created out of the need to identify unique pockets of parking utilization using major thoroughfares as natural boundaries, separating commercial areas from residential areas, and professional service areas from county government and schoolboard areas. Walker will often reference observed parking adequacy levels throughout this strategic recommendation report using the capacity index percentages. For a detailed breakdown of the City of Stuart's parking utilization data collected and reported, please reference Walker's Parking Observation Utilization Report dated March 27, 2018.

[1] The 28th Annual Downtown Stuart Art Festival took place on Saturday, February 24th and Sunday, February 25th from 10:00am to 5:00pm each day. Estimated attendance was projected at 55,000 people over the 2-day event according to Artfestival.com.

UTILIZATION REPORT FORMAT

The report produced from Task #3 has been designed to graphically represent the parking utilization levels with the use of a map-based solution showing parking utilization levels by the following capacity index.

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

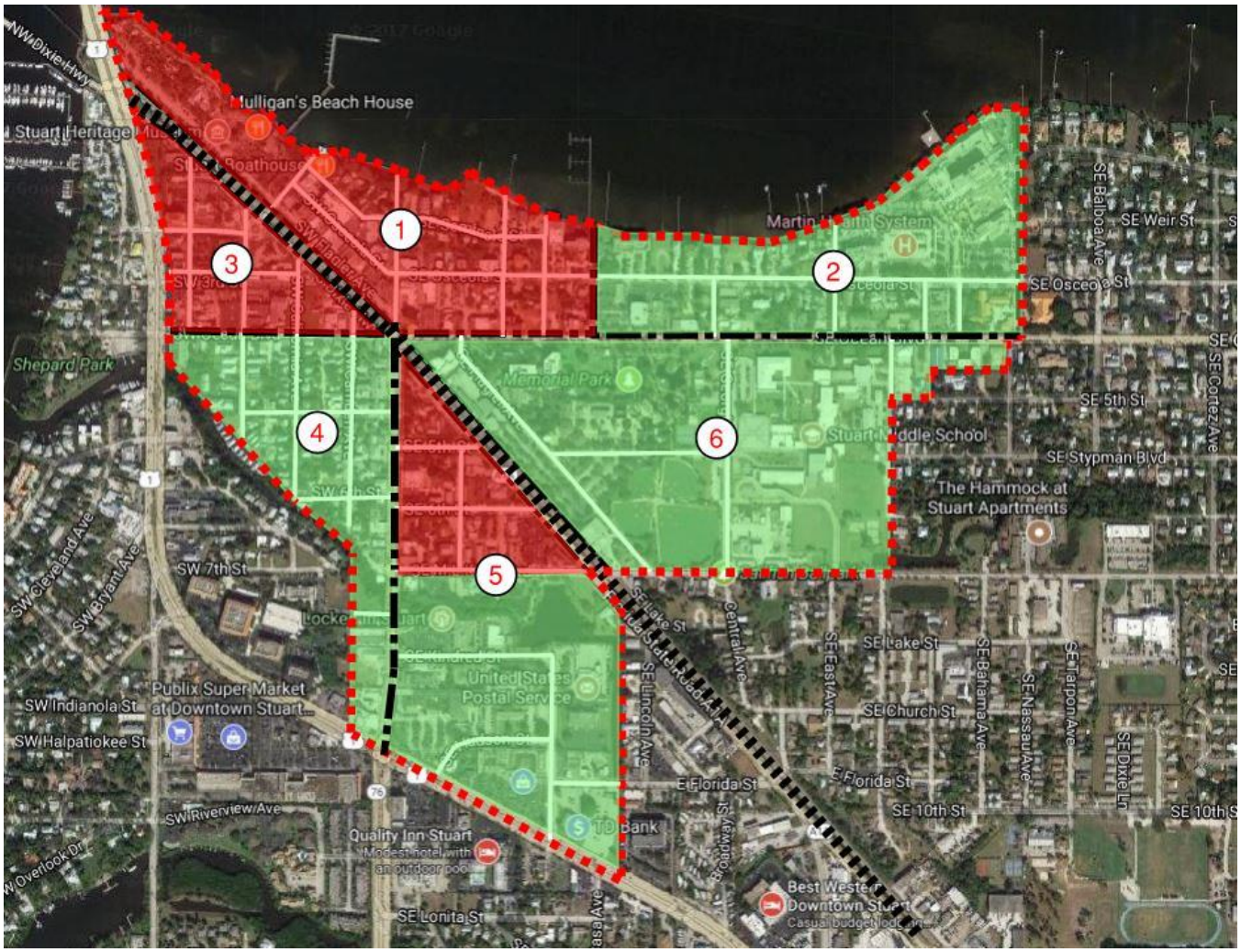
For summary purpose, Exhibit 2 has been provided on the following page to demonstrate the parking adequacy levels during Walker's peak weekday observation period. The peak weekday observation period occurred on the Friday evening of February 23rd.

TASK #4 (WORK AUTHORIZATION #3)

In addition to the previous three tasks, Walker proposed to host a community stakeholder meeting with the members of the Downtown Business Association and the Main Street Merchants Association. The purpose of the stakeholder meeting was to share the initial findings resulting from Walker's inventory identification and utilization analysis, as well as solicit opinions and feedback from key stakeholders in the downtown study area.

Upon completion of the stakeholder meeting, Walker proposed the need to develop a complete list of findings and recommendations for a presentation to the Community Redevelopment Board and ultimately a final presentation to the City Commission. These findings and recommendations will be a combination of individual stakeholder interviews and meetings, as well as practical solutions resulting from local observations and best practice ideology. We have agreed to list the recommendations with their associated costs and implementation feasibility. The following sections of this report provide 1) Walker's findings, and 2) Walker's strategic recommendations.

Exhibit 2 – Downtown Stuart Capacity Diagram



Source: Walker Consultants, City of Stuart, and Google Earth 2017

- >85% (inadequate parking level)
- 75% to 84% (adequate parking)
- 65% to 74% (more than adequate parking)
- <65% (absence of parking inventory concern)

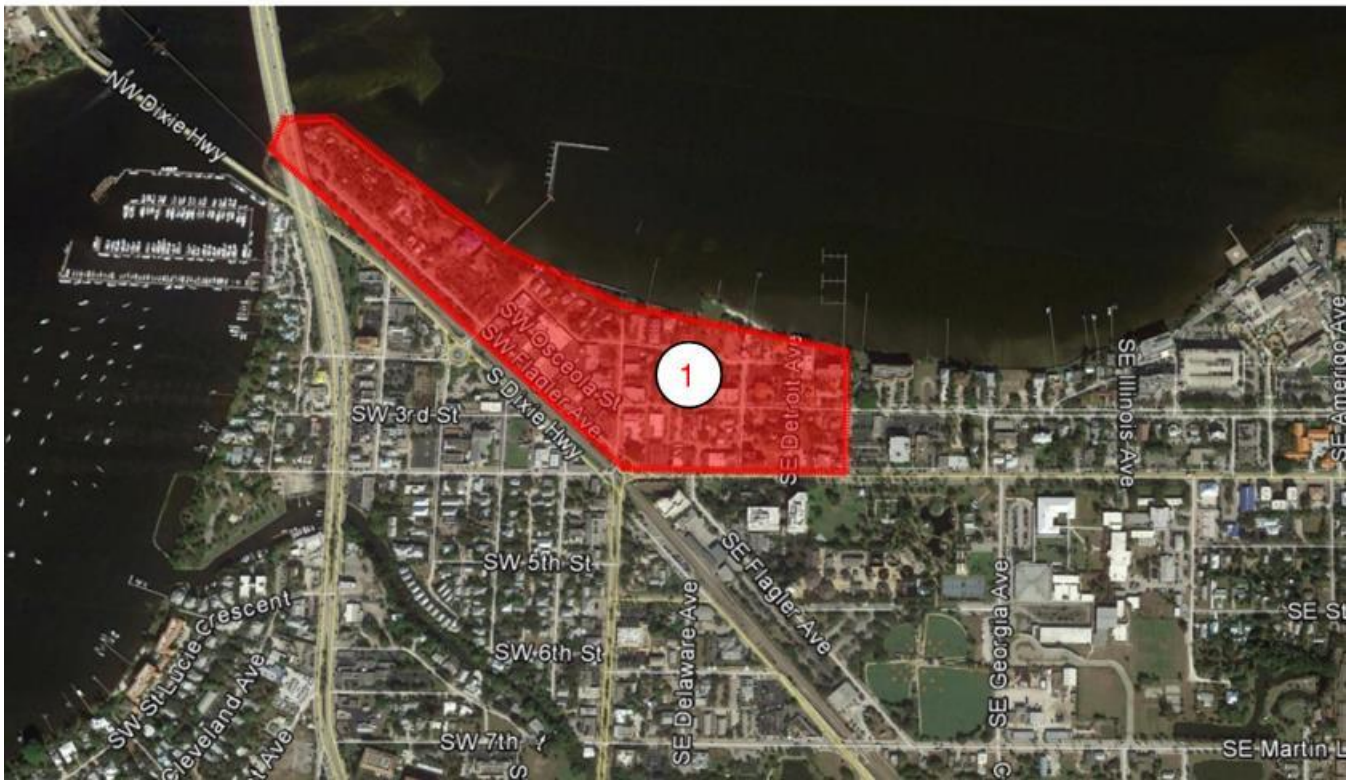
02 Walker Findings Section

WALKER FINDINGS

CORE AREA NORTH OF DIXIE HIGHWAY AND SE OCEAN BOULEVARD TO SE FLORIDA AVENUE

Peak-season, weekday parking utilization in the core downtown area gives the impression of inadequate parking activity, as observed utilization exceeded the desired 85% occupancy levels. During the daytime observations, premium on-street parking spaces are appropriately regulated with three-hour time limits, allowing enough time for retail and restaurant patrons to enjoy a midday meal and run a few retail errands without conflict. During this weekday activity, the Downtown Stuart Tram service is available to provide access from remote parking areas such as the Kiwanis Park and the Sailfish Parking Lot. We believe the Tram operating hours provide a reasonable schedule for both employees and visitors to Downtown Stuart, covering access to and from the main corridor destinations. During the peak weekday activity periods, Walker did not observe any circulation issues with the Tram service. We did however, experience the contrary during the peak evening activity and weekend special event observations. The following exhibit has been provided for an aerial representation of the core downtown area.

Exhibit 3: Core Area North of Dixie Highway and SE Ocean Boulevard to SE Florida Avenue



Source: Walker Consultants and Google Earth 2018

Allowing retail deliveries during peak weekday activity also created a problem with vehicle circulation patterns. Walker observed several midday deliveries occurring along the SW Flagler Avenue corridor between South Colorado Avenue and SW St. Lucie Avenue. It would appear the loading zone spaces located along the SW Seminole Street corridor are best utilized for food service delivery from the larger refrigerator trucks, however, the courier services provided by Fed Ex and UPS have a greater need to access storefronts and business locations by specified delivery address. Most of these deliveries are short-term in nature, however, we observed delivery services making multiple storefront deliveries once they found a reasonable destination to pull over and avoid blocking parked vehicles.

Exhibit 4: UPS and Fed Ex Delivery Vehicles on SW Flagler Avenue

Source: Walker Consultants 2018

Peak evening parking in the core downtown area also exceeds parking inventory capacity and is considered inadequate. Between the hours of 5:30pm and 7:30pm, Walker observed lines of vehicles circulating through the core downtown area in hopes of locating someone leaving a parking space. Two valet stands were offered, one in the City Hall parking lot and the other at the corner of SE Osceola Street and South Colorado Avenue. A fee of $5 was charged to each valet parking patron. The valet stand located at the corner of SE Osceola Street also provided complimentary valet parking for patrons of Lou Ronzo's Italian Fusion. Use of the Hansbrough Functional Neurology parking lot provided an immediate valet storage location for patrons of Lou Ronzo's. It was believed all other valet patron's vehicles were stored at several locations south of South Dixie Highway.

The valet parking option was not prominently advertised as one entered the downtown parking area and may have only been utilized upon happenstance or repeat customer familiarity. We suspect a reservation at Lou Ronzo's may have availed this option.

The Downtown Stuart Tram service appeared somewhat challenged during the peak evening observation period. As the 7:00pm hour approached, we noticed the trams seemed to be gathered at the Haney Circle location in an attempt to provide return service from the restaurant locations to the remote parking areas. Walker also observed an individual on their cell phone speaking to a ride-hailing service in an attempt to direct the driver to specific rider pickup area around the circle.

This area also experienced parking inadequacy concerns during the 28th Annual Downtown Stuart Art Festival. With approximately 200 artist booths set up on Osceola Street from SW St. Lucie Avenue to SE Denver Street, much of the parking inventory was removed from service. Additionally, access to much of the off-street parking inventory in this area was prevented as a result of localized road closures.

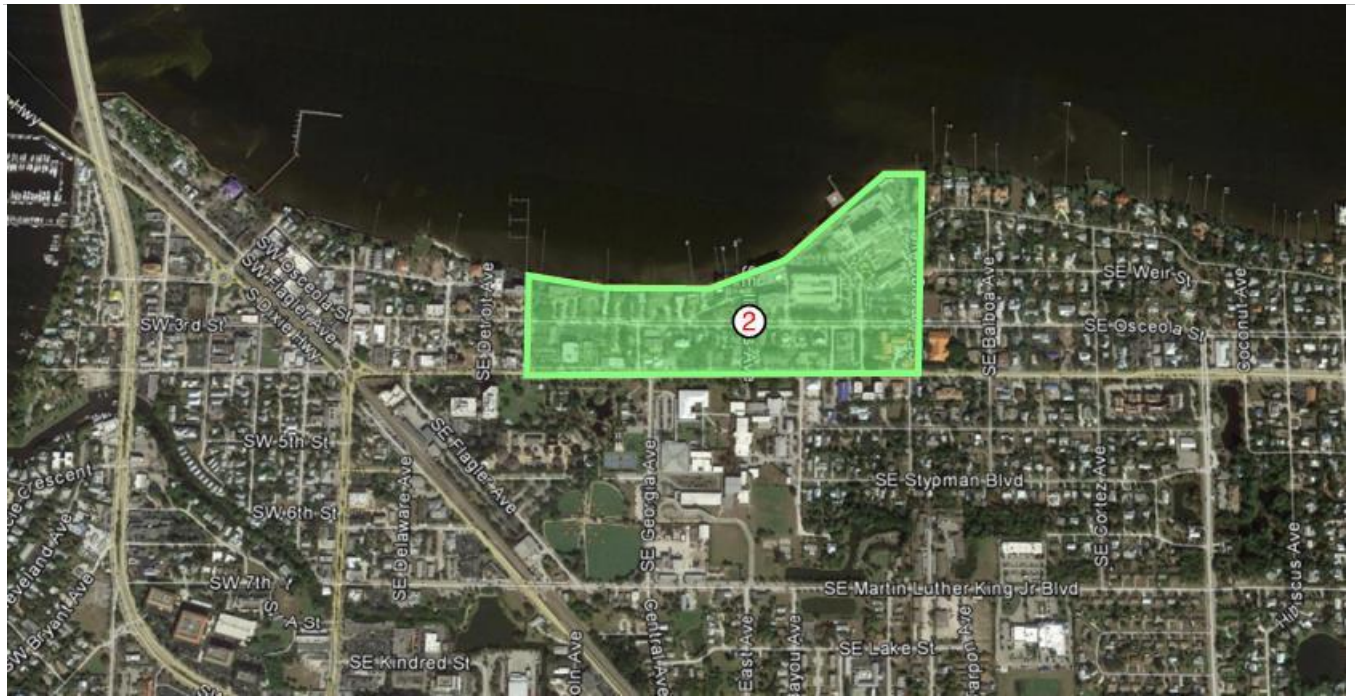
Event attendees were able to access on-street parking inventory along SW Flagler Avenue, which remained inadequate throughout the day and into the early evening, Significant parking utilization continued eastbound down SE Ocean Boulevard throughout the day and into the evening. Throughout the day, Walker observed restaurant employees finding access to the on-street parking inventory along SW Seminole Street.

AREA EAST OF SE FLORIDA AVENUE, NORTH OF SE OCEAN BOULEVARD, AND WEST OF AMERIGO AVENUE

Except for a handful of locations, most of the daytime parking utilization in the area east of SE Florida Avenue, north of SE Ocean Boulevard, and west of SE Amerigo Avenue suggests the absence of a parking inventory concern or at worst, more than adequate parking. Inadequate parking levels were only observed at a few private medical office practices and more importantly, the surface parking located around the Martin Health System campus. The latter observation involving the parking on the hospital campus did not appear to be a significant concern for hospital activity as we observed the parking structure utilization at a slightly more than adequate parking level. Walker mostly observed employee parking activity within the parking structure with hospital patrons occupying the majority of the surface lot parking inventory. We also believe much of the occupied on-street parking was being utilized by employees, leaving the prime off-street surface parking available for patients and patrons. The following exhibit has been provided for an aerial representation of the professional office and medical services area shown east of the core downtown area.

This area was not impacted by peak evening utilization. As previously shared, much of the parking inventory in this area serves the daytime parking needs of professional office and medical office services.

Exhibit 5: Area East of SE Florida Avenue, North of SE Ocean Boulevard, and West of Amerigo Avenue



Source: Walker Consultants and Google Earth 2018

During the 28th Annual Downtown Stuart Art Festival on-street parking utilization was observed as significantly utilized in this area. Most art festival patrons were comfortable parking in this area and leisurely walking several blocks to the easternmost festival entrance on SE Osceola Street.

Except for the Wells Fargo Bank parking lot, nearly all off-street parking inventory in this area was underutilized. Walker did not observe any event parking signs in the Wells Fargo Bank parking lot and suspect many patrons may have been familiar with this parking location from prior year's activity. The surface lot only began to fill as the nearby on-street parking inventory reached levels of inadequacy.

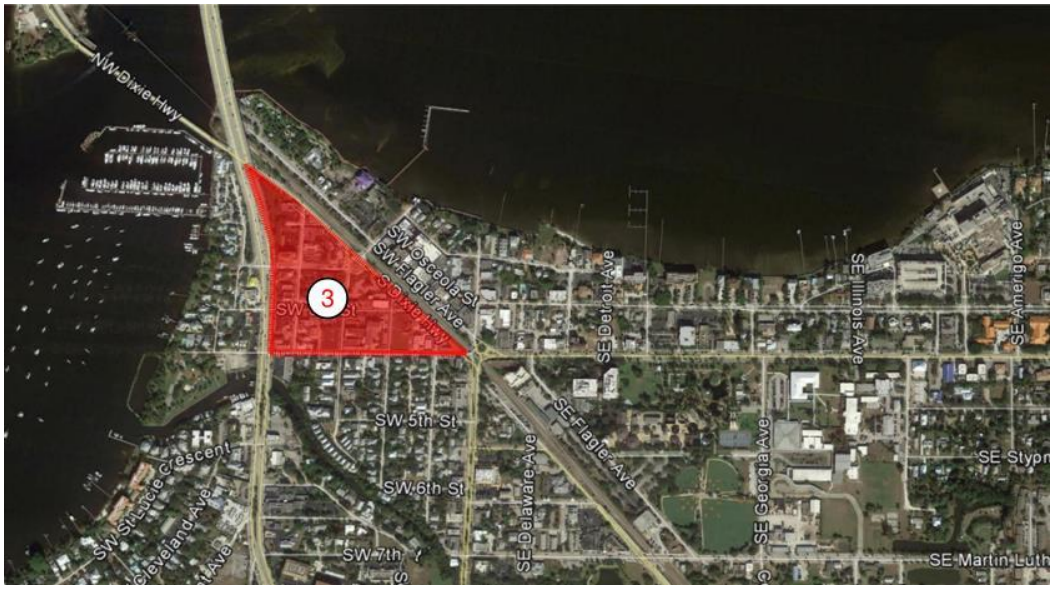
AREA NORTH OF SW OCEAN BOULEVARD, EAST OF U.S. HWY 1 AND SOUTH OF SOUTH DIXIE HIGHWAY

Primary parking utilization in the area north of SW Ocean Boulevard, east of U.S. Highway 1 and south of South Dixie Highway supports many of the business and retail locations along the SW Albany Avenue corridor as well as the First Baptist Church of Stuart and the First Baptist Christian School. On-street parking on SW Akron Avenue and South Dixie Hwy (north of SW 3rd Street) appears to support the parking needs for the downtown core. Other areas along SW Ocean Boulevard and SW 3rd Street do not appear to be impacted by peak weekday daytime activity. Some localized parking demand from the AT&T building was experienced on SW 3rd Street, but otherwise not significant.

Use of the Sailfish Parking Lot serves the downtown core parking needs, as does the use of the reserved parking lot at SW Albany Avenue and SW Joan Jefferson Way. It's believed the latter location may provide parking inventory for employees of the neighboring 215 Office Building located on SW Federal Hwy.

Parking inventory and daytime utilization surrounding the First Baptist Church and Christian School suggested adequate and more than adequate parking inventory levels for daytime parking needs. While the on-street parking designated in the rights of way was not specifically reserved for church and school patrons, this inventory may be assumed for their specified use and needs. Walking distances from this location to the core downtown area may be just out of most people's comfort zones and not considered a viable option, even with the Tram stop a block away at the Sailfish Parking Lot. The following exhibit has been provided for an aerial representation of the area shown west of the core downtown area.

Exhibit 6: Area North of SW Ocean Boulevard, East of U.S. Hwy 1 and South of South Dixie Highway



Source: Walker Consultants and Google Earth 2018

During evening observations, Walker observed several off-street parking locations where the valet operator was storing valet vehicles. At least three of these locations are used for office parking needs during the day and are conveniently available for valet parking during peak evening activity.

The Sailfish Parking Lot remained heavily utilized during the peak evening hours as well as the on-street parking inventory located along Dixie Highway in both directions of Sailfish Circle. Located just outside the study area, Walker observed the Sailor's Return to be a very popular dining destination. Inadequate street lighting around the First Baptist Church and Christian School appeared to keep patrons from utilizing the on-street parking on SW 3rd Street as well as SW Ocean Boulevard.

Like the core downtown area, event parking utilization in this area experienced inadequate inventory levels. We believe much of the utilization in this area may be the result of locals knowing where to park when businesses are closed on weekends. With just a few short blocks to navigate toward the Sailfish Circle entrance to the festival, nearly all the inventory surrounding the church and school was at capacity as well as the Sailfish Parking Lot.

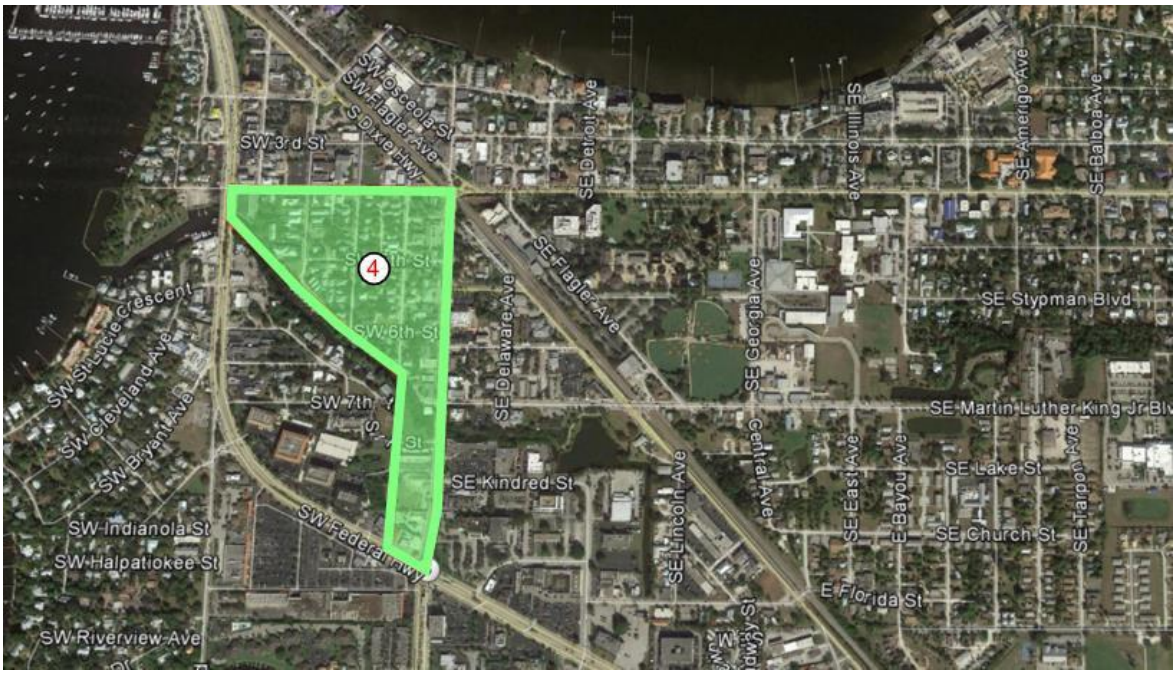
Use of the 215 Office Building parking lot was underutilized, most likely due to posted tow-away signs, as was the case with the surface parking located at the office building located at SW Federal Highway and SW Joan Jefferson Way.

AREA SOUTH OF SW OCEAN BOULEVARD, WEST OF COLORADO AVENUE AND EAST OF THE INLET

Parking utilization observed in the area south of SW Ocean Boulevard, west of Colorado Avenue and east of the Inlet primarily serves the parking needs of the immediate residents and residential neighborhood businesses. Observed parking utilization in this area during peak daytime weekday activity suggests the absence of a parking inventory problem, other than the utilization on the west side of SW California Avenue. We believe this side of the street may have been impacted by the significant number of residential driveways and the effects respective of the on-street parking design requirements.

Both on- and off-street parking inventory supporting the mixed-use needs closest to South Colorado Avenue did not appear to be significantly impacted. Much of the formal parking inventory supporting these areas did not suggest a parking inventory problem exists during peak daytime weekday periods of activity. The following exhibit has been provided for an aerial representation of the residential area shown southwest of the core downtown area.

Exhibit 7: Area South of SW Ocean Boulevard, West of Colorado Avenue and East of the Inlet



Source: Walker Consultants and Google Earth 2018

As shared during our weekday daytime observations, much of this area is designed to provide parking for the residents of the neighborhood south of SW Ocean Boulevard. In general, this area is not impacted by parking inventory issues during the peak evening activity. Walker only noted minor utilization impacts at the Confusion Corner intersection on South Colorado Avenue and SW Ocean Boulevard.

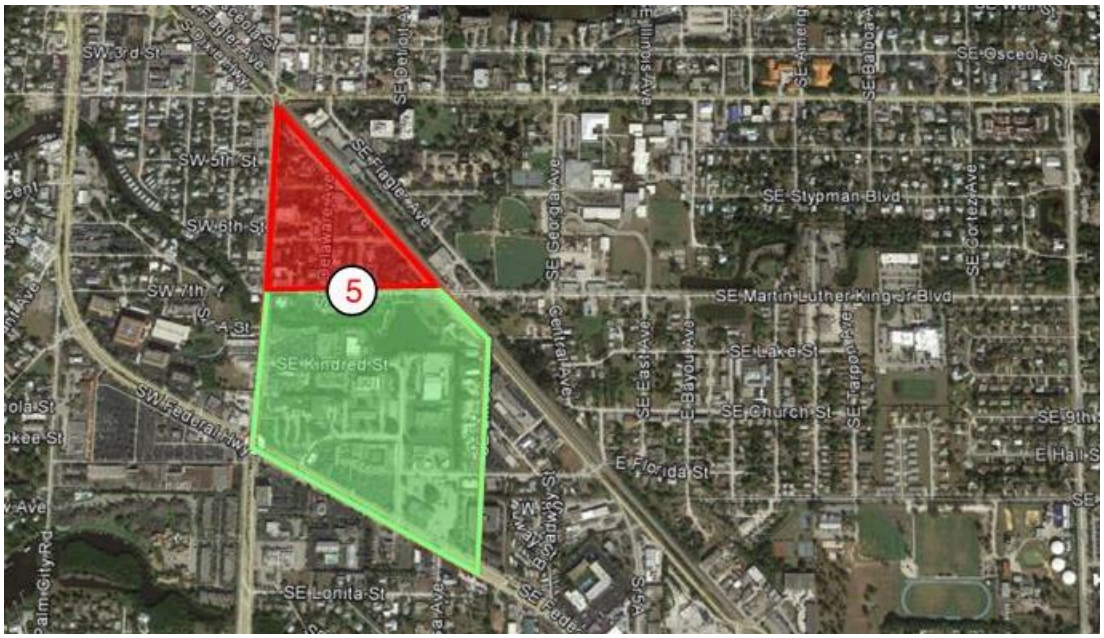
This area experienced minor weekend festival parking overflow impacts, that when combined with residential parking utilization, created inadequate levels of on-street parking throughout the daytime hours. Festival patrons were observed walking to and from their vehicles with purchased art, and in some cases, residential visitors were utilizing the on-street parking areas to attend the festival together. As the afternoon progressed, much of the inadequate parking levels subsided. By evening, the area returned to acceptable parking utilization levels.

