



## AGENDA

**LOCAL PLANNING AGENCY  
AUGUST 10, 2023  
AT 5:30 PM  
COMMISSION CHAMBERS  
121 SW FLAGLER AVE.  
STUART, FLORIDA 34994**

### **LOCAL PLANNING AGENCY**

**Chair - Kelly Laurine  
Vice Chair - Margaret Bromfield  
Board Member - Donald Cuozzo  
Board Member - Laura Giobbi  
Board Member - William Mathers  
Board Member - Ryan Strom  
Board Member - VACANT  
Ex Officio Board Member - Mark Sechrist**

### **ADMINISTRATIVE**

**Development Director, Jodi Nentwick-Kugler  
Board Secretary, Susej T. Meleqi**

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](mailto: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.

## **CALL TO ORDER**

## **ROLL CALL**

## **PLEDGE OF ALLEGIANCE**

## **APPROVAL OF AGENDA**

## **APPROVAL OF MINUTES**

1. APPROVAL OF 06/08/2023 LPA MINUTES

## **COMMENTS FROM THE PUBLIC (Non-Agenda Related) (3 Minutes Max.)**

## **COMMENTS BY BOARD MEMBERS (Non-Agenda Items)**

## **ACTION ITEMS**

2. LDC AMENDMENT IN RELATION TO US-1/FEDERAL HIGHWAY STREET TREE MASTER PLAN AND PROGRAM (RC):

ORDINANCE No. 2520-2023; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AMENDING AND RESTATING THE CITY'S LAND DEVELOPMENT CODE; MORE SPECIFICALLY AMENDING SECTION 2.04.06 ENTITLED "SUPPLEMENTAL BUILDING SETBACKS ON CERTAIN STREETS" IN CHAPTER II AND SECTION 3.01.03 ENTITLED "URBAN STANDARDS AND REGULATIONS FOR DESIGNATED URBAN SUBDISTRICTS" IN CHAPTER III; AMENDING SECTION 11.01.03 ENTITLED "MINOR DEVELOPMENT PLAN APPLICATION" IN CHAPTER XI; AND CHAPTER XII DEFINITIONS OF THE CITY OF STUART LAND DEVELOPMENT CODE; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

## **STAFF UPDATE**

## **ADJOURNMENT**

**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 regarding those communications. All witnesses testifying will be "sworn" prior to their testimony. However, the public is permitted to comment without being sworn. Unsworn testimony will be given appropriate weight and credibility by the City Commission.



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**CITY OF STUART, FLORIDA  
AGENDA ITEM REQUEST  
Local Planning Agency**

**Meeting Date:** 8/10/2023

**Prepared by:** Susej Meleqi

**Title of Item:**

APPROVAL OF 06/08/2023 LPA MINUTES

**Summary Explanation/Background Information on Agenda Request:**

APPROVAL OF 06/08/2023 LPA MINUTES

**Funding Source:**

N/A

**Recommended Action:**

Approve Minutes.

**ATTACHMENTS:**

1. 06082023 LPA Minutes

**MINUTES  
LOCAL PLANNING AGENCY OF THE CITY OF STUART  
JUNE 8, 2023  
AT 5:30 PM  
COMMISSION CHAMBERS  
121 SW FLAGLER AVE.  
STUART, FLORIDA 34994**

**LOCAL PLANNING AGENCY**

**Chair - Kelly Laurine  
Vice Chair - Margaret Bromfield  
Board Member - Donald Cuozzo  
Board Member - Laura Giobbi  
Board Member - William Mathers  
Board Member - Ryan Strom  
Board Member – VACANT  
Ex Officio Board Member - Mark Sechrist**

**ADMINISTRATIVE**

**Development Director, Jodi Nentwick-Kugler  
Board Secretary, Susej T. Meleqi**

**CALL TO ORDER**

5:32 PM

**ROLL CALL**

**PRESENT: Chair Laurine, Vice Chair Bromfield, Board Member Cuozzo, Board Member Giobbi, Board Member Strom  
ABSENT: Board Member Mathers**

**PLEDGE OF ALLEGIANCE**

**APPROVAL OF AGENDA**

**5:33 PM MOTION: Approve.  
MOVED BY: Donald Cuozzo  
SECONDED BY: Ryan Strom  
Motion approved unanimously.**

## **APPROVAL OF MINUTES**

### **1. APPROVAL OF 05/11/2023 LPA MINUTES**

**5:53 PM MOTION: Approve.**

**MOVED BY: Margaret Bromfield**

**SECONDED BY: Ryan Strom**

**Motion approved unanimously.**

## **COMMENTS FROM THE PUBLIC (Non-Agenda Related) (3 Minutes Max.)**

None.

## **COMMENTS BY BOARD MEMBERS (Non-Agenda Items)**

None.

## **ACTION ITEMS**

### **2. A REQUEST FROM COMMERCE AVENUE, LLC TO CONSIDER A VOLUNTARY ANNEXATION:**

ORDINANCE No. 2517-2023; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, ANNEXING A PARCEL OF LAND FRONTING ON SE COMMERCE AVENUE, CONSISTING OF 1.45-ACRES, SAID PARCEL BEING MORE FULLY DESCRIBED IN EXHIBIT "A" ATTACHED HERETO; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Kris McCrain, Principal planner, presented the project's public notice, location, existing and proposed future land use, existing and proposed zoning, level of service letters, and staff recommendation.

Mike McCarty, Project Manager for the applicant, spoke about successful projects the applicant has done previously, the intent, and the benefit it will bring to the City.

Board Members had the following questions:

- Why the need to annex into Stuart vs Martin County
- The purpose of the building
- IPUD vs industrial zoning

**5:44 PM MOTION: Approve.**

**MOVED BY: Donald Cuozzo**

**SECONDED BY: Ryan Strom**

**Motion approved unanimously.**

### **3. A REQUEST BY COMMERCE AVENUE, LLC, FOR A SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT:**

ORDINANCE No. 2518-2023; AN ORDINANCE OF THE CITY OF COMMISSION OF THE CITY OF STUART, SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT AS DEFINED IN F.S.§163.3187; AMENDING

THE COMPREHENSIVE PLAN, FUTURE LAND USE MAP FOR AN APPROXIMATELY 1.45-ACRE PARCEL FROM THE FUTURE LAND USE OF INDUSTRIAL (COUNTY) TO THE FUTURE LAND USE OF INDUSTRIAL (CITY); AMENDING THE FUTURE LAND USE MAP; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Mr. McCrain, Principal planner, presented the project's public notice, location, existing and proposed future land use, existing and proposed zoning, data and analysis, topography, wetlands, strategic habitat conservation areas, wellfield protection, soils, floodplain, traffic concurrency, and staff recommendation.

Board Member Giobbi asked if there was a set plan on how many units would be in the building.

Mr. McCarty stated about eight units will be in the building.

**5:52 PM MOTION: Approve.**

**MOVED BY: Ryan Strom**

**SECONDED BY: Laura Giobbi**

**Motion approved unanimously.**

4. A REQUEST FROM COMMERCE AVENUE, LLC TO CONSIDER A REZONE PETITION:

ORDINANCE No. 2519-2023; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AMENDING THE CITY'S OFFICIAL ZONING MAP; TO REZONE A 1.45-ACRE PARCEL; LOCATED ON THE SOUTH EAST SIDE OF SE COMMENRCE AVENUE; BEING MORE DESCRIBED IN EXHIBIT "A" ATTACHED, FROM M-2 INDUSTRIAL (COUNTY) ZONING DESIGNATION TO IPUD INDUSTRIAL PLANNED UNIT DEVELOPMENT (CITY) ZONING DESIGNATION; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Mr. McCrain, Principal planner, presented the project's public notice, location, existing and proposed future land use, existing and proposed zoning, proposed IPUD development plan, IPUD proposed uses, architectural elements building #1 and #2, and staff recommendation.

Board Member Giobbi questioned if there was a thought of adding a dry cleaning business to the building due to the old process of dry cleaning and how toxic it is to the environment.

Board Members questioned if this item is the approval of the zoning or site plan. Discussion ensued with Board Members, the City Manager, the City Attorney, Mr. McCrain, and Mr. McCarty.

**6:11 PM MOTION: Approve zone change, less the site plan.  
MOVED BY: Donald Cuzzo  
SECONDED BY: Ryan Strom  
Motion approved unanimously.**

#### **STAFF UPDATE**

**5. LIVE LOCAL ACT (SB102) STAFF PRESENTATION**

Jodi Nentwick Kugler, Development Director, provided the background of SB 102, land use standards, exceptions, procedures for implementation of the live local act.

Board Members had the below questions:

- How and who will control the AMI's
- Spoke on the height of properties next to the hospital
- Cross over the County line
- Highest building within the City of Stuart

Ms. Nentwick Kugler and Interim City Manager Mortell responded to the Board's questions.

#### **ADJOURNMENT**

6:24 PM

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**Susej T. Meleqi, Deputy City Clerk**

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**Kelly Laurine, Chair**

**Minutes to be approved at the LPA  
Meeting this 10th day of August, 2023.**

**CITY OF STUART, FLORIDA  
AGENDA ITEM REQUEST  
Local Planning Agency**

**Meeting Date:** 8/10/2023

**Prepared by:** Pinal Gandhi-Savdas

**Title of Item:**

LDC AMENDMENT IN RELATION TO US-1/FEDERAL HIGHWAY STREET TREE MASTER PLAN AND PROGRAM (RC):

ORDINANCE No. 2520-2023; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AMENDING AND RESTATING THE CITY'S LAND DEVELOPMENT CODE; MORE SPECIFICALLY AMENDING SECTION 2.04.06 ENTITLED "SUPPLEMENTAL BUILDING SETBACKS ON CERTAIN STREETS" IN CHAPTER II AND SECTION 3.01.03 ENTITLED "URBAN STANDARDS AND REGULATIONS FOR DESIGNATED URBAN SUBDISTRICTS" IN CHAPTER III; AMENDING SECTION 11.01.03 ENTITLED "MINOR DEVELOPMENT PLAN APPLICATION" IN CHAPTER XI; AND CHAPTER XII DEFINITIONS OF THE CITY OF STUART LAND DEVELOPMENT CODE; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

**Summary Explanation/Background Information on Agenda Request:**

The CRA partnered with the Treasure Coast Regional Planning Council to develop the US-1/Federal Highway Street Tree Master Plan to implement the goals to improve sidewalk conditions along the US-1/Federal Highway corridor, define the roadway to reduce speeding and beautify the corridor to benefit the businesses and residents of the City of Stuart.

The plan recommends an update to the Land Development Code to reflect desired expectations for redevelopment. This is particularly important for properties along the US-1/Federal Highway corridor where the setback treatment is less defined. The attached ordinance will amend Sections 2.04.06 entitled "Supplemental Building Setbacks on Certain Streets" and Section 3.01.03 entitled "Urban Standards and Regulations for Designated Urban Subdistricts" of the City's Land Development Code to define the setback expectations for future development and streetscape standards for all new development and substantial renovation.

**Funding Source:**

N/A

**Recommended Action:**

Staff requests the Board to consider a motion of approval for Ordinance No. 2503-2023 to the City Commission.

**ATTACHMENTS:**

1. Ordinance 2520-2023 - LDC Amendment(PJN)
2. Ordinance 2520-2023 - Exhibit A
3. US-1-Federal Hwy Street Tree Master Plan
4. Resolution 74-2021- Master Plan for Triangle Study Area
5. Resolution 91-2021- Master Plan US-1 Corridor Study Area



**BEFORE THE CITY COMMISSION  
CITY STUART, FLORIDA**

**ORDINANCE NUMBER 2520-2023**

**AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AMENDING THE CITY'S LAND DEVELOPMENT CODE; MORE SPECIFICALLY AMENDING SECTION 2.04.06 ENTITLED "SUPPLEMENTAL BUILDING SETBACKS ON CERTAIN STREETS" IN CHAPTER II AND SECTION 3.01.03 ENTITLED "URBAN STANDARDS AND REGULATIONS FOR DESIGNATED URBAN SUBDISTRICTS" IN CHAPTER III; AMENDING SECTION 11.01.03 ENTITLED "MINOR DEVELOPMENT PLAN APPLICATION" IN CHAPTER XI; AND CHAPTER XII DEFINITIONS OF THE CITY OF STUART LAND DEVELOPMENT CODE; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.**

**\*\*\*\*\***

**WHEREAS**, the City of Stuart has adopted a Land Development Code encompassing its development regulations; and

**WHEREAS**, the City Commission adopted Resolution 74-2021 approving and adopting the Master Plan for the "Triangle" study area and designating the name of the study area as the "Triangle District." The "Triangle District" is defined as west of S. Dixie Highway, east of US-1/Federal Highway, and north of S.W. Ocean Boulevard:

**WHEREAS**, the City Commission adopted Resolution 94-2021 approving and accepting the Master Plan for the "US-1 Corridor" study area. The "US-1 Corridor" study area is defined as the section of US-1 Highway as it passes through the city from a point beginning at the north line of S.E. Dixie Cutoff Road right of way and continuing to the south line of the S.W. St. Lucie Crescent right of way; and

ORDINANCE No. 2520-2023 CRA  
US-1/FEDERAL HIGHWAY STREET TREE MASTER PLAN AND PROGRAM

**WHEREAS**, the City of Stuart Community Redevelopment Agency partnered with the Treasure Coast Regional Planning Council to develop a Street Tree Planting Program for the US-1/Federal Highway corridor with urban street trees and other plantings to enhance the usability of sidewalks and the beauty of the corridor; and

**WHEREAS**, the Land Development Code shall be updated to reflect desired expectations along the corridor with setbacks to provide a shared-use path or a wide sidewalk and shaded environment for pedestrians and bicyclists; and

**WHEREAS**, the City Commission finds that the code amendment will improve sidewalks for the use of pedestrians and bicyclists and it will enhance public safety; and

**WHEREAS**, on August 10, 2023, the Local Planning Agency held a duly noticed public hearing to consider this ordinance; and

**WHEREAS**, on \_\_\_\_\_, 2023, by Resolution No. 12-2023 CRA, the Community Redevelopment Agency approved the US-1/Federal Highway Street Tree Master Plan and Program; and

**WHEREAS**, the City Commission held duly noticed public hearings on \_\_\_\_\_, 2023, and \_\_\_\_\_, 2023, to consider this ordinance and provide for full public participation in the Land Development Code amendment process.

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

**SECTION 1:** The provisions of the Land Development Code as amended are hereby adopted as provided in the attached Exhibit “A” which is incorporated herein as set forth below.

**SECTION 2:** All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

**SECTION 3:** If any word, clause, sentence, paragraph, section, or part thereof contained in this ordinance is declared to be unconstitutional, unenforceable, void, or inoperative by a court of competent jurisdiction, such declaration shall not affect the validity of the remainder of this ordinance.

**SECTION 4:** The provisions of this ordinance shall be codified into the City’s Land Development Code.

**SECTION 5:** This ordinance shall take effect upon adoption.



ORDINANCE No. 2520-2023 CRA  
US-1/FEDERAL HIGHWAY STREET TREE MASTER PLAN AND PROGRAM

Passed on first reading the \_\_\_\_ day of \_\_\_\_\_, 2023.

Commissioner \_\_\_\_\_ offered the foregoing Ordinance and moved its adoption.

The motion was seconded by Commissioner \_\_\_\_\_ and upon being put to a roll call vote,  
the vote was as follows:

TROY MCDONALD, MAYOR  
BECKY BRUNER, VICE MAYOR  
EULA R. CLARKE, COMMISSIONER  
CHRISTOPHER COLLINS, COMMISSIONER  
CAMPBELL RICH, COMMISSIONER

| YES | NO | ABSENT | ABSTAIN |
|-----|----|--------|---------|
|     |    |        |         |
|     |    |        |         |
|     |    |        |         |
|     |    |        |         |
|     |    |        |         |

ADOPTED on second and final reading this \_\_\_\_ day of \_\_\_\_\_, 2023.

ATTEST:

\_\_\_\_\_  
MARY R. KINDEL  
CITY CLERK

\_\_\_\_\_  
TROY MCDONALD  
MAYOR

APPROVED AS TO FORM  
AND CORRECTNESS:

\_\_\_\_\_  
PAUL J. NICOLETTI  
INTERIM CITY ATTORNEY

## Sec. 2.04.06. Supplemental building setbacks on certain streets.

The following specific setbacks and streetscape standards shall apply to the streets so designated per Figure 2.04-1, unless other provisions of this Code provide a greater setback. Due to the level of specificity provided in Chapter III the setbacks which shall apply to certain parcels within those areas may not be shown. In cases where the above setbacks differ from those contained in Chapter III, Chapter III shall apply.

**Figure 2.04-1:**

| Street                                   | Side | From                                                        | To                                                   | Front Setback (ft)                                                   |
|------------------------------------------|------|-------------------------------------------------------------|------------------------------------------------------|----------------------------------------------------------------------|
| S. Dixie                                 | West | E. (Eleventh) St.                                           | Cut-off road                                         | 10                                                                   |
| <u>SW</u> Palm City Ave.                 | Both | <u>U.S.-1/SW</u> Federal Hwy.                               | City Limits                                          | 50 (from centerline)                                                 |
| E. Ocean Blvd.                           | Both | <del>{sections East of CRA}</del> <u>SE Palm Beach Road</u> |                                                      | 50 (from centerline)                                                 |
| <del>U. S. Hwy. #1/SW</del> Federal Hwy. | Both | <del>W. Ocean Blvd.</del> <u>S Joan Jefferson Way</u>       | <u>S Dixie Cutoff Road</u> <del>S. City Limits</del> | <del>20-40</del> <u>Build-to-Zone</u> <del>(from right-of-way)</del> |
| <u>US-1 /SE</u> Federal Hwy.             | Both | <u>S Dixie Cutoff Rd.</u>                                   | <u>S City Limits</u>                                 | <u>20</u>                                                            |

~~Note: The preceding table establishes applicable setbacks to streets so designated. Due to the level of specificity provided in chapter III, which applies to the Community Redevelopment Area (including the Urban District, and East Stuart District,) and the S.E. Ocean Boulevard Overlay Zone, the setbacks which shall apply to certain parcels within those areas are not shown. In cases where the above setbacks differ from those contained in the chapter III, those contained in the chapter III shall apply. Refer to chapter III for a complete description of all building setbacks applicable to the CRA and S.E. Ocean Boulevard Overlay Zone.~~

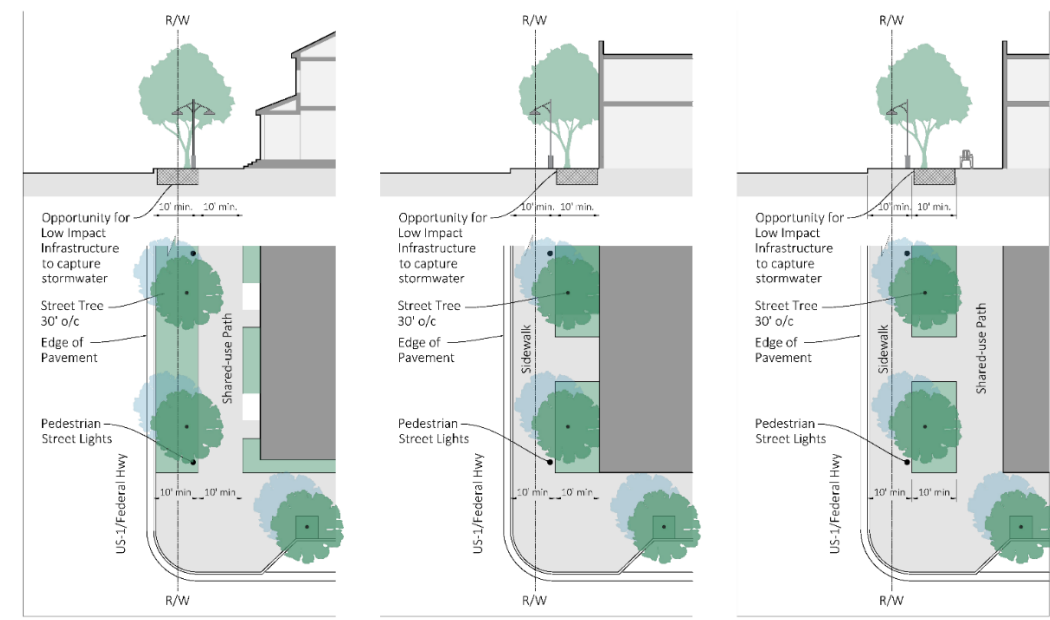
**Streetscape standards.** Front setback areas shall be detailed to augment public right-of-way design, to establish shaded, continuous routes for pedestrians and cyclists, and to organize landscaping and other elements to ensure a superior public realm. The standards and regulations set forth below shall apply to all *new development* and *substantial renovation*.

1. **US-1/Federal Highway Streetscape from S Joan Jefferson Way to S Dixie Cutoff Rd.** A minimum streetscape area no less than 20 feet in width, measured from the back of curb, shall be provided. The streetscape area is a combination of public right of way and the required building setback. **Figure 2.04-2** illustrated possible means of meeting the streetscape standards. The streetscape area shall be organized as follows:

- a. **Shared-use path or sidewalk.** A continuous 10' pedestrian and cycling path shall be provided. Any portion of the shared-use path or sidewalk within the front setback area shall be improved as an extension of the public sidewalk and shall match the public sidewalk in design and material, providing a seamless physical transition.
- b. **Shade trees & landscaping area.** Shade trees provide a shaded environment for pedestrians, improve stormwater management, reduce urban heat island effect, and improve the overall visual appearance of the street. Street trees shall be provided as follows:
  - i. Planted uniformly spaced at a minimum of 30 feet on center. Spacing of trees may only exceed 30 feet to accommodate curb cuts, fire hydrants, utilities, existing canopy trees.

- Shade trees are encouraged to be planted to separate pedestrians from vehicular travel lanes.
- ii. Shade trees and landscape areas may be planted with tree boxes or other low impact green infrastructure to maximize the stormwater benefit.
  - iii. Shade trees shall be planted in accordance with the City of Stuart Landscape Code and shall be consistent with US-1/Federal Highway Street Tree Master Plan tree species.
  - iv. Shade Trees shall be trimmed to provide minimum 7' clear height at sidewalks and 14' clear height at streets.
  - v. If site constraints such as existing utility easements, infrastructure, or right-of-way constraints prevent the installation of required shade trees, the Development Director may approve a different organization of the streetscape elements. The building shall provide devices such as awnings or roof overhangs to establish a shaded pedestrian environment.
- c. **Building entrances.** The main entrance to every building shall be and face a public right-of-way or civic open space. The main entrance(s) to ground story commercial space(s) shall face a public right-of-way or civic open space. Doors allowing public access shall occur at intervals no greater than 150 feet per façade or side of building.
- d. **Frontage types.** Frontage Types define architectural characteristics for the detailing of building entrances. Frontage Types may be required as part of a Special Zoning Code areas. See Chapter III.
- e. **Dedication.** A voluntary dedication consistent with the approved US-1/Federal Highway Street Tree Program Res. 12-2023 CRA shall be submitted as part of a minor development plan application or amendment to an existing development order. The property owner may also be required to enter into a maintenance agreement requiring the property owner to be responsible for and maintain improvements made by the owner to meet the requirements of this section.
- f. **Parking Code Relief.** Relief from the Stuart Parking Code may be permitted when the streetscape standards are fully implemented as part of a substantial renovation or a minor development plan application. The required on-site parking may be reduced by 10% or by the existing parking spaces removed in streetscape implementation, whichever is greater. An approved by minor development plan application or amendment to an existing development order shall record the parking space credit. Failure to maintain landscaping will revoke parking space credit.

**Figure 2.04-2:**



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**From Sec. 3.01.03. Urban standards and regulations for designated urban subdistricts.**

D. *Urban highway ("UH").*

1. *Principal building placement.*

- a. The front building facade shall be constructed parallel to the street along the front property line with a minimum setback of 15 feet and a maximum setback of ~~20~~ 40 feet for properties fronting on U.S. 1/SE Federal Highway. If a property does not front on U.S. 1/Federal Hwy., then the minimum setback shall be ~~zero~~ 0 feet and the maximum setback shall be not more than ~~ten~~ 10 feet.
- b. The side setbacks may be zero feet on each side.
- c. The rear setback is not less than 15 feet.
- d. For lots fronting U.S. 1/SE Federal Highway, the front street façade width of the principal building shall not be less than 40 percent of the lot width. For other lots, the width of the principal building shall be not less than 70 percent of the lot width.

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### Sec. 11.01.03. Minor development plan application.

- A. *General.* A minor development plan is one which is:
1. A single-family, multi-family or duplex residential project of between three and 35 units, inclusive.
  2. A non-residential development under 50,000 square feet in area.
  3. A mixed-use development under 50,000 square feet in area.
  4. A public or private institutional development less than one acre in land area.
  5. Commercial tenant finishes.
  6. Right-of-way dedication.
- B. *Pre-application conference required.* Prior to filing for minor development plan review, the developer shall meet with the city development director and city staff to discuss the development review process and to be informed of which staff members to confer with about the application. No person may rely upon any comment concerning a proposed minor development, or any expression of any nature about the proposal made by any participant at the pre-application conference as a representation or implication that the proposal will be ultimately approved or rejected in any form. (NOTE: The development director may have the option to waive the pre-application conference for minor development plan application).
- C. *Application submittal requirements.* Application forms for minor development plan review shall be available from the city development department. A completed application shall be signed by all owners, or their agent, of the property subject to the proposal, and notarized. Signatures by other parties will be accepted only with notarized proof of authorization by the owners. In a case of corporate ownership, the authorized signature shall be accompanied by a notation of the signer's office in the corporation, and embossed with the corporate seal. The completed application form shall be accompanied by appropriate review fees, a site plan, and by any other information required by the city development director.
- D. *Compliance review procedures.* After receipt of the application, the development department shall follow the review and compliance procedures as set out in section 11.01.01 of this Code. If in compliance, the minor development plan shall be deemed approved.
- E. *Recordation.* Upon approval of a minor development plan, the development conditions, agreements, covenants, maps, and illustrations shall be recorded in the public records of Martin County, Florida, at the expense of the applicant. When a landowner conveys land described in item (6) land area dedicated shall later be included in the former lot or land area, for the purpose of land use and zoning calculations, including but not limited to density and necessary setbacks prior to the dedication of right of way. If dedication is part of implementation of the US-1/Federal Highway Street Tree Master Plan shall record may include a parking space credit.

(Ord. No. 2409-2019, § 1(App. A), 9-9-19)

Editor's note(s)—See the note to § 11.01.01.

## Chapter XII DEFINITIONS

*Right-of-way* means ~~a strip of land acquired by reservation, dedication, forced dedication, prescription, or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer, and other similar uses. land dedicated, deeded, used, or to be used for a street, alley, walkway, boulevard, drainage facility, access for ingress and egress, or other purpose by the public, certain designated individuals, or governing bodies.~~





# **US1- FEDERAL HIGHWAY STREET TREE MASTER PLAN & PROGRAM**

DRAFT JULY 2023



PREPARED FOR:



CITY COMMISSION

Troy McDonald, Mayor  
Eula Clarke, Commissioner  
Becky Bruner, Commissioner  
Campbell Rich, Commissioner  
Christopher Collins, Commissioner

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COMMUNITY  
REDEVELOPMENT AGENCY

Troy McDonald, Chairperson  
Becky Bruner, Vice Chairperson  
Eula Clarke, Board Member  
Christopher Collins, Board Member  
Campbell Rich, Board Member  
Tom Campenni, Board Member  
Micah Hartowski, Board Member

COMMUNITY  
REDEVELOPMENT BOARD

Tom Campenni, Chairperson  
Nikolaus Schroth, Vice Chairperson  
Micah Hartowski, Board Member  
Chris Lewis, Board Member  
Frank McChrystal, Board Member  
Seth Owens, Board Member

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STAFF

Mike Mortell, City Manager  
Jodi Nentwick-Kugler, Development Director  
Pinal Gandhi-Savdas, CRA Executive Director  
Jordan Pinkston, CRA Program Manager

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PREPARED BY:



Thomas Lanahan, Executive Director  
Dana Little, Urban Design Director  
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## COMMONLY USED ABBREVIATIONS

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

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

## MASTER PLAN & PROGRAM GOALS

The City of Stuart has a long history of commitment to the value of trees to the community. The City has been recognized as a “Tree City USA” by the Arbor Day Foundation in 2015. Shade Trees are a vital component of urban resiliency and a recognized priority of the City’s [Sustainability Action Plan \(SAP\)](#). The SAP repeatedly references the value of trees for stormwater, reducing heat island effect, and increasing property values. The Community Redevelopment Agency (CRA) and Council seek to solicit stakeholder input, analyze potential planting location strategies, and provide recommendations for a limited palette of consistent, impactful tree species along the US-1/Federal Highway Corridor. This study follows a recommendation from the [Federal Highway Master Plan](#) and [Triangle District Master Plan](#), adopted in August of 2021, to develop a Street Tree Master Plan & Program to line the US-1/Federal Highway corridor with urban street trees to enhance the usability of sidewalks and the beauty of the corridor. The most critical need area within the CRA, is from the base of the Roosevelt Bridge at Joan Jefferson Way to the intersection of SE Colorado Avenue / Kanner Highway.

This segment of roadway has been identified as by the [Martin MPO Vision Zero Plan](#) as the number two Crash Site in the County for serious injuries and fatal crashes. Counter measures to reduce speeds are part of the recommendations. Urban trees have been found to be an effective countermeasure to reduce driver speed. The posted speed limit is currently 35-mph. The presence of a well-defined road edge may prompt drivers to be more attentive and cautious. <sup>1</sup>

### PROGRAM GOALS:

- Improve sidewalks with shade for pedestrians and bicyclist
- Define the roadway to reduce vehicular speeding and driver stress
- Beautify corridor to benefit existing businesses and property owners

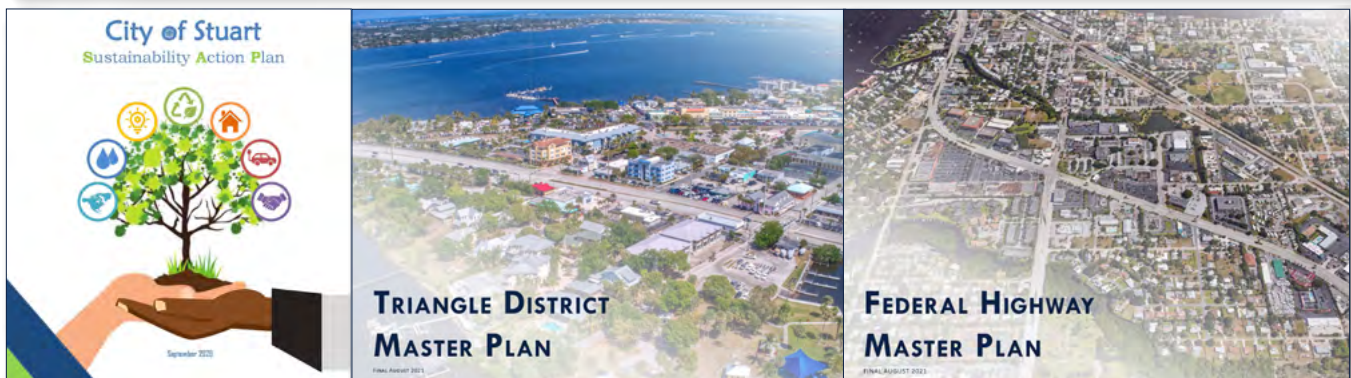
<sup>1</sup> [https://depts.washington.edu/hhwb/Thm\\_SafeStreets.html](https://depts.washington.edu/hhwb/Thm_SafeStreets.html)

## Arbor Day Foundation names Stuart a ‘Tree City USA’

Staff TCPalm

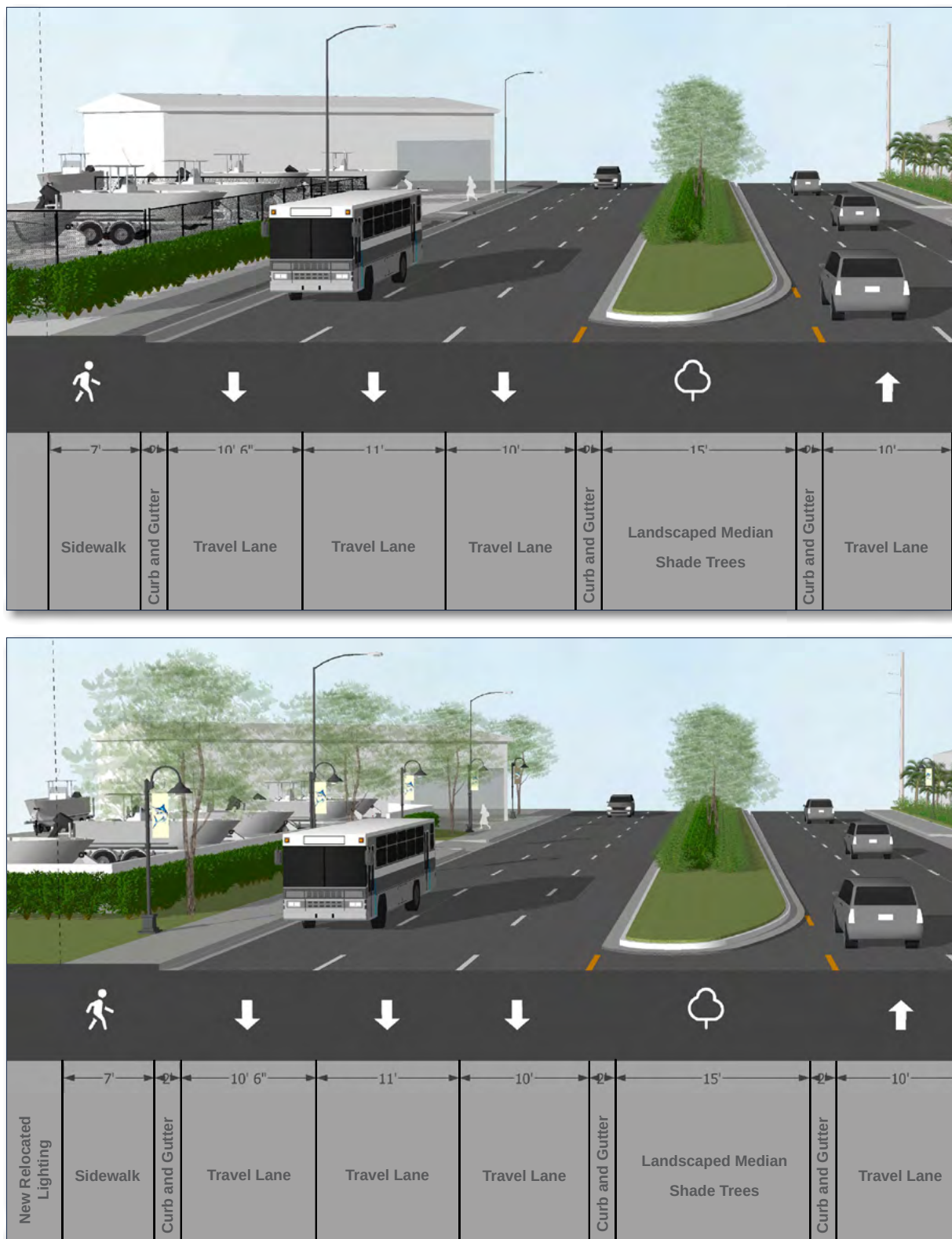
Published 10:53 a.m. ET April 13, 2016

STUART -- Stuart was named a 2015 Tree City USA by the Arbor Day Foundation in honor of its commitment to effective urban forest management.



**Figure 1** The Stuart News article headline announcing City of Stuart as a “Tree City USA” by the Arbor Day Foundation in 2015.

**Figure 2** The cover of the Sustainability Action Plan, the Triangle District Master Plan, and the Federal Highway Master Plan.



**Figure 3** Excerpts from the [Federal Highway Master Plan](#) illustrating the existing conditions and proposed improvement with shade trees and additional landscaping.





### Site 2: US 1/Federal Hwy from SR 76/Kanner Hwy to Roosevelt Bridge

**14** Serious Injuries and Fatal Crashes



#### Roadway Context and Characteristics

Predominant Land Use: Retail, residential, public spaces  
 FDOT Context Classification: C4-Urban General, bridge is C3C-Suburban Commercial  
 Posted Speed: 35 to 45 MPH  
 Number of Lanes: 6-Lane Divided  
 Vehicular Volume: 54,897 AADT  
 Roadway Classification: Arterial  
 Sidewalk: Both Sides  
 Bicycle: Designated bicycle lanes along both sides of bridge  
 Transit: MARTY Route 1

#### Contributing Crash Factors

- Operated motor vehicle in careless or negligent manner
- Failed to yield right-of-way
- Ran off roadway

#### Recommended Countermeasures

- Road safety audit and speed reduction
- Consider bicycle facilities south of the bridge (one of the fatal crashes involved a bike)
- Protected bicycle lanes along bridge
- Speed feedback signs, and/or enforcement
- Evaluate street lighting condition, especially along bridge
- Install retro-reflective backplates for signal heads
- Consider transit amenities
- Provide transit shelter
- Evaluate signalized intersections for leading pedestrian interval (LPI) phase

26 Vision Zero Plan - Safe Streets



Martin MPO | Vision Zero Plan



**Figure 4** Top left, the cover of the [Martin MPO Vision Zero Plan](#) where the study area is identified as an area in need of countermeasures.

**Figure 5** Top right, The Stuart News article headline about Edwin Menninger "The Flowering Tree Man" who advocated for the planting of flowering trees throughout the City. These trees have become an identify character for the City.

**Figure 6** Bottom, excerpt from the [Martin MPO Vision Zero Plan](#) where the study area is identified as the number 2 site for serious injuries and fatal crashes.





PUBLIX PLAZA IN 2000



PUBLIX PLAZA IN 2004

## EXISTING CONTEXT

To the left are examples of the existing context. There is little shade and deficiencies in the sidewalk and bicycle network. The businesses along the roadway also suffer from a lack of attractive landscape in the area. Travelers are moving too fast to see the businesses. Trees have been found to reduce drivers speed and reduce levels of stress and frustration.<sup>1</sup> The responses in a survey conducted in 2021 reflected these same attitudes towards the corridor.

It is helpful to note that interventions to add additional landscaping along the corridor have happened before and should be a part of any redevelopment, infill, or substantial improvement. A small portion of the Publix Plaza was improved with landscaping in 2004 when four trees were added.

<sup>1</sup> [https://depts.washington.edu/hhw/b/Thm\\_SafeStreets.html](https://depts.washington.edu/hhw/b/Thm_SafeStreets.html)

**Figure 7** Top left image of a cyclist on the sidewalk.

**Figure 8** Top right image of a person on a mobility chair at the crosswalk.

**Figure 9** An image of sidewalk with large FPL pole reducing the sidewalk width to only 3' wide.

**Figure 10** An image of corridor with no sidewalk at the roadway and a vacant business.

**Figure 11** Images below show precedent for incremental improvements over time. Red circles show where additional shade trees and landscaping was added. A portion of the median was also closed and landscaped.



## OUTREACH

### PROPERTY OWNERS

Workshops, open houses, and interviews were included to inform and seek participation in the program. A sample owner's agreement has been developed and is included in [Appendix C](#). Participating property owners have the benefit of:

- Improved street presence & beautification
- Improved stormwater response
- Opportunity to combine Street Tree Master Plan with CRA Commercial Grant Improvement dollars for other site improvements
- A reduction in required on-site parking spaces when converting parking to shade trees

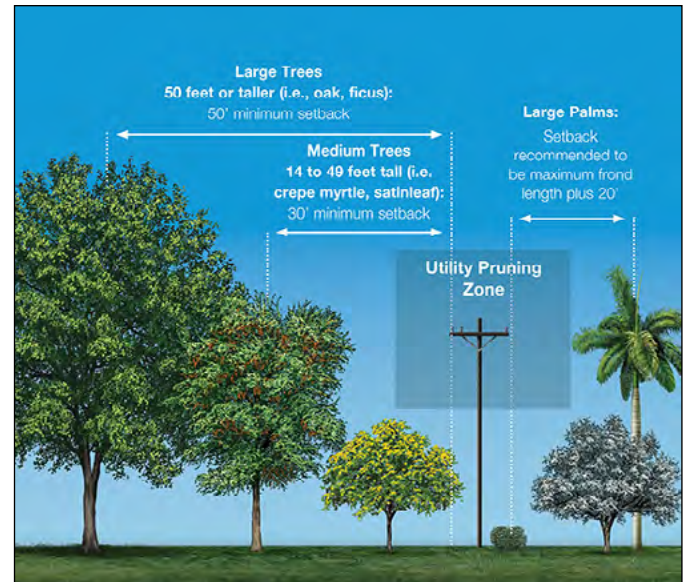
### COMMUNITY STAKEHOLDERS

To further inform the analysis, the TCRPC hosted a group interview on December 2, 2021. The interview was designed to further inform TCRPC to the opportunities and challenges related to the US-1/Federal Highway Street Tree Master Plan. Interviewees are included members of:

- UF/IFAS Master Gardeners
- Garden Club of Stuart
- Florida Native Plant Society

A presentation to the Stuart Downtown Business Association was also conducted on January 26, 2022 in order to solicit input.

Challenges identified included overhead utility lines and height clearances, diseases such as lethal bronzing effecting many palm species. Board support for the program goals was broadly shared.



**Figure 12** the image above is of FPL Right Tree, Right Place guidance. There are significant utility poles on the west side of the US-1/Federal Highway which have to be considered.



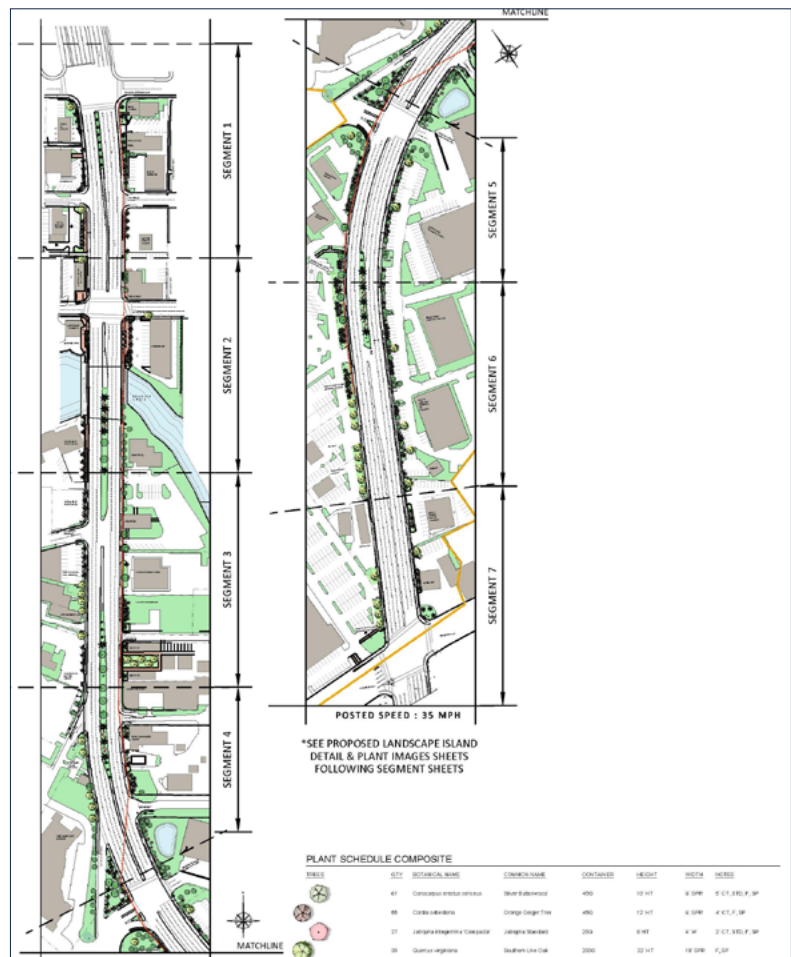
**Figure 13** The image above shows palms effected by lethal bronzing. Lethal bronzing (LB) disease was discovered in Florida in 2006 and is caused by a phytoplasma—a type of bacteria that lacks a cell wall and cannot be cultured with artificial media.

## STREET TREE OPPORTUNITY PLAN FOR STUDY AREA

To implement the goals outlined, the US-1/Federal Highway Master Plan was developed. The full implementation plan is included in [Appendix A](#). The Master Plan considers the existing conditions, users, and ownership patterns. All existing structures remain and minimal impacts to existing parking or hardscape are illustrated. Where significant sidewalk deficiencies occur, sidewalk interventions is recommended. The Master Plan is intended to be flexible to business needs and modifications may be necessary.

*The plan follows the following principles:*

- A preference for shade trees, 30 feet on-center whenever allowed by overhead utilities, adjacent uses, and soil volume.
- Palms and understory trees are specified when limited by overhead utilities, adjacent uses, and soil volume and are spaced 20 feet on-center.
- Trees and palms to be planted no further than 20 feet perpendicular from the sidewalk.
- A limited quantity of tree and palm species are specified to strengthen the visual impact along the large corridor. More information on the species identified can be found in Chapter II [Street Tree Cut Sheets](#).



**Figure 14** The image to the right is the key to the Federal Highway Street Tree Master Plan found in Appendix A.

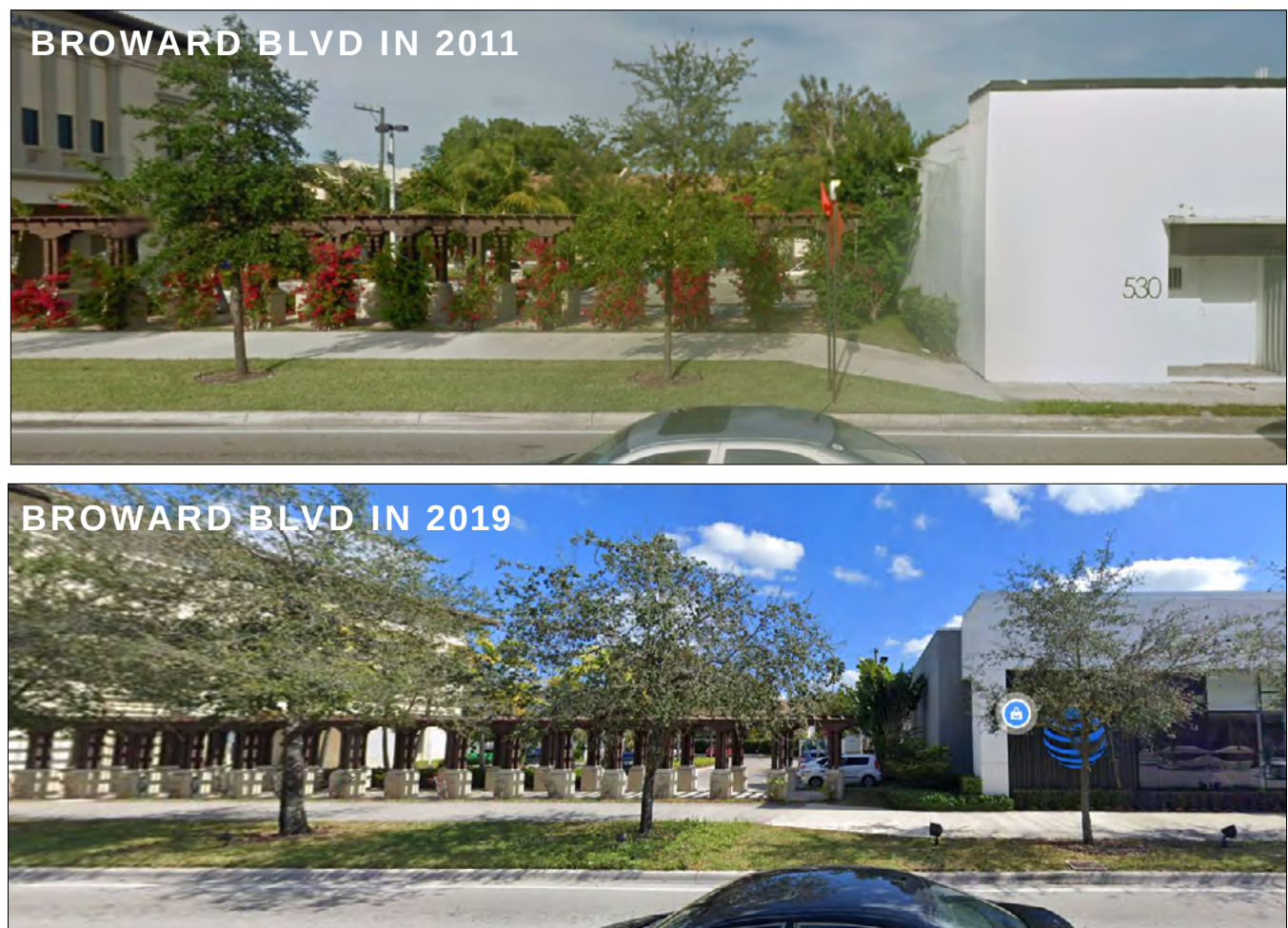


## RECOMMENDED UPDATES TO LAND DEVELOPMENT CODE

### STREETSCAPE STANDARDS

Investment and efforts by the City will be diminished if the Land Development Code (LDC) is not updated to reflect desired expectations for redevelopment. This is particularly important for properties which are zoned Business-2 along the corridor where the setback treatment is less defined. Included in [Appendix B](#) is draft recommended language to define the setback expectations for future development.

The goal is to maintain tree investment by the City and provide a shared-use path or a wide sidewalk. A shared-use path or a wider sidewalk includes a bike facility which is significant since bike facilities do not exist today. The LDC includes flexibility in compliance between residential and different types of commercial uses and the necessary transitions from existing development to new development that may be necessary with long term implementation. Below are images of Broward Boulevard taken in 2011 to 2019 show a similar busy corridor where shaded trees, and a wide shared-use path has been implemented overtime.

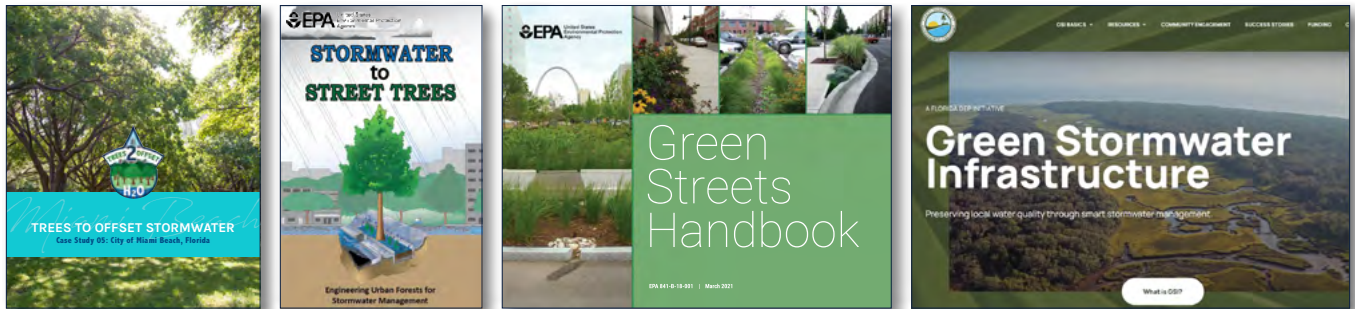


**Figure 15** The images above are taken from Google Earth and show the change to the sidewalk conditions on Broward Blvd from 2011 to 2019 where front setback standards have been implemented.

## LANDSCAPE CODE UPDATE

The City's landscape code was last updated in 2002. Since that time, the City has seen development under the landscape code, and there may be lessons learned and opportunities to improve the code and incorporated new practices. Adding more, popular native shade trees to the table found in Sec. 6.04.02 such as the *Bursera simaruba* or the Gumbo Limbo may give applicants more options and promote drought tolerate, native shade trees. A greater emphasis on shade trees at sidewalks may be another area for consideration. One of the new practices incorporated into codes across the state since 2002, is low-impact development (LID) practices and green stormwater infrastructure (GSI).

The LID refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration, or use of stormwater in order to protect water quality. GSI can be used to supplement or replace traditional gray stormwater infrastructure for managing the impacts of rain in urban areas. GSI reduces pollution and treats stormwater by retaining rainfall near its source instead of directing it to a centralized pond or treatment system. Helpful links can be found below.



## FDOT RESURFACING PROJECT

FDOT FM #446110-1

C4 CONTEXT CLASSIFICATION

For context, it is important to note that the US-1/Federal Highway Street Tree Master Plan area coincides with the Resurfacing Project of State Road (SR) 5/US 1 from SE Contractors Way to North Jensen Beach Boulevard. Information on the Resurfacing Project is included below:

**Project Limits:** Winter 2023  
**Start Date:** Summer 2023  
**Completion Date:** Winter 2024

### Scope of Work:

- Repave the existing travel lanes with the exception from SW Joan Jefferson Way to NW Wright Boulevard
- Construct sidewalks where feasible to fill in missing gaps
- Install new pavement markings
- Upgrade pedestrian pushbutton detectors at signalized intersections
- Upgrade lighting at signalized intersections
- Minor drainage improvements

## STREET TREE CUT SHEETS

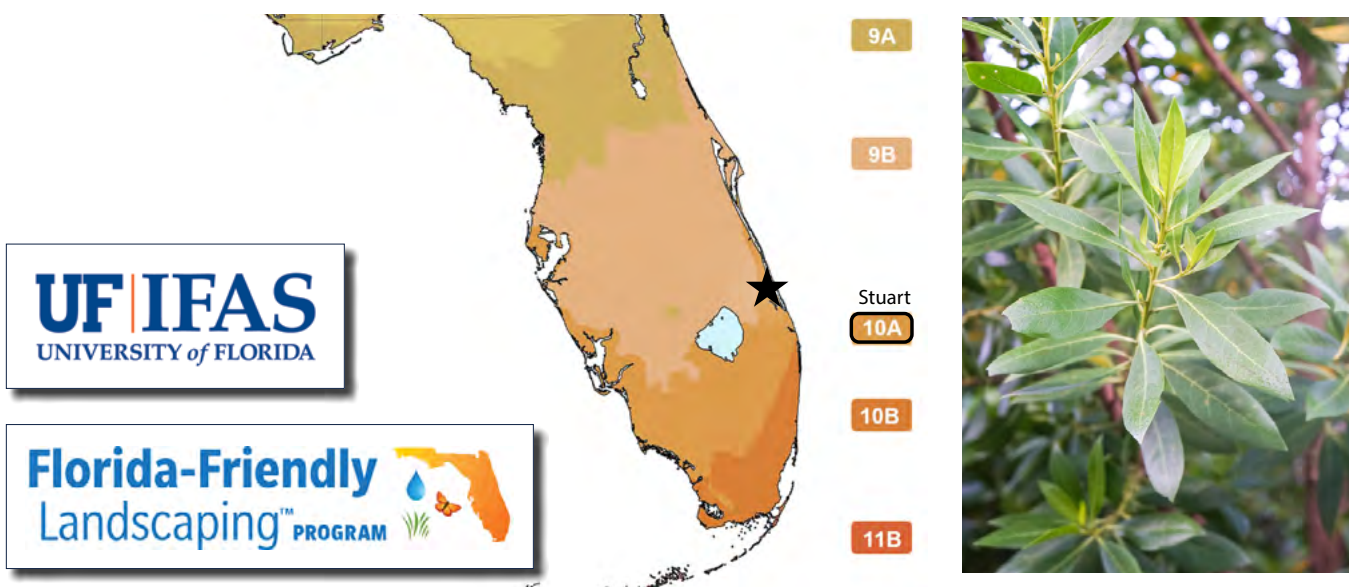
Street Tree Cut Sheets are provided as a quick reference guide for the species included in the *US-1/Federal Highway Street Tree Master Plan & Program*. There are six different types of plantings recommended as part of the program:

- A *Corridor Canopy Tree* to be used whenever allowed by vertical clearances.
- A *Under Utility Line Corridor Tree* to be used whenever a canopy tree is restricted by overhead lines.
- A *Median Flowering Tree* to be used in the median between existing oaks and gateway palms.
- A *Corridor Palm* to be used where soil dimensions do not allow for a tree placement or adjacent use is prohibitive.
- A *Median Gateway Palm* to be used within medians to announce the downtown with height and is consistent with existing downtown median palms.
- A *Median Frangible Palm* to be used within medians that do not provide adequate dimensions as specified in the FDOT standards for non-frangible elements such as a median that is less than eight feet.

Information included in the following *Street Tree Cut Sheets* is a provided courtesy of the Florida Friendly Plant List Database and resources from the UF/IFAS Extension. Follow links to their websites for more information.

## US-1/FEDERAL HIGHWAY CORRIDOR: PLANT SELECTIONS

|                                         |                              |                                         |
|-----------------------------------------|------------------------------|-----------------------------------------|
| <b>Corridor Canopy Tree</b>             | Southern Live Oak            | <i>Quercus virginiana</i>               |
| <b>Under Utility Line Corridor Tree</b> | Silver Buttonwood            | <i>Conocarpus erectus var. sericeus</i> |
|                                         | Pigeon Plum                  | <i>Coccoloba diversifolia</i>           |
| <b>Median Flowing Tree</b>              | Purple Trumpet Tree          | <i>Tabebuia impetiginosa</i>            |
| <b>Corridor Palm</b>                    | Foxtail Palm                 | <i>Wodyetia bifurcata</i>               |
| <b>Median Gateway Palm</b>              | Royal Palm                   | <i>Roystonea regia</i>                  |
| <b>Median Frangible Palm</b>            | 'Pygmy' Date Rubicola Hybrid | <i>Phoenix roebelenii x rupicola</i>    |





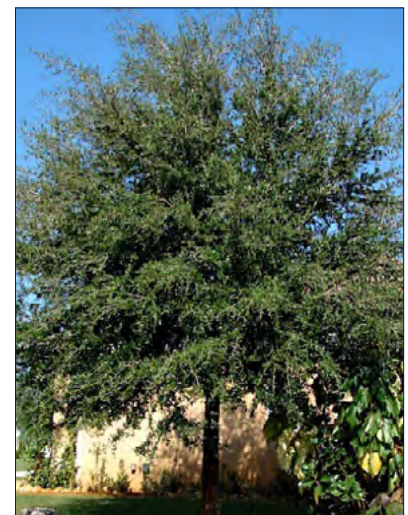
## STREET TREE CUT SHEETS

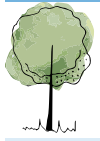
**SOUTHERN LIVE OAK***QUERCUS VIRGINIANA***CORRIDOR  
CANOPY TREE****ATTRIBUTES**

- Grows rapidly when young. Can live for centuries. Adapts to almost any type of soil. Tolerates salt spray and compacted soil.
- Works well as a street tree. Has superior wind resistance. Assumes a dwarf form on drier sites.
- Grows in a rounded shape. A live oak tree is a moderate grower, it needs full sun and room to spread its wings, as well as a well-drained planting location. Oaks are cold hardy, and fine in any Florida planting zone.
- Trimming is unnecessary for a young live oak tree but watering is critical. These trees must have regular irrigation to grow strong root systems that will support this large tree.
- Clear zone from sidewalks of 10 feet or more so roots don't cause problems. Avoid placing near other big trees that will shade it.

**QUERCUS VIRGINIANA**

|  |                               |                                                       |
|--|-------------------------------|-------------------------------------------------------|
|  | Native or Florida Friendly    | Yes, both                                             |
|  | Zone                          | Zone 7-10                                             |
|  | Height and Canopy             | Height: 40–80'<br>Spread: 60–100'                     |
|  | Growth Rate                   | Medium rate, with height increases of 13–24" per year |
|  | Drought Tolerant              | Has some flood and drought tolerance                  |
|  | Soil preference & Maintenance | Very adaptable—growing in most soils                  |
|  | Flowering/Fruiting            | Produces green acorns                                 |
|  | Fruit/Leaf Litter             | Some leaf litter with new growth                      |
|  | Wildlife Value                | Acorns provide food for many birds and mammals        |





## PIGEON PLUM

### COCCOLOBA DIVERSIFOLIA

## UNDER UTILITY LINE CORRIDOR TREE



### ATTRIBUTES

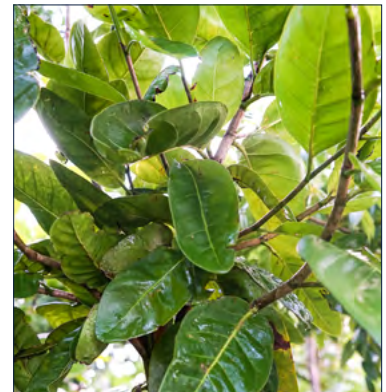
It is a Florida native with a nice shape and attractive exfoliating bark. Pigeon Plum also appears on most city-approved tree lists. The Pigeon Plum is very similar in appearance to its Sea Plum and Sea Grape relatives.

- Does well in full sun or part shade. Moderately fast growing in part shade, but In full sun, this plant is thought to be fast growing.
- creating a nice natural habitat for indigenous wildlife. It only drops for 2 months out of the year.
- No need for irrigation after becoming established. It gets a dense and compact canopy.
- This tree is both drought and salt tolerant. High wind tolerance makes this a hurricane resistant tree.



### PIGEON PLUM COCCOLOBA DIVERSIFOLIA

|  |                               |                                                        |
|--|-------------------------------|--------------------------------------------------------|
|  | Native or Florida Friendly    | Yes, both                                              |
|  | Zone                          | Zone 10-11                                             |
|  | Height and Canopy             | Height of 15-25' and a spread of 20-35' at maturity    |
|  | Growth Rate                   | Medium rate, with height increases of 12-36" per year  |
|  | Drought Tolerant              | High drought tolerance                                 |
|  | Soil preference & Maintenance | Moist well-drained soils                               |
|  | Flowering/Fruiting            | Producing year-round flowers/fruiting only once a year |
|  | Fruit/Leaf Litter             | Dropping fruit only two months out of the year         |
|  | Wildlife Value                | Attracts birds                                         |



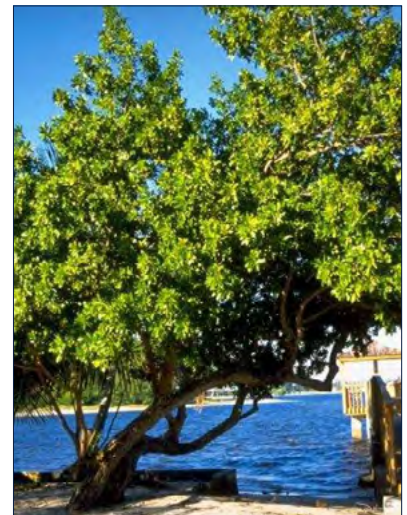


**SILVER BUTTONWOOD***CONOCARPUS ERECTUS VAR. SERICEUS***UNDER UTILITY LINE  
CORRIDOR TREE****ATTRIBUTES**

- Silver Buttonwood is often seen as a small, somewhat asymmetrical shrub but is ideal for use as a screen, clipped hedge, or specimen planting. Due to the attractive bark and soft foliage, a multi-stemmed specimen can make a nice patio or street tree. Will often take on a picturesque, contorted appearance when exposed to constant seashore winds, creating an attractive specimen. The crown is more symmetrical 1/2 mile or more from the coast or on the inland side of a tall ocean-front building.
- A Florida native, silver buttonwood is ideal for seaside plantings as it is highly tolerant of full sun, sandy soils, and salty conditions. It withstands the rigors of urban conditions very well and makes a durable street or parking lot tree. Due to its small size, plant on 15-foot centers to form a closed canopy along a street. Purchase single-trunked trees for street and parking lot planting.

***CONOCARPUS ERECTUS VAR. SERICEUS***

|  |                               |                                                                  |
|--|-------------------------------|------------------------------------------------------------------|
|  | Native or Florida Friendly    | Yes, both                                                        |
|  | Zone                          | 10 to 11                                                         |
|  | Height and Canopy             | Spread: 15 to 20 feet<br>Height: 5 to 50 feet                    |
|  | Growth Rate                   | Moderate                                                         |
|  | Drought Tolerant              | Yes                                                              |
|  | Soil preference & Maintenance | Very adaptable—Well Drained, Slightly Acid to Alkaline (6.0-8.0) |
|  | Flowering/Fruiting            | White spring flowers                                             |
|  | Fruit/Leaf Litter             | Brown, red fruit                                                 |
|  | Wildlife Value                | Attracts birds                                                   |





## PURPLE TRUMPET TREE

*TABEBUIA IMPETIGINOSA*

MEDIAN  
FLOWERING TREE



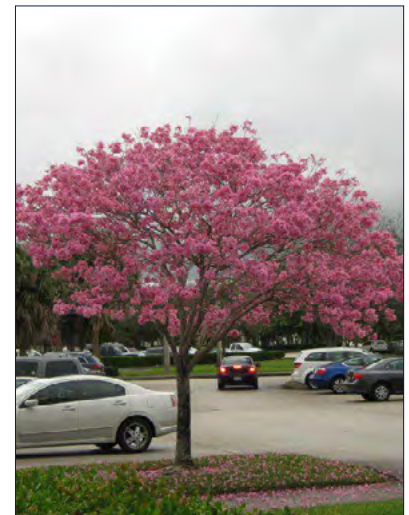
### ATTRIBUTES

- Also known as a Purple Tabebuia, this small tree blooms showy, pinkish-purple, spring flowers in the spring.
- It has moderate wind resistance.
- No pests or diseases are of major concern although they can get leaf spot,
- Trees will have a better form if trained to a single trunk and staked until they are six to eight feet tall, at which time they can be allowed to grow naturally.
- Branching is often sparse allowing turf and other sun loving plants to grow beneath the canopy.
- Its common uses include tree lawn, highway median, deck or patio or even a container or planter tree.



### *TABEBUIA IMPETIGINOSA*

|  |                               |                                                            |
|--|-------------------------------|------------------------------------------------------------|
|  | Native or Florida Friendly    | Florida Friendly                                           |
|  | Zone                          | 9a to 11                                                   |
|  | Height and Canopy             | Spread: 10 to 15 feet<br>Height: 12 to 18 feet             |
|  | Growth Rate                   | Moderate                                                   |
|  | Drought Tolerant              | High                                                       |
|  | Soil preference & Maintenance | Any texture, well drained, tolerates any soil pH (4.5-8.0) |
|  | Flowering/Fruiting            | Purple Flower in March, April and May                      |
|  | Fruit/Leaf Litter             | Deciduous                                                  |
|  | Wildlife Value                | Moderate                                                   |





**FOXTAIL PALM***WODYETIA BIFURCATA***ATTRIBUTES**

- The common name is in reference to the fronds' appearance, which some people think resemble the bushy tail of a fox.
- Pale green, arching fronds with leaflets radiating from leaf stem, giving appearance of bottlebrush or foxtail; white, spring flowers; colorful clusters of red to orange/red fruit.
- Need to be fertilized 3-4 times a year.
- It survives best where temperatures do not fall below 30°F.
- The foxtail palm can reach heights of 30 feet, growing fast in full sun, but the plant is tolerant of both sunny and shady conditions.
- Foxtail palm prefers a well-drained soil with a slightly acidic pH. This palm is drought tolerant, but it exhibits the best growth when ample water is applied at its base.

**WODYETIA BIFURCATA**

|  |                               |                                  |
|--|-------------------------------|----------------------------------|
|  | Native or Florida Friendly    | Florida Friendly                 |
|  | Zone                          | 10 to 11                         |
|  | Height and Canopy             | Height: 20-30'<br>Spread: 8'-20' |
|  | Growth Rate                   | Slow                             |
|  | Drought Tolerant              | Medium                           |
|  | Soil preference & Maintenance | Sandy, well-draining soil        |
|  | Flowering/Fruiting            | No                               |
|  | Fruit/Leaf Litter             | Evergreen, white flower          |
|  | Wildlife Value                | Moderate                         |





## ROYAL PALM

*ROYSTONEA REGIA*

## MEDIAN GATEWAY PALM



### ATTRIBUTES

- Royal palms are tall, smooth, cement gray trunk with a broad, dense crown of soft, gently drooping, feathery fronds; fragrant.
- They are commonly used in urban buffers and medians since they have been successfully grown in urban areas where air pollution, poor drainage, compacted soil, and drought are common. They also have high wind resistance.
- Royal palms are considered self-cleaning: naturally dying old leaves will cleanly drop off by themselves, at a rate of about one leaf per month.
- Royal palms have few serious insect pests and Compared to other palm species are relatively disease resistant. Ganoderma butt rot is the most serious problem on Royal Palms. It kills trees which it infects. The disease often enters the trunk through injuries on the lower trunk and roots.



### ROYSTONEA REGIA

|  |                               |                                                                        |
|--|-------------------------------|------------------------------------------------------------------------|
|  | Native or Florida Friendly    | Native & Florida Friendly                                              |
|  | Zone                          | 10 to 11                                                               |
|  | Height and Canopy             | Spread: 15 to 25 feet<br>Height: 50 to 80 feet                         |
|  | Growth Rate                   | Moderate                                                               |
|  | Drought Tolerant              | Medium                                                                 |
|  | Soil preference & Maintenance | Any Texture, Well Drained to Medium Drained, Acid to Slightly Alkaline |
|  | Flowering/Fruiting            | White, yellow summer flowers                                           |
|  | Fruit/Leaf Litter             | Black fruit                                                            |
|  | Wildlife Value                | Moderate                                                               |





**PYGMY DATE RUBICOLA HYBRID***PHOENIX ROEBLENII X RUPICOLA***MEDIAN  
FRANGIBLE PALM****ATTRIBUTES**

- The pygmy date palm is one of the most popular small landscape palms in Florida. It is single-stemmed, but is often grown in clumps of 2–4 closely spaced individuals which, when older, give the impression of a multi-stemmed palm
- The feather-shaped (pinnate) leaves have slender petioles and basal leaflets that are modified into sharp 2–3 inch long spines. The slender, often crooked trunk varies in diameter from 3–6 inches and is covered with distinctive peg-like leaf bases.
- Older specimens will have a large mass of aerial root initials at the base of the trunk. Cream-colored male and female flowers are found on separate trees (dioecious) in the spring that are followed by small elongated reddish-brown fruits that turn black upon ripening.

***PHOENIX ROEBLENII X RUPICOLA***

|  |                               |                                                                  |
|--|-------------------------------|------------------------------------------------------------------|
|  | Native or Florida Friendly    | Florida Friendly                                                 |
|  | Zone                          | 8a to 11                                                         |
|  | Height and Canopy             | Height: 6' - 12'<br>Spread: 6' - 15'                             |
|  | Growth Rate                   | Moderate                                                         |
|  | Drought Tolerant              | Yes                                                              |
|  | Soil preference & Maintenance | Well-draining to sandy soil that is neutral to slightly alkaline |
|  | Flowering/Fruiting            | Yellow, summer flowers                                           |
|  | Fruit/Leaf Litter             | Orange fruit                                                     |
|  | Wildlife Value                | Provides food for wildlife                                       |



## RECOMMENDED ACTIONS

The table below outlines the recommended actions and the responsible or coordinating entities for those actions. In addition to the implementation of the US-1/Federal Highway Master Plan & Program, a comprehensive approach which includes a commitment to tree maintenance and canopy goals is recommended.

The commitment includes reaffirming the status as a Tree City USA and updating aspects of the Land Development Code. There are recommendations included in [Appendix B](#) for the streetscape standards to be added to the existing street-based setbacks on US-1/Federal Highway. Also listed is an update of the existing Landscape Code. An update to the Landscape Code is an opportunity to incorporate low-impact development practices, additional native trees species, and lessons learned from built projects since the landscape code was update in 2002.

The U.S. Forest Service in the [Urban Forest Toolkit](#) outlines general recommendations for improving tree canopy through policy and implementation and is an excellent resource.

|   | <i>PRIORITIZED ACTION ITEMS</i>                                                        | <i>ENTITIES</i>                                                                                 | <i>TIME FRAME</i>         |
|---|----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|---------------------------|
| A | <b>Re-establish as a Tree City USA</b>                                                 | City of Stuart, Arbor Day Foundation                                                            | 6 months                  |
| B | <b>Update Land Development Code with Streetscape Standards at US-1/Federal Highway</b> | City of Stuart                                                                                  | 6 months                  |
| C | <b>Adopt the US-1/Federal Highway Street Tree Master Plan</b>                          | City of Stuart                                                                                  | 6 months                  |
| D | <b>Implement the US-1/Federal Highway Master Plan</b>                                  | Property Owners, City of Stuart, FDOT, Martin MPO                                               | 24 months+                |
|   | Host Open House & Outreach with Property Owners                                        |                                                                                                 |                           |
|   | Develop permit plans with Applicants                                                   |                                                                                                 |                           |
|   | Bidding & Construction                                                                 |                                                                                                 |                           |
| E | <b>Additional Median Landscaping on US-1/Federal Highway</b>                           | City of Stuart, FDOT, Martin MPO                                                                | 24 months+                |
| F | <b>Review &amp; Update City of Stuart Landscape Code</b>                               | City of Stuart                                                                                  | Initiate within 12 months |
| G | <b>Establish a Tree Inventory or Urban Tree Canopy Assessment</b>                      | City of Stuart                                                                                  | 12 months & ongoing       |
| H | <b>Nominate <a href="#">Florida Champion Trees</a> on City Owned-Properties</b>        | City of Stuart, Urban Forestry Program at Florida Department of Agriculture & Consumer Services | 12 months & ongoing       |

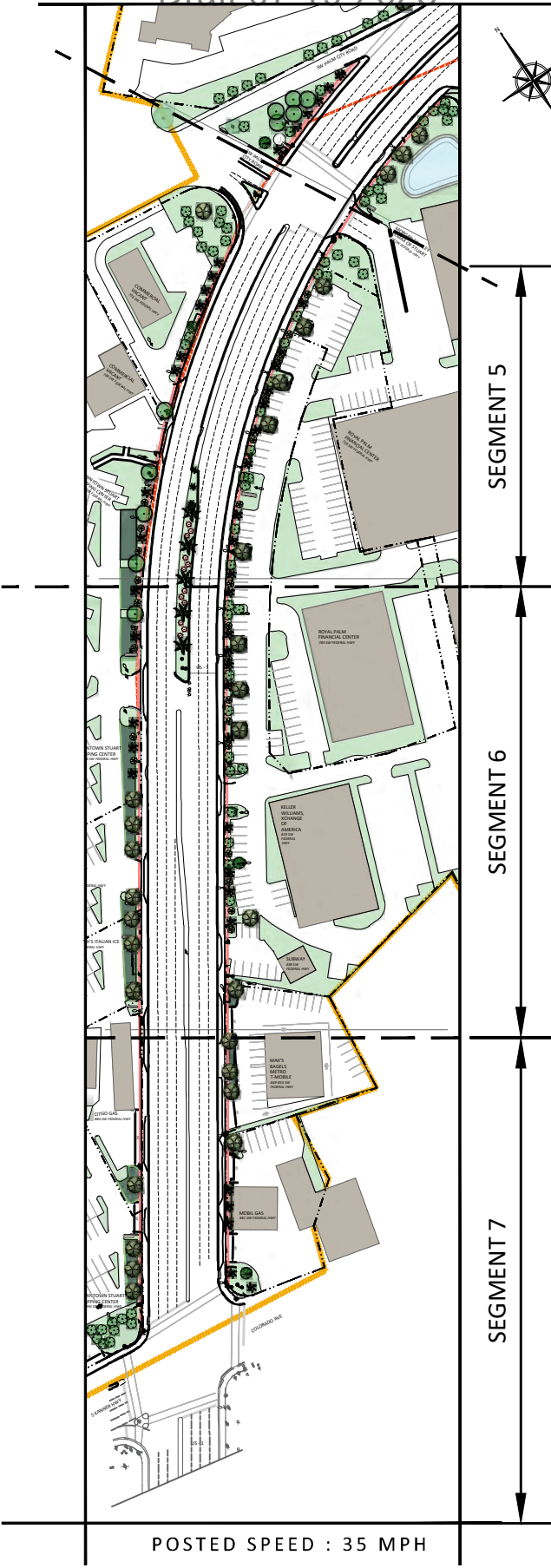
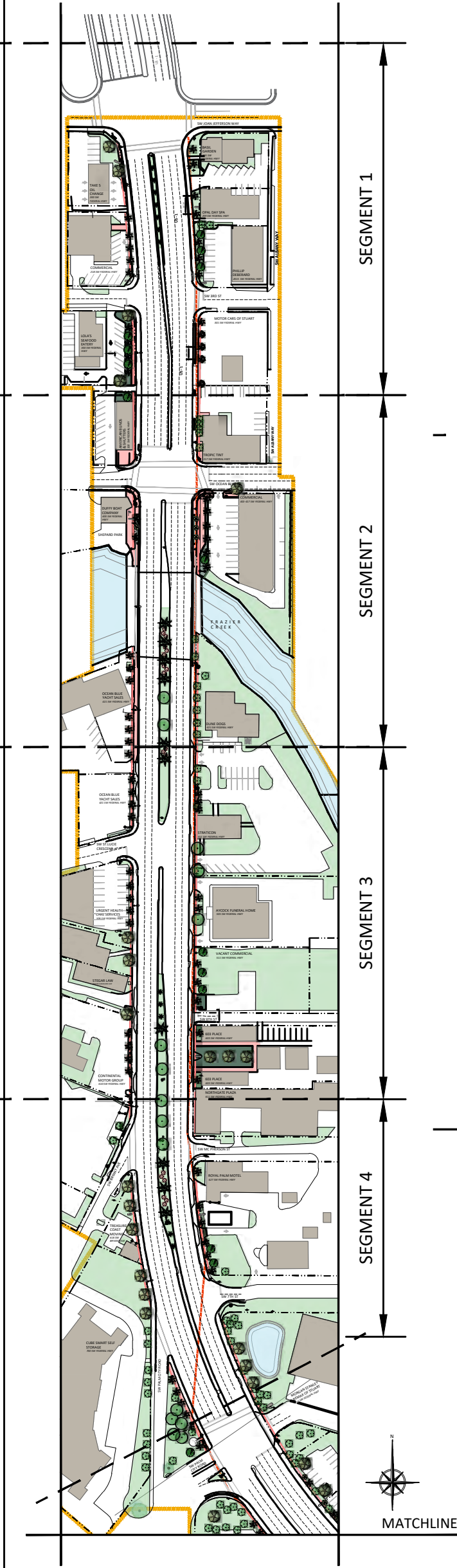
## FUNDING SOURCES

There are two primary public agency funding sources for tree planting projects. These include the U.S. Forest Service in partnership with the Florida Urban and Community Forestry and the Florida Department of Transportation (FDOT). There are also corporate grant opportunities through nonprofit agencies like the Arbor Day Foundation. Each funding source is described briefly below. For more information follow the hyperlinks to the agencies' websites.

|                                                                                     | <i>POTENTIAL FUNDING SOURCES</i>                                                                                                                     | <i>DESCRIPTION</i>                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <b>Florida Urban &amp; Community Forestry Grants</b> as part of the <b>U.S. Forest Service Urban &amp; Community Forestry Matching Grant Program</b> | There are <a href="#">four grant categories</a> offered: <ul style="list-style-type: none"> <li>•Public Tree Inventory or Urban Tree Canopy Assessment</li> <li>•Urban Forest Management Planning</li> <li>•Urban Forestry Information and Education</li> <li>•Managing Community Forests Grant Program</li> </ul>                                                                           |
|    | <b>Florida Department of Transportation</b><br><a href="#">FDOT Beautification Grant</a><br><a href="#">District Four Landscape Contacts</a>         | It is available to State of Florida local governmental entities interested in providing landscaping and irrigation along State transportation facilities. Landscape projects funded by the Beautification Grant are typically used on FDOT Right-of-Ways but can in some instances extend onto publicly owned property that is contiguous to and visible from the Department's right of way. |
|  | <b>Arbor Day Foundation</b><br><a href="#">TD Green Space Grant Information</a>                                                                      | TD Green Space Grants support green infrastructure development, tree planting, forestry stewardship, and community green space expansion as a way to advance environmental and economic benefits toward a low-carbon economy. Through the program, municipalities are eligible to receive \$20,000 grants in support of local forestry projects in areas of great need within a community.   |
|  | <b>Community Redevelopment Agency</b>                                                                                                                | CRA funds can be used as match funding for grants programs, design, planning, and implementation.                                                                                                                                                                                                                                                                                            |
|  | <b>Environmental Protection Agency</b><br><a href="#">Green Infrastructure Funding Opportunities</a>                                                 | There may be ways to incorporate tree planting and low impact development goals simultaneously. In that case, other grant opportunities from EPA and FDEP may be possible funding or loan sources.                                                                                                                                                                                           |
|  | <b>Florida Department of Environmental Protection</b>                                                                                                | <ul style="list-style-type: none"> <li>•<a href="#">Federal 319(h) Grant &amp; Nonpoint Source Funds</a></li> <li>•<a href="#">Resilient Florida Grants</a></li> </ul>                                                                                                                                                                                                                       |

**APPENDIX A**  
**US-1/FEDERAL HIGHWAY**  
**STREET TREE MASTER PLAN**





\*SEE PROPOSED LANDSCAPE ISLAND  
DETAIL & PLANT IMAGES SHEETS  
FOLLOWING SEGMENT SHEETS

PLANT SCHEDULE TOTAL

| TREES                                                                               | QTY | BOTANICAL NAME                | COMMON NAME                | CONTAINER          | HEIGHT        | WIDTH   | NOTES                  |
|-------------------------------------------------------------------------------------|-----|-------------------------------|----------------------------|--------------------|---------------|---------|------------------------|
|  | 16  | Coccoloba diversifolia        | Pigeon Plum                | 45G                | 12' HT        | 6' W    | 5' CT, SP              |
|  | 30  | Conocarpus erectus sericeus   | Silver Buttonwood          | 45G                | 10' HT        | 6' SPR  | 5' CT, STD, F, SP      |
|  | 30  | Tabebuia impetiginosa         | Purple Trumpet Tree        | 25G                | 6' HT         | 4' W    | 2' CT, STD, F, SP      |
|  | 46  | Quercus virginiana            | Southern Live Oak          | 200G               | 22' HT        | 18' SPR | F, SP                  |
| EXISTING TREES TO REMAIN                                                            | QTY | BOTANICAL NAME                | COMMON NAME                | CONTAINER          | HEIGHT        | WIDTH   | NOTES                  |
|  | 20  | Canopy Tree                   | Canopy Tree                | Existing to Remain |               |         |                        |
|  | 95  | Palm                          | Palm                       | Existing to Remain |               |         |                        |
| PALM TREES                                                                          | QTY | BOTANICAL NAME                | COMMON NAME                | CONTAINER          | HEIGHT        | WIDTH   | NOTES                  |
|  | 15  | Roystonea regia               | Royal Palm                 | FG                 | 18' CT        |         | CERT, DC, STRAIGHT, SP |
|  | 16  | Phoenix roebelenii x rupicola | Pygmy Date Rupicola Hybrid | FG                 | 8' CT         |         | FH, SP                 |
|  | 109 | Wodyetia bifurcata            | Foxtail Palm               | FG                 | 8' GW, 18' OA |         | FH, SP                 |

Note, final tree or palm placement shall be coordinated with all utilities, utility easements, and located with Sunshine 811 and FPL's Right Tree, Right Place guidelines.



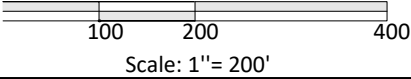
In Coordination  
with:

lucido & associates

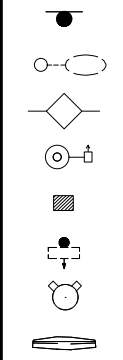
Street Tree Planting Program - US-1 Federal Highway Corridor

Full Intervention

Stuart, Florida



LEGEND



EXIST. SIGN/POST

EXIST. LIGHT POLE

EXIST. UTILITY POLE

EXIST. SIGNAL POLE

EXIST. SIGNAL BOX

PED. SIGNAL

EXIST. FIRE HYDRANT

EXIST. INLET



EXIST. POND OR WATERWAY

EXIST. BUILDING FOOTPRINT

EXIST. PERVIOUS LAWN/LANDSCAPE

NEW PERVIOUS LAWN/ LANDSCAPE

NEW SIDEWALK

PLANT SCHEDULE SEGMENT 1

| TREES                                                                              | QTY | BOTANICAL NAME                |
|------------------------------------------------------------------------------------|-----|-------------------------------|
|  | 7   | Coccoloba diversifolia        |
|  | 4   | Quercus virginiana            |
| EXISTING TREES TO REMAIN                                                           | QTY | BOTANICAL NAME                |
|  | 2   | Palm                          |
| PALM TREES                                                                         | QTY | BOTANICAL NAME                |
|  | 7   | Phoenix roebelenii x rupicola |
|  | 21  | Wodyetia bifurcata            |

SEGMENT 1

Note, final tree or palm placement shall be coordinated with all utilities, utility easements, and located with Sunshine 811 and FPL's Right Tree, Right Place guidelines.

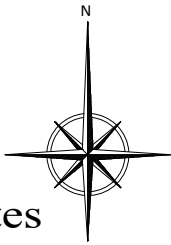


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EXIST. POND OR WATERWAY

EXIST. BUILDING FOOTPRINT

EXIST. PERVIOUS LAWN/LANDSCAPE

NEW PERVIOUS LAWN/ LANDSCAPE

NEW SIDEWALK

PLANT SCHEDULE SEGMENT 2

| TREES                    | QTY | BOTANICAL NAME              |
|--------------------------|-----|-----------------------------|
|                          | 1   | Coccoloba diversifolia      |
|                          | 4   | Conocarpus erectus sericeus |
|                          | 9   | Tabebuia impetiginosa       |
|                          | 1   | Quercus virginiana          |
| EXISTING TREES TO REMAIN | QTY | BOTANICAL NAME              |
|                          | 2   | Canopy Tree                 |
|                          | 13  | Palm                        |
| PALM TREES               | QTY | BOTANICAL NAME              |
|                          | 5   | Roystonea regia             |
|                          | 14  | Wodyetia bifurcata          |

SEGMENT 2

INFILL EXISTING TREES WITH ADDITIONAL PALMS TO ADD VISUAL HEIGHT TO MEDIANS

SEE DETAIL FOR TREES INSTALLED IN HARDSCAPE

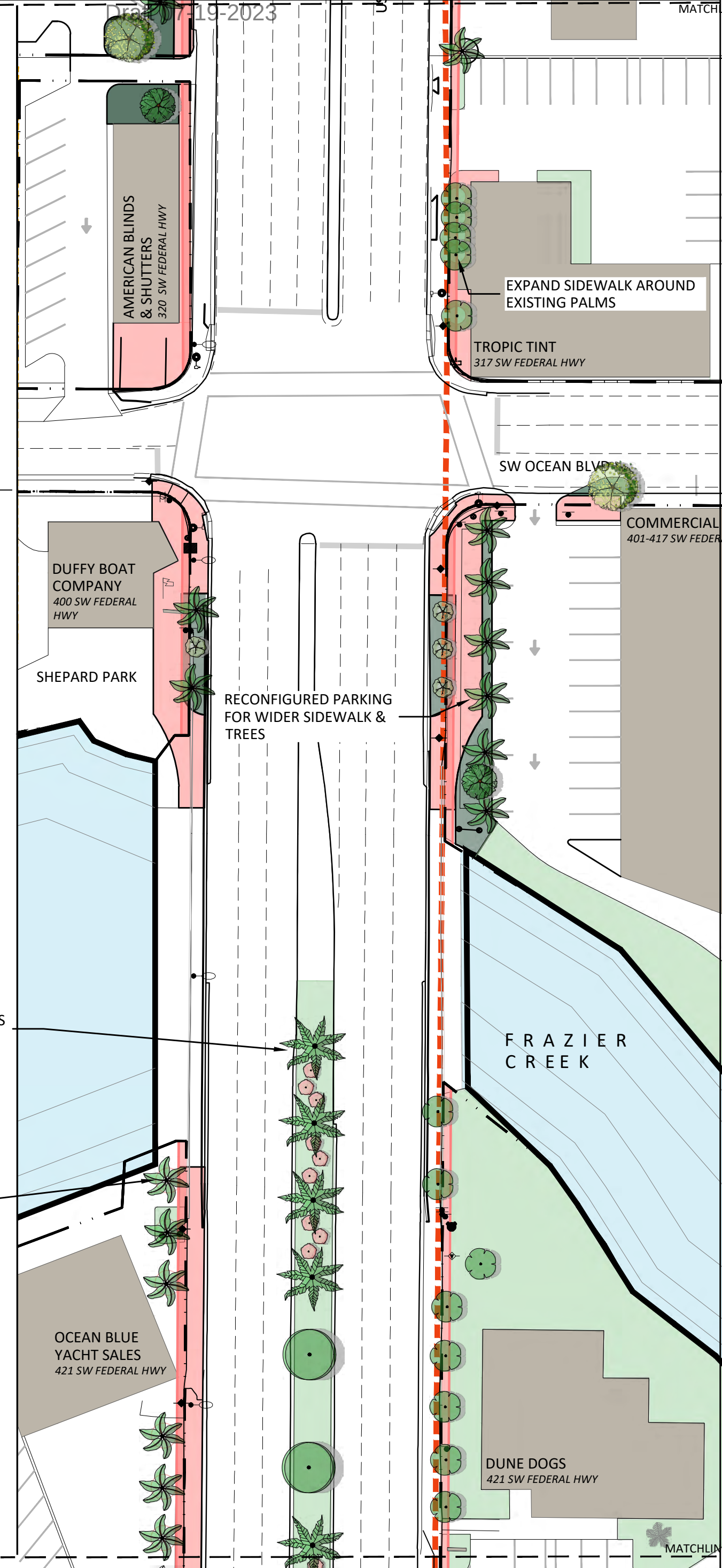
Note, final tree or palm placement shall be coordinated with all utilities, utility easements, and located with Sunshine 811 and FPL's Right Tree, Right Place guidelines.

In Coordination with:

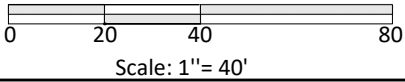
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LEGEND

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EXIST. UTILITY POLE

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EXIST. FIRE HYDRANT

EXIST. INLET

EXIST. POND OR WATERWAY

EXIST. BUILDING FOOTPRINT

EXIST. PERVIOUS LAWN/LANDSCAPE

NEW PERVIOUS LAWN/ LANDSCAPE

NEW SIDEWALK

PLANT SCHEDULE SEGMENT 3

| TREES                    | QTY | BOTANICAL NAME                |
|--------------------------|-----|-------------------------------|
|                          | 3   | Coccoloba diversifolia        |
|                          | 3   | Tabebuia impetiginosa         |
|                          | 6   | Quercus virginiana            |
| EXISTING TREES TO REMAIN | QTY | BOTANICAL NAME                |
|                          | 6   | Canopy Tree                   |
|                          | 3   | Palm                          |
| PALM TREES               | QTY | BOTANICAL NAME                |
|                          | 2   | Roystonea regia               |
|                          | 3   | Phoenix roebelenii x rupicola |
|                          | 24  | Wodyetia bifurcata            |

SEGMENT 3

INFILL EXISTING TREES WITH ADDITIONAL PALMS TO ADD VISUAL HEIGHT TO MEDIANS

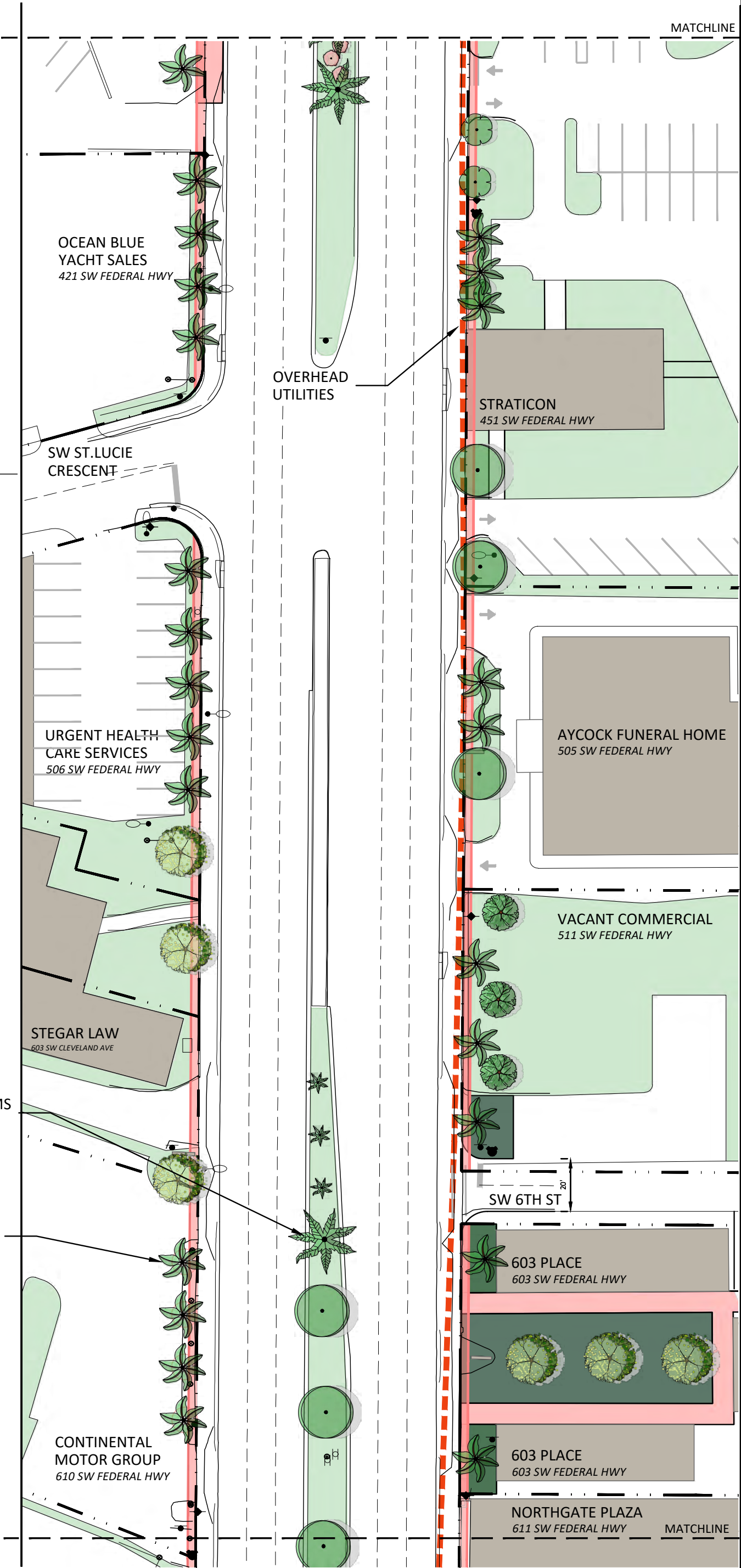
SEE DETAIL FOR TREES INSTALLED IN HARDSCAPE

Note, final tree or palm placement shall be coordinated with all utilities, utility easements, and located with Sunshine 811 and FPL's Right Tree, Right Place guidelines.

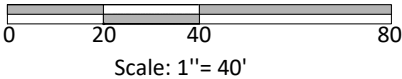
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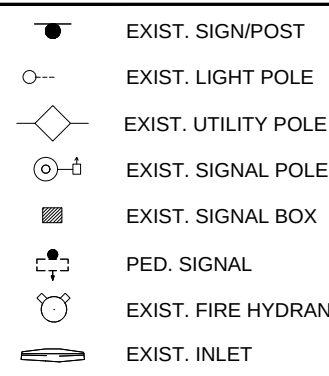


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Full Intervention  
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LEGEND



EXIST. POND OR WATERWAY  
EXIST. BUILDING FOOTPRINT  
EXIST. PERVIOUS LAWN/LANDSCAPE  
NEW PERVIOUS LAWN/ LANDSCAPE  
NEW SIDEWALK

PLANT SCHEDULE SEGMENT 4

| TREES                                                                               | QTY | BOTANICAL NAME                |
|-------------------------------------------------------------------------------------|-----|-------------------------------|
|  | 3   | Coccoloba diversifolia        |
|   | 6   | Tabebuia impetiginosa         |
|  | 9   | Quercus virginiana            |
| EXISTING TREES TO REMAIN                                                            | QTY | BOTANICAL NAME                |
|  | 7   | Canopy Tree                   |
|   | 27  | Palm                          |
| PALM TREES                                                                          | QTY | BOTANICAL NAME                |
|  | 3   | Roystonea regia               |
|   | 3   | Phoenix roebelenii x rupicola |
|  | 12  | Wodyetia bifurcata            |

SEGMENT 4

Note, construction plans for the intersection of US-1 and SW Palm City Road shall be coordinated with MPO Feasibility Study recommendations and direction.

Note, final tree or palm placement shall be coordinated with all utilities, utility easements, and located with Sunshine 811 and FPL's Right Tree, Right Place guidelines.



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Stuart, Florida

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●

EXIST. SIGN/POST

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EXIST. LIGHT POLE

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EXIST. UTILITY POLE

⊙

EXIST. SIGNAL POLE

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EXIST. SIGNAL BOX

⊕

PED. SIGNAL

⌚

EXIST. FIRE HYDRANT

—

EXIST. INLET

■

EXIST. POND OR WATERWAY

■

EXIST. BUILDING FOOTPRINT

■

EXIST. PERVIOUS LAWN/LANDSCAPE

■

NEW PERVIOUS LAWN/ LANDSCAPE

■

NEW SIDEWALK

LEGEND

PLANT SCHEDULE SEGMENT 5

| TREES                                                                               | QTY | BOTANICAL NAME                |
|-------------------------------------------------------------------------------------|-----|-------------------------------|
|    | 10  | Conocarpus erectus sericeus   |
|   | 3   | Tabebuia impetiginosa         |
|  | 6   | Quercus virginiana            |
| EXISTING TREES TO REMAIN                                                            | QTY | BOTANICAL NAME                |
|  | 4   | Canopy Tree                   |
|   | 28  | Palm                          |
| PALM TREES                                                                          | QTY | BOTANICAL NAME                |
|  | 2   | Roystonea regia               |
|   | 3   | Phoenix roebelenii x rupicola |
|  | 18  | Wodyetia bifurcata            |

SEGMENT 5

Note, final tree or palm placement shall be coordinated with all utilities, utility easements, and located with Sunshine 811 and FPL's Right Tree, Right Place guidelines.

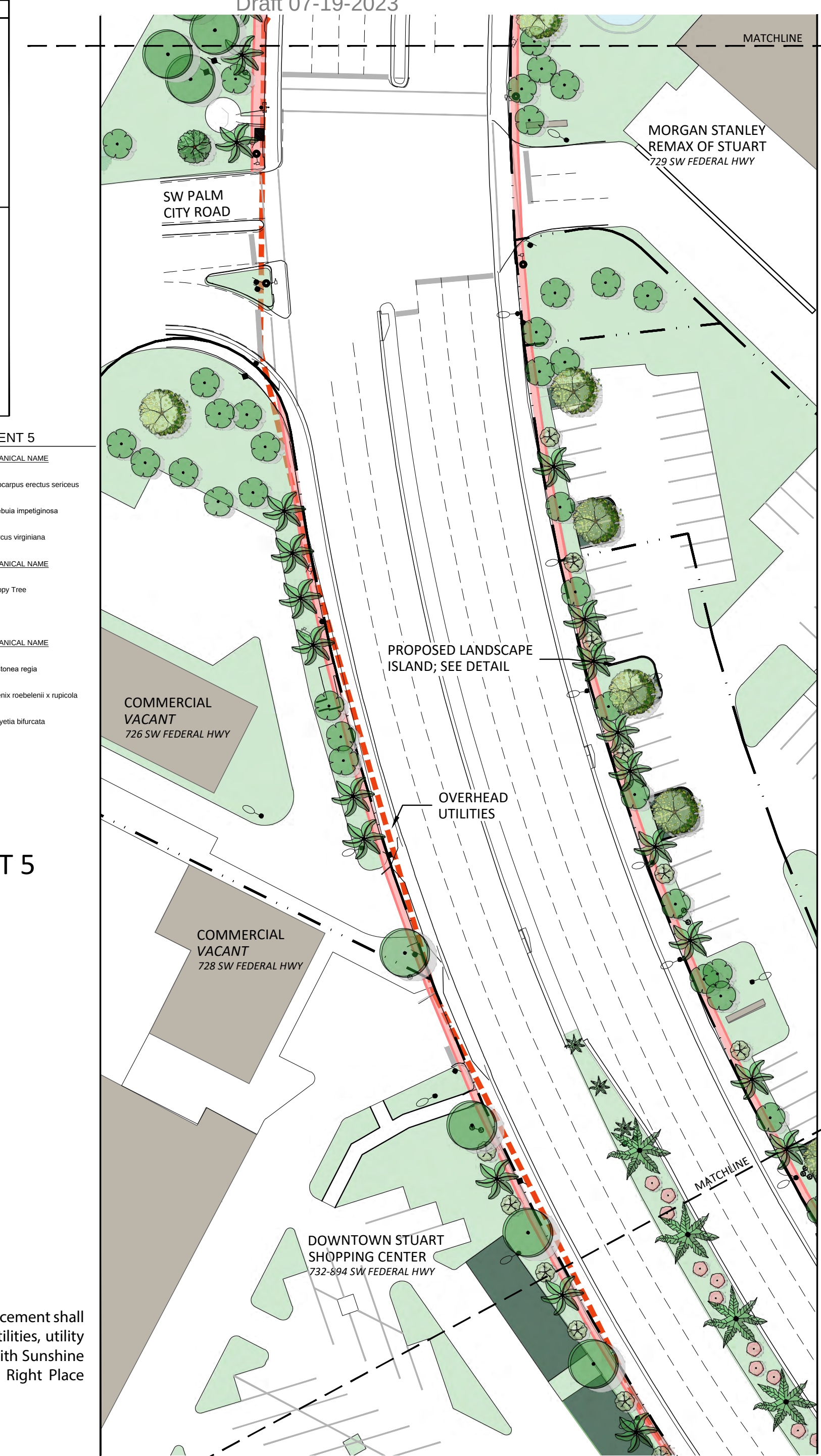
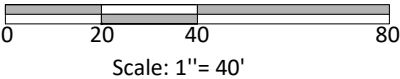


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EXIST. SIGN/POST  
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EXIST. UTILITY POLE  
EXIST. SIGNAL POLE  
EXIST. SIGNAL BOX  
PED. SIGNAL  
EXIST. FIRE HYDRANT  
EXIST. INLET

EXIST. POND OR WATERWAY  
EXIST. BUILDING FOOTPRINT  
EXIST. PERVIOUS LAWN/LANDSCAPE  
NEW PERVIOUS LAWN/ LANDSCAPE  
NEW SIDEWALK

PLANT SCHEDULE SEGMENT 6

| TREES                    | QTY | BOTANICAL NAME              |
|--------------------------|-----|-----------------------------|
|                          | 1   | Coccoloba diversifolia      |
|                          | 16  | Conocarpus erectus sericeus |
|                          | 9   | Tabebuia impetiginosa       |
|                          | 12  | Quercus virginiana          |
| EXISTING TREES TO REMAIN | QTY | BOTANICAL NAME              |
|                          | 1   | Canopy Tree                 |
|                          | 12  | Palm                        |
| PALM TREES               | QTY | BOTANICAL NAME              |
|                          | 2   | Roystonea regia             |
|                          | 15  | Wodyetia bifurcata          |

SEGMENT 6

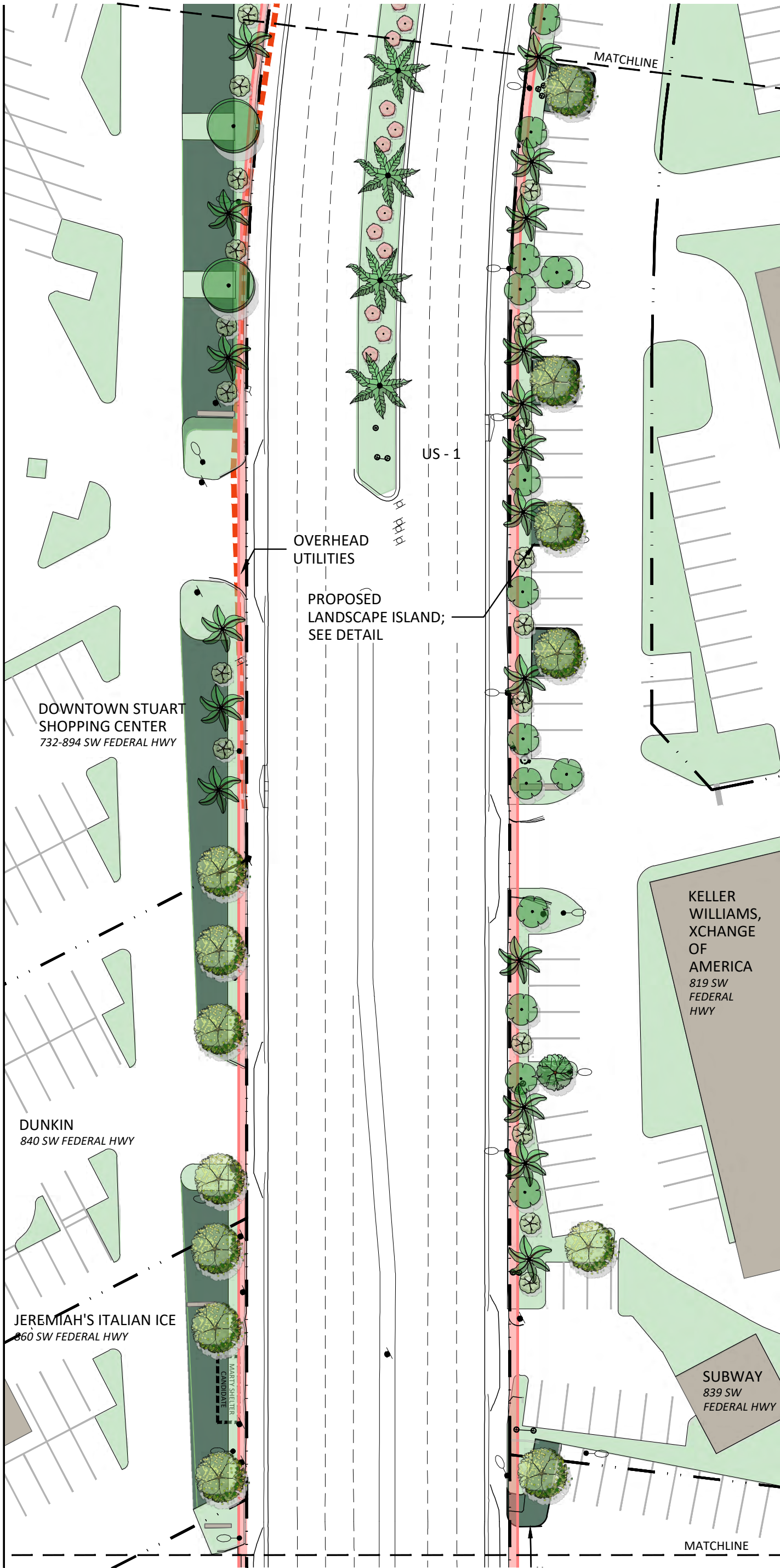
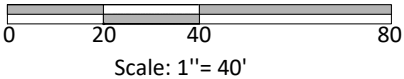
Note, final tree or palm placement shall be coordinated with all utilities, utility easements, and located with Sunshine 811 and FPL's Right Tree, Right Place guidelines.

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EXIST. SIGN/POST

EXIST. LIGHT POLE

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EXIST. INLET

EXIST. POND OR WATERWAY

EXIST. BUILDING FOOTPRINT

EXIST. PERVIOUS LAWN/LANDSCAPE

NEW PERVIOUS LAWN/ LANDSCAPE

NEW SIDEWALK

PLANT SCHEDULE SEGMENT 7

| TREES                    | QTY | BOTANICAL NAME         |
|--------------------------|-----|------------------------|
|                          | 1   | Coccoloba diversifolia |
|                          | 8   | Quercus virginiana     |
| EXISTING TREES TO REMAIN | QTY | BOTANICAL NAME         |
|                          | 10  | Palm                   |
| PALM TREES               | QTY | BOTANICAL NAME         |
|                          | 5   | Wodyetia bifurcata     |

SEGMENT 7

Note, construction plans for the intersection of US-1 and Kanner Highway hall be coordinated with MPO Priority Project #4462571 for a southbound right turn lane to northbound SR-5/US-1 with pedestrian enhancements.

Note, final tree or palm placement shall be coordinated with all utilities, utility easements, and located with Sunshine 811 and FPL's Right Tree, Right Place guidelines.

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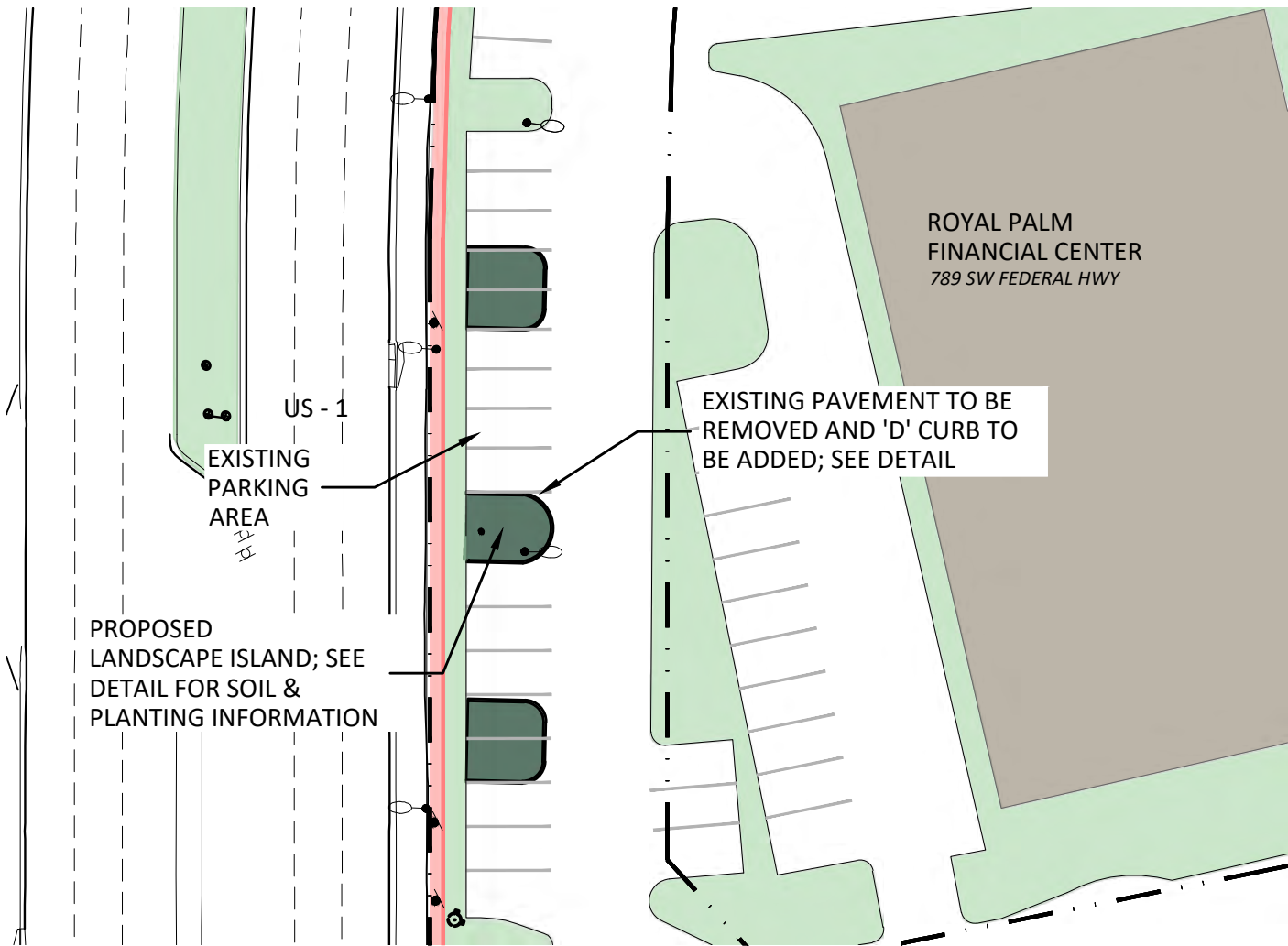
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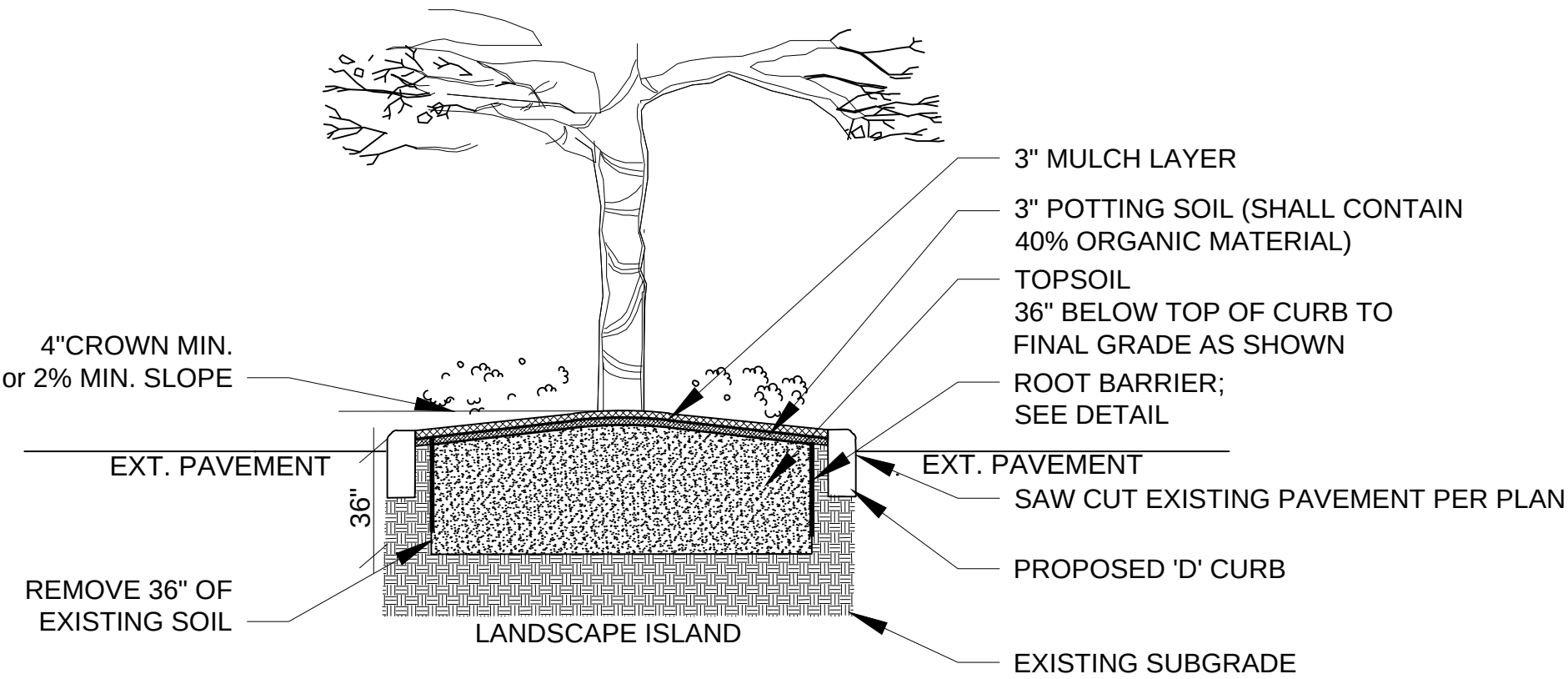
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TYPICAL PROPOSED LANDSCAPE ISLAND/AREA



PROPOSED LANDSCAPE AREA DETAIL

NOT TO SCALE

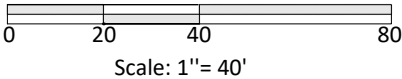
- \*TOPSOIL SHALL BE NATURAL, FRIABLE, FINE LOAMY SOIL POSSESSING CHARACTERISTICS OF REPRESENTATIVE TOPSOIL IN THE VICINITY OF THE PROJECT SITE THAT PRODUCES HEAVY GROWTH.
- TOPSOIL SHALL HAVE A PH RANGE OF 5.5-7.4, FREE FROM SUBSOIL, WEEDS, LITTER, SODS, CLAY, STONES, STUMPS, ROOTS, TRASH, HERBICIDES, TOXIC SUBSTANCES, OR ANY OTHER MATERIAL WHICH MAY BE HARMFUL TO PLANT GROWTH, OR HINDER PLANTING OPERATIONS.
- TOPSOIL SHALL CONTAIN A MINIMUM OF 3% ORGANIC MATERIAL.
- TOPSOIL MUST PERCOLATE WATER AT A RATE OF 1" PER HOUR (SEE ALSO DRAINAGE TESTING DETAIL FOR TREES)
- LANDSCAPE AREA SOILS SHALL BE APPROVED BY LANDSCAPE ARCHITECT/OWNER PRIOR TO PLANTING

Street Tree Planting Program - US-1 Federal Highway Corridor



In Coordination  
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Full Intervention  
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Wodyetia bifurcata;  
Foxtail Palm



Phoenix roebelenii x rupicola;  
Hybrid Pygmy Date Palm



Roystonea regia  
Royal Palm



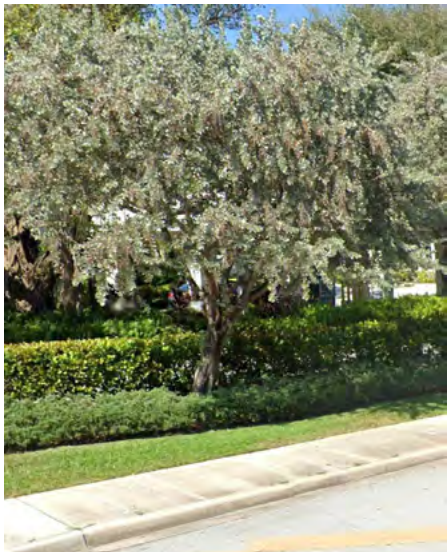
Quercus virginiana;  
Live Oak



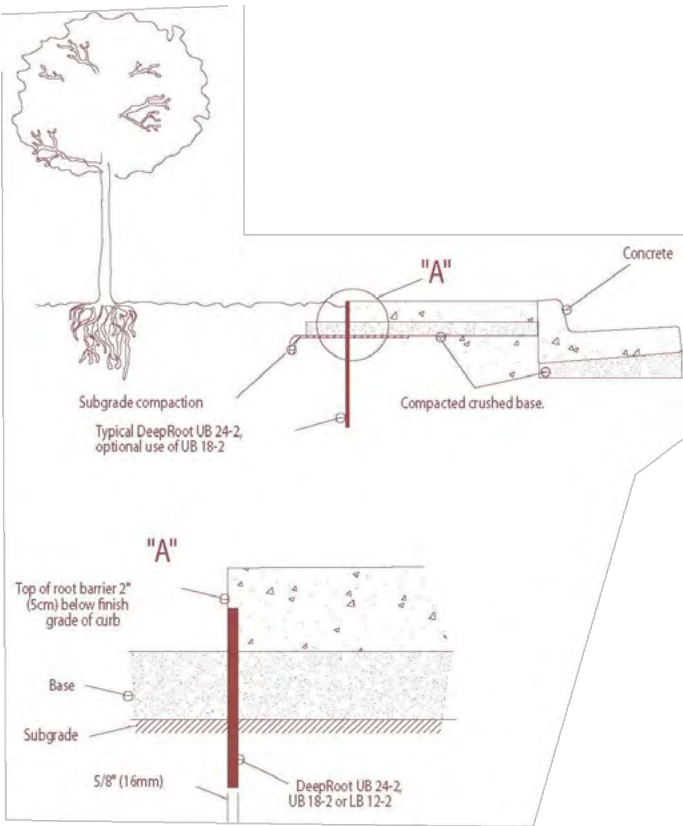
Coccoloba diversifolia;  
Pigeon Plum



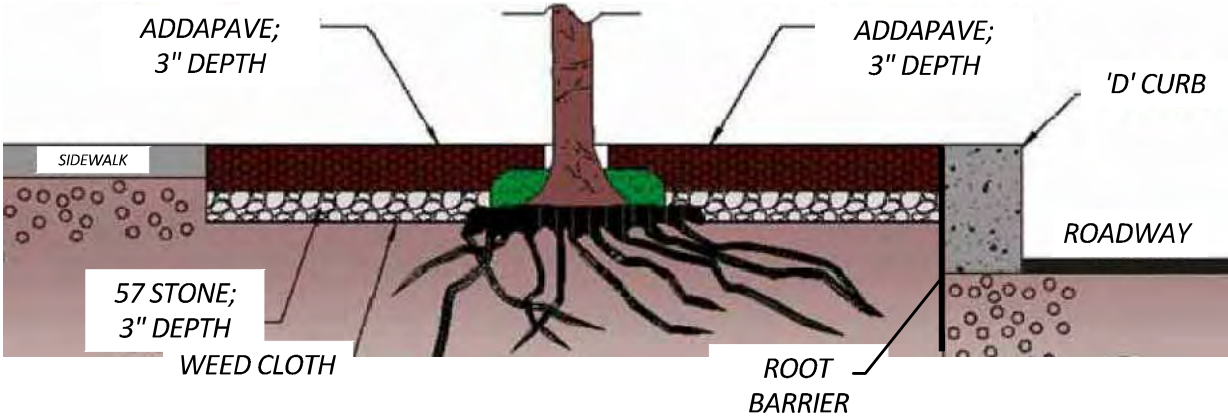
Tabebuia impetiginosa  
Purple Trumpet Tree



Conocarpus erectus sericeus ;  
Silver Buttonwood Tree



ROOT BARRIER DETAIL FOR PALM & TREES IN ALL LANDSCAPE AREAS



CHAMELEON WAYS  
ADDAPAVE; COLOR TBD;  
INSTALL PER ABOVE &  
PER MANUFACTURE'S  
RECOMMENDATIONS

4'X4' TYP.

EXISTING OR PROPOSED  
SIDEWALK

INSTALLATION DETAIL FOR PALM TREES IMMEDIATELY ADJACENT TO HARDSCAPE



In Coordination  
with:

Street Tree Planting Program - US-1 Federal Highway Corridor  
Full Intervention  
Stuart, Florida



**APPENDIX B**  
**LAND DEVELOPMENT CODE**  
**RECOMMENDATIONS**



**Sec. 2.04.06. Supplemental building setbacks on certain streets.**

The following specific setbacks ~~and streetscape standards~~ shall apply to the streets so designated ~~per Figure 2.04-1~~, unless other provisions of this Code provide a greater setback. ~~Due to the level of specificity provided in Chapter III the setbacks which shall apply to certain parcels within those areas may not be shown. In cases where the above setbacks differ from those contained in Chapter III, Chapter III shall apply.~~

**Figure 2.04-1:**

|              | Street                                        | Side | From                                                         | To                                               | Front Setback (ft)                                               |
|--------------|-----------------------------------------------|------|--------------------------------------------------------------|--------------------------------------------------|------------------------------------------------------------------|
| <del>b</del> | S. Dixie                                      | West | E. (Eleventh) St.                                            | Cut-off road                                     | 10                                                               |
| <del>j</del> | <del>SW</del> Palm City Ave.                  | Both | <del>U.S.-1/SW-</del> Federal Hwy.                           | City Limits                                      | 50 (from centerline)                                             |
| <del>m</del> | E. Ocean Blvd.                                | Both | <del>(sections East of CRA)</del> SE Palm Beach Road         |                                                  | 50 (from centerline)                                             |
| <del>e</del> | U. S. Hwy. #_1/ <del>SW</del><br>Federal Hwy. | Both | <del>W. Ocean Blvd.-S Joan</del><br><del>Jefferson Way</del> | <del>S Dixie Cutoff Road S-</del><br>City Limits | <del>20-40 Build-to-Zone (from</del><br><del>right-of-way)</del> |
|              | US-1 /SE Federal Hwy.                         | Both | S Dixie Cutoff Rd.                                           | S City Limits                                    | 20                                                               |

~~Note: The preceding table establishes applicable setbacks to streets so designated. Due to the level of specificity provided in chapter III, which applies to the Community Redevelopment Area (including the Urban District<sub>2</sub> and East Stuart District<sub>2</sub>) and the S.E. Ocean Boulevard Overlay Zone, the setbacks which shall apply to certain parcels within those areas are not shown. In cases where the above setbacks differ from those contained in the chapter III, those contained in the chapter III shall apply. Refer to chapter III for a complete description of all building setbacks applicable to the CRA and S.E. Ocean Boulevard Overlay Zone.~~

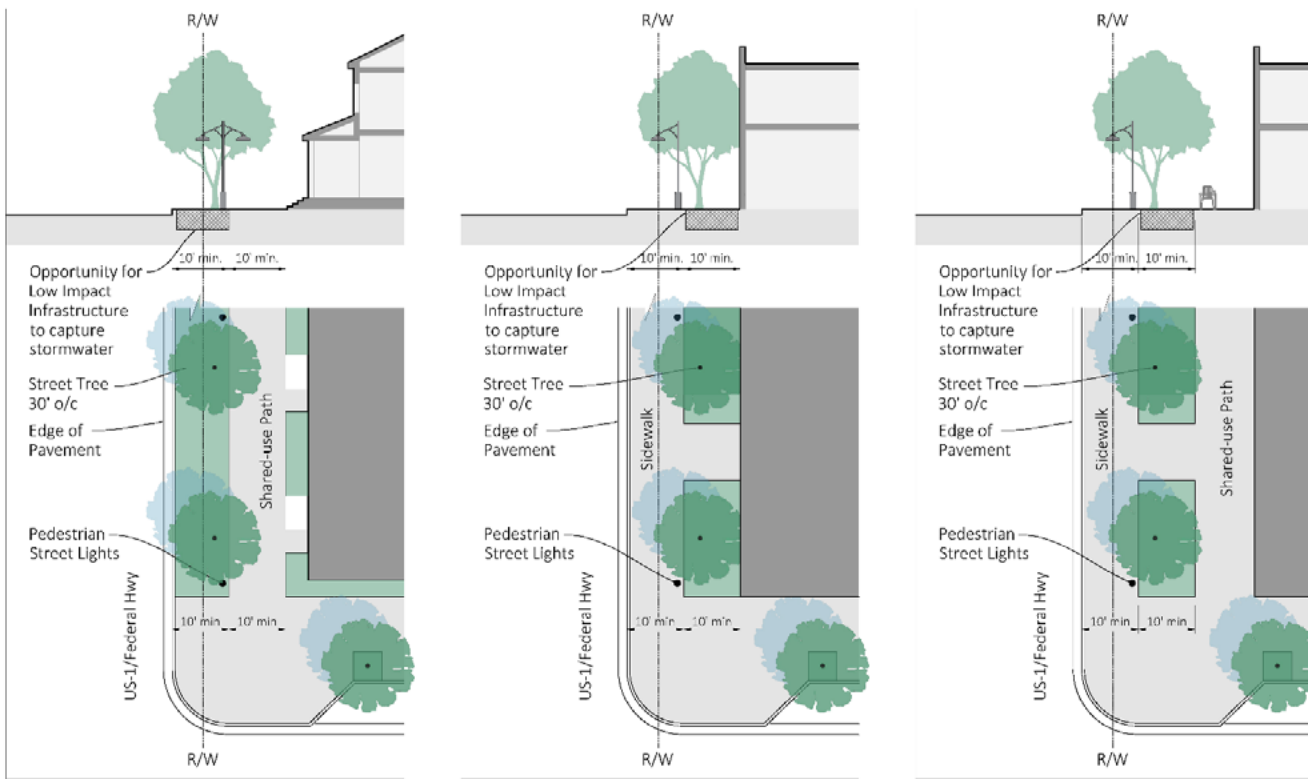
**Streetscape standards.** Front setback areas shall be detailed to augment public right-of-way design, to establish shaded, continuous routes for pedestrians and cyclists, and to organize landscaping and other elements to ensure a superior public realm. The standards and regulations set forth below shall apply to all *new development*, and *substantial renovation*.

1. **US-1/Federal Highway Streetscape from S Joan Jefferson Way to S Dixie Cutoff Rd.** A minimum streetscape area no less than 20 feet in width, measured from the back of curb, shall be provided. The streetscape area is a combination of public right of way and the required building setback. **Figure 2.04-2** illustrated possible means of meeting the streetscape standards. The streetscape area shall be organized as follows:

- a. **Shared-use path or sidewalk.** A continuous 10' pedestrian and cycling path shall be provided. Any portion of the shared-use path or sidewalk within the front setback area shall be improved as an extension of the public sidewalk and shall match the public sidewalk in design and material, providing a seamless physical transition.
- b. **Shade trees & landscaping area.** Shade trees provide a shaded environment for the pedestrian, improve stormwater management, reduce urban heat island effect, and improve the overall visual appearance of the street. Street trees shall be provided as follows:
  - i. Planted uniformly spaced at a minimum of 30 feet on center. Spacing of trees may only exceed 30 feet to accommodate curb cuts, fire hydrants, utilities, existing canopy trees. Shade trees are encouraged to be planted to separate pedestrians from vehicular travel lanes.
  - ii. Shade trees and landscape areas may be planted with tree boxes or other low impact green infrastructure to maximize the stormwater benefit.
  - iii. Shade trees shall be planted in accordance with the City of Stuart Landscape Code and shall be consistent with *US-1/Federal Highway Street Tree Master Plan* tree species.
  - iv. Shade Trees shall be trimmed to provide minimum 7' clear height at sidewalks and 14' clear height at streets.
  - v. If site constraints such as existing utility easements, infrastructure, or right-of-way constraints prevent the installation of required shade trees, the Development Director may

- approve a different organization of the streetscape elements. The building shall provide devices such as awnings or roof overhangs to establish a shaded pedestrian environment.
- c. **Dedication.** A sidewalk easement or dedication, in a form acceptable to the City Attorney, over any portion of the shared-use path or sidewalk located within the front setback shall be granted to the City. Shared-use path or sidewalk dedication consistent with the approved *US-1/Federal Highway Street Tree Master Plan* may be approved administratively by the Development Director. The property owner shall also be required to enter into a maintenance agreement, in a form acceptable to the City Attorney, requiring the property owner to be responsible for and maintain improvements made by the owner to meet the requirements of this section.
- d. **Building entrances.** The main entrance to every building shall be and face a public right-of-way or civic open space. The main entrance(s) to ground story commercial space(s) shall face a public right-of-way or civic open space. Doors allowing public access shall occur at intervals no greater than 150 feet per façade or side of building.
- e. **Frontage types.** Frontage Types define architectural characteristics for the detailing of building entrances. Frontage Types may be required as part of a Special Zoning Code areas. See Chapter III.
- f. **Parking Code Relief.** Relief from the Stuart Parking Code may be permitted when the streetscape setback is fully implemented as part of a substantial renovation or site renovation. The required on-site parking may be reduced by 10% or by the existing parking spaces lost in streetscape implementation, whichever is greater. Parking space credit shall be recorded and approved by administrative variance per Sec. 8.05.08. Failure to maintain landscaping will revoke parking space credit.

Figure 2.04-2:



**From Sec. 3.01.03. Urban standards and regulations for designated urban subdistricts.**D. *Urban highway ("UH").*1. *Principal building placement.*

- a. The front building facade shall be constructed parallel to the street along the front property line with a minimum setback of ~~15~~ 20 feet and a maximum setback of ~~20~~ 40 feet for properties fronting on U.S. 1/SE Federal Highway. If a property does not front on U.S. ~~1~~ 1/Federal Hwy., then the minimum setback shall be ~~zero~~ 0 feet and the maximum setback shall be not more than ~~ten~~ 20 feet.
- b. The side setbacks may be zero feet on each side.
- c. The rear setback is not less than 15 feet.
- d. For lots fronting U.S. 1/SE Federal Highway, the front street façade width of the principal building shall not be less than 40 percent of the lot width. For other lots, the width of the principal building shall be not less than 70 percent of the lot width.



**APPENDIX C**  
**SAMPLE OWNER AGREEMENT**

**TREE PLANTING & MAINTENANCE AGREEMENT**

121 SW FLAGLER AVENUE, STUART, FL 34994  
PHONE: 772-288-5300

**PLEASE READ THE FOLLOWING CAREFULLY BEFORE SIGNING THE AGREEMENT.****PURPOSE:**

The City of Stuart Community Redevelopment Agency (CRA) implemented the US-1/Federal Highway Street Tree Master Plan & Program to increase the tree canopy and enhance public streets. Their presence improves air quality, reduces noise, helps conserve energy, reduced heat island effect, calms traffic, and beautifies the surrounding businesses. The program will be implemented in phases based on need and interest in participation.

**ELIGIBLE PROPERTIES:**

In Fiscal Year (\_\_\_), the CRA will provide a free tree(s) and/or palm(s) to participating properties in “(\_\_\_)” as identified on the attached map.

**PROGRAM DESCRIPTION:**

The Property Owner may choose to participate in implementing the US-1/Federal Highway Tree Program and in return receive free tree(s) and/or palm(s) on private portion of the US-1/Federal Highway frontage from the US-1/Federal Highway Master Plan. Parcels may also be eligible for a parking credit for converting excess parking into shade trees. The tree and palm species included in the program are included with the application packet along with the US-1/Federal Highway Street Tree Program. The City will be responsible for purchasing, planting the tree, and ninety days of watering. The property owner will be responsible to provide day-to-day care of the tree, which includes regular watering, pruning, mulching and fertilizing. The City will provide watering guidelines and tree care instructions for proper care of the tree over time.

The City’s US-1/Federal Highway Street Tree Program is contingent on continued funding by the CRA & City.

**APPLICATION PROCESS:**

1. If you would like to participate in the US-1/Federal Highway Street Tree Master Plan & Program, please complete the Program Application and return it by email to: (\_\_\_) or you can drop it off at City Hall Development Department office located at 121 SW Flagler Avenue, between the hours of 8:30 AM and 5:00 PM, Monday through Friday. A Hold Harmless form is required as part of the application if the location selected falls within the private property. If you have any questions, please contact the (\_\_\_), at (\_\_\_) or via email at (\_\_\_).
2. The deadline to submit an application is (\_\_\_) for Spring planting (April 1 – May 31). All applications received will be entered, dated and categorized by address/zone for planting.
3. After you submit your application, you will be contacted by City staff to confirm your interest in the program.
4. The City staff will conduct a site visit to the property to determine the location of tree(s) and/or palm(s). Adjustments to the Master Plan if necessary will be recorded.
5. Once the plan is approved by the property owner and the City, the City will hire a contractor to install the tree at the approved location on a prescheduled day. Please note that the location may shift due to underground utilities.

**APPLICATION DEADLINE: (\_\_\_)**

## TREE PLANTING & MAINTENANCE AGREEMENT

121 SW FLAGLER AVENUE, STUART, FL 34994  
PHONE: 772-288-5300

### MAP OF US-1/FEDERAL HIGHWAY STREET TREE MASTER PLAN AREA





**TREE PLANTING & MAINTENANCE AGREEMENT**

121 SW FLAGLER AVENUE, STUART, FL 34994  
PHONE: 772-288-5300

**CARING FOR YOUR TREE**

To participate in the City of Stuart US-1/Federal Highway Street Tree Master Plan, a property owner must agree to properly care for their tree as outlined in the following section. Please read the following section thoroughly before you sign the tree care agreement on the Program Application. By following these instructions, you will be able to give your tree a long, healthy life. Please note: Any trees that die due to lack of care or improper care will not be replaced.

**WATERING**

The single most important thing a new tree needs is water. An irrigation system does not supply enough water for a new tree. Water should be administered slowly in order to penetrate the soil deeply. Afterwards, the soil should be allowed to dry somewhat before the next watering.

The City will provide water as necessary during the first ninety (90) days, then property owner should follow the schedule below. Only increase frequency during dry periods.

- 3-6 months: 10 gallons of water 3 times per week
- 6-12 months: 10 gallons of water 2 times per week
- 12-18 months: 10 gallons of water once a week

**STAKING**

The tree may be staked by the City's contractor if setting occurs and tree begins to lean. The property owner is responsible for removing the stakes. The stakes should be removed completely between six months to a year, maximum.

**FERTILIZING**

For the most part, fertilizer is not necessary. If you choose to fertilize there are many types available at your local garden center or call a tree care professional. When using fertilizer, always follow the directions on the package. Too much fertilizer can cause much more damage than not using any at all.

**PRUNING**

City crews are trained in proper pruning methods; however, they prune trees for clearance only. This means they will trim branches that are hanging into the road or over a sidewalk. Pruning a tree when it is young is called "structural pruning," and property owner should feel free to do whatever extra trimming they feel is appropriate. The goal of structural pruning is to establish a strong trunk that has evenly spaced branches. This ensures that the tree will be stronger in future years, and less susceptible to damage during storms. Avoid pruning in the first year that the tree has been planted unless you see broken or diseased branches. These should always be removed right away.

**MULCHING**

The tree will be mulched by the City's contractor when it is installed. If you choose to re-mulch later, spread an even layer of mulch underneath the tree's canopy. This layer should be no deeper than 4 inches, and if you like to add fresh mulch every year do not exceed a 2" layer. Piling mulch up against the trunk of the tree, creating a "volcano" effect, is a very common mistake and is detrimental to tree health. Mulch should never touch the trunk of the tree because it can hold moisture against the trunk and cause decay and rot. The larger the mulch ring the better for the tree. The minimum is two to three feet.

**TREE PLANTING & MAINTENANCE AGREEMENT**

121 SW FLAGLER AVENUE, STUART, FL 34994  
PHONE: 772-288-5300

To join your US-1/Federal Highway Street Tree Program in partnership with the City of Stuart the responsibilities are:

**MAINTENANCE & WATERING**

- The owner accepts responsibility for the tree's maintenance, both for the sake of its survival and for the beauty and safety of the neighborhood and all passersby. In addition to the information on the previous page, the City of Stuart staff will give additional information and advice about watering and further maintenance.
- The basin must also be weeded, kept full of soil, empty of trash and mulched as necessary.
- Trees will be installed, mulched, and watered by the City's contractor. Once the tree is planted, the property owner shall provide as much care and water as necessary during the first ninety (90) days. The establishment period is a minimum of ninety (90) days, but can vary depending on weather conditions. The City will provide tree care instruction for proper care of the tree. Trees that die due to neglect or lack of proper watering will not be replaced.
- The City of Stuart will provide initial watering for the first 90 days. After that, watering when needed, is the sole responsibility of the property owner.
- Maintenance responsibility can be voluntarily assumed by renters or even added to a lease; but ONLY THE PROPERTY OWNER can sign the TREE PLANTING & MAINTENANCE AGREEMENT.

**PRE-PLANTING MEETING**

There will be a brief pre-planting meeting with City staff to coordinate logistics.

**I HAVE READ THE CITY OF STUART "TREE PLANTING & MAINTENANCE AGREEMENT" AND UNDERSTAND THE RESPONSIBILITIES I ASSUME IN PARTICIPATING THE US-1/ FEDERAL HIGHWAY STREET TREE PROGRAM IN COOPERATION WITH THE CITY OF STUART.**

|                                                                       |  |
|-----------------------------------------------------------------------|--|
| <b>PROPERTY OWNER'S:</b>                                              |  |
| <b>MAILING ADDRESS OF OWNER:</b>                                      |  |
| <b>TELEPHONE # FOR OWNER:</b>                                         |  |
| <b>EMAIL FOR OWNER:</b>                                               |  |
| <b>ADDRESS OF PARTICIPATING PROPERTY:</b>                             |  |
| <b>PARCEL ID NUMBER OF PARTICIPATING PROPERTY:</b>                    |  |
| <b>HARDSCAPE INCLUDED IN MASTER PLAN?</b>                             |  |
| <b>NAME &amp; PHONE NUMBER OF TENANTS PLANNING TO CARE FOR TREES:</b> |  |
|                                                                       |  |
|                                                                       |  |

**TREE PLANTING & MAINTENANCE AGREEMENT**

121 SW FLAGLER AVENUE, STUART, FL 34994  
PHONE: 772-288-5300

**DECLARATION OF RESTRICTIONS, COVENANTS & HOLD HARMLESS****FOR TREE PLANTING & MAINTENANCE AGREEMENT & PARKING CREDIT**

\_\_\_\_\_(individually or collectively, the “Owner”), the owner of the real property described in Exhibit A attached hereto and incorporated herein by reference (the “Property”), does hereby covenant, agree and declare as follows:

1. Owner is lawfully seized of the Property and possessed of said land in fee simple and has good right to make the following declarations and covenants.
2. Owner has submitted a proposed landscape plan (the “Plan”) depicting the location of street trees consistent with the City of Stuart Tree Master Plan for the purpose of obtaining a tree parking credit, accepted by the City of Stuart a copy of which is attached hereto as “Exhibit A”, and shall thereafter provide for an adequate long term maintenance and continuation of street trees depicted on the plan.
  - Relief from the Stuart Parking Code may be permitted when the streetscape setback is fully implemented. Required on-site parking can be reduced by 10% or by the parking spaces lost in implementation, whichever is greater.
3. Owner agrees to maintain the street trees in accordance with American National Standards Institute (ANSI) Standard for Tree Care Operations A300, and Americans with Disabilities Act (ADA) requirements.
4. Owner shall not remove healthy trees without receiving prior permission from Development Director and obtaining a tree removal permit from the City of Stuart.
5. Owner shall remove and replace diseased or damaged trees. The replacement tree species and size shall be approved by Development Director.
6. Owner further agrees to defend, indemnify and hold City of Stuart harmless from and against any and all liability, loss, claim, suit, damage, charge or expense by which Owner may suffer, sustain, incur or in any way be subjected to, and for any damage to or loss of or destruction of any property whatsoever, including Owner’s Property, arising out of, resulting from, or in any way connected with the street trees or the replacement, presence, existence or removal of the street trees.
7. If, upon inspection, the City of Stuart determines that Owner has failed to properly maintain or replace the street trees in accordance with the Plan, the Owner acknowledges that the City of Stuart will in that event have the authority to order Owner to perform such maintenance or replacement of street trees within (30) thirty days or if in the case of diseased or damaged trees, upon a time required by the City of Stuart. In the event the maintenance and/or replacement is not performed within the specified time, Owner shall allow the City of Stuart to take all reasonable steps to maintain and/or replace the street trees. Owner acknowledges and understands that the City of Stuart is under no duty or obligation to maintain, replace or remove the street trees. Owner further agrees to reimburse the City of Stuart in full and upon demand for all costs incurred by the City of Stuart in the maintenance or replacement of the street trees and that it shall be liable to the City of Stuart for the reasonable costs of collection, including without limitation court costs and attorney fees.
8. Owner shall forfeit any parking code relief and reimburse the City of Stuart in full upon demand in the amount of any judgment rendered against the City of Stuart due to Owner’s failure to perform the obligations created by this instrument.



**TREE PLANTING & MAINTENANCE AGREEMENT**

121 SW FLAGLER AVENUE, STUART, FL 34994  
 PHONE: 772-288-5300

The foregoing restrictions and covenants shall run with the land and shall be binding on Owner and all subsequent owners of the Property (or any portion thereof) and shall inure to the benefit of and be enforceable by the City of Stuart, its successors and assigns (although City of Stuart's failure to exercise its enforcement rights in any particular situation shall not be deemed a waiver of them). Owner, for itself and its successors in interest, further covenants to warrant and forever defend City of Stuart's enforcement rights regarding the foregoing restrictions and covenants against the adverse claims of all persons. Any plat recorded at or after the date of the filing of this Declaration shall reference the instrument number where this Declaration and its attachments are recorded and contain a note that the Owner is responsible for maintaining the trees.

WITNESS my/our hand(s), this \_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
 Owner

\_\_\_\_\_  
 Owner

STATE OF FLORIDA

COUNTY OF MARTIN

Before me, \_\_\_\_\_, a Notary Public of the State and County

aforesaid, personally appeared \_\_\_\_\_

with whom I am personally acquainted, and who, upon oath, acknowledged \_\_\_\_\_

to be \_\_\_\_\_

the within named bargainer(s), \_\_\_\_\_ and that \_\_\_\_\_, as

such \_\_\_\_\_

being authorized to do so, executed the foregoing instrument for the purposes therein contained.

Witness my hand and seal this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

NOTARY PUBLIC

My Commission Expires:



**BEFORE THE CITY COMMISSION  
CITY OF STUART, FLORIDA**

**RESOLUTION NUMBER 74-2021**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, APPROVING AND ADOPTING THE MASTER PLAN FOR THE “TRIANGLE” STUDY AREA AND DESIGNATING THE NAME OF THE STUDY AREA AS “TRIANGLE DISTRICT”; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.**

\* \* \* \* \*

**WHEREAS**, the Community Redevelopment Agency (CRA) and City of Stuart has determined analysis of the “Triangle” study area to be in the best interest of the residents and businesses of Stuart; and

**WHEREAS**, the goal of the analysis is to understand existing conditions, constraints and opportunities for revitalization of the “Triangle” study area and devise concepts and strategies based on the analysis and public input; and

**WHEREAS**, the “Triangle” study area is defined as west of S Dixie Highway, east of US-1/Federal Highway and north of SW Ocean Boulevard; and

**WHEREAS**, the CRA entered into an agreement with the Treasure Coast Regional Planning Council (TCRPC) to conduct the analysis and develop a plan for revitalization of the “Triangle” study area; and

**WHEREAS**, a Master Plan has been prepared for the “Triangle” study area; and

**WHEREAS**, a survey was conducted as part of the public outreach process for designating a name of the study area and the term “Triangle District” resonated with the most people surveyed; and

**WHEREAS**, a Master Plan will serve as a guide for future planning and outlines the long range vision for the district.

ADOPT TRIANGLE DISTRICT MASTER PLAN AND NAMING OF DISTRICT

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

**SECTION 1:** The City hereby approves and adopts the Master Plan for the “Triangle District”, a copy of which is attached hereto as “Exhibit 1”.

**SECTION 2:** The City hereby designates the “Triangle” study area as the “Triangle District”.

**SECTION 3:** The geographic boundaries of the “Triangle District” shall be as depicted on the attached map titled “Triangle District – Exhibit 2”.