AREA NORTH OF U.S. HWY 1 BETWEEN SOUTH COLORADO AVENUE AND SE LINCOLN AVENUE

Arguably, the greatest amount of off-street parking inventory exists within this area of the downtown study boundaries. Much of this inventory serves the parking needs of the Seacoast Bank, the Mayfair Plaza/Stuart Shopping Center and the Revive Church. Recently completed streetscape improvements have formalized parking inventory along the SE Kindred Street corridor, to include an additional Downtown Stuart Tram Route stop.

Excluding the Revive Church parking inventory, nearly all the off-street inventory in this area is utilized during weekday business hours and conversely available for public parking consumption on nights and weekends. At present, parking inventory located at the Colorado Plaza serves the business needs of the professional offices located within this development. Utilization afterhours and on weekends does not demonstrate the concern for a parking adequacy problem. In fact, much of the parking inventory south of Martin Luther King Jr. Boulevard would suggest a prime overflow parking option for downtown capacity events, using a micro-transit park and ride system. The following exhibit has been provided for an aerial representation of the commercial area shown south of the core downtown area and east of South Colorado Avenue.

Exhibit 8: Area North of U.S. Hwy 1 Between South Colorado Avenue and SE Lincoln Avenue



Source: Walker Consultants and Google Earth 2018

With the Kiwanis Park location out of service due to the solar panel installation (2/23/18), Walker did not observe any parking utilization activity in this area. During our evening observations, we reported a live performance at the Terra Fermata venue which subsequently created significant utilization in the on-street areas surrounding SE 5th Street and SE 6th Street, east of South Colorado Avenue. Additionally, evening demand for the Crafted Keg and the Taco Shack restaurants (555 Place) reflected inadequate parking levels. No activity was recorded south of SE 6th Street as shown by the green absence of parking inventory concern.

Walker also observed significant parking utilization levels at the Fellowship Hall, located at the intersection of SE Dixie Highway and SE 6th Street. A scheduled evening event was taking place requiring the utilization of the main parking lot for this location.

During the weekend event activity, Walker observed on- and off-street parking inadequacies north of the Martin Luther King Jr. Boulevard corridor. It appeared adjustments were made to place much of the Kiwanis Park surface lot back in service for this special event. Once the surface lot reached capacity, Walker observed motorists circling through the lot from the South Colorado Avenue entrance, only to circle back around to merge westbound onto SE 5th Street with northbound SE Dixie Highway traffic. Nothing was available to inform motorists traveling from either direction that the Kiwanis Park surface lot had reached capacity.

Additionally, a daytime event was occurring at Fellowship Hall creating unofficial parking demand along the railroad tracks on SE Dixie Highway between SE 6th Street and SE 5th Street. Vehicles were observed parking perpendicular to the roadway.

AREA SOUTH OF SE OCEAN BOULEVARD, BETWEEN SOUTH DIXIE HWY AND SE HIGH SCHOOL AVENUE

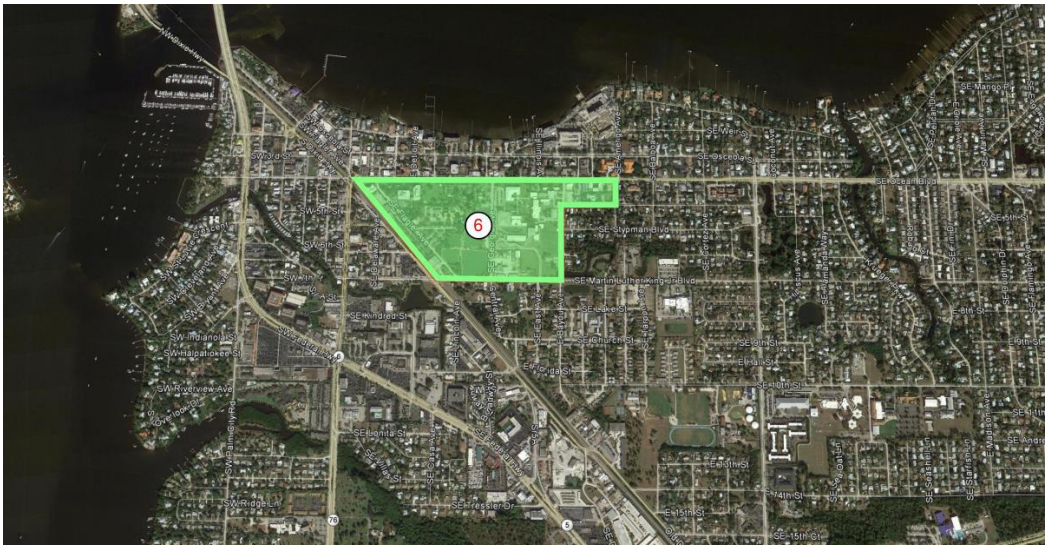
This area serves the parking inventory needs of the Martin County Courthouse employees and visitors. Both on- and off-street parking along the SE Flagler, SE Stypmann and SE Ocean Boulevard corridors appears to adequately meet the parking demand of courthouse activity, particularly during Friday, midday observations. We suspect courthouse activity during the week may experience increased parking demand for typical civil, criminal and traffic court dockets. For these reasons, we would not suggest the use of available off-street parking inventory for use by other downtown employees as it exists today.

Key Monitoring Suggestion: Should downtown employee parking demands continue to be a function of growth, we suggest the City and County explore the opportunity to design and construct additional parking inventory on either of the County parking parcels along SE Flagler Avenue. Moving employees outside of the core downtown area will only increase the opportunity for visitor parking access and reduce traffic congestion during peak activity periods.

Weekend event observations revealed inadequate on-street parking utilization, as much of the on-street parking inventory in this area provided direct access to the eastern entrance of the festival. We did observe adequate utilization of the Martin County Courthouse visitor parking lot, however, the lot never reached capacity, nor did the inventory east of SE Flagler experience any utilization at all. Walker recognizes the need for the County surface parking inventory to be a preferred destination for weekend special event parking needs.

The following exhibit has been provided for an aerial representation of the area shown southeast of the core downtown area and south of SE Ocean Boulevard.

Exhibit 9: Area South of SE Ocean Boulevard, Between South Dixie Hwy and SE High School Avenue



Source: Walker Consultants and Google Earth 2018

03 Walker Recommendations Section

WALKER RECOMMENDATIONS

SHORT-TERM VISITOR PARKING INVENTORY

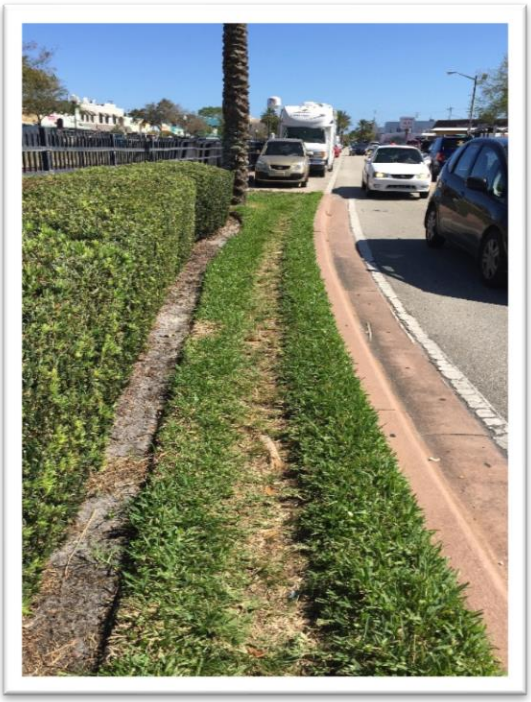
To assist with the need to address parking inadequacies in the downtown core, Walker recommends the need to regulate more of the on-street parking spaces located on SW Flagler Avenue from SW St. Lucie Avenue to Flagler Place, as well as the 24 parallel parking spaces located along South Dixie Hwy (between South Colorado Avenue and SW St. Lucie Avenue). This recommendation would decrease the amount of on-street parking for long-term employee needs, creating a need to relocate the users of these spaces to other remote parking areas along the Downtown Stuart Tram Route. The following exhibit has been created to show a graphic representation of the recommended short-term parking areas. Existing short-term areas are shown in yellow and proposed expanded short-term parking areas are shown in green.

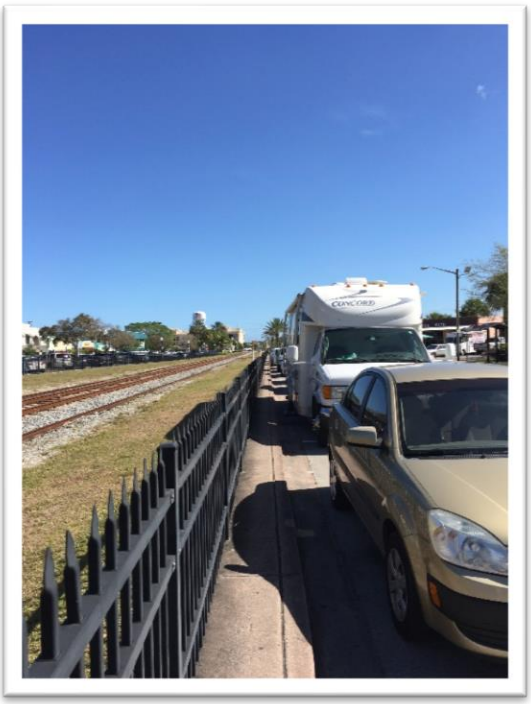
Exhibit 10: Recommended Short-Term Parking Area

Source: Walker Consultants and Google Earth 2018

Walker recommends the need to work with the Florida Department of Transportation to review the rights of way providing the 24 parallel parking spaces along South Dixie Hwy. Use of these parking spaces requires the user to walk in traffic along U.S. Hwy 1 and/or utilize the single-track path to reach the sidewalks at Sailfish Circle and Confusion Corner. One suggestion may be the need to reduce travel lane widths in this stretch of roadway to create an accessible travel route between the parked vehicles and the fenced area securing the railroad tracks. The following photos have been provided to assist with an explanation of Walker's observations.

Exhibit 11: South Dixie Highway Parallel Parking Space Design





Source: Walker Consultants 2018

LONG-TERM VISITOR PARKING INVENTORY

WEEKDAY

In communities where premium curbside parking has been designed to meet the short-term visitor parking needs, long-term visitor parking inventory is typically subject to the designation of perimeter on-street areas and available off-street inventory. In the case of Downtown Stuart, weekday long-term parking needs may be met with the use of on-street spaces located on SE Ocean Boulevard and SE Osceola Street (east of Detroit Avenue). Fortunately, these locations could be serviced with use of the Downtown Stuart Tram service, with stops at the Martin County Courthouse and the Martin County Schoolboard. With the absence of stops along SE Osceola Street (notwithstanding the Osceola park and ride lot), we would encourage the City to establish additional stops with shelters along this route.

Weekday long-term parking needs may also be met with the use of the City off-street parking lots known as the Sailfish Parking Lot and the Kiwanis Park parking lot. These City-owned public parking locations are also strategically positioned along the Downtown Stuart Tram service route.

Key Potential Opportunity: When considering potential sites for increasing long-term visitor parking inventory, the two unimproved parcels located on either side of SE Detroit Street, (at the intersection of SE Detroit and SE Ocean Boulevard) suggest an opportunity for a structured parking location offering street-level retail along SE Ocean Boulevard.

Incorporating a public-private partnership at this location could support the long-term visitor parking needs during the weekday as well as provide evening and weekend visitor parking relative to the commercial downtown core. From a land owner's perspective, a private development on this site would require the use of public funds to subsidize the cost in the absence of a paid parking return on investment.

WEEKEND

Weekend long-term parking needs may be met with the shared use of private parking lot inventory. Walker prefers the designation of existing large parking areas, such as the Wells Fargo Bank parking lot, the Revive Church, and the Seacoast Bank Center parking lots as acceptable park and ride locations during peak weekend activity. Once the premium curbside parking inventory fills along SW Flagler Avenue and SW Osceola Street, a dedicated peak evening tram route could be designed to shuttle patrons back and forth along the SE Osceola and South Colorado corridors to Haney Circle without conflict from traditional downtown traffic patterns.

Walker has also identified the Royal Palm Financial parking structure as a potential public/private shared parking location. Under typical peak weekday activity, we would not anticipate the use of this inventory, however, the 222-space parking structure could be used for commercial and event parking overflow on weekends and during Downtown Stuart special events. An expanded tram service route would be required to take advantage of this location, and may prove more beneficial for event patrons when the downtown core seeks capacity. Similar to a typical amusement park shuttle service, we recommend the dedicated route that strictly runs north/south from the parking structure to Haney Circle.

EMPLOYEE PARKING INVENTORY

By best practice design, employee parking inventory should be free from any conflict with short-term visitor parking needs. Walker recommends the City develop perimeter downtown employee parking locations with convenient access to retail and commercial employment centers that are safe, clean and well-lighted during evening hours. Whenever possible, employee parking locations should be designed with minimal cost and traffic congestion to the employee as a fair trade off for these often-secondary locations. Should Downtown Stuart employee parking demands continue to be a function of growth, we suggest the City and County explore the opportunity to design and construct additional parking inventory on either of the County parking parcels along SE Flagler Avenue. Moving employees outside of the core downtown area will only increase the opportunity for visitor parking access and reduce traffic congestion during peak activity periods.

Until such time, weekday employee parking needs may be met with the use of unregulated parking inventory located across from Flagler Park, unregulated inventory located behind the Stuart Heritage Museum, unregulated on-street inventory located along SE Seminole Street, and further south, unregulated on-street inventory located along SE Martin Luther King Boulevard, SE Kindred Street and SE Johnson Street. Incentivizing employees to utilize these free remote parking areas will be dependent upon a redesigned Downtown Stuart Tram service.

DOWNTOWN STUART TRAM SERVICE

One critical piece to the allocation of long-term visitor parking and employee parking to the perimeter areas of downtown requires a modification of the Downtown Stuart Tram service routes. Walker sees the modification requiring the development of an east/west route and a north/south route using designated areas at Haney Circle for pick up and drop off as well as route transfers. Use of the existing Haney Circle tram stop will continue to provide an ideal location for passenger pick up and drop offs.

EAST/WEST TRAM ROUTE

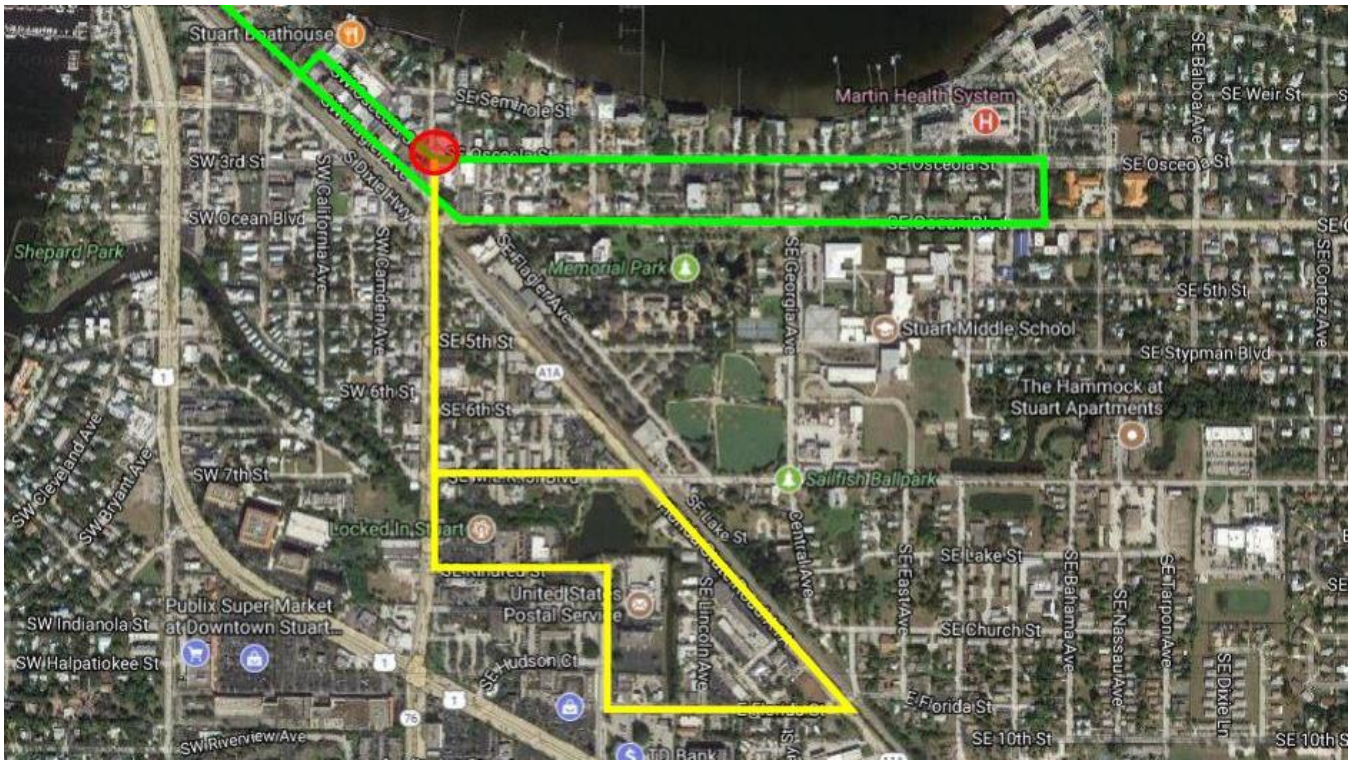
The east/west route would originate at Haney Circle and proceed east along SE Osceola Street towards the Martin Health System. Using SE Amerigo Avenue as the eastern boundary, the route would then proceed west along SE Ocean Boulevard to Confusion Corner, before heading north along SW Flagler to the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

NORTH/SOUTH TRAM ROUTE

The north/south tram route would originate at Haney Circle and proceed south along South Colorado Avenue to SE Kindred Street. Turning east on SE Kindred and proceeding to SE Johnson Street the route would eventually turn east on East Florida Street and proceed to SE Dixie Highway. The return route to Haney Circle would require a left turn onto SE Martin Luther King Jr. Boulevard and a right turn onto South Colorado Avenue to the Kiwanis

Park parking lot before crossing through Confusion Corner to the terminus at Haney Circle. The following exhibit has been provided to show a visual of the two proposed routes. The east/west route is shown in green and the north/south route is shown in yellow. Both routes intersect at the Haney Circle location shown in red.

Exhibit 12: Proposed Downtown Stuart Tram Route Modifications



Source: Walker Consultants and Google Earth 2018

With the proposal of these modified routes, Walker discourages the use of the tram for on-demand service requests as well as limiting the use of the tram for historical downtown tours during peak arrival and departure times in downtown. Use of the proposed tram routes should be dedicated for employee and long-term visitor parking needs. The success and adoption of the routes will depend upon a pre-determined route schedule with realistic route headways and reliable service times. Walker also suggests a review of the tram schedule hours. To adequately serve employee parking needs, it may be required to extend the hours of operation and provide more tram cars during peak hours.

DYNAMIC PARKING GUIDANCE

Walker recommends the design and implementation of an advanced parking guidance system along eastbound SW Joan Jefferson Way, SW Ocean Boulevard, and South Colorado Avenue to inform motorists of available parking options during peak activity hours. Use of this vehicle guidance system could be designed to identify parking locations by name and include the valet parking station as a location.

Walker also recommends a vehicle wayfinding solution to increase the current effort to identify the location and direction of parking spaces with the use of a dynamic sign solution. We support the need for the static wayfinding signs, however, during peak periods of activity, we believed the signs to be ineffective and often difficult to seek and follow while avoiding traffic and pedestrians in heavily congested areas. The following exhibit provides a sample of parking guidance sign options available for use by the City of Stuart.

Exhibit 13: Sample Parking Guidance Signs

Source: Walker Consultants and Google Images 2018

CURBSIDE MANAGEMENT INITIATIVES

Walker recommends the City of Stuart pursue best practice initiatives for curbside management. Creating greater access to curbside access will greatly improve the downtown visitor experience and ultimately enable more visitors to access downtown. Current premium curbside access is only offered to visitors in need of 3-hour parking durations and often restricts the ability for alternate means of transportation. Walker suggests repurposing a few of the parallel parking spaces in the downtown core for passenger pick up and passenger drop off spaces. Ideally, spaces located at Haney Circle and St. Lucie Avenue would provide convenient access for ride-hailing services such as Uber and Lyft to pick up and drop off passengers.

Taking this initiative a step further, Walker recommends reaching out to the ride-hailing service providers to recognize this designated pick up and drop off area within the GPS-based mobile app. Establishing these convenient locations will provide greater safety levels for both pedestrians and motorists throughout the core downtown area.

In addition to the designated passenger drop off and pick up areas, Walker recommends the need to manage delivery access hours to local businesses within the core commercial area. As previously mentioned in this report, Walker observed delivery service vehicles stopping in traffic lanes to complete scheduled deliveries in the middle of the day, during peak lunch hour activity. To improve upon this situation, we suggest the City work with the Downtown Business Association and the Main Street Merchants to identify key on-street spaces where delivery needs could be shared with visitor parking needs. By this we mean to say, delivery companies could utilize an on-street space before 11:00am on weekdays and after 11:00am the same space would be converted into a 3-hour visitor space. Deliveries made after 11:00am would be regulated by ordinance and dealt with by issuance of fine violation.

VALET SERVICES

Consistent with the need for curbside management best practice, Walker encourages the promotion of a peak evening valet parking program. We suggest the City redesign the valet service program to incorporate key valet station locations in the downtown core. Currently, two separate valet stations exit in the downtown core, one located at Lou Ronzo's restaurant at Haney Circle and the second located at the City hall parking lot. Neither valet station is adequately advertised unless a visitor has a reservation at Lou Ronzo's or happens to arrive upon the location at City Hall.

Walker supports the location of both valet stations and recommends the City add the locations to the dynamic parking guidance messaging system to direct motorists to these locations before adding to any of the unnecessary traffic congestion. We suggest including the $5.00 fee as part of the guidance sign information to alert the motorist of the price in advance of arrival at the valet station.

ALTERNATE PARKING INVENTORY SOLUTION – GOLF CART PARKING ONLY

During our stakeholder meetings, Walker learned of a community request to explore golf cart parking only areas. With the passing of the golf cart ordinance allowing for the use of golf carts on city streets, several residents have inquired about the need to create designated golf cart parking areas. During our parking inventory verification effort, we recognized an opportunity to add "golf cart parking only" spaces using a portion of the SW Seminole Street corridor. Currently this area is used for loading and unloading during the daytime and could easily be designed for resident and golf cart parking only during peak evenings and weekends. At present, there are no on-street regulations governing this inventory after the designated load and unloading hours. As such, much of the inventory is occupied by commercial property owners and employees.

SPECIAL EVENT MAINTENANCE OF TRAFFIC PLAN

Like the peak evening utilization recommendation, Walker recommends the need to implement a vehicle guidance system detailing options for event parking. During our daytime observations we did not see any roadside messaging informing motorists of available event parking options. Most motorists were observed performing the same routine of entering downtown and searching for available parking inventory using the same search method as the peak evening patrons, circulating through the available parking options in hopes of someone backing out and leaving a space.

In other downtown markets, Walker has observed the use of temporary dynamic messaging systems to direct patrons and ease traffic congestion. We found the following example of a static sign directing patrons to the art festival, but nothing directing patrons to available inventory.

Exhibit 14: City of Stuart Parking Guidance Sign – Special Event

Source: Walker Consultants 2018

As previously mentioned throughout reference to the parking guidance sections in this report, Walker's special event recommendation suggests the need to notify motorists when designated public parking locations have reached capacity. We support a special event traffic maintenance plan that directs motorists to preferred parking locations and eliminates unnecessary traffic congestion.

Walker anticipates the localized evening event demand we observed at 555 Place and Terra Fermata could be satisfied with the available on-street inventory to meet their parking needs. The Fellowship Hall and 555 Place had towing signs posted at the entrances of their parking lots prohibiting event parking for Terra Fermata. Walker suspects suitable event parking inventory exists along SE 6th Street, SE Delaware Avenue and SE Martin Luther King Jr. Boulevard.

SHARED PARKING AGREEMENTS

Understanding the need for additional parking during peak activity periods, Walker recommends the City revisit several commercial lease agreements previously orchestrated through the Stuart Community Redevelopment Agency and private land owners. The lease agreements should be designed for the use of private parking inventory in support of visitor and employee parking needs during peak evening activity (Thursday through Sunday), as well as weekend special events. We recommend the pursuit of the following sizeable private land use opportunities:

- Wells Fargo Bank surface parking lot (301 SE Ocean Boulevard)
- Martin County Courthouse surface parking lots (SE Flagler Avenue)
- Revive Church surface parking lot (851 SE Johnson Avenue)
- Martin Health System (200 SE Hospital Avenue)
- Royal Palm Financial Center parking structure (SW Federal Highway)

Walker believes the typical peak parking needs may be best met with the use of the Wells Fargo Bank parking lot and the employee parking lots at the Martin County Courthouse. When combined, both locations provide sufficient levels of parking inventory to support typical overflow parking needs. We recommend the use of temporary dynamic messaging signs to direct motorists to these preferred locations in lieu of having motorists circle the limited inventory located along the SW Flagler corridor. Larger weekend special events may require the use of the Revive Church, Martin Health System and the Royal Palm Financial Center. Use of an alternate Special Event Tram Route should be incorporated to assist with shuttling motorists back and forth from these preferred event parking destinations. Lastly, Walker encourages the continued exploration of a series of smaller shared-use agreements to support the vehicle storage needs for the peak evening valet parking program.

PREMIUM CURBSIDE PAID PARKING

During our May 2018 stakeholder meeting with members of the Main Street Merchant Association, the Downtown Business Association and City staff, an inquiry of paid on-street parking for the premium curbside area was briefly discussed. The idea of implementing a paid on-street parking system in the core downtown areas would merely replace the time-limited spaces with a system that would generate a parking fund balance for the potential use in the development of City-funded parking structure. In this scenario, paid parking fees would be generated from short-term user groups parking in these areas with the potential for the City to issue a parking revenue bond with the revenues recorded from this annual revenue stream.

Visitors to the downtown core would have a choice of paying for convenient curbside access or taking advantage of the free long-term parking locations and utilizing the Downtown Stuart Tram system to travel to and from the downtown core. Implementing a paid on-street parking program would also support a best practice initiative of ensuring that a minimum of 15% of curbside spaces would be available to visitors always through the establishment of a reasonable price point strategy.

RESIDENTIAL PARKING PROGRAM

As future development continues to occur along downtown areas like the South Colorado Avenue corridor and the SW Seminole Street, Walker suggests the need to consider a residential permit parking program. In scenarios where commercial activity impacts adjacent residential neighborhoods, a residential parking program is typically viewed as an acceptable best practice solution. We don't see this as a question of residential developers not providing enough parking to satisfy the development, but more so, the demand created by adjacent commercial developments exceeding the City's minimum parking requirements. To preserve the quality of the neighborhood a "resident parking only" program is often the appropriate solution.

During our May 2018 stakeholder meeting with members of the Main Street Merchant Association, the Downtown Business Association and City staff, we listened to suggestions and comments from a resident of SW Seminole Street. Their concerns centered around the cost of a residential parking permit and suitable residential guest parking options when family members came to visit.

Key recommendation: Walker recommends establishing a residential parking ordinance with a departmental policy that enables City-recognized neighborhood associations to submit a formal request to the City for a review and discussion of program boundaries and hours of operation. Residential parking permits should be priced to offset the cost of the City to maintain the residential parking environment, to include signs and any pavement markings, as well as consider the location value of the on-street real estate for use by a specific group. It may be possible that different residential parking boundaries have a different price structure for the cost of a permit.