**SECTION 4:** The City Commission fully approves the Master Plan and supports the designation of the District.

**SECTION 5:** This Resolution shall be effective immediately upon adoption.

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

EULA R. CLARKE, MAYOR  
MERRITT MATHESON, VICE MAYOR  
BECKY BRUNER, COMMISSIONER  
TROY MCDONALD, COMMISSIONER  
MIKE MEIER, COMMISSIONER

| YES | NO | ABSENT | ABSTAIN |
|-----|----|--------|---------|
| Y   |    |        |         |
| Y   |    |        |         |
| Y   |    |        |         |
| Y   |    |        |         |
| Y   |    |        |         |

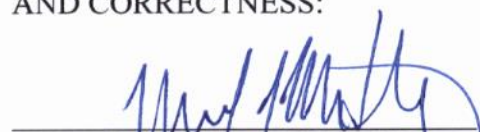
ADOPTED this 27<sup>th</sup> day of September, 2021.

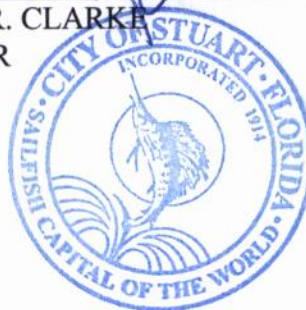
ATTEST:

  
MARY R. KINDEL, CMC  
CITY CLERK

  
EULA R. CLARKE  
MAYOR

APPROVED AS TO FORM  
AND CORRECTNESS:

  
MICHAEL J. MORTELL, ESQ.  
CITY ATTORNEY







# TRIANGLE DISTRICT MASTER PLAN

FINAL AUGUST 2021



PREPARED FOR:



### CITY COMMISSION

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

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### COMMUNITY REDEVELOPMENT AGENCY

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

### COMMUNITY REDEVELOPMENT BOARD

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

---

### STAFF

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

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PREPARED BY:



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## COMMONLY USED ABBREVIATIONS

|               |                                                       |
|---------------|-------------------------------------------------------|
| ADA           | Americans with Disabilities Act                       |
| AADT          | Annual Average Daily Traffic                          |
| CRA           | Community Redevelopment Area                          |
| CRB           | Community Redevelopment Board                         |
| DEO           | Florida Department of Economic Opportunity            |
| FDOT          | Florida Department of Transportation                  |
| FHWA          | Federal Highway Administration                        |
| Martin MPO    | Martin Metropolitan Planning Organization             |
| NACTO         | National Association of City Transportation Officials |
| PILOP Program | Payment In Lieu Of Parking Program                    |
| RRR           | Resurfacing, Restoration and Rehabilitation           |
| TCRPC         | Treasure Coast Regional Planning Council              |
| TDP           | Transit Development Plan                              |
| L RTP         | Long Range Transportation Plan                        |

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



## EXECUTIVE SUMMARY

The City of Stuart Community Redevelopment Agency (CRA), in collaboration with the City of Stuart (City) and the Treasure Coast Regional Planning Council (TCRPC), has produced a Master Plan for the Triangle District. The Gateway Triangle study area is adjacent to the "Creek" Arts & Entertainment District and the "Old Downtown District." The CRA is exploring ways to bridge the two districts and develop an implementable vision for the future of the Triangle Gateway District. The Master Plan provides a series of recommended infrastructure improvements, redevelopment concepts, and strategies for the Triangle District.

In addition, the City of Stuart has also collaborated with TCRPC on the Federal Highway Commercial Corridor Plan (FHCC) which was funded through a State of Florida Department of Economic Opportunity Technical Assistance Grant. While the FHCC project was separately funded and with a very specific timeline and scope of services, the implementation of the two efforts has been synchronized and ultimately illustrated as distinct chapters of a single master plan.

To develop the Triangle District plan, TCRPC has coordinated a thorough public involvement process, completed detailed field analyses and base documentation, and developed a recommended urban design and master plan approach. The intent of the plan is to assist the CRA and the City in making future decisions regarding a balanced redevelopment of the Triangle District. This planning effort is also designed to integrate the vision and principles of prior and current planning efforts in Stuart. It should be noted the study area was the subject of previous vision planning efforts in 1988 and 2002. Accordingly, the updated vision contained in the Triangle District plan builds upon these previous efforts and subsequent studies commissioned by the CRA.

## STUDY AREA

The study area is roughly defined as west of S Dixie Highway, east of US-1/ Federal Highway, north of SW Ocean Boulevard. Its geometry is a triangle, and in public outreach, the term Triangle District resonated with the most people surveyed. For that reason, the area will be referred to as the Triangle District. The study area is characterized by offices, automotive uses, a telecom utility building, vacancies, a church, and an associated school. The active uses are largely centered around business hours with evenings and weekends being largely dark. A significant piece of redevelopment occurred on a City-owned property where a three-story rental apartment building with 49 units was completed in 2019. The success of this development has shown the potential for the district which retains its compact walkable network of streets and alleys and close connection to Old Downtown, the St Lucie River, and "The Creek" Arts & Entertainment District. Public outreach in surveys, individual interviews, vision workshops, and walking tours echoed the support of expanding more active uses in the study area and continuing the fabric of downtown into the Triangle District.

## KEY RECOMMENDATIONS

The Triangle District is comprised of 39 parcels, totaling 18.9 acres. To facilitate redevelopment and accomplish the City's goals for the District, the key recommended actions include:

- **Develop a district-wide approach to parking**, as the current parking regulations limit redevelopment especially for active uses such as restaurants.
- **Reconfigure streets** to allow two-way traffic and maximize on-street parking.
- **Improve streets** with context-sensitive, complete streets designs including clear pedestrian pathways, marked crosswalks, and enhanced lighting. Although the current network of streets and alleys is fairly compact and complete, the pedestrian experience is confusing, dark, and inhospitable.
- **Enhance key intersections** at US-1/Federal Highway, US-1/Ocean, and Sailfish Circle at Dixie Highway/Joan Jefferson Way to provide safer and more convenient crossings for pedestrians and cyclists.
- **Prioritize district-wide landscaping, public space, and stormwater management** enhancements and include as part of redevelopment projects and street improvements.



Figure 1 Conceptual rendering of a new structure at City-owned property and the reconstructed Frazier Creek Bridge at the gateway of the Triangle District.

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EXISTING CONDITIONS & BACKGROUND



## EXISTING LAND USE & ZONING

The Future Land Use is uniformly assigned as Downtown.

The City of Stuart Zoning designations within the study area, and as provided in the City's Land Development Code, are illustrated in the map to the right. The majority of the District is Urban Center with Urban Highway along Federal Highway and Urban Neighborhood along Frazier Creek. The zoning designations provide much greater specificity in the regulations which control the development of properties. Specific uses, building heights, and placement, parking standards, etc. are controlled primarily through the zoning regulations. The Urban Center, Urban Highway, and Urban Neighborhood districts are all consistent with the Downtown FLU category. These areas are intended to promote redevelopment in a more urban pattern consistent with much of the historic downtown area.

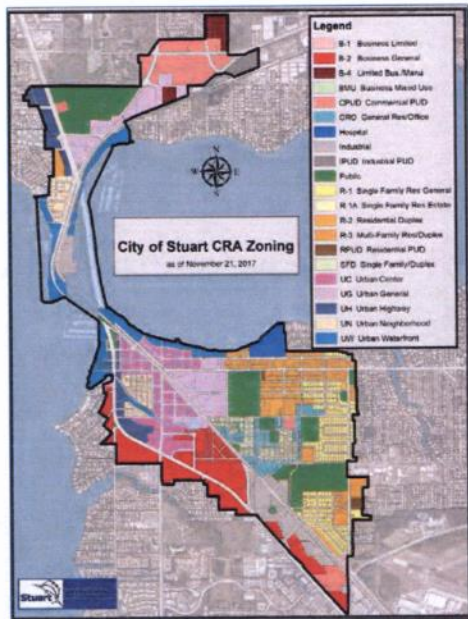


Figure 2 City of Stuart CRA Zoning Map





### LAND VALUE COMPARED TO TOTAL VALUE

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

The Land Value is the value of the land alone while the Total Value is the value of the land plus any physical improvements (such as buildings, parking areas, driveways, swimming pools, and the like). For example, if the Land Value of a property is \$100,000 and the Total Value of the property is \$300,000, then clearly the improvements on the property are of great value relative to that of the land. In this scenario, the improvements are worth twice what the land is worth, so the property may not be an obvious candidate for redevelopment. However, if the numbers were reversed, and the land value was twice the value of the physical improvements on the property, the property may be a strong candidate for redevelopment.

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



**Figure 3** Image of recent development within the study area, courtesy of Azul Residences.







**Figure 4** Image of the First Baptist Church of Stuart entrance.

Figure 5 Image of the AT&T surface parking lot.



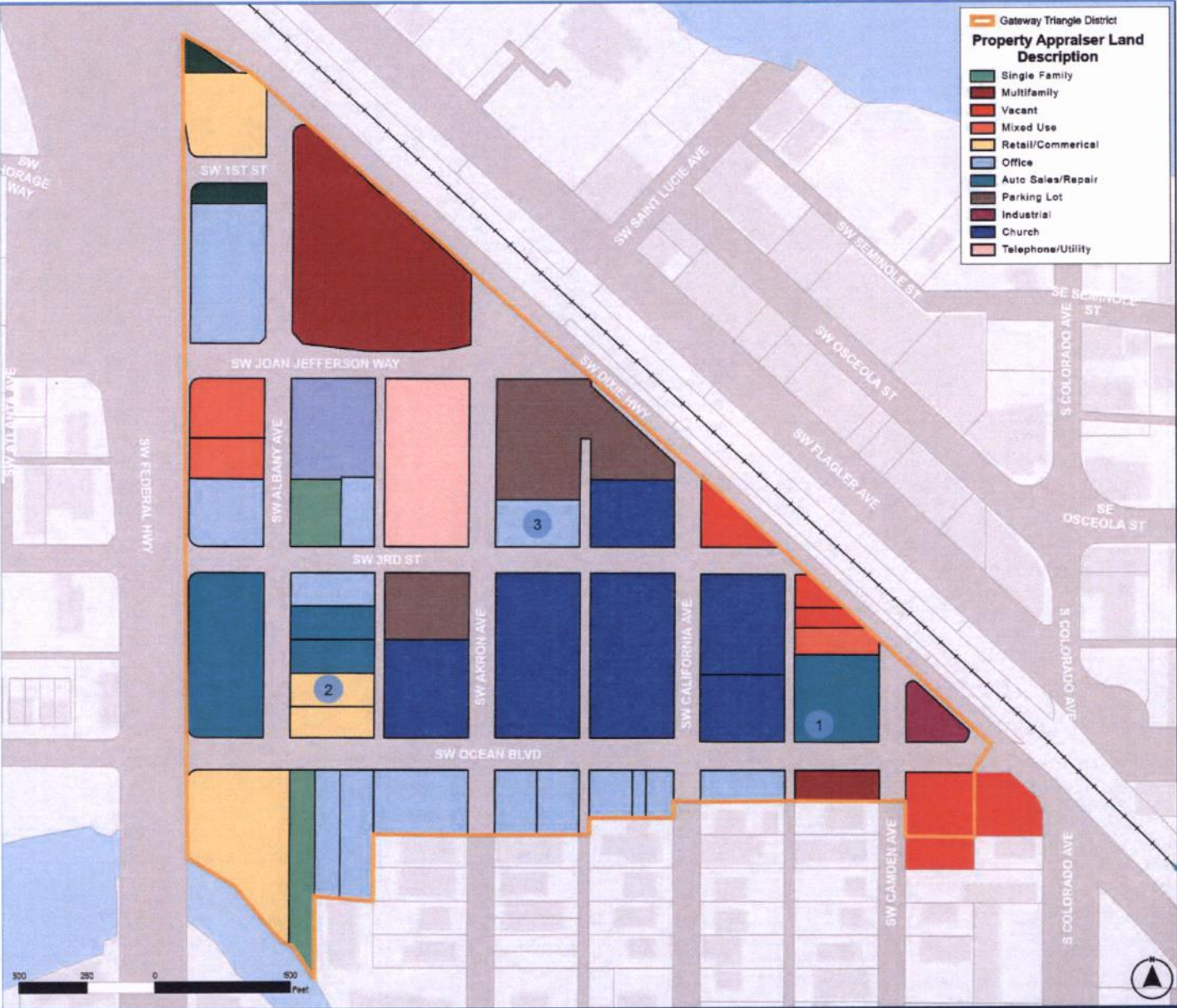


EXISTING USES

Unlike the regulatory FLU or Zoning maps, the Existing Uses map to the right identifies the actual uses on the ground today regardless of their compliance with Zoning or FLU designations. This information is coded by Land Description via the Martin County Property Appraiser's office.



Figure 6 Examples of retail/commercial and office uses within the study area. There is a wide variety of uses within the Triangle district.





## SAFETY

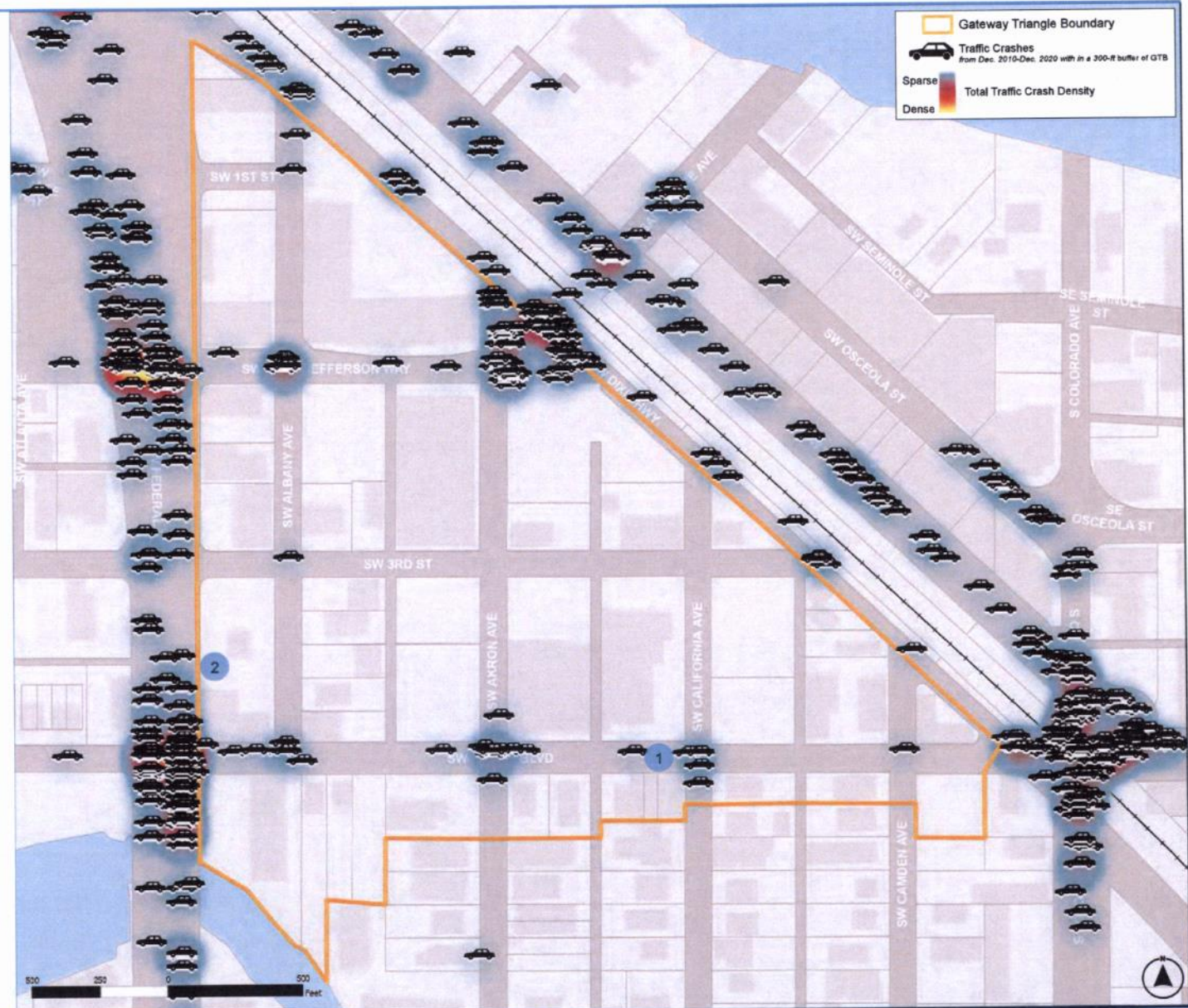
## TRAFFIC CRASHES

This map illustrates the number and location of automobile crashes in and around the study area between December 2010 and December 2020. In that ten-year time frame, there were more than 800 crashes within the Triangle District and adjacent to it on Federal Highway and nearby districts. The vehicle symbols identify crash locations, which are layered on top of a colored “heat map” that indicates the frequency of crashes by color shade intensity. The heat map is utilized diagrams presented later in the report that identify pedestrian, bicycle, and fatal vehicle crashes.



**Figure 7** Image of crosswalk in SW Ocean Blvd where pedestrian crossing markers have been added in recent years.

**Figure 8** Image of a multi-vehicle crash along US-1/Federal Highway between Ocean and SW 3rd Street, which damaged a local business within the study area.





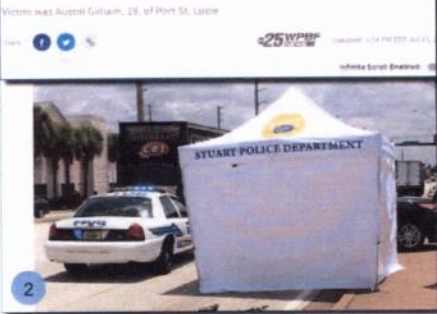
SAFETY

CRASHES WITH BICYCLES

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

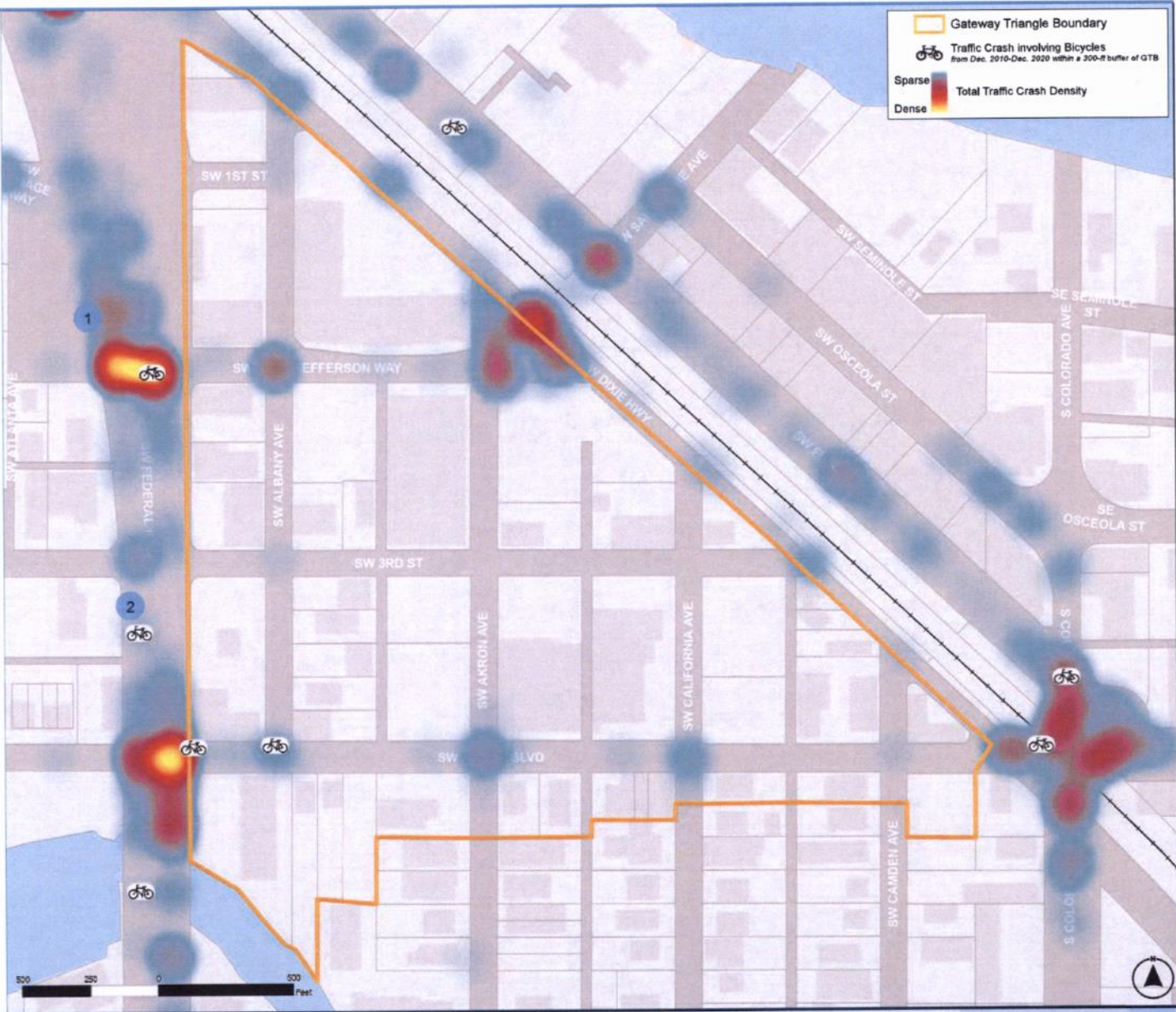


**Bicyclist struck, killed by 18-wheeler in Stuart**



**Figure 9** Google earth image of the southbound bicycle lane along US-1 entering the Gateway Triangle district at the intersection of SW Joan Jefferson Way. Because the marked bicycle lane abruptly terminates at the intersection, cyclists are forced into traffic as they cross the intersection

**Figure 10** News article of fatal bicycle crash that occurred along US-1 near the intersection of Ocean Blvd. Courtesy of: News channel WPBF.





SAFETY

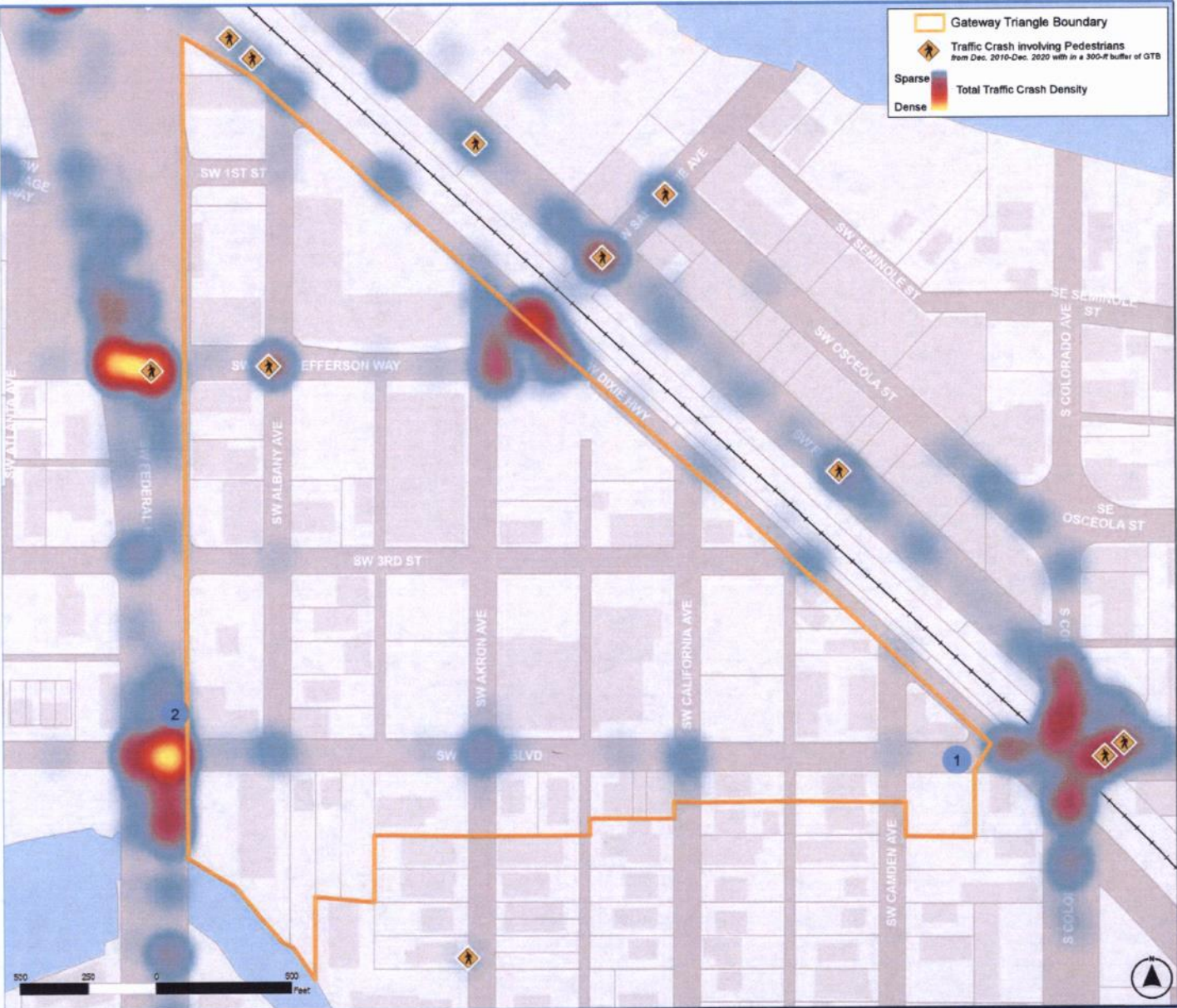
CRASHES WITH PEDESTRIANS

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



Figure 11 Image of pedestrian and cyclist in study area heading towards Confusion Corner.

Figure 12 Photo of existing sidewalk condition within the study area at US-1/Federal Highway where a utility pole reduces the clear path significantly.





## SAFETY

### CRASHES WITH FATALITIES

The most disturbing map of this series identifies where fatalities have occurred. Thankfully there are fewer incidents than in the previous diagrams; however, as suggested by the Vision Zero movement, even one fatality is too many.

### VISION ZERO

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now the movement is gaining momentum in major American cities. - [visionzeronetwork.org](http://visionzeronetwork.org)

The Martin MPO is pursuing a Vision Zero Initiative to help reduce traffic fatalities and serious injuries to zero. It is important the study area be included in this effort and continued coordination with the City occurs.

VISION ZERO NETWORK

### A PRIMER ON VISION ZERO

Advancing Safe Mobility for All

**What is Vision Zero?**

Vision Zero is a strategy to eliminate traffic fatalities and severe injuries, and to ensure safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, where traffic deaths have been cut in half even while the number of trips increased. Vision Zero is gaining momentum across the globe, including in major U.S. communities.

Each year in the U.S., more than 40,000 people are injured and 30,000 people are killed in traffic crashes. While these numbers are alarming, the reality is that we can prevent these tragedies by using a proactive, preventative approach that prioritizes traffic safety as a public health issue.

| TRADITIONAL APPROACH          | VISION ZERO                            |
|-------------------------------|----------------------------------------|
| Traffic deaths are INEVITABLE | Traffic deaths are PREVENTABLE         |
| PERFECT human behavior        | Design for HUMAN ERROR                 |
| Proper COLLABORATION          | Proactive POLICE AND TRAFFIC ENGINEERS |
| INDIVIDUAL responsibility     | SYSTEMS approach                       |
| Safety plans are EXTENSIVE    | Safety plans are NOT EXTENSIVE         |

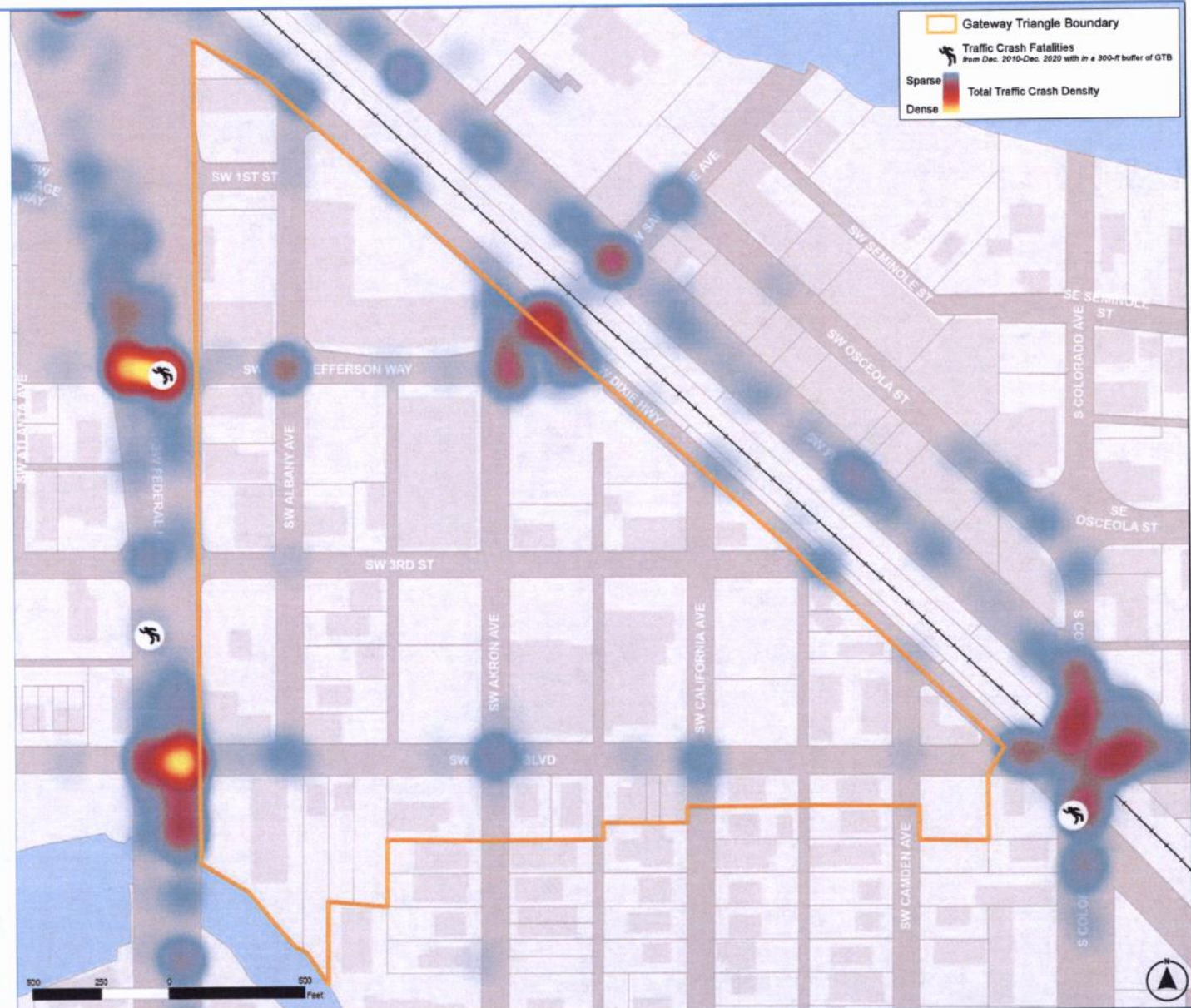
**Changing the Status Quo - A New Vision for Safety**

Vision Zero starts with the critical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for all.

The Vision Zero approach recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in undue injuries or fatalities. This means that system designers and policymakers are expected to engineer the roadway infrastructure, policies such as speed management, and other related systems to minimize the severity of crashes.

**Vision Zero Ethical Platform**

Figure 13 Vision Zero fact sheet courtesy of: [visionzeronetwork.org](http://visionzeronetwork.org)



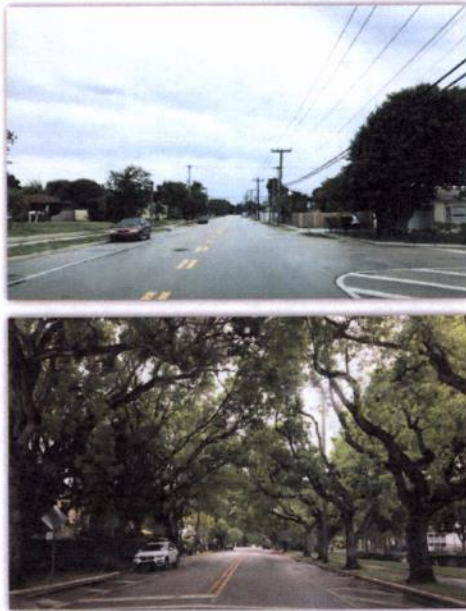


## TREE CANOPY

The value of trees in the urban fabric cannot be overstated. Shade trees transform inhospitable south Florida sidewalks into places people flock to enjoy. Trees add a cooling effect through shade and transpiration. They reduce the heat island effect and energy demands on adjacent buildings, and help remove CO<sub>2</sub> from the air.<sup>1</sup>

The City acknowledges the importance of trees in its Sustainability Action Plan. The Triangle District with its sparse tree canopy is an excellent location for a tree intervention program. When planting trees, existing overhead power lines should be considered when selecting species to use. FP&L has [guidance](#) for planting trees when overhead power lines are present.

<sup>1</sup><https://www.arboday.org/trees/benefits.cfm>



**Figure 14** The images above are both from Lake Avenue West in West Palm Beach. The right-of-way in both conditions includes similar two-way travel lanes, on-street parking and sidewalks on both sides, but the presence of mature shade trees dramatically changes the feeling of the street and sidewalk.



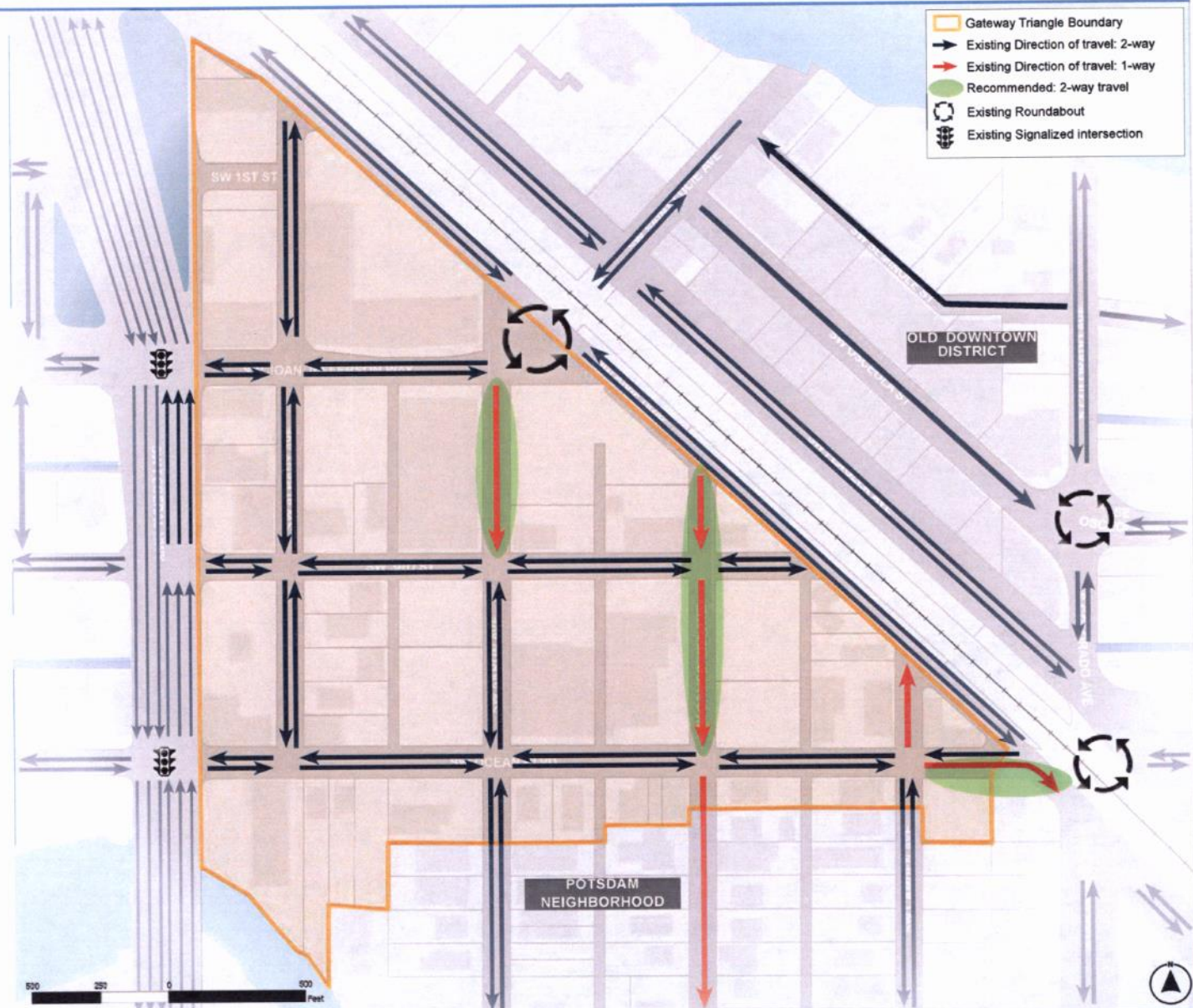


## DIRECTION OF VEHICLE TRAVEL

The Triangle District does not have a consistent or predictable direction of travel. SW Joan Jefferson Way delivers the vast majority of traffic into the downtown area from southbound Federal Highway. Not only is it the first intersection south of the Roosevelt Bridge, it is also the easiest to navigate since it is signalized and affords easy connections to the north and south from Joan Jefferson Way and into the historic downtown through the circle. Moving to the south, the next two intersections are less convenient or prohibitive of maneuvers. SW 3rd Street cannot be accessed from the southbound lanes due to a hardened centerline, and it is not signalized.

SW Ocean Boulevard is a signalized intersection that does allow for southbound traffic to turn left towards downtown. It should be noted the road only carries 3,900 daily trips compared to the 7,400 daily trips on Joan Jefferson Way as noted in a recent FDOT study of the area. Some of the drops in trips are certainly from the fact that it is not the first signalized intersection, but it is also due to the lack of movements afforded by that path. From SW Ocean Boulevard it is easy to move south either into the Potsdam Neighborhood or Colorado Avenue. By contrast, it is not as intuitive to travel to the Old Downtown District, Dixie Highway, or SE Ocean Boulevard from SW Ocean Boulevard. The one-way travel is highlighted with red in the graphic to the right. To access downtown, a vehicle needs to know to turn on either Albany and back onto Joan Jefferson Way or take Camden Avenue north onto Dixie Highway. This turn is not highly visible and is very difficult to make onto Dixie Highway since it is largely blind. To reach East Ocean Boulevard a vehicle must travel onto Colorado Avenue and U-turn, loop onto or choose an alternate route through Martin Luther King Jr Boulevard and back to SW Ocean Boulevard via SE Georgia Avenue or another alternate road. These maneuvers require an intimate knowledge of the area and the street network that is not afforded to tourists or others who do not live in the City.

After the Triangle District, the next means of access to Old Downtown District and SE Ocean Boulevard from US-1 Federal Highway at until S Colorado Avenue/ Kanner Highway.





## EXISTING PARKING

Parking is a concern that was mentioned in many interviews throughout the study. Many of them regarded how difficult it is to meet the parking standards on small infill sites, but the businesses inside the study area expressed little problems meeting the parking needs of their customers. To understand the parking landscape, a survey of the existing paved parking was conducted. In blue are commercial parking spaces in the district. On-site dedicated residential parking was not included. In teal are public parking spaces in the district.

The survey found there are 278 public parking spaces in the district and 235 private commercial parking spaces. These numbers vary some from the *Future Parking Needs Analysis* conducted in 2018 and reflect the on-street and municipal parking lot added since the completion of the Azul Residences in August 2019. The Illustrated Concept quantities in the table below reflect the potential added parking that could be achieved with a full build-out of recommended street conditions as shown in Appendix B.

| PARKING SPACES      | PUBLIC PARKING |                    | COMMERCIAL PARKING |
|---------------------|----------------|--------------------|--------------------|
|                     | ON-STREET      | LOTS/ GARAGES      |                    |
| EXISTING            | 195            | 83 in surface lots | 235                |
| ILLUSTRATED CONCEPT | 245 (+54 new)  | +200 in garage     | 235 (no change)    |



Figure 15 Image of SW 3rd Street on Friday night, April 2021 at 7:30PM. The on-street parking and on-site parking are all empty. There is only one source of lighting on the street. Of note, the Lyric Theater was closed due to Covid-19 pandemic and there may still be some reduction in visitors to downtown, but normal hours, operations have resumed. Many people at this date have returned to patronizing the historic downtown.

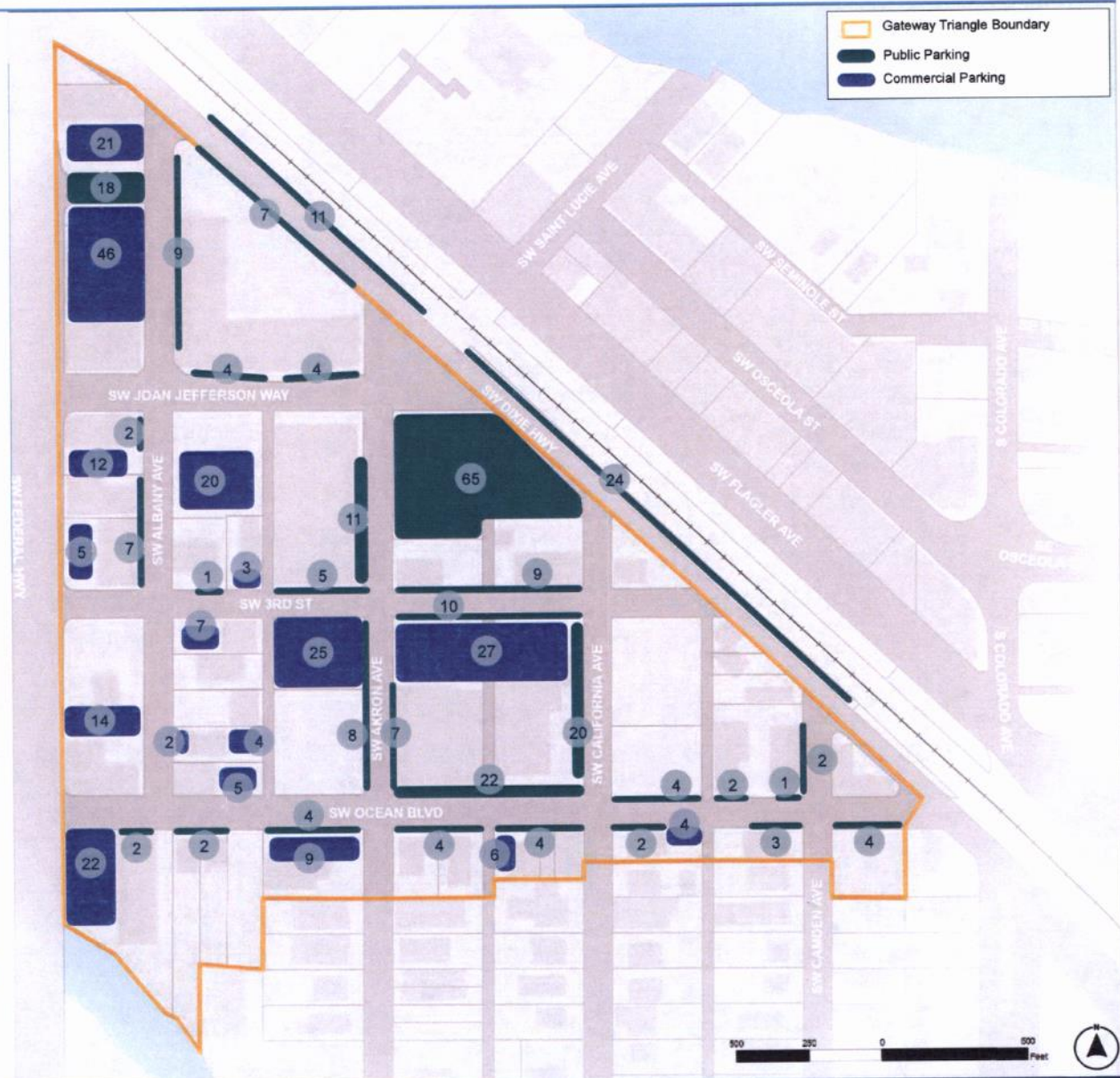






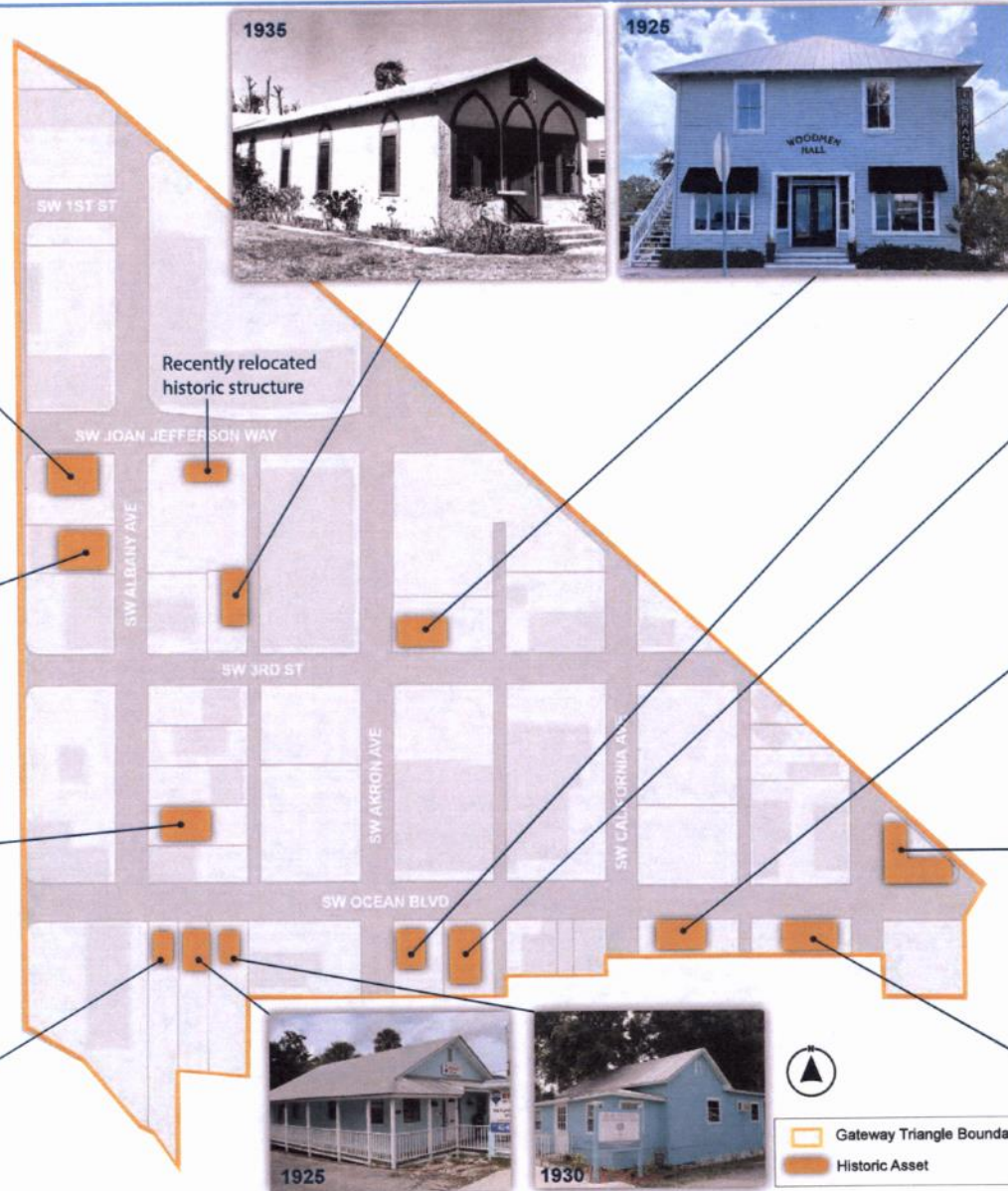
Figure 16 Images of sidewalk conditions within the study area.





## HISTORIC PRESERVATION

The study area is home to many historic structures, some of which are identified here with their location and year of construction. Structures may be contributing assets to a historic district. Historic structures may have value as historic sites for their architectural significance.



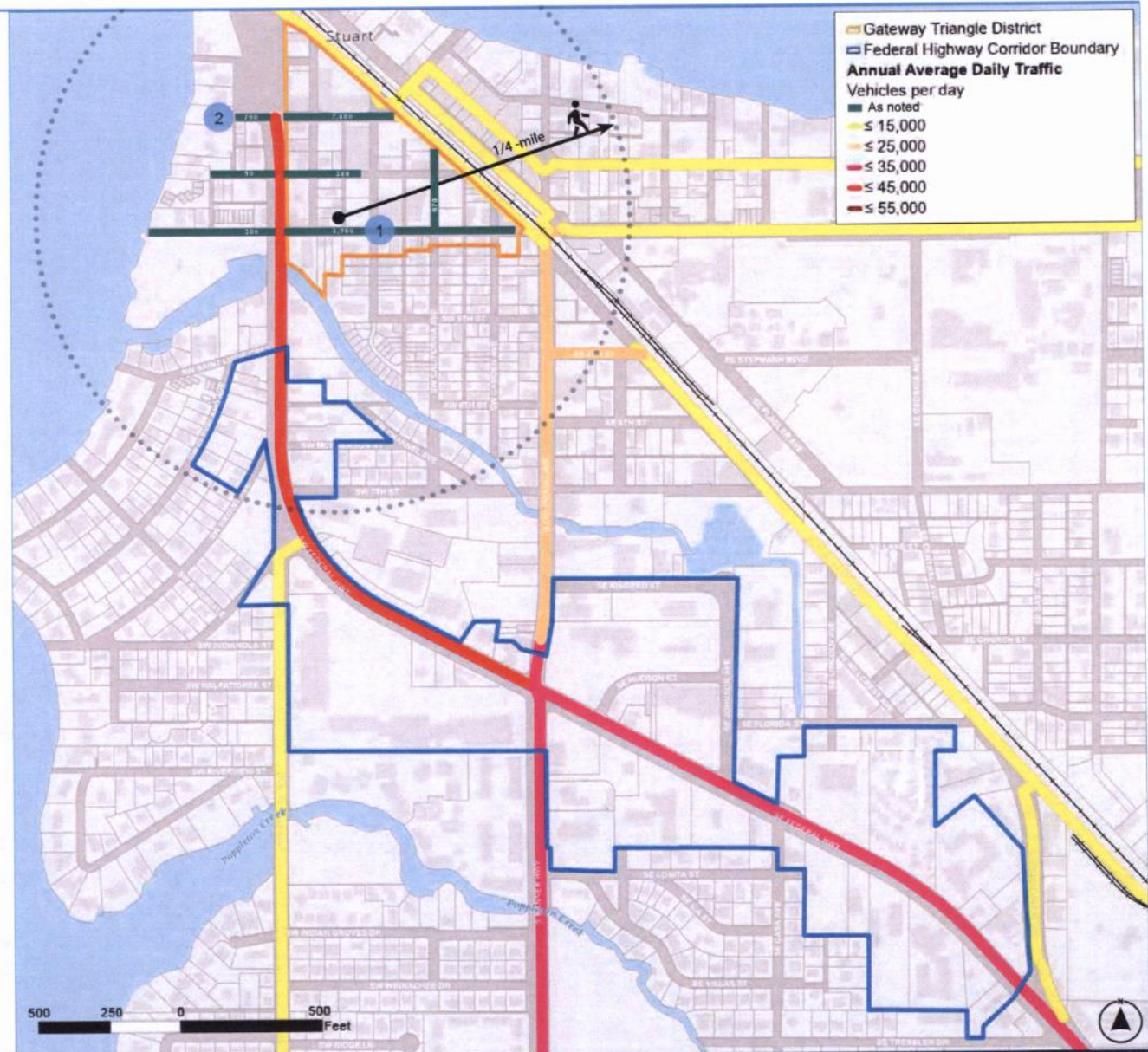


## ANNUAL AVERAGE DAILY TRAFFIC

To the west of the study area, Federal Highway is a heavily trafficked vehicle roadway. Federal Highway leads to the Roosevelt Bridge where a bottle neck of vehicles headed north to Jensen and Port St Lucie and to the south headed to Stuart, Palm City, Port Salerno and Tequesta all meet. Many vehicles entering downtown come through the first signalized intersection as confirmed in the *SR 5/US-1 at SW Joan Jefferson way Planning Study* in February of 2019. 7,400 AADT vehicle counts are shown as opposed to SW Ocean Blvd which only counts 3,900 AADT. In general, roadways inside the study have significantly less vehicle trips than surrounding roadways.



Figure 17 Image of SW Ocean Boulevard looking towards US-1/Federal Highway.  
 Figure 18 Image of SW Joan Jefferson Way looking towards US-1/Federal Highway.  
 Figure 19 Annual Average Daily Traffic measured by vehicles per day 2019 data from FDOT (<https://tdaappsprod.dot.state.fl.us/fto/>) and counts included in the *SR 5/US-1 at SW Joan Jefferson way Planning Study*.





## EXISTING BIKE NETWORK & PUBLIC TRANSIT

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

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

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

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

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

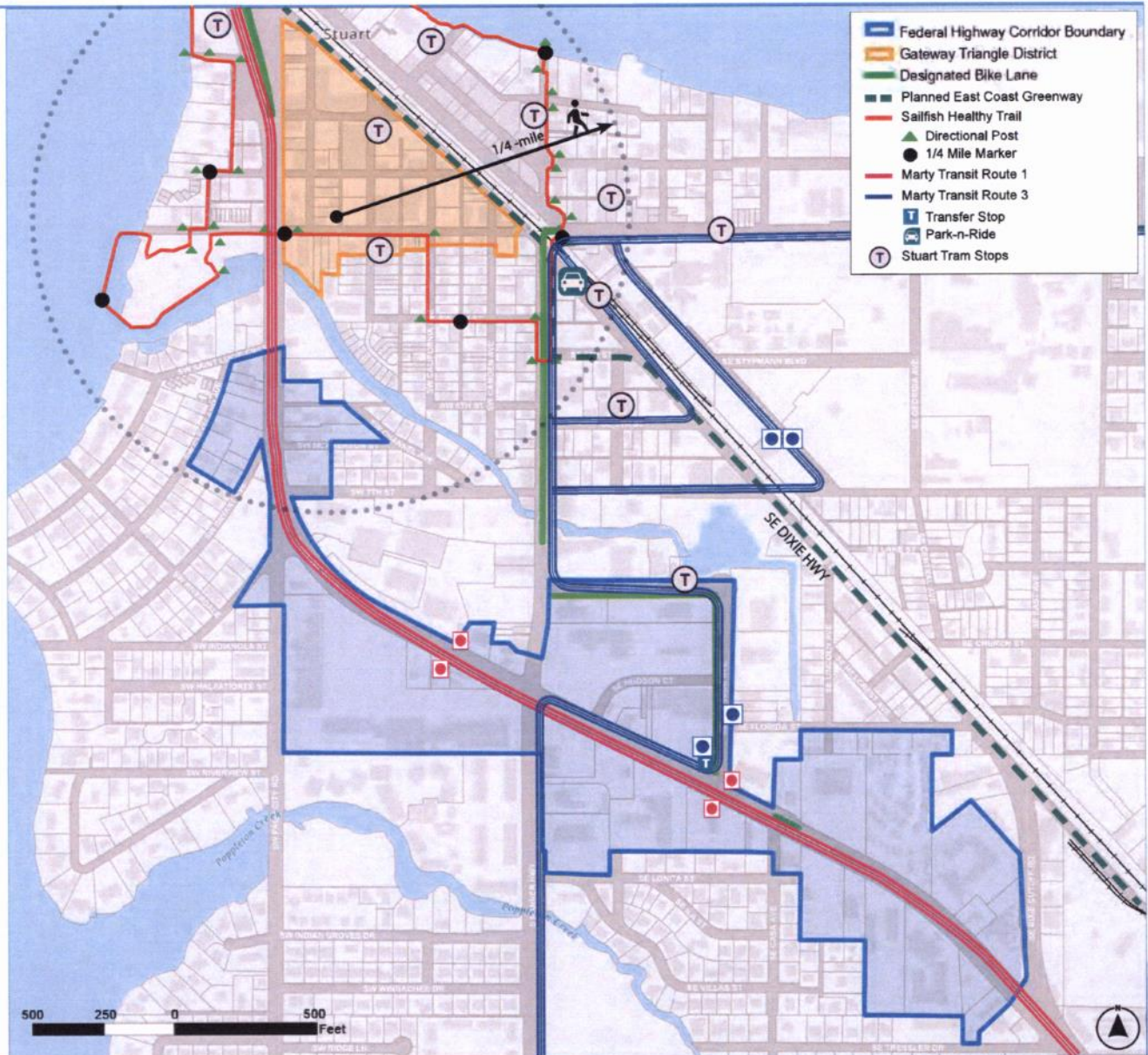


Figure 20 Designation of bike lanes 2019 data from FDOT as well as Marty Routes and Stuart Tram stop locations.



## NATIONAL FLOOD HAZARD

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

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

## NOAA SEA LEVEL RISE

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

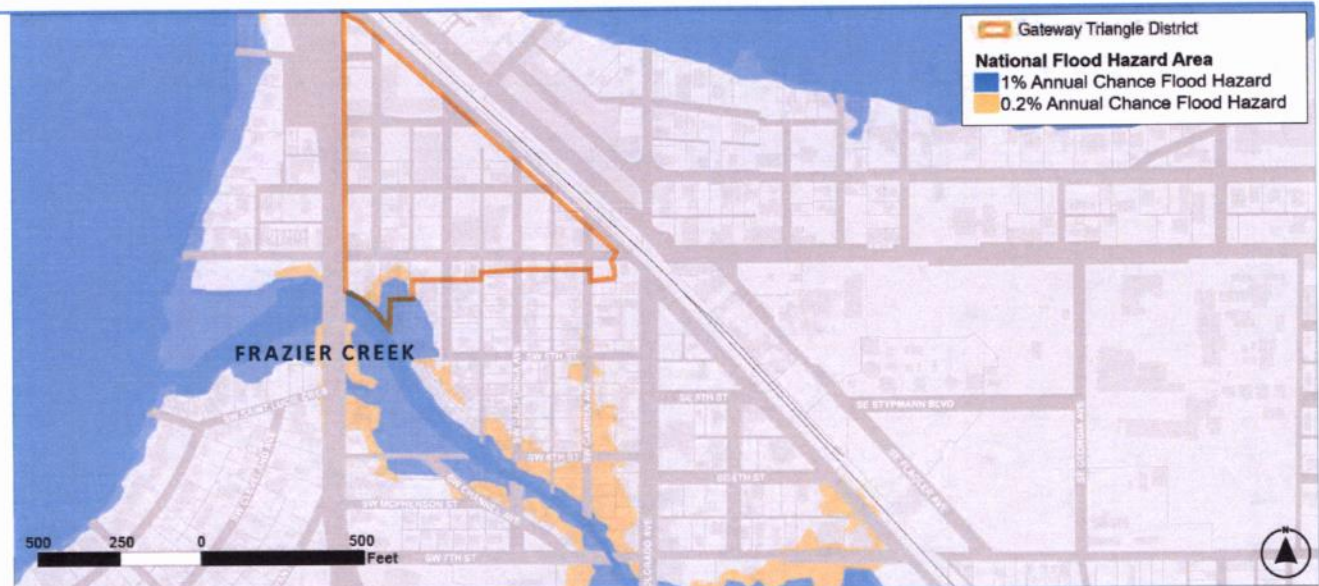
The vast majority of study area remains outside even the 2100 projections. Again, properties near Frazier Creek show potential impact from sea level rise like that of the National Flood Risk Map.



Figure 21 The image above is taken from Frazier Creek from Google Earth.

Figure 22 The National Flood Hazard Layer (NFHL) data incorporates all Flood Insurance Rate Map (FIRM) databases published by the Federal Emergency Management Agency (FEMA), and any Letters of Map Revision (LOMRs) that have been issued against those databases since their publication date. It is updated on a monthly basis. The FIRM Database is the digital, geospatial version of the flood hazard information shown on the published paper FIRMs. Updated: 02/19/2020

Figure 23 Is a Sea Level Rise Scenario created for Martin County via Grant funding via the Institute for Water and Environmental Resilience and Erin Deady Law. Creation date: 3/2019



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SUMMARY OF PUBLIC INPUT



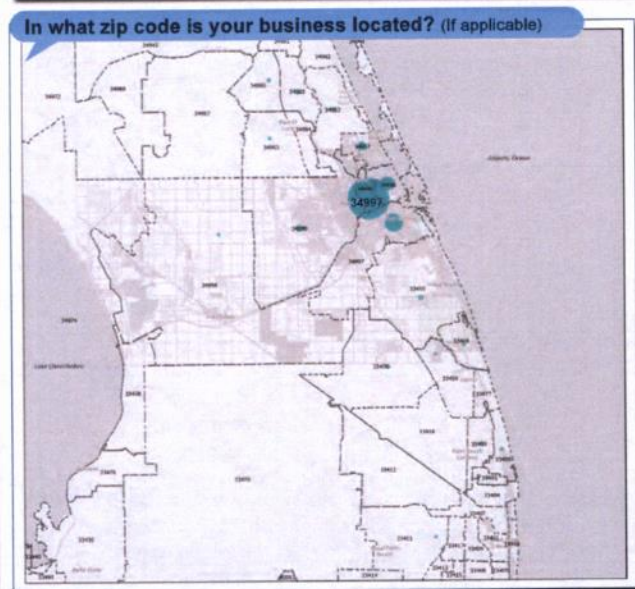
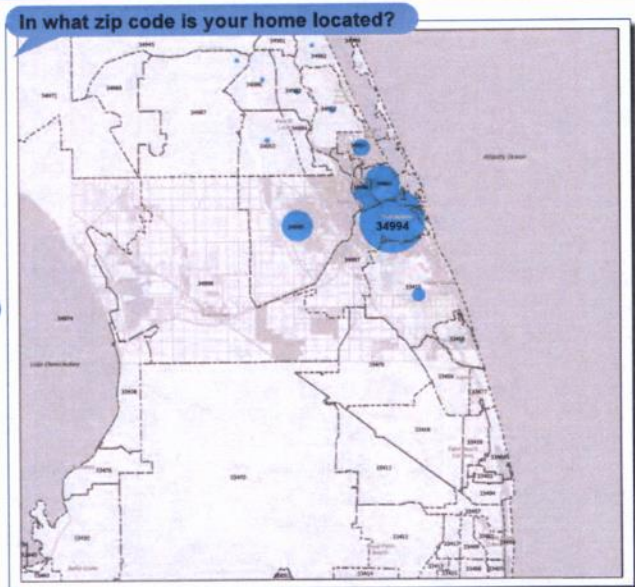
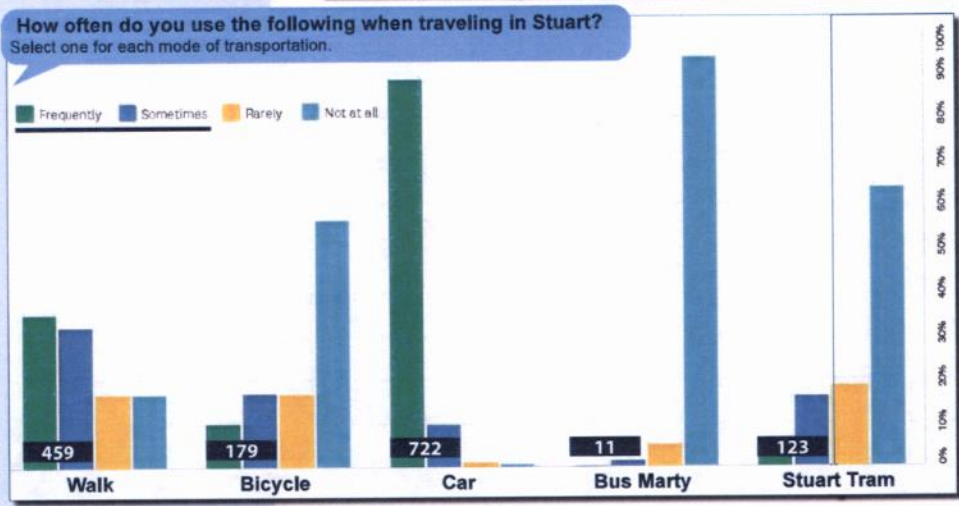
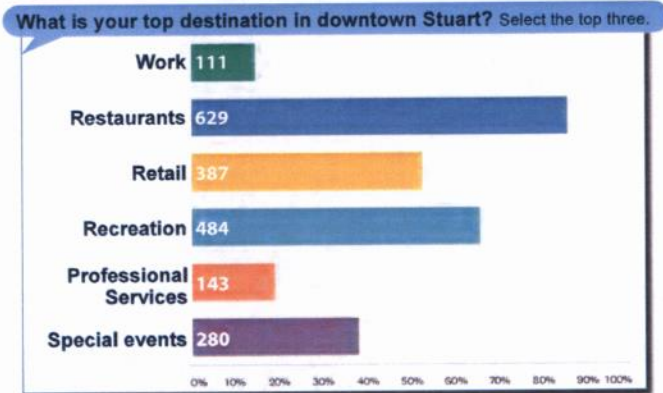
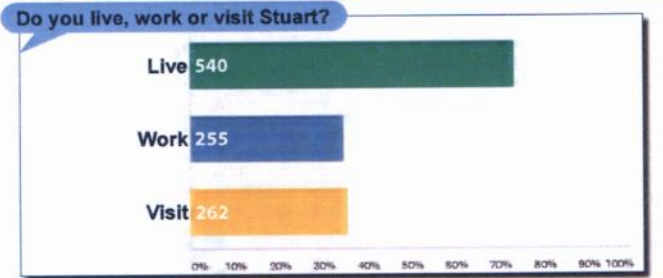
OUTREACH

**COMMUNITY SURVEY**

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

**INDIVIDUAL INTERVIEWS**

Individual interviews with over 20 individuals including each of the City Commissioners, Community Redevelopment Board (CRB) members, local residents and business owners were conducted between January and February of 2021. Interviews made clear the recognition of the potential in the study area and support for municipal improvements which would allow for more business to thrive in the area.





ABOUT THE TRIANGLE 

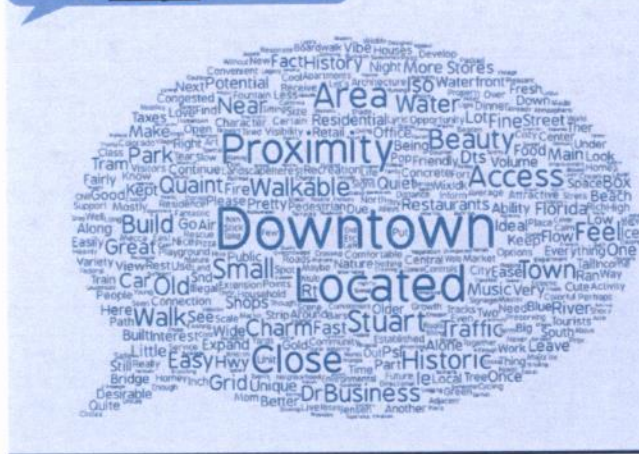
What words or themes do you feel resonate with this district?



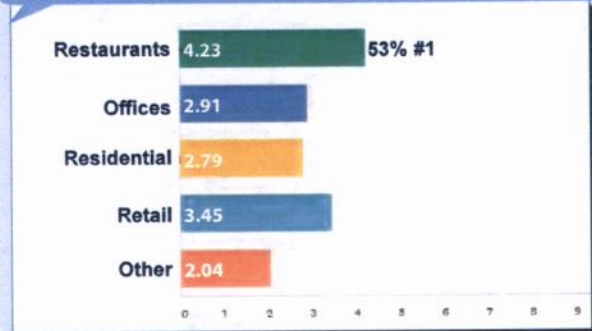
In the open ended responses, noted themes include Sailfish Square/District, and Railroad District as well as the one in the quote below which brought in another layer of Stuart history:

**"South Ais Triangle named for the Indian Tribe that populated this area & North. Most villages would have been in an area like this close to the waters of intracoastal, river, and ocean. Stuart was a huge area for them."**

What are strengths of the area?



What types of uses and business would you like to see in this district? Rank them in order of the most desirable to you.



Restaurants received the most number one rankings with 53% of people placing that use at the top of their list. In the other category parks, greenspaces, open space and recreation where popular themes. The importance of uses that address the whole family including kids and teens were also mentioned.

Other, please specify



What do you feel are impediments for existing & new businesses in this district?



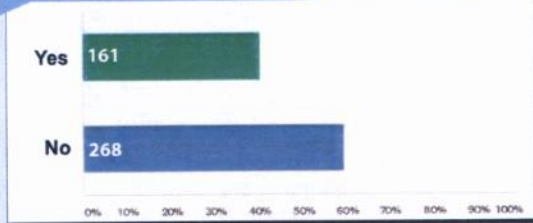
A clear strength of the study area is the location to the historic downtown, followed by the small town feeling created by the scale of the buildings and streets.

Along the inverse participants identified parking, traffic, access, confusing roads, a feeling of disconnection at the railroad tracks from historic downtown and a lack of foot traffic and activity from downtown as the major impediment.

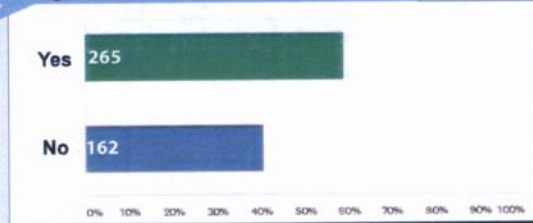


## ABOUT THE TRIANGLE

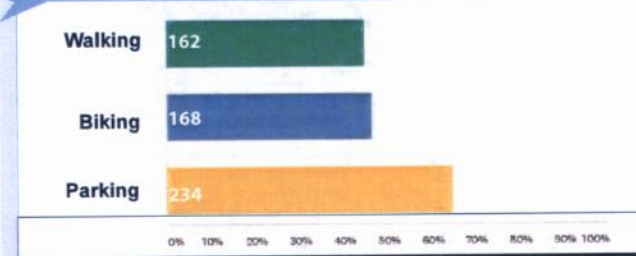
### Have you used the Stuart Tram?



### Are you familiar with the Sailfish Public Parking at SW Akron Ave and S Dixie Hwy?



### Do you feel there are impediments to parking, biking or walking in this area?



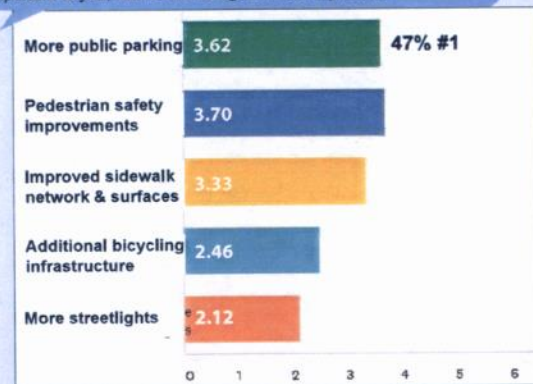
Responses revolved around five major themes. Most comments involved improving the sidewalk, crosswalks, and adding parking via parking lots, on-street and parking garages. The tram was often mentioned as part of the solution to parking needs. Sidewalk comments included widening, providing clear paths and improving with shade and lighting. Related to the sidewalk, improved crosswalks and connectivity were mentioned frequently. Pedestrian crossing at roundabouts was noted frequently. Bike lanes or marked bike paths were suggested as often as more parking.

### If yes, how could be improved?

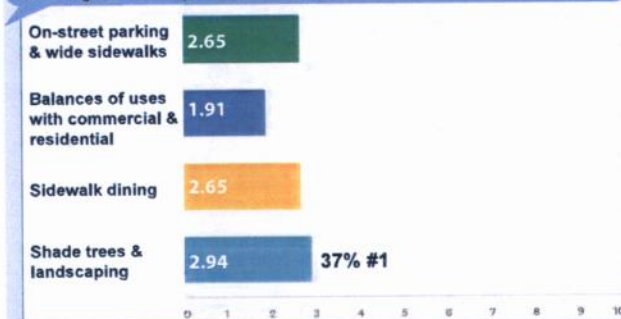
| Occurrence of Five Major Themes |                     |                                 |                                   |                   |
|---------------------------------|---------------------|---------------------------------|-----------------------------------|-------------------|
| Add Parking lots or on-street   | Add Parking Garages | Add bike facilities, or signage | Improve Crosswalks & Connectivity | Improve Sidewalks |
| 28                              | 24                  | 28                              | 22                                | 36                |

Handwritten notes and comments related to the survey results, including suggestions for improvements like 'wider sidewalks', 'more parking', 'better crosswalks', and 'shade trees'.

### Which changes to the transportation system should occur in the district? Rank them in the order of most important to you, with a one being the most important.



### Which public realm improvements do you feel would improve the district most? Rank them in the order of most important to you, with a one being the most important.



Shade trees and landscaping ranked the highest among the four choices with a 158 participants placing that at the top of their list. Shade trees and landscaping improve many aspects of a streetscape so it makes sense to place this at the top of any streetscape wish list. Shade trees and landscaping improve the sidewalk by improving comfort with shade. Landscape improves the attractiveness of a corridor for all users including drivers, pedestrians and cyclists and can do wonders for creating a sense of place. Shade trees that frame the road also work to further define the public open space and can have a speed reducing effect. Shade trees and landscaping when not fully appreciated, can be left out of budgets or are lost to other spacial constraints in the streetscape of which there are many in the study area.



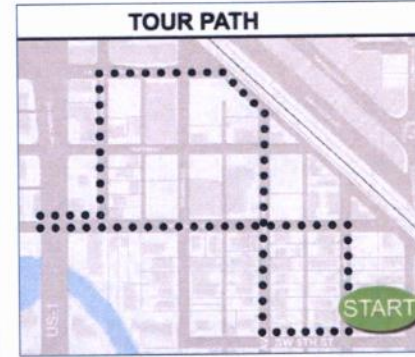
## VISION WORKSHOP

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

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

### SUMMARY OF CONVERSATION BY AREA BOTH DISTRICTS

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





## ABOUT THE TRIANGLE

### IN THE TRIANGLE DISTRICT

- There was broad support for restaurants and shops in the area. Many expressed seeing the District as an extension of the Historic Downtown with a town square.
- A large site of approximately 5 acres currently occupied by the First Baptist Church of Stuart in the district has been recently listed for sale. Naturally, there were conversations about the future of that site.
  - Concern was expressed that a large hotel could absorb all the hotel demand downtown if one were to move into the site.
  - The site was also noted as an opportunity to add improved landscaping to the narrow sidewalks and public park space to the City.
- The circle at SW Akron Ave, S Dixie Highway, SW Joan Jefferson Way poses challenges for the visibility of pedestrians. It was advised that relocating the crosswalks further back from the circle would increase visibility and make a safer crosswalk.
- Public Parking needs not being met with current signage.
- Exposed chain link fences do not benefit the district.
- Shade trees and bulb-outs would benefit SW Ocean and Albany for the speed, safety, and comfort of pedestrians.
- The district is a good candidate for sharrow markings and signage.
- A need for lighting at the parks along the Frasier Creek was identified by a participant.
- There is interest in a pedestrian overpass especially if it could become a destination of itself with seating and views of the water and downtown. Locations cited include the end of SW 3rd Street.



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TOUR OF THE PLAN



## MOBILITY &amp; CONNECTIVITY

## DETAILED MASTER PLAN

As part of the study, each street in the district was analyzed, and recommended improvements were illustrated. A set of plans can be found in Appendix A for existing conditions and Appendix B for recommended conditions and redevelopment concepts. Recommendations reflect the a community direction to create an active downtown neighborhood which is an extension of the successes of adjacent districts. The foundational goals for the proposed recommendations include the following:

- improve mobility for all users
- promote a district parking approach
- encourage infill redevelopment

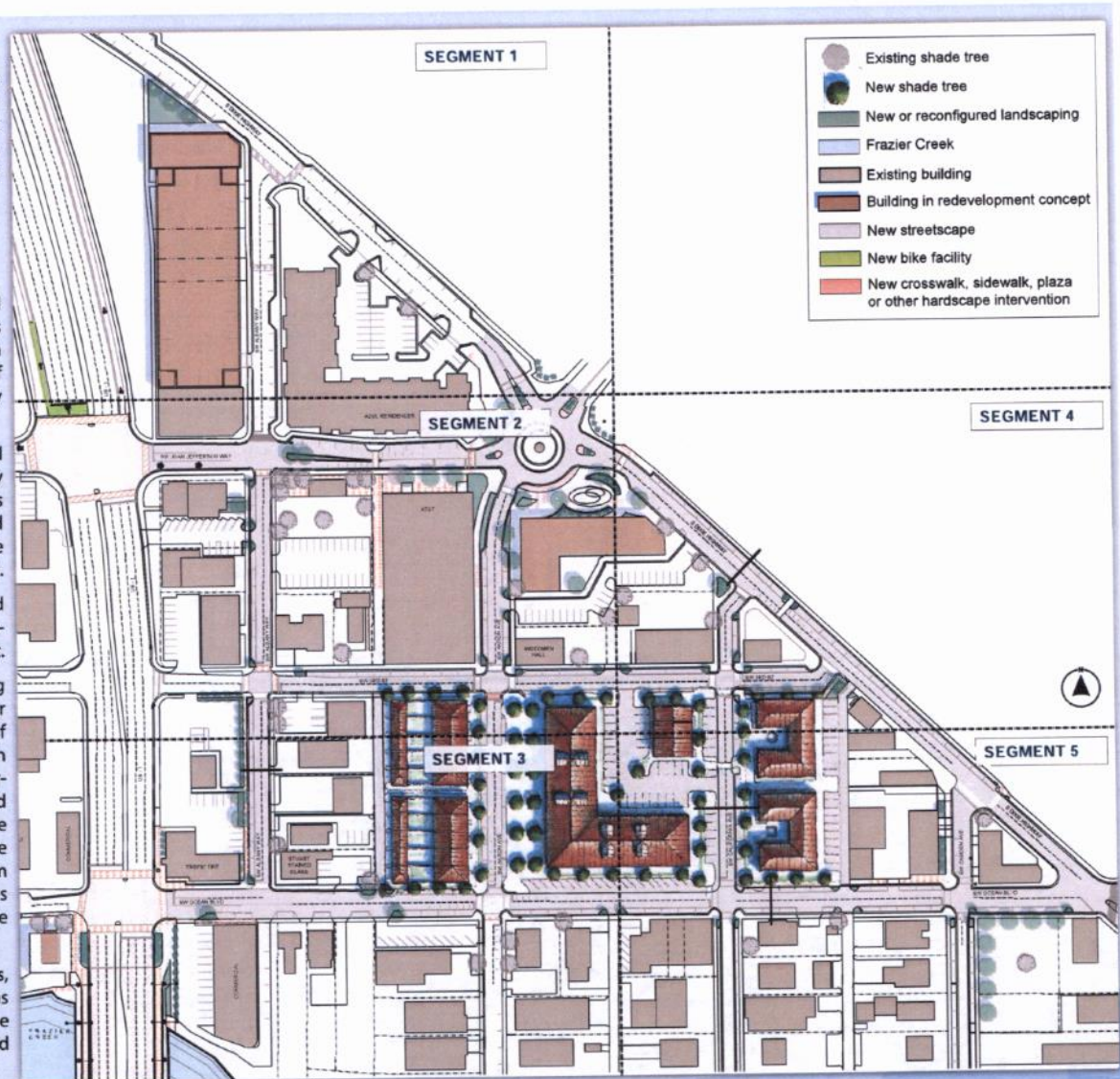
Numerous crosswalks were found to be missing and are illustrated in recommended locations. A design is provided for each street that maximizes on-street parking opportunities and indicates driveway consolidation where feasible. Where spaces are not large enough to accommodate vehicles, the plan recommends dedicating space for bike racks and golf cart parking. On SW California Avenue and SW Akron Avenue, the recommended two-way direction of travel is shown.

The complete network of streets and alleys is a key asset the City should protect and enhance, and therefore, the plan recommends retaining all public rights-of-way. The fully implemented network of streets is ideal for promoting a walkable compact neighborhood as exists in the neighborhood to the south and the historic downtown to the west. Streets and alleys are the magic that makes a mix of uses and adaptive design. They are the infrastructure that small scale development and business depend on to function in an urban environment.

With the exception of US-1/Federal Highway, all streets in the study area have a posted speed of 25 MPH, and most include a 40' right-of-way. Considering the speed and narrow rights-of-way, marked sharrows may be the most appropriate type of bicycle facility in the District.

Many utility poles interrupt the existing pedestrian environment. Under-grounding of utilities including power by FPL is an opportunity not just to clear the sky but to clear the sidewalk and create a more desirable walking environment. FPL is in the process of hardening its electrical grid. Hardening has focused first on the highest voltage portions in the network. Already hardened lines, in most cases, tend to be cost-prohibitive to bury after-the-fact. In the study area currently, there are not yet hardened distribution poles that could still be relocated underground. Additional coordination with AT&T and Comcast would be needed to remove many poles entirely. Jensen Beach, Rio, and the Town of Sebastian have either had utility lines undergrounded or are undergoing the process as part of the Storm Secure Underground Program to help FPL meet its reliability criteria. Other communities may have an opportunity to pay the difference to underground lines that would otherwise be hardened with more traditional poles.

Each roadway project should include innovative stormwater solutions. Permeable pavers, asphalt, and concrete for alleys, surface lots, and on-street parking are recommended as well as exfiltration. Curb design should allow stormwater to enter rain gardens within the streetscape as well as surface lots to maximize the potential for stormwater storage and treatment.





## PARKING

One of the key goals of the Triangle District Master Plan is to promote a compact, walkable neighborhood that is reinforced by a district-wide parking program. Areas within this condition will have different parking needs and remedies. For those properties within the District, the recommended parking regulatory modifications are suggested.

### PHASE 1: ASSESS THE REQUIRED ON-SITE PARKING STANDARDS

Under the current code, 80 parking could meet the required parking for approximately 24,000-sf of office or retail at the rate of 1 per 300-sf, but those 80 parking spaces can meet the required parking for only approximately 8,000-sf of restaurant. The required parking for restaurants at 1 per 3 seats plus employees is much higher than other uses and is a deterrent to establishing new restaurants in the study area. Another complicating factor for district parking where a park-once environment is promoted and desirable, the number of very specific standards based on use requires a reassessment of required parking for property owners even when changes in use occur within types of office and types of restaurants. It would be a benefit to simplify the categories of required parking to allow easier change between uses over time. In addition, consider allowing businesses to count the on-street parking in front of their businesses towards the required parking.

### PHASE 2: ADVANCE COMPLETE STREETS

In addition to streetscape recommendations in Appendix B allows the City to provide approximately 50 more public on-street spaces when there is a full buildout of recommendations. This can be a tremendous economic benefit for businesses. An often-cited metric from the Fort Collins Downtown Retail Assessment Report found that in a thriving retail district "each [on-street parking space] can generate up to \$300,000 in annual retail sales." The City should continue to assess progress made on parking recommendations from *Future Parking Needs Analysis* in the 2018 study. Recommendations regarding bike racks, golf cart parking, valet parking, and curbside management should be expanded into the study area. Those recommendations are included in Appendix C for reference. The Triangle District study area corresponds with Zone 3 of the parking study.

### PHASE 3: UNLOCK SHARED COMMERCIAL PARKING

Utilizing the same parking over more hours in the day benefits customers by bringing them closer to the goods and services and allows them to bring business to multiple destinations. There is a greater efficiency of parking spaces when customers park once for goods and services. This principle is often applied to commercial plazas and mixed-use projects. It can also be applied to walkable downtown districts like the study area. Concerns for property owners should be offset by a City managed program. The program should provide incentives like lighting, cameras, and signage similar to municipal surface lots which are a benefit to property owners. Improving the existing asphalt not only maximizes available parking spaces but improves walkability and supports work done in Phase 2.

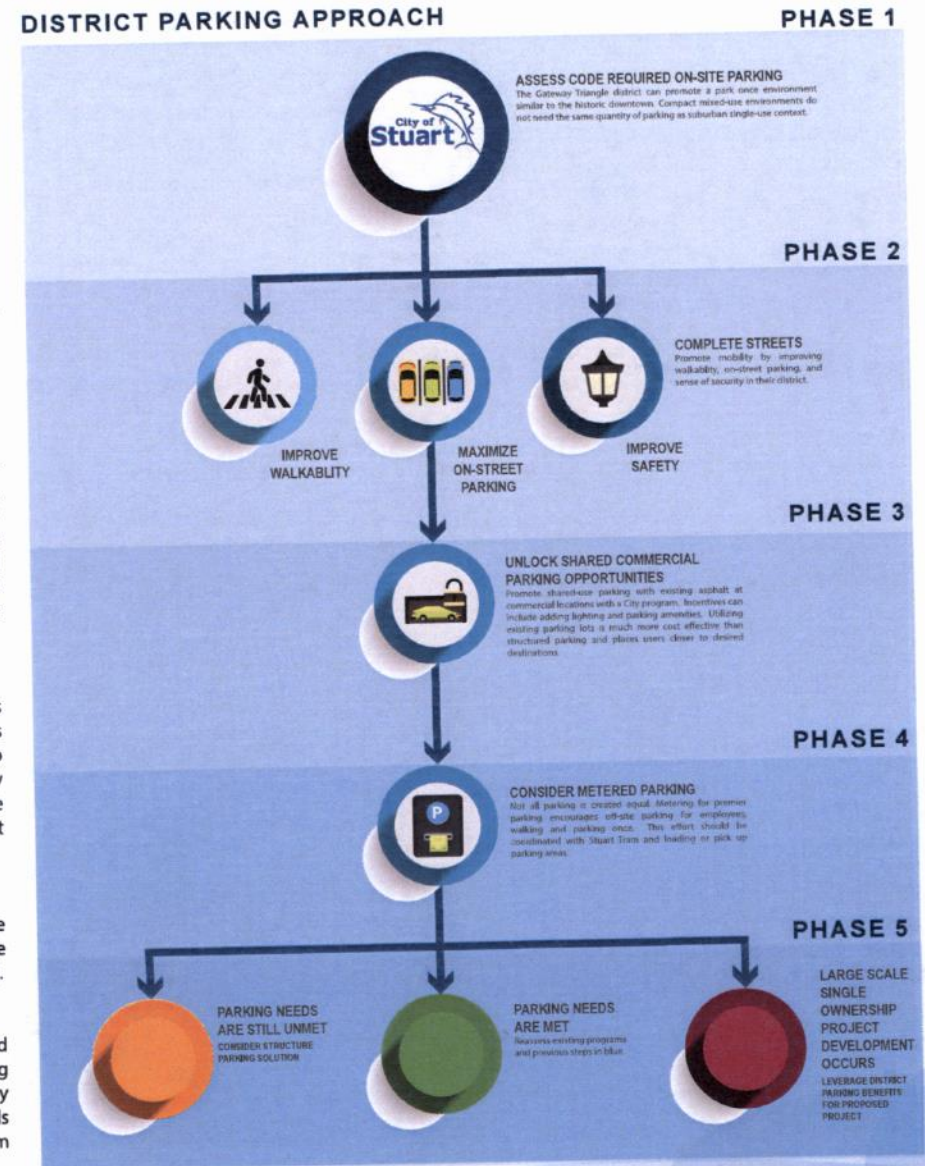
### PHASE 4: INTRODUCE METERED PARKING FOR PREMIUM SPACES

Not all parking is created equal and free parking is not free. Much has been written about the cost of providing free parking. The *Future Parking Needs Analysis* provided recommendations on how a premium paid parking program could be implemented. It promotes alternative means of mobility including micro-transit like the Stuart Tram, cycling, and walking.

### PHASE 5: REASSESS PARKING NEEDS

A parking garage is a multi-million-dollar public investment. Every other opportunity to improve the walkability and add parking should be investigated before a municipal parking garage is considered. A garage will only be effective in meeting parking demands and benefit the City if the streetscapes between the structured parking and destinations have already achieved walkability and a sense of place which is safe and desirable. A parking garage will go underutilized if those goals are not first met in Complete Streets. In Section 6.01.19, the City has already adopted a Payment in lieu of parking program (PILOP). The City may consider modifications to the payment amount and limits to quantities outlined currently.

## DISTRICT PARKING APPROACH





## STRUCTURED PARKING

If the City has utilized every tool at its disposal to address parking needs, and a parking garage is still found to be merited, careful study of potential sites should include:

- The efficiency of the site for maximum parking yield per square foot. Regular, rectangular structures with right angles are more efficient. A building length of at least 250' and widths greater than 100' are better since they allow for more efficient use of necessary ramps;
- The least impact to important City assets. Parking garages should not negatively impact existing views, buildings, important City amenities, require significant loss of right-of-way or possible development opportunities; and,
- The typically walking shed of structured parking is 500'-750'.

The illustrated location on SW Akron Avenue north of SW Joan Jefferson Way would serve the most study area and some of the Old Downtown District with a 750' walking shed, which could be accessed from S Dixie Hwy and SW Joan Jefferson Way. Most of the site is currently occupied by a surface parking lot. In the existing small plaza to the north, current tenants could be relocated to a commercial liner within the same footprint they are in today, but only with a view that faces the St Lucie River, the bridge, and a small park instead of facing the parking lot as they do today. Facing businesses to the pocket park, the views, and street help to activate the park and existing sidewalks. Activity improves safety by bringing eyes to the street, and more desirable experiences to customers. Because the site has lower viability and is without alley access, it is a more difficult site for potential redevelopment. Since the Roosevelt Bridge and the existing office building to the south already shield the structures from view, the site only has two visible facades. Other sites in the area do not have the same potential block length or are desirable locations with prominent viability in the City for uses other than parking.

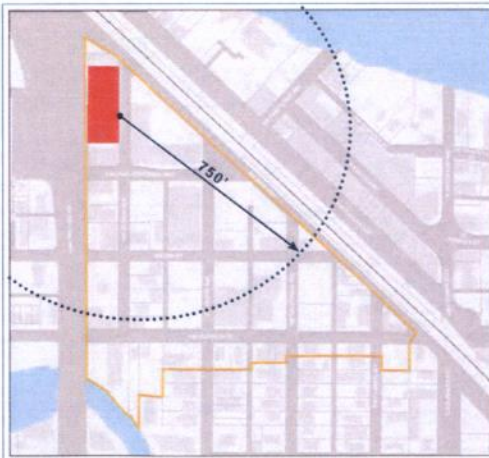
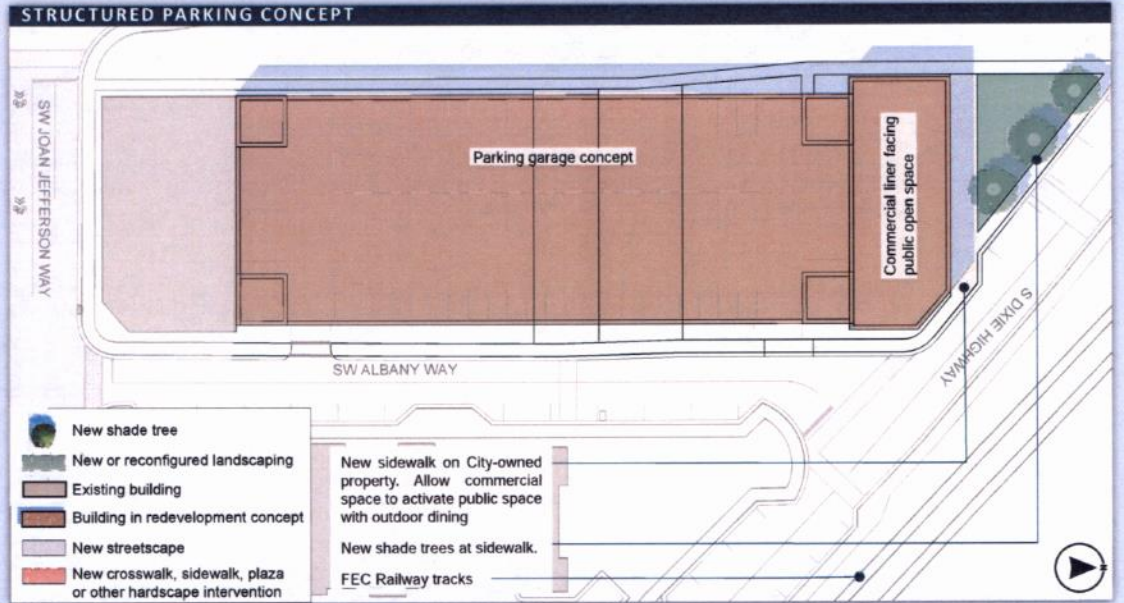


Figure 24 Above image of the Selby Parking Garage in Sarasota, FL

Figure 25 To the left image of the Balet Valet Parking Garage located in Miami Beach



## MOBILITY &amp; CONNECTIVITY

## SW OCEAN BLVD &amp; FEDERAL HIGHWAY INTERSECTION

SW Ocean Blvd continues over US-1/Federal Highway and is an important connection to the City in particular for pedestrian traffic. Shepard's Park is a popular park for its playground, kayak, and boat launch. It is included in Healthy Walk trails designated by the City. Small hotels and the Sunset Bay Marina & Anchorage bring tourists to the area. At this intersection residents, including families with strollers, and tourists are often seen crossing US-1/Federal Highway by foot or Stuart Tram.

## FRAZIER CREEK BRIDGE

The intersection is adjacent to the Frazier Creek Bridge. For most vehicles, the bridge is unnoticeable as it is flat and indistinguishable from the rest of the roadway. Because the bridge is flat, it prohibits even the smallest of watercraft to navigate below it especially as the tides change. The inland creek is then effectively cut off from the south fork of the St Lucie River from properties beyond the bridge. With sea-level rise and the impact of king tides, this will become even more the case. The creek continues to the east below S Colorado Avenue and adjacent to S Dixie Highway where Burner Pond Park is located.

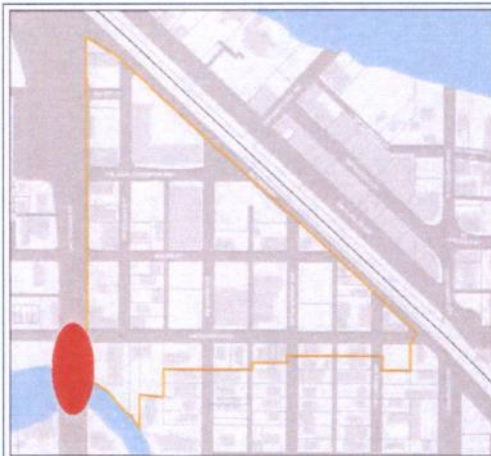


IMAGE OF BRIDGE &amp; EXISTING CITY-OWNED LEASED PROPERTY



IMAGE OF NORTHEAST QUADRANT OF INTERSECTION



## MOBILITY &amp; CONNECTIVITY

## BRIDGE DESIGN

The study revealed an opportunity to create a gateway moment for downtown and the City as well as improve the safety and functionality of the intersection and bridge. On the southwest corner of the intersection is a City-owned lot that is currently leased. The aesthetic should be consistent with City brand standards and gateway features to the north on US-1/Federal Highway. When Frazier Creek Bridge is replaced, it should be built with a slight hump. The vertical deflection acts like a speed table to control speed while emphasizing the importance of the creek and the waterways within the City. The extra height could afford a more comfortable passage of small craft with less impact from tides and benefit the connection to the City-owned dock at SW 6th Street and SW Camden Avenue. The bridge should include a change in texture and design from the road to the north and the south and be widened to accommodate a 10' shared-use path. Currently, the sidewalk is a narrow 5' width and is without bike facilities.

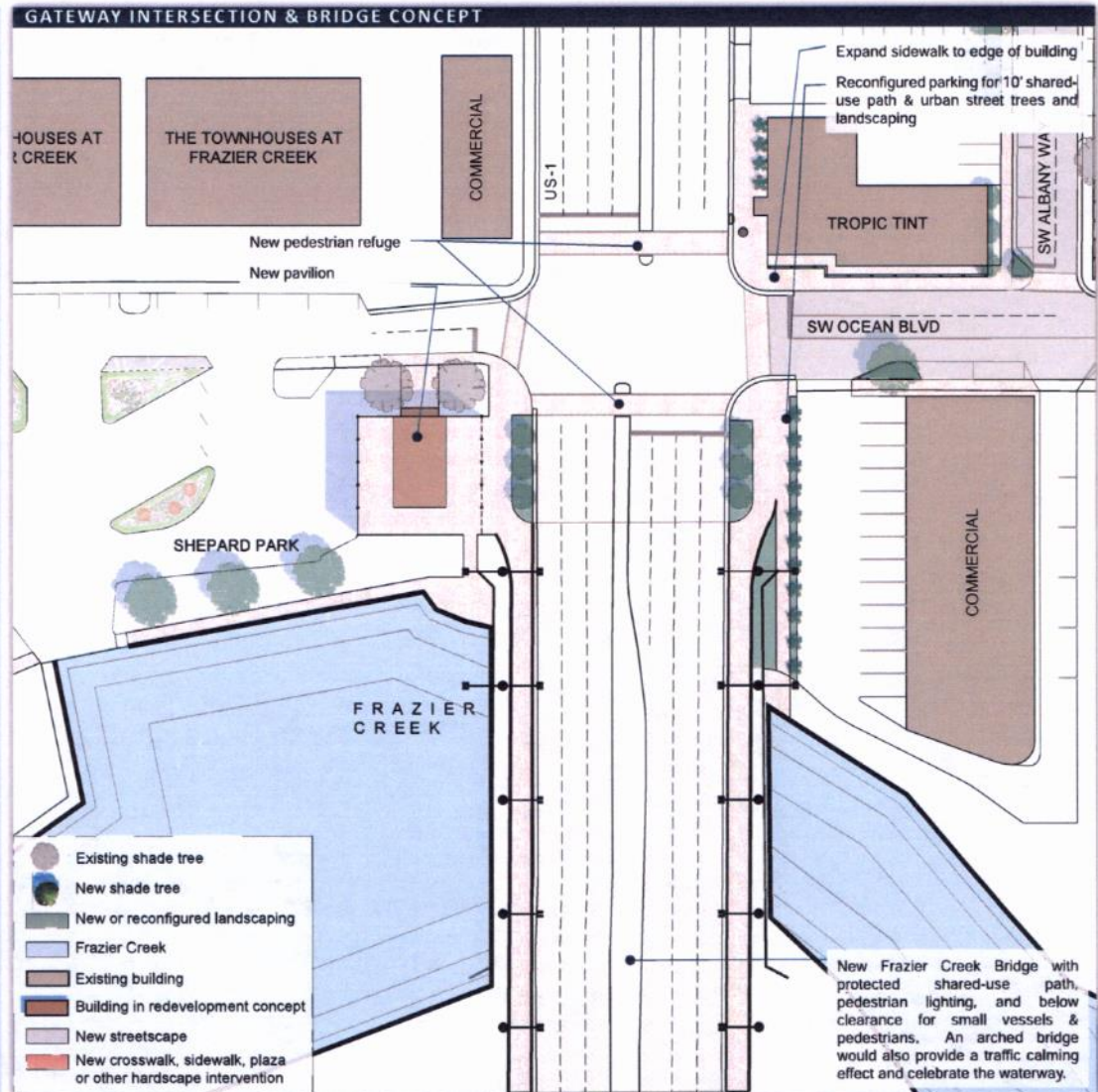
Increased head-clearance below the Frazier Creek Bridge could also be an opportunity to extend a pedestrian path from Shepard's Park along Frazier Creek to the east side of US-1. An example of a similar sidewalk path occurs at the bridge for the FEC railway to the north. A connected path of green public spaces was a concept for Stuart introduced in the 1988 Charrette and this would advance that concept. Pedestrian lighting and sightlines would be necessary to ensure the space is comfortable and inviting for users. Additional study would be required to verify the feasibility.

## PEDESTRIAN ZONE

In addition, care should be made to improve the sidewalk conditions around the bridge and intersection. Large arterial FPL poles interrupt the sidewalk and are extremely difficult to maneuver around particularly if on a bike or in a wheelchair. In the illustration to the right, the east side depicts the City acquiring a sidewalk easement or right-of-way to provide a 10' landscape buffer and a 10' sidewalk. Existing parking could be reconfigured to parallel parking. On the commercial lot, the site still would retain 20 on-site parking spaces. The 10' shared use path accommodates both bikes and pedestrians and is much improved from the existing conditions for access and accessibility. Added trees help to frame the street and slow traffic. The additional landscaping is an opportunity to improve stormwater by providing pervious ground and maybe an opportunity for a small rain garden. Planting would need to follow FPL's Plant Right guidelines and the necessary setbacks required by FDOT.

On the west side, the City owns the property. The illustration again shows an added landscape strip and a 10' shared use path. The existing building is replaced with one that could be more flexible in its use while keeping the existing specimen trees on site. Open-air porches lend the building to be a civic pavilion, a small restaurant, or maritime-focused recreational retail space. The building includes a reference to the importance of maritime navigation to the history of Stuart.

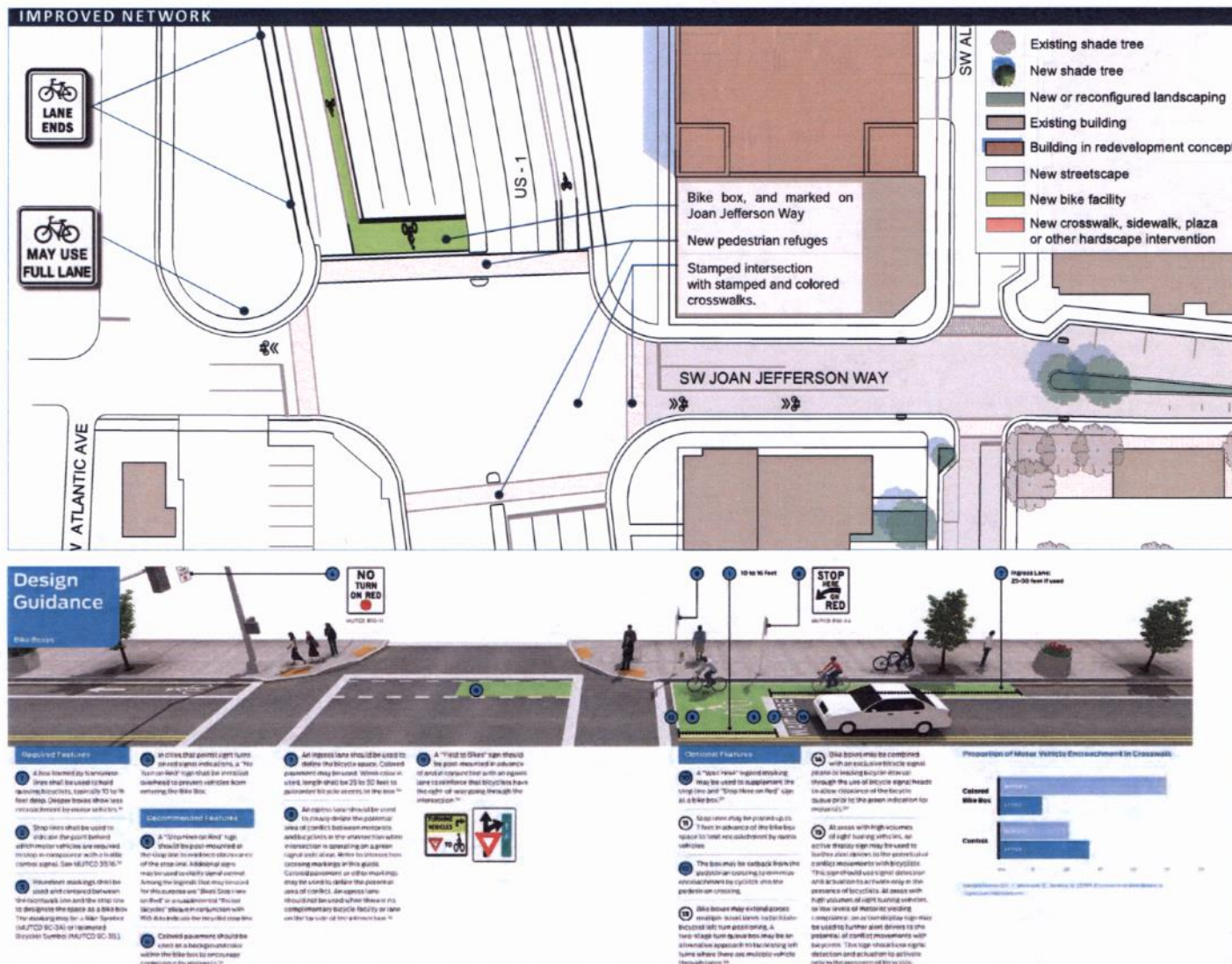
New pedestrian streetlights with banners typical of the downtown are recommended. The intersection and crosswalks are rendered with a stamped texture. The pedestrian crossings include pedestrian refuges to improve conditions when crossing the 100' space of travel lanes on US-1/Federal Highway. Stamped textures, deflection, and painting at SW Ocean Blvd and US-1/Federal Highway will need to be coordinated with FDOT and may require maintenance agreements from the City.





FDOT has recognized the critical need to address the abrupt terminus of an existing bike lane at the base of the Roosevelt Bridge. The constrained right-of-way does not allow the bike lanes to continue. Long-term, a shared-use path of a 10' sidewalk should be configured along US-1/Federal Highway to accommodate cyclists and pedestrians. In the near term and as an alternate route, SW Joan Jefferson Way and SW Atlantic Avenue should be marked with sharrows and warning signage regarding the end of the bike lane. Additionally, curb cuts need to be managed on the south side of SW Joan Jefferson so that cyclists approaching the sidewalk can quickly move onto the sidewalk. A bike box is also recommended as a means to allow cyclists to turn onto SW Joan Jefferson Way towards downtown.

**Figure 26** National Association of City Transportation Officials (NACTO) reference included for bike box design guidance.



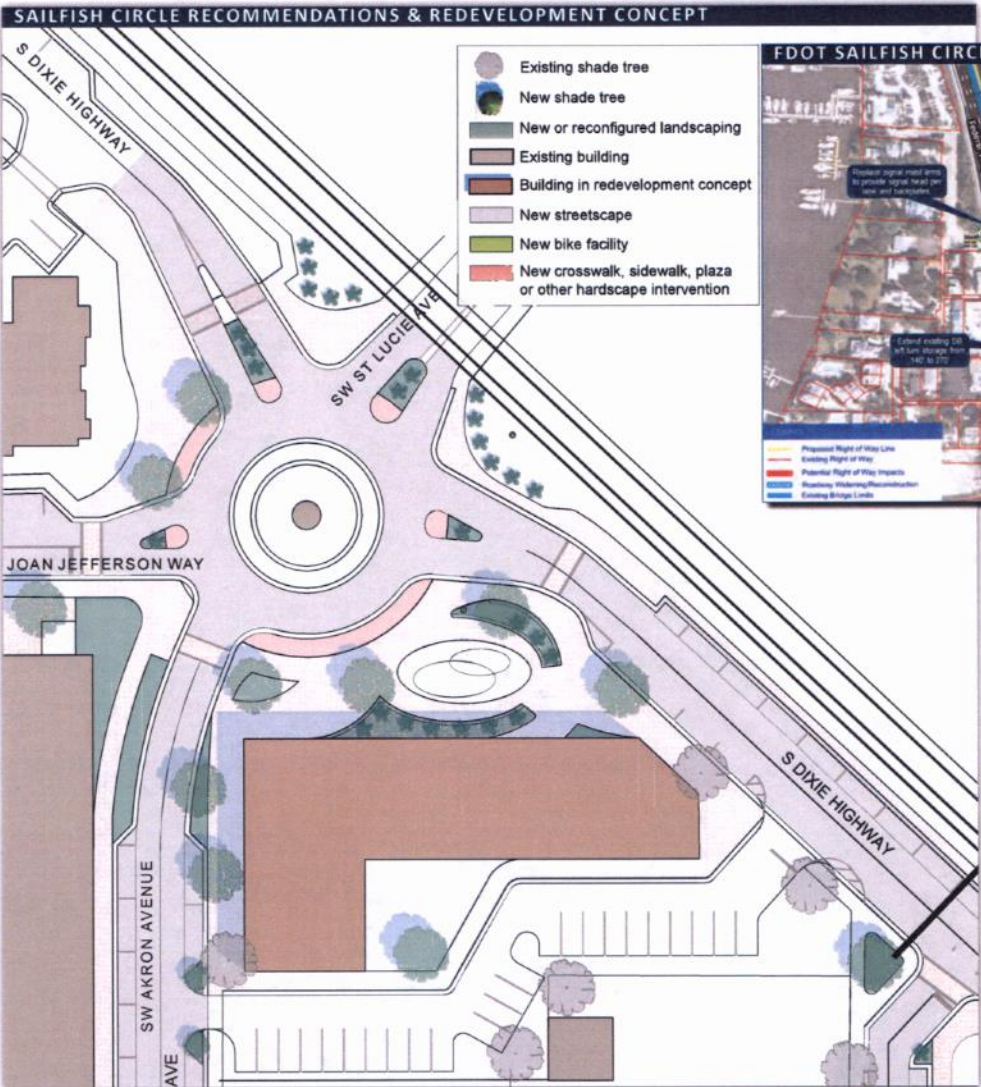
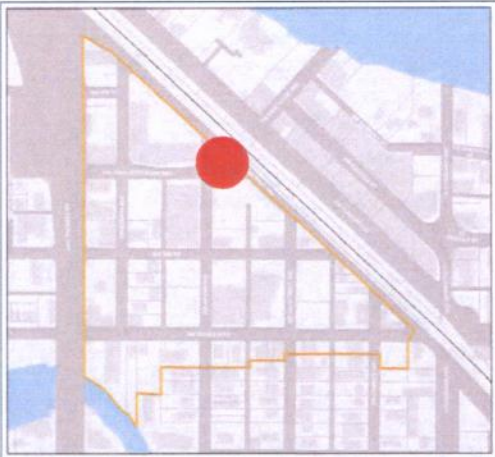


MOBILITY & CONNECTIVITY

**SAILFISH CIRCLE**

The Sailfish Circle is a beautiful roundabout in the City in a complex intersection with five-streets meeting adjacent to the railroad tracks. Unfortunately, the scale of this roundabout and lack of deflection has raised safety concerns for vehicles and pedestrians. For vehicles traveling along Dixie to S Dixie Highway or S Dixie Highway to SW Akron Avenue, there is very little need to turn your wheel, or deflection in the maneuver. Deflection is an important design intervention for reducing speed. Reducing speed increases the driver's ability to see the context. In addition, many participants in public outreach noted the lack of visibility of pedestrians due to the proximity of crosswalks to the circle. A solution for both of these concerns would be a reduction in the size of the circle, which is drawn to the right.

FDOT recently studied this intersection in the *Concept Development Report for SR 5/US-1 at SW Joan Jefferson Way Planning Study*. Concepts 1 and 2 in the FDOT study also look at a redesign of the roundabout to a single lane configuration.



REDEVELOPMENT CONCEPT

The current Sailfish Parking is a useful surface parking lot, but its location along a primary road and a connecting property between Old Downtown District and Shepard's Park neighborhood make it a desirable redevelopment opportunity as well. Active mixed-use development in this location would help to bind the two districts together and create a destination within the study area all its own. An 11,300-sf footprint building is illustrated in the redevelopment concept along with 24 parking spaces remaining on site. The site has an odd shape that can allow for unique public gathering spaces and outdoor dining. A very visible corner, the public space should be green with landscaping and include interactive elements. The reduced scale of the circle, would reduce the visual and auditory impact of vehicles passing as well.

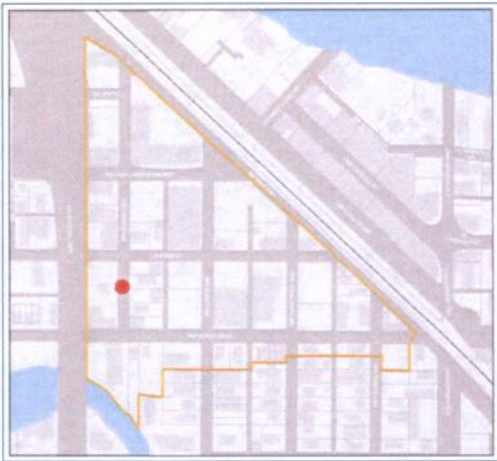
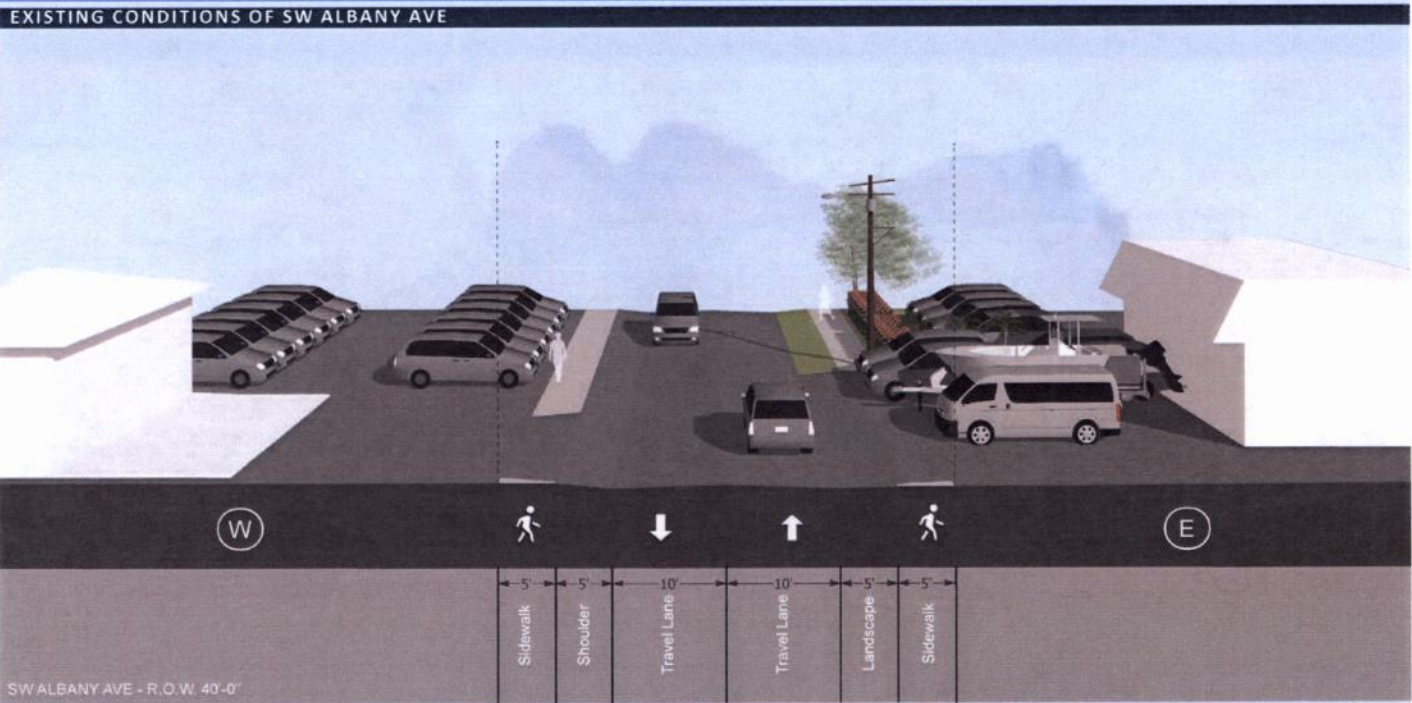


MOBILITY & CONNECTIVITY

SW ALBANY AVENUE (SECTION 3A)

SW Albany Avenue is a north-south road with a 40' right-of-way typical for the study area. It is just 125' feet from US-1/Federal Highway. Stormwater infrastructure or on-street parking are not included in the street section until north of SW Joan Jefferson Way. There is a 5' sidewalk on both sides of the road, but it is often obstructed by vehicles and boats parked inside the right-of-way. No barriers exist between the sidewalk and travel lanes. At times the sidewalk, travel lanes, and surface parking are nearly indistinguishable from each other. There are few streetlights and no pedestrian streetlights.

The east block includes a rear alley which is serving as an important parking access point for the small business at SW Albany Avenue. The City has paved the alley with a pervious asphalt.



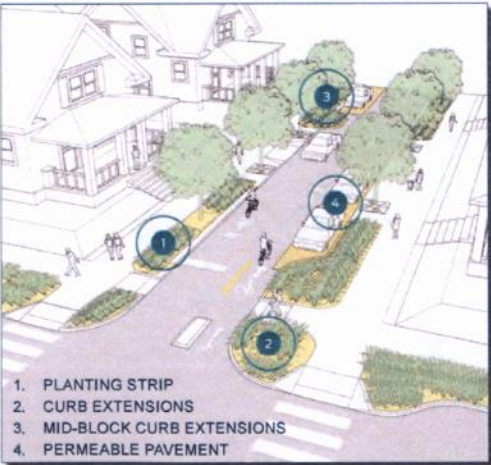


MOBILITY & CONNECTIVITY

SW ALBANY AVENUE (SECTION 3A)

With the 40' right-of-way the design concept includes on-street parking with landscape bulb-outs, maintaining a 5' sidewalk, reducing the travel lanes to 9'-6" and adding curb and gutter. This section could also be a curbless design with a valley gutter. What is important is to use road design as an opportunity to improve stormwater treatment and the quality of our waterways by adding pervious pavement and exfiltration drainage. Pedestrian lighting is illustrated in the design concepts. Due to the lack of space within the right-of-way, thoughtful placement is required. Ideally, lights will be placed inside bulb-outs at the beginning and end of each block, and on both sides of the street. In the scenarios illustrated, where surface parking lots about the sidewalk a landscape buffer is recommended. A required 10' landscape buffer is too onerous in an urban condition like the study area. The improved concept uses a 5' to 6' landscape buffer which is similar to what has been observed in the neighborhood on the other sites and achieves an appropriate screening for this context in defining the edges of the sidewalk without negatively impacting the existing property and its use.

NACTO URBAN STREET STORMWATER GUIDE



RECOMMENDED IMPROVEMENTS OF SW ALBANY AVE

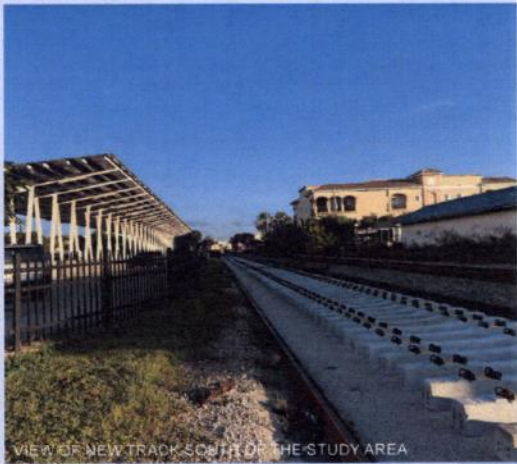
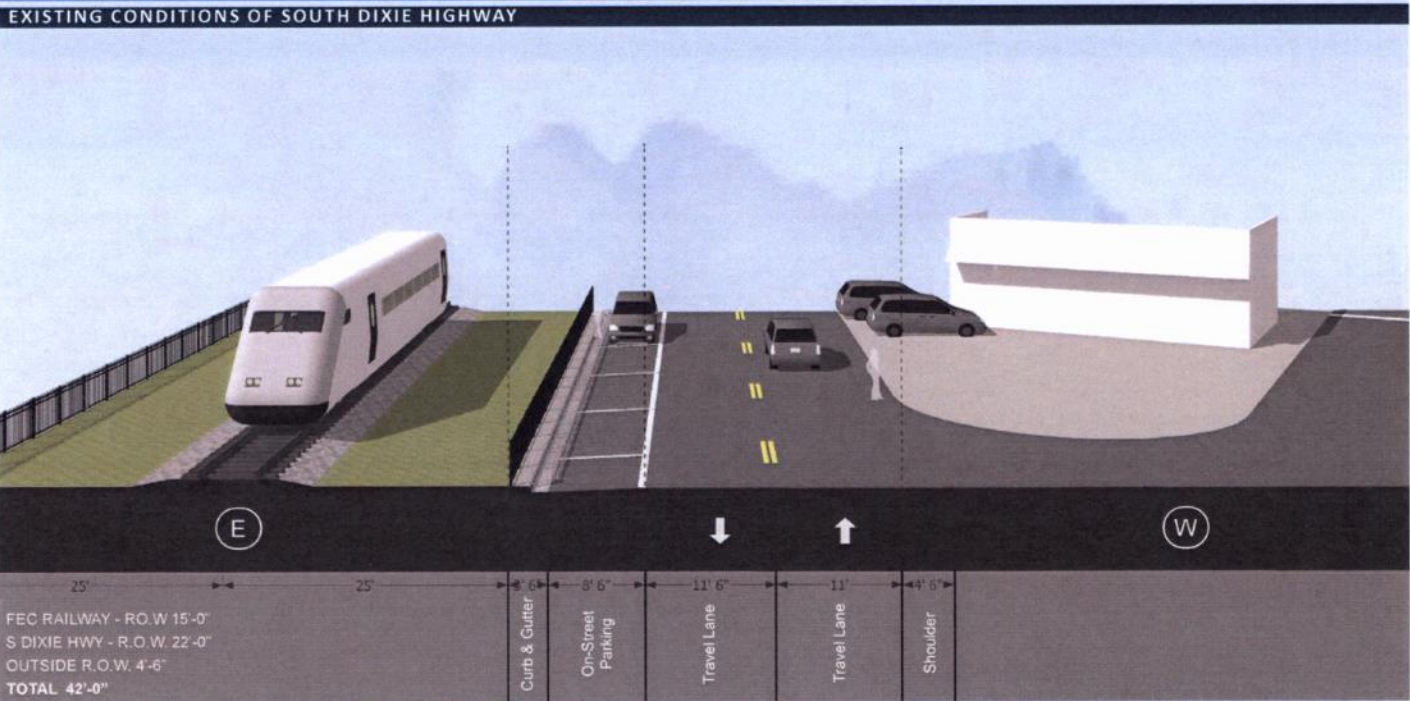
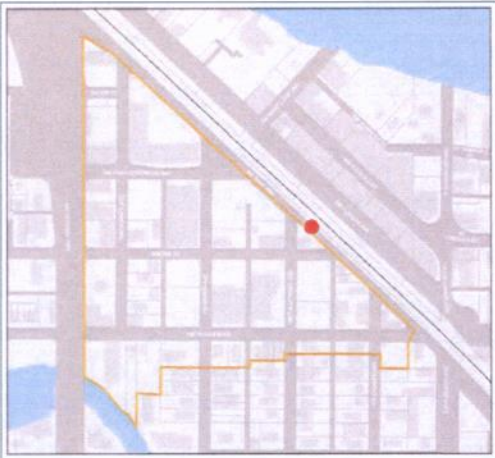




MOBILITY & CONNECTIVITY

SOUTH DIXIE HIGHWAY (SECTION 4A)

A unique right-of-way, S Dixie Highway in Stuart runs along the FEC Railway along the east edge of the study area. There is about 13' of property, which is leased to the City from the overall 88' FEC right-of-way. Another 25' feet of property is leased to the City on the east for additional on-street parking. As of June 2021, there is a single track within the 50' FEC Railway right-of-way that is not currently leased. A second track is planned and is currently under construction. To the north and south of the study area, they have made significant progress. If these 24 parallel parking spaces are to remain it is crucial for safety and their utilization that the missing sidewalk on the eastside of the road be addressed. On the west side of the road, there are significant portions of missing and poorly defined sidewalks and crosswalks. This recommendation echoes the recommendation from the *Future Needs Parking Study* to reduce the existing travel lane widths and provide a navigable sidewalk adjacent to the FEC and parallel parking as well as extending the fence along the length of the sidewalks until the appropriate crossing location. During site surveys, pedestrians were seen crossing the tracks where the sidewalk and fence ended.





## MOBILITY &amp; CONNECTIVITY

## SOUTH DIXIE HIGHWAY (SECTION 4A)

On the west side of the street, a defined sidewalk with pedestrian lighting is illustrated. Because of the narrow sidewalk, it is critical that consistent sidewalk paving extends to the building façade, and provides additional sidewalk width where allowed with existing buildings. Additional on-street parking is shown down SW California Avenue. At bisected blocks such as these triangle-shaped blocks along S Dixie Highway and the railroad, the best practice is to reduce the width of pedestrian crossing within the travel lane, increase deflection and prevent blind turns. See Appendix B, Segment 5 for plan detail.

As redevelopment occurs, an additional crosswalk will be needed at a midpoint between Confusion Corner and SW St Lucie Avenue. Near SW 3rd Street a midblock crossing is depicted. Where midblock crossings occur, they should be designed with curb extensions, speed tables, overhead pedestrian lighting, and lighting which illuminates the pavement for increased visibility. In-street pedestrian crossing signs are also encouraged and have been utilized in the district already.

The existing building which was a former auto repair shop is illustrated as a small restaurant with an extensive outdoor seating area. For a restaurant or any small business to move into this location, modifications to the existing parking code would need to occur. The site cannot effectively support on-site parking spaces. A buildout of the road could add five on-street parking spaces to the on-street parking inventory. Under the current code, the existing approximately 1380-sf building would require 5 spaces for an office or professional use, but a restaurant with three employees and 20 seats would require 10 spaces.

## RECOMMENDED IMPROVEMENTS OF SOUTH DIXIE HIGHWAY



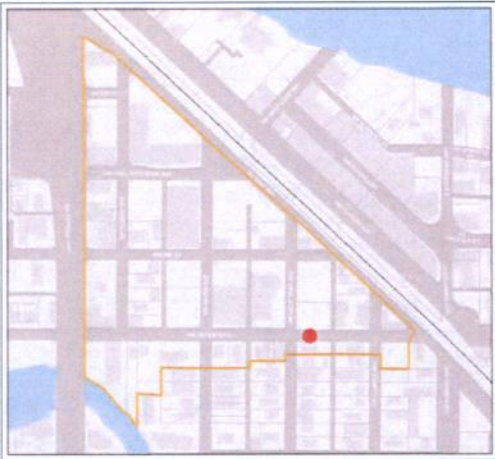


MOBILITY & CONNECTIVITY

SW OCEAN BOULEVARD (SECTION 5B)

SW Ocean Blvd includes many of the parts of a complete street including a sidewalk and on-street parking on both sides, but those sidewalks are woefully narrow at 4'-6" and with numerous interruptions from utility poles which further reduce the clear path. There are few opportunities for shade and very little landscaping. The best opportunity for a comfortable sidewalk is in the built portion of the First Baptist Church where a 1988 envisioned arcade for SW Ocean Boulevard was constructed.

The on-street parking is often overlooked and underutilized as a parking opportunity, and this may be partly because the pavement and painting done years ago have faded considerably and there are no curb extensions that define the parking spaces. The street is nearly absent of any gutters or stormwater infrastructure. To the south, there are some inlets and valley gutters, which lead to baffle boxes before outlets into Frazier Creek.



EXISTING CONDITIONS OF SW OCEAN BOULEVARD



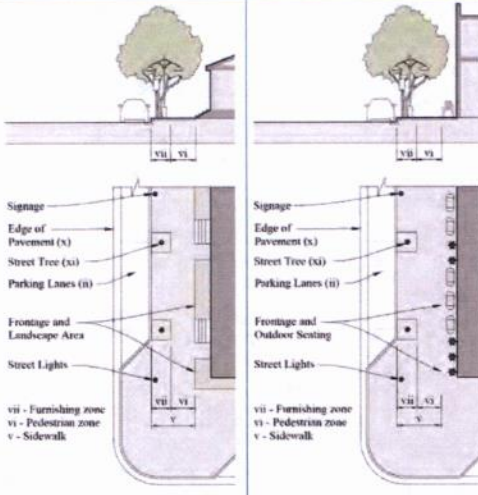


## MOBILITY &amp; CONNECTIVITY

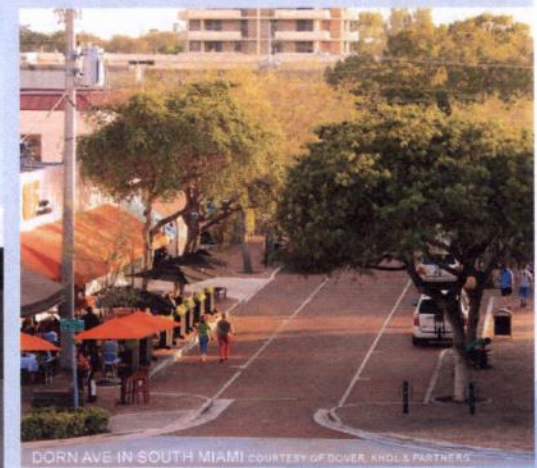
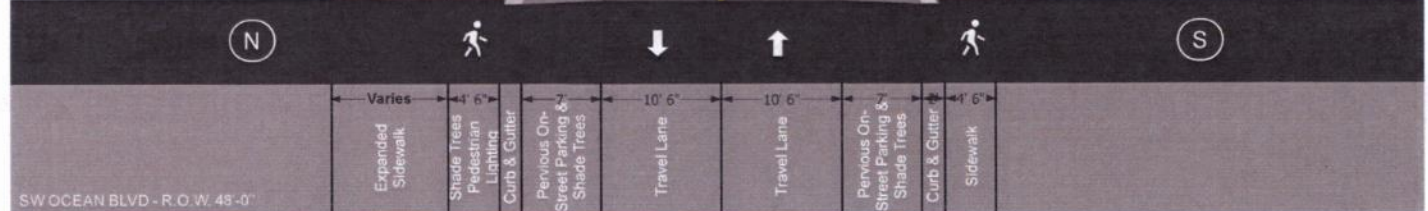
## SW OCEAN BOULEVARD (SECTION 5B)

In the recommended concept, the oversized travel lanes are reduced from 12' to 10'-6" and a gutter is added. As in all of the recommended street sections, using a pervious pavement, pervious paver, or pervious concrete in the on-street parking is recommended along with exfiltration to accommodate larger rain events. On the south side where an existing historic cottage remains, the sidewalk is still 4'6" but the illustrated undergrounding of utilities allows existing obstructions to be removed. New streetlights again should be placed thoughtfully outside the clear pedestrian zone wherever possible. On the north side, an example of redevelopment shows how new buildings can be set back, and incorporated into the streetscape as an expanded sidewalk. Restaurants can utilize the expanded sidewalk for outdoor seating like in this rendering, or in the case of residential uses for small yards, stoops, or porches. In all cases, the clear sidewalk path should be a minimum of 6' with an additional minimum 2' furnishing zone for shade trees and streetlights.

## RESIDENTIAL STREETScape COMMERCIAL STREETScape



## RECOMMENDED IMPROVEMENTS OF SW OCEAN BOULEVARD



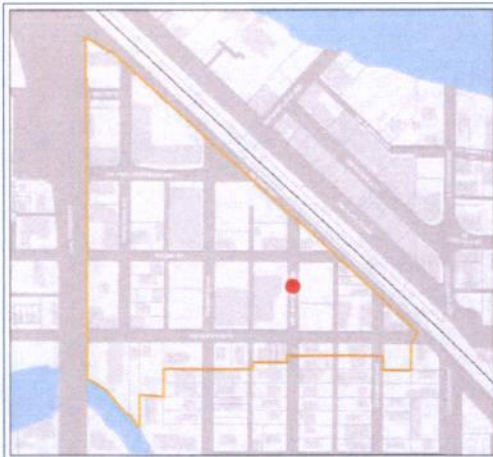
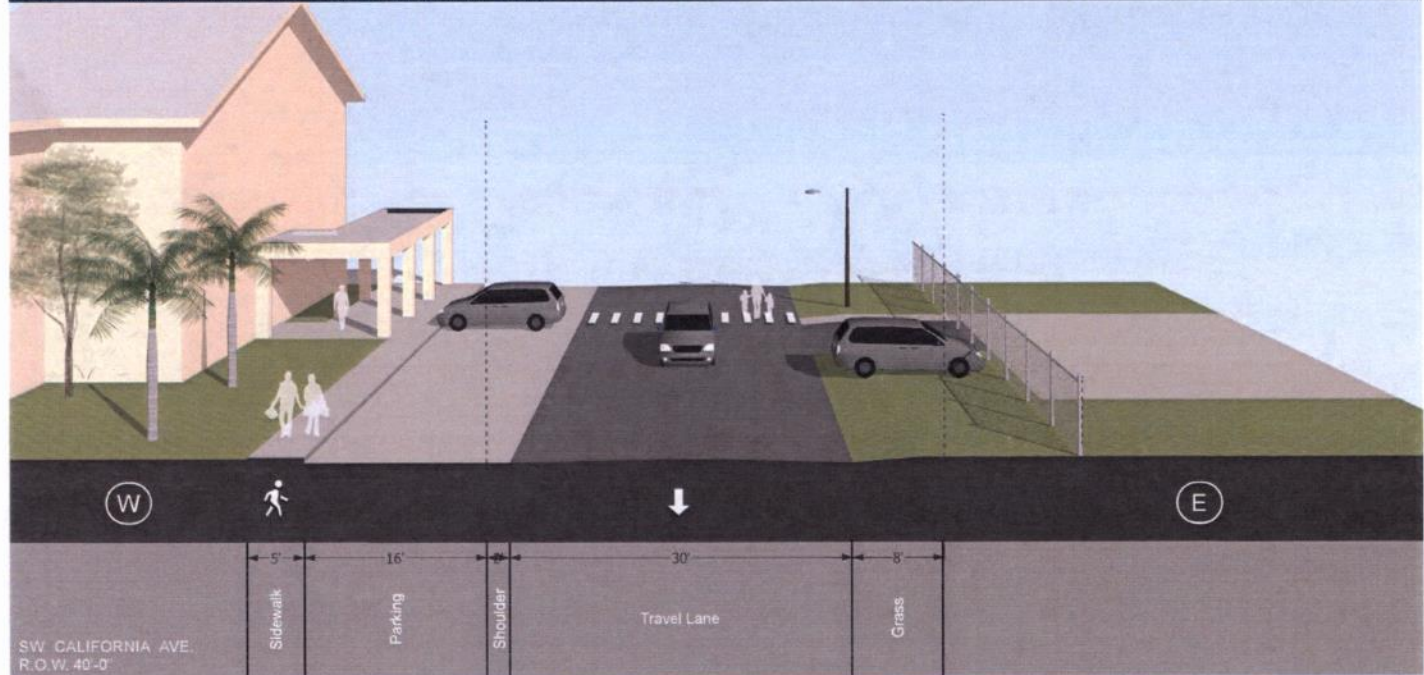


## MOBILITY &amp; CONNECTIVITY

## SW CALIFORNIA AVENUE (SECTION 5A)

SW California Avenue bisects two properties owned by First Baptist Church of Stuart. To the west is the primary building and to the east is a grass playground area with a small storage building and chain-link and masonry fencing around the lot. The primary building has a sidewalk while the grass field does not. The road is the typical 40' right-of-way for the area with a posted speed of 25-mph. No gutters or stormwater management are included in this block of SW California Avenue. It is unique because the section is a one-way street and includes head-in parking on the church-owned property. The one-way road may have been a desirable configuration for the school pickup and drop-off for parent vehicle stacking, but it results in a 30' one-way travel lane.

## EXISTING CONDITIONS OF SW CALIFORNIA AVENUE





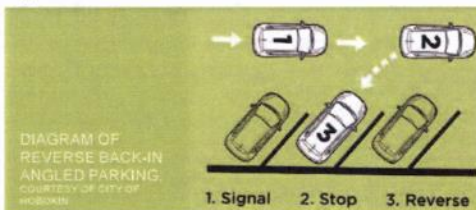
## MOBILITY &amp; CONNECTIVITY

## SW CALIFORNIA AVENUE (SECTION 5A)

The illustrated improvements to the right reduce the travel lane to 10'-6" and return the road to two-way traffic. A valley gutter is added along with on-street parallel parking. Because the existing street does not include a curb, and there is possible continued unified ownership across the street, the illustration shows a curbless design. Locally, Clematis Street and Rosemary Square in West Palm Beach have completed streetscapes with curbless design. They can be very attractive, adaptable, and accessible streetscape approaches. In the rendering to the right, the east parcels have been redeveloped with a courtyard building, which allows for a mix of possible users. The west parcels show the existing building to remain, but with added pedestrian scale lighting adjacent to the sidewalk. The existing parking remains but with a pervious material and valley gutter added. Many communities across the US have adopted reverse angle back-in parking as opposed to other means of on-street parking including recent streetscape improvement to Bridge Road in Hobe Sound. The quote below from Pedestrian and Bicycle Information Center explains:

*"Back-in angle parking provides motorists with a better vision of bicyclists, pedestrians, cars, and trucks as they exit a parking space and enter moving traffic. Back-in-angle parking also eliminates the risk that is present in parallel parking situations, of a motorist may open the car door into the path of a bicyclist. Back-in angle parking also removes the difficulty that drivers, particularly older drivers, have when backing into moving traffic."*

Reverse back-in angled parking is an alternative the City could investigate along with the existing on-street parking along SW California Avenue and SW Ocean Boulevard adjacent to the primary structure of the First Baptist Church of Stuart.



## RECOMMENDED IMPROVEMENTS OF SW CALIFORNIA AVENUE



## LIGHT POLLUTION

Light pollution is created by the widespread use of artificial light and has led to the brightening of the night sky over inhabited areas affecting wildlife, human health, and astronomy. Lighting is critical to an active downtown and promoting safe streets. Therefore to mitigate contributions to light pollution, the City should investigate dark sky-approved products or dark sky-friendly lighting when specifying street lighting. Dark sky-friendly products direct light where needed and reduce the amount of light that can contribute to skyglow. Generally, these light fixtures direct light down and are fully shielded. They can also be a warmer light temperature of about 3000-Kelvin as opposed to a blue light which ranges around 5000-Kelvin.





## ARTIST ALLEY PROJECT: HISTORIC CHURCH, AT&amp;T UTILITIES BUILDING &amp; IMPROVED ALLEY

Centrally located in the district is an existing AT&T utility site. Because of the nature of the equipment inside the building, it is anticipated to remain over time. On the east side of the building a mural was completed by Lynne Barletta of Visionary School of Arts. The mural is part of a fundraising effort for the Catch the Wave of Hope nonprofit to support victims of human trafficking. Because of the important presence of the building as a backdrop to SW St. Lucie Avenue, the image below shows expanding the mural's color and theme to be consistent with the northside.

On the northside along SW Joan Jefferson Way are two access points for the building and several head-in parking spaces. The parking spaces are intended to be used by AT&T but are not fully utilized. We illustrate how the parking could be replaced with an expanded sidewalk with shade trees appropriate for this major gateway into the downtown. The expanded sidewalk could compliment the historic structure recently relocated to the west where a small food stand and scooter rentals are proposed.

To the west of the AT&T building is an unimproved alley. The alley abuts the recently relocated historic structure mentioned above as well as a historic church to the south. The church, which was the first church in the City,

is in the process of rehabilitation to be used as a small scale event and arts and cultural space. The alley is well situated to compliment both historic structures and their uses. Murals and art should continue around the AT&T building and through the improved alley with lighting as an exterior art gallery allowing the movement of people from both areas of entertainment. Critical to the success of a concept is an inviting, interesting and well lit environment. A vision of the concept is illustrated to the right as well as other examples.

Figure 28 Image to the right of recommended improvements from SW Joan Jefferson Way looking south.

Figure 29 Image shows the importance of coordinating the mural themes on the east and north sides of the AT&T building since they are seen simultaneously from SW St. Lucie Avenue. The image below shows the motif expanded onto the north face.

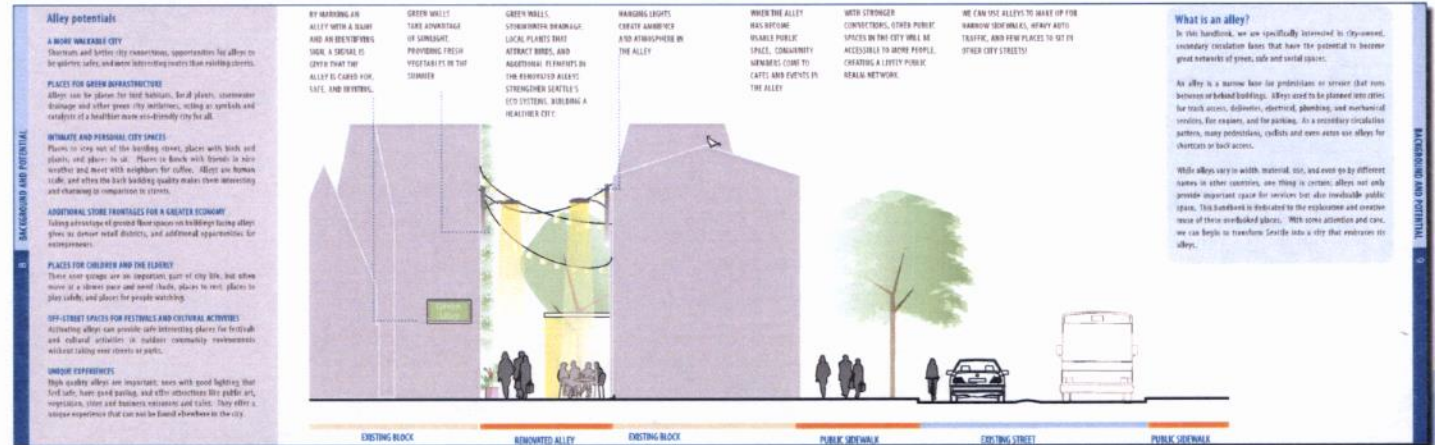
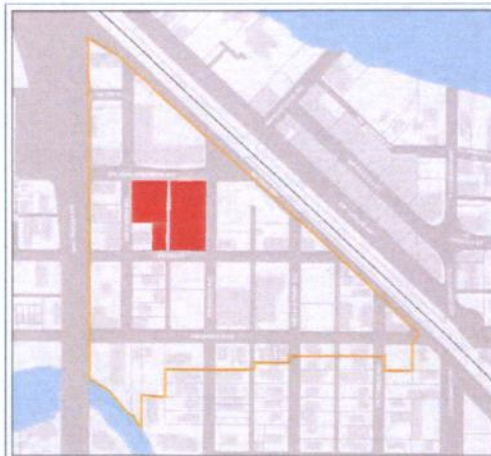


Figure 27 [Seattle Integrated Alley Handbook](#) includes recommendations and illustrations of the potential for alleys.

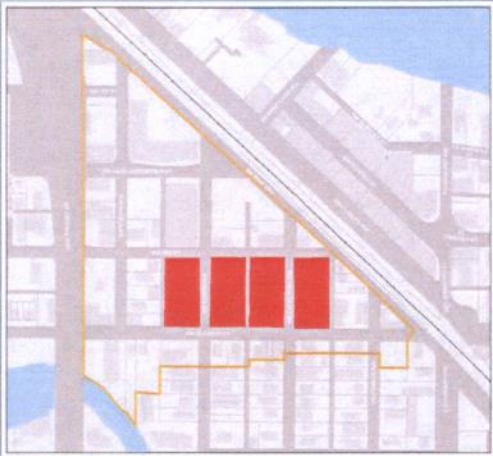


REDEVELOPMENT OPPORTUNITY

**FIRST BAPTIST CHURCH OF STUART & AT&T PARKING LOT**

The redevelopment concept illustrated to the right includes the First Baptist Church of Stuart and the AT&T surface parking lot with 25 parking spaces. The Church and its associated school have expressed concern that they have outgrown their current site and the AT&T surface lot is typically used to park only six vehicles, making both possible candidates for redevelopment in the future. Redevelopment could occur over time by phasing new construction on empty lots ahead of replacing existing buildings. Each project is illustrated with rear access surface parking or garage parking to meet residential parking needs. As a whole, the conceptual project would result in approximately 30 dwelling units per acre (DUA). The residential parking assumes 2 spaces for 2 bedrooms or more and 1 parking space for one-bedroom or studio units, which is a reduction from the existing code.

| LEGEND                  | EST. DATA |             |
|-------------------------|-----------|-------------|
| A Akron Row             | 10 dua    | 3000-sf     |
| Akron Garage Apartments | 10 dua    | 500-sf      |
| B Ocean Apartments      | 50 dua    | 800-1000-sf |
| C California Townhomes  | 3 dua     | 2,500-sf    |
| D California Courts     | 20 dua    | 600-800-sf  |



**A. AKRON ROW**

These ten large townhouses (3,000-sf) face SW Akron Avenue and fully utilize the alley to keep parking to the rear and allow ten garage apartments (500-sf). The units have private yards between the garage and the primary unit.

**B. OCEAN APARTMENTS**

Ocean Apartments is illustrated as a 3-story apartment building with 63,200-sf with units varying in size. The apartment building has retail/restaurants on the ground floor. The L-shape configuration breaks the block and allows parking in the rear for both the apartment and the California Townhouses. A large tree lined public space is included along the length of SW Akron Avenue which is imagined as a primary street in the district.

**C. CALIFORNIA TOWNHOMES**

The townhomes on SW California Avenue frame the street and shield parking in the rear. These smaller townhomes are approximately 2,500-sf and would be parked in the rear.

**D. CALIFORNIA COURTS**

The California Courts are illustrated as 2-story courtyard buildings with commercial on the ground level and ten units above parked in the rear along the alley. Courtyard buildings are adaptable to many uses including offices, restaurants, retail, hotel, and residential. The courtyard provides a community amenity, which benefits both the users of the building and the street.

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IMPLEMENTATION



**RECOMMENDATIONS & IMPLEMENTATION**

The success of any master plan depends upon its ability to be implemented economically and politically within a given time frame. To that end, the recommendations throughout this report have been developed as independent but interrelated projects. Some projects, such as regulatory revisions and streetscape infrastructure, are within the City's control to pursue implementation, with funding being the primary challenge. Some public infrastructure projects will require the coordination of multiple agencies.