PARKING EXEMPT DISTRICT

Walker has been asked to review the City of Stuart Land Development Code that speaks to the Old Downtown District, otherwise known as the parking exempt district. Recent acclaim has centered around the development challenges restricted by the limits of the Code and the adjacent properties located just outside the boundaries of the parking exempt district. During our meetings, several stakeholders inquired about the impact to the current parking inventory if the parking exempt district were expanded beyond today's Old Downtown District boundaries. Parking availability is already at a premium during peak activity periods and the idea of adding additional parking demand from new development, without requiring parking, will only increase the perception that parking challenges are a reality in the downtown core.

In accordance with the City of Stuart's 2024 Strategic Plan[2], the Destination goal specifies building community as a desired destination with great new places. Under this goal, the number one ranked strategy to 'getting it done' is to compose and adopt a Downtown Redevelopment Program with a phased development plan and schedule. Under this plan, the need for land use mix decisions including retail, hotel, restaurant, public promenade, recreation and outdoor seating, and parking/parking structure were recognized. In addition, the coordinated circulation for vehicles and safe non-motorized pedestrian movement with wayfinding and signage were also key considerations.

A request to expand the parking exempt district beyond the current boundaries should be met with a plan to accommodate the exempt parking demand with the use of a public parking infrastructure. Expanding the district will only encourage greater density for the benefit of business owners, residents and visitors to the downtown area.

In the absence of private partnership funding for developing additional parking infrastructure, Walker suggests the City consider an exploration of the following options:

1. **Parking and Transportation Enterprise Fund –** create a fund with a goal of a self-sustaining parking system which, to the extent possible, generates a revenue stream that is sufficient to cover ongoing operating and maintenance expenses as well as outstanding debt service obligations to ensure its solvency. Operating deficits must be guaranteed by transfers from the City's General Fund. Excess revenues should be used to fund parking and other transportation-related capital and operational improvements that enhance mobility to and within the City of Stuart, as well as the funding of maintenance.

An Enterprise Fund is utilized in a paid parking system, where parking revenue is collected. The purpose of the Fund is to preserve parking revenues, segregate parking expenses, and establish a parking and transportation capital and operating budget that will allocate funds based on the City's goals.

Using the Enterprise Fund, the City should strongly consider assigning parking responsibilities to a dedicated staff position who would monitor the financial structure that consolidates Parking and Transportation's costs and benefits

[2] City of Stuart City Commission Resolution No. 151-2013, adopted December 9, 2013

2. **Parking In-Lieu Fees**- The City of Stuart already has a developer's option for payment of In-lieu fees to subsidize public parking infrastructure. In lieu of providing up to three parking spaces required for any use located in the Stuart Community Redevelopment Area, a developer may pay into the "Stuart Payment In lieu of Parking Trust Fund" a sum of money that is the product of the number of parking spaces required but not provided, and the current cost to provide a single parking space in the Stuart Community Redevelopment Area[3].

To maintain an effective parking system there has to be a balance between redevelopment and parking code. When a code is not in place all of the burden associated with the system is put on the public entity. A parking code removes some of the burden from the public and adds a mechanism to put some of it on the new development, where the increased demand is being generated.

3. **Public Improvement District –** Public Improvement District (PID) provides a development tool that allocates costs according to the benefits received. It is a local "self-help" funding mechanism that allows business owners within a defined area to establish a special district. A PID is established by either having the owners of a business improvement area submit a petition to initiate the district or by a legislative authority of the local government passing an initiation resolution to create the PID.

The activities in a PID are financed through a special assessment that is imposed on businesses, multifamily residential developments and mixed-use developments located within the geographic boundaries of the area.

4. **Parking Assessment District –** Parking Assessment District is a form of Special Assessment District found in many cities across the United States. A Special Assessment District is a defined geographical area of property owners who have requested public improvement and agree to pay for that improvement through pro rata charges levied against owners within the district.

In a Parking Assessment District, a fee is assessed to property owners based upon the average cost per space annually to maintain and operate the public parking system. The fee is calculated by taking the amount of spaces the property owner is required to provide for its patrons, based on City code, and multiplying that by the budgeted per space cost needed to operate the parking system. Like the Parking In-Lieu program this program requires implementation of a parking code.

An example of fee calculation is presented below.

XYZ Restaurant has 2,000 square feet in Stuart. The local parking code could require 10 spaces/1000 sq. ft. Therefore, XYZ Restaurant must provide 20 parking spaces. The budgeted per space cost to operate the parking system for the year is $400/space. XYZ Restaurant is assessed a Parking Assessment fee of $8,000/year.

[3] City of Stuart Land Development Code Section 6.01.19 – Payment in lieu parking program

PARKING ENFORCEMENT HOURS OF OPERATION

During our peak evening observations, we noticed nearly all the 3-hour time-limited on-street spaces were the first to be occupied, perhaps because of their proximity to the prime restaurant and retail destinations, but perhaps more so, because we understand these spaces to be unregulated after 6:00pm. Having a 3-hour time-limit duration in place from 8:00am to 6:00pm allows visitors and employees to occupy these spaces after 3:00pm, knowing very well they may have the opportunity to park beyond the 3-hour parking limitations.

To ensure employees do not occupy the use of these spaces after 3:00pm, Walker recommends regulating all the core on-street parking spaces with the 3-hour regulations through the early evening hours. With current enforcement hours in effect until 6:00pm, visitors and evening shift employees may occupy a prime time-limit space as early as 3:01pm without penalty or fine.

During our May 2018 stakeholder meeting with members of the Main Street Merchant Association, the Downtown Business Association and City staff, it was shared that extending the 3-hour enforcement time limits past 6:00pm may pose an unwanted parking challenge for evening patrons of the Lyric Theater.

During a follow-up teleconference with Lyric Theater management on June 15th, Walker learned evening event patrons frequently arrive at 5:00pm for an 8:00pm show to meet friends and /or have dinner before the show. For these reasons, it was shared that extending the 3-hour time limits past 8:00pm would be problematic. Occasionally, top-bill artists have required the Lyric to book multiple repeat performance shows in one evening. When this occurs, the first show may be scheduled as early as 5:00pm with the second show scheduled at 7:30pm. In this instance when multiple shows have been scheduled, patrons arriving for the early show would be encouraged to seek a longer-term parking location to avoid moving their parked vehicle between the performance and dinner after the show.

To accommodate the long-term parking location needs on days where theater events require the need for parking beyond the 3-hour limit, Walker recommends pursuit of a shared parking agreement with a 3rd party land owner. Use of a direct shuttle, or privately sponsored electric vehicle shuttle, could provide sufficient means for event patrons to park remotely and have secure access to and from the Lyric Theater.

A subsequent follow-up discussion with the Parking Advisory Committee on June 21st revealed the desired consent to extend enforcement hours to 8:00pm.

05 Parking Demand Projection and Parking Structure Conceptual Design

WALKER CONSULTANTS

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Tampa, FL 33634

813.888.5800
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September 20, 2018

(Sent via Email: pgandhi@ci.stuart.fl.us)

Ms. Pinal Gandhi-Savdas
Assistant to the City Manager
Economic Development Manager
City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

Re: Parking Demand Projection and Parking Structure Conceptual Design
Future Parking Needs Analysis
Walker Project No. 15-2224.05

Dear Ms. Gandhi-Savdas:

Walker is pleased to present this parking demand projection analysis performed for the City of Stuart. This report represents our analysis and conclusions and is intended to assist the City with an understanding of the potential parking demand associated with the develop of the City Hall site and the Sailfish Ballpark site. Additionally, this report includes a parking garage conceptual design for the Sailfish surface parking lot and the Martin County surface parking lot serving parking inventory needs for the Martin County court system.

We appreciate the opportunity to be of service to you on this project. If you have any questions or comments, please do not hesitate to call.

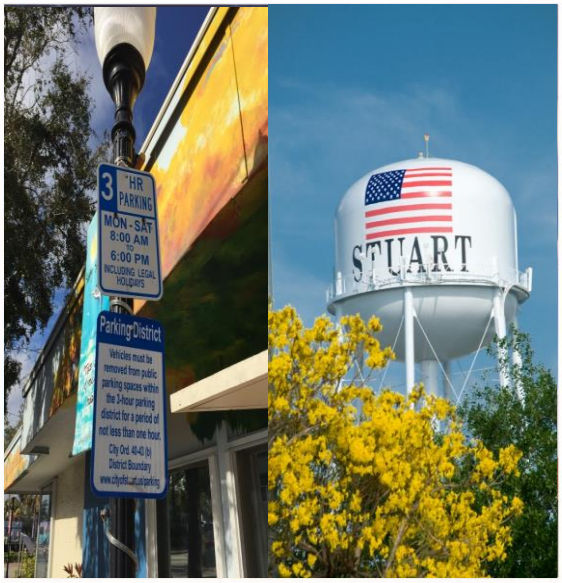
Sincerely,

WALKER CONSULTANTS

Jim Corbett, CAPP
Parking Consultant

Emily Krueger
Analyst/Planner

JMC:mm



BUILDING ENVELOPE

CONSULTING

FORENSIC RESTORATION

PARKING DESIGN

PLANNING

PARKING DEMAND PROJECTION AND
PARKING STRUCTURE CONCEPTUAL DESIGN

Future Parking Needs Analysis
City of Stuart, Florida
Work Authorization #4

Stuart, Florida

September 20, 2018

City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

Walker Project No. 15-2224.05

WALKER CONSULTANTS

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EXECUTIVE SUMMARY

CONCLUSIONS AND RECOMMENDATIONS

CITY HALL SITE

- Walker's sample development plans for the City Hall site suggest a proposed 50-room boutique hotel with a 2,000 square foot restaurant and lobby lounge on the ground floor. Onsite parking will be provided for guests and employees of the boutique hotel.

- Walker's model evaluates the projected parking demand from 6:00am to midnight[1] for each month of the year for a weekday and weekend. Based on the model for the City Hall site, typical weekday peak hour demand is projected to occur in February during the 8:00am hour and the typical weekend peak hour demand is projected to occur in March during the 9:00pm hour.

Parking Needs Analysis – Typical Peak Weekday

	Weekday						
Land Use	Unadj Demand	Month Adj Feb	Pk Hr Adj 8:00 AM	Non Captive Daytime	Drive Ratio Daytime	Demand Feb 8:00 AM	Demand Mar 9:00 PM
Hotel-Leisure	45	100%	90%	100%	100%	41	43
Restaurant/Lounge	20	86%	30%	90%	60%	3	7
Employee	13	100%	90%	100%	82%	10	2
Subtotal Visitor/Guest	65					44	50
Subtotal Employee	13					10	2
Total Parking Spaces Required	**78**					**54**	**52**
					% reduction	31%	

Source: Walker Consultants 2018

Parking Needs Analysis – Typical Peak Weekend

	Weekend						
Land Use	Unadj Demand	Month Adj Mar	Pk Hr Adj 9:00 PM	Non Captive Evening	Drive Ratio Evening	Demand Mar 9:00 PM	Demand Feb 5:00 PM
Hotel-Leisure	50	100%	95%	100%	100%	48	40
Restaurant/Lounge	20	95%	67%	30%	70%	3	1
Employee	9	100%	55%	100%	95%	5	6
Subtotal Visitor/Guest	70					51	41
Subtotal Employee	9					5	6
Total Parking Spaces Required	**79**					**56**	47
					% reduction	29%	

[1] For this analysis, daytime hours are from 6:00am to 6:00pm and evening hours are from 6:00pm to midnight.

Source: Walker Consultants 2018

- The Zone 1 organic growth total includes the loss of the 75-space impact as a result of a potential City Hall development project. As shown in this exhibit, Walker projects an additional 85± public parking spaces beyond the initial parking inventory supply will be required to satisfy a five-year future growth projection in the absence of any additional demand generators (833 - 738 = 85).

Zone 1 Future Growth Impact

Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Totals	February Utilization PM	February Utilization Percent	Organic Growth 1% per Year	New Spaces Needed	Utilization Percent Impact
1	214	7	101	5	327	327	100%	419	92	128%
2	5	0	0	0	5	5	100%	6	1	120%
3	15	0	0	0	15	15	100%	16	1	107%
4	4	0	0	0	4	2	50%	3	1	75%
10	48	2	12	1	63	63	100%	67	4	106%
11	30	0	0	0	30	30	100%	32	2	107%
12	25	0	0	0	25	23	92%	25	2	100%
13	155	7	0	0	162	162	100%	171	9	106%
14	35	0	20	1	56	55	98%	58	3	104%
15	30	0	0	0	30	24	80%	26	2	87%
16	21	0	0	0	21	9	43%	10	1	48%
Totals	**629**	**16**	**133**	**7**	**738**	**715**	**97%**	**833**	**118**	**102%**

Source: Walker Consultants City of Stuart Downtown Parking Utilization Report 2018

SAILFISH BALLPARK SITE

- Similar to the unknown land development quantities we recognized with the City Hall site, Walker is working under an assumption that the Sailfish Ballpark site will be a mixed-use site consisting of 10,000 square feet of community retail, two separate parcels totaling 3,000 square feet of fine/casual dining, 1,000 square feet of family-style restaurant, 1,500 square feet of fast casual/fast food, 323± residential units, and 10,000 square feet of professional office space.

- Walker's model evaluates the projected parking demand from 6:00am to midnight for each month of the year for a weekday and weekend. Based on the model for the Sailfish Ballpark Development Site, typical weekday and weekend peak hour demand is projected to occur at the same time of day in December during the 7:00pm hour.

Sailfish Ballpark Development Typical Peak Weekday Demand

	Weekday						
Land Use	Unadj Demand	Month Adj December	Pk Hr Adj 7:00 PM	Non Captive Evening	Drive Ratio Evening	Demand December 7:00 PM	Demand December 5:00 PM
Community Retail (<400 ksf)	29	100%	75%	89%	100%	19	23
Employee	7	100%	95%	91%	87%	5	5
Fine/Casual Dining	46	100%	100%	90%	100%	41	31
Employee	8	100%	100%	91%	87%	6	6
Family Restaurant	9	100%	80%	90%	100%	6	6
Employee	2	100%	95%	91%	87%	2	1
Fast Casual/Fast Food	19	100%	80%	30%	100%	5	4
Employee	3	100%	90%	91%	87%	2	2
Residential Guest	32	100%	100%	100%	100%	32	13
Residential Reserved - Rental	330	100%	100%	100%	98%	324	324
Residential Unreserved - Rental	162	100%	97%	100%	98%	155	136
Office <25,000sq ft	3	100%	2%	100%	100%	0	0
Employee	35	100%	10%	100%	92%	3	13
Subtotal Customer/Guest	138					103	77
Subtotal Employee/Resident	217					173	163
Subtotal Reserved Resident - Rental	330					324	324
Total Parking Spaces Required	**685**					**600**	**564**
					% reduction	12%	

Source: Walker Consultants 2018

Sailfish Ballpark Development Typical Peak Weekend Demand

	Weekend						
Land Use	Unadj Demand	Month Adj December	Pk Hr Adj 7:00 PM	Non Captive Evening	Drive Ratio Evening	Demand December 7:00 PM	Demand December 5:00 PM
Community Retail (<400 ksf)	32	100%	75%	85%	100%	20	27
Employee	8	100%	80%	91%	95%	6	6
Fine/Casual Dining	51	100%	95%	91%	100%	44	27
Employee	9	100%	100%	91%	95%	8	7
Family Restaurant	13	100%	70%	91%	100%	8	7
Employee	2	100%	95%	91%	95%	2	1
Fast Casual/Fast Food	18	100%	80%	30%	100%	4	4
Employee	3	100%	90%	91%	95%	2	2
Residential Guest	48	100%	100%	100%	100%	48	19
Residential Reserved - Rental	330	100%	100%	100%	98%	324	324
Residential Unreserved - Rental	162	100%	97%	100%	98%	155	136
Office <25,000sq ft	0	100%	0%	100%	100%	0	0
Employee	4	100%	0%	100%	100%	0	0
Subtotal Customer/Guest	162					124	84
Subtotal Employee/Resident	188					173	152
Subtotal Reserved Resident - Rental	330					324	324
Total Parking Spaces Required	**680**					**621**	560
					% reduction	9%	

Source: Walker Consultants 2018

- Our analysis of this potential development site does not demonstrate a material impact on public parking inventory as long as on-street parking inventory located on Martin Luther King Jr. Boulevard is maintained. We suggest a formal parking needs analysis be performed prior to approval of any development plans for this site. Authorized plans should require the developer to provide adequate levels of shared parking inventory when considering all land uses for the development site.

COLORADO AVENUE CORRIDOR

- To demonstrate future demand growth for this portion of the Colorado Avenue corridor, Walker has provided the following exhibits showing a breakdown of inventory by block, the observed utilization in February 2018 by block, and a 1% organic growth rate by block for the foreseeable five-year future. We've chosen to use a 1% organic growth in order to represent a conservative growth margin in the event no new demand generators are introduced to this portion of the corridor.

Colorado Avenue Future Growth Impact

Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Totals	February Utilization PM	February Utilization Percent	Organic Growth 1% per Year	New Spaces Needed	Utilization Percent Impact
31	20	0	0	0	20	12	60%	13	1	65%
34	12	0	0	0	12	8	67%	9	1	75%
35	10	0	78	4	92	82	89%	87	5	95%
36	28	0	0	0	28	27	96%	29	2	104%
37	13	0	0	0	13	4	31%	5	1	38%
39	11	0	0	0	11	0	0%	0	0	0%
40	18	0	0	0	18	18	100%	19	1	106%
41	34	1	0	0	35	9	26%	10	1	29%
43	21	0	0	0	21	0	0%	0	0	0%
Totals	**167**	**1**	**78**	**4**	**189**	**122**	**65%**	**131**	**9**	**68%**

Source: Walker Consultants City of Stuart Downtown Parking Utilization Report 2018

- As shown in the exhibit above, the organic growth margin for the next five years suggests the need for as little as nine new public parking spaces, which does not exceed the current inventory supply of 189± public parking spaces. While this need by itself does not suggest a parking inventory challenge, it should be noted that three of the existing blocks show parking inadequacies. In particular, the Kiwanis Park public parking inventory in Block 35, the adjacent on-street parking inventory in Block 36 and the on-street inventory shown in Block 40 demonstrate future capacity challenges.

- Organic growth in the Colorado Avenue corridor does not suggest the need to partner and build a parking structure in the immediate future. Existing developments have ample off-street parking to support their primary use needs during business hours and evening parking demand levels have not exceeded available public parking inventory. As a result, Walker recommends the pursuit of shared parking agreements as needed and expanding the Stuart Tram service to support access to and from perimeter parking inventory areas.

SAILFISH SURFACE LOT – CONCEPTUAL PARKING STRUCTURE DESIGN

- When design options were considered for this location, the limited footprint suggested the need for flat floors with an external ramping system. In order to achieve the required slope from grade to second floor elevation, Walker developed a conceptual design using SW Akron Avenue as the primary access ramp. Use of this roadway eliminates the eleven angled parking spaces on SW Akron Avenue. The parking structure has been designed to a maximum height of three stories per City of Stuart Land Development code. To maintain functionality, the two surface lot entrances have been preserved and will continue to be in use.

Car counts for the conceptual design may be broken down as follows:

Car Count				
9’-0” x 18’-0” 90° standard space				
12’-0” x 5’-0” x 18’-0” 90° standard ADA space				
Levels	Standard	Car Accessible	Van Accessible	Total
Level One	56	5	2	63
Level Two	73	0	0	73
Level Three	76	0	0	76
				212

- Walker estimates the construction costs per space at $44 per square foot with a parking stall efficiency of 465 square feet per stall. Based on this estimate, Walker calculates the following cost per stall. ($44 cost per sf x 465 sf efficiency = $20,460 per stall) Using a design of 212 stalls Walker projects an overall cost of construction in the range of $3.816m to $4.240m range. The construction of these 212 parking spaces on the existing 67 space surface lot and the existing eleven angled street spaces provides a new net total of 134 spaces.

MARTIN COUNTY SURFACE LOT – CONCEPTUAL PARKING STRUCTURE DESIGN

- The parking structure has been designed to a maximum height of three stories for consistencies within the district. To maintain functionality, two of the three surface lot entrances have been preserved and will continue to be in use. A single ramping system has been designed to improve use of the site while maintaining the stormwater retention area.

Car counts for the conceptual design may be broken down as follows:

Car Count				
9'-0" x 18'-0" 90° standard space				
12'-0" x 5'-0" x 18'-0" 90° standard ADA space				
Levels	Standard	Car Accessible	Van Accessible	Total
Level One	160	10	3	173
Level Two	209	0	0	209
Level Three	213	0	0	213
				595

- Walker estimates the construction costs per space at $40 per square foot with a parking stall efficiency of 360 square feet per stall. Based on this estimate, Walker calculates the following cost per stall. ($40 cost per sf x 360 sf efficiency = $14,400 per stall) Using a design of 595 stalls Walker projects an overall cost of construction in the range of $8.333m to $9.520m range. The construction of these 595 parking spaces on the existing 185 space surface lot provides a new net total of 410 spaces.

01 Section

Future Development Demand Projection

FUTURE DEVELOPMENT DEMAND PROJECTION

New developments considered in this analysis include the redevelopment of the City Hall and Sailfish Ballpark sites, and the future growth of the Colorado Avenue corridor. Each of these unique development sites have the potential to impact the parking supply while adding new land uses, and subsequently, new parking demand. Two other factors that will most likely impact the future parking demand in Downtown Stuart are categorized by organic growth levels for visitor and local resident demand. In addition, we recognize the potential for a decrease in parking demand levels resulting from alternate modes of transportation, to include the popular growth of transportation network companies (TNC's) such as Uber and Lyft, as well as the potential impact of last-mile mobility programs, such as bicycles, scooters and golf carts.

To assist the reader with a visual understanding of the proposed development sites the following exhibit has been created to demonstrate their location within Downtown Stuart. Walker has also included the location of the two conceptual garage sites which will be further discussed in Section Two of this analysis.

Exhibit 1: Proposed Development Sites with Parking Garage Conceptual Design Locations

Source: Google Earth, City of Stuart, and Walker Consultants 2018

As detailed in this exhibit, the boundaries of the development sites have been outlined with red-dotted lines and the location of the conceptual parking garage sites have been outlined in green.

FUTURE DEVELOPMENT SITES

CITY HALL SITE

The surface parking lots surrounding City Hall support visitor parking needs for City Hall business as well as the adjacent restaurant and retail businesses. A city-sponsored valet parking program is offered during peak weekend evening hours using this same parking inventory. Within these surface parking parcels, there are 71 regular parking spaces and four (4) designated disabled parking spaces to support these parking user groups. Vehicle and pedestrian entry/exit points to and from the surface parking area may be accessed from both Flagler Avenue and SW St. Lucie Avenue.

While specific land development quantities were unknown at the time of this analysis, Walker has speculated the City Hall site might support the development of a 50-room boutique hotel, to include a ground-floor restaurant/ lounge. In support of the hotel's parking needs, Walker anticipates the development would include the design of a surface parking area within the footprint of the property boundaries. This parking area would be specific to the parking needs of the guests and employees of the hotel and controlled by hotel management.

The development of the City Hall site would displace the existing 75-space public parking inventory, requiring this significantly-utilized inventory to be replaced elsewhere in Downtown Stuart.

Exhibit 2: City Hall Development Site

Source: Walker Consultants and Google Earth 2018

PARKING NEEDS ANALYSIS – CITY HALL DEVELOPMENT

Shared parking methodology was developed in the 1980s and has been a widely-accepted industry standard for rightsizing parking facilities over the past 30+ years. Adopted by cities throughout the U.S., and codified in zoning ordinances as an acceptable practice, shared parking is endorsed by the Urban Land Institute (ULI), the American Planning Association (APA), the National Parking Association (NPA), and International Council of Shopping Centers (ICSC), as an acceptable method of parking planning and management.

Shared parking allows for the sharing of parking spaces among uses in a mixed-use environment—in lieu of providing a minimum number of parking spaces for each individual use. Shared parking commonly results in a reduction of required parking spaces. This reduction, which is sometimes significant, depends on the quantities and mix of uses and local code requirements.

Shared Parking is defined as the ability to use the same parking resource by multiple nearby or adjacent land uses without encroachment. Shared parking takes into account the parking demand for more than 45 different land uses; the availability and use of alternative modes of transportation; captive market effects[2]; and daily, hourly, and seasonal variations. In the case of the City Hall site, shared parking analysis recognizes the interrelationship of parking among overnight hotel guests and on-site, accessory uses such as the proposed restaurant lounge activity. A shared parking model generates 456 parking demand computations as follows:

- 19 hours during a day, beginning at 6 a.m. and concluding at midnight
- 2 days per week, a weekday and a weekend day
- 12 months of the year
- 19 x 2 x 12 = 456 different calculations

The recommended parking capacity is derived based on the highest figure generated from these 456 computations. Therefore, the intent is to design for the busiest hour of the year, busiest day of the year, and busiest month of the year, at an 85th percentile level relative to similar properties.

A shared parking analysis begins first by taking the land use quantities of the proposed boutique hotel, e.g., number of hotel rooms, and multiplying by a base parking demand ratio and monthly and hourly adjustment factors. All base ratios and hourly and monthly adjustments are industry standards that are based on thousands of parking occupancy studies, vetted by leading parking consultants and real estate professionals, and documented within the Second Edition of ULI/ICSC's *Shared Parking*.

Walker has used the following base parking ratios to calculate the typical peak demand for the boutique hotel.

[2]Recognition of a user group already on site for another primary purpose and not generating incremental parking demand for an accessory use. For example, a lounge located in a boutique hotel generates very little, if any, outside parking demand. Since the parking demand for the hotel guests has already been accounted for, to avoid double counting, a non-captive adjustment factor is applied to the parking demand calculation for the lounge. In this extreme example, the non-captive ratio may be 0 percent.

Exhibit 3: Standard or Base Parking Generation Ratios

	Recommended Parking Ratios *Spaces required per unit land use*						
	Weekday		Weekend			Total	
Land Use	Visitor	Employee	Visitor	Employee	Unit	Weekday	Weekend
Hotel-Leisure	0.90	0.25	1.00	0.18	/room	1.15	1.18
Restaurant/Lounge	10.00		10.00		/ksf GLA	10.00	10.00

Source: Shared Parking, Second Edition, Urban Land Institute and International Council of Shopping Centers, 2005.

The employee driving ratios were derived from the 2016 Five-Year American Community Survey data set found through the American Association of State Highway and Transportation Officials (AASHTO) and Census Transportation Planning Products (CTPP). The Census data concluded that Stuart, Florida has an 87 percent commuter drive ratio and therefore, we have modeled the drive ratio for service employees at 87 percent. We recognize in doing so, that in this type of development, some employees will bike to work, some will carpool, and some will take local transit to the nearest drop off/ pick up spot and then walk to the site.

When combined with the Census data for consumer driving ratios (98 percent), we've modeled the comprehensive driving ratio for employees, residents and consumers at 92.5 percent, allowing for a 5.5 percent means of transportation reduction for the development of a boutique hotel the City Hall site.

SUMMARY & RECOMMENDATIONS

Walker's model evaluates the projected parking demand from 6:00am to midnight for each month of the year for a weekday and weekend. Based on the model for the City Hall Development Site, typical weekday peak hour demand is projected to occur in February during the 8:00am hour and the typical weekend peak hour demand is projected to occur in March during the 9:00pm hour.

Exhibit 4: City Hall Development Typical Peak Weekday Demand

	Weekday						
Land Use	Unadj Demand	Month Adj Feb	Pk Hr Adj 8:00 AM	Non Captive Daytime	Drive Ratio Daytime	Demand Feb 8:00 AM	Demand Mar 9:00 PM
Hotel-Leisure	45	100%	90%	100%	100%	41	43
Restaurant/Lounge	20	86%	30%	90%	60%	3	7
Employee	13	100%	90%	100%	82%	10	2
Subtotal Visitor/Guest	65					44	50
Subtotal Employee	13					10	2
Total Parking Spaces Required	**78**					**54**	**52**
					% reduction	31%	

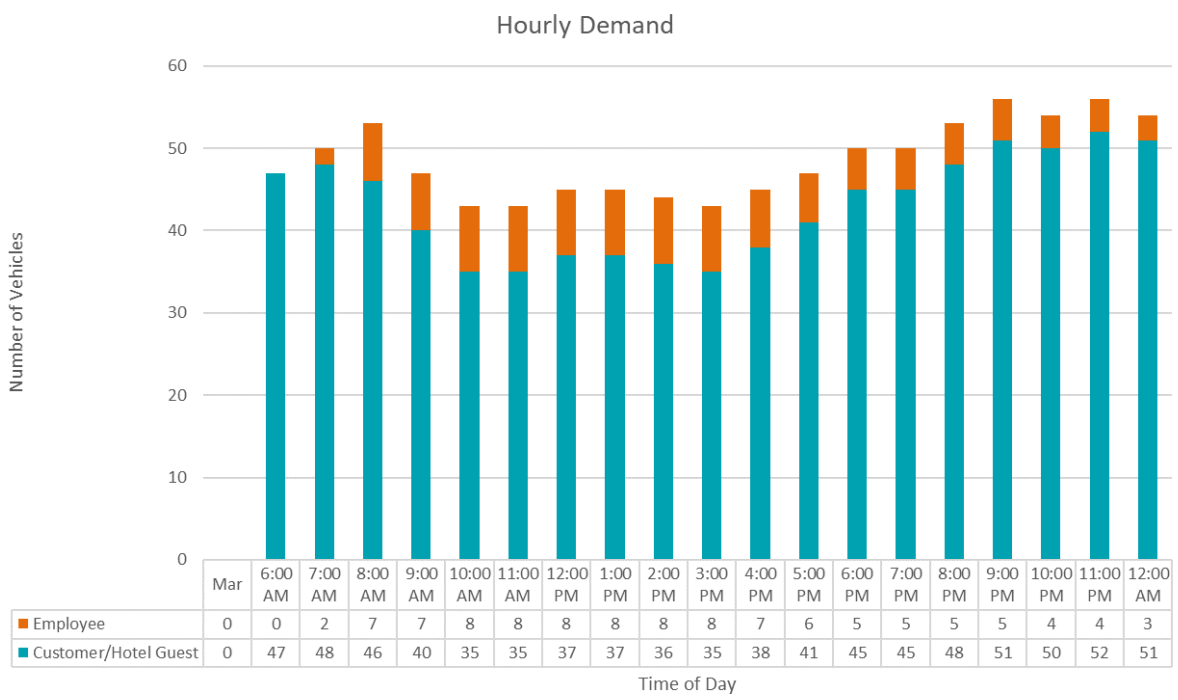
Source: Walker Consultants 2018

Exhibit 5: City Hall Development Typical Peak Weekend Demand

	Weekend						
Land Use	Unadj Demand	Month Adj Mar	Pk Hr Adj 9:00 PM	Non Captive Evening	Drive Ratio Evening	Demand Mar 9:00 PM	Demand Feb 5:00 PM
Hotel-Leisure	50	100%	95%	100%	100%	48	40
Restaurant/Lounge	20	95%	67%	30%	70%	3	1
Employee	9	100%	55%	100%	95%	5	6
Subtotal Visitor/Guest	70					51	41
Subtotal Employee	9					5	6
Total Parking Spaces Required	**79**					**56**	47
					% reduction	29%	

Source: Walker Consultants 2018

Exhibit 6: Projected Parking Demand by Time of Day – Weekend



	Mar	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Employee	0	0	2	7	7	8	8	8	8	8	8	7	6	5	5	5	5	4	4	3
Customer/Hotel Guest	0	47	48	46	40	35	35	37	37	36	35	38	41	45	45	48	51	50	52	51

Source: Walker Consultants 2018

DEVELOPMENT IMPACT - CITY HALL SITE

The City Hall site is located in Block 1 of Walker's Zone 1 study area in Downtown Stuart. Utilization levels captured during our February 2018 site visit show the following parking adequacy levels in excess of 85% utilization for both daytime and evening hours within Block 1.

Exhibit 7: Block 1 of Zone 1 Utilization Levels - Daytime

Source: Walker Consultants City of Stuart Downtown Parking Utilization Report 2018

Exhibit 8: Block 1 of Zone 1 Utilization Levels - Evening

Source: Walker Consultants City of Stuart Downtown Parking Utilization Report 2018

To demonstrate future demand growth for Zone 1 of the Downtown Study area, Walker has provided the following exhibits showing a breakdown of inventory by block, the observed utilization in February 2018 by block, a 1% organic growth rate by block for the foreseeable five-year future, and the loss of the 75-space impact as a result of a potential City Hall development. We've chosen to use a 1% organic growth in order to represent a conservative growth margin in the event no new demand generators are introduced to Zone 1.

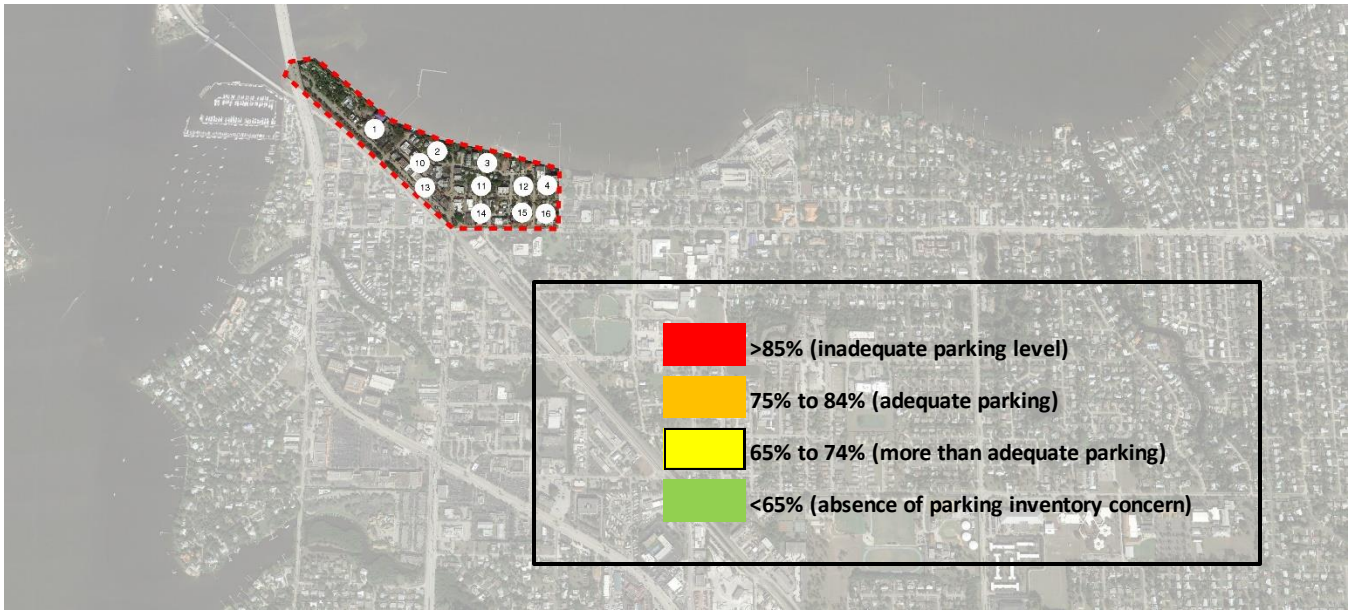
Exhibit 9: Zone 1 Future Growth Impact

Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Totals	February Utilization PM	February Utilization Percent	Organic Growth 1% per Year	New Spaces Needed	Utilization Percent Impact
1	214	7	101	5	327	327	100%	419	92	128%
2	5	0	0	0	5	5	100%	6	1	120%
3	15	0	0	0	15	15	100%	16	1	107%
4	4	0	0	0	4	2	50%	3	1	75%
10	48	2	12	1	63	63	100%	67	4	106%
11	30	0	0	0	30	30	100%	32	2	107%
12	25	0	0	0	25	23	92%	25	2	100%
13	155	7	0	0	162	162	100%	171	9	106%
14	35	0	20	1	56	55	98%	58	3	104%
15	30	0	0	0	30	24	80%	26	2	87%
16	21	0	0	0	21	9	43%	10	1	48%
Totals	**629**	**16**	**133**	**7**	**738**	**715**	**97%**	**833**	**118**	**102%**

Source: Walker Consultants City of Stuart Downtown Parking Utilization Report 2018

The Zone 1 organic growth total includes the loss of the 75-space impact as a result of a potential City Hall development project. As shown in this exhibit, Walker projects an additional 118± parking spaces will be required to satisfy a five-year future growth projection in the absence of any additional demand generators.

Exhibit 10: Zone 1 Boundaries/Utilization Index



Source: Walker Consultants City of Stuart Downtown Parking Inventory Report 2018

SAILFISH BALLPARK AND ADJOINING CITY GARAGE SITE

The City of Stuart recently released a Request for Proposal for the Sailfish Ballpark and City Garage site located along SE Flagler Avenue, Martin Luther King Jr Boulevard, and bisected by SE Georgia Avenue. This site consists of two parcels with a combined area of 10.75 acres. Appropriate uses include industrial, office, retail, multi-family, mixed-use, recreational/ entertainment and other uses associated with a vibrant downtown urban district.

Similar to the unknown land development quantities we recognized with the City Hall site, Walker is working under an assumption that the Sailfish Ballpark site will be a mixed-use site consisting of 10,000 square feet of community retail, two separate parcels totaling 3,000 square feet of fine/casual dining, 1,000 square feet of family-style restaurant, 1,500 square feet of fast casual/fast food, 323± residential units, and 10,000 square feet of professional office space.

Exhibit 11: Sailfish Ballpark and City Garage Development Site

Source: Walker Consultants and Google Earth 2018

Walker has also assumed the residential unit breakdown as 33 studio/efficiency units (10%), 194 one-bedroom units (60%), and 96 two-bedroom units (30%) for a total of 323 residential units.

PARKING NEEDS ANALYSIS – SAILFISH BALLPARK DEVELOPMENT

Walker has used the following base parking ratios to calculate the typical peak demand for the mixed-use development site.

Exhibit 12: Standard or Base Parking Generation Ratios

	Recommended Parking Ratios *Spaces required per unit land use*						
	Weekday		**Weekend**			Total	
Land Use	Visitor	Employee	Visitor	Employee	Unit	Weekday	Weekend
Community Retail (<400 ksf)	2.90	0.70	3.20	0.80	/ksf GLA	3.60	4.00
Fine/Casual Dining	15.25	2.75	17.00	3.00	/ksf GLA	18.00	20.00
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA	10.50	15.00
Fast Casual/Fast Food	12.75	2.25	12.00	2.00	/ksf GLA	15.00	14.00
Residential : Studio Efficiency	0.10	1.00	0.15	1.00	/unit	1.10	1.15
1 bedroom	0.10	1.50	0.15	1.50	/unit	1.60	1.65
2 bedroom	0.10	1.75	0.15	1.75	/unit	1.85	1.90
>3 bedroom	0.10	2.00	0.15	2.00	/unit	2.10	2.15
Office <25,000sq ft	0.30	3.50	0.03	0.35	/ksf GFA	3.80	0.38

Source: Walker Consultants 2018

SUMMARY & RECOMMENDATIONS

Walker's model evaluates the projected parking demand from 6:00am to midnight for each month of the year for a weekday and weekend. Based on the model for the Sailfish Ballpark Development Site, typical weekday and weekend peak hour demand is projected to occur at the same time of day in December during the 7:00pm hour.

Exhibit 13: Sailfish Ballpark Development Typical Peak Weekday Demand

	Weekday						
Land Use	Unadj Demand	Month Adj December	Pk Hr Adj 7:00 PM	Non Captive Evening	Drive Ratio Evening	Demand December 7:00 PM	Demand December 5:00 PM
Community Retail (<400 ksf)	29	100%	75%	89%	100%	19	23
Employee	7	100%	95%	91%	87%	5	5
Fine/Casual Dining	46	100%	100%	90%	100%	41	31
Employee	8	100%	100%	91%	87%	6	6
Family Restaurant	9	100%	80%	90%	100%	6	6
Employee	2	100%	95%	91%	87%	2	1
Fast Casual/Fast Food	19	100%	80%	30%	100%	5	4
Employee	3	100%	90%	91%	87%	2	2
Residential Guest	32	100%	100%	100%	100%	32	13
Residential Reserved - Rental	330	100%	100%	100%	98%	324	324
Residential Unreserved - Rental	162	100%	97%	100%	98%	155	136
Office <25,000sq ft	3	100%	2%	100%	100%	0	0
Employee	35	100%	10%	100%	92%	3	13
Subtotal Customer/Guest	138					103	77
Subtotal Employee/Resident	217					173	163
Subtotal Reserved Resident - Rental	330					324	324
Total Parking Spaces Required	**685**					**600**	**564**
					% reduction	12%	

Source: Walker Consultants 2018

This typical weekday demand model accounts for the reservation of one reserved residential parking space per unit while the remaining demand for the second parking space is shared amongst the general inventory for the development site. It's assumed that most second-vehicle residential units will use at least one vehicle to commute during the weekday for work and/or pleasure activity. Outside of the residential parking demand, the second largest demand generator is the need to supply parking inventory for the fine/casual dining restaurants.

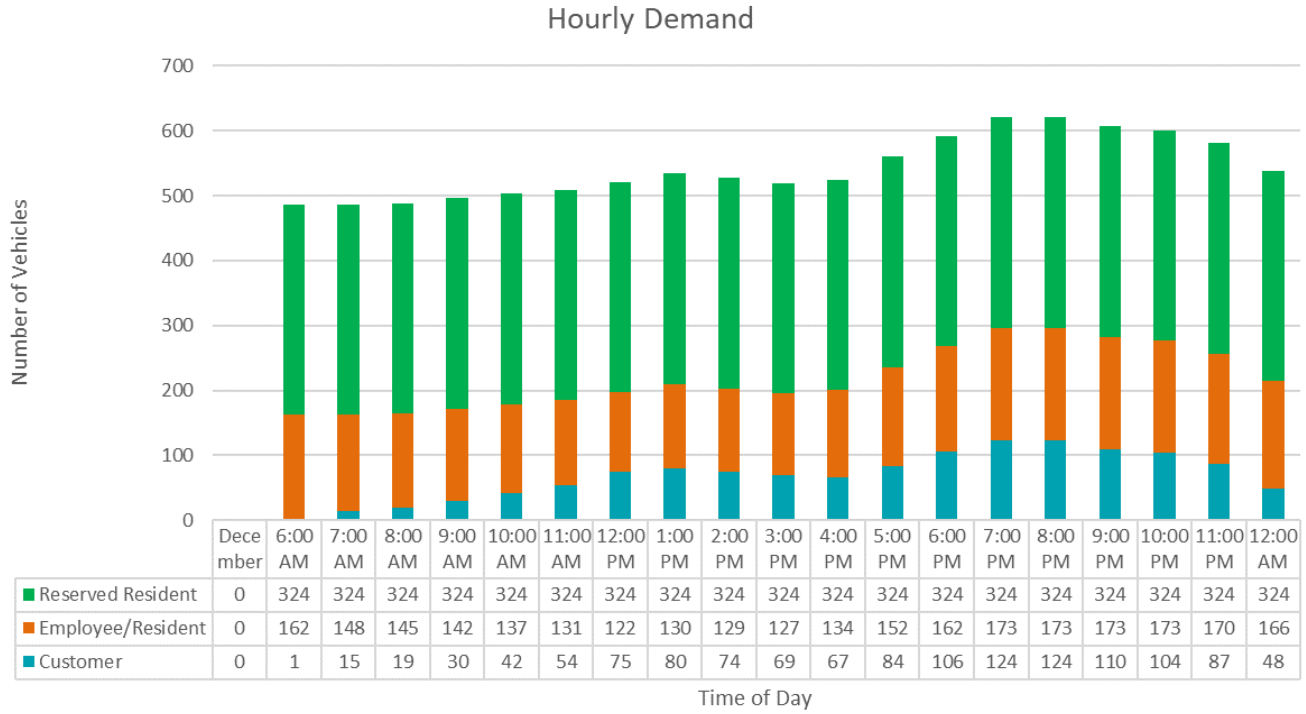
Exhibit 14: Sailfish Ballpark Development Typical Peak Weekend Demand

	Weekend						
Land Use	Unadj Demand	Month Adj December	Pk Hr Adj 7:00 PM	Non Captive Evening	Drive Ratio Evening	Demand December 7:00 PM	Demand December 5:00 PM
Community Retail (<400 ksf)	32	100%	75%	85%	100%	20	27
Employee	8	100%	80%	91%	95%	6	6
Fine/Casual Dining	51	100%	95%	91%	100%	44	27
Employee	9	100%	100%	91%	95%	8	7
Family Restaurant	13	100%	70%	91%	100%	8	7
Employee	2	100%	95%	91%	95%	2	1
Fast Casual/Fast Food	18	100%	80%	30%	100%	4	4
Employee	3	100%	90%	91%	95%	2	2
Residential Guest	48	100%	100%	100%	100%	48	19
Residential Reserved - Rental	330	100%	100%	100%	98%	324	324
Residential Unreserved - Rental	162	100%	97%	100%	98%	155	136
Office <25,000sq ft	0	100%	0%	100%	100%	0	0
Employee	4	100%	0%	100%	100%	0	0
Subtotal Customer/Guest	162					124	84
Subtotal Employee/Resident	188					173	152
Subtotal Reserved Resident - Rental	330					324	324
Total Parking Spaces Required	**680**					**621**	560
					% reduction	9%	

Source: Walker Consultants 2018

This typical weekend demand model accounts for a similar reservation of one reserved residential parking space per unit while the remaining demand for the second parking space is shared amongst the general inventory for the development site. As is the case with the typical weekday demand model, the specific land use quantities projected for this development site share a common demand period in the early evening hours when residents are returning home from the day and evening meal periods are reaching peak periods of activity.

Exhibit 15: Projected Parking Demand by Time of Day – Weekend



	December	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Reserved Resident	0	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324	324
Employee/Resident	0	162	148	145	142	137	131	122	130	129	127	134	152	162	173	173	173	173	170	166
Customer	0	1	15	19	30	42	54	75	80	74	69	67	84	106	124	124	110	104	87	48

Source: Walker Consultants 2018

The typical weekend peak hour demand suggests 621± parking spaces at 7:00pm with the reserved residential parking spaces meeting the needs of the largest user group for this development. Restaurant, retail and second-vehicle residents comprise the next largest user group, while customers and visitors to the site require the least amount of parking space inventory at 124± parking spaces during the 7:00pm hour.

DEVELOPMENT IMPACT – SAILFISH BALLPARK SITE

The Sailfish Ballpark and City Garage development site is located in Block 49 and Block 50 of Walker's Zone 6 study area in Downtown Stuart. Utilization levels captured during our February 2018 site visit did not reflect a demand specific to these sites. We were not able to observe any ballpark activity creating a need to use the adjacent Martin County parking inventory nor the on-street parking located on Martin Luther King Jr. Boulevard. As such, with a redevelopment of the Sailfish Ballpark and City Garage sites, Walker does not anticipate an impact on the loss of parking as each of these sites were dependent upon the shared use of neighboring parking inventory during peak demand periods. The following exhibit shows the location of both sites and their relationship to shared parking inventory.

Exhibit 16: Block 49 and Block 50 with Shared Parking Inventory

Source: Walker Consultants City of Stuart Downtown Parking Inventory Report 2018

SAILFISH BALLFISH AND ADJOINING CITY GARAGE SITE SUMMARY & RECOMMENDATIONS

Our analysis of this potential development site does not demonstrate a material impact on public parking inventory as long as on-street parking inventory located on Martin Luther King Jr. Boulevard is maintained. We suggest a formal parking needs analysis be performed prior to approval of any development plans for this site. Authorized plans should require the developer to provide adequate levels of shared parking inventory when considering all land uses for the development site.

COLORADO AVENUE CORRIDOR

In 2011, the City of Stuart Community Redevelopment Agency (CRA) was awarded a Community Development Block Grant (CDBG) for Commercial Revitalization from the Florida State Department of Economic Opportunity (DEO) for the Colorado Avenue Business District Improvement Project. According to the DEO website, the project was ranked second out of five applicants and received 100% of the $750,000 the CRA applied for. The balance of the $1.2-million project was covered by matching funds from the CRA.

The project redesigned the stretch of Colorado Avenue between U.S. 1 and Dixie Highway, reducing auto traffic speeds, improving pedestrian and bicycle access, increase parking, and improving visibility and access to businesses along the roadway. The CRA vision and the revised plan approved in 2009, identified Colorado Avenue as a key area for improvement with traffic calming and streetscaping. Other aspects of the project included widening sidewalks, adding landscaping, creating drivable medians, and improving the overall connectivity to the historic downtown area.

The following exhibit shows an abbreviated snapshot of the Colorado Avenue corridor from Dixie Highway on the north to the intersection of Martin Luther King Jr. Boulevard on the south. Portions of the corridor located south of Martin Luther King Jr. Boulevard to Highway US 1 are not shown in this aerial.

Exhibit 17: Colorado Avenue Corridor Development Aerial

Source: Walker Consultants and Google Earth, 2018.

To demonstrate future demand growth for this portion of the Colorado Avenue corridor, Walker has provided the following exhibit showing a breakdown of inventory by block, the observed utilization in February 2018 by block, and a 1% organic growth rate by block for the foreseeable five-year future. We've chosen to use a 1% organic growth in order to represent a conservative growth margin in the event no new demand generators are introduced to this portion of the corridor.

Exhibit 18: Colorado Avenue Future Growth Impact

Block #	Public On-Street	(ADA)	Public Off-Street	(ADA)	Totals	February Utilization PM	February Utilization Percent	Organic Growth 1% per Year	New Spaces Needed	Utilization Percent Impact
31	20	0	0	0	20	12	60%	13	1	65%
34	12	0	0	0	12	8	67%	9	1	75%
35	10	0	78	4	92	82	89%	87	5	95%
36	28	0	0	0	28	27	96%	29	2	104%
37	13	0	0	0	13	4	31%	5	1	38%
39	11	0	0	0	11	0	0%	0	0	0%
40	18	0	0	0	18	18	100%	19	1	106%
41	34	1	0	0	35	9	26%	10	1	29%
43	21	0	0	0	21	0	0%	0	0	0%
Totals	**167**	**1**	**78**	**4**	**189**	**122**	**65%**	**131**	**9**	**68%**

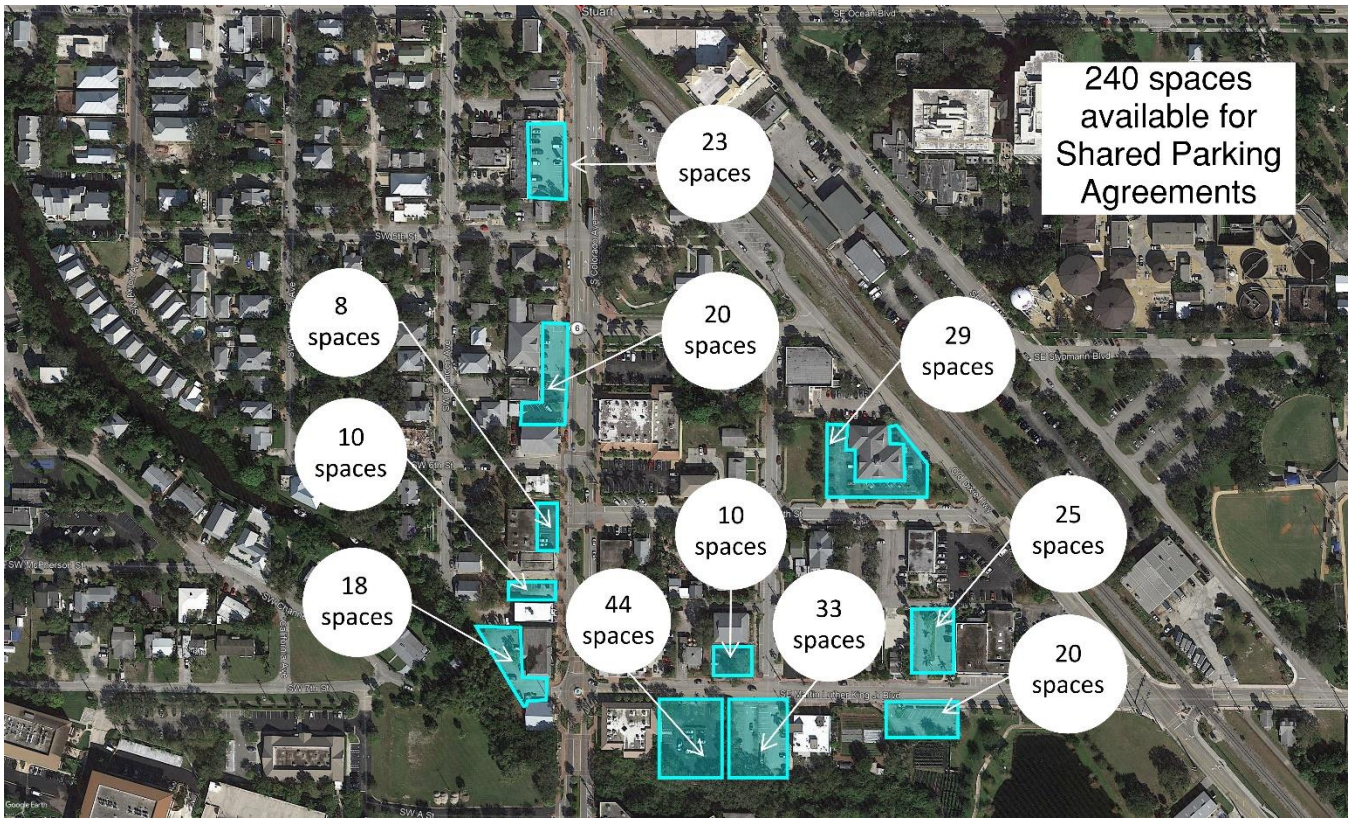
Source: Walker Consultants City of Stuart Downtown Parking Utilization Report 2018

As shown in the exhibit above, the organic growth margin for the next five years suggests the need for as little as nine new parking spaces. While this need by itself does not suggest a parking inventory challenge, it should be noted that three of the existing blocks show parking inadequacies. In particular, the Kiwanis Park public parking inventory in Block 35, the adjacent on-street parking inventory in Block 36 and the on-street inventory shown in Block 40 demonstrate future capacity challenges.

With the 2018 streetscape improvements to SE Kindred Street and the underutilized on-street inventory on SE Martin Luther King Jr. Boulevard, the City has an opportunity to promote the use of this public parking inventory before considering the need to construct additional inventory. Additionally, surface parking inventory available at the Seacoast Bank and the Revive Church should provide an opportunity to share existing parking inventory during non-usage periods for the bank and the church. While much of this potential shared inventory is located at or near the southern perimeter of the Colorado Avenue corridor, we recognize the continued upgrades and improvements to the Stuart Tram may allow for this inventory to serve the needs of the Colorado Avenue business community.

Excluding the Seacoast Bank and the Revive Church surface parking inventory, Walker has identified several areas within the Colorado Avenue corridor that could provide shared parking opportunities. These areas are shown in the following exhibit with available space inventory amounts shown. Typically, these spaces are not available for shared use during weekday business hours, however they are often unutilized on nights and weekends when businesses are closed. One advantage of this inventory speaks to the even disbursement of availability throughout the corridor.

Exhibit 19: Colorado Avenue Corridor Shared Parking Opportunities



Source: Walker Consultants 2018

Of the 240± available spaces shown in this exhibit, 79± spaces are available at four separate sites along Colorado Avenue, with another 29± spaces located on 6th Street and 132± spaces located along Martin Luther King Jr. Boulevard. As demand increases, Walker recommends pursuing shared parking agreements with adjacent properties in support of localized demand.

LEVEL OF SERVICE APPROACH

When considering factors that predict parking location utilization, Walker has developed a level of service (LOS) approach. One of the quantitative factors in this approach addresses the maximum walking distance from the parking location to the destination when the walking distance is outdoors and uncovered. To further serve the basis of this explanation, the exhibit below provides the walking distances associated with the level of service from parking location to destination.