Other recommendations are redevelopment techniques that are illustrated on private property – which are subject to each private property owner's time frame and financial situation. The designs shown for redevelopment on these parcels are not the only configurations that could create the desired environment; rather they demonstrate a set of urban design principles to follow. In order to realize these projects, the principles of urban design described and illustrated throughout the report have to be embedded culturally within the City, required by its codes, and encouraged through its programs. The combination of public and private efforts is required for realizing the vision of the Triangle District Master Plan.

**ADOPTING THE TRIANGLE DISTRICT MASTER PLAN**

- Adopting the Plan does not obligate the City of Stuart to implement any or all of the proposed improvements;
- Adopting the Plan communicates to the residential, business, and development communities that the City is committed to improving the conditions in the Triangle District;
- Adopting the Plan will provide a vision for desired future redevelopment within the area, especially the identified catalytic sites; and
- Adopting the Plan memorializes the process and authorizes staff to pursue desired areas of implementation.



Figure 30 Birds-eye view of the City of Stuart with focus on Triangle District.



# IMPLEMENTATION

| ACTION                                                                                                                                                    | TASK/PROJECT                                                                                                                                                                                                                                                         | NEAR TERM            | MID-TERM                                            | LONG TERM                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-----------------------------------------------------|----------------------------------------------|
|                                                                                                                                                           |                                                                                                                                                                                                                                                                      | 6 months - 12 months | 6 months - 2 years                                  | 2 years or more                              |
| <b>Adopt the Master Plan</b>                                                                                                                              | Adopting the Plan memorializes the process and authorizes staff to pursue desired areas of implementation.                                                                                                                                                           |                      |                                                     |                                              |
| <b>Study Area Identity</b>                                                                                                                                | Designate a name for the area by resolution.                                                                                                                                                                                                                         | •                    |                                                     |                                              |
| <b>Historic Assets</b>                                                                                                                                    | Conduct survey of historic structures by Historic Preservationist. Coordinate with Stuart Main Street grant award.                                                                                                                                                   | •                    |                                                     |                                              |
|                                                                                                                                                           | Protect historic assets. Determine if a historic district is merited and desired. Historic districts provide the strongest protection for historic structures. If so, create historic district ordinance to implement policies and recommendations from grant award. |                      | •                                                   |                                              |
| <b>District Wide Parking Approach</b>                                                                                                                     | Evaluate code with particular focus on on-site parking requirements.                                                                                                                                                                                                 | •                    |                                                     |                                              |
|                                                                                                                                                           | Develop shared commercial surface lot parking program administered by the CRA.                                                                                                                                                                                       |                      | •                                                   |                                              |
|                                                                                                                                                           | Evaluate existing Payment In Lieu Of Parking (PILOP) Program.                                                                                                                                                                                                        |                      | •                                                   | •                                            |
|                                                                                                                                                           | Implement parking recommendations from <i>Future Parking Needs Analysis</i> Study where relevant to the Triangle District.                                                                                                                                           |                      | •                                                   | •                                            |
| <b>Artist Alley Project</b>                                                                                                                               | Host stakeholder meeting with property owners including AT&T, business owners and CRA to identify goals, challenges and opportunities.                                                                                                                               | •                    |                                                     |                                              |
|                                                                                                                                                           | Request for proposals for mural on remaining three sides of the AT&T utility building.                                                                                                                                                                               |                      | •                                                   |                                              |
|                                                                                                                                                           | Design alley and sidewalk improvements adjacent to the AT&T building.                                                                                                                                                                                                |                      | •                                                   |                                              |
|                                                                                                                                                           | Begin construction of Artist Alley.                                                                                                                                                                                                                                  |                      |                                                     | •                                            |
| <b>Vision Zero</b>                                                                                                                                        | Commit to safety on roadways. Coordinate with Martin MPO to achieve and implement Vision Zero goals and objectives.                                                                                                                                                  | •                    | •<br><i>Formally adopt a Vision Zero commitment</i> | •<br><i>Maintain Vision Zero commitment.</i> |
| <b>City Streets Projects</b><br>• SW Ocean Blvd<br>• SW Joan Jefferson Way<br>• SW Akron Ave<br>• SW Albany Ave<br>• SW California Ave<br>• SW 3rd Street | Invest in context sensitive Complete Streets designs for City Streets. Seek grant funding opportunities for design and construction including those for Complete Streets projects and stormwater improvements.                                                       | •                    | •                                                   |                                              |
|                                                                                                                                                           | Design and engineer roadway projects.                                                                                                                                                                                                                                |                      |                                                     |                                              |
|                                                                                                                                                           |                                                                                                                                                                                                                                                                      | •                    | •                                                   |                                              |
|                                                                                                                                                           | Coordinate with FPL, Comcast & At&t to include under-grounding of utilities as part of, or prior to, any streetscape improvements.                                                                                                                                   |                      | •                                                   |                                              |
|                                                                                                                                                           | Begin construction.                                                                                                                                                                                                                                                  |                      |                                                     | •                                            |



# IMPLEMENTATION

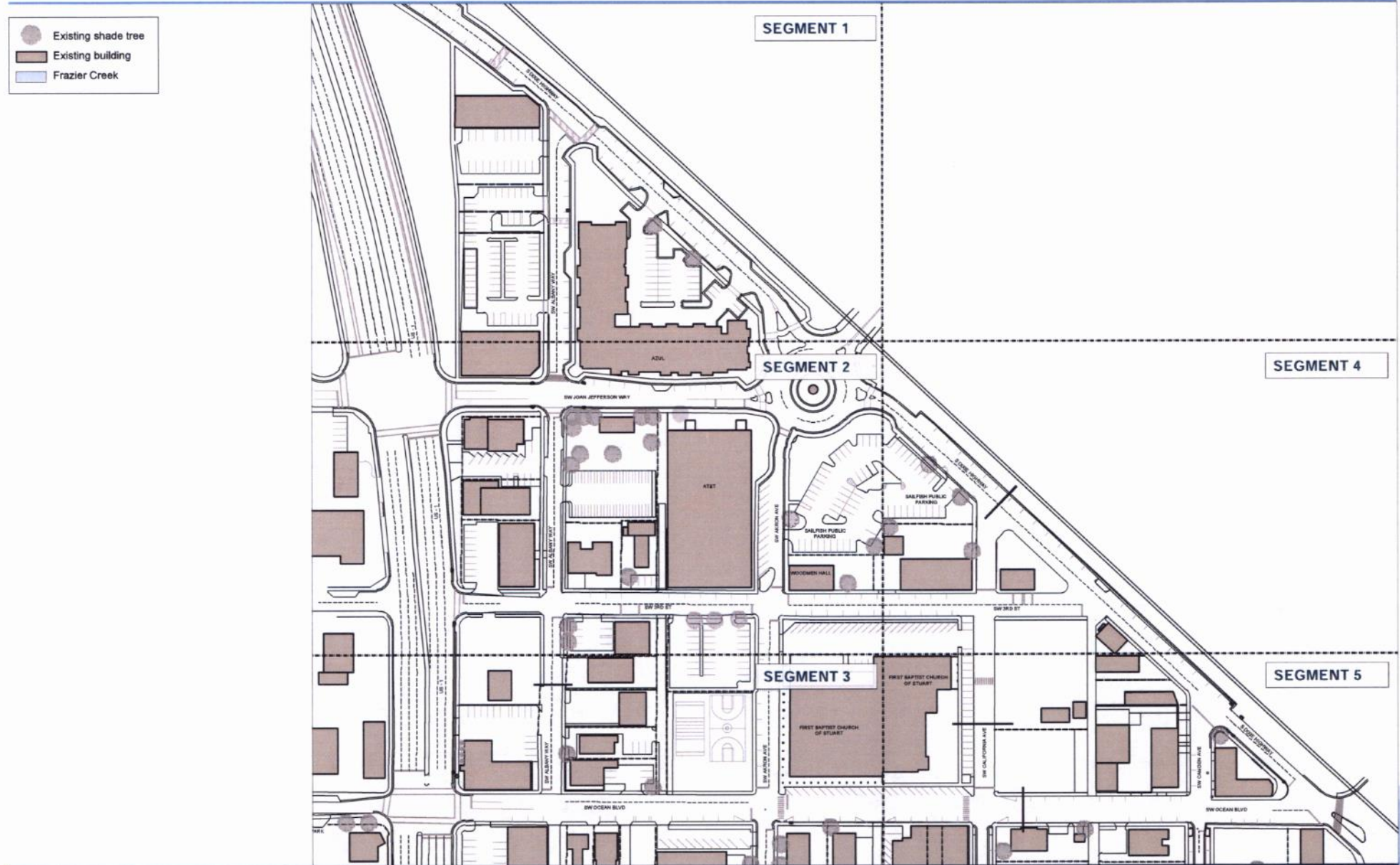
| ACTION                               | TASK/PROJECT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | NEAR TERM                                            | MID-TERM                                                         | LONG TERM       |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|------------------------------------------------------------------|-----------------|
|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 6 months - 12 months                                 | 6 months - 2 years                                               | 2 years or more |
| <b>Federal Highway Projects</b>      | <b>Coordinate with FDOT on Resurfacing, Restoration, and Rehabilitation (RRR) Project.</b> Address corridor safety during the design of RRR projects. <ul style="list-style-type: none"> <li>Address terminus of "bike network at SW Joan Jefferson Way" on page 34.</li> <li>Plan for Traffic Separators (tubular markers) at existing crosswalks.</li> <li>Remove stamped concrete sidewalk and replace with smooth concrete where feasible.</li> <li>Partner with FDOT for locations of high visibility crosswalks, stamped asphalt and/or pedestrian lighting.</li> </ul>                                                                                                                   | •                                                    | •<br><i>Construction is anticipated to start in summer 2023.</i> |                 |
|                                      | <b>Create Infill Tree Planting Program.</b><br>Promote a more pleasant experience on Federal Highway by providing more shade trees. Survey appropriate locations and approach those owners willing to participate in the program. The CRA would incur the cost of the tree and the planting, and the owner would agree to water and maintain the tree.                                                                                                                                                                                                                                                                                                                                          | •<br><i>Add program to CRA Plan. Conduct survey.</i> | •                                                                |                 |
|                                      | <b>Prioritize roadway projects.</b> Evaluate FDOT's US-1 Multimodal Corridor Study Project Recommendations. Identify completed projects and priority projects for the future.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                      | •                                                                | •               |
|                                      | <b>Prioritize traffic calming at intersections.</b> In coordination with Martin MPO, FDOT and the County, conduct a comprehensive study that evaluates design solutions to intersections at SW Ocean Boulevard and SW Joan Jefferson Way where layered traffic calming is achieved. The study should consider horizontal deflection, curb extensions, and median islands to create a Transition Zone for vehicles entering a new context (FDOT Design Standard 202.4 Transition Zones). <ul style="list-style-type: none"> <li>Host project kick-off workshop with stakeholders to discuss goals and objectives. Include coordination with District IV Complete Streets Coordinator.</li> </ul> |                                                      | •                                                                | •               |
|                                      | <b>Frazier Creek Bridge Projects</b><br>Seek funding, advance planning efforts, and implement in coordination with Martin MPO, FDOT, and the County for a replacement or improvement of Frazier Creek Bridge where sidewalk is increased to a shared-use path with pedestrian lighting. Identify potential funding sources. Advocate projects included in future LRTP.                                                                                                                                                                                                                                                                                                                          |                                                      | •                                                                | •               |
| <b>Frazier Creek Bridge Projects</b> | Conduct planning for a shared-use path and shade tree planting strip between Frazier Creek Bridge and SW Ocean Boulevard. <ul style="list-style-type: none"> <li>Evaluate re-purposing of City-owned leased land at SW Ocean Blvd for new City pavilion and improved sidewalk conditions.</li> <li>Conduct stakeholder meeting with property owners and businesses from the east side of US-1/Federal Highway and CRA to identify goals, challenges and opportunities.</li> </ul>                                                                                                                                                                                                               | •                                                    |                                                                  |                 |
|                                      | Plan and engineer sidewalk and pavilion (or public space) improvements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                      | •                                                                |                 |
|                                      | Begin construction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                      |                                                                  | •               |
|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                      |                                                                  |                 |
| <b>Sailfish Circle Project</b>       | In coordination Martin MPO, FDOT and the County, pursue recommendations from the <i>Concept Development Report for SR 5/US-1 at SW Joan Jefferson Way Planning Study</i> from Concepts 1 and 2 including the reduced lane circle dimensions to create greater deflection for vehicles in the roundabout.                                                                                                                                                                                                                                                                                                                                                                                        |                                                      | •                                                                |                 |
|                                      | Advocate projects be included in future LRTP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                      |                                                                  | •               |
| <b>FEC Railway</b>                   | Continue coordination with Brightline for impact of double tracking, bridge replacement, and Treasure Coast station locations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | •                                                    | •                                                                | •               |

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APPENIX A:  
EXISTING CONDITIONS PLAN

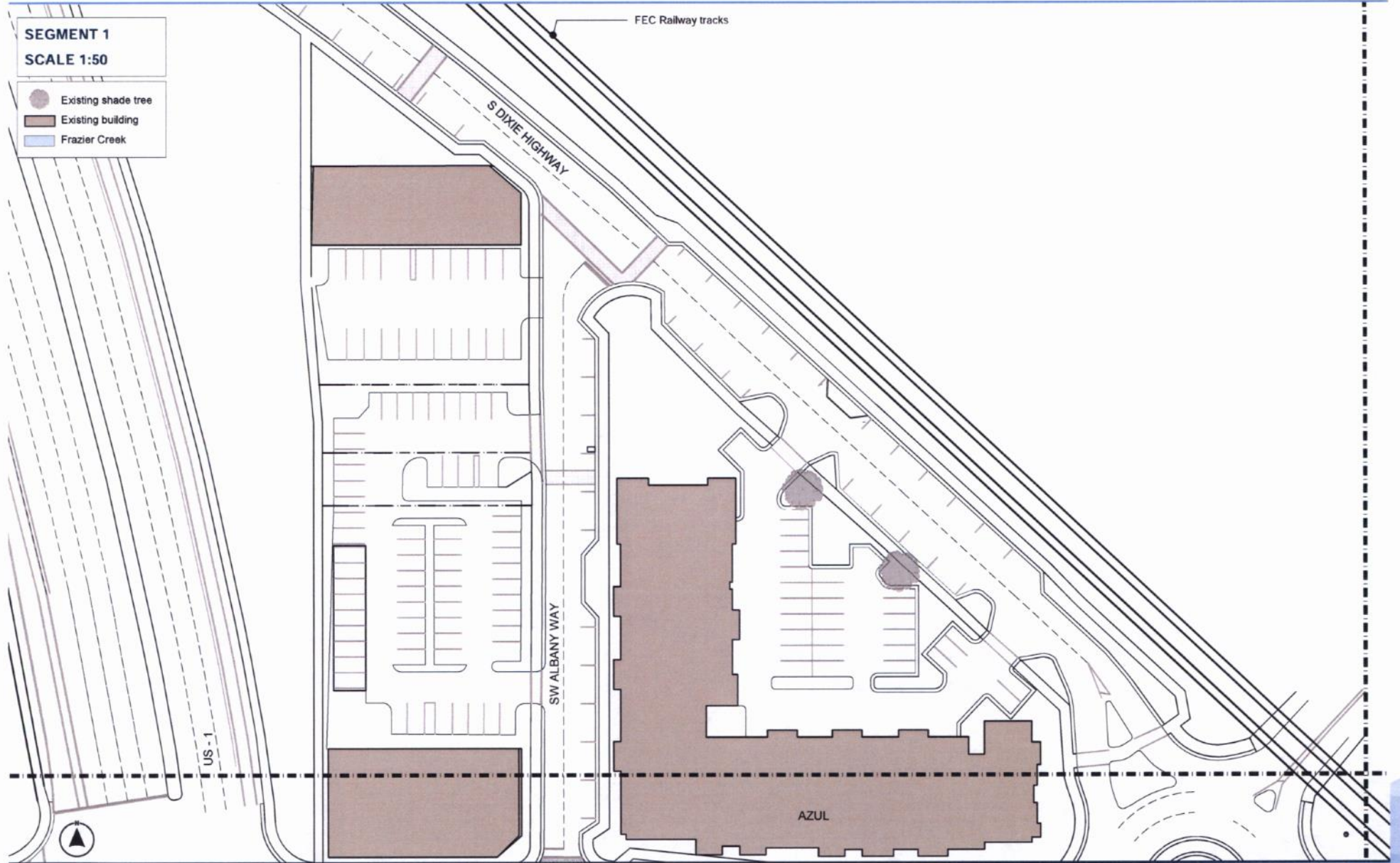


## APPENDIX A: EXISTING CONDITIONS PLANS



CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT

APPENDIX A: EXISTING CONDITIONS PLANS

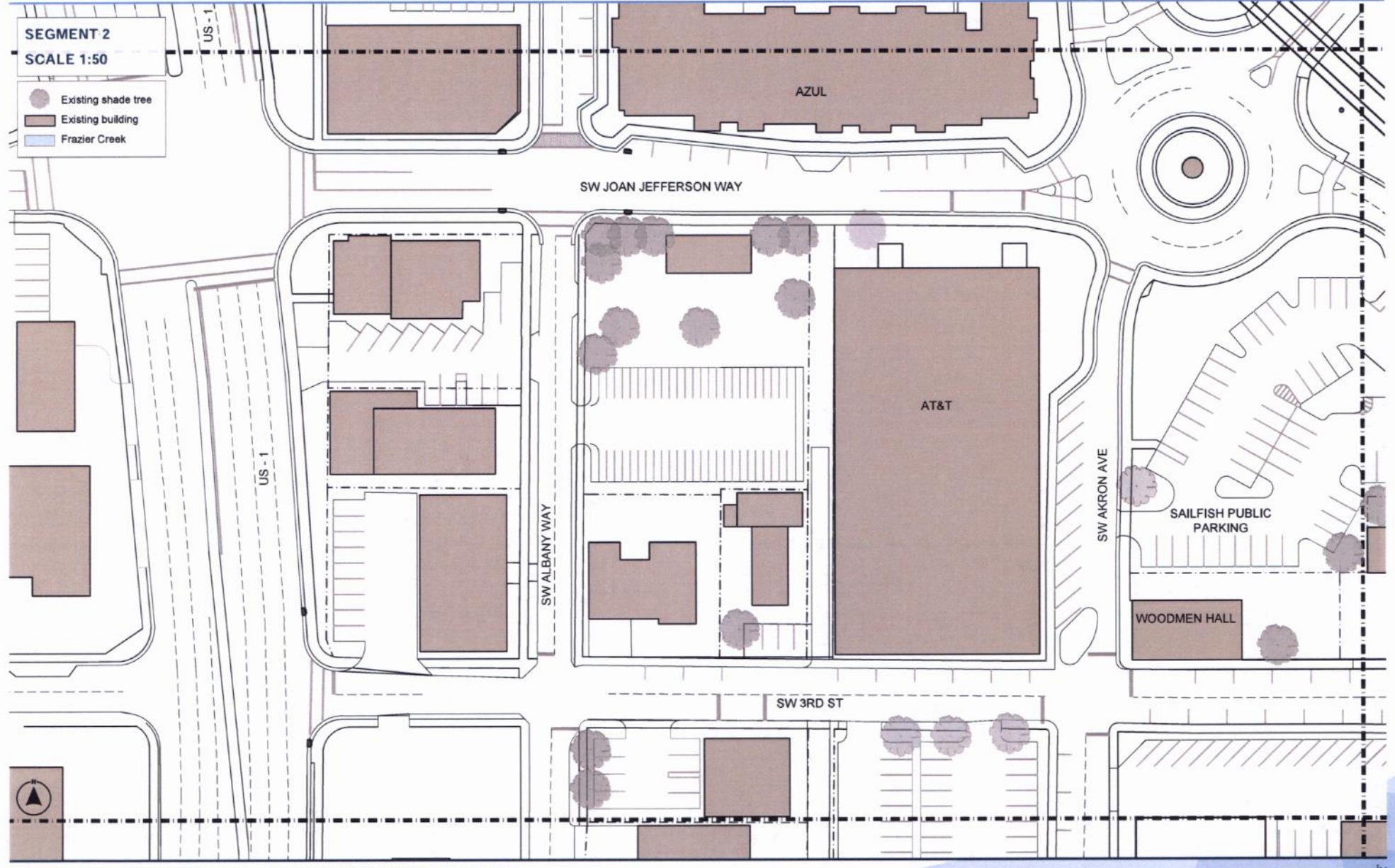


CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT

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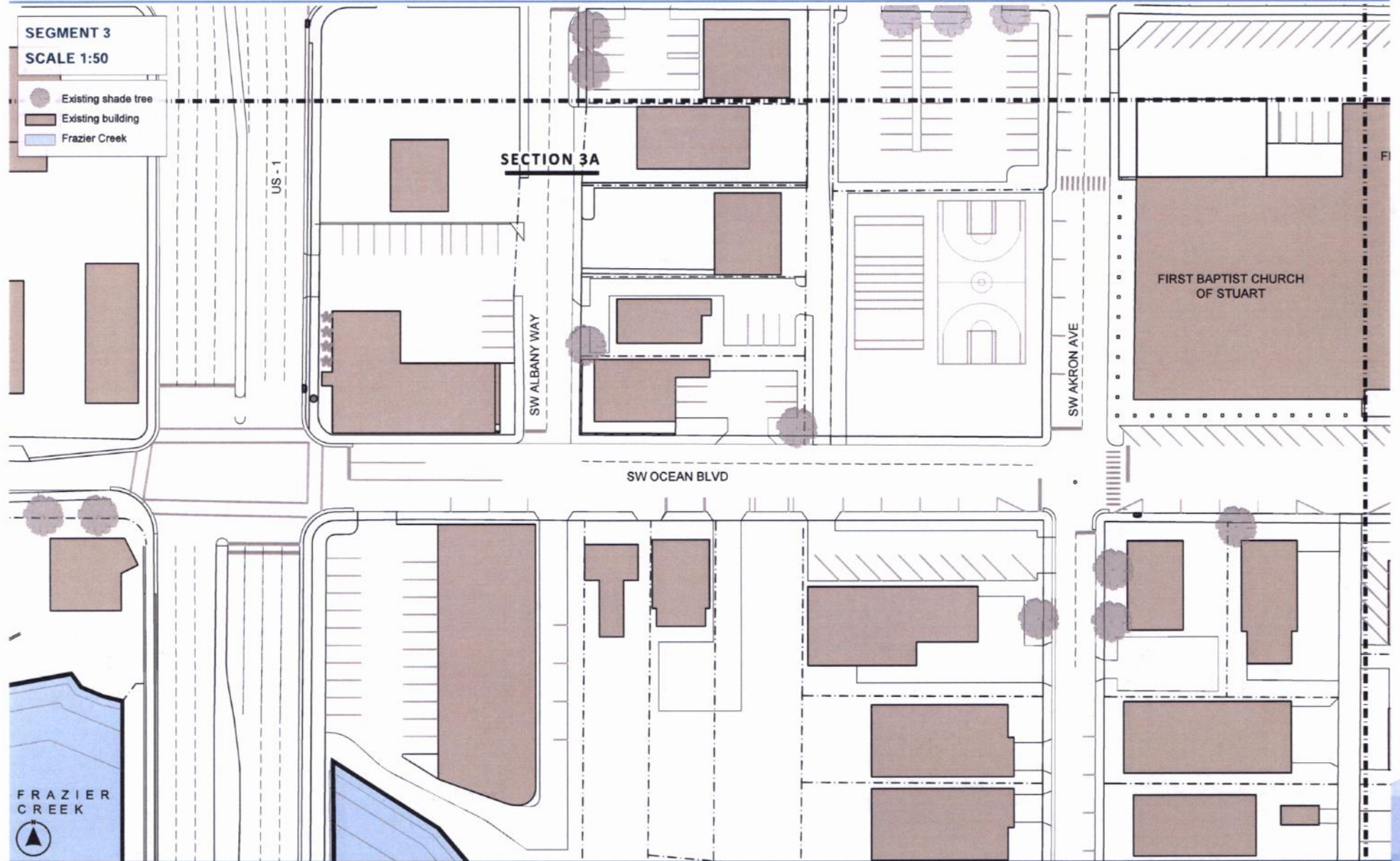


APPENDIX A: EXISTING CONDITIONS PLANS



CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT

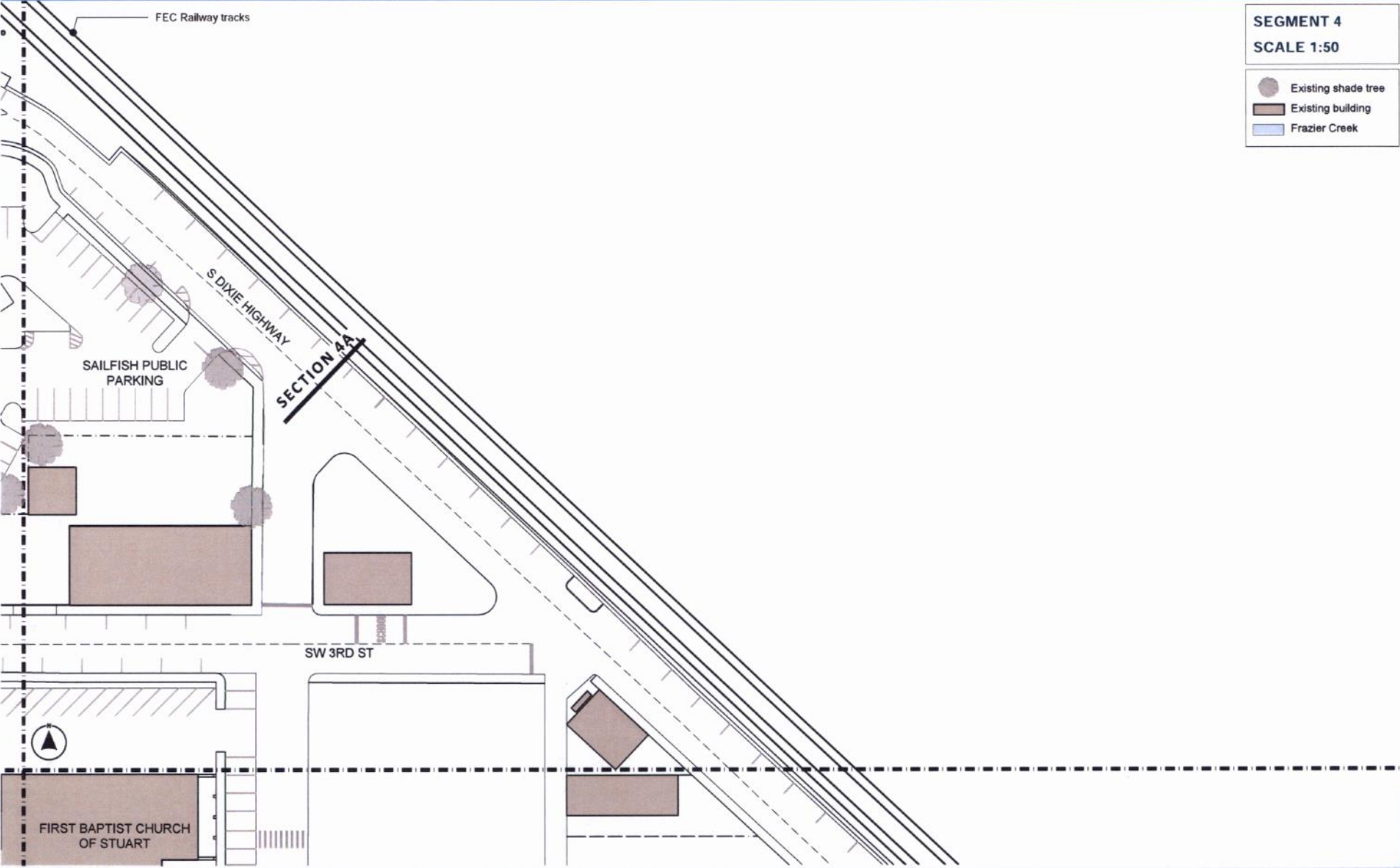
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CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT

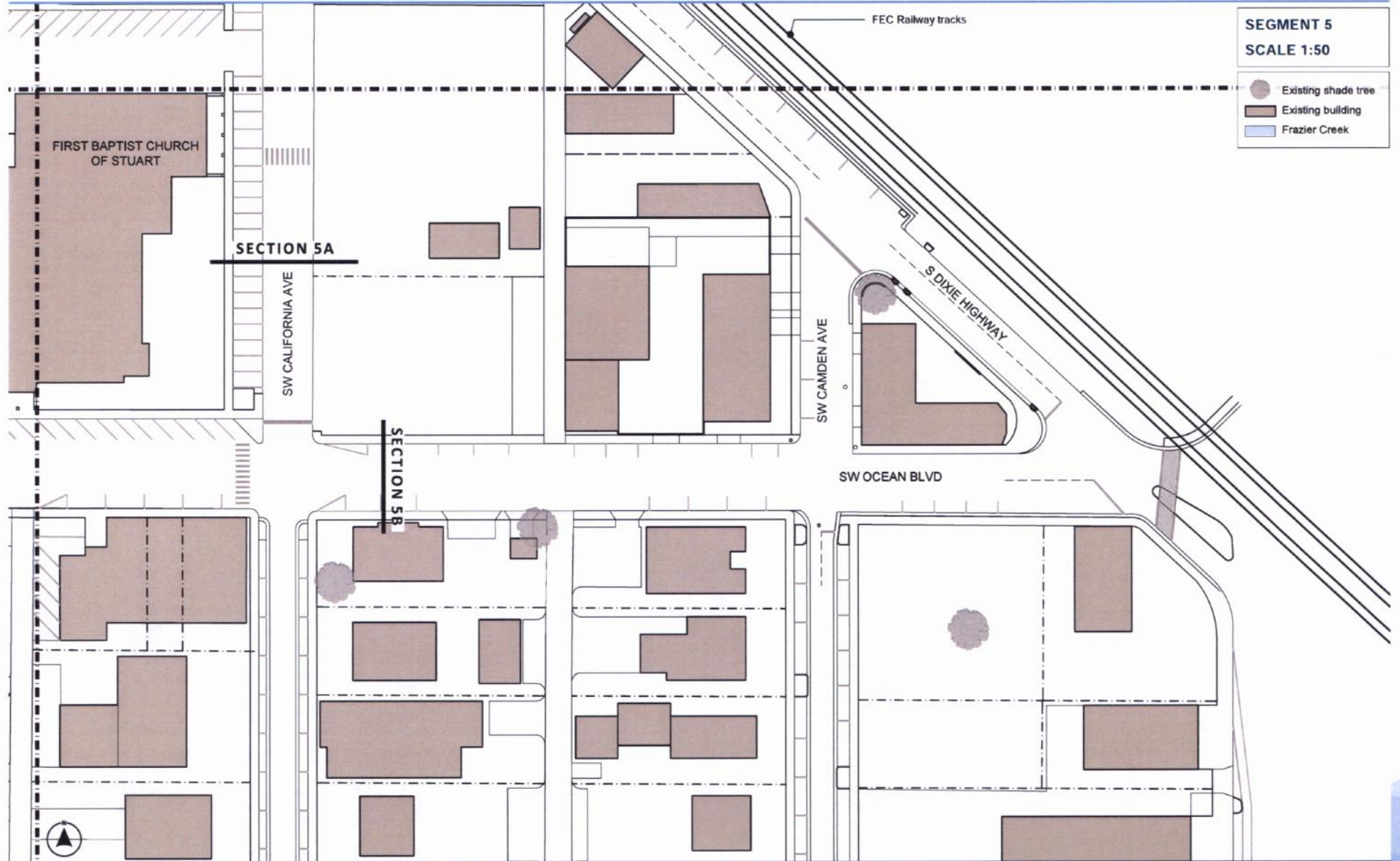


APPENDIX A: EXISTING CONDITIONS PLANS



CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT

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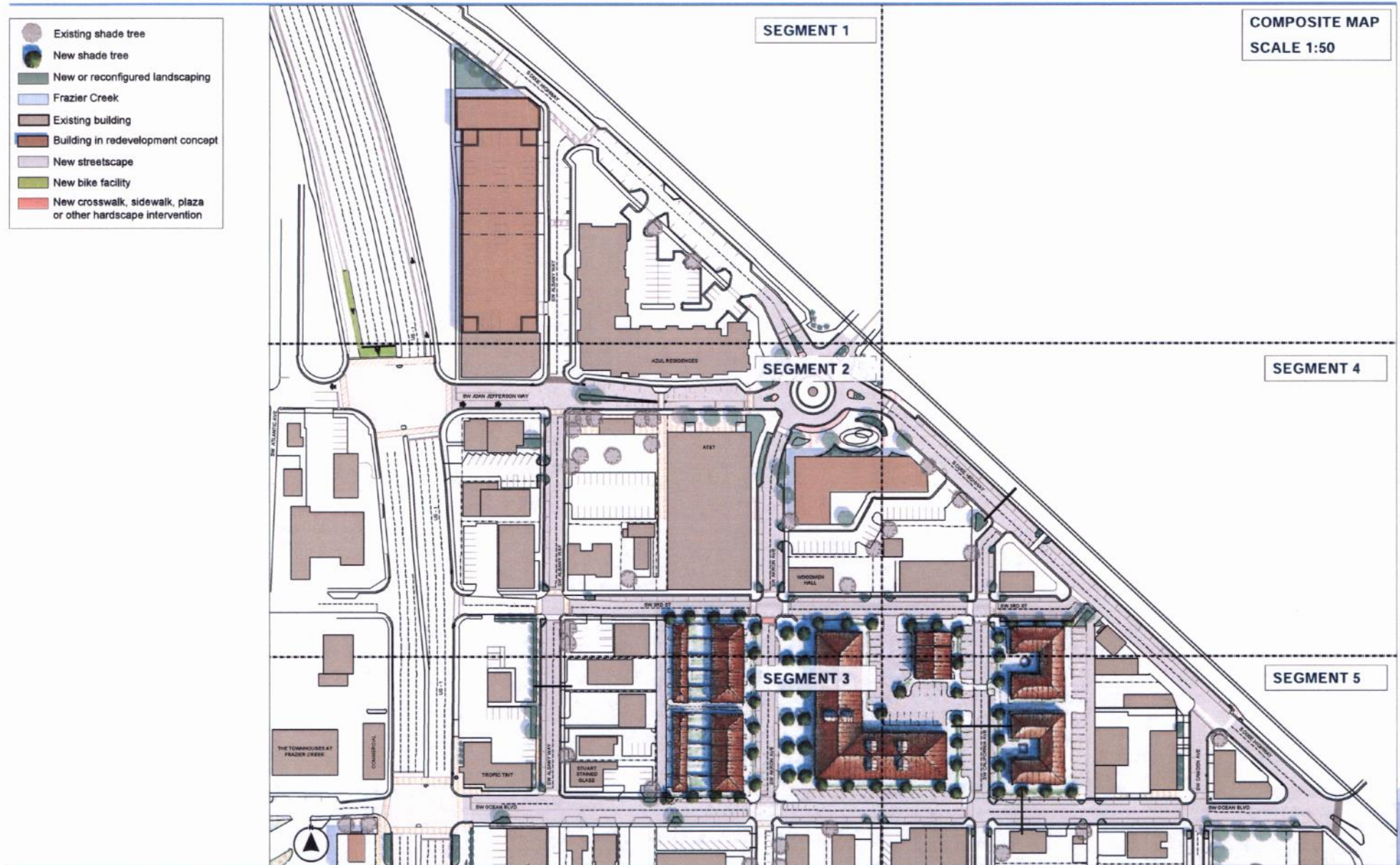
CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT



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APPENDIX B:  
DETAILED MASTER PLAN

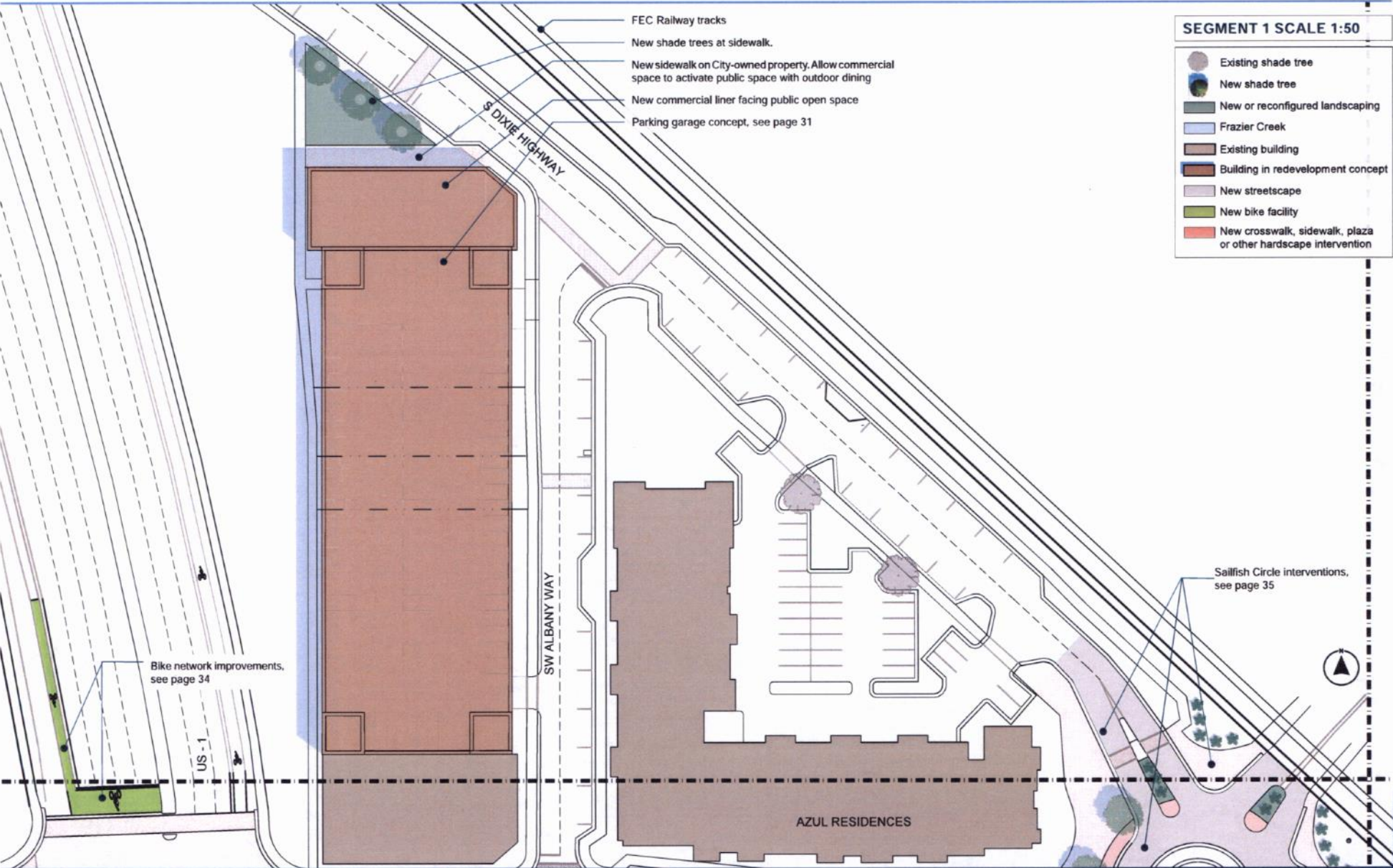
## APPENDIX B: DETAILED MASTER PLAN



CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT



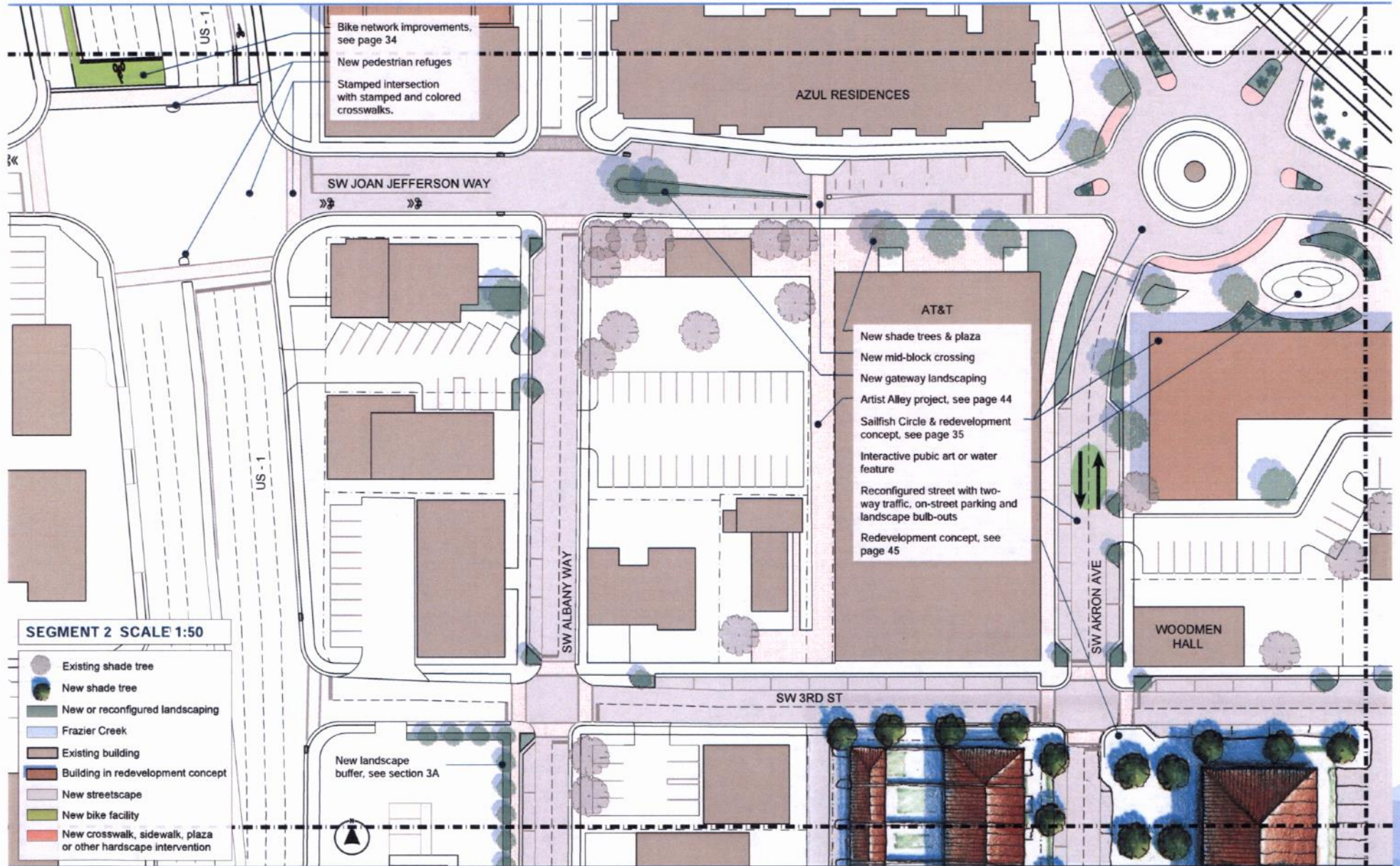
APPENDIX B: DETAILED MASTER PLAN



CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT



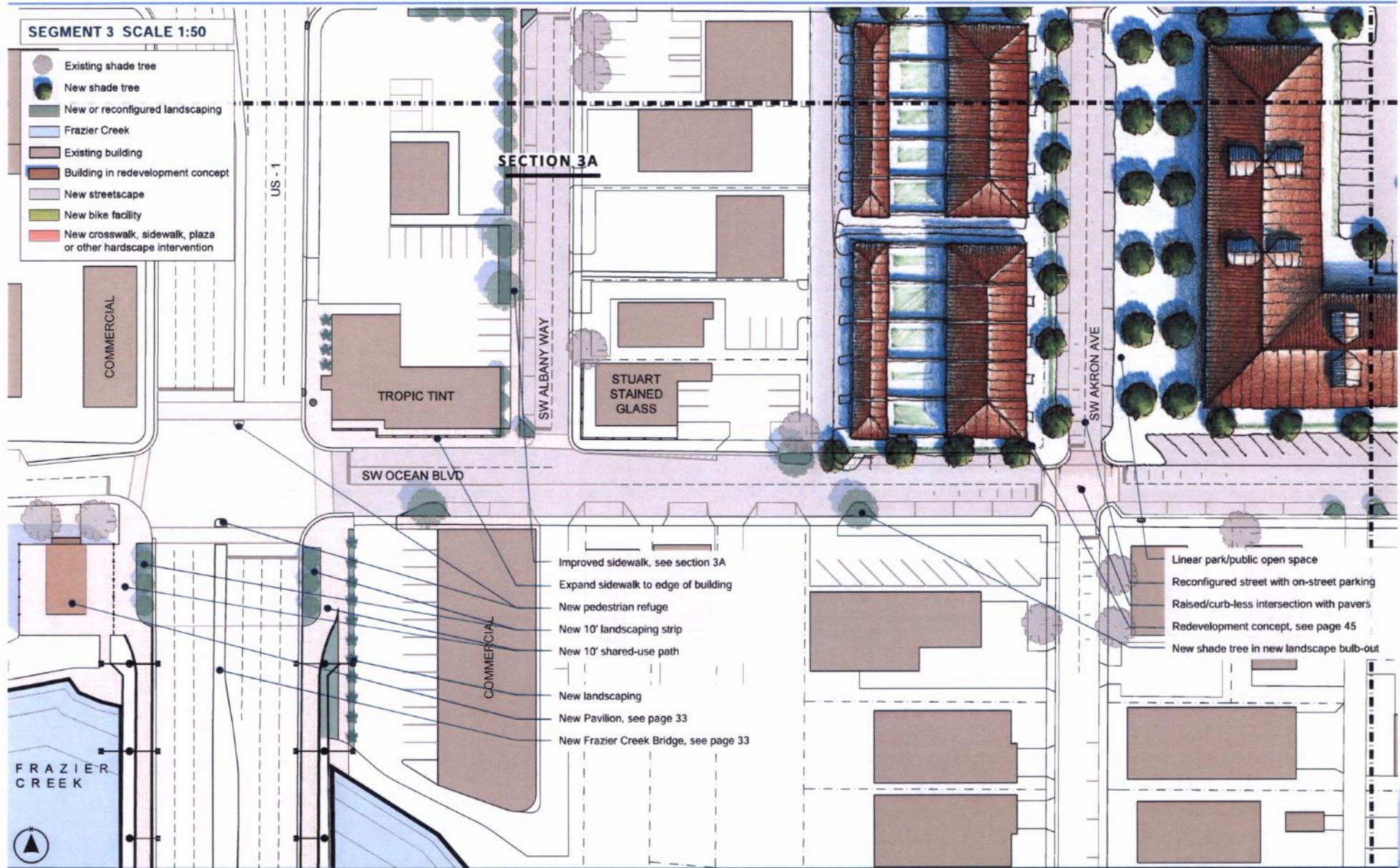
## APPENDIX B: DETAILED MASTER PLAN



CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT



## APPENDIX B: DETAILED MASTER PLAN

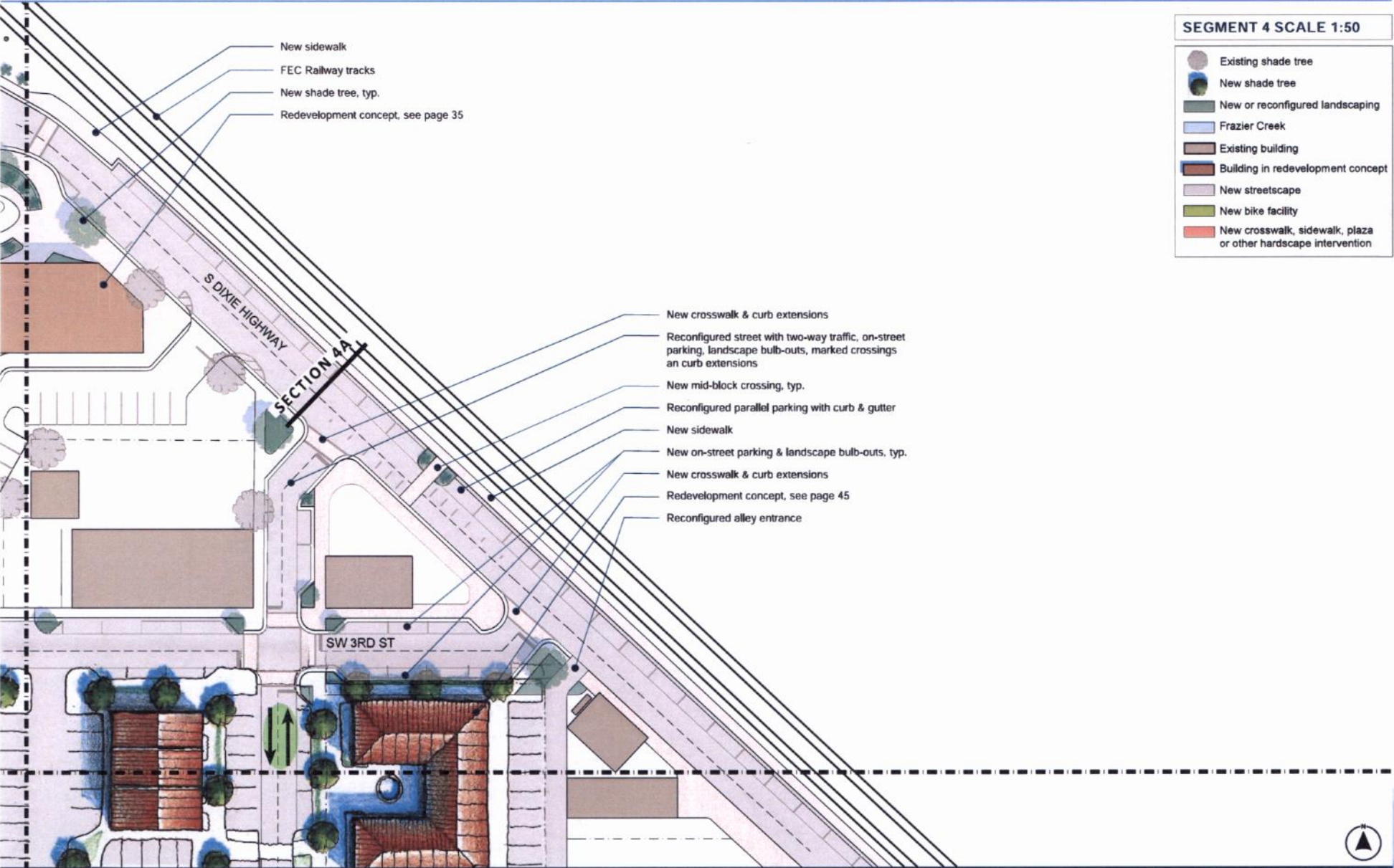


CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT

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APPENDIX B: DETAILED MASTER PLAN

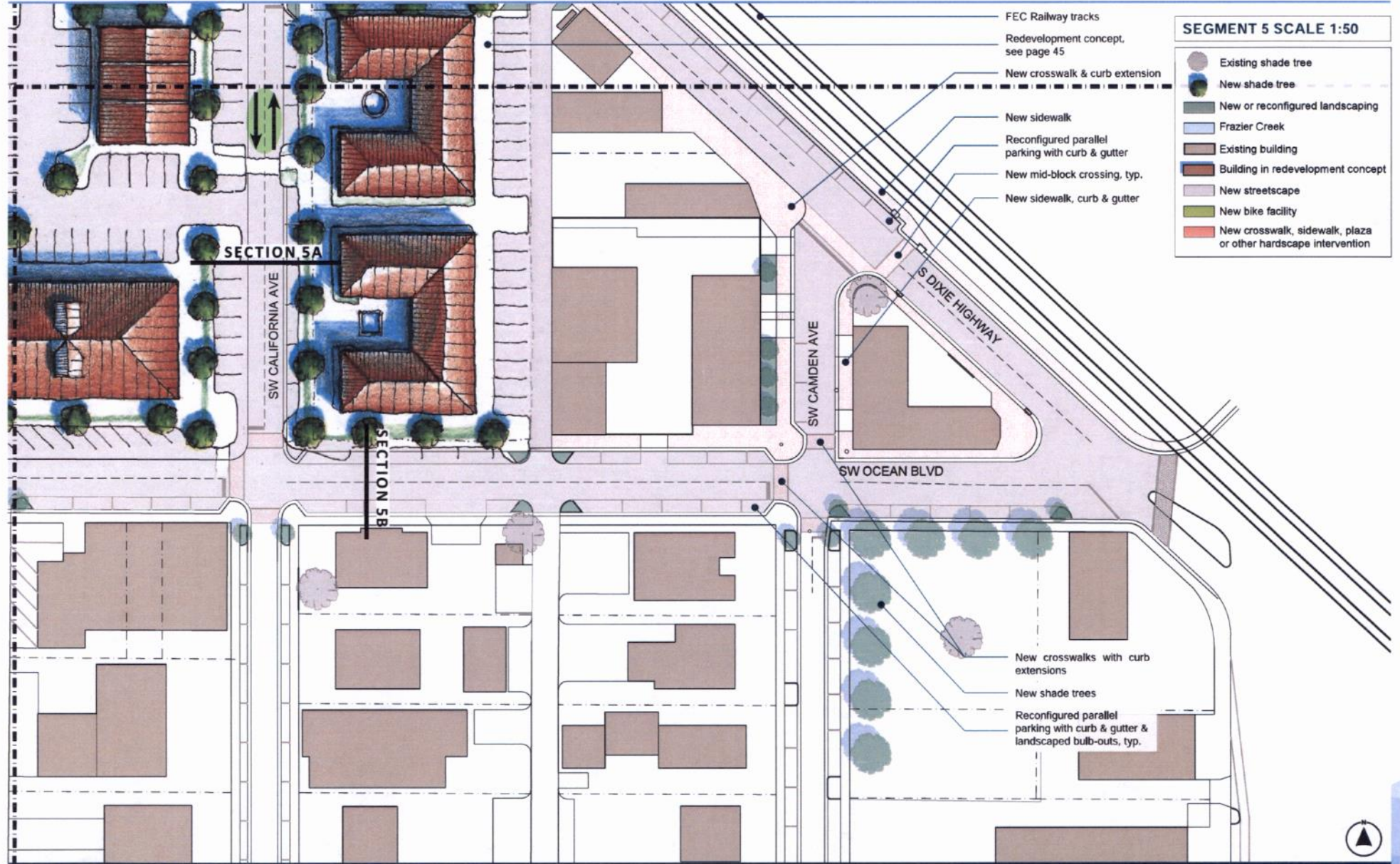


CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT





## APPENDIX B: DETAILED MASTER PLAN



CITY OF STUART: MASTER PLAN OF GATEWAY TRIANGLE DISTRICT

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*FUTURE PARKING NEEDS ANALYSIS EXCERPT*





## STRATEGIC RECOMMENDATIONS

## FUTURE PARKING NEEDS ANALYSIS – CITY OF STUART, FL

SEPTEMBER 2018

Expand into the study area as roads are improved.

| 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 3 <sup>rd</sup> 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.                                                                                                                                                                                                                                                    |





## STRATEGIC RECOMMENDATIONS

FUTURE PARKING NEEDS ANALYSIS – CITY OF STUART, FL

SEPTEMBER 2018

Expand into the study area as roads are improved.

Reevaluate as development occurs in the Triangle District.

This recommendation is illustrated in page 39 and Appendix B.

Expand into the study area as roads are improved.

| Implementation (Term)   | Recommendation                     | Intent                                                                                                                                                                                                                                                                                                                                                     | Justification                                                                                                                                                                                                  | Cost                                                                                                                                                                                                                                                            |
|-------------------------|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mid-Term<br>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<br>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<br>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<br>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<br>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<br>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)<br>(438 on-street spaces – Zone 1 Historic = \$219K)<br>(168 on-street spaces – Zone 5 Colorado = \$84k)             |
| Mid-Term<br>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. |





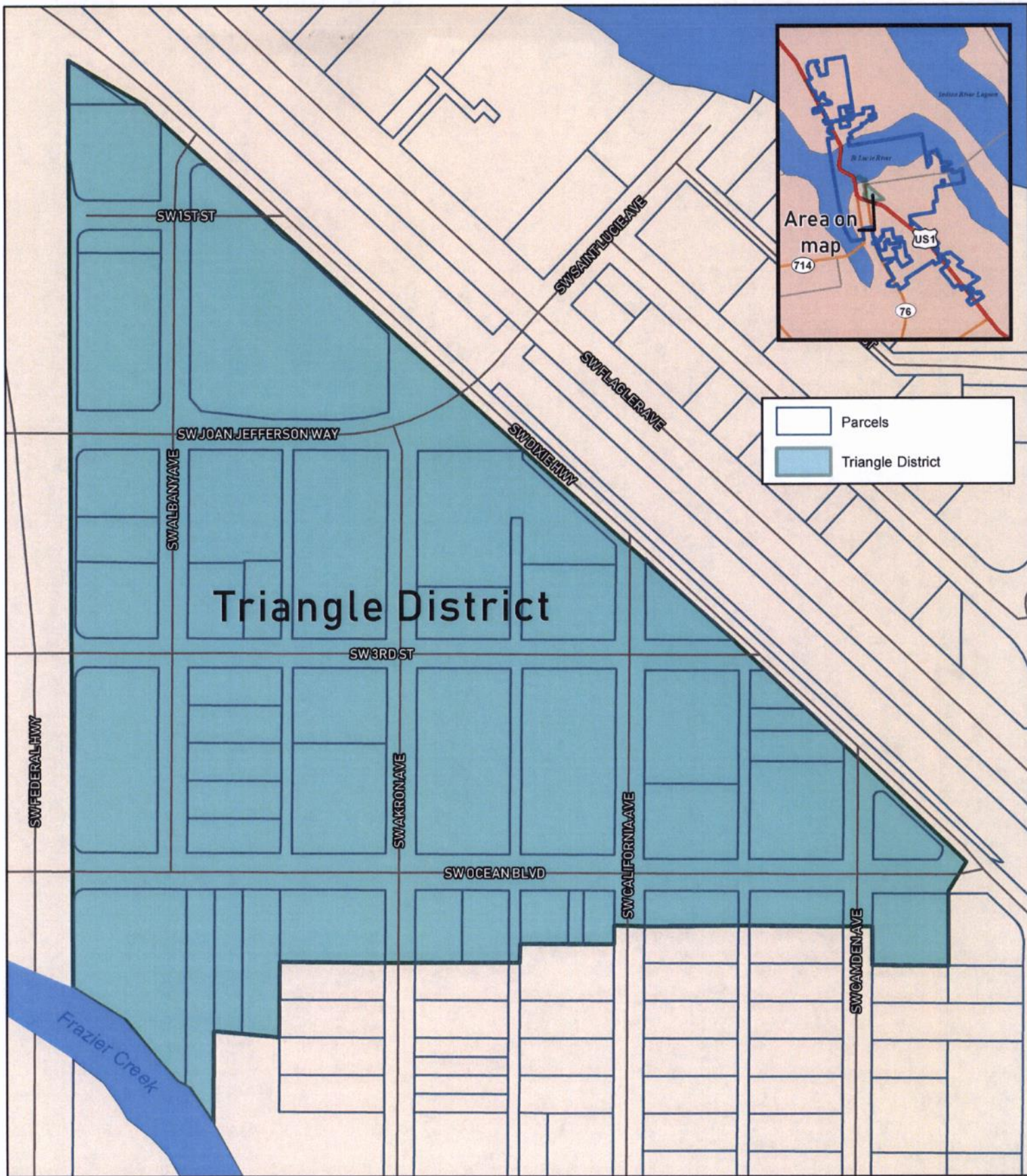
## STRATEGIC RECOMMENDATIONS

FUTURE PARKING NEEDS ANALYSIS – CITY OF STUART, FL

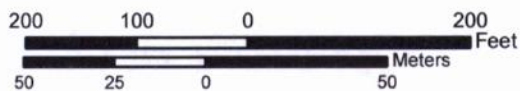
SEPTEMBER 2018

| Implementation (Term)  | Recommendation                       | Intent                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Justification                                                                                                                                                                                                                                                     | Cost                                                                                                                                                                                                            |
|------------------------|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Long-Term<br>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<br>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<br>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                                                                                                                             |

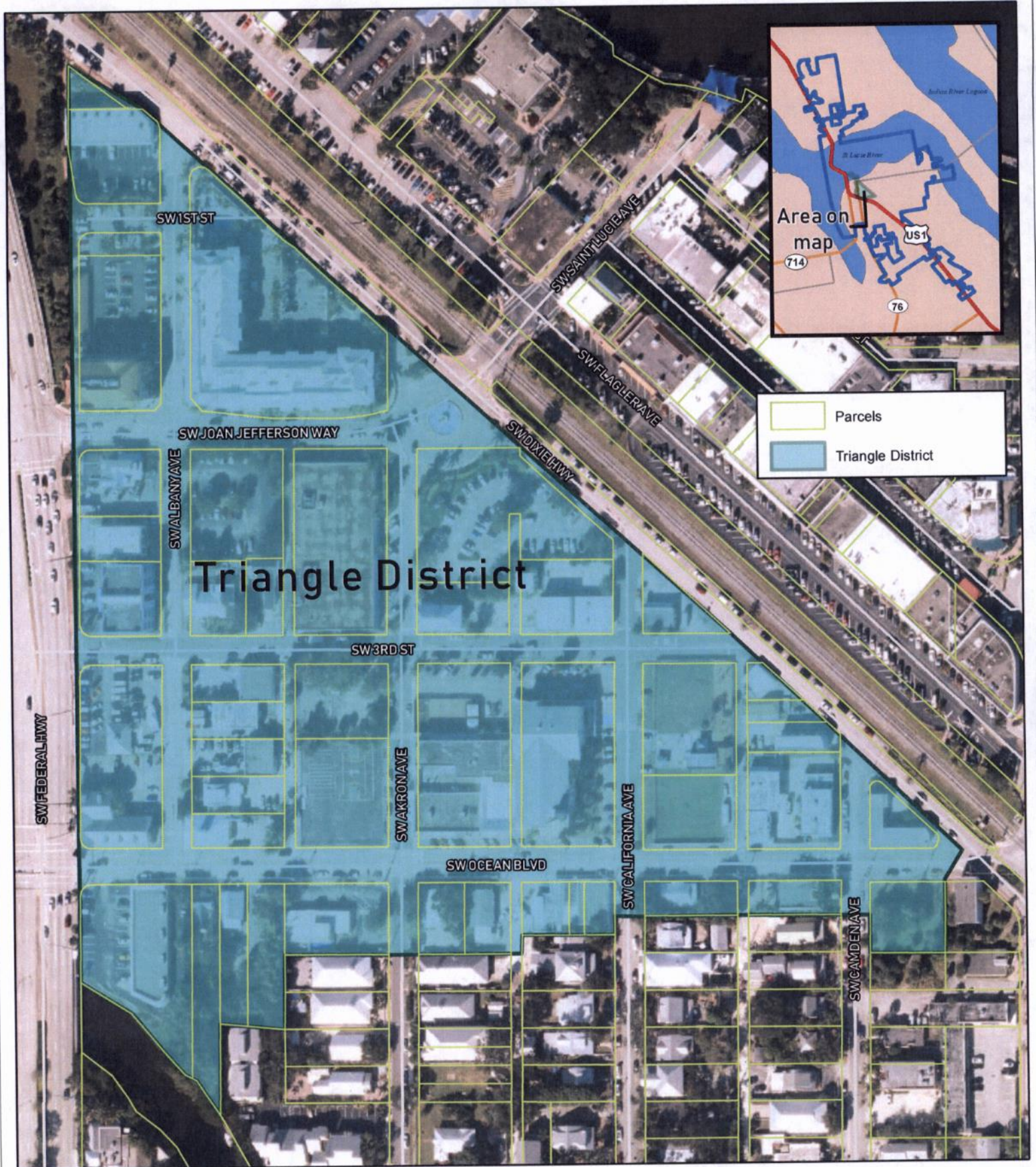




## Triangle District -Exhibit 2



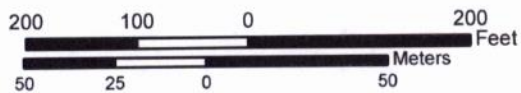




# Triangle District



## Triangle District -Exhibit 2







**BEFORE THE CITY COMMISSION  
CITY OF STUART, FLORIDA**

**RESOLUTION NUMBER. 91-2021**

**A RESOLUTION OF THE BOARD OF THE CITY  
COMMISSION OF THE CITY OF STUART, FLORIDA,  
APPROVING AND ACCEPTING THE MASTER PLAN FOR  
THE "US-1 CORRIDOR" STUDY AREA; PROVIDING AN  
EFFECTIVE DATE; AND FOR OTHER PURPOSES.**

\* \* \* \* \*

**WHEREAS**, the City Commission of the City of Stuart has determined analysis of the "US-1 Corridor" study area to be in the best interest of the residents and businesses of Stuart; and

**WHEREAS**, the City applied for and received a \$38,000 Community Planning Technical Assistance Grant from the Florida Department of Economic Opportunity to fund a study of a section of the "US-1 Corridor"; and

**WHEREAS**, the goal of the analysis is to understand existing conditions, constraints, and opportunities for revitalization of the "US-1 Corridor" study area and devise concepts and strategies based on the analysis and public input; and

**WHEREAS**, the "US-1 Corridor" study area is defined as the section of US-1 highway as it passes through the City from a point north of SE Dixie Cutoff Road and south of SW St. Lucie Crescent; and

**WHEREAS**, the City entered into an agreement with the Treasure Coast Regional Planning Council (TCRPC) to conduct the analysis and develop a plan for revitalization of the "US-1 Corridor" study area; and

**WHEREAS**, a Master Plan has been prepared for the "US-1 Corridor" study area; and

**WHEREAS**, the "US-1 Corridor Master Plan" will serve as a guide for future planning and outlines the long-range vision of the corridor.





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RESOLUTION No. 07-2021  
ACCEPT US-1 CORRIDOR MASTER PLAN

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

**SECTION 1:** The City hereby approves and accepts the Master Plan for the “US-1 Corridor”, a copy of which is attached hereto as “Exhibit 1”.

**SECTION 2:** The geographic boundaries of the “US-1 Corridor” shall be as depicted on the map titled “Stuart Federal Highway Commercial Corridor Plan”, a copy of which is attached hereto as “Exhibit 2”.

**SECTION 3:** This Resolution shall be effective immediately upon adoption.

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

EULA R. CLARKE, MAYOR  
MERRITT MATHESON, VICE MAYOR  
BECKY BRUNER, COMMISSIONER  
TROY MCDONALD, COMMISSIONER  
MIKE MEIER, COMMISSIONER

| YES | NO | ABSENT | ABSTAIN |
|-----|----|--------|---------|
| Y   |    |        |         |
|     |    | ABSENT |         |
| Y   |    |        |         |
| Y   |    |        |         |
| Y   |    |        |         |

ADOPTED this 27<sup>th</sup> day of September, 2021.

ATTEST:

  
MARY R. KINDEL, CMC  
CITY CLERK

  
EULA R. CLARKE  
MAYOR

APPROVED AS TO FORM  
AND CORRECTNESS:

  
MICHAEL T. MORTELL, ESQ.  
CITY ATTORNEY







Exhibit 1



# FEDERAL HIGHWAY MASTER PLAN

FINAL AUGUST 2021



PREPARED FOR:



#### CITY COMMISSION

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

---

#### COMMUNITY REDEVELOPMENT AGENCY

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

#### COMMUNITY REDEVELOPMENT BOARD

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

---

#### STAFF

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

---

WITH FUNDING BY:



PREPARED BY:



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## ABBREVIATIONS & TERMS

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

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services, please call 288-5306 or email [mkindel@ci.stuart.fl.us](mailto:mkindel@ci.stuart.fl.us). Hearing-impaired individuals are requested to telephone the Florida Relay System at 4711.



## EXECUTIVE SUMMARY

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

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

### STUDY AREA

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

### KEY RECOMMENDATIONS

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

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

### KEY RECOMMENDATIONS

- Invest in the corridor with incremental improvements through CRA incentive programs including the proposed Infill Tree Planting Program and the existing Business Improvement Grant.
- Invest in the corridor with placemaking and safety interventions by providing lighting, transit shelters, crosswalks, and pedestrian-orientated intersections.
- Update the existing regulations to ensure the desired street sections that promote a consistent and predictable sidewalk and planting zone as redevelopment occurs.
- Encourage a realignment of uses on the Federal Highway corridor by studying changes to the existing FLU and Zoning along the study area adjacent to downtown.



Figure 1 The conceptual redevelopment above illustrates the envisioned streetscape at Federal Highway within the study area with a 10' shared-use path and a planting strip with shade trees. Shared-use paths are used by bicyclists, pedestrians, skaters, runners, and others. A shared-use path is the bike facility that most cyclists including families feel the safest. Federal Highway between SE Dixie Cutoff Road and Kanner Highway has a posted speed of 40-mph. At that speed, a separated and protected bike facility is recommended. This concept is explored further on page 52 & 53.

---

BASELINE ECONOMIC ANALYSIS



## BASELINE ECONOMIC ANALYSIS

### INTRODUCTION

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

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

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

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

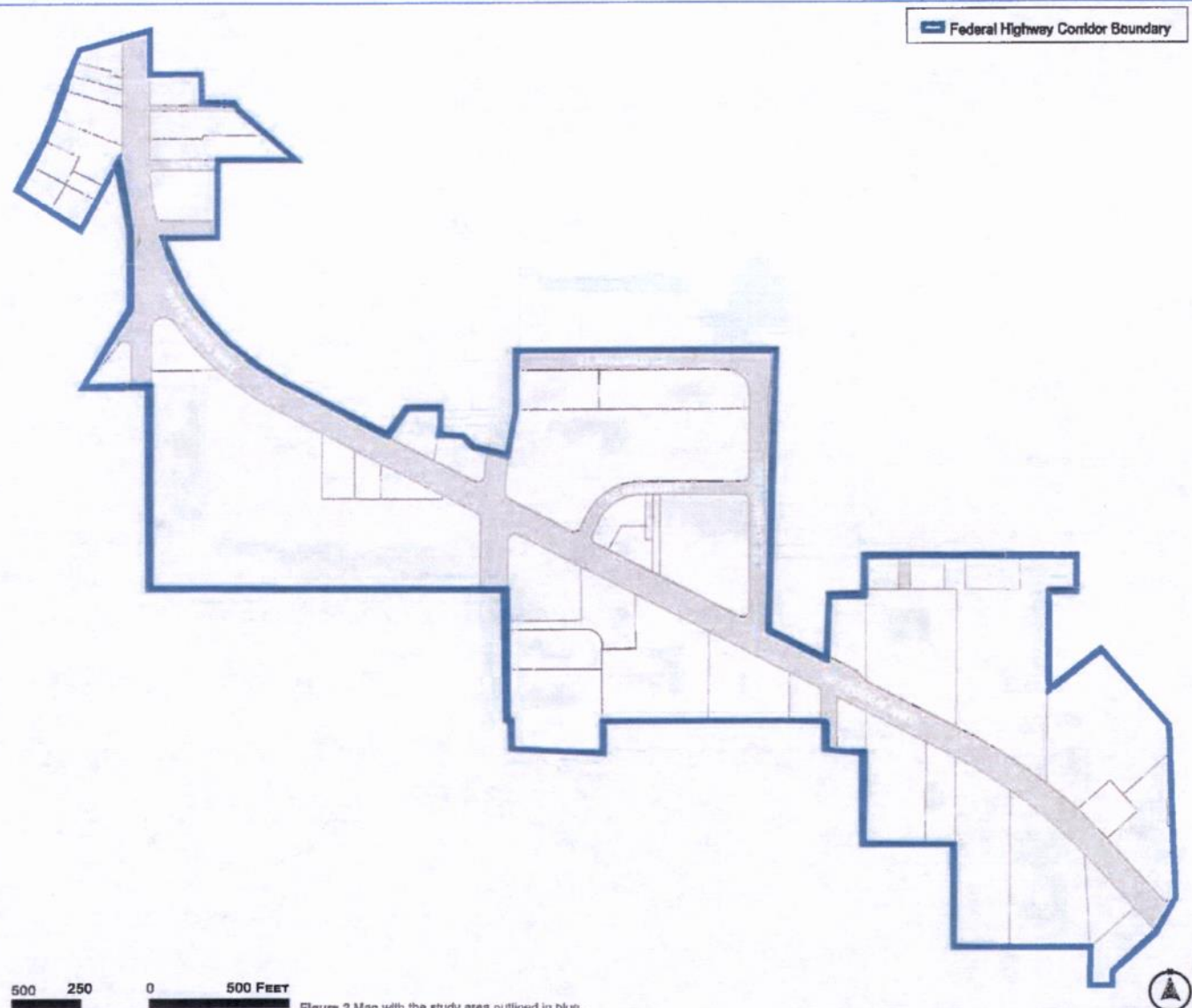


Figure 2 Map with the study area outlined in blue.

# BASELINE ECONOMIC ANALYSIS

## EXISTING FUTURE LAND USE

The City of Stuart Future Land Use (FLU) designations within the study area, and as provided in the city's Comprehensive Plan, are illustrated in the map to the right. These designations identify, in general terms, what are the permissible uses along the corridor. The dominant FLU designation is Commercial with the second most prominent being Downtown. The Downtown designation is likely more consistent with the desired redevelopment of the corridor. Through the development of this study, it may be deemed necessary to revise the FLU designation locations and/or specific requirements.

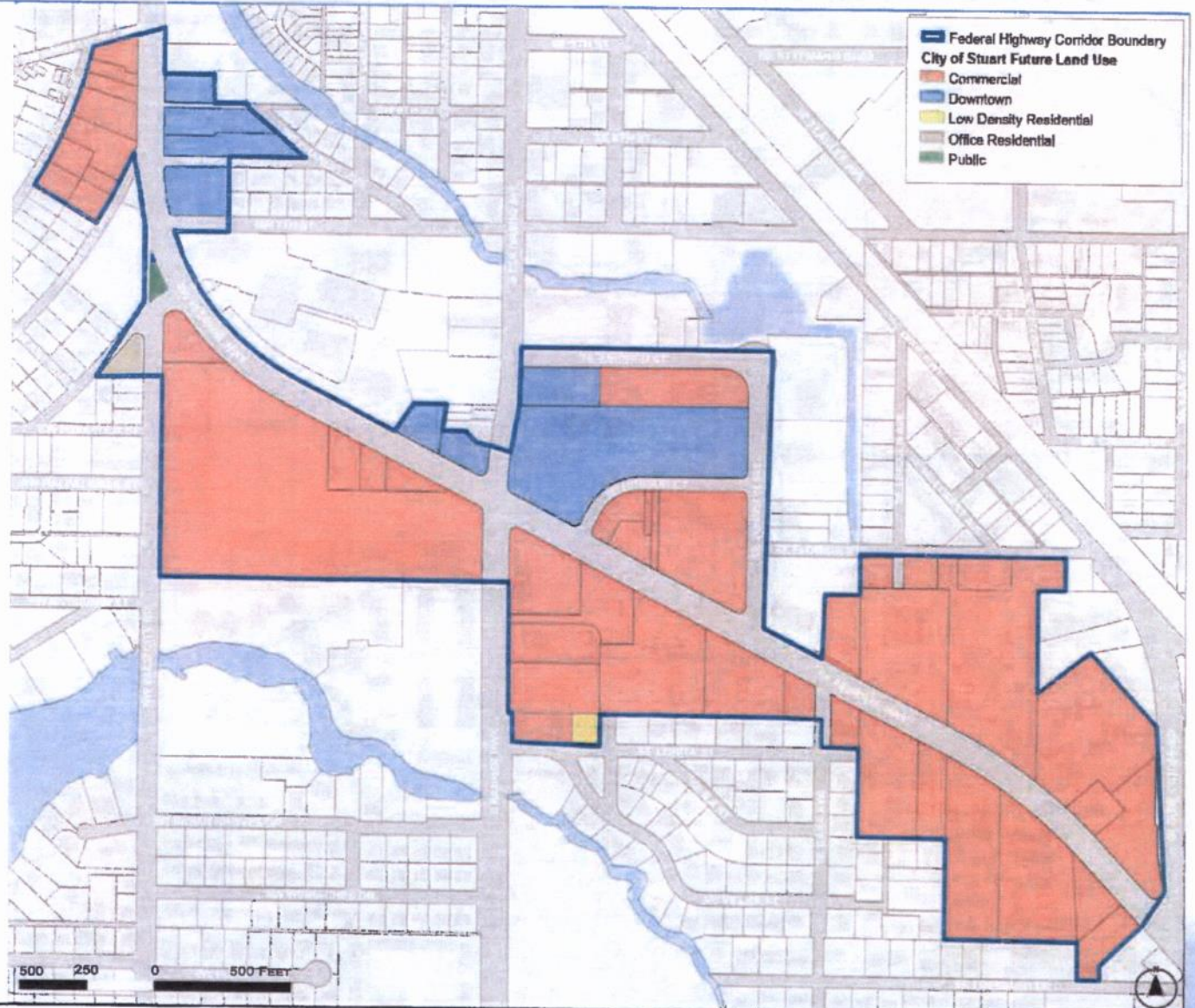


Figure 3 Map with the study area outlined in blue and Future Land Use Designations indicated.



## BASELINE ECONOMIC ANALYSIS

### EXISTING ZONING DESIGNATIONS

The City of Stuart Zoning designations within the study area, and as provided in the City's Land Development Code, are illustrated in the map to the right. The zoning designations provide much greater specificity in the regulations which control the development of properties. Specific uses, building heights, and placement, parking standards, etc. are controlled primarily through the zoning regulations. The FLU designations and zoning designations should be consistent with one another and, within the study area, they are. Note that the Urban Center, Urban Highway, and Urban Neighborhood districts are in the Downtown FLU categories. These areas are intended to promote redevelopment in a more urban pattern consistent with much of the historic downtown area. The B-2 Business General zoning district is more conventional, with suburban standards that have resulted in the corridor becoming much of what it is today. If there is a desire to reflect a similar, more urban redevelopment condition in the B-2 districts, there will need to be modifications to the zoning designations or regulations.

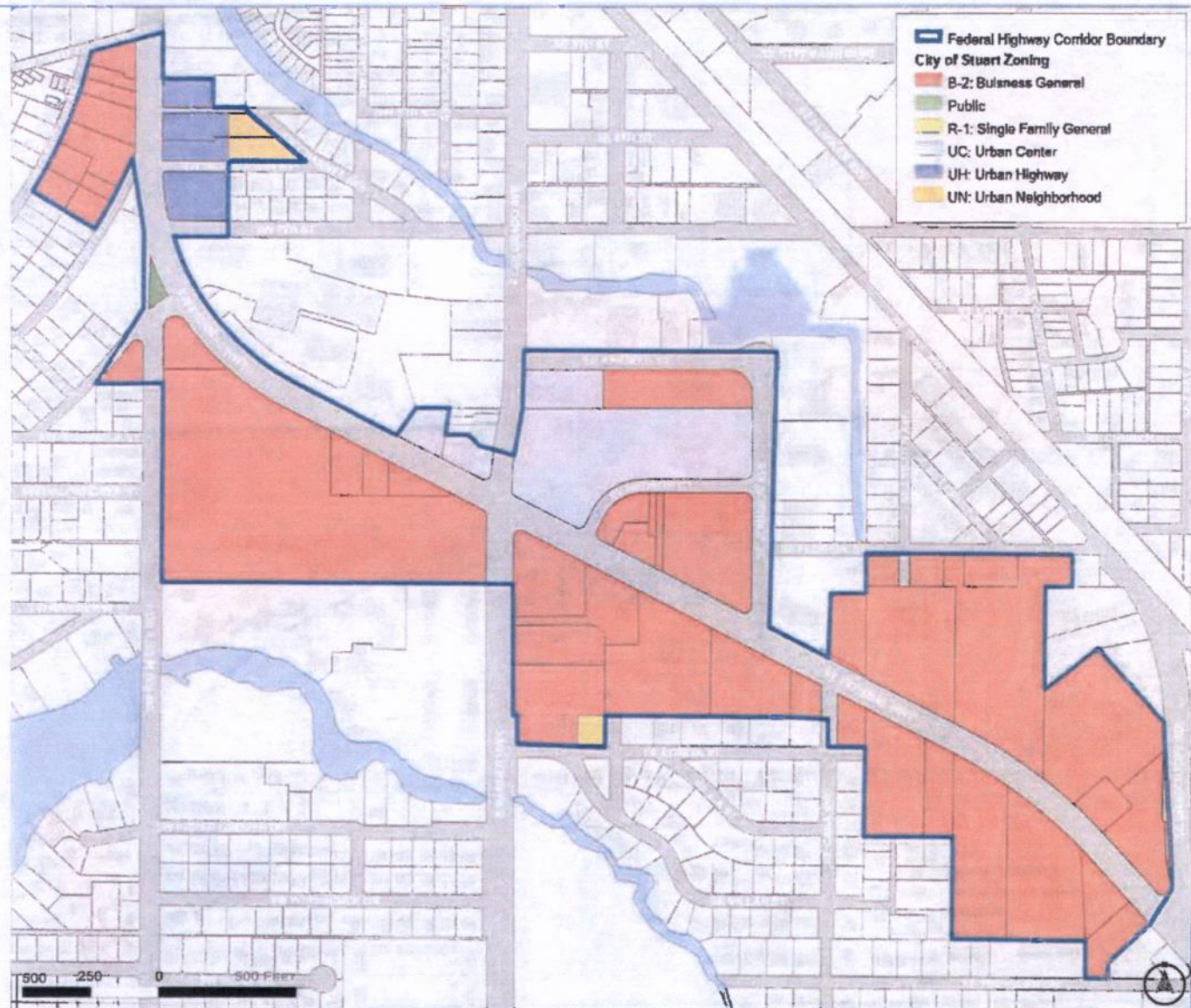


Figure 4 Map with the study area outlined in blue and zoning designations indicated.

## BASELINE ECONOMIC ANALYSIS

### LAND VALUE COMPARED TO TOTAL VALUE

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

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

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

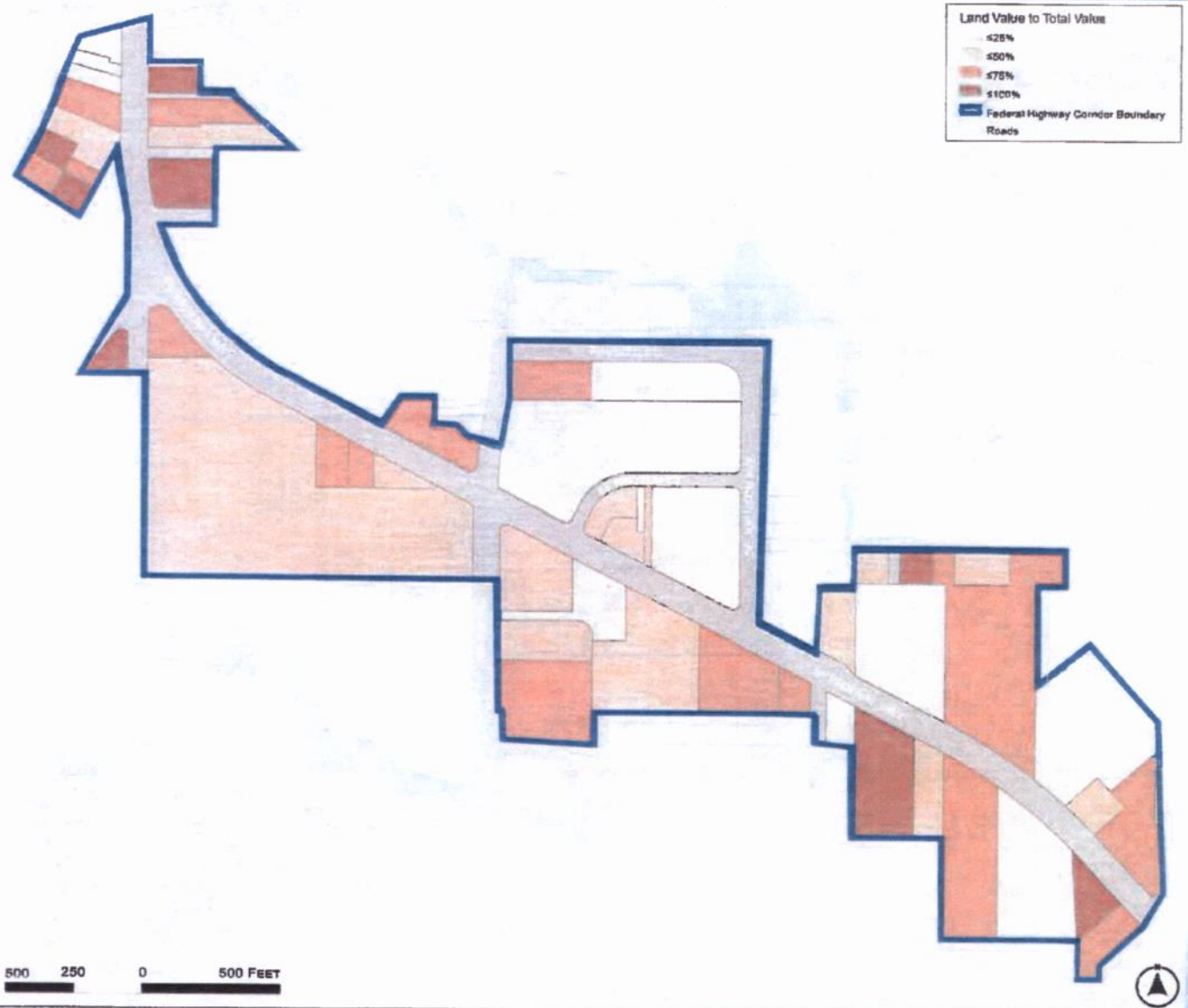


Figure 8 Map with the study area outlined in blue and the relative value of the land total assessed value indicated by percentage. Data is based on Property Appraiser data collected in December 2020.



## BASELINE ECONOMIC ANALYSIS

### EXISTING OWNERSHIP

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

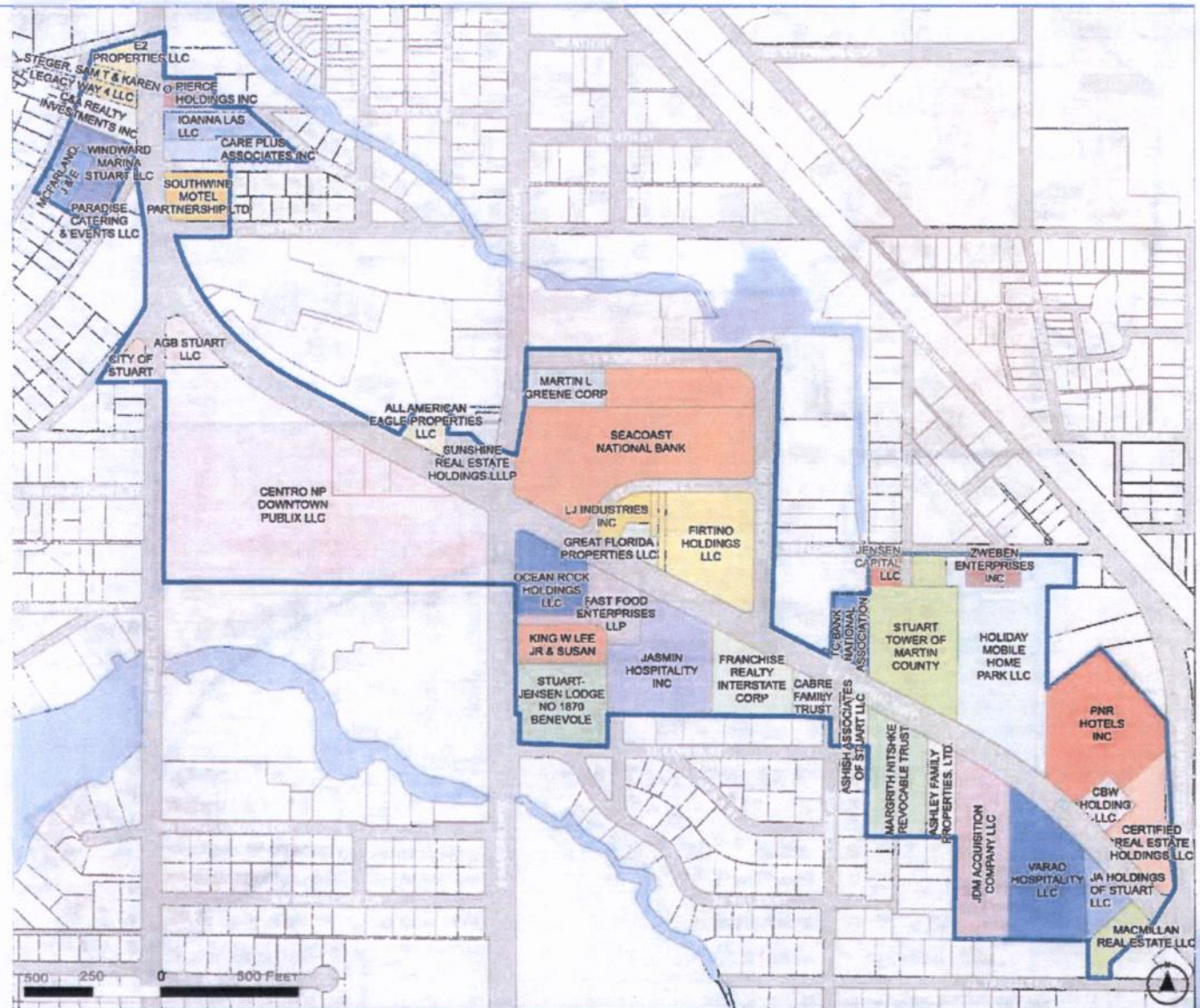


Figure 6 Map with the study area outlined in blue and parcel ownership. Data is based on Property Appraiser data collected in January 2021.



# BASELINE ECONOMIC ANALYSIS

## EXISTING USES

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

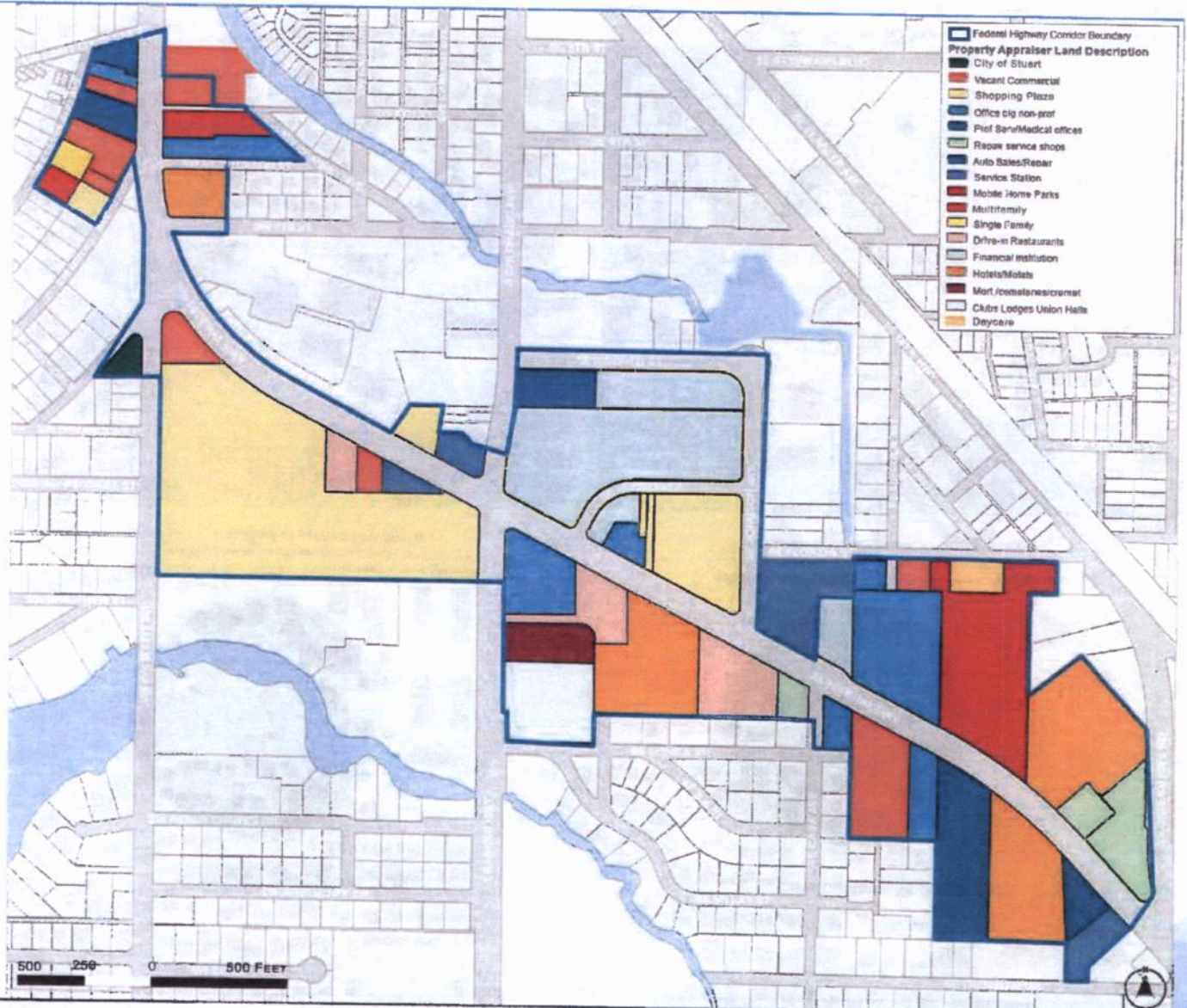


Figure 7 Map with the study area outlined in blue and use codes as identified on Property Appraiser data collected in January 2021. Where there are known deviations from Property Appraiser data based on site visits and property outreach, the map has been modified.

CITY OF STUART: MASTER PLAN OF FEDERAL HIGHWAY



# BASELINE ECONOMIC ANALYSIS

## INFLOW & OUTFLOW OF EMPLOYMENT

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

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

### STUART

Inflow/Outflow Job Counts in 2018

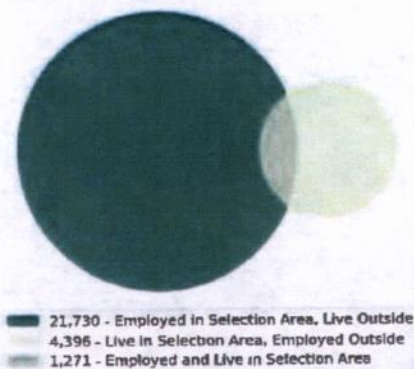


Figure 9 Graphics above reflect the municipal boundary of the City of Stuart.

### FEDERAL HIGHWAY CORRIDOR

Inflow/Outflow Job Counts in 2018



Figure 10 Graphics above includes the study area, properties south of the Roosevelt bridge and a 1/4-mile buffer.

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



# BASELINE ECONOMIC ANALYSIS

## WORKER CHARACTERISTICS IN CITY

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

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

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

## INDUSTRY SECTORS IN STUART

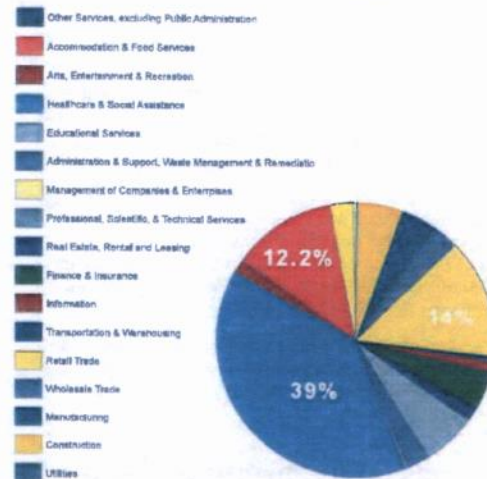
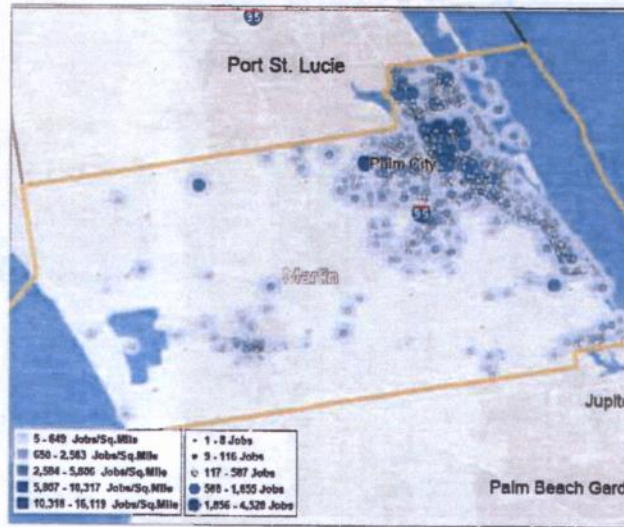
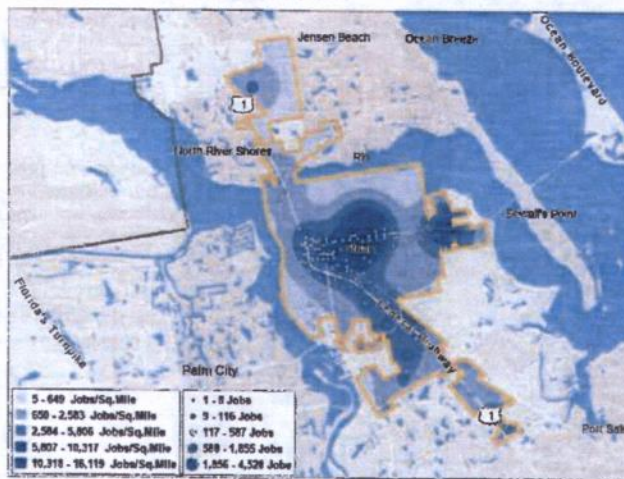


Figure 11 Charts and maps to the right and above are based on data collected from the 2018 US Census information.

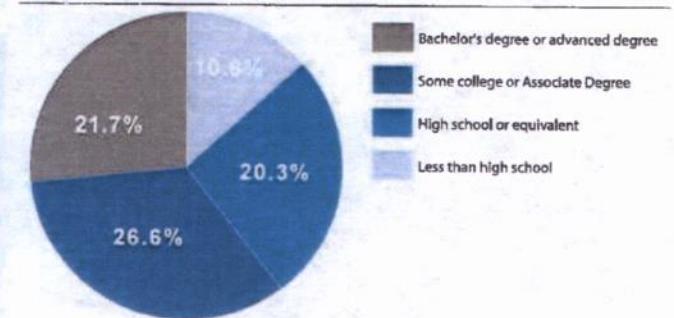
## JOB LOCATIONS IN MARTIN COUNTY



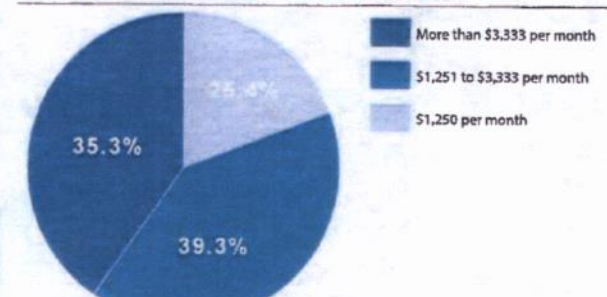
## JOB LOCATIONS IN STUART



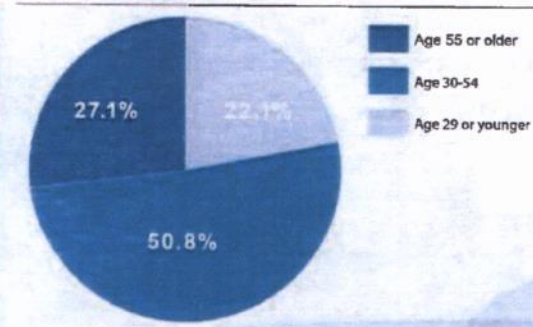
## EDUCATION LEVEL IN STUART



## EARNINGS PER CAPITA IN STUART



## AGE IN STUART





## BASELINE ECONOMIC ANALYSIS

### CONTEXT ADJACENT THE STUDY AREA

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

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

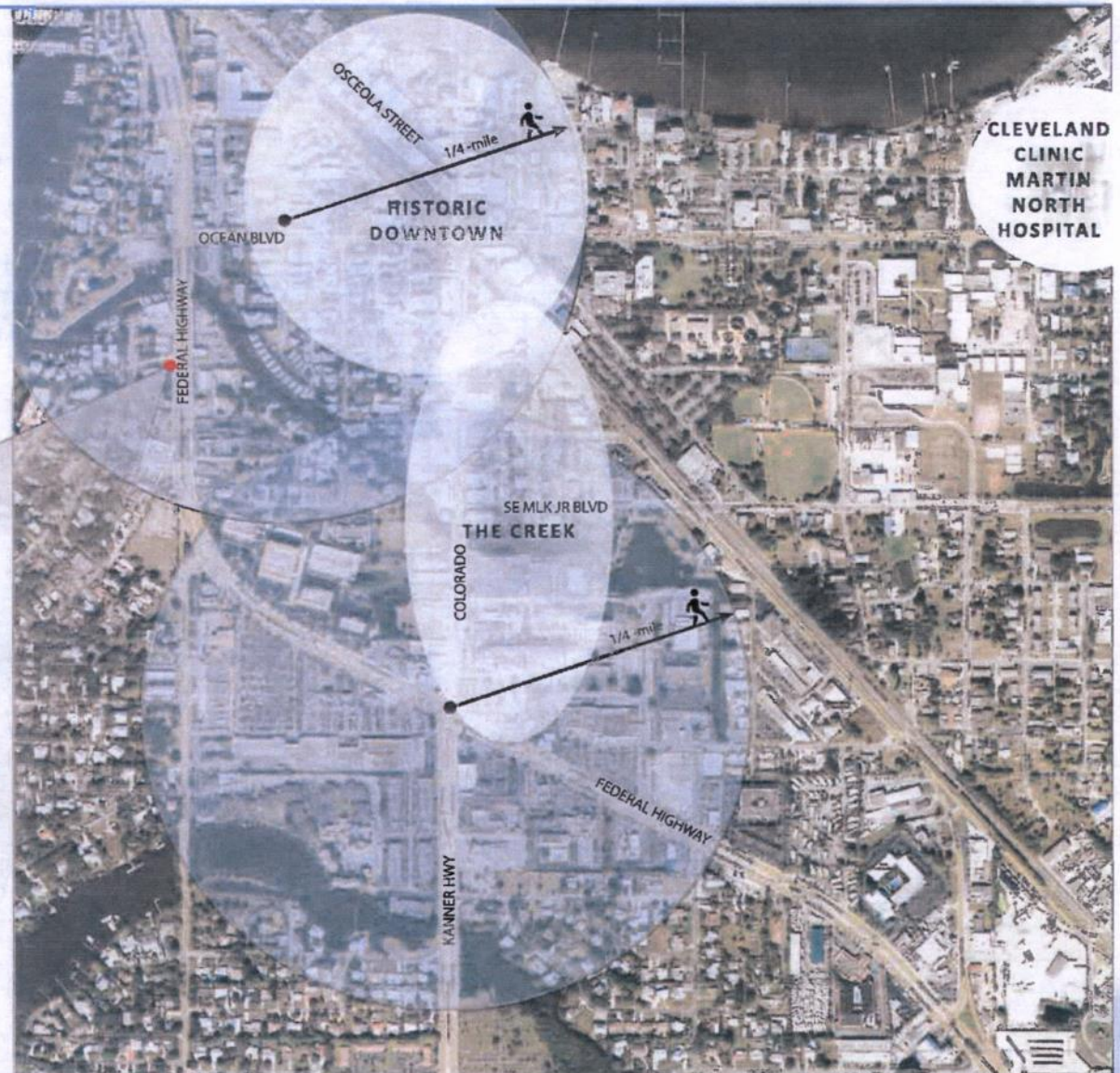
Unlike most parts of Federal Highway in Martin County, the study area is uniquely positioned to connect to these desirable areas. As heard in the group interview, there is commercial interest in connecting the study area to the historic downtown and surrounding neighborhoods. Improved connection to downtown will support development trends towards walkable communities desired by Boomers and Millennials alike.<sup>12</sup>

*12. Interview with Michaela Fine, Frasier Creek District Board Member, 10/10/2019. Interview with Michaela Fine, Frasier Creek District Board Member, 10/10/2019. Interview with Michaela Fine, Frasier Creek District Board Member, 10/10/2019.*



Figure 12 The image above as seen from the study area, includes a family on the sidewalk returning from the grocery store. This image illustrates an incredibly car dominated environment juxtaposed with pedestrian users despite the lack of crosswalk markings and sidewalk conflicts.

Figure 13 The aerial to the right highlights the 1/4-mile walking area from the study area. It includes Historic Downtown and The Creek arts & entertainment district. The Cleveland Clinic North Hospital is also in close proximity and is a major job center in the area.





# SUMMARY OF FINDINGS

## EXISTING CONSTRAINTS

Prior to the COVID-19 pandemic, there existed a trend away from brick and mortar retail stores, and Covid-19 has only accelerated these trends. The United States is understood to be significantly over-retailed. Analysis in 2019 of per capita leaseable shopping center space in countries around the world showed for places like France, Germany, the United Kingdom and Japan, average retail space was less than 5 square feet per person.<sup>3</sup> In the United States, that number is more than 23 square feet per person.<sup>3</sup> It is essential that local governments consider the revision of their land uses and zoning decisions relative to market trends. The Federal Highway corridor in Stuart is at the precipice of transition, and to be sustainable going forward, a shift in development patterns is necessary. The visible commercial vacancies coupled with private market requests for land use changes is consistent with many areas within the Treasure Coast. The primary constraints are land ownership distribution and land development regulation restrictions. The COVID-19 pandemic has accelerated trends away from office and large footprint retailers. Significant redevelopment on large vacant and asphalt dominant properties create opportunities for more variety along the corridor which could include mixed-use projects, diverse housing options, and institutional uses which benefit from proximity to work and job centers.

## COMMERCIAL NEEDS & PRIORITIES

Enhancing all modes of transportation and mixed-use will promote a more resilient context. Poor lighting, poor crosswalks, and access to transit limit mobility in the area and should be addressed. They are limiting factors in the mobility of people to access goods and services, the creation of a sense of place and access to the commercial uses.

## USES APPROPRIATE FOR THE CORRIDOR

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

- Convenient pedestrian access points for all buildings
- Shaded and protected pedestrian environment
- A connected grid of complete streets and alleys
- Appropriate scale, massing development patterns including principals such as like development facing like, i.e. residential facing residential and commercial facing commercial and where the fronts of buildings face the fronts of other buildings
- Variety in housing types and public open space
- A mix of uses that promotes the cycling and walking between destinations
- Contributions to a sustainability in building and water management

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

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



Figure 14 Appendix A includes an inventory of existing properties along Federal Highway as of December 2020. Each page acts like a "cut sheet" and includes a image, location and data points on the parcel included in the study area.



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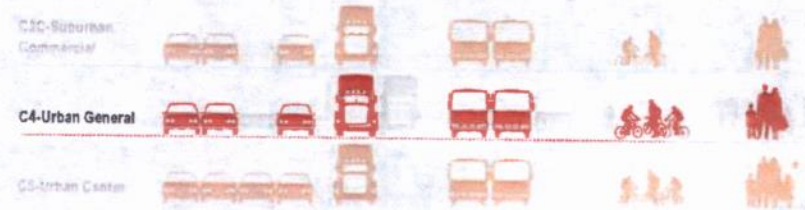
## EXISTING CONDITIONS & BACKGROUND

## FLORIDA DEPARTMENT OF TRANSPORTATION: CONTEXT CLASSIFICATION

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

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

### EXPECTED USES TYPES IN CONTEXT CLASSIFICATIONS



### FDOT CONTEXT CLASSIFICATIONS RELATED TO SPEED



### FDOT CONTEXT CLASSIFICATIONS



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



## FLORIDA DEPARTMENT OF TRANSPORTATION: CONTEXT CLASSIFICATION

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

The table below compares a desirable suite of roadway features with existing conditions in the corridor. Where the features range outside the desirable the box is colored red.

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

Figure 16 2010 Designing Walkable Urban Thoroughfares: A Context Sensitive Approach. Institute of Transportation Engineers and Congress for the New Urbanism.

Figure 16 Moving from the north of the study area to the south, the images to the right show existing users including bicyclists and pedestrians of varying ages and abilities. The third image down illustrates one of the challenging obstacles within the sidewalk. The placement of the signal post is at the crosswalk where the curb slopes down for access. If using the crosswalk in a wheelchair, there is not adequate space for a safe turning radius. The signal post is obstructing the maneuver. When moving on the sidewalk on a bike or wheelchair and not using the crosswalk, there is inadequate flat surface to travel on, therefore the slope pushes the user into the road.





## SAFETY

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

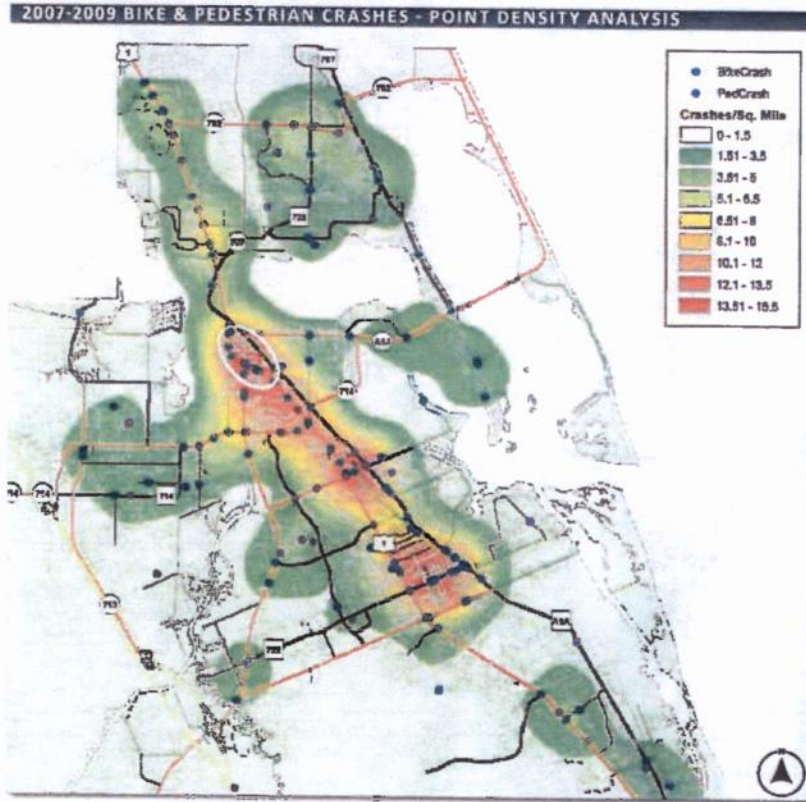


Figure 18 The above map is taken from the Martin MPO in its *Bicycle & Pedestrian 2007-2009 Collision Report* from May 2011. The study area is roughly circled in white.

Figure 19 To the right are images of how the range of visibility for drivers changes with increased speed. - [nacto.org](http://nacto.org)

### SPEED & VISIBILITY

10-15 MPH



20-25 MPH



30-35 MPH



40+ MPH





## EXISTING CONDITIONS & BACKGROUND

### SAFETY

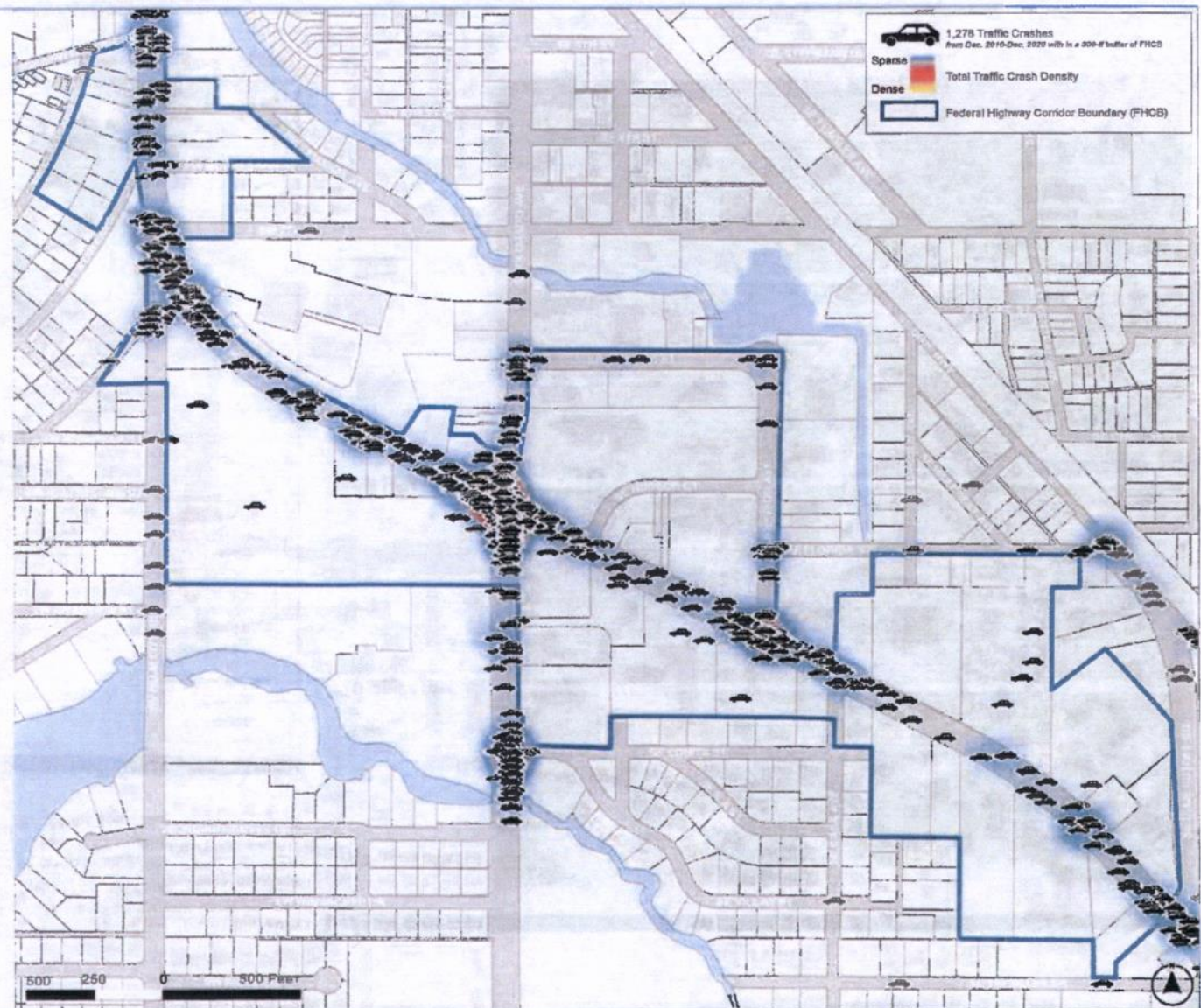
#### TRAFFIC CRASHES

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



Figure 20 Traffic and safety has been a long conversation in the City as seen in this newspaper clipping from 1969 about the median along the study area.

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





## SAFETY

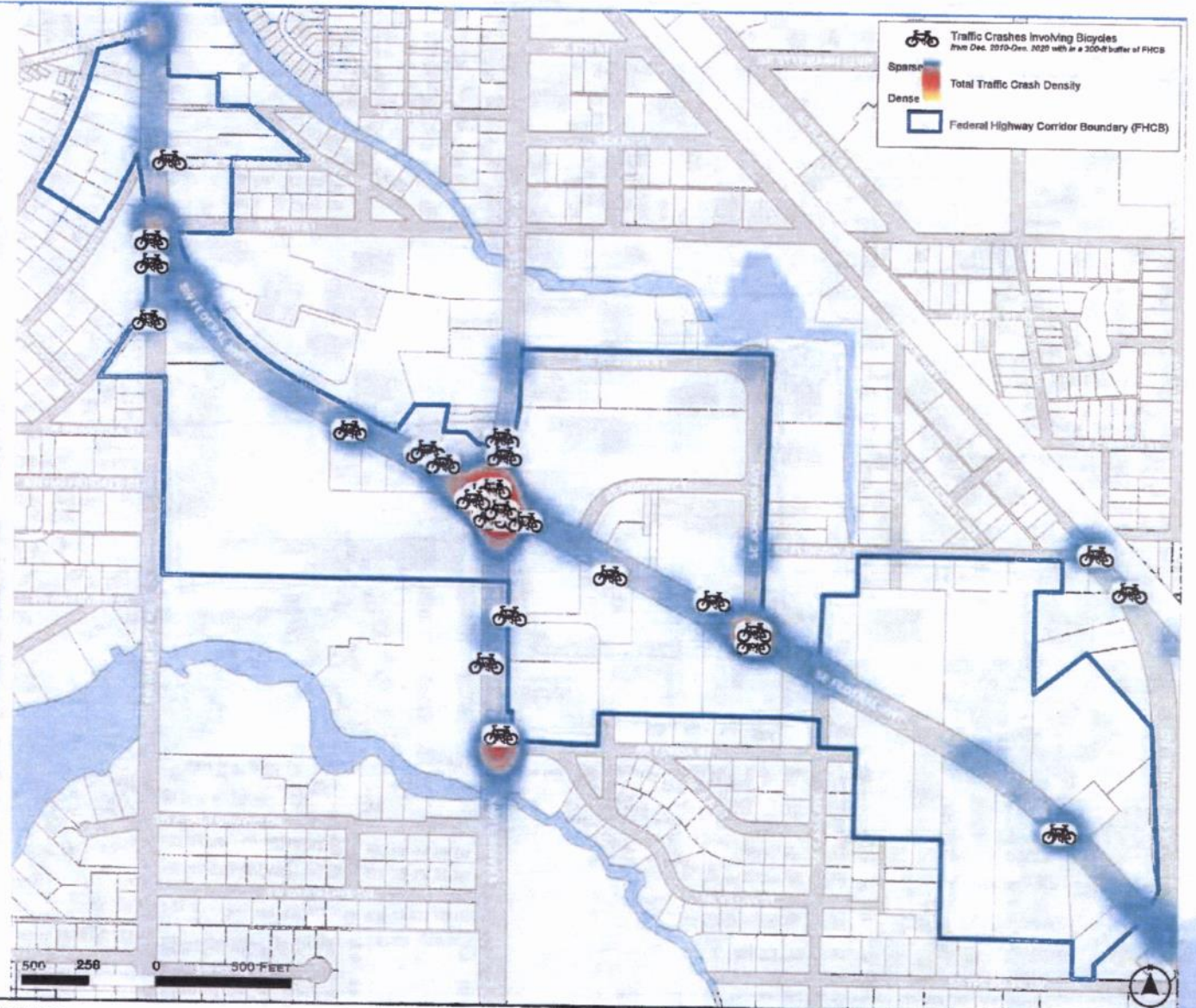
### CRASHES WITH BICYCLES

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



Figure 22 The images above are both from high speed crashes in an area near the Federal Highway study area which occurred in March 2021.

Figure 23 Map to the right shows crash data from Signal Four Analytics - University of Florida includes data from December 2010-2020.





## SAFETY

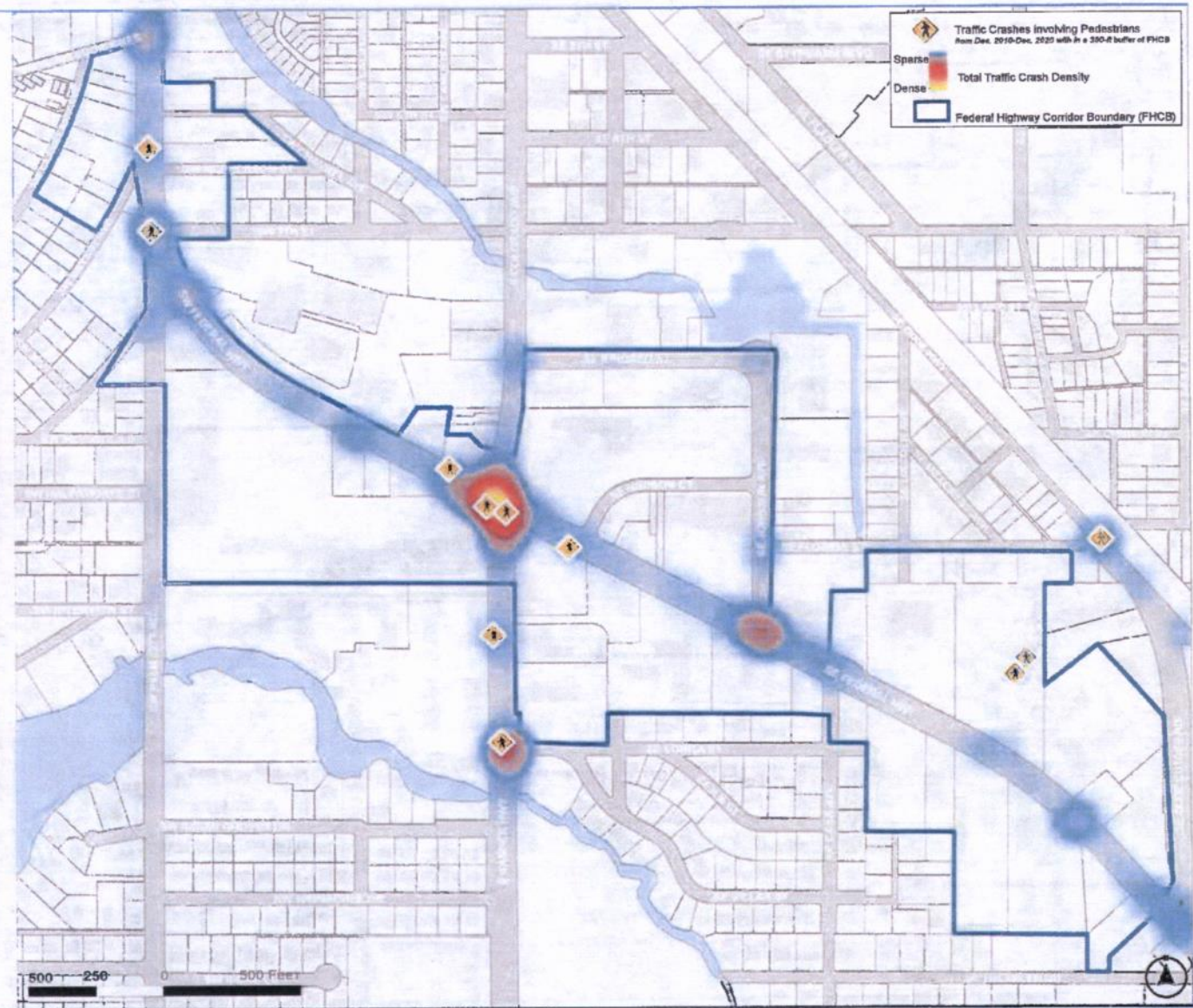
### CRASHES WITH PEDESTRIANS

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



Figure 24 Images above picture the intersection of Kanner Highway and Federal Highway.

Figure 25 Crash data from Signal Four Analytics - University of Florida includes data from December 2010-2020.





## SAFETY

### CRASHES WITH FATALITIES

The most disturbing map of this series identifies where fatalities have occurred. Thankfully there are fewer incidents than in the previous diagrams however, as suggested by the Vision Zero movement, even one fatality is too many. Clearly, the Kanner Highway and SW Palm City Road intersections deserve attention.

### VISION ZERO

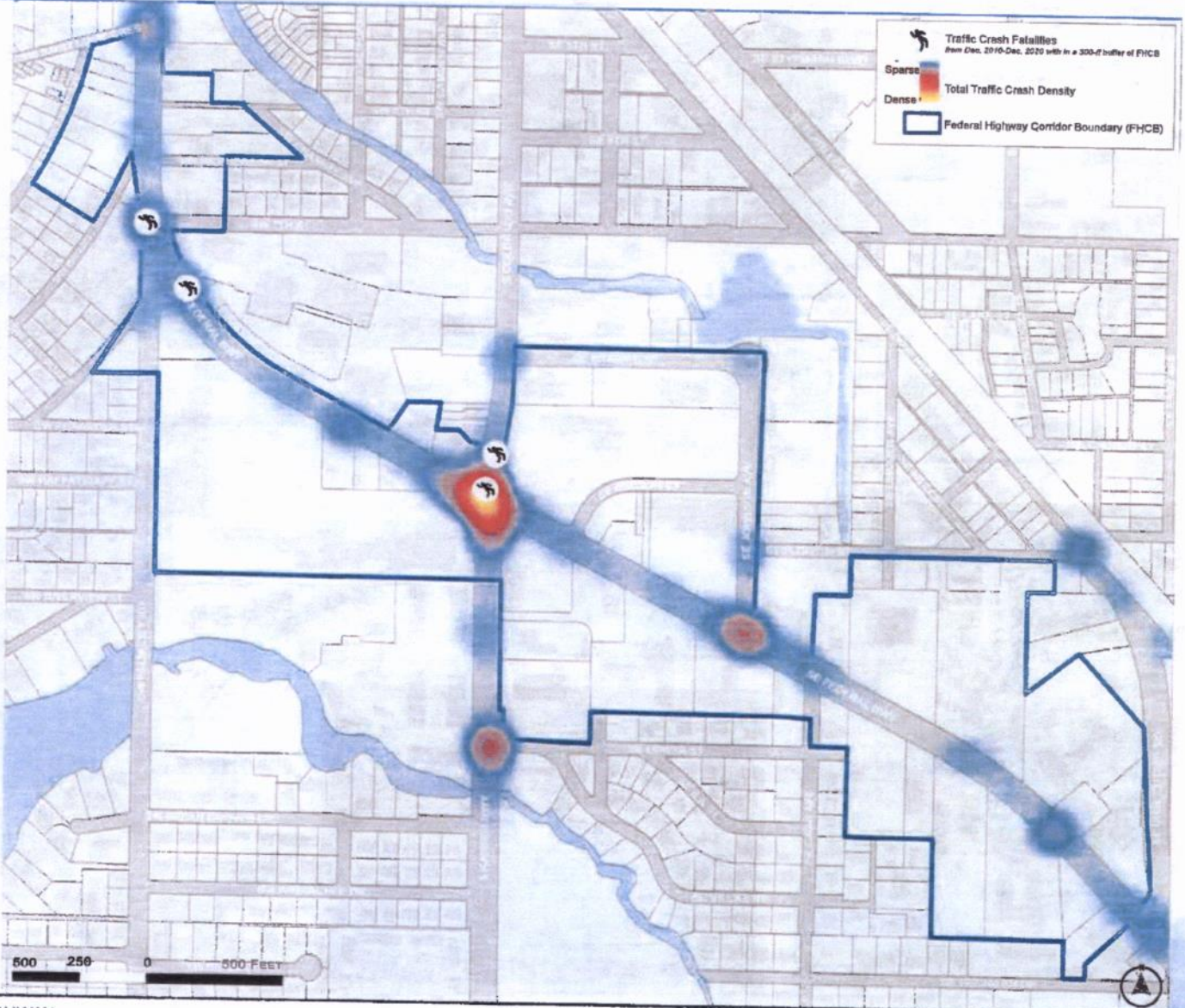
Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it's gaining momentum in major American cities. [visionzeronet.org](http://visionzeronet.org)

The Martin MPO is pursuing a Vision Zero Initiative to move towards reducing traffic fatalities and serious injuries to zero. Its important that the study area be included in this effort and continued coordination with the City occurs.



Figure 26 The above images were taken from the south end of the study area between SE Johnson Avenue and SE Dixie Cutoff Road. They are not reflected in the mapping of Crashes with Fatalities since they occurred prior to December 2010.

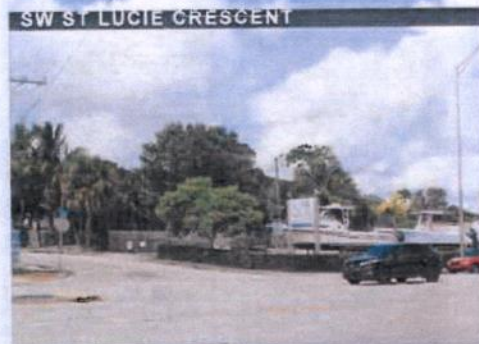
Figure 27 Crash data from Signal Four Analytics - University of Florida includes data from December 2010-2020.



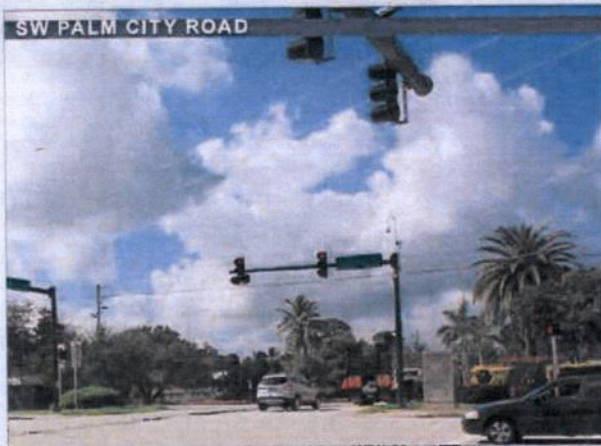


## EXISTING CONDITIONS & BACKGROUND

### SAFETY

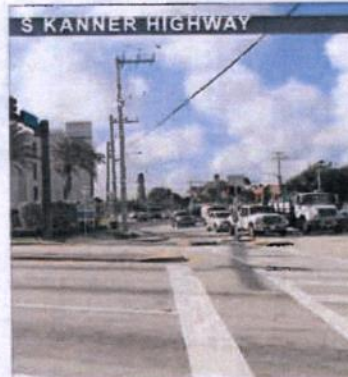


SW ST LUCIE CRESCENT

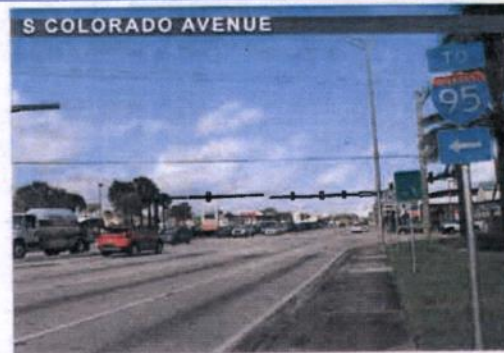


#### CROSSWALKS

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



S KANNER HIGHWAY



S COLORADO AVENUE



SE JOHNSON AVENUE



DIXIE CUTOFF





## EXISTING BIKE NETWORK

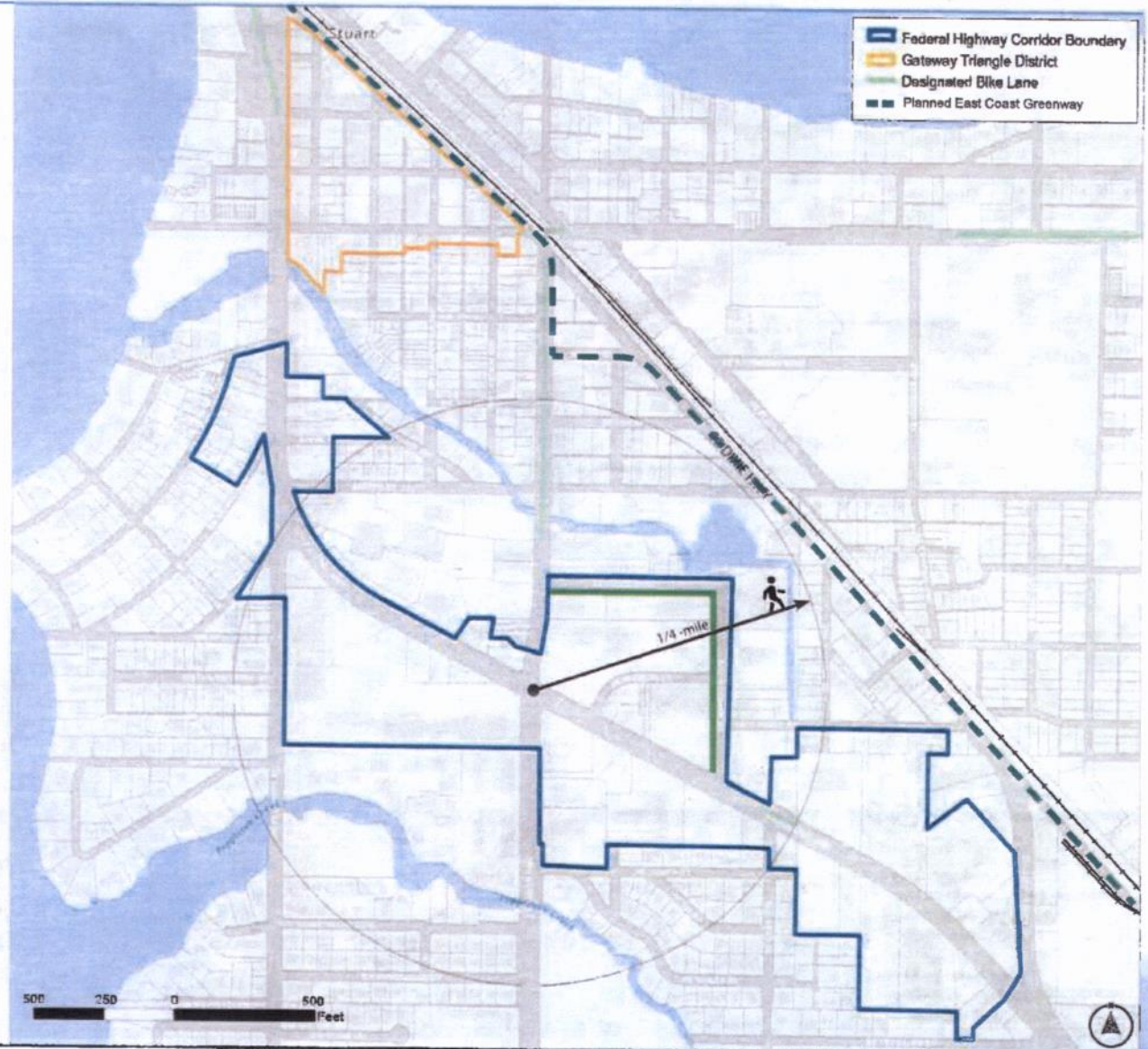
The series of maps to follow include the Federal Highway study area and an additional study area for the Gateway Triangle District. The Gateway Triangle District is the subject of a Master Plan study. Due to the proximity of the two study areas, it was determined to be of mutual benefit to study the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

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



Figure 28 The image above is typical of the corridor. The absence of a bicycle facility contributes to the incidents of bicycle related crashes.

Figure 29 Designation of bike lanes 2019 data from FDOT.





## EXISTING PEDESTRIAN BARRIERS

The map to the right describes the barrier type between the sidewalk and the vehicular travel lanes. Physical barriers protect pedestrians. The barrier has the added benefit of providing speed reduction and further enhancing the safety of all roadway users when the barrier is on-street parking or shade trees. The portion of Federal Highway within the study area does not include any protected sidewalks. SE Johnson Avenue and SE Kindred Street include the only protected sidewalks in the study area.

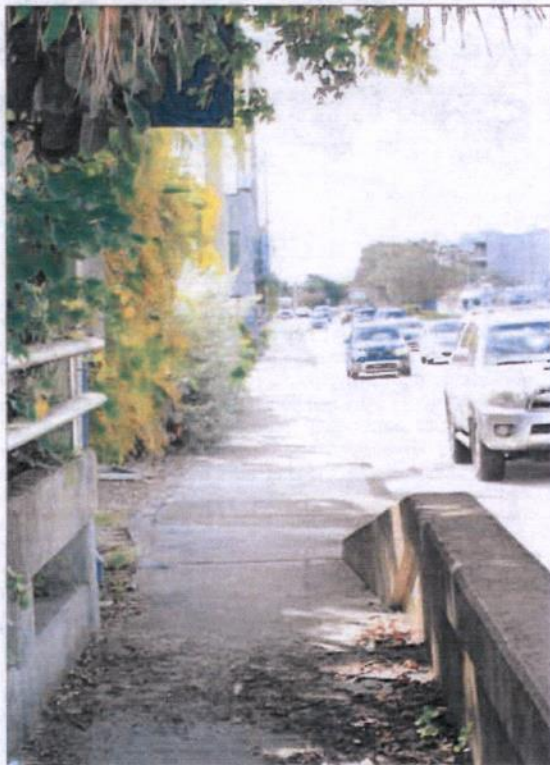
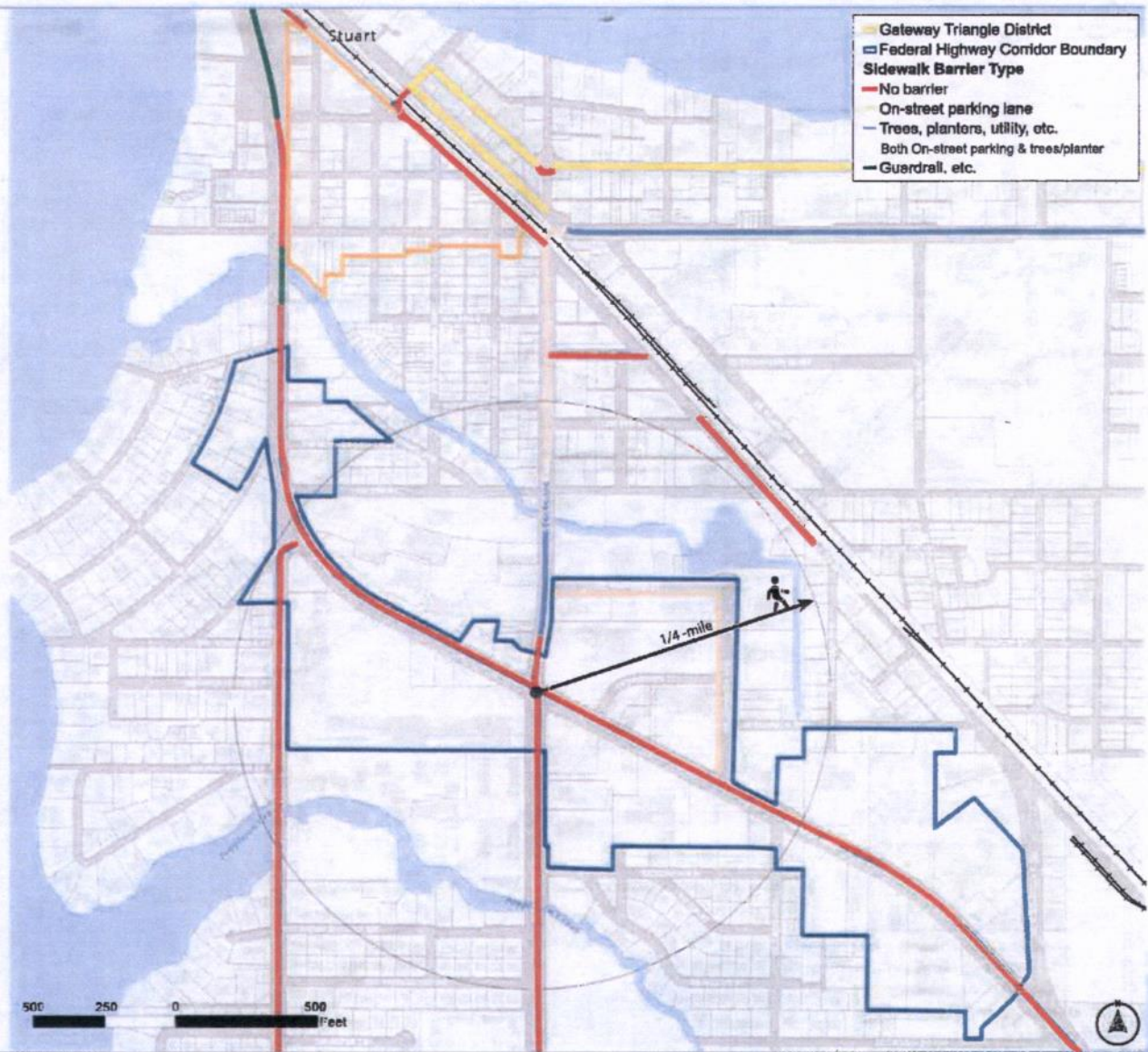


Figure 30 The image above is from the Frazier Creek bridge where an existing barrier guardrail is located.

Figure 31 Pedestrian barriers 2019 data from FDOT.





## EXISTING SIDEWALK WIDTHS

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

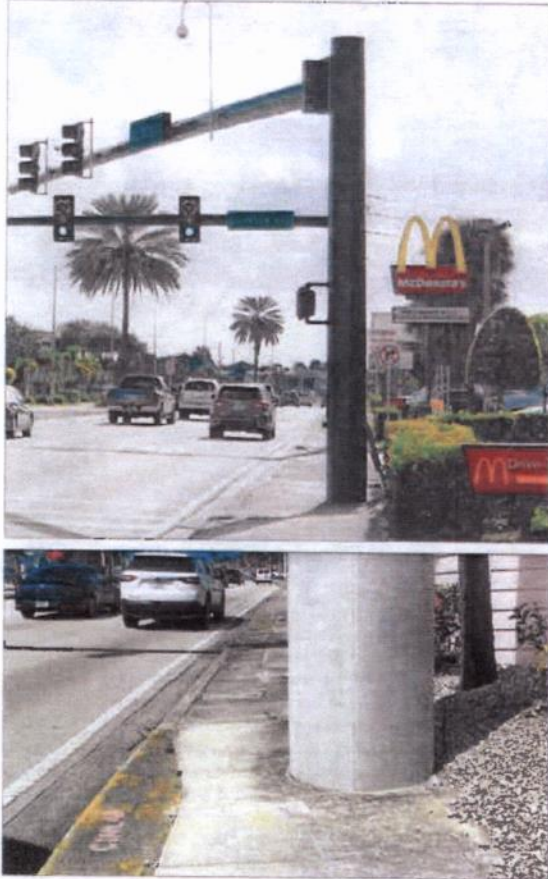
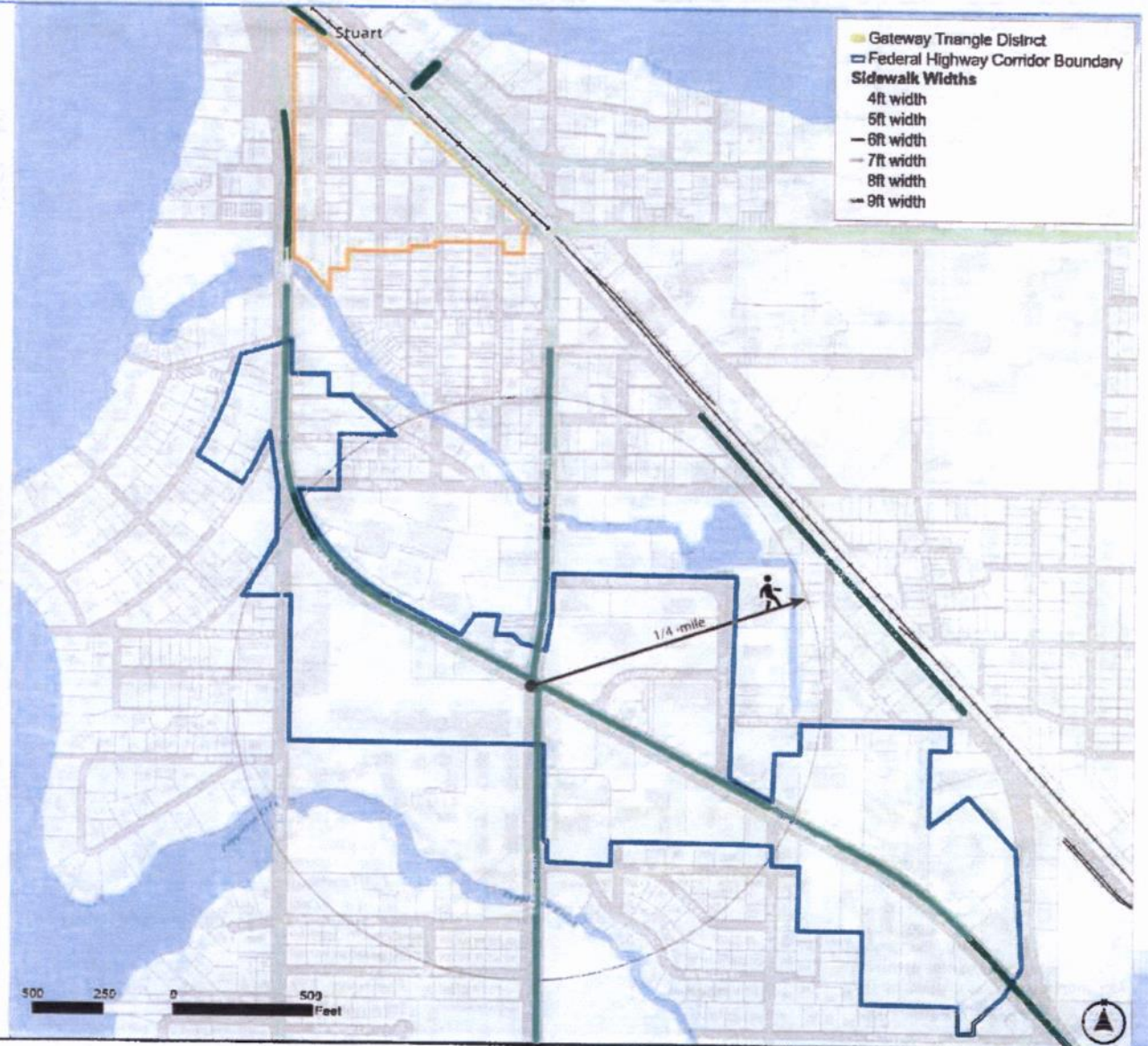


Figure 32 Images above show locations where the 7' sidewalk is obstructed by a utility poles.

Figure 33 Sidewalk widths 2019 data from FDOT.