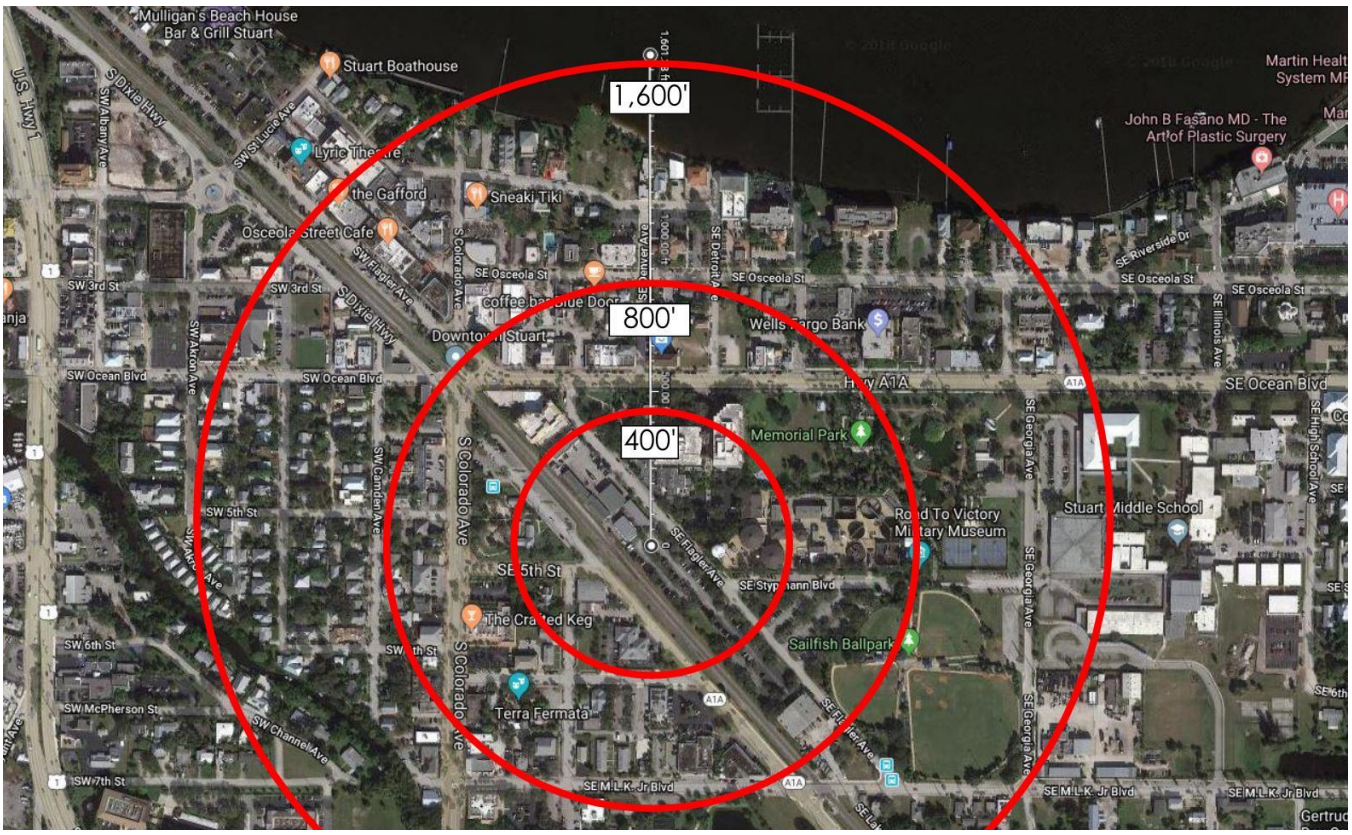
Exhibit 20: Minimum Walking Distance from Parking Location to Destination

Maximum walking distance from parking to destination	Level of Service (LOS)			
	LOS D	LOS C	LOS B	LOS A
Climate controlled	5,200'	3,800'	2,400'	1,000'
Outdoors, covered	2,000'	1,500'	1,000'	500'
Outdoors, uncovered	1,600'	1,200'	800'	400'

Source: Parking Structures Third Edition/Walker Consultants 2004

An outdoor, uncovered walking distance ≤400 foot is considered ideal for nearly all patrons and visitors electing to utilize a parking location, thus defined as a level of service A. Doubling this walking distance to 800 foot defines a level of service B. At this level of service, patrons begin thinking about other suitable parking options, if available. When comparing the level of service distances to a typical block on Colorado Avenue corridor, Walker estimates blocks running east/west, adjacent to SE 6th Street measure an average distance of 300 to 350 feet, and north/south blocks adjacent to Colorado Avenue measure a similar 300 to 325-foot distance on average. As an example, the following exhibit details a reasonable walking distance of 400' from the existing Martin County-owned surface parking lot on SE Flagler Avenue and the relationship between the Colorado Avenue corridor as well as the historic downtown district.

Exhibit 21: Colorado Avenue Walking Distance Level of Service



Source: Walker Consultants and Google Maps 2018

COLORADO AVENUE CORRIDOR SUMMARY & RECOMMENDATIONS

Organic growth in the Colorado Avenue corridor does not suggest the need to partner and build a parking structure in the immediate future. Existing developments have ample off-street parking to support their primary use needs during business hours and evening parking demand levels have not exceeded available public parking inventory. As a result, Walker recommends the pursuit of shared parking agreements as needed and expanding the Stuart Tram service to support access to and from perimeter parking inventory areas.

Parking Structure
Conceptual Design

02 Section

PARKING STRUCTURE CONCEPTUAL DESIGN

Walker was asked to review two separate sites for the feasibility of building additional parking inventory in Downtown Stuart. The initial site involved the use of the Sailfish surface lot for solving employee parking needs during the business day. This option resulted from a desire to create more 3-hour time limit parking spaces in the historic district and shifting employees to nearby locations. The following provides a description of this current location with projected costs to build additional inventory on this site. A conceptual design for a parking structure on this site has been provided in Appendix A.

SAILFISH SURFACE LOT

The Sailfish surface lot is located at Sailfish circle, bound by SW Akron Avenue to the west, SW 3rd Street to the south and Dixie Highway to the east. Vehicle access to this location is provided from Dixie Highway and SW Akron Avenue. The location offers 67± public parking spaces available on a first come, first-served basis. The following exhibit provides an aerial view of this city-owned parking location.

Exhibit 22: Sailfish Surface Lot Potential Parking Structure Location

Source: Walker Consultants and Google Earth 2018

When design options were considered for this location, the limited footprint suggested the need for flat floors with an external ramping system. In order to achieve the required slope from grade to second floor elevation, Walker developed a conceptual design using SW Akron Avenue as the primary access ramp. Use of this roadway eliminates the eleven angled parking spaces on SW Akron Avenue. The parking structure has been designed to a maximum height of three stories per City of Stuart Land Development code. To maintain functionality, the two surface lot entrances have been preserved and will continue to be in use.

Car counts for the conceptual design may be broken down as follows:

Car Count				
9'-0" x 18'-0" 90° standard space				
12'-0" x 5'-0" x 18'-0" 90° standard ADA space				
Levels	Standard	Car Accessible	Van Accessible	Total
Level One	56	5	2	63
Level Two	73	0	0	73
Level Three	76	0	0	76
				212

Walker estimates the construction costs per space at $44 per square foot with a parking stall efficiency of 465 square feet per stall. Base on this estimate, Walker calculates the following cost per stall. ($44 cost x 465 sf efficiency = $20,460 per stall) Using a design of 212 stalls Walker projects an overall cost of construction in the range of $3.816m to $4.240m range. The construction of these 212 parking spaces on the existing 67 space surface lot and the existing eleven angled street spaces provides a new net total of 134 spaces.

The second site involves the use of the Martin County employee surface parking lot for solving long-term visitor parking needs and weekend and evening employee parking needs. This option also resulted from a desire to create more 3-hour time limit parking spaces for visitors of the historic district while shifting restaurant and retail employees to nearby locations. The following provides a description of this current location with projected costs to build additional inventory on this site. A conceptual design for a parking structure on this site has been provided in Appendix B.

MARTIN COUNTY SURFACE LOT

The Martin County employee parking lot is located on SW Flagler Avenue adjacent to the railroad tracks, just north of Martin Luther King Jr Boulevard. Vehicle access to this location is provided from SW Flagler Avenue. The location offers 185± parking spaces for courthouse employees and visitors, as well as jury parking. The following exhibit provides an aerial view of this county-owned parking location.

Exhibit 23: Martin County Surface Lot Potential Parking Structure Location

Source: Walker Consultants and Google Earth 2018

The parking structure has been designed to a maximum height of three stories for consistencies within the district. To maintain functionality, two of the three surface lot entrances have been preserved and will continue to be in use. A single ramping system has been designed to improve use of the site while maintaining the stormwater retention area.

Car counts for the conceptual design may be broken down as follows:

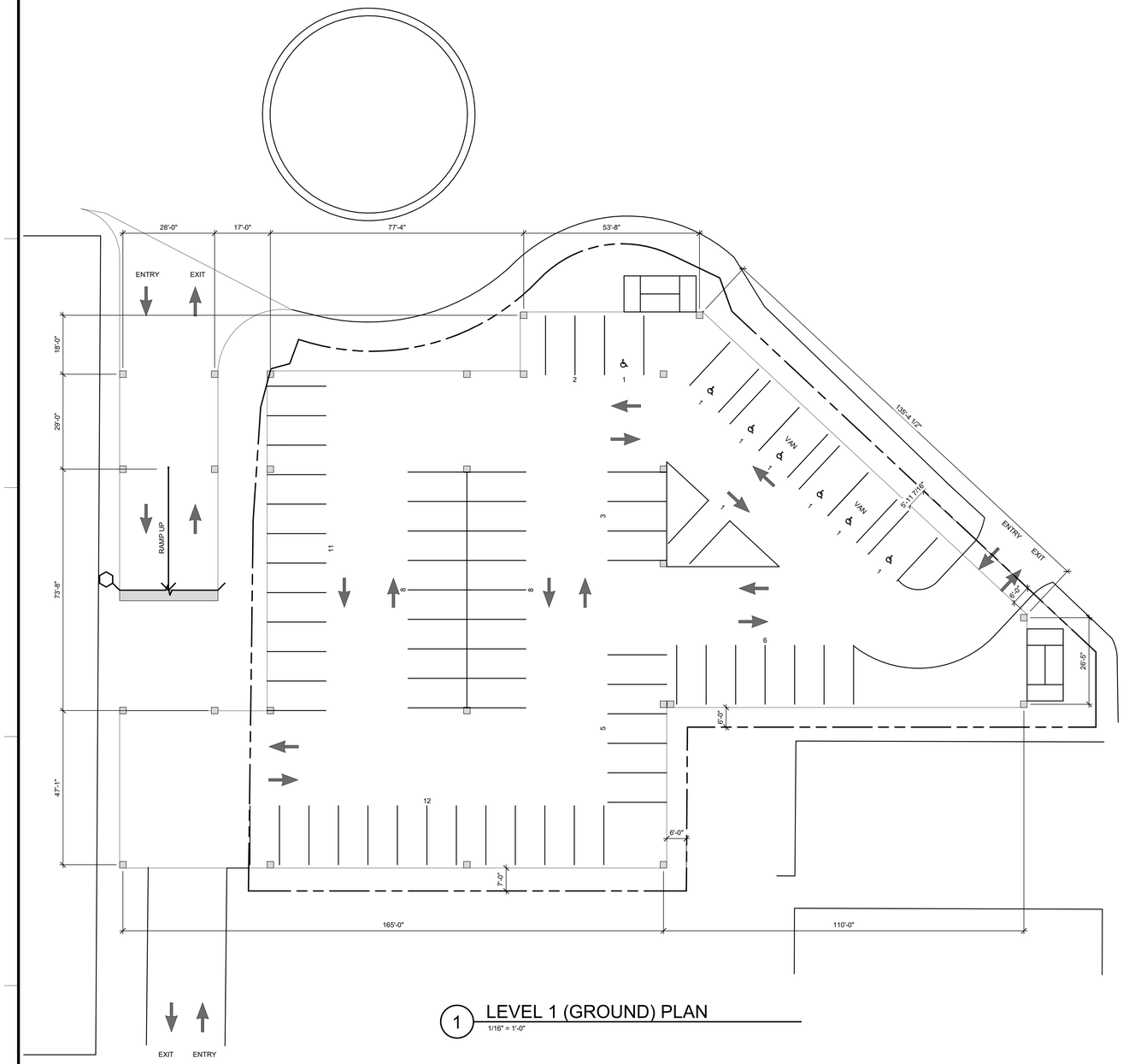
Car Count				
9’-0” x 18’-0” 90° standard space				
12’-0” x 5’-0” x 18’-0” 90° standard ADA space				
Levels	Standard	Car Accessible	Van Accessible	Total
Level One	160	10	3	173
Level Two	209	0	0	209
Level Three	213	0	0	213
				595

Walker estimates the construction costs per space at $40 per square foot with a parking stall efficiency of 360 square feet per stall. Base on this estimate, Walker calculates the following cost per stall. ($40 cost x 360 sf efficiency = $14,400 per stall) Using a design of 595 stalls Walker projects an overall cost of construction in the range of $8.333m to $9.520m range. The construction of these 595 parking spaces on the existing 185 space surface lot provides a new net total of 410 spaces.

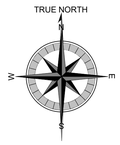
Sailfish Lot

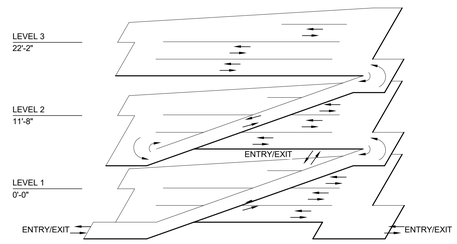
A Appendix

CAR COUNT						
9'-0"x18'-0" 90° STANDARD SPACE						
12'-0"x5'-0"x18'-0" 90° STANDARD ADA SPACE						
LEVELS	STANDARD	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL	AREA (SQ FT)	EFFICIENCY (SQ FT / STALL)
LEVEL 3	76	0	0	76	31,277	412
LEVEL 2	73	0	0	73	33,730	462
LEVEL 1	56	5	2	63	33,594	533
TOTAL	205	5	2	212	98,601	465



1 LEVEL 1 (GROUND) PLAN
1/16" = 1'-0"





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CITY OF STUART
DOWNTOWN PARKING GARAGE
LOT 579.2

STUART, FLORIDA

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ISSUE:

PROJECT NO: PROJECT NUMBER

DRAWN BY: Author

CHECKED BY: Checker

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LEVEL 1 (GROUND) PLAN

A-101

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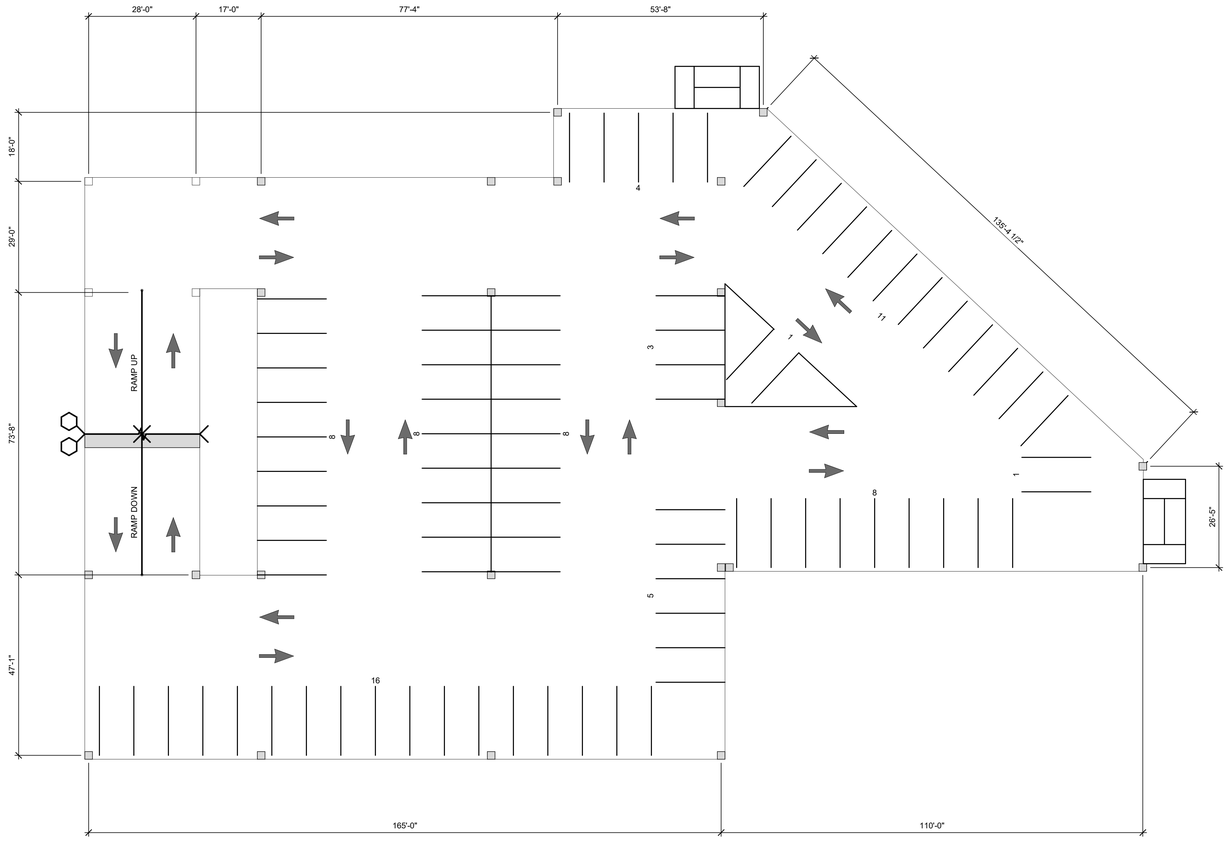

1 LEVEL 2 PLAN
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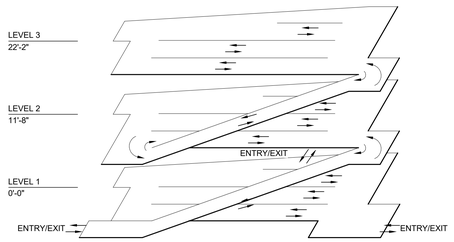

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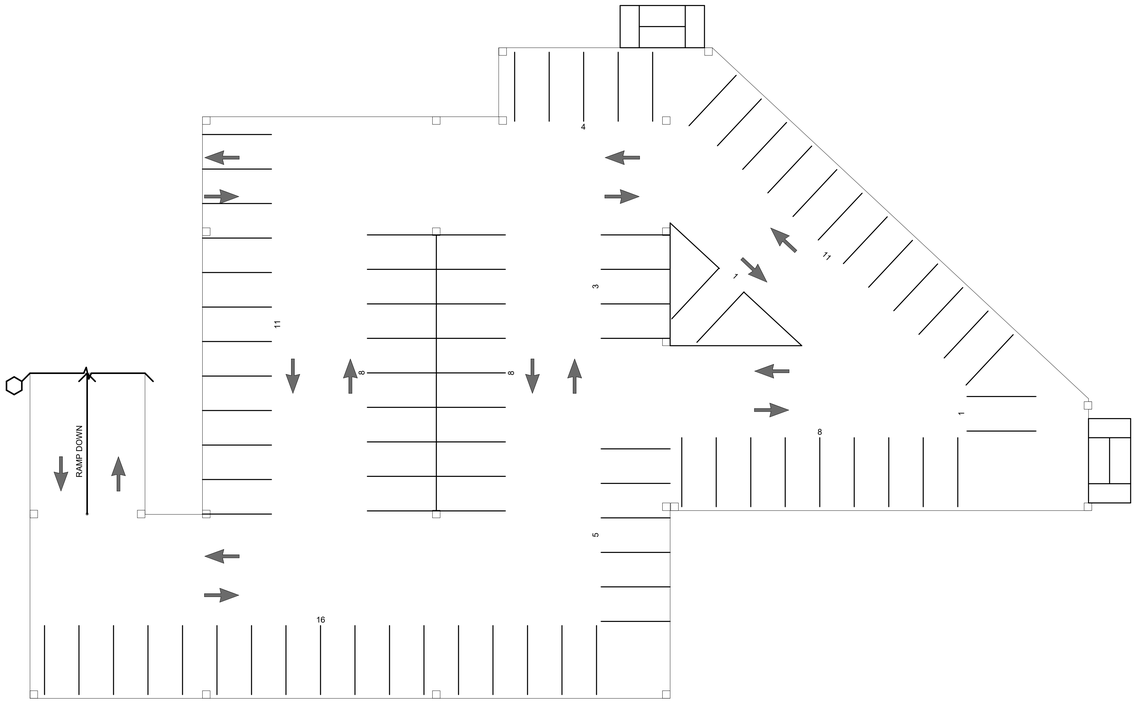

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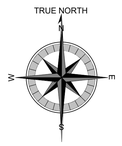

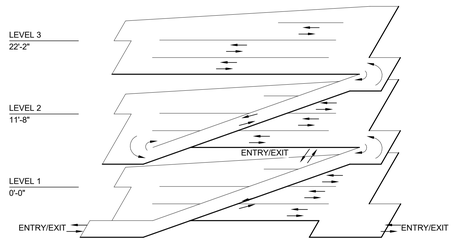

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LEVEL 3 PLAN

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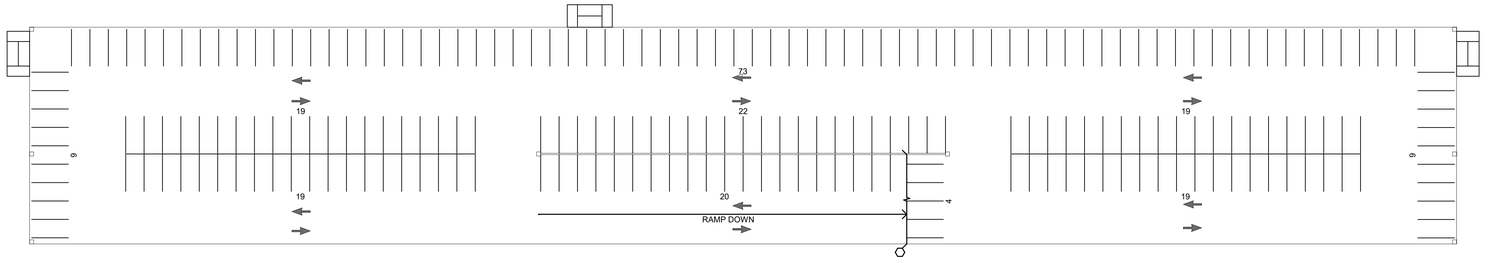
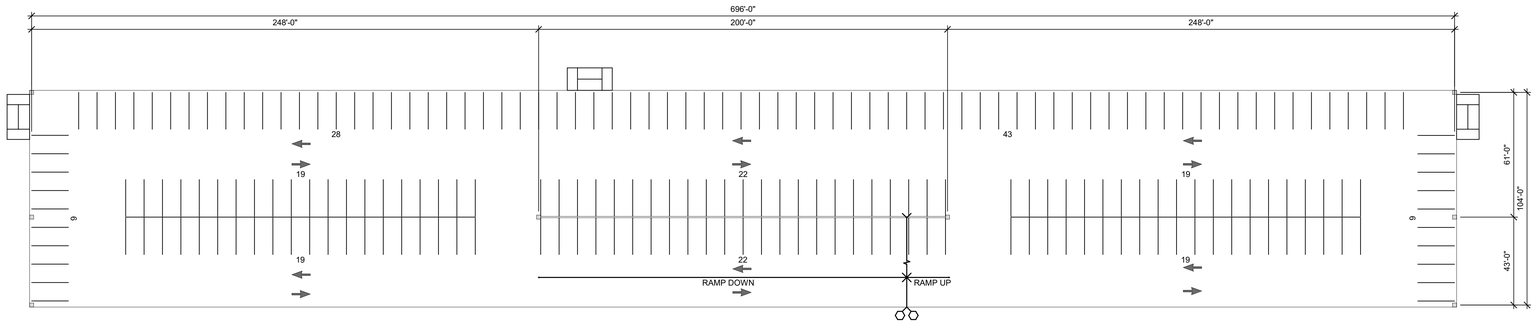
Martin County Surface Lot

B Appendix



3 LEVEL 3 PLAN

1" = 30'-0"



2 LEVEL 2 PLAN

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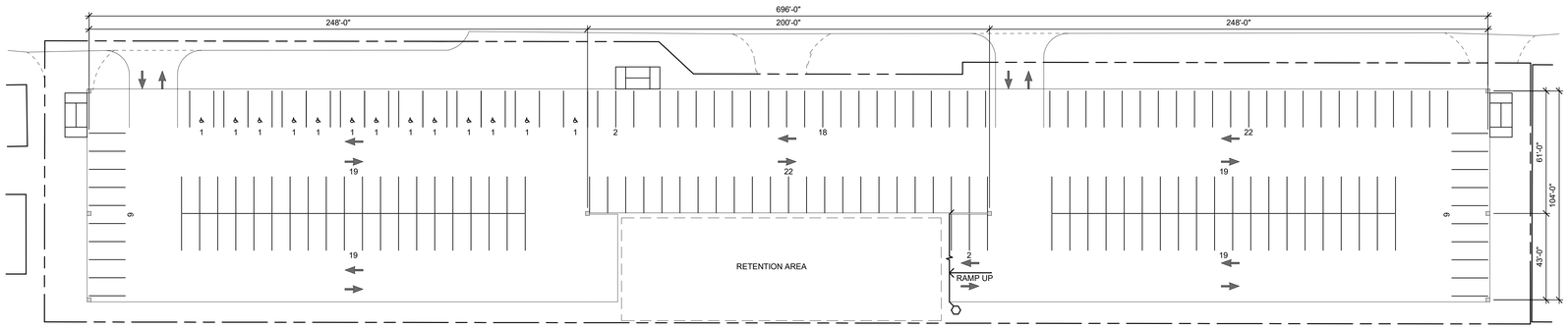

1 LEVEL 1 (GROUND) PLAN

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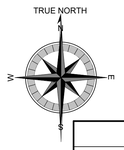
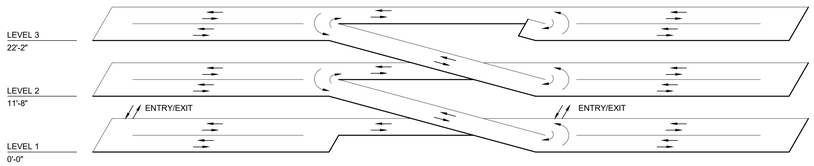


CAR COUNT							
9'-0"x18'-0" 90° STANDARD SPACE						AREA (SQ FT)	EFFICIENCY (SQ FT / STALL)
12'-0"x5'-0"x18'-0" 90° STANDARD ADA SPACE							
LEVELS	STANDARD	COMPACT	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL		
LEVEL 3	213	0	0	0	213	73,865	347
LEVEL 2	209	0	0	0	209	73,865	348
LEVEL 1	160	0	10	3	173	66,650	385
TOTAL	582	0	10	3	595	214,380	360



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Implementation (Term)	Recommendation	Intent	Justification	Cost
Immediate 12 months	Redesign Downtown Stuart Tram Routes	Redesign the Downtown Stuart Tram service to discourage the use of the Tram for on-demand service requests, as well as restrict times for the use of historic downtown sightseeing tours. The Tram should have a fixed route schedule to provide last mile connections from remote parking within the study area.	Development of an east/west route and a north/south route using designated areas at Haney Circle for pick up and drop off as well as route transfers. Add Tram shelters as necessary to enhance ridership experience from remote locations.	Costs associated with an evaluation of operational hours and number of cars required to provide fixed route services during peak hours of operation. Use of the existing Haney Circle tram stop will continue to provide an ideal micro-transit hub for passenger pick up and drop offs. Additional shelters $1,200 each. (8 shelters = $9,600)
Immediate 12 months	Curbside Management	Repurpose a few of the parallel parking spaces in the downtown core for passenger pick up and passenger drop off spaces. Ideally, spaces located at SW St. Lucie Avenue and SE Osceola (east of Haney Circle) would provide convenient access for ride-hailing services such as Uber and Lyft to pick up and drop off passengers.	Creating greater access to curbside access will greatly improve the downtown visitor experience and ultimately enable more visitors to access downtown without more vehicles.	$1,000-$2,000 per space for design, marketing and implementation costs.
Immediate 12 months	Curbside Management	City should work with the Downtown Business Association and the Main Street Merchants to identify key on-street spaces where delivery needs could be shared with visitor parking needs. Delivery companies could utilize an on-street space before 11:00am on weekdays and after 11:00am the same space would be converted into a 3-hour visitor space.	Need to manage delivery access hours to local businesses within the core commercial area and eliminate any unnecessary traffic congestion caused by deliveries occurring during peak activity hours.	$1,000-$2,000 per space for design, marketing and implementation costs.
Immediate 12 months	Valet Parking Improvements	Enhance valet parking station locations with better advertising and increased visibility. The City should issue a valet parking service RFP that requires one valet operator to utilize dedicated City right of way for valet stations and staging, while requiring the valet operator to secure off-street valet storage locations.	Low-cost solution for City to provide greater access to commercial and retail locations during peak evening activity without building more inventory. Locations should support each end of the historic district.	Little to no cost to the City other than authorized 3rd party use of public rights of way for valet parking stations and staging. Valet operator charges fee to consumer per valet vehicle parked and negotiates off-street storage areas
Immediate 12 months	Bicycle Parking Initiative	To encourage alternative modes of travel to and from the downtown core, the City should support a bicycle parking initiative to include the placement and upgrade of multiple bicycle storage racks.	Bicycle storage racks should be installed at all Park and Ride lots, key demand locations (such as City Hall and City parks)	Brand the bicycle parking initiative with appropriate signs and social media marketing efforts. Add locations to City website and coordinate locations with Stuart Tram shelters and routes. $400 to $800 per location.
Immediate 12 months	Hours of Operation Parking Enforcement	Extend the 3-hour parking hours of operation to 8:00 pm to allow for greater parking turnover and parking availability at core on-street spaces.	Prevents long-term parking access at convenient curbside parking until 5:00pm or after, allowing high volume consumers to frequent this inventory.	Modifying the hours of operation will require increased code enforcement labor costs under the format of adding 1-2 part-time code enforcement employees to cover afternoon and early evening hours.
Immediate 12 months	Shared Parking Commercial Lease	Walker recommends the City revisit several commercial lease agreements previously orchestrated through the Stuart Community Redevelopment Agency and private land owners. The lease agreements should be designed for the use private parking inventory in support of visitor and employee parking needs during peak evenings activity (Thursday through Sunday), as well as weekend special events.	Recommend negotiations with the community business owners and worship centers to use their parking inventory during non-peak activity periods.	$250-$1,000 per month lease depending on size, location, time of year, and days of the week.

Implementation (Term)	Recommendation	Intent	Justification	Cost
Mid-Term 2 – 5 Years	Weekend Employee Parking Inventory	The City should partner with the County to create short-term shared-use parking opportunities on the Martin County Courthouse parking lots. The inventory along SE Flagler Avenue remains empty after hours and on weekends.	Providing evening and weekend employees who work in the downtown core a dedicated place to park with a dedicated tram service route to and from Haney Circle.	Parking lot lighting upgrades using FPL policy. Add several well-lit covered shelters $1,000 - $5,000.
Mid-Term 2 – 5 Years	Short-Term Parking Inventory	Regulate more on-street parking spaces located on SW Flagler Avenue from SW St. Lucie Avenue to Flagler Place, as well as the 24 parallel spaces located along SW Dixie Highway (between South Colorado Avenue and SW St. Lucie Avenue).	Decrease the amount of on-street parking for employee needs and replace with 3-hour short-term visitor parking inventory.	Cost of sign production and installation $500 to $2,000
Mid-Term 2 – 5 Years	Weekday Employee Parking Inventory	Suggest the designation of the Sailfish parking lot and on-street parking spaces outside of the historic district to provide weekday employee parking for City Hall and neighboring businesses. Employees could walk and utilize the fixed Stuart Tram routes with Tram shelters.	This initiative follows the policy of making the most convenient spaces available for visitors of the downtown businesses while identifying and branding parking locations for employees.	Minimal to no cost required for this opportunity.
Mid-Term 2 – 5 Years	Parking Inventory Design	Work with the Florida Department of Transportation to review the design of the right of way area providing the 24 parallel parking spaces along South Dixie Highway (between South Colorado Avenue and SW St. Lucie Avenue).	Suggest reducing the travel lane widths to create an accessible travel route between the parked vehicles and the fenced area eliminating conflict with the railroad tracks.	Use of Federal DOT project funds for redesign and implementation
Mid-Term 2 – 5 Years	Premium Paid Parking Inventory	The idea of implementing a paid on-street parking system in the core downtown areas would merely replace the time-limited spaces with a system that would generate a parking fund balance for the potential use in the development of City-funded parking structure.	Charge an on-street fee to park in the downtown core spaces with the potential for the City to issue a parking revenue bond with the revenues recorded from this annual revenue stream.	$8K to 10K per solar powered pay station; plus $5,00 to $10,000 per location for environment design and setup. No cost justification for pay by phone platform setup. (SW Osceola between SW St Lucie Avenue and S Colorado Avenue)
Mid-Term 2 – 5 Years	Parking Inventory Guidance	Recommends the design and implementation of an advanced parking guidance system along eastbound SW Joan Jefferson Way, SW Ocean Boulevard, and South Colorado Avenue to inform motorists of available parking options (to include valet locations) during peak activity hours.	Use of this vehicle guidance system could be designed to identify parking inventory by corridor and location name as well as include valet parking stations.	$1K/static sign; $25K/dynamic local roadway sign; $500/space single-space count (on-street); $20K dynamic facility count (surface lot) (438 on-street spaces – Zone 1 Historic = $219K) (168 on-street spaces – Zone 5 Colorado = $84k)
Mid-Term 2-5 Years	Golf Cart Parking Inventory	During our parking inventory verification effort, we recognized an opportunity to add "golf cart parking only" spaces using a portion of the SW Seminole Street corridor. Currently this area is used for loading and unloading during the daytime and could easily be designed for resident and golf cart parking only during peak evenings and weekends.	At present, there are no on-street regulations governing this inventory after the designated load and unloading hours. As such, much of the inventory is occupied by commercial property owners and employees.	$2,500-$3,000 per area for striping design, marketing and implementation costs. Additional lighting upgrades with FPL policy would need to be added as current lighting exists only at each end of the loading zone area and on the north side of the street.

Implementation (Term)	Recommendation	Intent	Justification	Cost
Long-Term 5 Years +	Residential Parking Program	As future development continues to occur along downtown areas like the South Colorado Avenue corridor and the SW Seminole Street, Walker suggests the need to expand the City's residential permit parking program to include residential guest parking options and resident permit parking hours of operation. In scenarios where commercial activity impacts adjacent residential neighborhoods, a comprehensive residential parking program is typically viewed as an acceptable best practice solution.	Walker recommends establishing a residential parking ordinance with a departmental policy that enables City-recognized neighborhood associations to submit a formal request to the City for a review and discussion of program boundaries and hours of operation.	Establishment of residential parking program boundaries will suggest the need for residential parking signs and pavement markings ranging from $200 to $2,000 per residential block, depending on conditions.
Long-Term 5 Years +	Long-Term Parking Inventory	Explore the opportunity for the private land owner to partner with public funding options to develop the two parcels at the intersection of SE Detroit and SE Ocean Boulevard for structured parking.	In the absence of a paid parking return on investment, this site will require the use of public funding to subsidize the cost of development.	Range of $15,000 -$22,000 per space depending on design amenities and aesthetics
Long-Term 5 Years +	Long-Term Employee Parking Inventory	Should Downtown Stuart employee parking demands continue to be a function of growth, we suggest the City and County explore the opportunity to design and construct additional parking inventory on either of the County parking parcels along SE Flagler Avenue.	Moving employees outside of the core downtown area will only increase the opportunity for visitor parking access and reduce traffic congestion during peak activity periods.	Range of $15,000 -$22,000 per space depending on design amenities and aesthetics

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
CITY COMMISSION

Meeting Date: 10/8/2018 **Prepared by:** Pinal Gandhi-Savdas

Title of Item:

Stuart Downtown Future Parking Needs Analysis and Recommendations.

Summary Explanation/Background Information on Agenda Request:

On October 9, 2017, the City Commission approved the final agreement between the City and Walker Parking Consultants/Engineers, Inc. to provide Future Parking Needs Analysis and strategic recommendation to manage parking in the downtown.

A Parking Advisory Committee, which comprised of Director of Development Department, Director of Finance Department, Director of Community Redevelopment/Assistant to the City Manager, Executive Director of Stuart Main Street and Main Street board member, was formed to provide input and direction to Walker as the Future Parking Needs Analysis report was developed.

To initiate the future parking needs analysis, Walker interviewed the City Commissioners to gain insight on existing conditions and challenges associated with downtown parking program.

In January 2018, Walker completed a comprehensive review of the existing public and private parking inventory spaces throughout the downtown Stuart parking study area.

Walker divided the study area into six smaller zones to complete the parking utilization counts by walking block-by-block throughout the study area during the peak season for a typical weekday activity and weekend activity and to provide recommendations for managing and maximizing the available existing inventory by zone. The report also provides parking adequacy levels on a map for parking areas in each zone.

In May 2018, Walker hosted a community stakeholder meeting with the members of the Downtown Business Association and the Main Street Merchants Association to share initial findings from Walker's inventory identification and utilization analysis, as well as solicit feedback from key stakeholders in the downtown study area.

The study concluded that Stuart downtown area does not have a parking shortage. It did, however, recognize that the downtown has limited parking availability during peak activity hours in several high demand areas which creates the perception of a parking problem.

The study provides 17 major recommendations for addressing the issue of low parking availability. It includes the following:

Immediate (12 months)

- Redesign the tram service for fixed route schedule during peak hours.
- Repurpose a few of the parallel parking for ride-hailing services.
- Identify the key location for loading zone that could be converted to visitor parking space.
- Enhance valet parking station locations by providing better advertising and visibility.
- Provide bicycle storage racks.
- Extend the 3-hour parking hours to 8:00 PM.
- Shared parking agreements with private lots.

Mid-Term (2-5 Years)

- Partner with Martin County to create short-term shared parking at Courthouse parking lots for evening and weekend employees.
- Regulate more on-street parking on SW Flagler Ave from St Lucie Ave to Flagler Place.
- Designate Sailfish parking lot and on-street parking spaces outside of historic district to weekday employee parking.
- Redesign parking inventory along South Dixie Highway.
- Implement on-street paid-parking in the core downtown area (SE Osceola St).
- Implement an advanced parking guidance system and effective wayfinding signs to inform of available parking options.
- Golf cart parking on Seminole Street.

Long-Term (5 Years+)

- Expand residential permit parking program.
- Private/public partnership for structured parking.
- Design and construct additional parking inventory on County parking parcels along SE Flagler Ave.

A complete list of recommendations and actions necessary to implement the recommendations with their associated costs and implementation feasibility (immediate, mid-term, long-term) is provided for consideration.

From the recommendations provided in the report, staff has prepared a First-Year Action Plan to be accomplished by staff in collaboration with other departments and external organizations. The action plan is a systematic series of actions that will advance from immediate goals to achieving mid-term and long-term objectives in the future. The consultant has provided an estimated costs associated with each action item. To achieve the immediate action items, staff has identified potential funding sources available to implement the various components of the action plan. As opportunities come up with a site or developer, staff will review and implement mid and long-term recommendations to serve the changing nature of the downtown area.

Community Redevelopment Board

The parking study was presented to the CRB on August 7, 2018. Comments received at the meeting has further helped to develop a complete list of findings and recommendations (see attached CRB comments summary).

Funding Source:

N/A

Recommended Action:

Recommended Motion
I motion to accept staff's recommendations for implementation of the First-Year Action Plan for parking management.

ATTACHMENTS:

	Description	Upload Date	Type
	First-Year Action Plan - Staff Recommended	9/28/2018	Attachment
	Future Paking Needs Analysis - Executive Summary/Recommendations and Interviews - Report 1	9/28/2018	Attachment
	Identifying Parking Inventory - Report 2	9/28/2018	Attachment

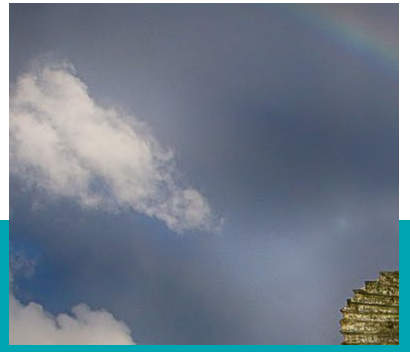
🗋	Parking Utilization Observation - Report 3	9/28/2018	Attachment
🗋	Community Stakeholder Meetings - Report 4	9/28/2018	Attachment
🗋	Parking Demand Projection and Parking Structure Conceptual - Report 5	9/28/2018	Attachment
🗋	CRB Meeting Summary	9/10/2018	Backup Material
🗋	CRB Meeting Minutes 08/07/18	8/8/2018	Backup Material

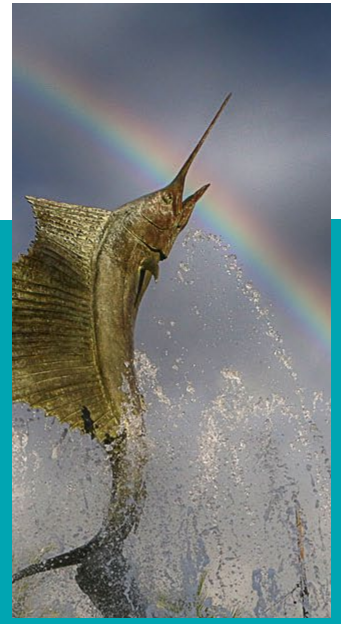
COMMUNITY REDEVELOPMENT AGENCY

PARKING MANAGEMENT – FIRST-YEAR ACTION PLAN (OCTOBER 2018 – SEPTEMBER 2019)

Implementing Action Item	Intent	Estimated Cost	Funding Source
Redesign Downtown Stuart Tram Routes	Redesign the Downtown Stuart Tram service to have a fixed route schedule to provide connections from remote parking to destinations.	Costs associated with operational hours and more than 2 trams may be required to provide fixed route services during peak hours of operation. Additional shelters $1,200 each. (8 shelters = $9,600)	Operation costs; CRA - 2 years Additional Shelters - CRA General Funds after 2 years
Curbside Management	Repurpose a few parking spaces on SW St Lucie Ave or SE Osceola (east of Haney Circle) for ride-hailing services such as Uber and Lyft to pick up and drop off passengers.	$1,000-$2,000 per space for design, marketing and implementation costs.	CRA
Curbside Management	Identify on-street parking spaces on SW Flagler Ave that delivery trucks could utilize for loading activities before 11:00am on weekdays and after 11:00am the same space would be converted into a 3-hour visitor space.	$1,000-$2,000 per space for design, marketing and implementation costs.	CRA
Valet Parking Improvements	Enhance valet parking station locations with better advertising and increased visibility. Utilize dedicated City right of way for valet stations and staging, while requiring the valet operator to secure off-street valet storage locations.	Little to no cost to the City other than authorized 3rd party use of public rights of way for valet parking stations and staging.	Enhancement Fund
Bicycle Parking Initiative	To encourage alternative modes of travel to and from the downtown core, the City should support a bicycle parking initiative to include the placement and upgrade of multiple bicycle storage racks.	Brand the bicycle parking initiative with appropriate signs and social media marketing efforts. Artistic bike racks - $400 to $800 per location.	Public Art Fund
Hours of Operation Parking Enforcement	Extend the 3-hour parking hours of operation to 8:00 pm to allow for greater parking turnover and parking availability at core on-street spaces.	Modifying the hours of operation will require increased code enforcement labor costs under the format of adding 1-2 part-time code enforcement employees to cover afternoon and early evening hours.	CRA - 2 years General Funds after 2 years
Shared Parking Commercial Lease	Revisit several commercial lease agreements previously orchestrated through the CRA and private land owners to support visitor and employee parking needs during evening hours (6 PM – 12 AM) and weekend special events.	$250-$1,000 per month lease and $1,600 - $2,000 per month liability insurance depending on size, location, time of year, and days of the week.	CRA

WALKER CONSULTANTS





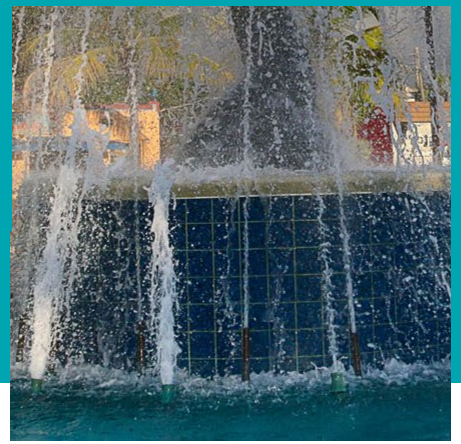
BUILDING ENVELOPE

CONSULTING

FORENSIC RESTORATION

PARKING DESIGN

PLANNING



CITY OF STUART

FUTURE PARKING NEEDS ANALYSIS

City Commission Meeting – October 8, 2018

PROJECT MILESTONES

December 2017

Commissioner Interviews

January 2018

Identify Inventory

February 2018

Utilization Counts

July 2018

Stakeholder Meetings
Main Street
Downtown Business

August 2018

Community Redevelopment Board Meeting

September 2018

Strategic Recommendations

LONG-TERM RECOMMENDATION (5+ YEARS)

Comprehensive Residential Parking Program

Public/Private Partnership Program

Off-Site Long-Term Parking Program

RESIDENTIAL PARKING PROGRAM

$450 per year
$60 per month
$3 per night

City of Stuart, Florida

"3-HOUR PARKING DISTRICT" ANNUAL PARKING PERMIT GUIDE

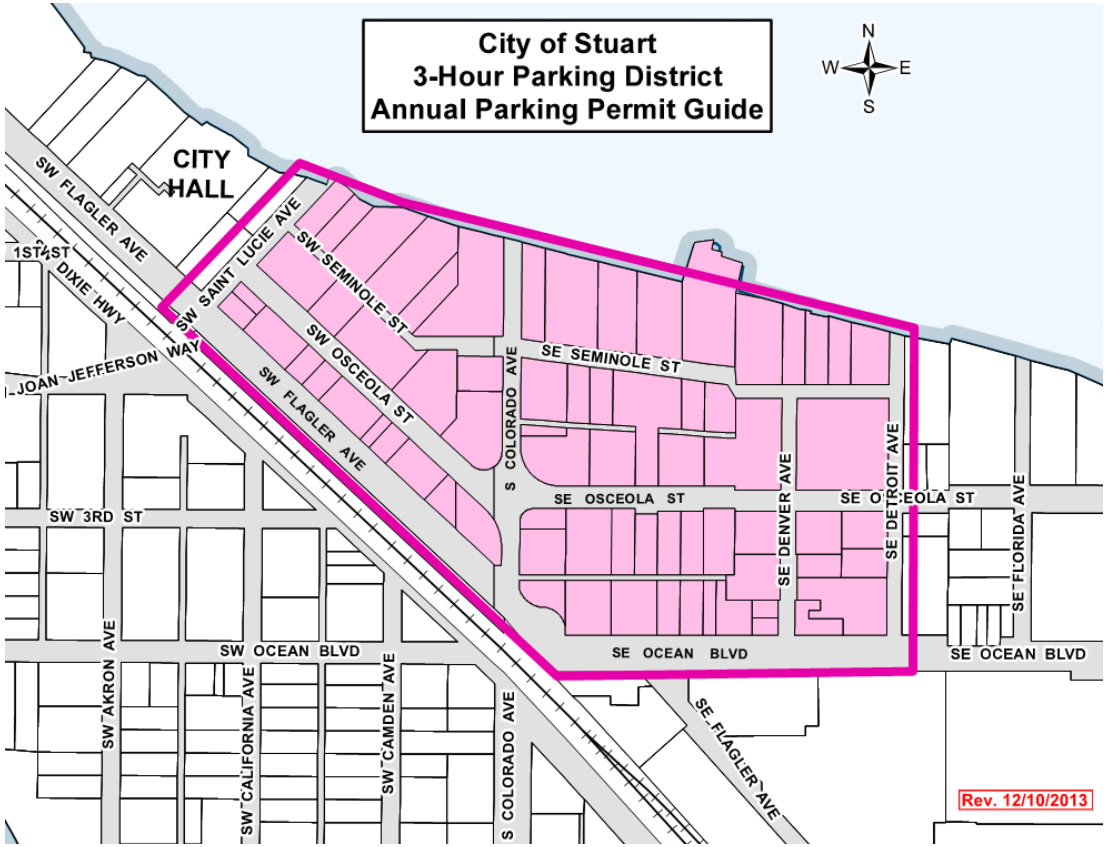
The City of Stuart "3-Hour Parking District" Annual Permit enables a resident to park a vehicle in certain 3 hour designated parking spaces, without being subject to a parking citation as referenced in City Code of Ordinances Section 40.44.

The permits are available only for those residents who lease or own personal vehicles that are registered within and who reside within the City's 3-Hour Parking District (map attached). One (1) Annual Parking Permit may be issued to each resident driver's automobile.

A. To obtain an Annual Parking Permit, you must meet the following requirements:

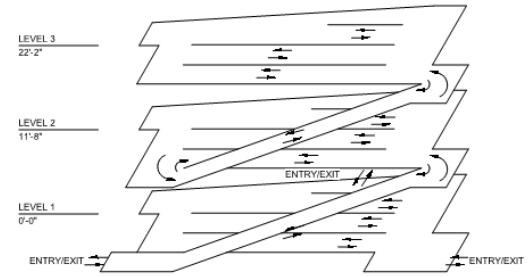
1. Provide a valid Florida Driver's License with an address within the parking district;
2. Provide a current vehicle registration for a vehicle registered in your name and at an address within the parking district; and
3. Resolve any outstanding parking citations within the City of Stuart.

B. Annual Parking Permits **are not valid** on **Osceola Street** (between St. Lucie Avenue and Haney Circle) or on **Flagler Avenue** (between St. Lucie Avenue and Confusion Corner).

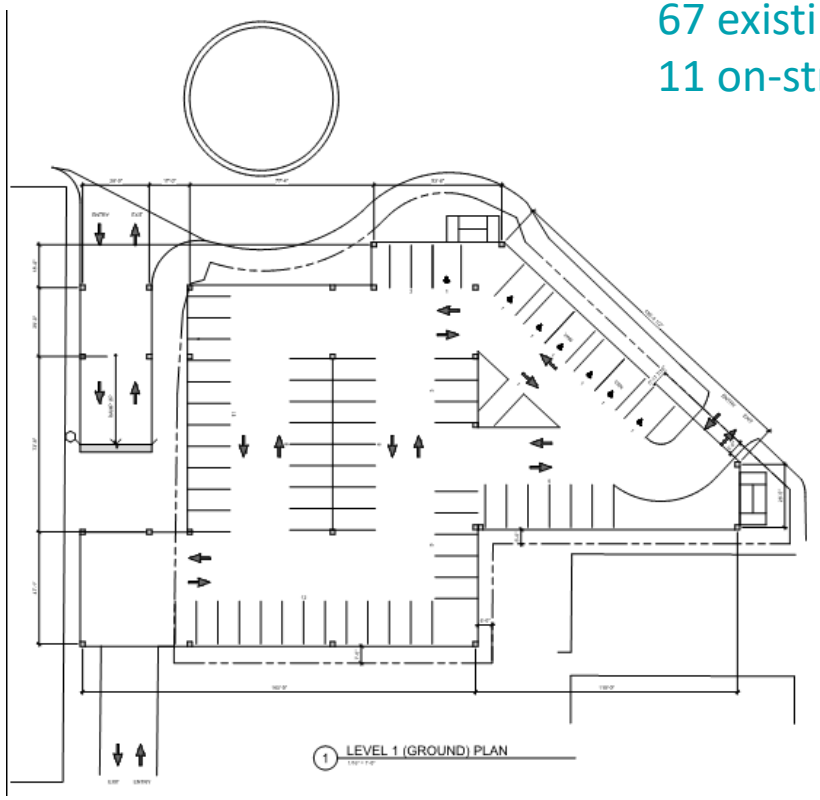


SAILFISH LOT STRUCTURE

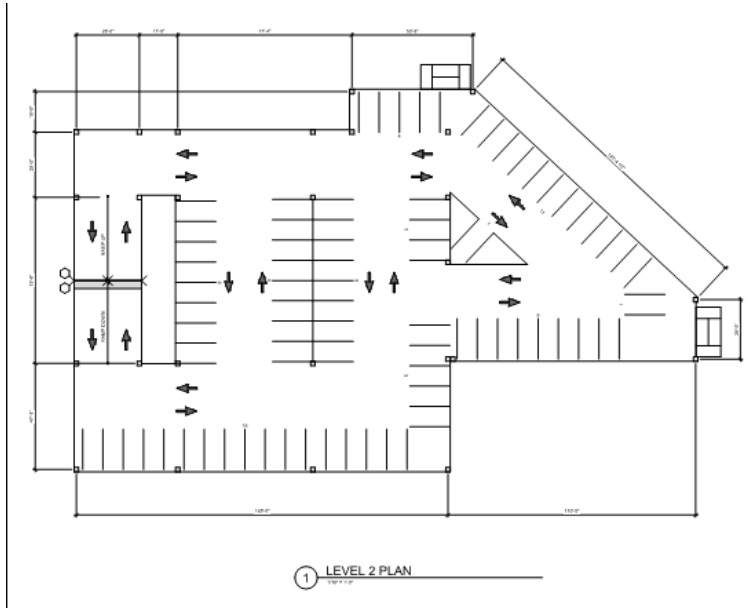
67 existing surface spaces
11 on-street spaces



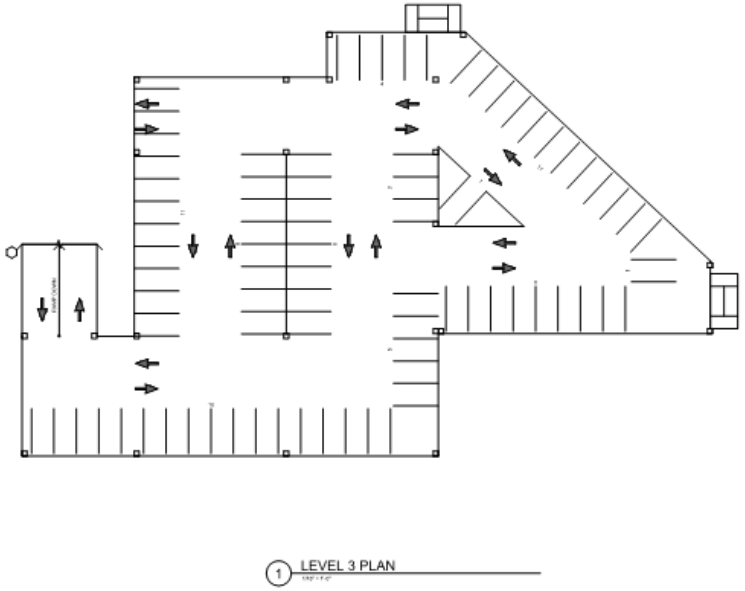
ISOMETRIC



1 LEVEL 1 (GROUND) PLAN



1 LEVEL 2 PLAN

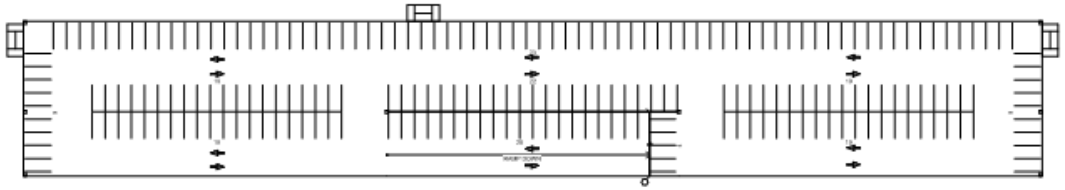


1 LEVEL 3 PLAN

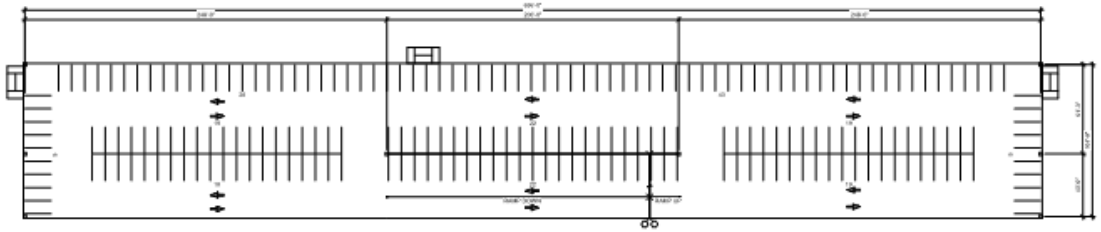
CAR COUNT						
9'-0"x18'-0" 90° STANDARD SPACE					AREA (SQ FT)	EFFICIENCY (SQ FT / STALL)
12'-0"x5'-0"x18'-0" 90° STANDARD ADA SPACE						
LEVELS	STANDARD	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL		
LEVEL 3	76	0	0	76	31,277	412
LEVEL 2	73	0	0	73	33,730	462
LEVEL 1	56	5	2	63	33,594	533
TOTAL	205	5	2	212	98,601	465