## EXISTING CONDITIONS & BACKGROUND

### ANNUAL AVERAGE DAILY TRAFFIC

The annual average daily traffic (AADT) counts on Federal Highway show a noted change in the experience of the roadway in terms of volume. From Kanner Highway north to the Roosevelt Bridge, the AADT was recorded as 41,500 vehicles per day in 2019, while south of Kanner Highway the AADT was reported as 35,000 vehicles per day for the segment from Kanner Highway to Monterey Road. Based on FDOT from the AADT, there was an 11% decrease between 2016 and 2019 of vehicles per day. When comparing the FDOT historical data for the Roosevelt Bridge to Kanner Highway segment between 2017 and 2019 there is an increase of 2.5%. A complete traffic study could inform trends along corridor, but there are clearly different conditions in terms of volume north and south of Kanner Highway.

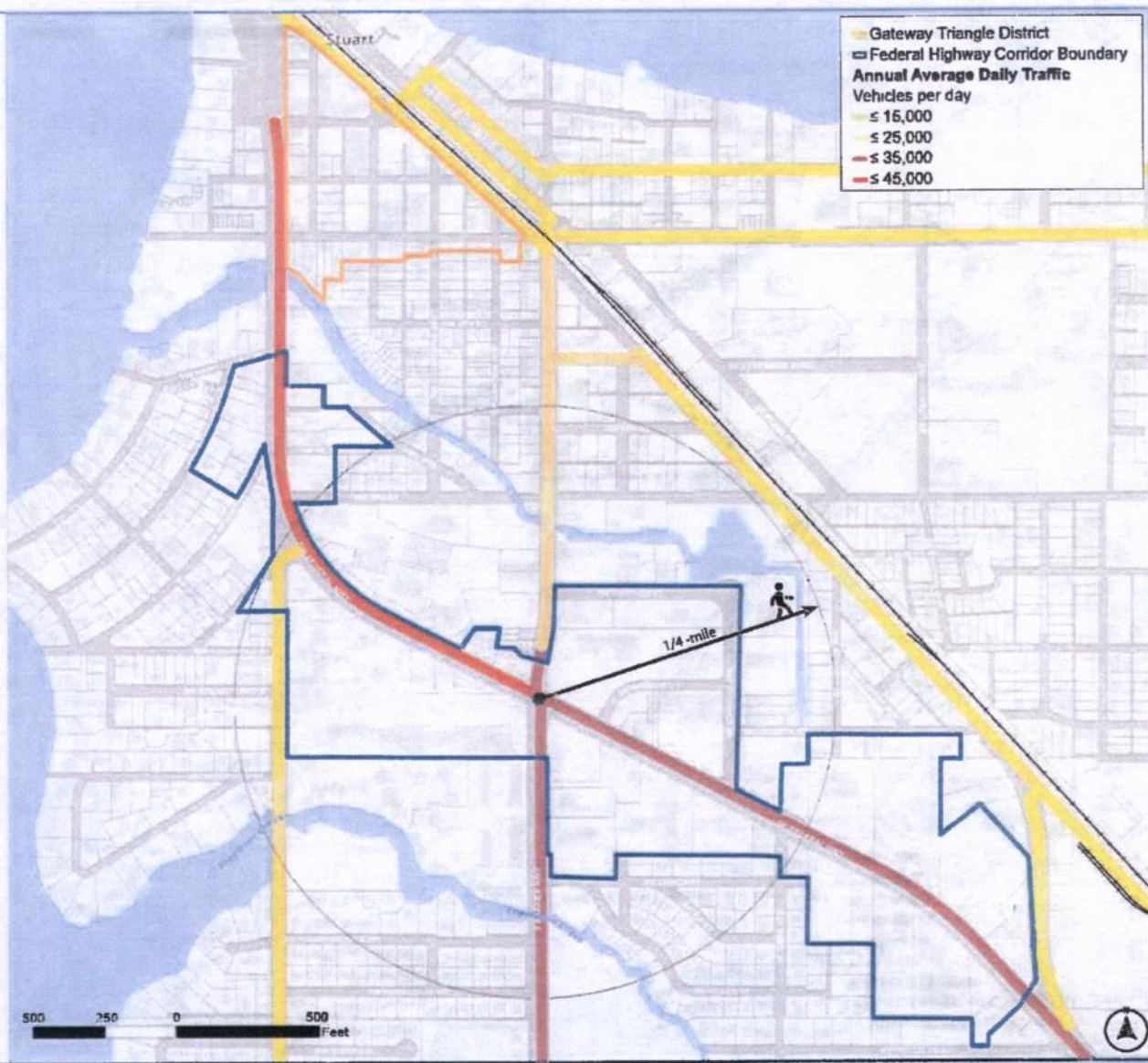
KANNER HIGHWAY & FEDERAL HIGHWAY



FEDERAL HIGHWAY AT SE DIXIE CUTOFF



Figure 34 Annual Average Daily Traffic measured by vehicles per day 2019 data from FDOT (<https://tdaappsprod.dot.state.fl.us/ltol/>)





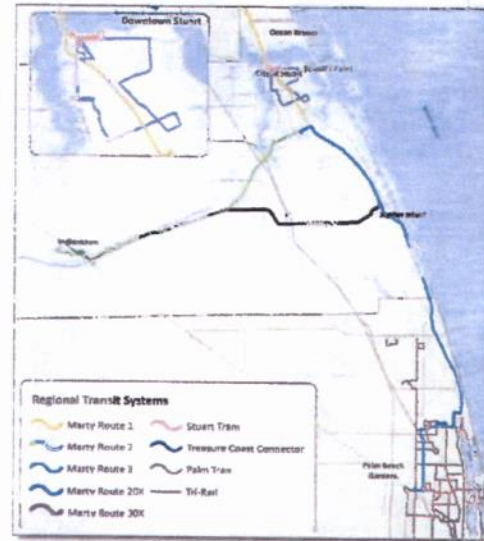
## EXISTING PUBLIC TRANSIT

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

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

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

### EXISTING TRANSIT



### Martin County 10-Year Transit Needs



Figure 35 Typical Marty transit stop with shelter and bench. The pictured stop is at Indian River State College on Salerno Road.



Figure 36 Typical Marty transit stop in study area. No bench, shelter or shade is provided.



## NATIONAL FLOOD HAZARD

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

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

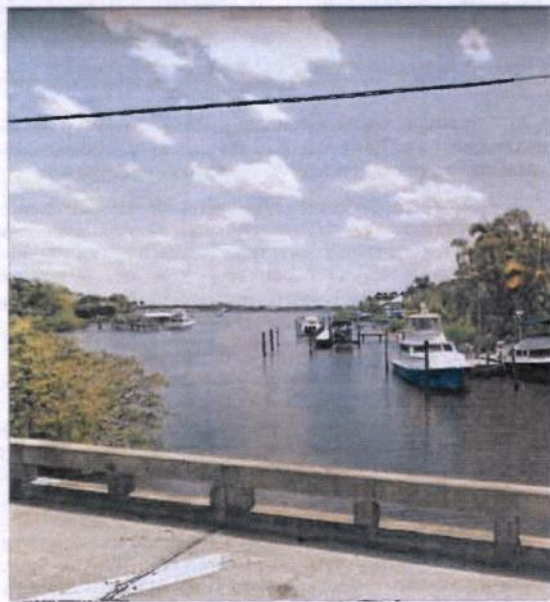
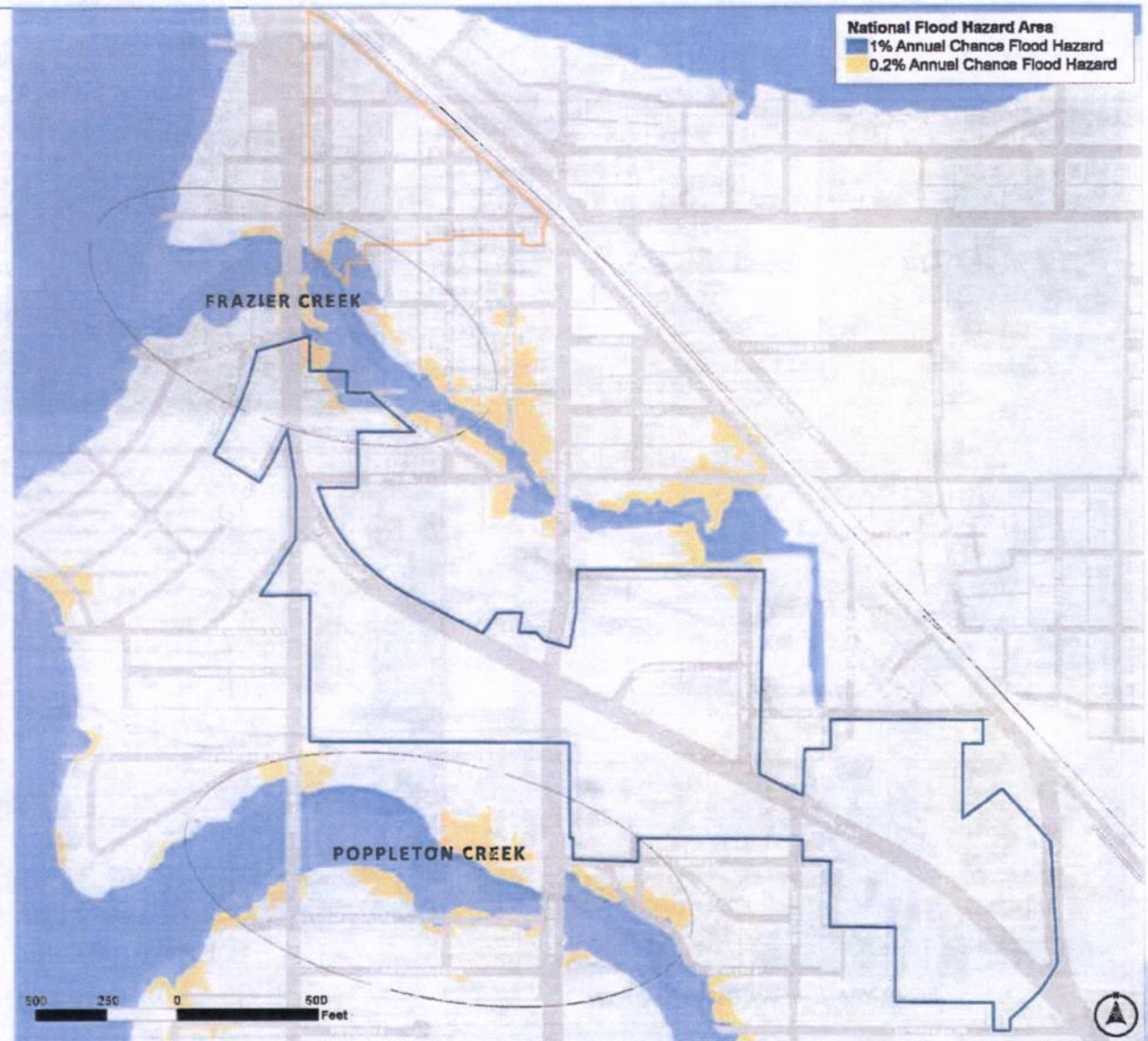


Figure 37 The image above of is taken from Poppleton Creek from bridge over SW Palm City Road looking west.

Figure 38 The National Flood Hazard Layer (NFHL) data incorporates all Flood Insurance Rate Map (FIRM) databases published by the Federal Emergency Management Agency (FEMA), and any Letters of Map Revision (LOMRs) that have been issued against those databases since their publication date. It is updated on a monthly basis. The FIRM Database is the digital, geospatial version of the flood hazard information shown on the published paper FIRMs. Updated: 02/19/2020





## NOAA SEA LEVEL RISE

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

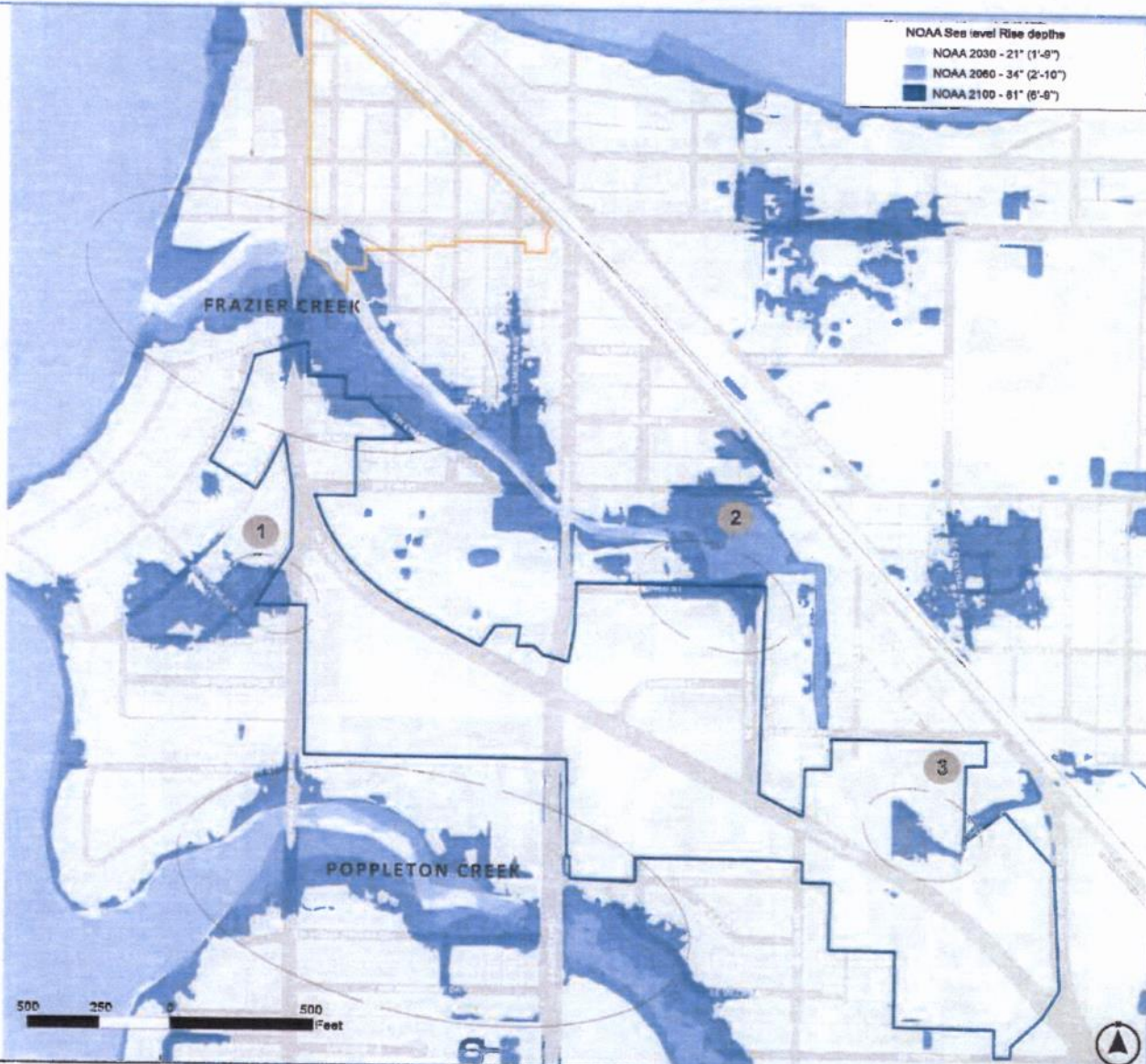
The vast majority of both study areas remains outside even the 2030 projections of 21" or 1'-9". Again, properties near Frazier Creek show potential impact from sea level rise like that of the National Flood Risk Map. In addition to Frazier Creek there are three other locations within the study area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

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



Figure 40 Image above is taken from the bridge over Frazier Creek looking to the east.

Figure 41 is a Sea Level Rise Scenario created for Martin County via Grant funding via the Institute for Water and Environmental Resilience and Erin Dedy Law, Creation date: 3/2019





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## SUMMARY OF PUBLIC INPUT

## GROUP STAKEHOLDER INTERVIEW #1

## SUMMARY OF CONVERSATION

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

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

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

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

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

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

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



Figure 42 Images of participants in the Group Stakeholder Interview from November 18, 2020.



## SUMMARY OF PUBLIC INPUT

### SUMMARY OF POLLING

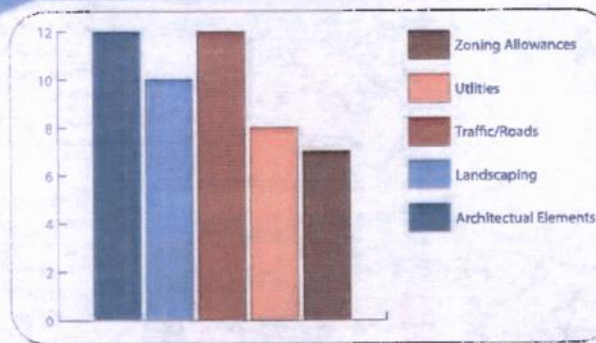
During the group interview a series of polling questions were asked. Those responses are summarized here.

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

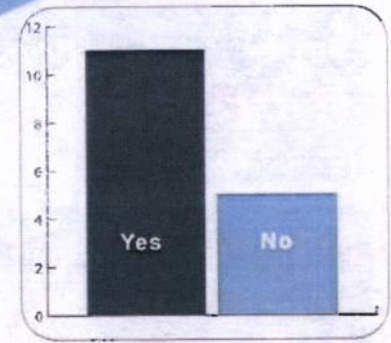
The interview included representatives from:

- Economic Development
- Nonprofits
- Chamber of Commerce
- Realtors
- Agency Representatives
- Business Tenant
- Property Owners
- Residents

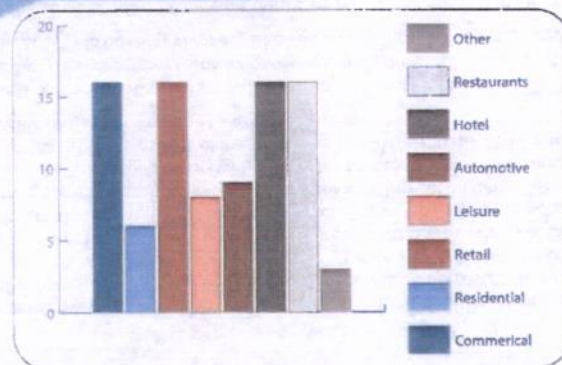
In what ways has the US-1 Corridor been negatively impacted by COVID-19? Select all that apply.



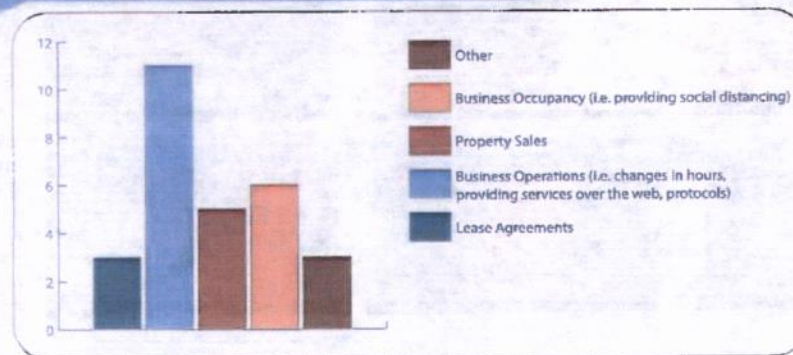
Are you already familiar with the extends of the CRA?



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



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

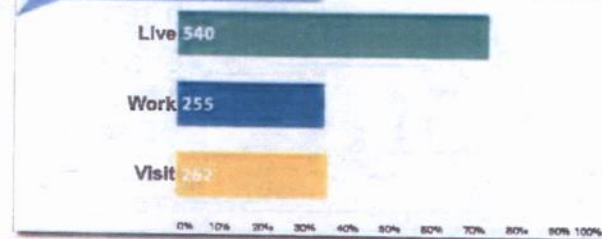


## SURVEY RESULTS

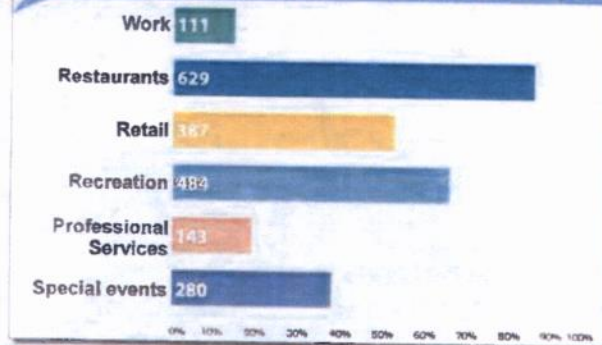
### TOOK THE SURVEY?

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

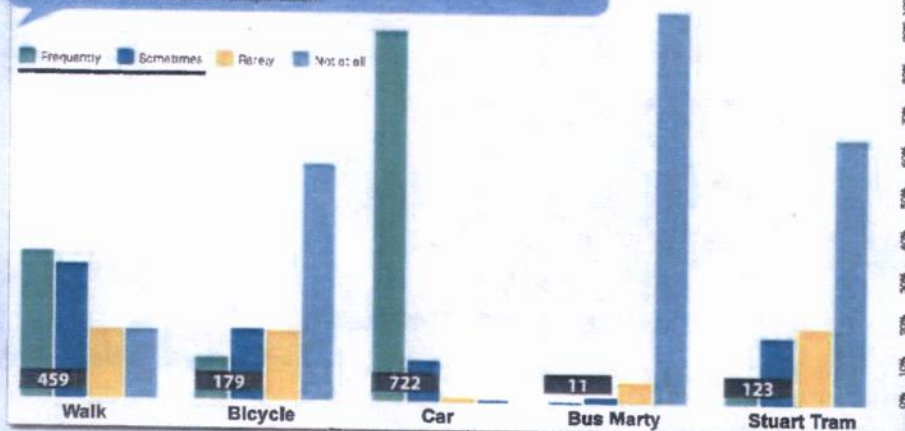
#### Do you live, work or visit Stuart?



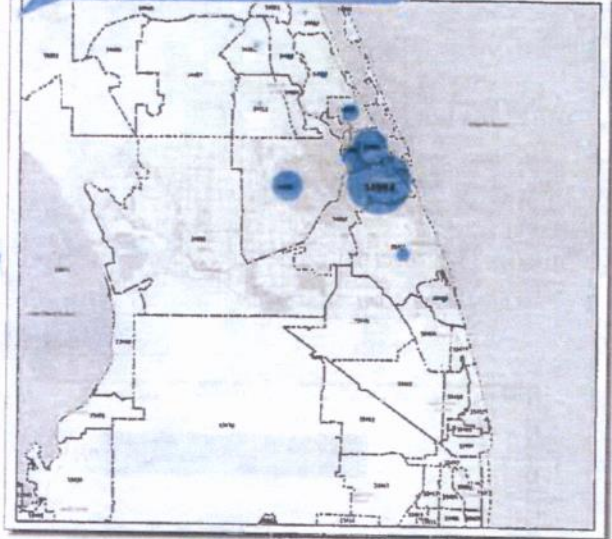
#### What is your top destination in downtown Stuart? Select the top three.



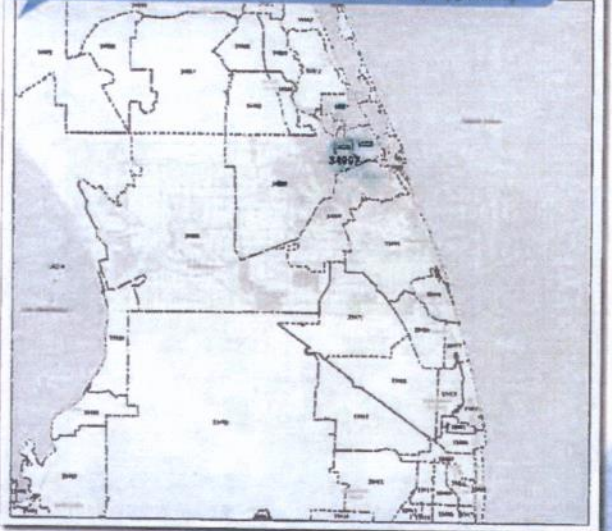
#### How often do you use the following when traveling in Stuart? Select one for each mode of transportation



#### In what zip code is your home located?



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





ABOUT **US-1** IN STUART

Yes ☒ No ☐

No 71



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

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

Not easily accessed  
by Marty, Stuart Tram, 104  
by pedestrian, cyclist

**Appearance** 291

**Lack of connectivity,  
to downtown:**

[illegible][illegible]

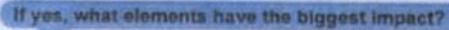
**Yes** 195

No 322

[illegible]



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



### SUMMARY OF CONVERSATION

Responses from the group and feedback included:

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



## VISION WORKSHOP

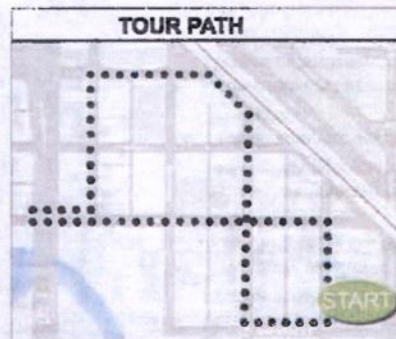
On Saturday, March 13, 2021, a visioning workshop and walking tour event was hosted by Treasure Coast Regional Planning Council and the City of Stuart. Over fifty people participated, including residents, business owners, elected officials, and City staff. The walking tour took the participants through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

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

## SUMMARY OF CONVERSATION BY AREA

### BOTH DISTRICTS

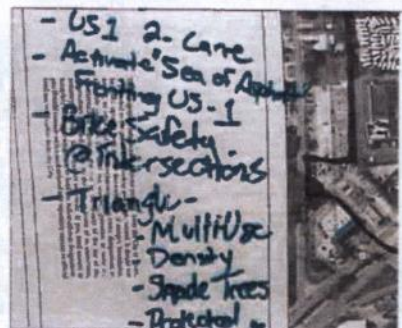
- Broad support for mixed-use neighborhoods and projects was expressed.
- Maintaining a small-town and quaint feel continues to be an important quality of Stuart. Concerns for maintaining that are often expressed with comments or questions about appropriate height and density. That said, locations along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





## ABOUT US-1 IN STUART

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





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## TOUR OF THE PLAN



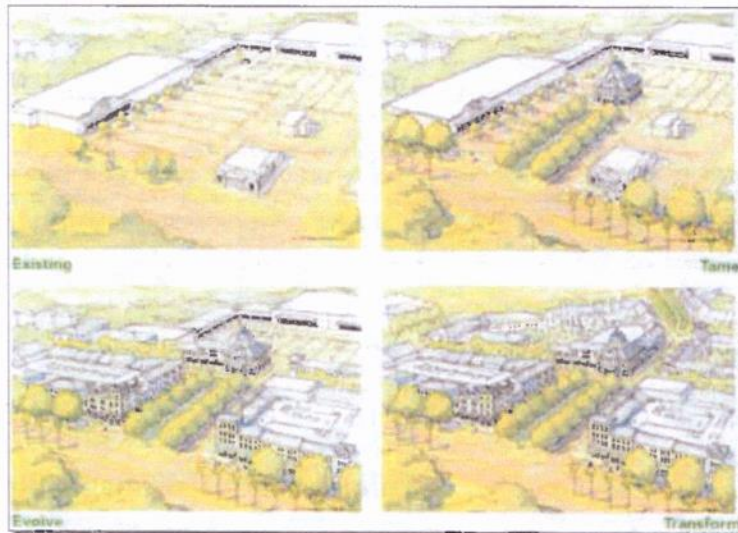
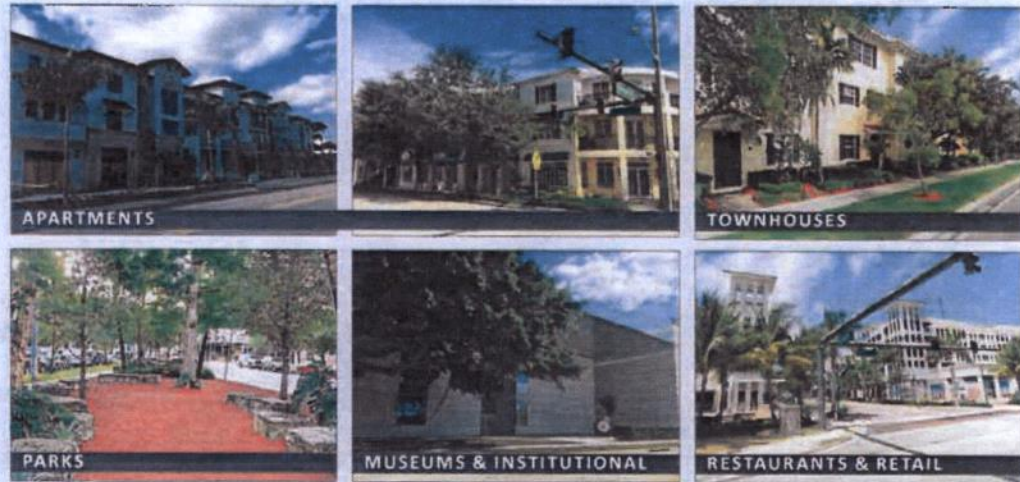
## REDEVELOPMENT OPPORTUNITIES

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

Figure 43 Images to the right show various locations along Federal Highway in South Florida where there are a variety of uses.

Figure 44 The illustrations below are from Seauford SC Master Plan by Dover Khol. They illustrate the transition over time from large, big-box footprints with large, front-loaded parking to a more vibrant active suburban neighborhood.

Figure 45 The aerial on the far right of the page highlights parcels on Federal Highway that are predominantly underutilized parking lots. These lots are prime candidates for redevelopment over time.





## REDEVELOPMENT OPPORTUNITIES

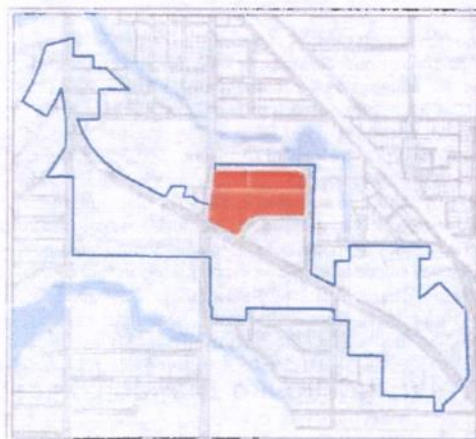
## SEACOAST BANK PROPERTIES

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

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

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

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



## LEGEND

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

## REDEVELOPED

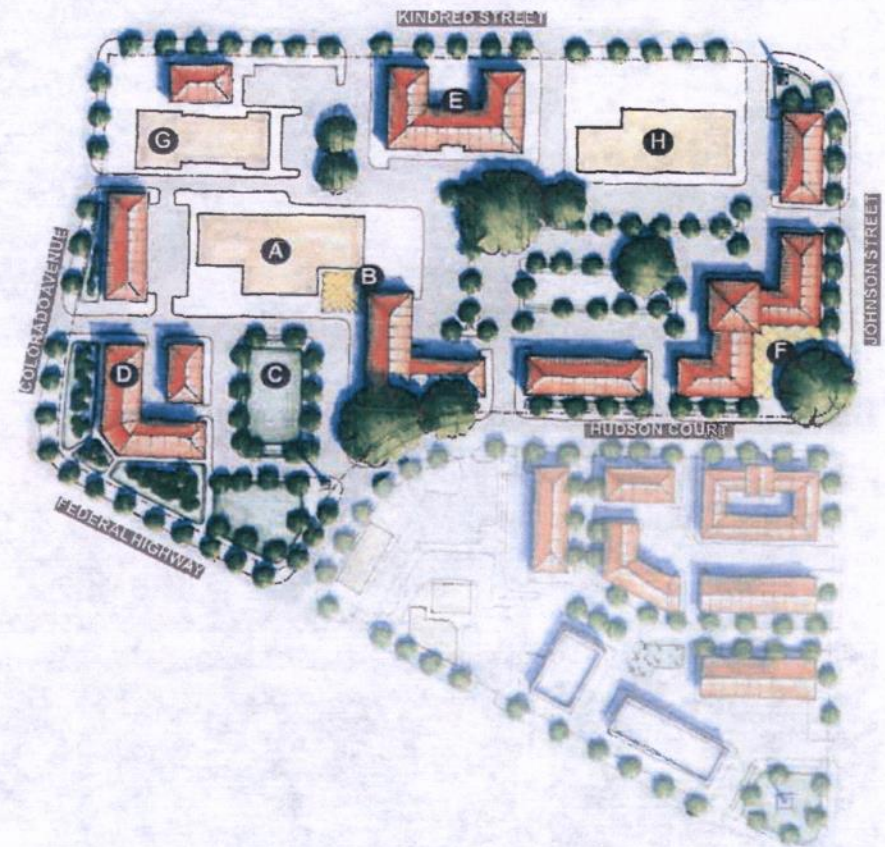


Figure 46 Conceptual plan illustrating design concepts for Seacoast Bank campus and the Mayfair Shopping Plaza.



## REDEVELOPMENT OPPORTUNITIES

## A. SEACOAST BANK – ORIGINAL BUILDING

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

## B. SEACOAST PLAZA

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

## C. SEACOAST GREEN

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

## D. COLORADO TOWNHOUSES

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

## E. COURTYARD APARTMENT

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

## F. HUDSON COURTS

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

## G. OLDE TOWNE STUART AUTO

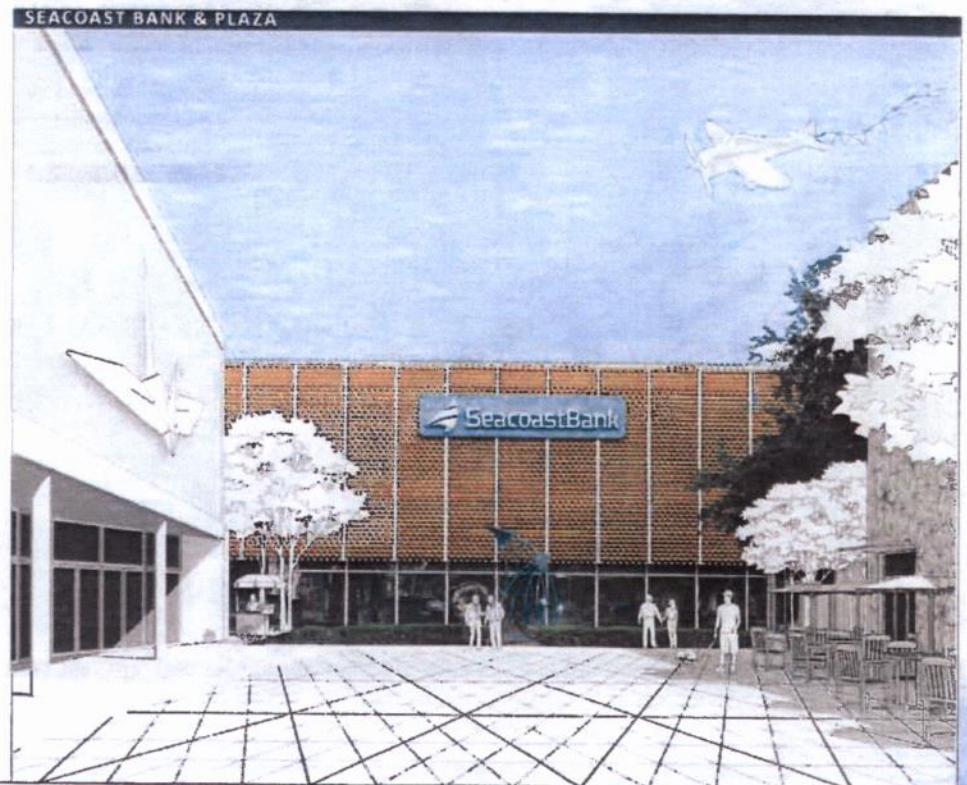
Olde Towne Stuart Auto is a long-established automotive dealership and repair shop at the corner of S Colorado Avenue and SE Kindred Street. The building is a low-scale Mid-Century Modern building that was built in 1956. The redevelopment plan recommends keeping the building and business. There is a new structure identified on the plan facing SE Kindred Street that is intended to replace the existing non-

descript building there. If the uses were to transition over time the buildings might create an interesting indoor/outdoor cafe and/or restaurant.

## H. SEACOAST BANKING CENTRE II

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

Figure 47 Artist rendering of Seacoast Plaza with cafe and public outdoor space created by surrounding flexible use buildings.





## REDEVELOPMENT OPPORTUNITIES

## MAYFAIR PLAZA

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

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

## I. NEW COMMERCIAL

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

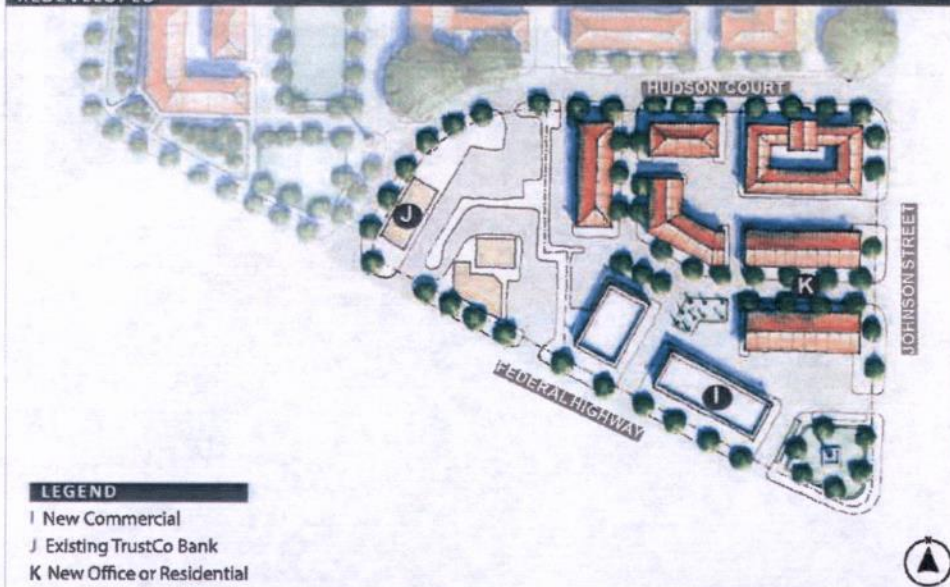
## J. TRUSTCO BANK

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

## K. NEW OFFICE OR RESIDENTIAL

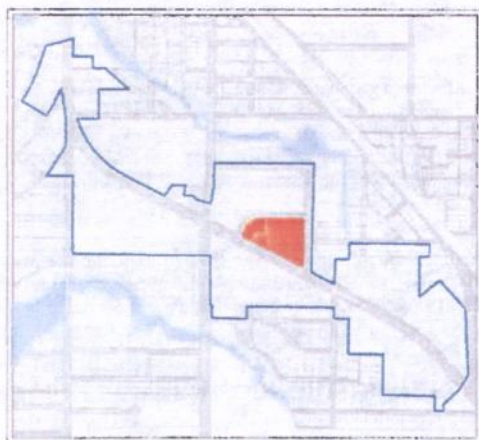
New residential or office are arranged around internal streets with building fronts facing building fronts.

## REDEVELOPED



## LEGEND

- I New Commercial
- J Existing TrustCo Bank
- K New Office or Residential



## REDEVELOPMENT ILLUSTRATED DATA

|                        |             |
|------------------------|-------------|
| Townhouses             | 55 d/u      |
| Multi-family           | 77 d/u      |
| Total residential:     | 132 d/u     |
| Commercial:            | 10,500 s.f. |
| Total development area | 11.25 acres |

Figure 48 The image above right highlights the conceptual plan for the Mayfair Shopping Plaza.

Figure 49 The artists rendering below right illustrates new residential or office use spaces along internal streets, as called out "K" in the conceptual plan.





## REDEVELOPMENT OPPORTUNITIES

## PUBLIX PLAZA

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

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

In addition to a shift in land uses favoring in-town residential, this plan recommends rebuilding Publix in an urban format. Publix has expanded their building typologies to include multi-story stores with structured parking. This has enabled Publix to expand into tighter urban districts where residential growth can support a grocery store. These urban store types can be found in Miami Beach, Fort Lauderdale, Coral Gables, Orlando, and other locations throughout the state. An obvious benefit to the multi-story store and structured parking is that far less land is consumed with asphalt. This creates other redevelopment opportunities and can make bicycle and pedestrian access safer and more inviting which is essential for those who might be transit dependent. In addition, the removal of surface parking greatly reduces heat gain and can enable more robust landscaping.

## REDEVELOPMENT ILLUSTRATED BY DATA

|                                               |           |
|-----------------------------------------------|-----------|
| Illustrated Commercial footprint:             | 95,500-sf |
| Illustrated Comm. Parking spaces:             | ±360      |
| Illustrated Residential footprint:            | 97,500-sf |
| 62 TH Units all with garages to park 2 spaces |           |
| Park or bioswale space:                       | 24,000-sf |

## LEGEND

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

## EXISTING BY DATA

|                                |            |
|--------------------------------|------------|
| Existing Commercial footprint: | 131,252-sf |
| Existing Comm. Parking spaces: | ±680       |
| Park or bioswale space:        | 0-sf       |

## REDEVELOPED

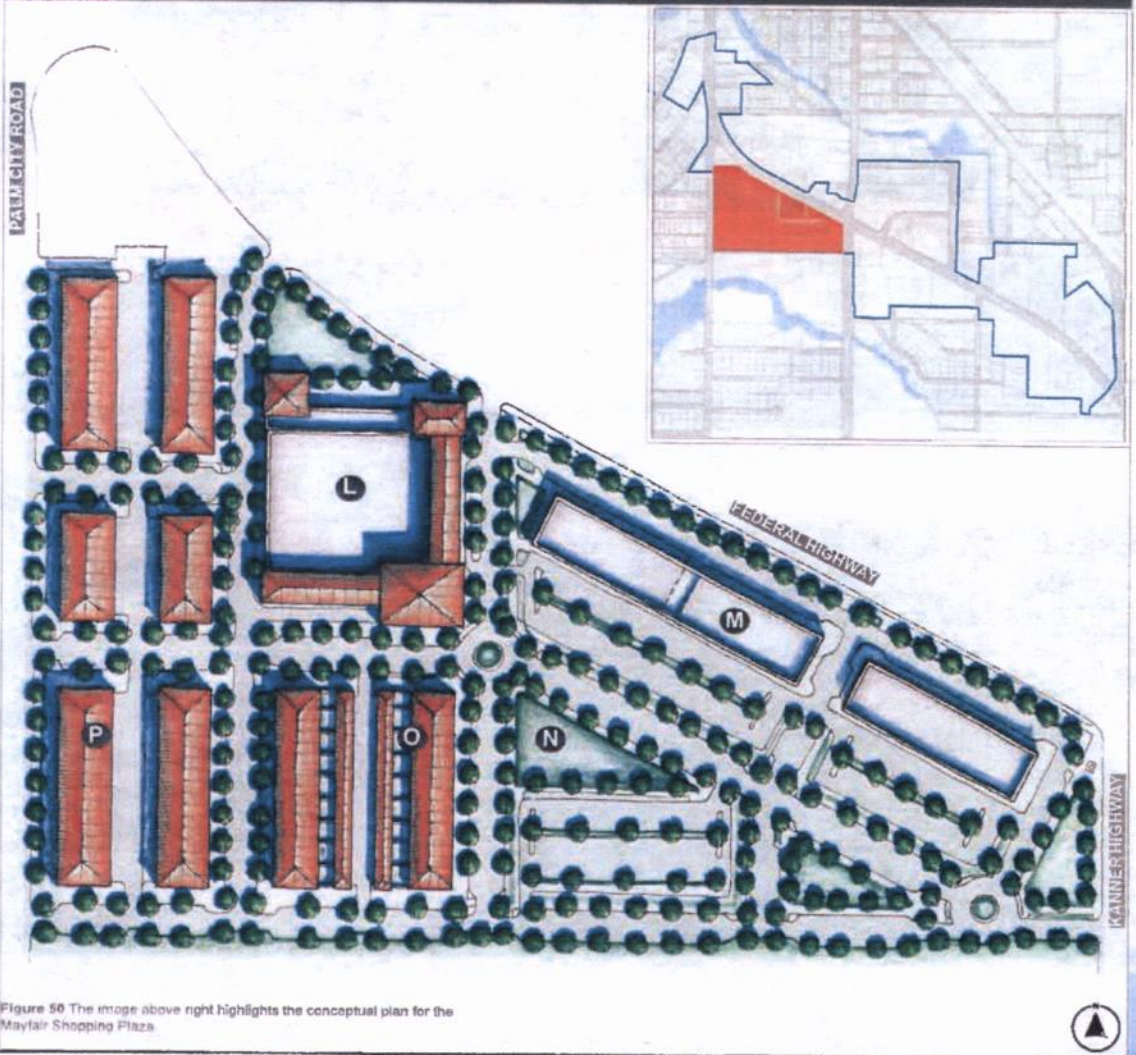


Figure 50 The image above right highlights the conceptual plan for the Mayfair Shopping Plaza



## REDEVELOPMENT OPPORTUNITIES

## L. PUBIX

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

## M. NEW COMMERCIAL

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

## O &amp; P. TOWNHOUSES

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

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

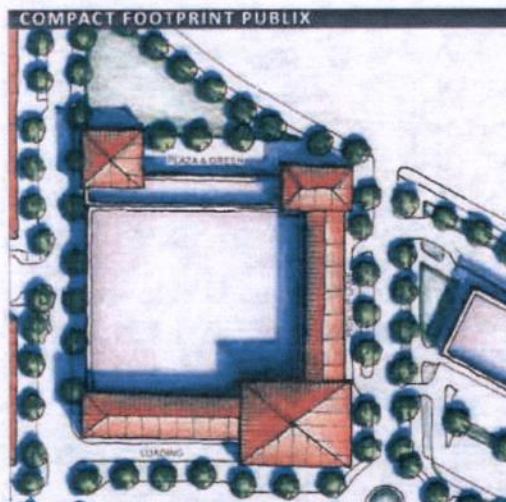


Figure 51 Concept plan for a new Publix fronting the street and providing public outdoor space and a new park.



Figure 52 Image of a Publix located in Fort Lauderdale along Andrews Avenue.

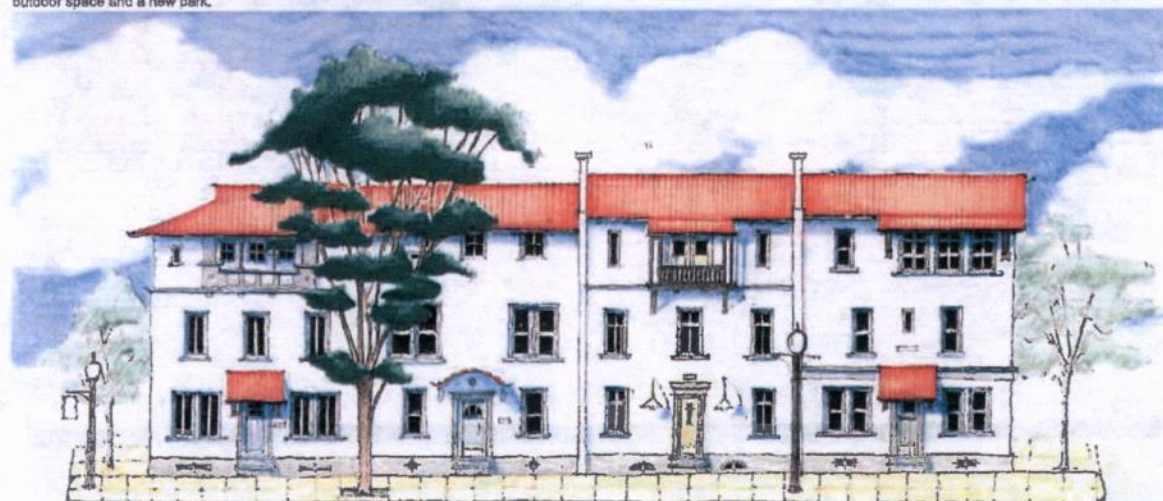


Figure 53 Illustration of the proposed townhouses which are labeled "O" and "P" in the plan.



## MOBILITY &amp; CONNECTIVITY

## MANAGING TRAFFIC VOLUME

The public input resoundingly expressed the importance of managing traffic along the Federal Highway corridor. Managing the volume of traffic is best addressed through traffic evaporation as described in Figure 54 below. History has shown that adding lanes leads to a phenomenon called induced traffic where more capacity leads to more vehicles. On Federal Highway, within the study area, the 100' right-of-way is already built out to the maximum with six travel lanes. In contrast, traffic evaporation is achieved by diverting vehicle trips to another route where possible, public transportation such as Marty or ride-shares, and other modes of transportation like cycling and walking.

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

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

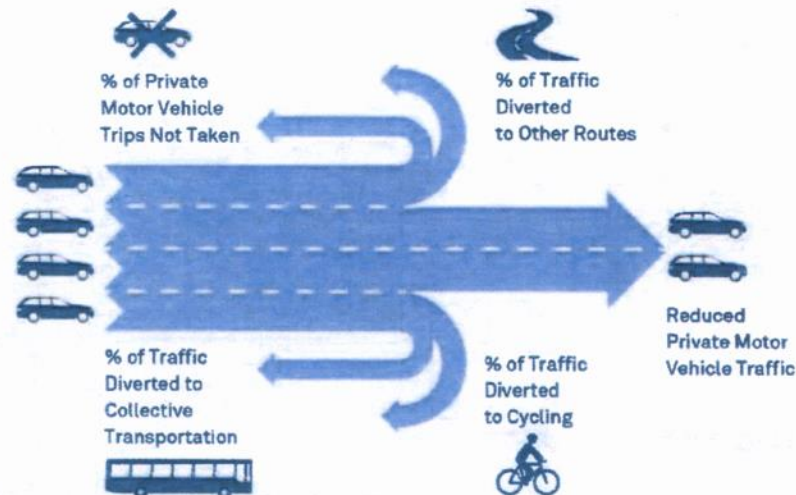


Figure 54 Graphic describing traffic evaporation. Research shows that when road capacity is shifted to other modes, some peak period traffic disappears from the network. Drivers shift to other modes, make trip at other times or shift destinations.



Figure 55 Neighborhood street with two lanes of travel, on-street parking and two story buildings close to the sidewalk. The public realm has a 1 to 3 ratio.



Figure 56 Arterial road with one story buildings set back from the street and parking lots in the front. The public realm has a 1 to 20 ratio.

## MANAGING TRAFFIC APPEARANCE

The community survey responses overwhelmingly communicated the importance of the appearance of Federal Highway to businesses and the vision of Stuart as a unique small town. In conflict with that vision is so much space dedicated to asphalt on the Federal Highway corridor. Travel lanes are typically flanked with surface lots and buildings set back from the road. Not only does this create an inhospitable pedestrian experience, but it also creates a visually bleak landscape of asphalt for all users. Illustrated in Figure 57 are principles for attractive street design. Ideal height to width ratio is typically close to a 1:3 ratio with the width being three times the height. On Federal Highway today the typical ratio is between 1:10 and 1:20. Bringing buildings closer to the street and parking to the rear or side, and adding shade trees can reset the ratio by framing the street and diminishing the appearance of space dedicated to vehicles.

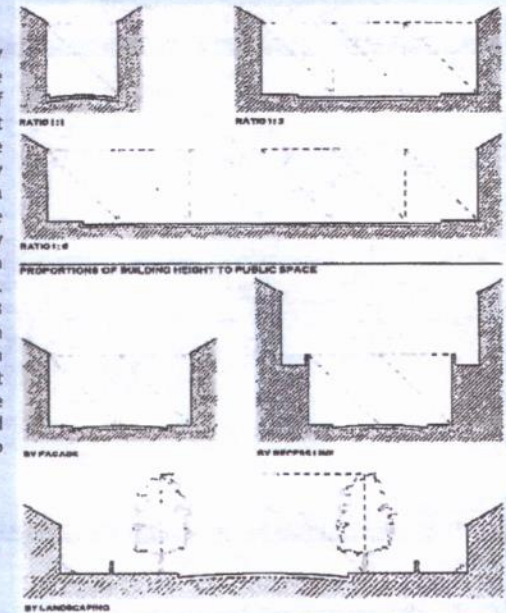


Figure 57 Public realm ratios illustrated from Architectural Graphic Standards.



## MOBILITY & CONNECTIVITY

## COMPLETE STREETS

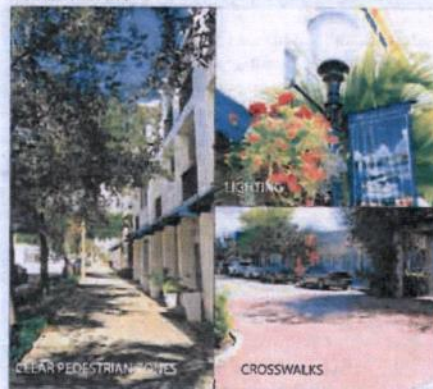
To contribute to traffic evaporation, it is necessary to make significant improvements on Federal Highway to create a "Complete Street" that is a safe, comfortable, and inviting. The City has made significant improvements to S Colorado Avenue, SE Kindred Street and SE Johnson Street. That same focus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



Figure 58 Intersections should be intuitive and provide adequate space for all users to safely cross the intersection. Source: NACTO Urban Street Design Guide

## MAKING A PLACE FOR...

## PEDESTRIANS



### PUBLIC TRANSIT RIDERS



## DRIVERS



## BICYCLISTS



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



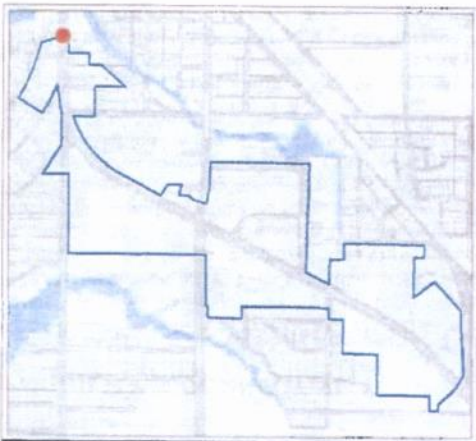
## MOBILITY & CONNECTIVITY

### FEDERAL HIGHWAY NORTH OF KANNER HIGHWAY

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

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

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



CITY OF STUART: MASTER PLAN OF FEDERAL HIGHWAY

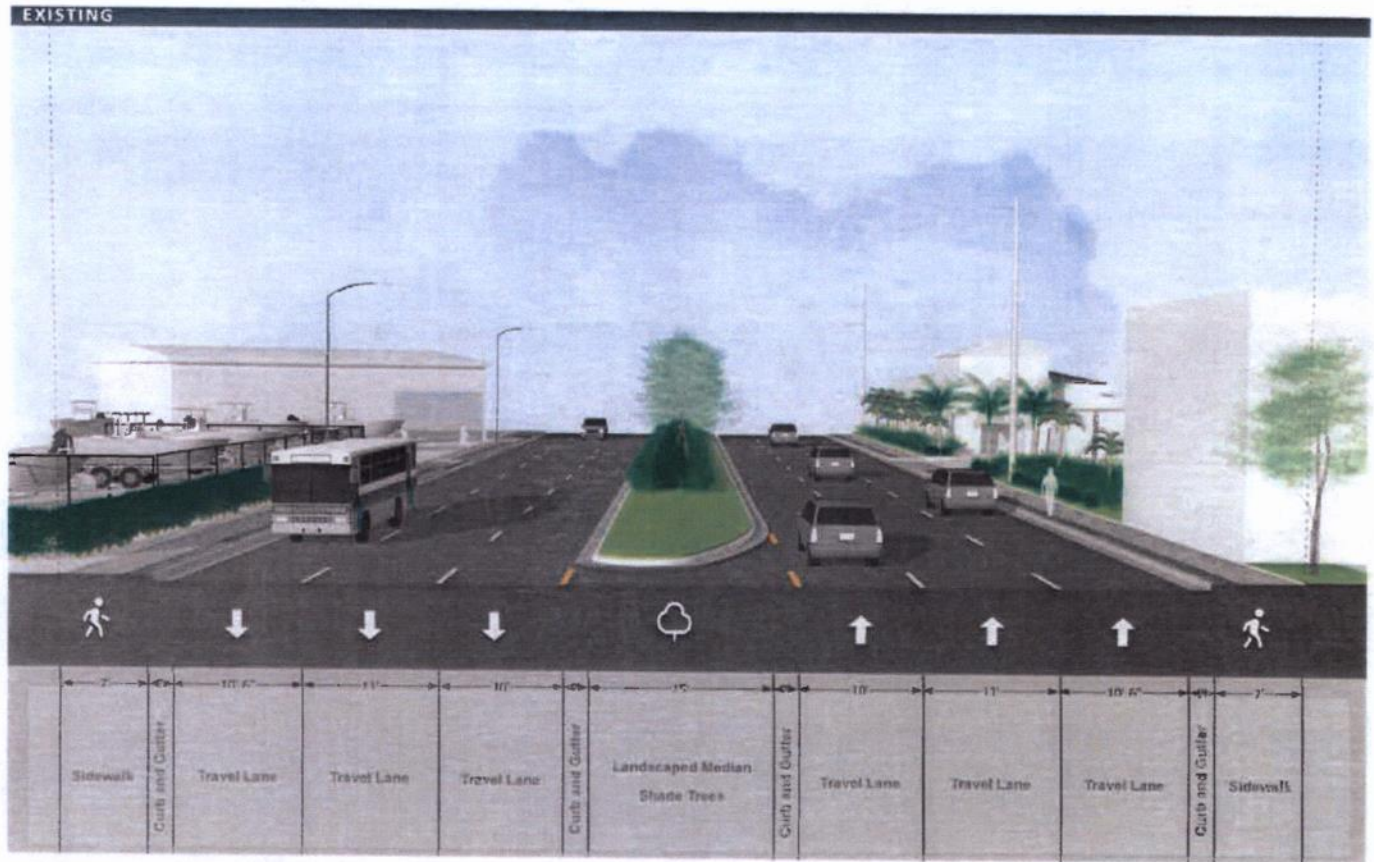


Figure 59 Existing conditions along Federal Highway just south of Frazier Creek.



## MOBILITY & CONNECTIVITY

### FEDERAL HIGHWAY NORTH OF KANNER HIGHWAY

This example is taken just north of St. Lucie Crescent between Straticon offices and Ocean Blue Yacht Sales. In these cases, the illustrated improvements to the right are recommended. For people who are just passing through Stuart, this portion of Federal Highway is their main impression of the City. Existing travel lanes remain and are already the recommended minimum widths between 11' and 10'. Existing medians, stormwater infrastructure, curb, and gutter also remain.

The existing light poles are often located four feet from the curb and obstruct a clear pedestrian path. Vertical obstructions must be placed a minimum of 4' from the face of the curb per FDOT standards, therefore lights cannot be relocated closer to the existing curb. Relocating light poles to the outside edge of the sidewalk or just to the outside of the existing sidewalk within an easement on private property will make a tremendous improvement toward ADA-compliant conditions and a clear and safe pedestrian zone. The current inadequate lighting should be enhanced with pedestrian-scale lighting. Pedestrian lighting poles are illustrated with banners to communicate the arrival to downtown and where active uses are located. Efforts should be made to place all obstructions outside the 7' sidewalk in partnership with adjacent properties.

As part of the sidewalk today, a textured stamped concrete strip runs the length of the sidewalk along the curb. Although the intention for this pattern may have been to give a tactile warning of the edge of the curb for users of the sidewalk or enhance aesthetics, the effect as heard from public input is the uneven texture negatively affects the navigability of cyclists and wheelchairs. In the illustration, we show the texture replaced with a smooth broom finish similar to the rest of the typical concrete sidewalk.

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

### RECOMMENDED WHEN IN CONSTRAINED CONDITIONS

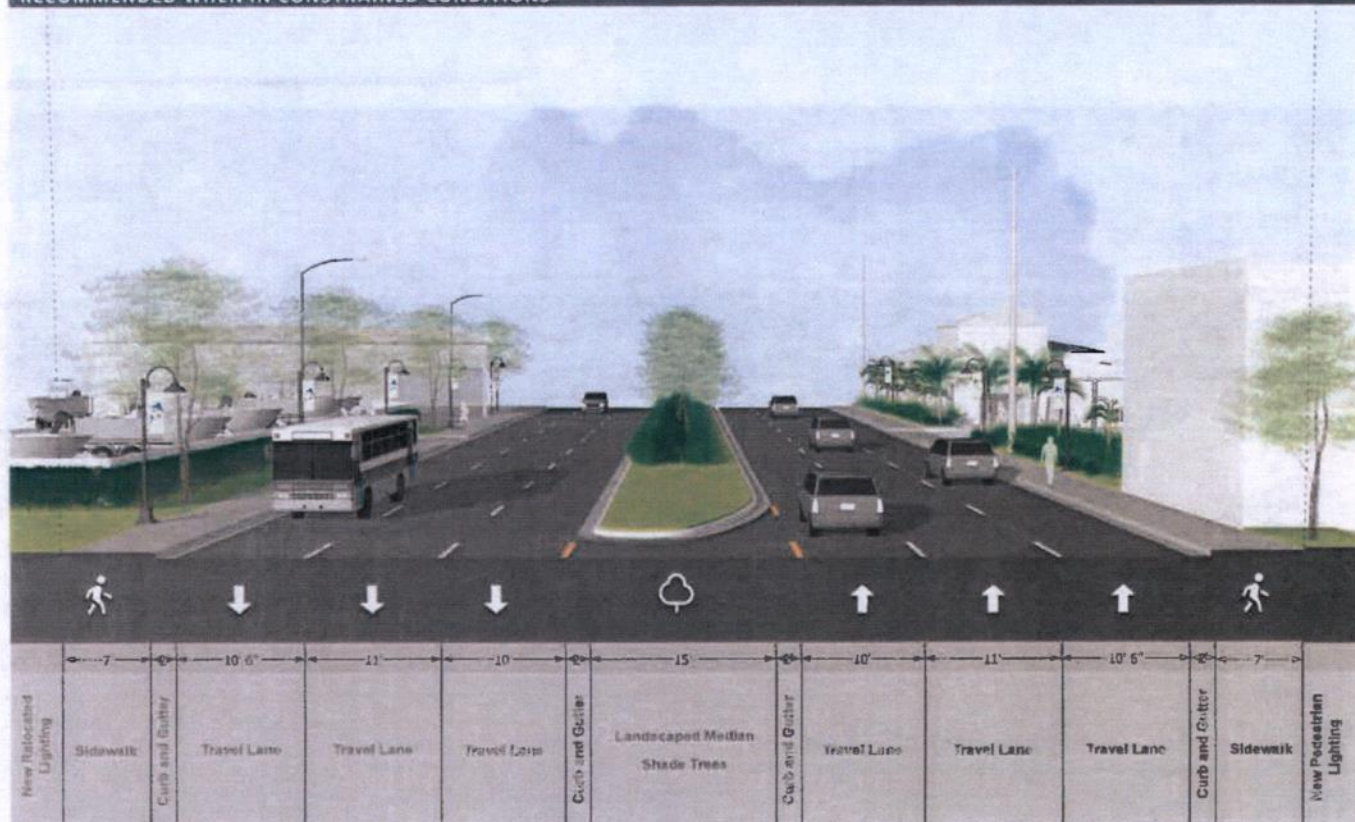


Figure 80 Recommended improvements for Federal Highway just south of Frazier Creek.



## MOBILITY &amp; CONNECTIVITY

## FEDERAL HIGHWAY NORTH OF KANNER HIGHWAY

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

Numerous driveways and curb cuts along the corridor create conflict points between sidewalk users and drivers. In addition, the sloping driveway connections causes cyclist, pedestrians and wheelchairs to pitch towards the roadway. Redevelopment plans, CRA programs and road construction work should target consolidation of driveways and removal of unused curb cuts.

At Ocean Blue Yacht Sales, for example, there may be an opportunity to remove the unused driveway and replace it with an expanded sidewalk; inviting the sidewalk users closer to the business storefront and street entrance.



Figure 61 Image of a Firestone Auto Care Shop located along N. Dixie Highway and Hollywood Blvd. in Hollywood Florida.

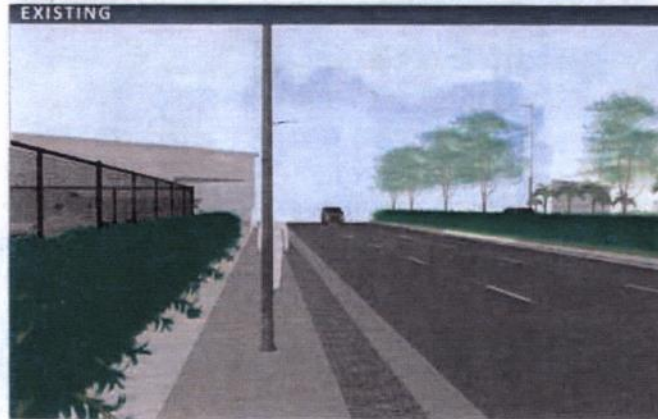


Figure 62 Artist rendering of proposed improvements for the Firestone Auto Care Shop.

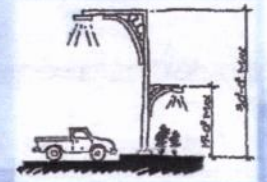


## PEDESTRIAN SCALE LIGHTING

**Height.** Standard poles for sidewalks and bike facilities are 15-feet tall. Light poles for roadbeds vary according to the street typology and land use. In most contexts, standard heights for narrow streets in residential, commercial, and historical contexts are should be no more than 25-feet tall. Taller poles between 25 to 30-feet-tall are appropriate for wider streets in commercial or industrial areas.

*The edge to the light is taken from the City's existing Land Development Regulations and holds true.*

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





## MOBILITY &amp; CONNECTIVITY

## FEDERAL HIGHWAY NORTH OF KANNER HIGHWAY

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

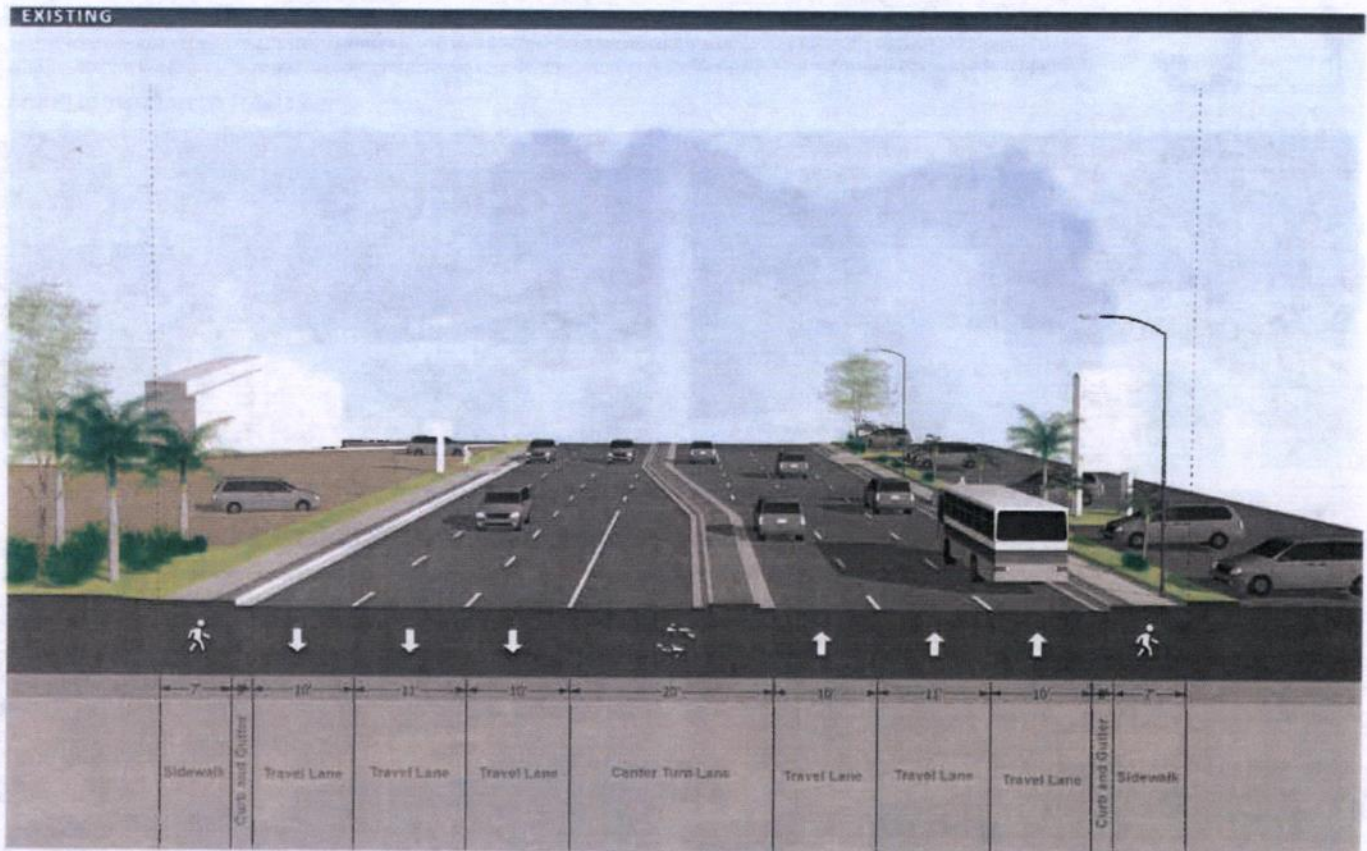
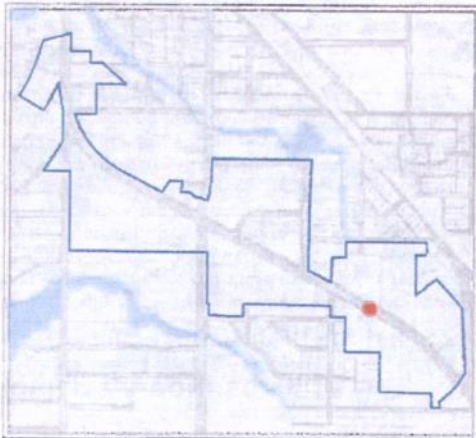


Figure 63 Existing conditions along Federal Highway just south of SE Casa Avenue.



## MOBILITY &amp; CONNECTIVITY

## FEDERAL HIGHWAY SOUTH OF KANNER HIGHWAY

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

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

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

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

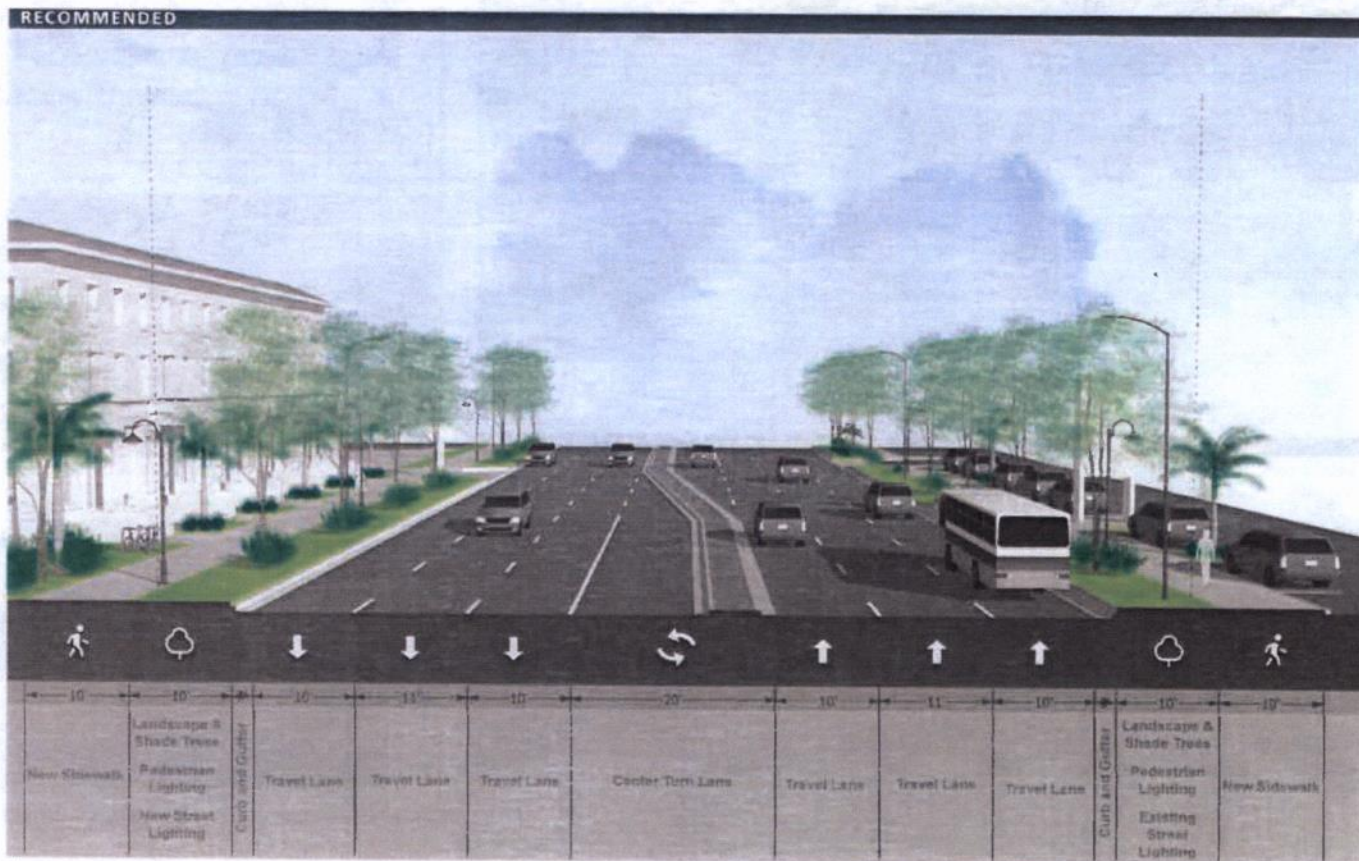


Figure 64 Recommended improvements for Federal Highway just south of SE Casa Avenue.