$20.4k per stall
$3.8m to $4.2m
Net 134 new spaces

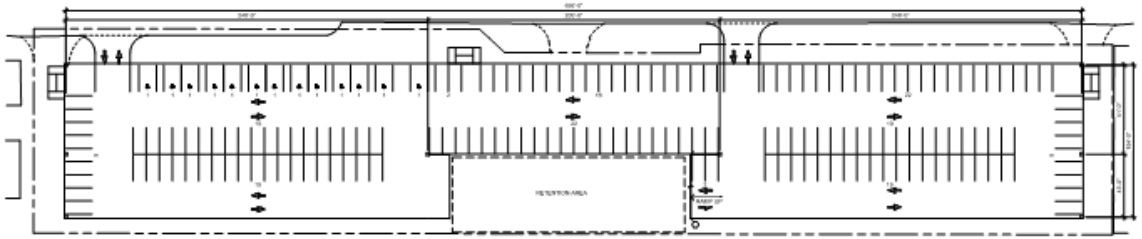
MARTIN COUNTY LOT STRUCTURE



3 LEVEL 3 PLAN

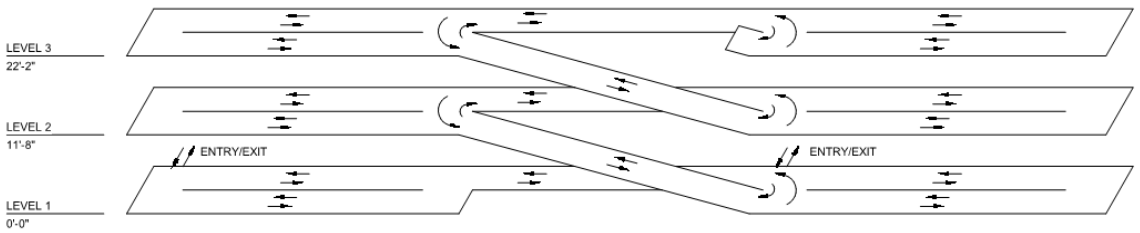


2 LEVEL 2 PLAN



1 LEVEL 1 (GROUND) PLAN

185 existing surface spaces



ISOMETRIC

CAR COUNT							
9'-0"x18'-0" 90° STANDARD SPACE						AREA (SQ FT)	EFFICIENCY (SQ FT / STALL)
12'-0"x5'-0"x18'-0" 90° STANDARD ADA SPACE							
LEVELS	STANDARD	COMPACT	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL		
LEVEL 3	213	0	0	0	213	73,865	347
LEVEL 2	209	0	0	0	209	73,865	348
LEVEL 1	160	0	10	3	173	66,650	385
TOTAL	582	0	10	3	595	214,380	360

$14.4k per stall
$8.3m to $9.5m
Net 410 new spaces

MID-TERM RECOMMENDATION (2 TO 5 YEARS)

Expand 3-Hour Visitor Parking Boundaries

Evening and Weekend Employee Parking Program

Weekday Employee Parking Program

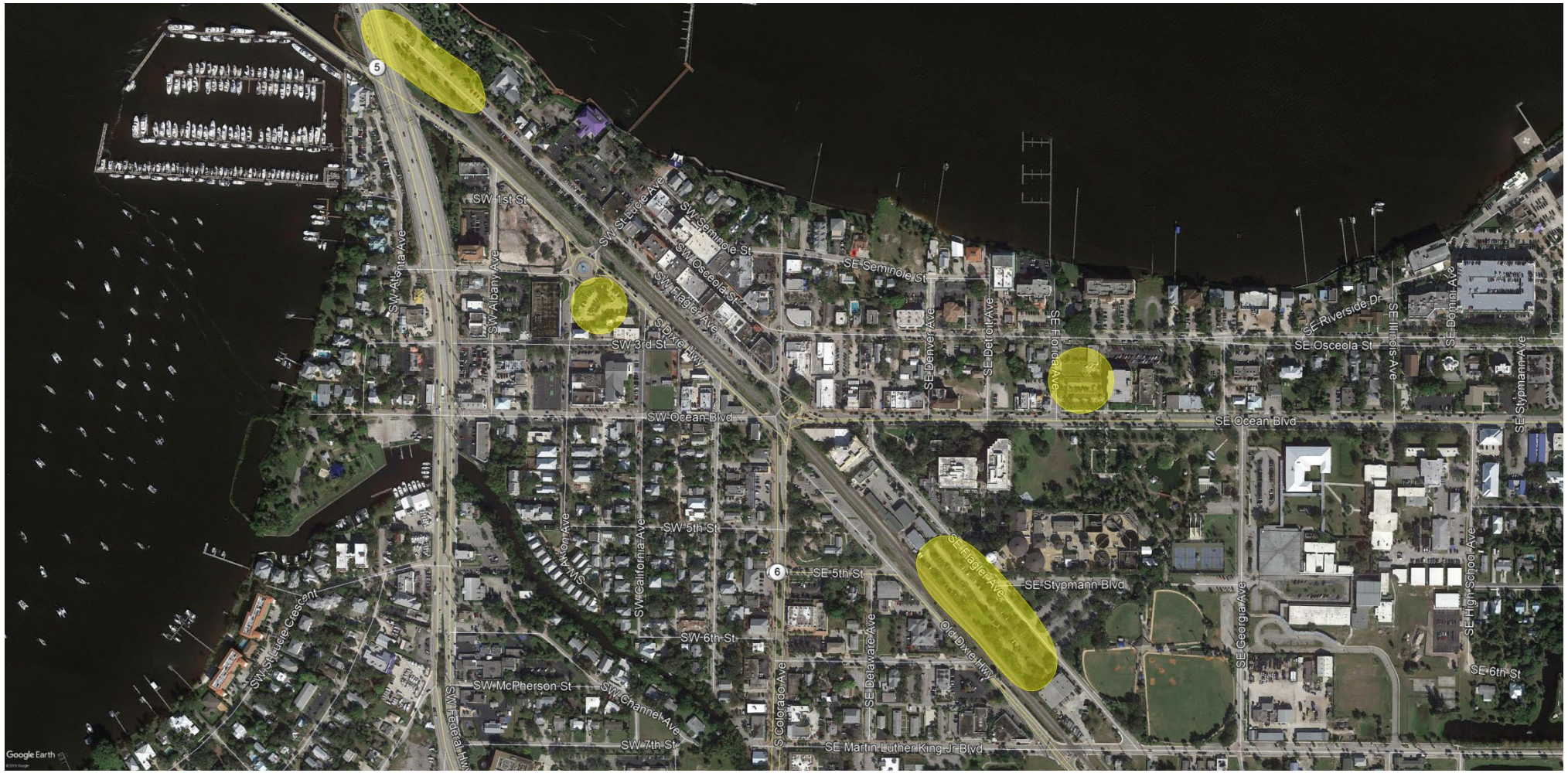
SW Osceola On-Street Premium Paid Parking

Dixie Highway On-Street Inventory Redesign

Dynamic Parking Guidance Program

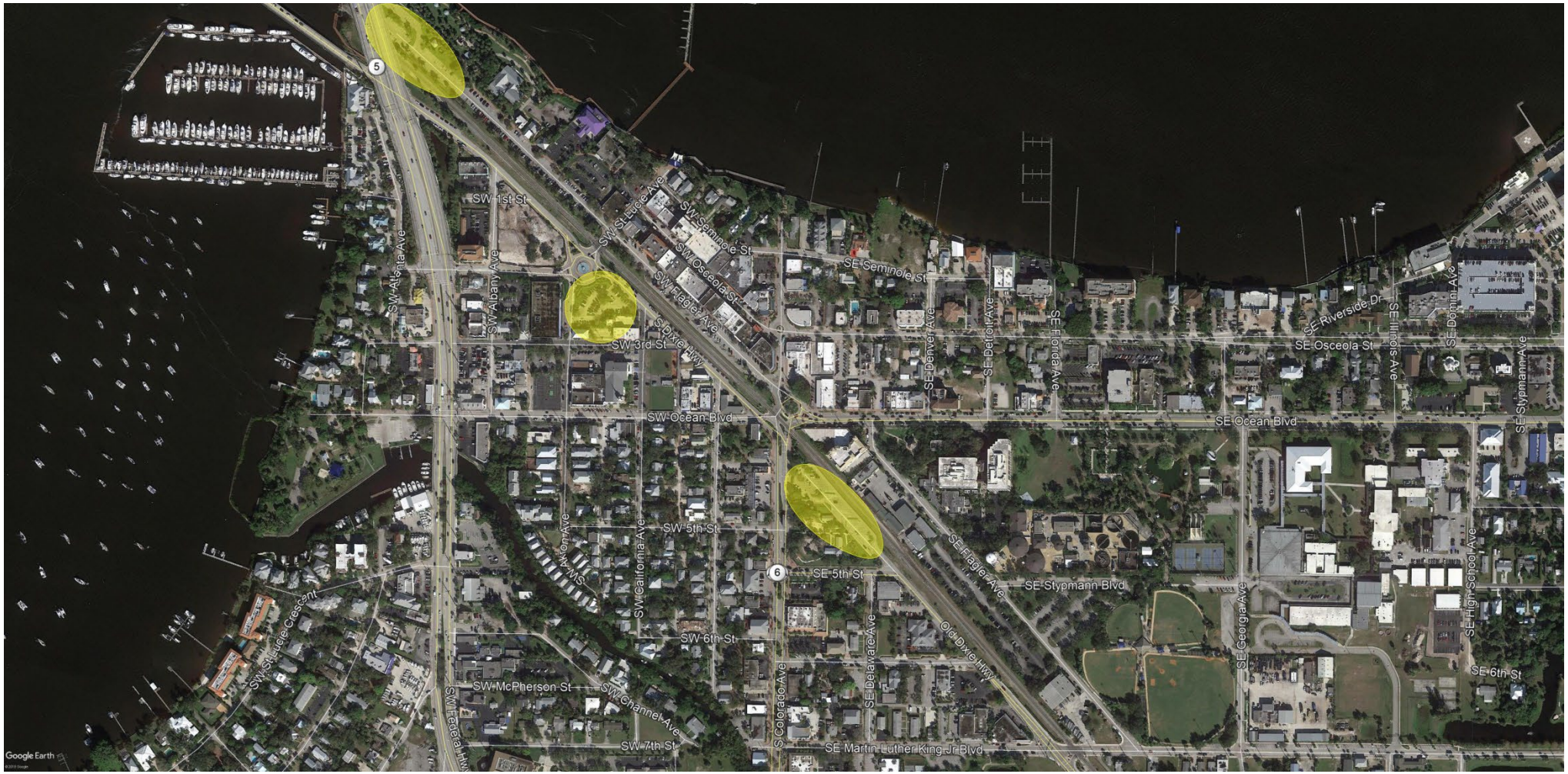
Golf Cart Parking Program

WEEKEND AND EVENING EMPLOYEE PARKING PROGRAM



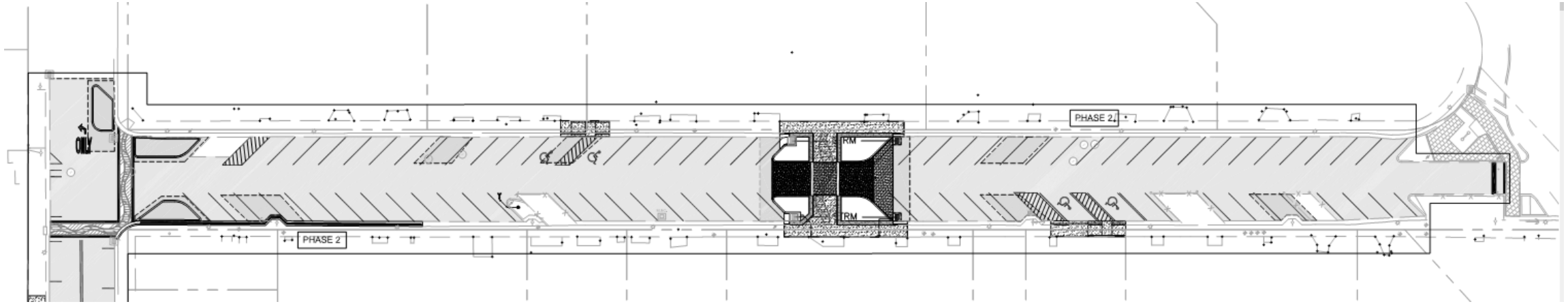
EXPAND 3-HOUR PARKING BOUNDARIES

WEEKDAY EMPLOYEE PERMIT PROGRAM



DIXIE HIGHWAY ON-STREET INVENTORY REDESIGN

SW OSCEOLA PREMIUM PAID PARKING PROGRAM



SW St. Lucie

Colorado Ave.

On-street spaces:

68 regular/ 2 motorcycle/ 4 ADA van accessible (70 revenue generating spaces)

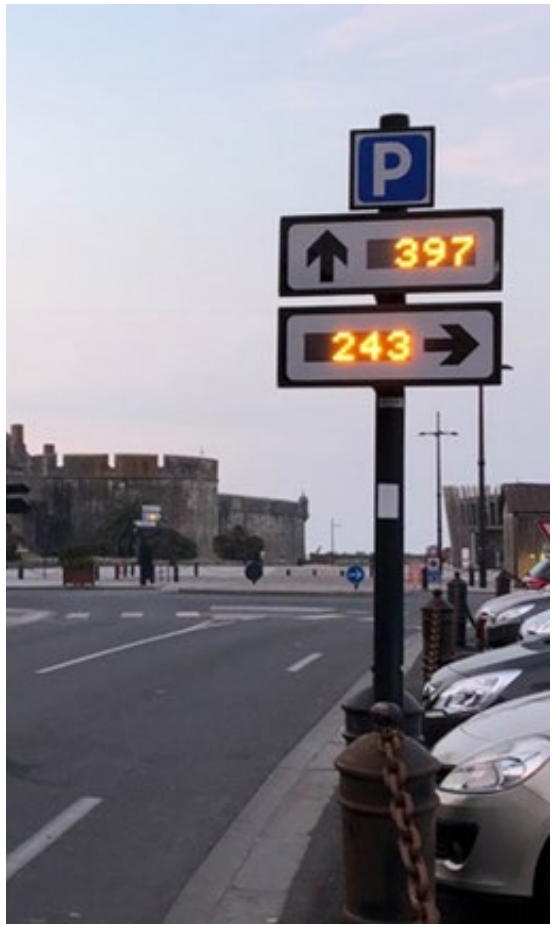
Proposed $1.00/Hour Monday through Saturday

8:00am to 8:00pm; 80% occupancy

303 non-holiday operating days; $9.60 per space per day;

Potential for $203,616 annual revenue

DYNAMIC PARKING GUIDANCE PROGRAM



GOLF CART PARKING PROGRAM

IMMEDIATE RECOMMENDATION (NEXT 12 MONTHS)

Redesign Stuart Tram Routes

Curbside Management Ride Hail Services

Curbside Management Delivery Services

Valet Parking Program

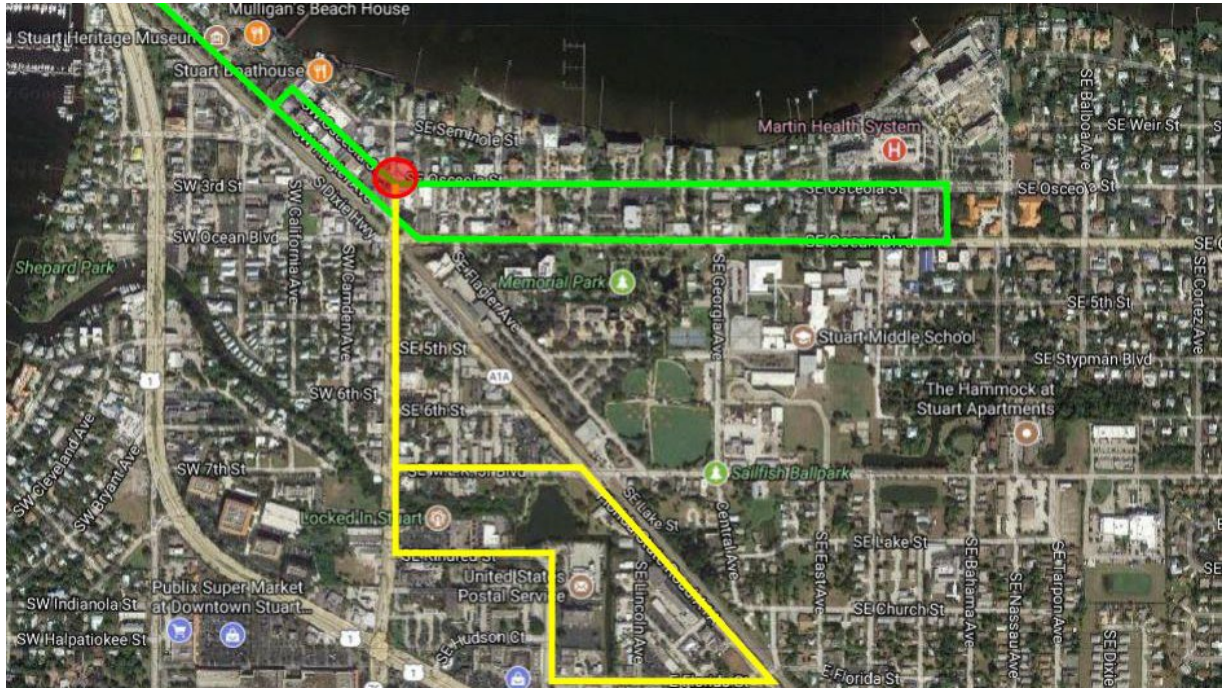
Bicycle Parking Program

3- Hour Parking Hours of Operation

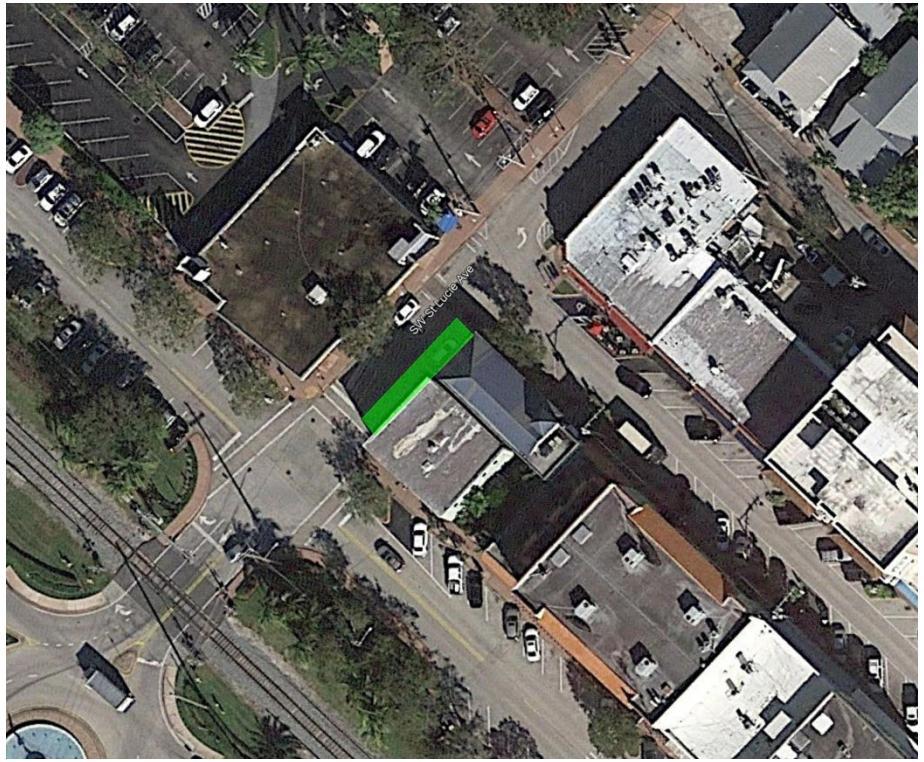
Shared Parking Agreements

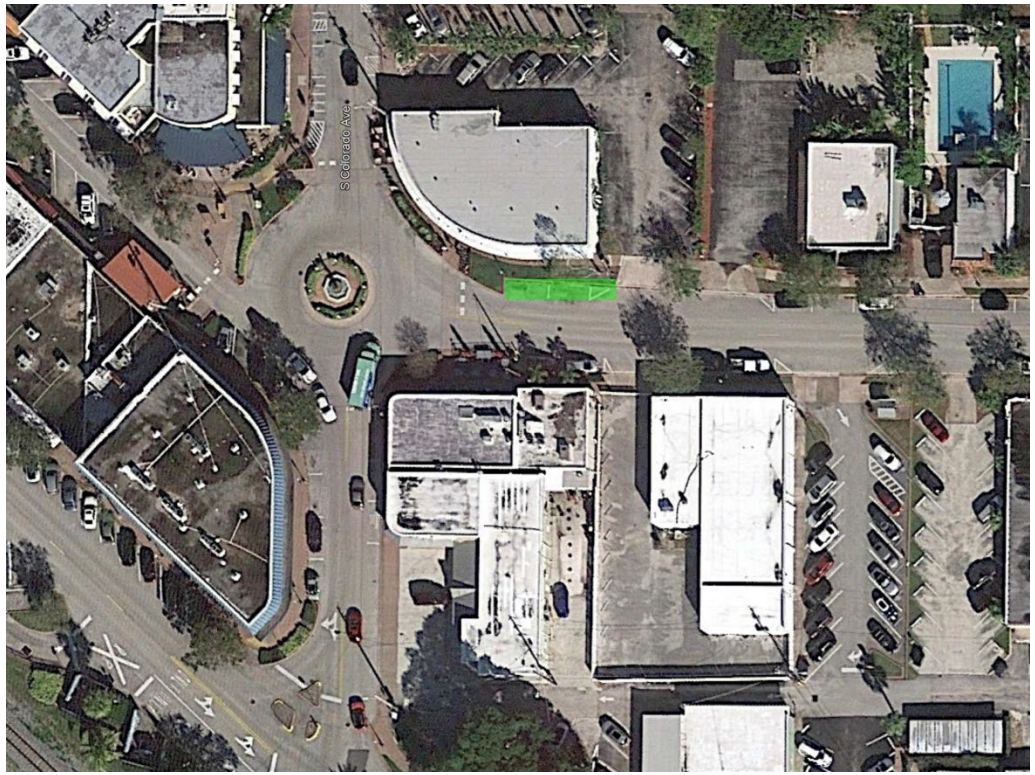
Public Relations Program

REDESIGN DOWNTOWN STUART TRAM ROUTES



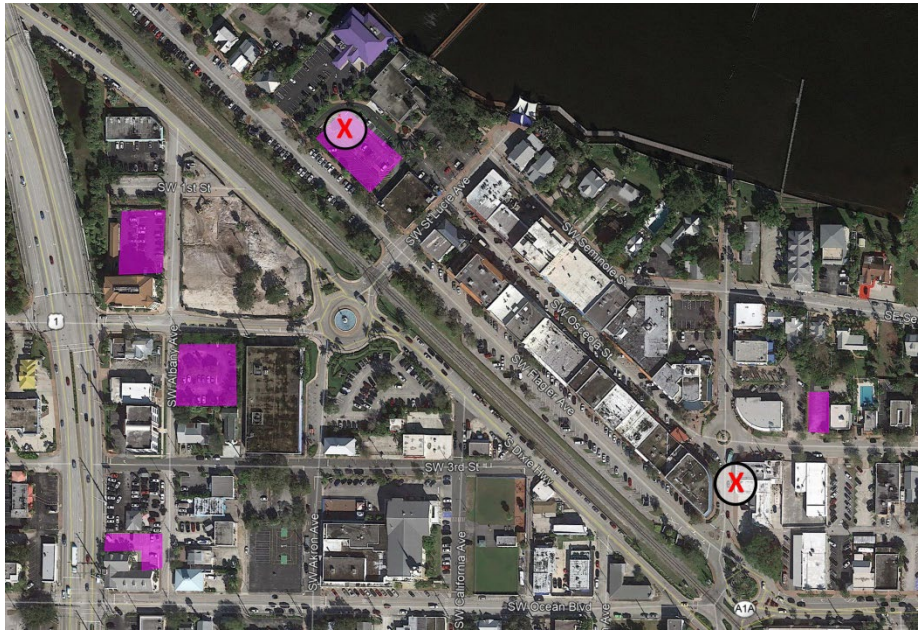
CURBSIDE MANAGEMENT – RIDE HAIL SERVICES

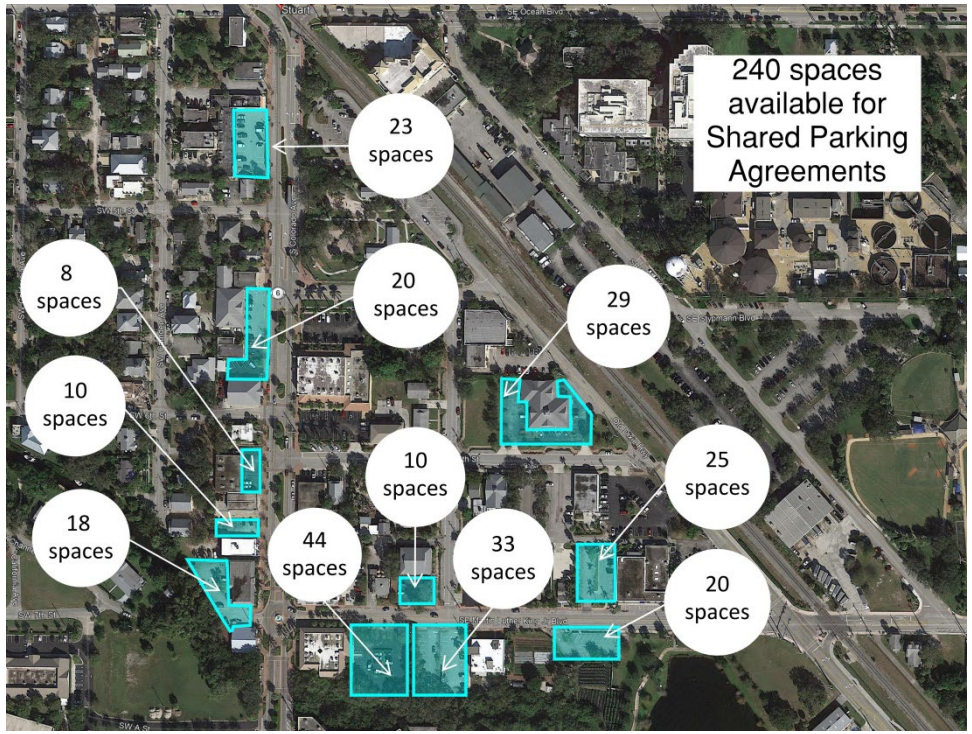




CURBSIDE MANAGEMENT - DELIVERY SERVICES

VALET PARKING PROGRAM ENHANCEMENTS





BICYCLE PARKING PROGRAM

HOURS OF OPERATION – 3-HOUR VISITOR PARKING

Current Hours of Operation:

8:00am to 6:00pm
Monday through Saturday

Current Code Enforcement Staffing Levels:

Three (3) full-time employees
One (1) full-time employee dedicated to parking enforcement
Rotate weekend coverage on an overtime basis to cover Saturday hours

Proposed Hours of Operation:

8:00am to 8:00pm
Monday through Saturday

Proposed Code Enforcement Staffing Levels:

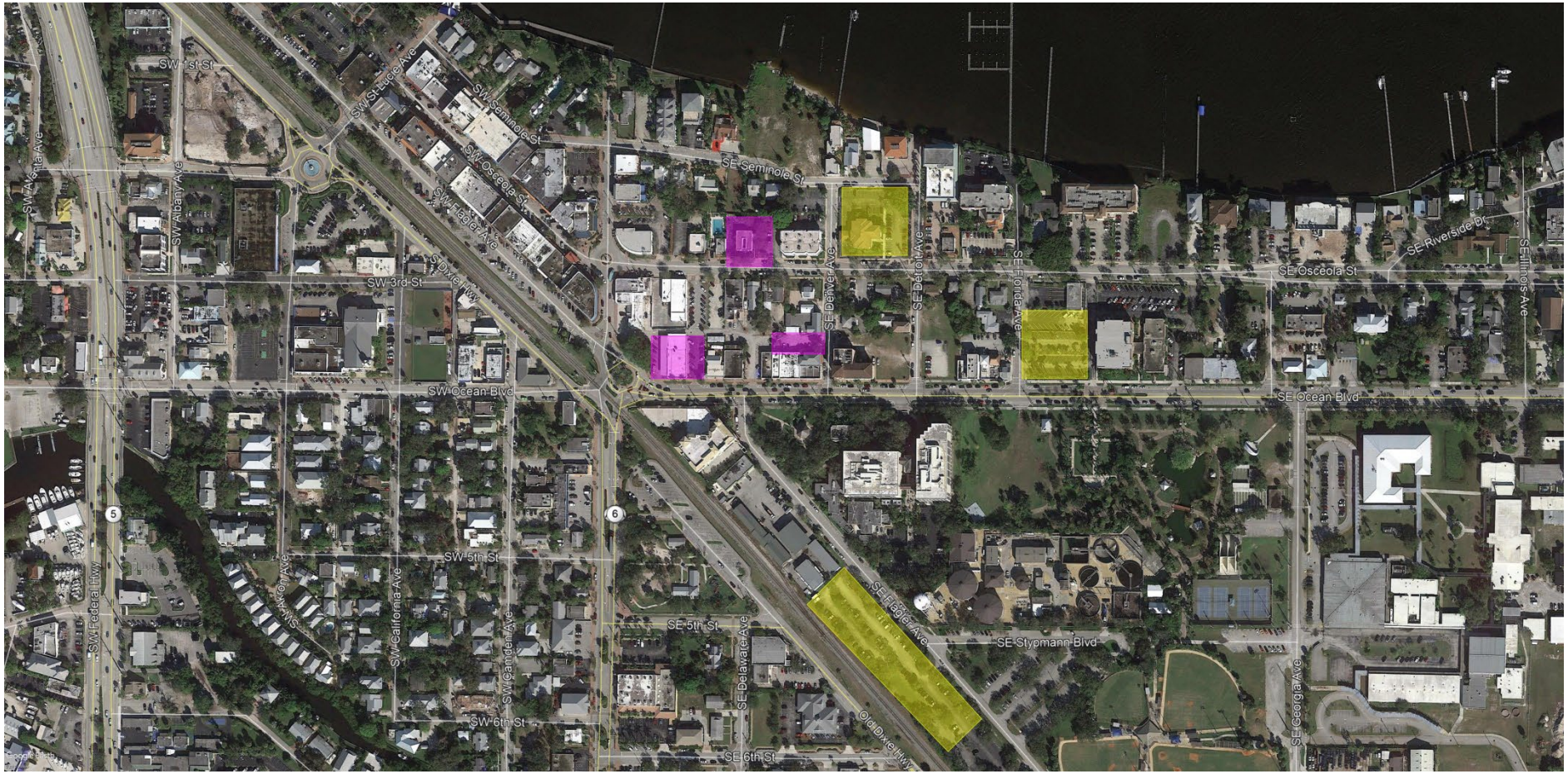
Three (3) full-time employees; One part-time employee
One (1) full-time and one (1) part-time employee dedicated to parking enforcement
Overtime coverage eliminated with the addition of one (1) part-time employee

3 HR PARKING

MON – SAT
8:00 AM
8:00 PM

INCLUDING CITY HOLIDAYS

SHARED PARKING LEASE PROGRAM



PUBLIC RELATIONS

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Joint CRA/CRB/CCM

Meeting Date: 10/24/2022 **Prepared by:** Susej Meleqi

Title of Item:
APPROVAL OF 09/26/2022 CRA MINUTES

Summary Explanation/Background Information on Agenda Request:
APPROVAL OF 09/26/2022 CRA MINUTES

Funding Source:
N/A

Recommended Action:
Approve minutes.

ATTACHMENTS:
1. 09262022 CRA Minutes Final

MINUTES

COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART
SEPTEMBER 26, 2022
AT 5:00 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

COMMUNITY REDEVELOPMENT AGENCY

Chairman – Troy McDonald
Board Member – Eula R. Clarke
Board Member – Becky Bruner
Board Member – Christopher Collins
Board Member – Campbell Rich
Board Member – Tom Campenni
Board Member - VACANT

ADMINISTRATIVE

City Manager, David Dyess
City Attorney, Michael J. Mortell
CRA Executive Director, Pinal Gandhi-Savdas
City Clerk, Mary Kindel

CALL TO ORDER

5:00 PM

ROLL CALL

PRESENT: Chairperson McDonald, Board Member Clarke, Board Member Bruner, Board Member Collins, Board Member Rich, Board Member Campenni

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

5:00 PM MOTION: Approve.
MOVED BY: Tom Campenni
SECONDED BY: Eula Clarke
Motion approved unanimously.

APPROVAL OF MINUTES

1. APPROVAL OF 08/22/2022 CRA MINUTES

5:01 PM MOTION: Approve.

MOVED BY: Becky Bruner
SECONDED BY: Tom Campenni
Motion approved unanimously.

COMMENTS FROM THE PUBLIC (3 Minutes Max.)

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

ACTION ITEMS

2. AUTHORIZATION TO EXPEND FUNDING APPROPRIATED IN THE FY 2022 CRA BUDGET (RC):

RESOLUTION No. 08-2022 CRA; A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING TO EXPEND FUNDING APPROPRIATED IN THE FY 2022 CRA BUDGET FOR ALLEYWAY IMPROVEMENTS BEHIND THE AT&T BUILDING IN THE AMOUNT OF $109,065 AND FINAL DESIGN FOR SOUTH DIXIE HIGHWAY IMPROVEMENTS IN THE AMOUNT OF $60,500; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Pinal Gandhi-Savdas, CRA Executive Director, presented the appropriation of the CRA Budget line item and the implementation of 3 projects within the Triangle District.

3 Projects that were discussed below:
- Unimproved alley-way behind the AT&T building.
- Streetscape design on Dixie Hwy from Joans Jefferson to Colorado Ave.
- Preliminary design for the Frazier Creek Bridge.

5:05 PM MOTION: Approve.
MOVED BY: Tom Campenni
SECONDED BY: Becky Bruner
Motion approved unanimously.

STAFF UPDATE

ADJOURNMENT

5:06 PM

Mary R. Kindel, Secretary **Troy McDonald, Chair**

Minutes to be approved at the CRA Meeting this 24th day of October, 2022.

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Joint CRA/CRB/CCM

Meeting Date: 10/24/2022 **Prepared by:** Pinal Gandhi-Savdas

Title of Item:
LICENSE AGREEMENT FOR DOWNTOWN VALET PARKING SERVICES PROGRAM (RC):

RESOLUTION No. 77-2022; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA TO AUTHORIZING THE EXECUTION OF A LICENSE AGREEMENT BETWEEN THE CITY OF STUART AND THE PARKING SOLUTION TO UTILIZE THE PARKING LOT BEHIND THE STUART HERITAGE MUSEUM AND CITY HALL PARKING LOT FOR THE PURPOSE OF OPERATING A DOWNTOWN VALET PARKING SERVICES PROGRAM.

Summary Explanation/Background Information on Agenda Request:
The Parking Solution was a qualified operator that responded to a Request for Proposals advertised by the City of Stuart to provide Valet Parking Services in Downtown Stuart as directed by the City Commission. The Parking Solution has been selected by the City in the past and has provided these services for the City multiple times.

The program will provide valet services Downtown. It will operate from December 1, 2022 – May 31, 2023, from Thursday to Saturday, in the evenings from 5:00 p.m. to 10:00 p.m. The contract includes an option to extend the contract two times for one-year renewals, for a total of three years. The valet service locations will be limited to the paved lot behind the Stuart Heritage Museum (Valet Parking Zone 1) and the parking lot in front of the City Hall, when needed to meet the demand for the weekends, including Thursday thru Saturday (Valet Parking Zone 2). An advance notice for the request to utilize Valet Parking Zone 2 will require written approval by the city.

It is recommended that the City enter into an agreement with The Parking Solution based on their experience, qualifications, valet fees ($5) and their proposed flat fee of $150.00 per month to utilize the lots.

Approval of this item will allow the city to properly manage parking in the downtown core during the peak season. There is no cost to the city to operate this program.

Funding Source:
N/A

Recommended Action:
Motion to approve Resolution No. 77-2022 to execute a license agreement with The Parking Solution.

ATTACHMENTS:
1. Resolution 77-2022 Downtown Valet Parking Service Agreement
2. Exhibit A - License Agreement and Location Map
3. Agenda Item Joint Meeting 06-27-2022
4. Minutes Joint Meeeting 06-27-2022

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 77-2022

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA TO AUTHORIZING THE EXECUTION OF A LICENSE AGREEMENT BETWEEN THE CITY OF STUART AND THE PARKING SOLUTION TO UTILIZE THE PARKING LOT BEHIND THE STUART HERITAGE MUSEUM AND CITY HALL PARKING LOT FOR THE PURPOSE OF OPERATING A DOWNTOWN VALET PARKING SERVICES PROGRAM.

* * * * *

WHEREAS, the City of Stuart City Commission authorizes to execute license agreement to The Parking Solution for the operation of a Downtown Valet Parking Services Program.

WHEREAS, the City of Stuart City Commission recognizes the public benefit to provide valet service as an additional amenity to the downtown.

WHEREAS, the City of Stuart City Commission finds that providing a valet parking in the common parking lots during season will provide more efficient and convenient parking downtown which benefit the downtown businesses, residents and visitors.

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

SECTION 1: The Downtown Valet Parking Services Program shall utilize the parking lot behind the Stuart Heritage Museum located at 161 SW Flagler Avenue, as well as the City Hall parking lot located at 121 SW Flagler Avenue for the valet service.

SECTION 2: The Mayor or City Manager are hereby authorized and directed to execute the license agreement between the City of Stuart and The Parking Solution, from December 1, 2022,

until May 31, 2023, with the option of two (2) additional one-year renewals, upon the mutual written agreement of both parties. The license agreement is attached as "Exhibit A".

SECTION 3: The Parking Solution shall pay the City of Stuart a flat fee of $150 per month. The fees will be deposited in the General Revenue Funds.

SECTION 3: This resolution shall take effect upon adoption.

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

	YES	NO	ABSENT	ABSTAIN
TROY MCDONALD, MAYOR				
BECKY BRUNER, COMMISSIONER				
EULA R. CLARKE, COMMISSIONER				
CHRISTOPHER COLLINS, COMMISSIONER				
CAMPBELL RICH, COMMISSIONER				

ADOPTED this ___ day of _____, 2022.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
TROY MCDONALD
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL J. MORTELL, ESQ.
CITY ATTORNEY

LICENSE AGREEMENT
DOWNTOWN VALET PROGRAM

This License Agreement made and entered into this _____ day of _____, 2022 by the **City of Stuart**, Florida, a municipal corporation of the State of Florida, 121 S.W. Flagler Avenue, Stuart, Florida 34994, hereinafter the "City," and **The Parking Solution and Valet Co. LLC**, a Florida Limited Liability Corporation, with a principal address of 1619 Cetona Drive, Boynton Beach, Florida 33436, hereinafter the "**Licensee**."

WHEREAS, the City Commission has determined that it is appropriate and proper to provide for the valet services to the downtown visitors.

WHEREAS, the **Licensee** has been selected pursuant to the Request for Proposals which was published by the City of Stuart pursuant to its procurement procedures.

WHEREAS, the City Commission finds that dedicating the parking lot behind the Stuart Heritage Museum ("Valet Parking Zone 1") for Valet Parking only will result in public benefit for providing more efficient parking and maximizing parking capacity in downtown.

WHEREAS, the parking lot in front of the City Hall "Valet Parking Zone 2" may be utilized on operational needs and by advanced notice and approval by the city.

NOW THEREFORE, a good and valuable consideration, receipt of which is hereby acknowledged, the City does hereby grant this exclusive License to "The Parking Solution and Valet Co. LLC" to use the designated parking areas as identified in Attachment "A", in accordance with the conditions as set forth below:

1. The Licensee agrees to provide valet service Thursday thru Saturday, 5:00 p.m. to 10:00 p.m. Increasing and decreasing days and times to accommodate for customer demand may be proposed by the **Licensee** or City and will be subject to mutual approval.
2. The Licensee shall pay the sum of $150.00 per month on or before the 5th day of each month beginning January 2023 and continuing thereafter until May 31, 2023.
3. The Licensee shall be allowed to begin reserving "Valet Parking Zone 1" at 4:00 p.m. and set up valet stand at 4:30 p.m. or time mutually agreed.
4. The Licensee shall be allowed to begin reserving spaces by placing cones at 4:45 p.m. as each car vacates the "Valet Parking Zone 2."
5. The 15-minute parking spaces in the Valet Parking Zone 2" shall not be reserved by placing cones until 5:00 PM as each car vacates the lot.
6. The Licensee agrees to reserve 7 parking spaces for board members during public meetings on 2nd and 3rd Thursday of the month in the "Valet parking Zone 2." In addition, the City shall reserve the right to provide a voucher to board members

parking in “Valet Parking Zones” during public meetings to waive the valet fees. The Licensee agrees to honor said vouchers.

7. The Licensee shall provide weekly reports to the CRA Executive Director by Tuesday of the following service week, which include the following information:
    - The start and end time of service each day
    - Provide weekly spreadsheet with ticket number identified for each customer served on each day of operation
    - Complaints received and the resolution of the complaint
    - Customer wait times for drop off and retrieving cars
    - Staffing levels for each day of service
    - Documentation describing incidents or accidents
8. The term of this license agreement shall be for approximately Six (6) Months, beginning on December 1, 2022, and ending on May 31, 2023, with the option of two (2) additional one (1) year renewals, upon the mutual written agreement of both parties.

Section 11. Cancellation of License. This agreement may be cancelled at any time by the city due to breach of the agreement.

Section 12. Additional Authorizations Required. During the term of this License, the **Licensee** shall obtain and maintain all required business tax receipts, corporate registrations, licenses, permits and approvals, and shall furnish a copy to the City whenever the same is obtained, renewed or otherwise requested. The **Licensee** shall also furnish a copy, within five (5) days of any action, report, violation notice or other material item referring to said governmental approvals that is later received by the **Licensee**.

Section 13. Indemnification. **Licensee** hereby indemnifies and holds the City, it’s officials, employees and agents harmless from any and all torts, claims, injuries, damages, or sums due, arising out of this License, and further agrees to provide a suitable defense for the City in the event that any legal action is instituted against the City for actions or inactions arising out of any injury tort, damage, or claim as described herein.

Section 14. Insurance Required. The **Licensee** shall provide “all-risk” liability insurance coverage for the City in an amount of not less than One Million ($1,000,000) Dollars per occurrence. A certificate of insurance showing the “City of Stuart, it’s officials, agents and employees” as “additional insured” shall be provided to the City Clerk and shall be maintained throughout the term of the License. Said Certificate shall include the condition that the insurance provided shall not expire without thirty (30) days written notice to the City.

Section 15. Terms subject to modification. Unless this License is amended by the City, there are no other terms or conditions express or implied that pertain to the License.

However, the City reserves the right to modify the non-monetary terms and conditions of this License.

Section 16. Miscellaneous. If legal action is required to enforce the terms of this License, the prevailing party shall be entitled to reasonable attorney's fees and costs, at all levels. If any material term, condition, or provision of this License is determined to be unenforceable or illegal, for any reason, the entire License may be reformed by joining agreement of the parties, or it may be cancelled by the City. This License supersedes any prior or contemporaneous oral or written agreements of the parties, but the License is nonetheless subject to all applicable governmental laws, ordinances and regulations, an if in conflict with the same and not otherwise deemed illegal, the more stringent provision, as solely determined by the City, shall prevail.

IN WITNESS WHEREOF, the City and **Licensee** have executed this Agreement as of the Effective Date.

CITY COMMISSION

By: _____
Troy McDonald, Mayor

Attest:

_____
Michael Mortell, City Attorney
City of Stuart, Florida

STATE OF FLORIDA
COUNTY OF MARTIN
The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this ____ day of _____, 20__, by **Troy McDonald, Mayor,** who is personally known to me.

(Notary Seal)

_____
Signature of Notary Public
Printed Name: _____

Company – THE PARKING SOLUTION AND VALET Co. LLC
a Florida limited liability company

By: _____
Name: _____
Title: _____

Witnesses:
(1) Sign Name:
Print Name: _____

(2) Sign Name: _____
Print Name: _____

STATE OF FLORIDA
COUNTY OF _____
The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this ____ day of_____, 20__, by _____, as the _____ of _____, a Florida limited liability company, and who has acknowledged that he/she has executed the same on behalf of _____ and that he/she was authorized to do so. He/She is ☐ personally known to me or ☐ has produced _____ as identification.

(Notary Seal)

_____
Signature of Notary Public
Printed Name: _____

Valet Parking Zone 1
Valet Drop Off Area
Valet Parking Zone 2
SW Flagler Ave
SW St Lucie Ave
City of Stuart
Valet Parking
Valet Parking Area
Valet Drop Off Area
50 25 0 50 Feet
10 5 0 10 Meters
This Geographic Information Systems product, from the City of Stuart, is provided to the public as a courtesy and public record. It should not be relied upon or used as final determination of images, boundaries, zoning, or other land use or development restrictions, designations, or allowable uses. The City does not warrant, guarantee or make any representations regarding the use or the results of the use of the information provided to you by the City in terms of its correctness, accuracy, reliability, timeliness, or otherwise. If you need current or complete zoning, development or land use information or designations, you should consult with a professional and separately request an official zoning verification from the City.
City of Stuart DEVELOPMENT

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Joint CRA/CRB/CCM

Meeting Date: 6/27/2022 **Prepared by:** Pinal Gandhi-Savdas

Title of Item:
D&D DOWNTOWN VALET PARKING PROGRAM

Summary Explanation/Background Information on Agenda Request:
In October 2018, Walker Parking Consultant completed the Parking Study that provided parking needs analysis and strategic recommendation to manage parking in the downtown. The study provided 17 major recommendations to address the issue of low parking availability during peak activity hours in several high demand areas, which creates the perception of a parking problem in downtown. One of the immediate actions recommended is to enhance the valet parking locations by providing better visibility and promotion of the valet service.

In previous years, the City had an agreement with the valet service operator to set-up a valet station in front of the City Hall and utilize the public parking lot behind the Stuart Heritage Museum (Feed Store) for storing cars. However, with the extension of the 3-hour parking restrictions to 8 PM to promote parking outside of the downtown core for downtown employees and increase parking availability for visitors in the downtown core, the valet service operator noticed that the downtown employees started using the parking lot behind the Feed Store where there are no time restrictions, leaving little to no space available for valet parking storage.

In September 2019, the City Commission authorized to issue a Request for Proposal (RFP) for the Downtown Valet Parking Program. In October 2019, the city entered into a license agreement with 'The Parking Solutions' to utilize the parking lots at the City Hall and behind the Annex Building for the operation of the valet parking service. There are approximately 60 parking spaces available with the two lots combined. Exclusive valet parking lots during the peak season and activity hours allow for maximizing lot space via being able to stack cars and stage vehicles in both parking lots, which translates into 25-30 new spaces at one time. The parking lots closer to the downtown core are more ideal for valet service because visitors seek the most convenient parking to their destination.

The agreement with the valet operator was to provide service during the peak season, Thursday thru Saturday in the evening from 5:00 PM – 10:00 PM from December 1, 2019 – May 31, 2020, with the option to extend the contract two times for one-year renewals, for a total of three years. The proposal included a flat fee of $150 per month for the use of right-of-way and revenue sharing of $2.50 for each car parked after the first 40 cars parked on each day of service. The valet operator charged customers $5 per car for the service. The valet parking log and fees are attached.

Due to COVID-19, the valet parking agreement was terminated in March 2020. Since the pandemic was a continuously evolving disease for the last two peak seasons and the uncertainty of shows at the Lyric Theatre, staff did not bring the valet parking item for discussion until now.

The city also had a separate agreement with LouRonzo's to utilize 3 designated "loading zone" parking spaces on the east side of SE Colorado Avenue adjacent to the restaurant for valet parking operation and utilizing private parking lots at the east end of the historic district for parking storage. The agreement allowed LouRonzo's to charge $5 per car to any downtown visitors going to other shops or restaurants and provide complimentary valet service for its customers. LouRonzo's paid a flat fee of $150 per month (annual fee of $1,800) to the city to utilize the three designated "Loading Zone" parking spaces for valet

operation. Typically, the city charges a monthly rental fee of $121 per parking space for the outdoor dining program on public property. However, the valet parking license agreement allowed LouRonzo's to pay a discounted fee in exchange for providing valet service to downtown visitors at the south end of the historic district. Since there is a change of ownership, a new license agreement will be required. The city's Downtown Valet Parking Program excluded the city's agreement with LouRonzo's for public/private valet parking service.

Based on the valet parking log and previous operation experience, it is recommended that the Downtown Valet Parking Program should be limited during the peak season from January – April. The valet parking service serves as a benefit and an added convenience for downtown visitors. Therefore, it is recommended that the new parking agreement shall only have a monthly flat fee requirement for the operation of the valet service and the use of right-of-way.

Funding Source:
N/A

Recommended Action:
Direct staff to:

1. Advertise for an RFP for valet parking service on parking lots at the City Hall and behind the Annex Building during the next peak season (2023).
2. Renew the license agreement with the new owner of the restaurant (f.k.a. LouRonzo's) for the three designated "Loading Zone" parking spaces.

ATTACHMENTS:
1. Complete Log Report 2019-2020
2. Agenda_2018_10_8_Meeting - Parking Analysis Summary
3. Agenda_2019_8_26_Meeting - D&D Valet Parking Operation
4. Agenda_2019_9_9_Meeting - Advertise an RFP
5. Agenda_2019_10_28_Meeting - Execute License Agreement with Parking Solution
6. The Parking Solution - Executed Agreement
7. Valet Parking Location Map
8. Agenda_2019_11_25_Meeting(776) - LouRonzo's Agreement

MINUTES
REGULAR MEETING OF THE STUART JOINT CRA/CRB/CCM
JUNE 27, 2022
AT 4:00 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

CITY COMMISSION
Mayor Merritt Matheson
Vice Mayor Troy McDonald
Commissioner Becky Bruner
Commissioner Eula R. Clarke
Commissioner Mike Meier

COMMUNITY REDEVELOPMENT AGENCY
Chairperson - Merritt Matheson
Vice Chairperson -Troy McDonald
Board Member - Becky Bruner
Board Member - Eula R. Clarke
Board Member - Mike Meier
Board Member - Tom Campenni
Board Member - Pete Walson

COMMUNITY REDEVELOPMENT BOARD
Chairman - Tom Campenni
Vice Chairman - Nina Dooley
Board Member - Chris Lewis
Board Member - Katie Makemson
Board Member - Nikolaus Schroth
Board Member - Frank Wacha
Board Member - Pete Walson

ADMINISTRATION
City Manager, David Dyess
City Attorney, Michael Mortell
City Clerk, Mary R. Kindel
Development Director, Kevin Freeman

ROLL CALL

PRESENT: Chairperson Matheson, Board Member Bruner, Board Member Clarke, Board Member Meier, Board Member Campenni, Vice Chairperson Dooley, Board Member Schroth.

ABSENT: Vice Chairperson McDonald, Board Member Walson, Board Member Makemson, Board Member Wacha, Board Member Lewis.

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

4:03 PM MOTION: Approve.
MOVED BY: Eula Clarke
SECONDED BY: Tom Campenni
Motion approved unanimously.

APPROVAL OF MINUTES

1. APPROVAL OF 05/23/2022 CRA MINUTES

4:04 PM MOTION: Approve
MOVED BY: Tom Campenni
SECONDED BY: Mike Meier
Motion approved unanimously.

COMMENTS FROM THE PUBLIC (3 Minutes Max.)

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

ACTION ITEMS

2. REDA AGREEMENT WITH MIDDLE ISLAND MANAGEMENT & DEVELOPMENT, LLC (RC):

RESOLUTION No. 04-2022 CRA; A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CHAIRPERSON TO EXECUTE AN AGREEMENT BETWEEN THE STUART COMMUNITY REDEVELOPMENT AGENCY AND MIDDLE ISLAND MANAGEMENT & DEVELOPMENT, LLC, PROVIDING FOR THE ALLOCATION OF TAX INCREMENT FUNDS GENERATED FROM THE INCREASE IN PROPERTY VALUE TO THE TAX PARCEL OF THE ATLANTIC POINT MARINA MIXED-USE DEVELOPMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Pinal Gandhi-Savdas, CRA Administrator, presented the REDA agreement with Middle Island Management & Development. Mrs. Gandhi-Savdas stated that this application was submitted prior to amendments to the REDA program and they are still eligible under the prior guidelines. She also gave a brief overview of the development and recommended the REDA agreement be moved for approval.

Board Member Clarke commented that she wanted to commend our board for changing the guidelines and seeing that we now have 2 applicants using the program.

Board Member Meier questioned how it would have been assessed within the new scoring rubric.

Ms. Gandhi-Savdas stated it would not have been eligible due to

Board Member Schroth arrived at 4:11 PM.

4:08 PM MOTION: Approve.
MOVED BY: Tom Campenni
SECONDED BY: Eula Clarke
Motion approved unanimously.

3. REDA AGREEMENT WITH NEW URBAN COMMUNITIES (RC):

RESOLUTION No. 05-2022 CRA; A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CHAIRPERSON TO EXECUTE AN AGREEMENT BETWEEN THE STUART COMMUNITY REDEVELOPMENT AGENCY AND NEW URBAN COMMUNITIES AND STUART COURTHOUSE, LLC., PROVIDING FOR THE ALLOCATION OF TAX INCREMENT FUNDS GENERATED FROM THE INCREASE IN PROPERTY VALUE TO THE TAX PARCEL OF THE STUART COURTHOUSE URBAN PLANNED UNIT DEVELOPMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Mrs. Gandhi-Savdas presented on the REDA agreement with the Stuart Courthouse (Elizabeth) UPUD and stated that this application was submitted prior to amendments to the REDA program and they are still eligible under the prior guidelines. She gave a brief overview of the development and recommended the REDA agreement be moved for approval.

PUBLIC COMMENT

1.) Mark Brechbill - SE Osceola St; Questioned the numbers and the assessment of this property.

Attorney Mortell clarified the assessment would be done by the property appraiser and would be the final numbers.

Chairperson Matheson spoke about reducing the TIFF rate from 50% to 45% and putting a cap and creating a sinking fund for parking infrastructure.

Board members and Attorney Mortell continued discussion about the TIFF revenue and parking infrastructure.

David Dyess, City Manager, mentioned that parking studies will be brought up in the upcoming Joint Meeting and stated that discussions about parking constraints could be had and stated the 5% TIFF revenue is minimal.

Mrs. Gandhi-Savdas stated she could bring a boundary map of the REDA program as part of the parking study discussion.

Board members continued their discussion.

4:14 PM MOTION: Approve.
MOVED BY: Tom Campenni
SECONDED BY: Mike Meier
Motion approved unanimously.

4. D&D DOWNTOWN VALET PARKING PROGRAM

4:30 PM

Mrs. Gandhi-Savdas presented the Valet Parking Program in Downtown and gave recommendations for changes from the previous agreement that was in place and stated that staff is looking for direction.

Chairperson Matheson stated he spoke to different business owners and said he was interested in using the Wells Fargo parking lot.

Board Member Campenni stated he liked the idea but gave a different proposal for different parking lot ideas.

Board members gave their ideas on what location would work best for valet service and what the demand is for valet.

Chairperson Matheson stated that the intent of this is to increase parking downtown for business patrons.

Board Members direction to staff were the following:
- The days would be Friday and Saturday.
- Parking lots would be City Hall and Stuart Feed pit.
- The month of December will be included.
- Adjustments to be made by staff and not require them to come back to the board.

PUBLIC COMMENT

1.) Helen McBride - SE Flamingo Ave; Agrees with the valet and said she is willing to pay the valet to be closer.

STAFF UPDATE

ADJOURNMENT

5:00 PM

CCM

Mary R. Kindel, City Clerk **Merritt Matheson, Mayor**

Minutes to be approved at the Joint CCM/CRA/CRB Meeting this 24th day October, 2022.

CRA

Mary R. Kindel, City Clerk **Merritt Matheson, Chairperson**

Minutes to be approved at the Joint CCM/CRA/CRB Meeting this 24th day October, 2022.

CRB

Mary R. Kindel, City Clerk **Tom Campenni, Chairperson**

Minutes to be approved at the Joint CCM/CRA/CRB Meeting this 24th day October, 2022.