## MOBILITY &amp; CONNECTIVITY

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

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



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



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



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



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



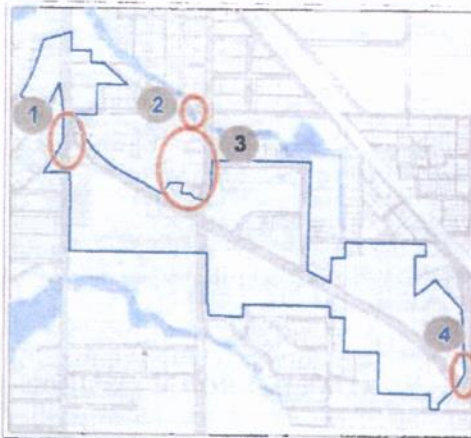
Locations for planting shade trees were identified for the Corridor. The map above shows the locations identified in the Broward Boulevard Core District. The potential candidate sites for the Program are designated with a green "x". This strategy, applied throughout the boulevard, could result in approximately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





## MOBILITY &amp; CONNECTIVITY

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



CITY OF STUART: MASTER PLAN OF FEDERAL HIGHWAY

## 1 - SW PALM CITY ROAD

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

## 2 - SW 7TH STREET BRIDGE

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

## 3 - COMPLETING THE GRID AT COLORADO AVENUE

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

## 4 - DIXIE CUTOFF &amp; PLANNED WILLOUGHBY EXTENSION

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

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

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





## MOBILITY &amp; CONNECTIVITY

## PEDESTRIAN CROSSINGS

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

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

## NEAR TERM RECOMMENDATIONS



Figure 67 Install hardened Centerlines with Traffic Separators and Tubular Markers to improve crosswalks with minimal interventions.

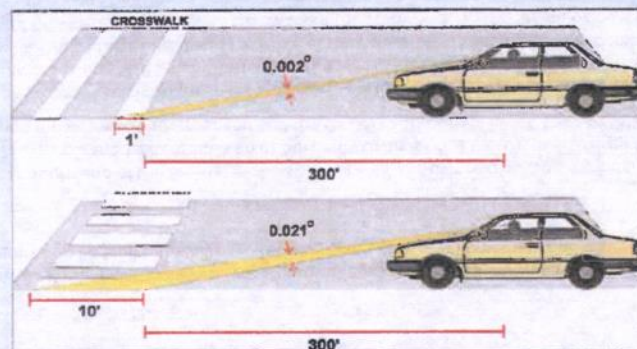


Figure 68 Ensure the most visible markings are used at crosswalks



Figure 71 Relocate light poles & remove abandoned driveways.

## LONG TERM RECOMMENDATIONS

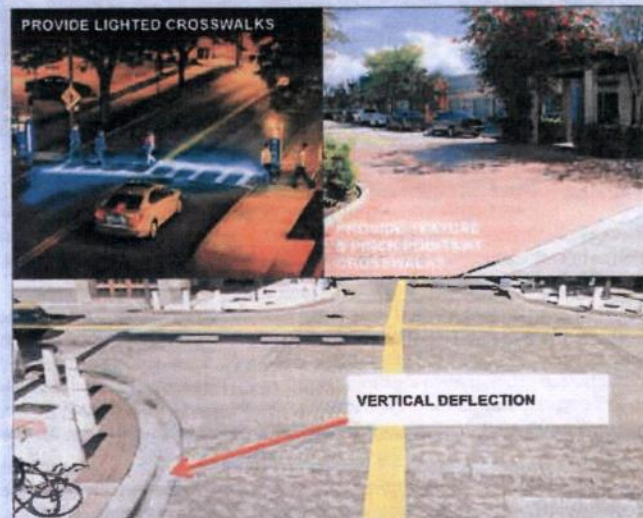


Figure 69 Provide Vertical Deflection by raising the cross walk to curb level. Use color and texture, and lighting to improve visibility.



Figure 70 Redesign slip lanes and hot rights on corridor. Example above is from Arlington, Virginia. - <https://www.wfnw.com/2011/08/05/morning-poll-the-countys-war-against-slip-lanes>

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## IMPLEMENTATION



**RECOMMENDATIONS & IMPLEMENTATION**

The success of any master plan depends upon its ability to be implemented economically and politically within a given time frame. To that end, the recommendations throughout this report have been developed as independent but interrelated projects. Some projects, such as regulatory revisions and streetscape infrastructure, are within the City's control to pursue implementation, with funding being the primary challenge. Some public infrastructure projects will require the coordination of multiple agencies.

Other recommendations are redevelopment techniques that are illustrated on private property – which are subject to each private property owner's time frame and financial situation. The designs shown for redevelopment on these parcels are not the only configurations that could create the desired environment; rather they demonstrate a set of urban design principles to follow. In order to realize these projects, the principles of urban design described and illustrated through the report have to be embedded culturally within the city, required by its codes, and encouraged through its programs. The combination of public and private efforts is required for realizing the vision of the Federal Highway Master Plan.

**ADOPTING THE FEDERAL HIGHWAY MASTER PLAN**

- Adopting the Plan does not obligate the City of Stuart to implement any or all of the proposed improvements;
- Adopting the Plan communicates to the residential, business, and development communities that the City is committed to improving the conditions on Federal Highway;
- Adopting the Plan will provide a vision for desired future redevelopment within the corridor especially the identified catalytic sites; and
- Adopting the Plan memorializes the process and authorizes staff to pursue desired areas of implementation.

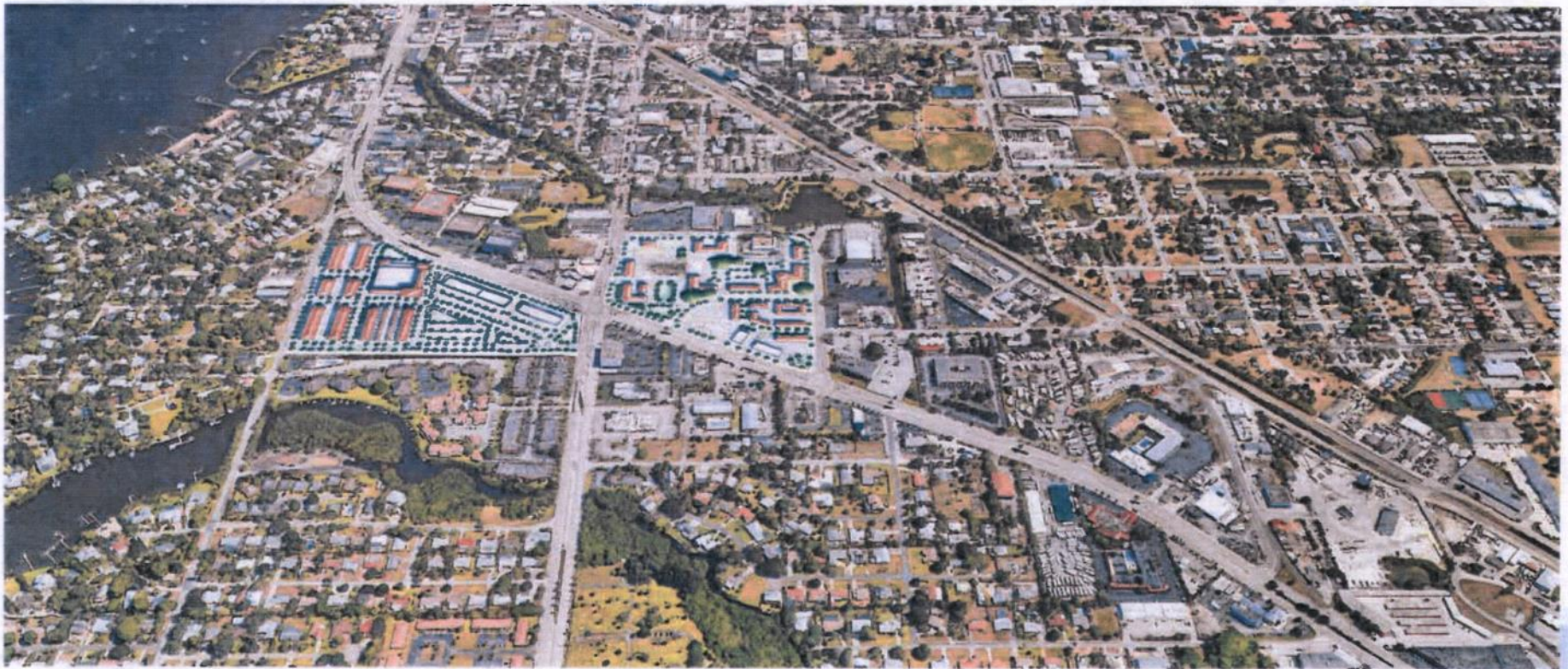


Figure 72 Federal Highway Master Plan Vision for the City of Stuart.



# IMPLEMENTATION

| ACTION                                                                    | TASK/PROJECT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | NEAR TERM            | MID-TERM                                             | LONG TERM                        |
|---------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|------------------------------------------------------|----------------------------------|
|                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 6 months - 12 months | 6 months - 2 years                                   | 2 years or more                  |
| <b>Adopt the Master Plan</b>                                              | Adopting the Plan memorializes the process and authorizes staff to pursue desired areas of implementation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | *                    |                                                      |                                  |
| <b>Investment in safety &amp; comfort on the Federal Highway Corridor</b> | Engage community and advocacy groups such as Stuart Main Street and The Creek Arts & Entertainment District to identify Master Plan priorities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | *                    | *                                                    | *                                |
|                                                                           | Hold community workshop for <i>SW 7th Street Bridge &amp; Completing the Grid at Colorado Avenue</i> with neighborhood and property owners.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                      |                                                      | *                                |
|                                                                           | Coordinate with Martin MPO to achieve and implement Vision Zero goals and objectives.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | *                    | Formally adopt a Vision Zero commitment.             | Maintain Vision Zero commitment. |
|                                                                           | <b>Coordinate with FDOT on Resurfacing, Restoration, and Rehabilitation (RRR) Project.</b> Address corridor safety during the design of RRR projects. <ul style="list-style-type: none"> <li>Identify streetlight poles to be relocated. Ensure any new lighting is placed outside the sidewalk or pedestrian clear zone.</li> <li>Identify locations to remove abandoned driveways.</li> <li>Plan for Traffic Separators (tubular markers) at existing crosswalks.</li> <li>Remove stamped concrete sidewalk and replace with smooth concrete where feasible.</li> <li>Partner with FDOT for locations of high visibility crosswalks, stamped asphalt and/or pedestrian lighting.</li> </ul>                                                                                                                                                                                                                                                                                                                           | *                    | Construction is anticipated to start in summer 2023. |                                  |
|                                                                           | <b>Prioritize &amp; Design roadway projects.</b> Seek funding, advance planning efforts, and implement in coordination with Martin MPO, FDOT, and County. <ul style="list-style-type: none"> <li>In coordination with property owners and FPL, mitigate the effects of large power poles on the clear sidewalk width by widening sidewalks.</li> <li>Improve roadway lighting. Consider requesting a FDOT Lighting Justification Study for dark portions of Federal Highway from Palm City Road south to SE Dixie Cutoff Road. Plan for relocation of the streetlight poles out of the sidewalk or to the back of the sidewalk.</li> <li>Evaluate FDOT's US-1 Multimodal Corridor Study Project Recommendations. Identify completed projects, and priority projects for the future.</li> <li>Provide transit shelters at all Marty routes. Continue coordination with the MPO and Stuart Tram and seek funding to provide transit shelters throughout the network.</li> </ul>                                           |                      | *                                                    | *                                |
|                                                                           | <b>Prioritize pedestrian safety and traffic calming at intersections.</b> In coordination Martin MPO, FDOT and County, conduct a comprehensive study that evaluates design solutions to intersections at SW Palm City Road, SE Dixie Cutoff, and S Kanner Highway where intersections are realigned, pedestrian safety is prioritized and layered traffic calming is achieved. The study should consider roundabouts, horizontal deflection, curb extensions, lane re-purposing, and median islands to create a Transition Zone for vehicles entering a new context (202.4 Transition Zones). <ul style="list-style-type: none"> <li>Host project kick-off workshop with stakeholders to discuss goals and objectives. Include coordination with District Four Complete Streets Coordinator.</li> <li>Request Intersection Control Evaluation (ICE) from FDOT for SW Palm City Road.</li> <li>Coordinate with Martin MPO on the planned Willoughby extension and assess its impacts on SE Dixie Cutoff Road.</li> </ul> |                      | *                                                    | *                                |
|                                                                           | <b>Plan Shared-Use Path Implementation.</b> In coordination Martin MPO, FDOT and County, and property owners construct the desired shared-use path and shade tree planting strip from SW Palm City Road to SE Dixie Cutoff Road. <ul style="list-style-type: none"> <li>Host project kick-off workshop with stakeholders to discuss goals and objectives. Include coordination with District Four Complete Streets Coordinator.</li> <li>Consider a Pilot Project in a public-private partnership along existing FDOT right-of-way.</li> <li>Consider Lane Elimination where average annual daily trips are less than current capacity in coordination with FDOT District 4 (south of Kanner Highway).</li> <li>Identify potential funding sources including Transportation Alternatives Program (TAP) funding.</li> </ul>                                                                                                                                                                                              |                      | *                                                    | *                                |



# IMPLEMENTATION

| ACTION                                         | TASK/PROJECT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | NEAR TERM                                            | MID-TERM           | LONG TERM       |
|------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|--------------------|-----------------|
|                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 6 months - 12 months                                 | 6 months - 2 years | 2 years or more |
| Investment in Existing Properties              | <b>Create Infill Tree Planting Program.</b><br>Promote a more pleasant experience on Federal Highway by providing more shade trees. Survey appropriate locations and approach those owners willing to participate in the program. The CRA would incur the cost of the tree and the planting, and the owner would agree to water and maintain the tree.                                                                                                                                                                                                                                 | •<br><i>Add program to CRA Plan. Conduct survey.</i> | •                  |                 |
|                                                | <b>Evaluate Future Land Use and Zoning Designations.</b><br>Study the reassignment of Commercial FLU for properties with particular attention to those facing or adjacent to Downtown FLU.<br>• Evaluate where a mixed-use development pattern and infill redevelopment may be supported.<br>• Evaluate required parking quantities.                                                                                                                                                                                                                                                   | •                                                    |                    |                 |
| Regulatory Improvements for Future Development | <b>Consider a Form Based Code to improve the public realm.</b><br>Form-based codes foster predictable built results and a high-quality public realm by using the physical form, rather than separation of uses, as the organizing principle for the code.                                                                                                                                                                                                                                                                                                                              | •                                                    | •                  |                 |
|                                                | <b>Establish a defined thoroughfare as part of Land Development Regulations.</b><br>Communicate the desired street sections along the corridor to promote a continuous pedestrian clear zone over time. Maintain required 20' building setback at Federal Highway (Sec. 2.04.06), and add required development of sidewalks and landscaping:<br>• Hardscaped front setback to create a minimum 10' shared-use path<br>• Shade trees in 10' planting strip adjacent to curb                                                                                                             |                                                      | •                  |                 |
|                                                | <b>Modify Urban Highway zoning district.</b><br>Revise the description of the Urban Highway zoning district to reflect the community vision and a more sustainable urban form. Revise the code for Urban Highway zoning district with the following principles:<br>• 20-30 ft. build-to zone to reflect the desired street section noted above.<br>• Require minimum facade transparency & pedestrian access from the sidewalk.<br>• Promote frontage types such as a storefront, arcade, porch, or stoops.<br>• Require parking areas to be located to the side or rear of buildings. |                                                      | •                  |                 |
|                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                      |                    |                 |

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**APPENDIX A**  
**INVENTORY: PROPERTY CUT SHEETS**



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

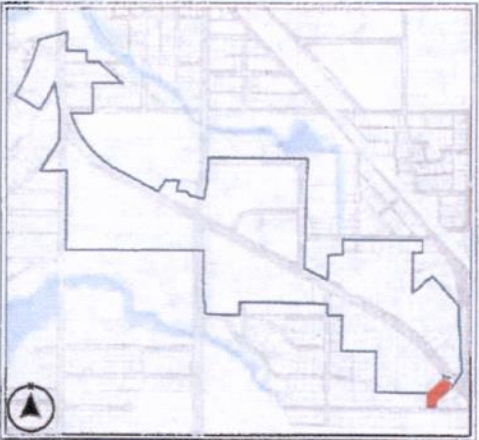


Figure 73 Site highlighted on location map in red.



Figure 74 Image of site from Southeast Federal Highway.

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

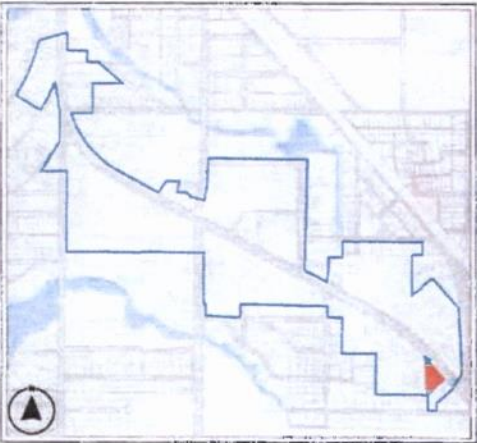


Figure 75 Site highlighted on location map in red.



Figure 76 Image of site from Southeast Federal Highway.



INVENTORY: PROPERTY CUT SHEETS

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

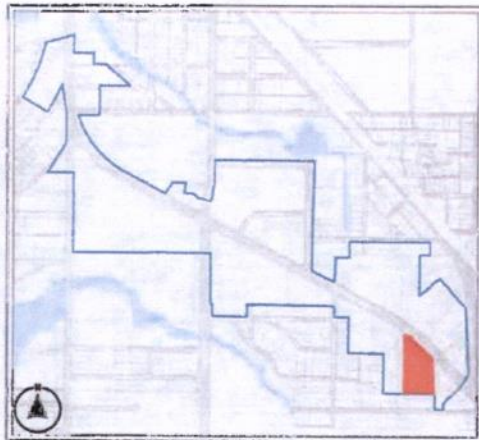


Figure 77 Site highlighted on location map in red



Figure 78 Image of site from Southeast Federal Highway.

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

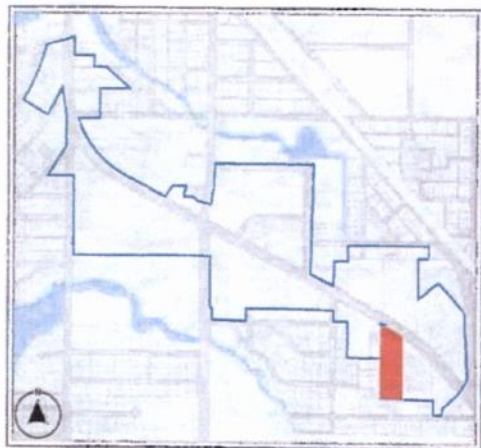


Figure 79 Site highlighted on location map in red.



Figure 80 Image of site from Southeast Federal Highway.



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

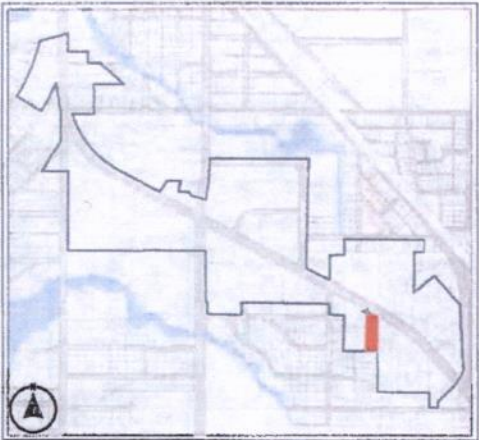


Figure 51 Site highlighted on location map in red.

**OFFICE BUILDING**



Figure 52 Image of site from Southeast Federal Highway.

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

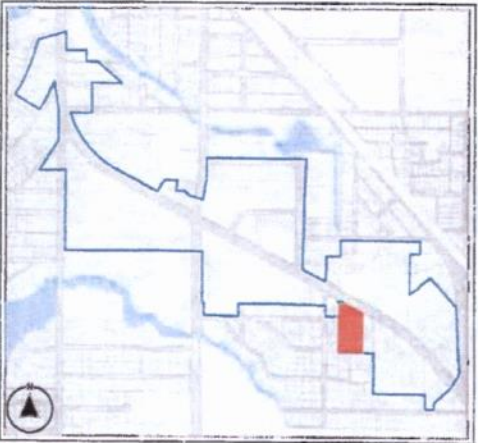


Figure 83 Site highlighted on location map in red.



Figure 84 Image of site from Southeast Federal Highway.



INVENTORY: PROPERTY CUT SHEETS

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

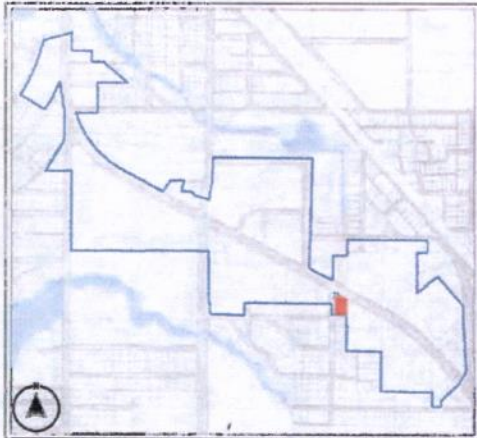


Figure 85 Site highlighted on location map in red.

**OFFICE BUILDING**



Figure 86 Image of site from Southeast Federal Highway.

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

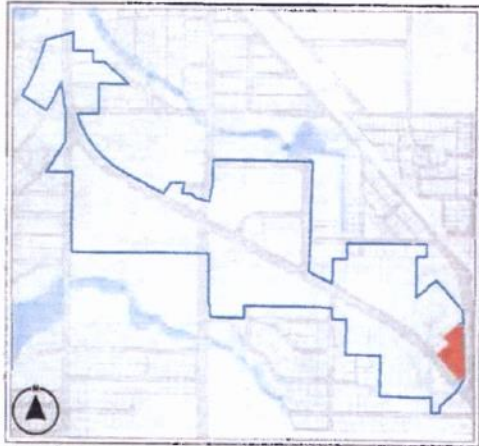


Figure 87 Site highlighted on location map in red.



Figure 88 Image of site from Southeast Federal Highway.



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

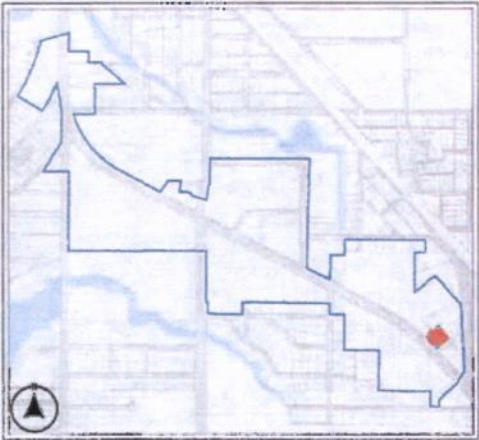


Figure 89 Site highlighted on location map in red.



Figure 90 Image of site from Southeast Federal Highway.

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

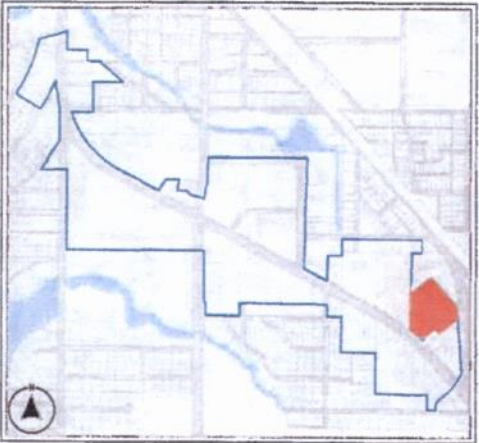


Figure 91 Site highlighted on location map in red.



Figure 92 Image of site from Southeast Federal Highway.



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

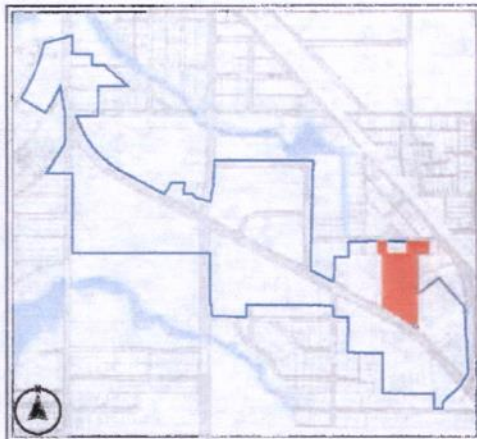


Figure 93 Site highlighted on location map in red.



Figure 94 Image of site from Southeast Federal Highway.

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

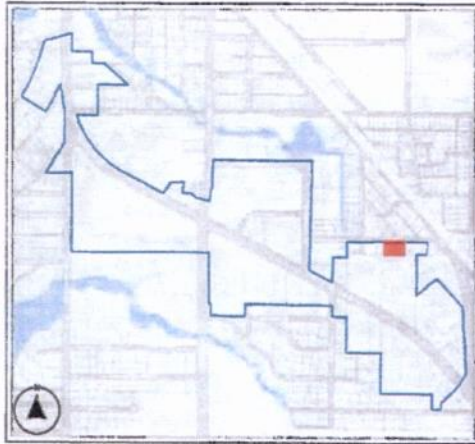


Figure 95 Site highlighted on location map in red.



Figure 96 Image of site from East Florida Street.



# INVENTORY: PROPERTY CUT SHEETS

| 04-38-41-009-004-00010-7 |                 |
|--------------------------|-----------------|
| Future Land Use          | Commercial      |
| Zoning                   | B-2             |
| Site Area (acres)        | 0.344           |
| Building Floorspace (sf) | None applicable |
| Total Assessed Value     | \$157,880       |
| Current Use              | Parking lot     |

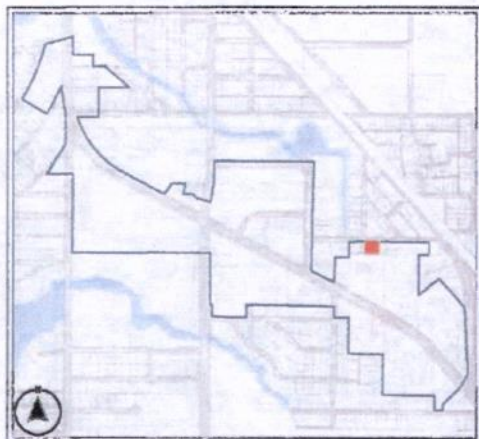


Figure 97 Site highlighted on location map in red.



Figure 98 Image of site from East Florida Street.

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

■ OFFICE BUILDING



Figure 99 Site highlighted on location map in red.



Figure 100 Image of site from East Florida Street.



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

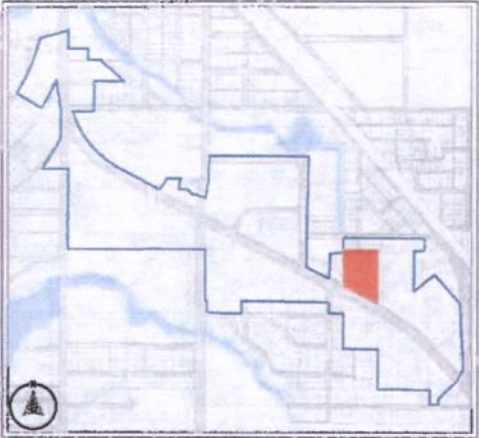


Figure 101 Site highlighted on location map in red.



Figure 102 Image of site from Southeast Federal Highway.

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

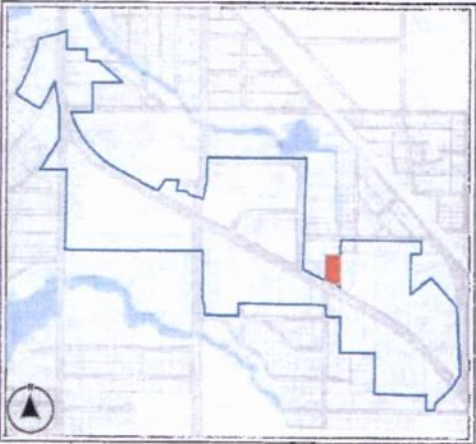


Figure 103 Site highlighted on location map in red.



Figure 104 Image of site from Southeast Federal Highway.



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

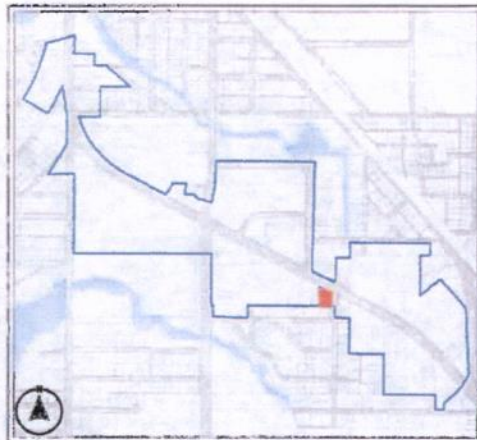


Figure 105 Site highlighted on location map in red.



Figure 106 Image of site from Southeast Federal Highway.

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

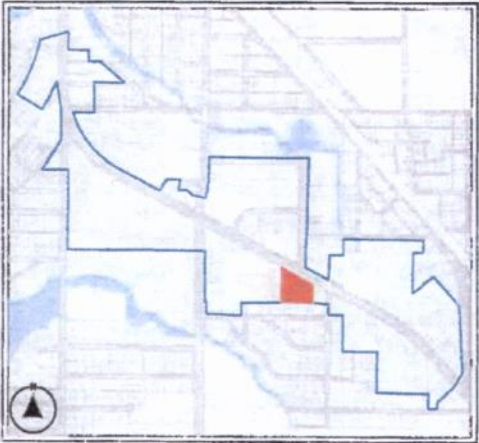


Figure 107 Site highlighted on location map in red.



Figure 108 Image of site from Southeast Federal Highway.



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

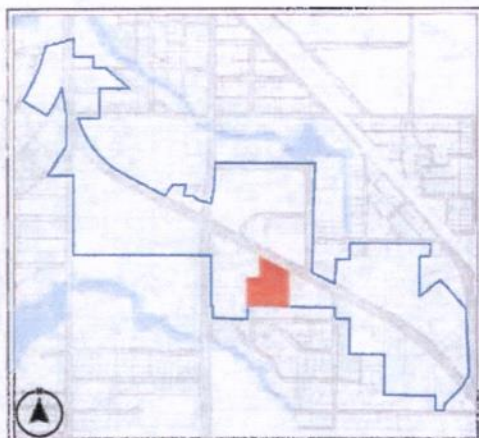


Figure 109 Site highlighted on location map in red.

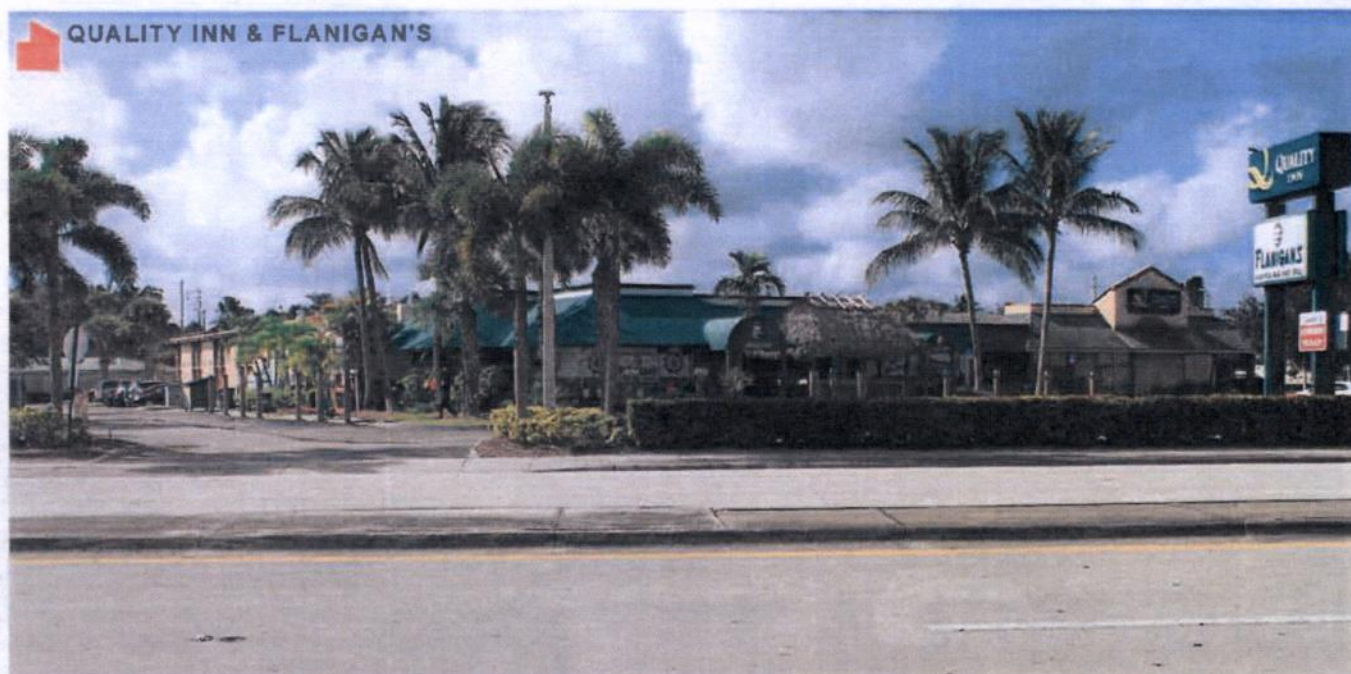


Figure 110 Image of site from Southeast Federal Highway.

| 04-38-41-000-000-00430-6 |                     |
|--------------------------|---------------------|
| Future Land Use          | Commercial          |
| Zoning                   | B2                  |
| Site Area (acres)        | 1.1394              |
| Building Floorspace (sf) | 3,388               |
| Total Assessed Value     | \$665,710           |
| Current Use              | Drive-in restaurant |

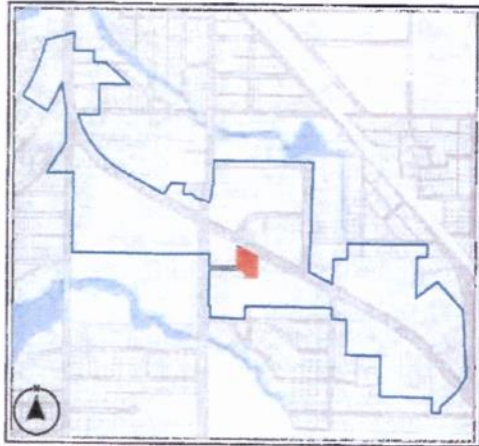


Figure 111 Site highlighted on location map in red.



Figure 112 Image of site from Southeast Federal Highway.



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

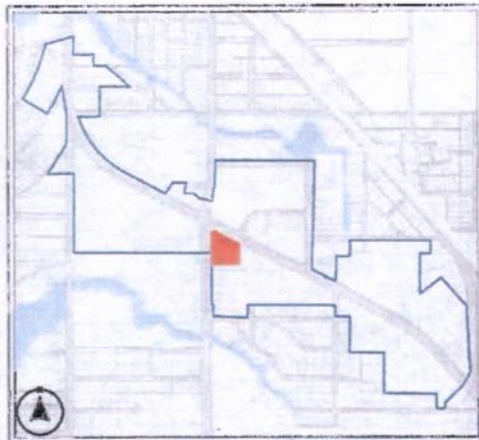


Figure 113 Site highlighted on location map in red.



Figure 114 Image of site from Southeast Federal Highway.

| 09-38-41-000-000-00200-3 |                          |
|--------------------------|--------------------------|
| Future Land Use          | Commercial               |
| Zoning                   | B2                       |
| Site Area (acres)        | 1.1318                   |
| Building Floorspace (sq) | 7,665                    |
| Total Assessed Value     | \$944,490                |
| Current Use              | Funeral home & crematory |

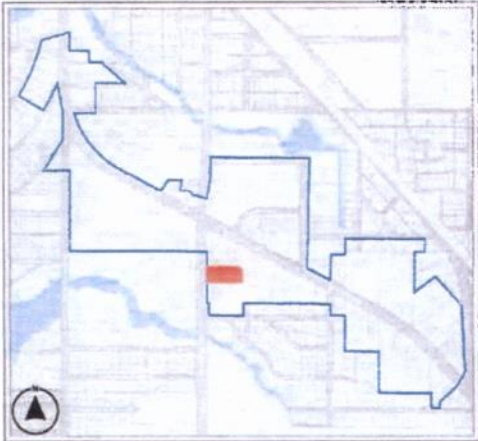


Figure 115 Site highlighted on location map in red.



Figure 116 Image of site from South Kanner Highway.



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

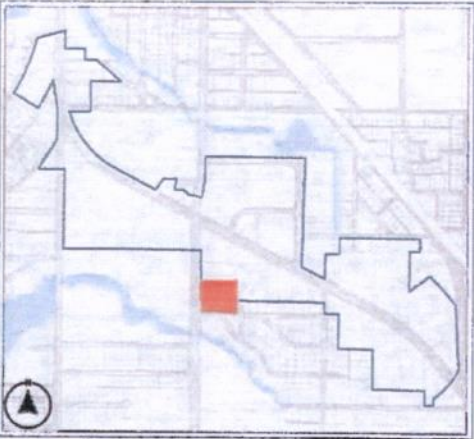


Figure 117 Site highlighted on location map in red.



Figure 118 Image of site from South Kanner Highway.

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

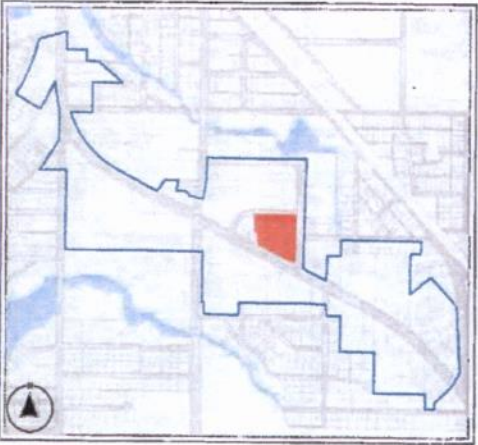


Figure 119 Site highlighted on location map in red.



Figure 120 Image of site from Southeast Federal Highway.



| 04-38-41-018-000-00374-4 |                      |
|--------------------------|----------------------|
| Future Land Use          | Commercial           |
| Zoning                   | B-2                  |
| Site Area (acres)        | 0.398                |
| Building Floorspace (sf) | 17,353 - (2) stories |
| Total Assessed Value     | \$451,510            |
| Current Use              | Office building      |

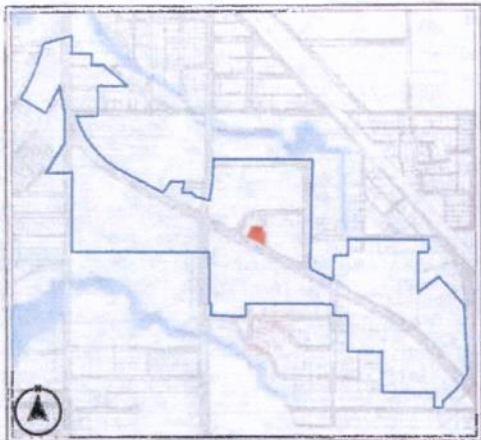


Figure 121 Site highlighted on location map in red.



Figure 122 Image of site from Southeast Federal Highway.

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

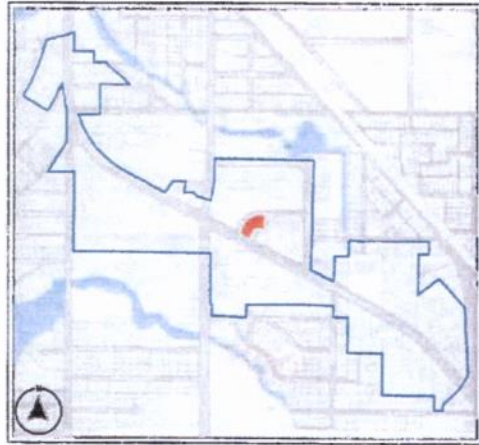


Figure 123 Site highlighted on location map in red.



Figure 124 Image of site from Southeast Federal Highway.



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

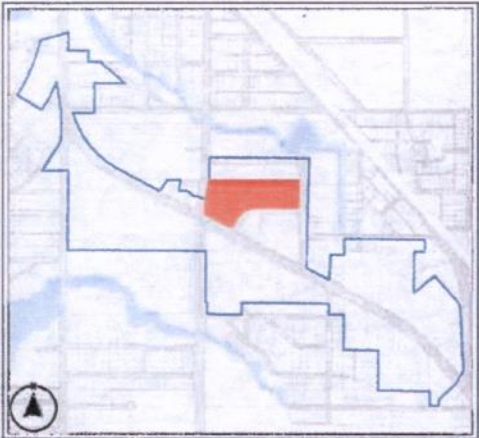


Figure 125 Site highlighted on location map in red.



Figure 126 Image of site from Southeast Federal Highway parking lot.



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

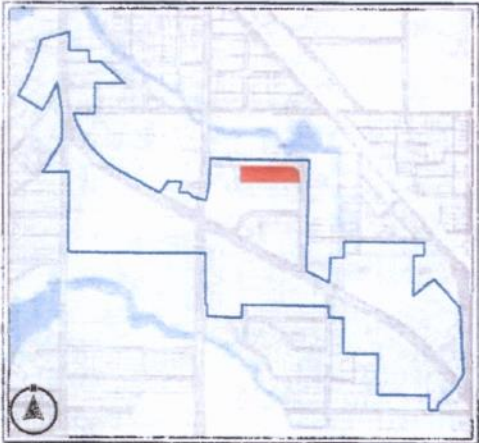


Figure 127 Site highlighted on location map in red



Figure 128 Image of site from Southeast Kindred Street.



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

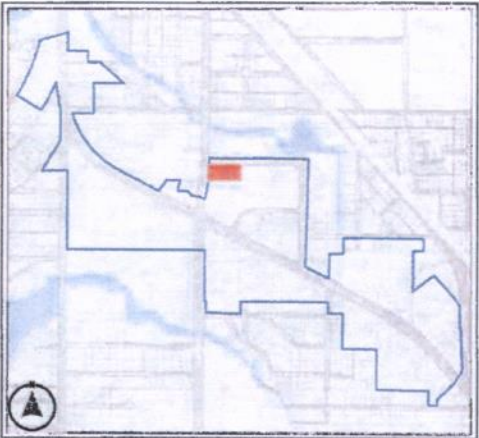


Figure 129 Site highlighted on location map in red.



Figure 130 Image of site from South Colorado Avenue.

| 05-38-41-000-000-00310-8 |                 |
|--------------------------|-----------------|
| Future Land Use          | Downtown        |
| Zoning                   | Urban Center    |
| Site Area (acres)        | 0.4367          |
| Building Floorspace (sf) | 2,262           |
| Total Assessed Value     | \$599,420       |
| Current Use              | Service Station |

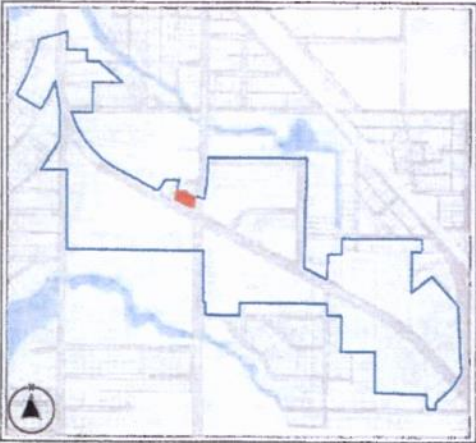


Figure 131 Site highlighted on location map in red.



Figure 132 Image of site from Southwest Federal Highway.



INVENTORY: PROPERTY CUT SHEETS

| 05-38-41-000-000-00290-2 |                     |
|--------------------------|---------------------|
| Future Land Use          | Downtown            |
| Zoning                   | Urban Center        |
| Site Area (acres)        | 0.5438              |
| Building Floorspace (sf) | 4,320               |
| Total Assessed Value     | \$587,000           |
| Current Use              | Drive-in restaurant |

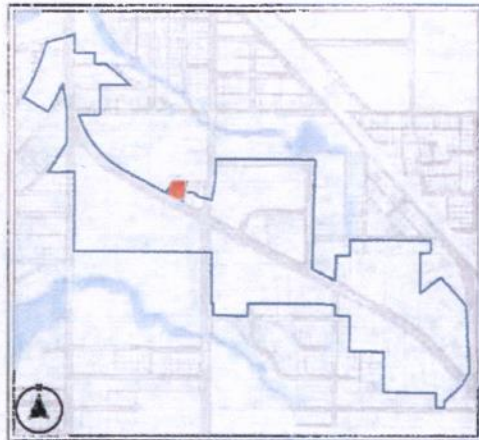


Figure 133 Site highlighted on location map in red.

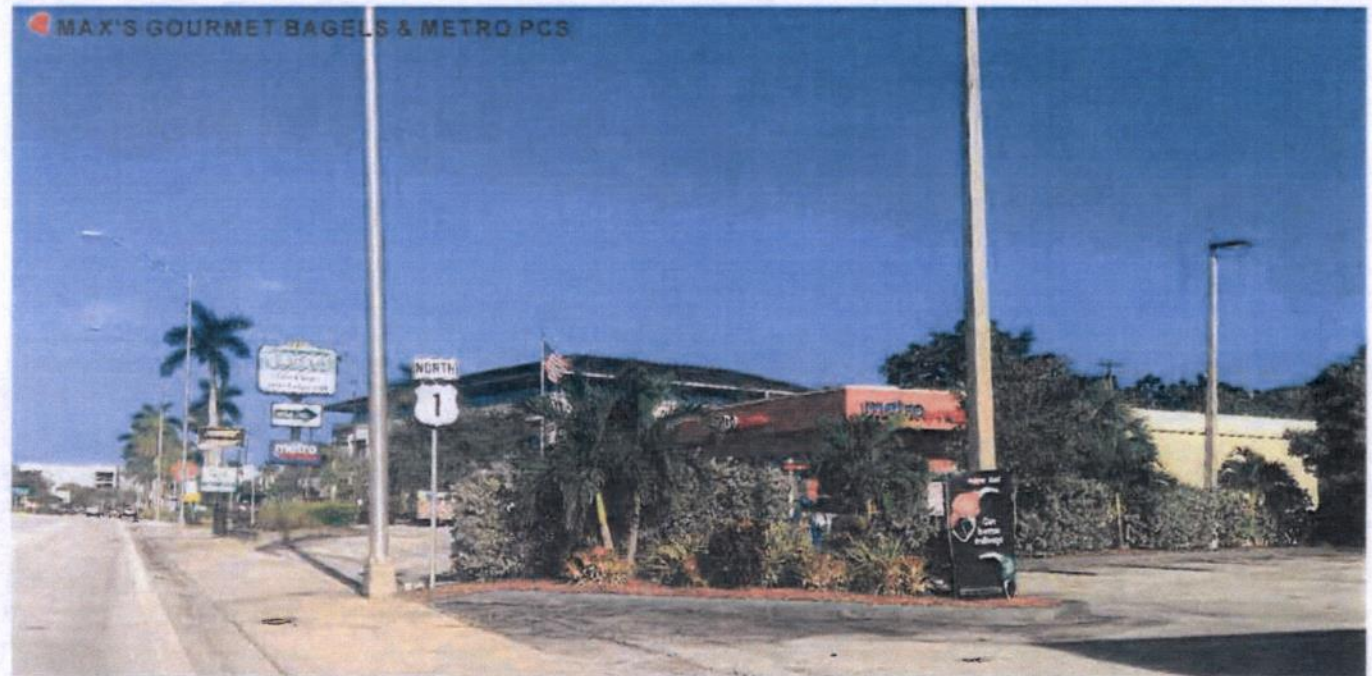


Figure 134 Image of site from Southwest Federal Highway.



| 05-38-41-000-000-00340-2 |                 |
|--------------------------|-----------------|
| Future Land Use          | Commercial      |
| Zoning                   | B2              |
| Site Area (acres)        | 15.0000         |
| Building Floorspace (sf) | 128,328         |
| Total Assessed Value     | \$8,984,270     |
| Current Use              | Shopping center |

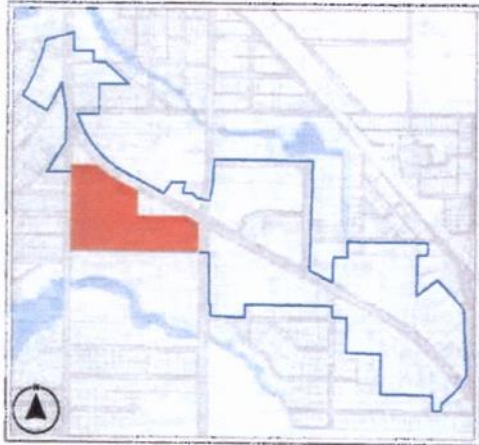


Figure 136 Site highlighted on location map in red.



Figure 136 Image of site from Southwest Federal Highway.

Figure 137 Image of site from Southwest Federal Highway.





# INVENTORY: PROPERTY CUT SHEETS

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

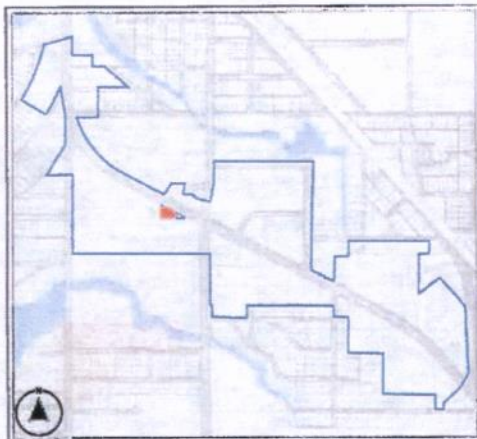


Figure 138 Site highlighted on location map in red.



Figure 139 Image of sites from Southwest Federal Highway.

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

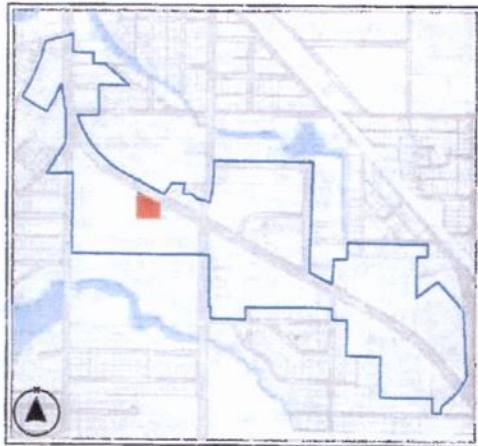


Figure 140 Site highlighted on location map in red.

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

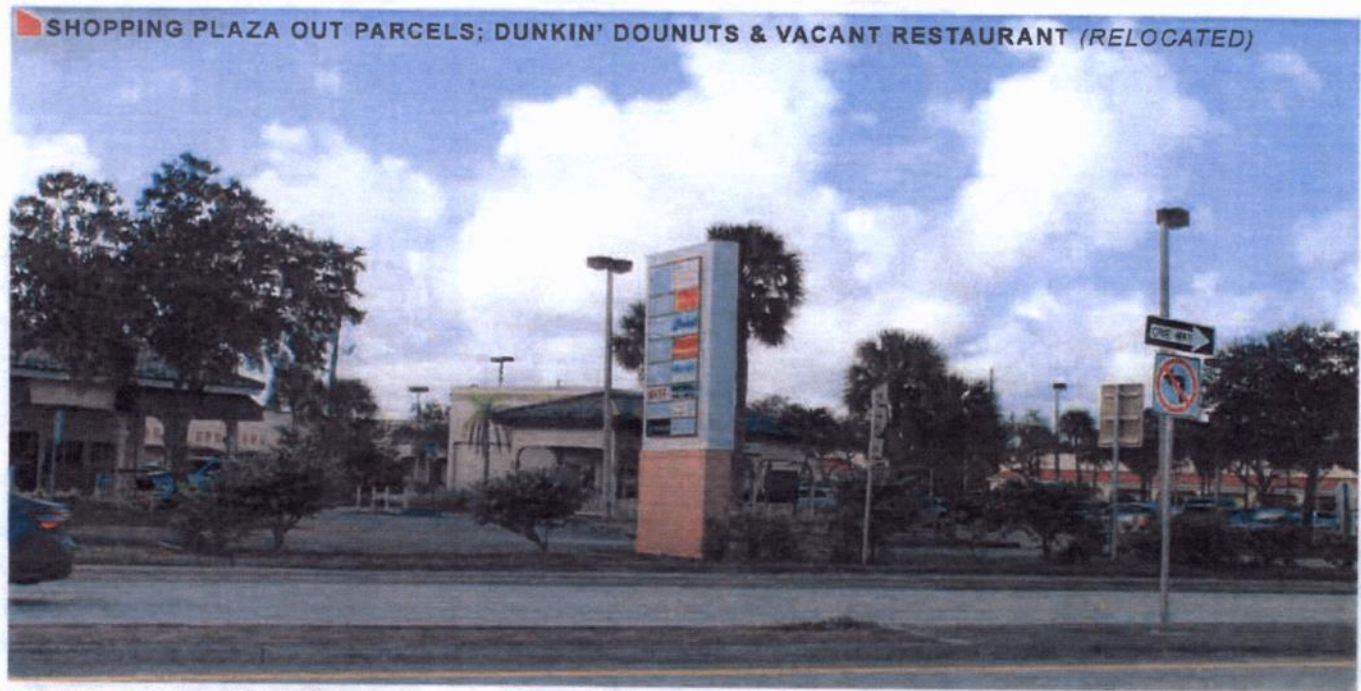


Figure 141 Image of both sites from Southwest Federal Highway.



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

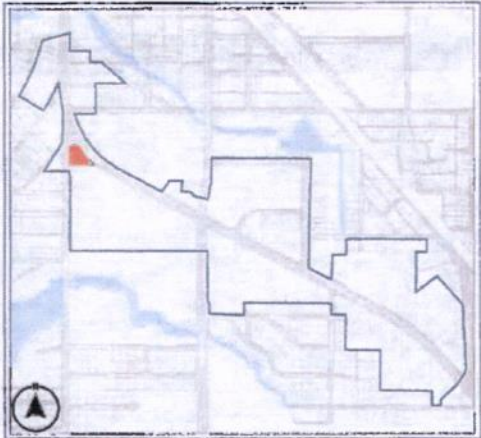


Figure 142 Site highlighted on location map in red.



Figure 143 Image of site from Southwest Federal Highway.

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

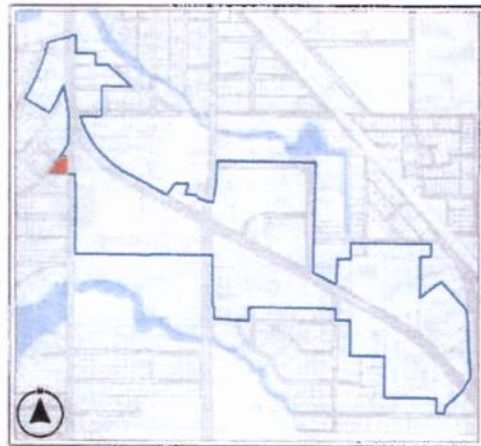


Figure 144 Site highlighted on location map in red.



Figure 145 Image of site from Southwest Federal Highway.



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

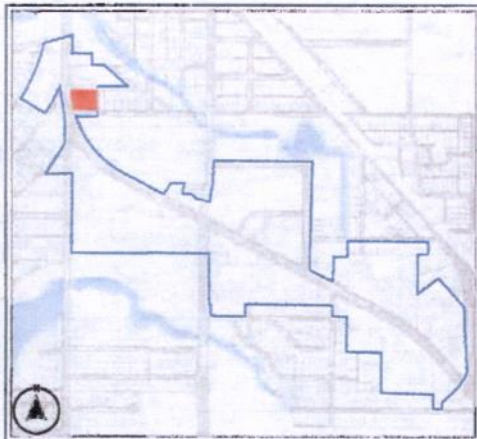


Figure 146 Site highlighted on location map in red.



Figure 147 Image of site from Southwest Federal Highway.



| 05-38-41-006-001-00050-4 |                                  |
|--------------------------|----------------------------------|
| Future Land Use          | Downtown                         |
| Zoning                   | Urban Highway & Urban Waterfront |
| Site Area (acres)        | 0.8452                           |
| Building Floorspace (sf) | 13,785                           |
| Total Assessed Value     | \$835,250                        |
| Current Use              | Office building                  |

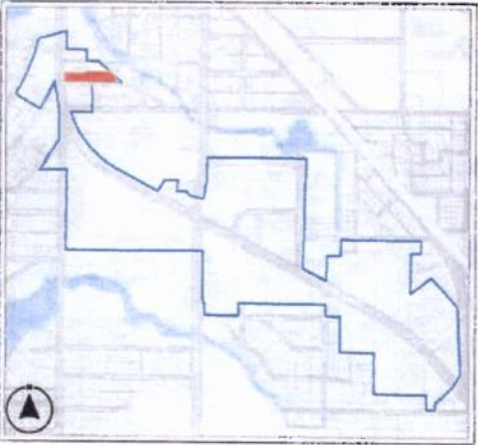


Figure 148 Site highlighted on location map in red.

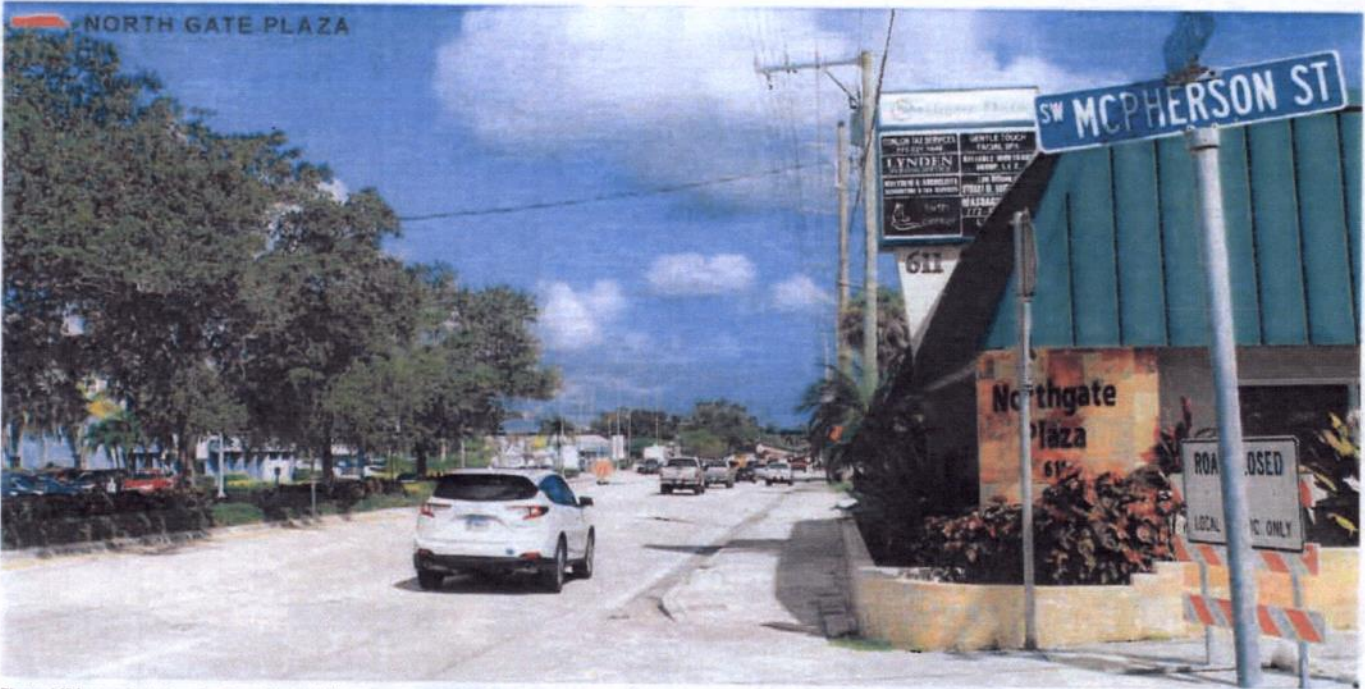


Figure 149 Image of site from Southwest Federal Highway.



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

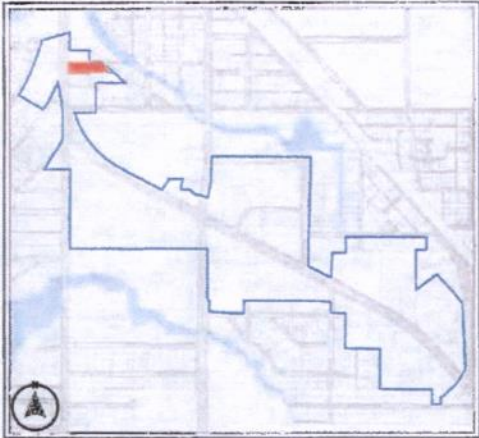


Figure 150 Site highlighted on location map in red.



Figure 151 Image of site from Southwest Federal Highway.

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

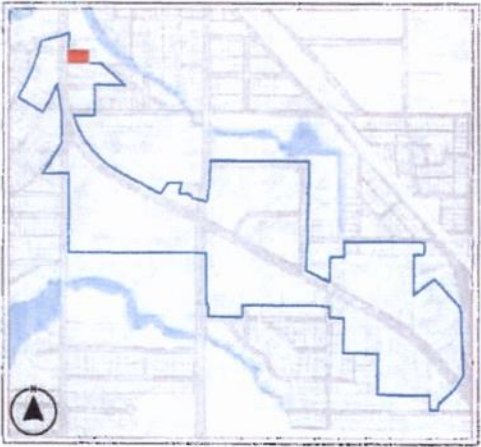


Figure 152 Site highlighted on location map in red.

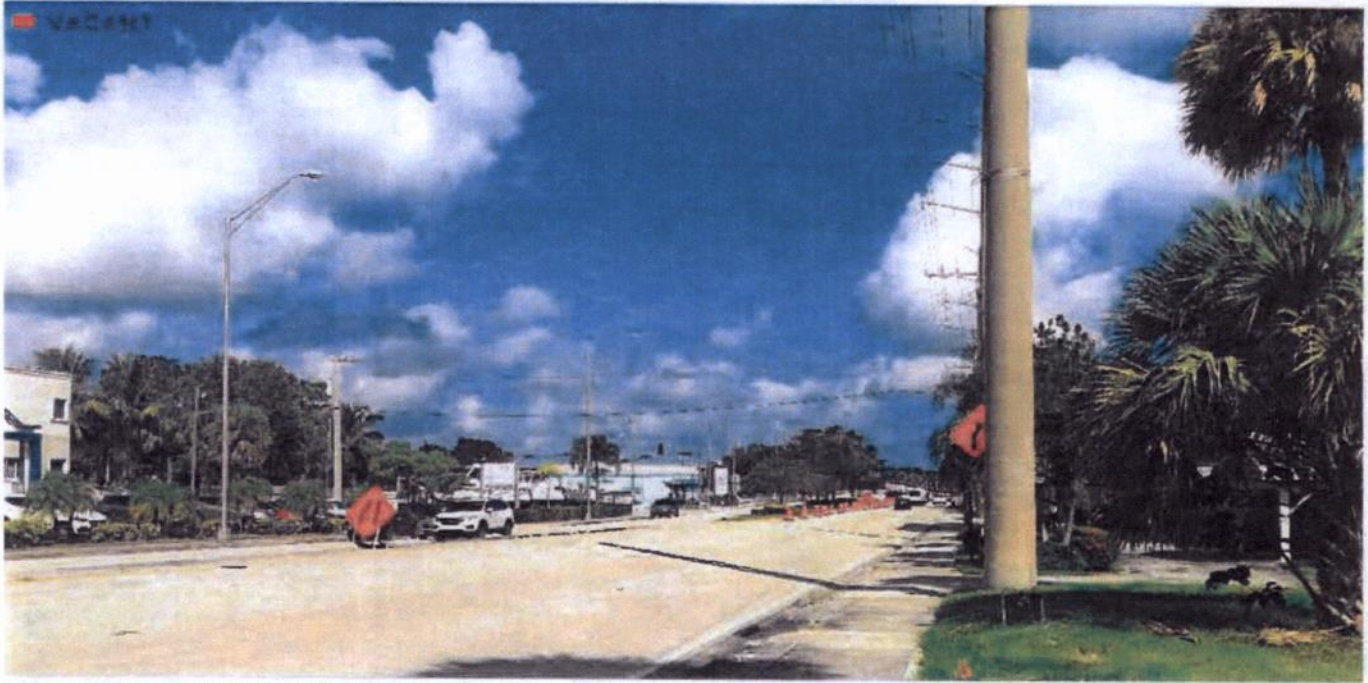


Figure 153 Image of site from Southwest Federal Highway.



| 05-38-41-001-000-01170-4 |            |
|--------------------------|------------|
| Future Land Use          | Commercial |
| Zoning                   | B-2        |
| Site Area (acres)        | 0.3843     |
| Building Floorspace (sf) | 1,851      |
| Total Assessed Value     | \$140,100  |
| Current Use              | Mixed use  |

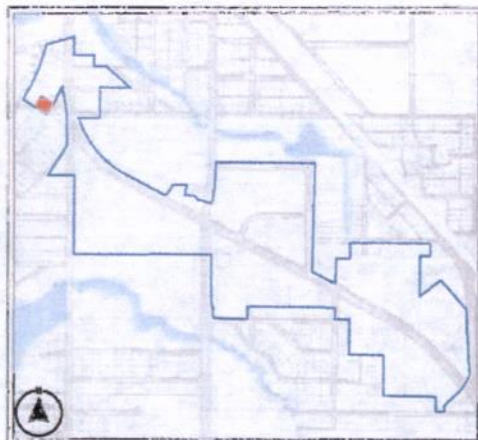


Figure 154 Site highlighted on location map in red.



Figure 155 Image of site from Southwest Bryant Avenue.



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

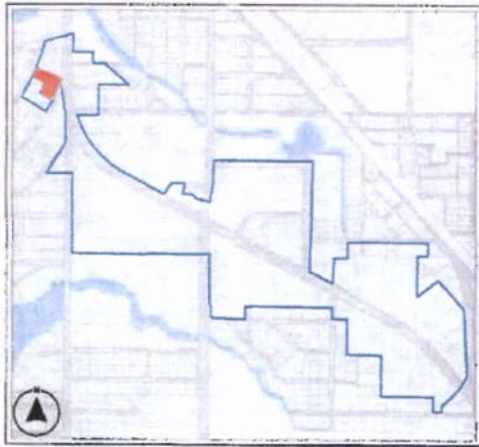


Figure 156 Site highlighted on location map in red.

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



Figure 157 Image of site from Southwest Federal Highway.



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

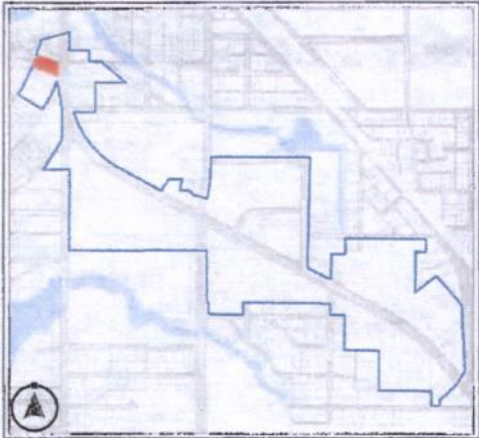


Figure 158 Site highlighted on location map in red.



Figure 159 Image of site from Southwest Federal Highway.



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

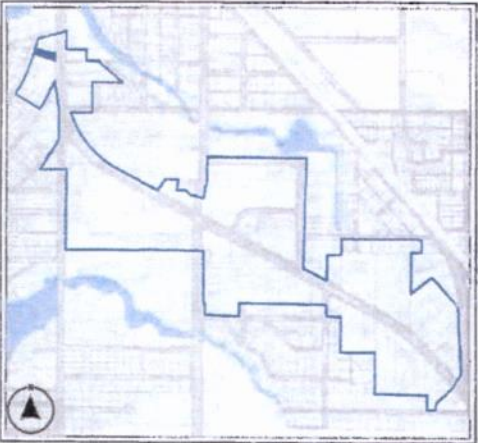


Figure 160 Site highlighted on location map in red.



Figure 161 Image of site from Southwest Federal Highway.



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

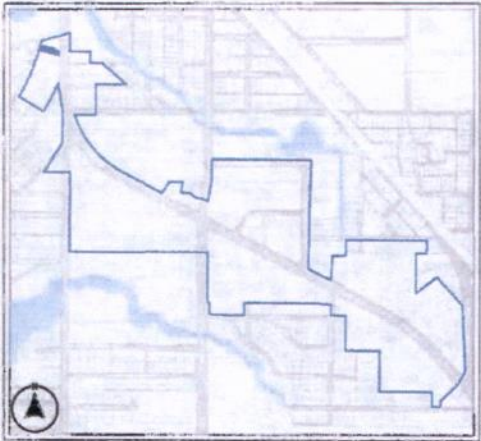


Figure 162 Site highlighted on location map in red.



Figure 163 Image of site from Southwest Federal Highway.

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

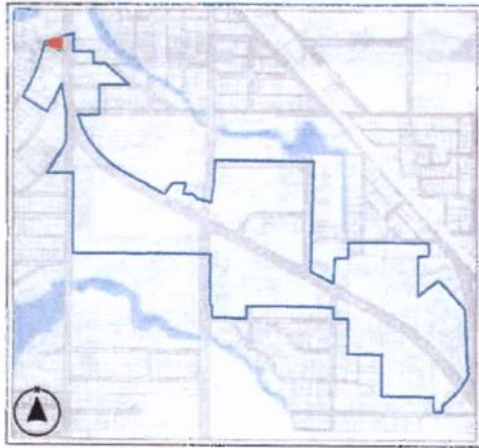


Figure 154 Site highlighted on location map in red.



Figure 155 Image of site from Southwest Federal Highway.



INVENTORY: PROPERTY CUT SHEETS

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

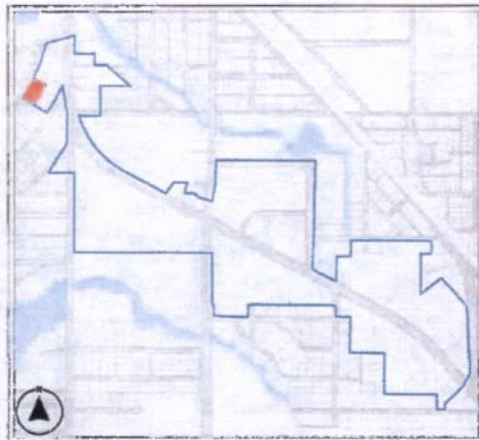


Figure 166 Site highlighted on location map in red.

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

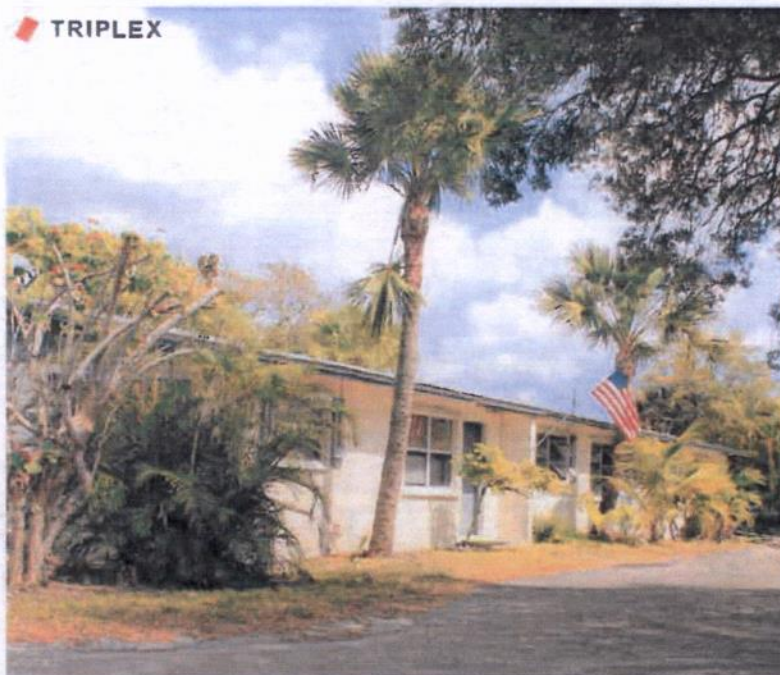


Figure 167 Image of site from Southwest Cleveland Avenue.





