Downtown Stuart

Outdoor Seating Strategy



Stuart Main Street

Stuart Downtown Business Association



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Downtown Stuart Charrette - TCRPC 1998

DOWNTOWN STUART: A UNIQUE REGIONAL DESTINATION

The City of Stuart is a pioneer in the public planning process. Stuart was the first City to conduct a multi-day public planning event commonly referred to as "charrette" in 1988. Since then, the City has worked closely with residents, property and business owners to define the character and future of its historic downtown and surrounding neighborhoods.

Almost 25 years of creating and implementing community plans have played a key role in establishing Downtown Stuart as a regional destination. Yet despite the numerous plans and policies implemented, one key element still remains to be addressed: *the community's desire for an increased outdoor experience*. A consistent theme many times discussed but never fully implemented.

The idea of a cohesive, open-air seating strategy that allows visitors and residents to experience outdoor dining, 'al fresco' coffee or ice cream gatherings, or simply the ability to sit and watch visitors and passersby, has been long desired but difficult to implement: high cost, physical impediments, ownership patterns, narrow sidewalks, parking concerns, and a series of all-or-nothing proposals that lacked general consensus have postponed the implementation of this key element frequently requested in the City's community-based plans.

Providing these outdoor seating opportunities would

GENERAL FACTS ON AUTHENTIC DOWNTOWNS

- High frequency visits: People visit authentic downtowns twice the number of times they visit a mall.
- The majority (78%) of people who visit downtowns for entertainment (e.g. special events, fairs, theatre, etc.) make a retail purchase.
- Food and drink expenditures in Downtowns are 5 times that of the average mall.
- The average length of stay in downtown is 102 minutes compared with the mall average stay of 76 minutes.
- A large segment (47%) of dining patrons make a retail purchase.
- Public spaces act as anchors and are a major attraction for visitors.
- Natural features, when properly engaged, serve as pow erful downtown anchors.

GENERAL FACTS ON OUTDOOR SEATING AND DINING

- It is an expectation Florida's "Culinary Tourist".
- It is trend-setting.
- It generates the perception that there is a chance of being seated wit shorter waits, therefore attracting more customers.
- People stay on average 15% longer than when eating indoors, (which translates in potentially higher sales).



Temporary outdoor seating island with decorative tent-like canopies - Germany

not only complement many other ongoing revitalization efforts, but enhance an environment where residents and visitors can increase the frequency and length of their visits to Downtowns, and consequently enhance the environment and business for retailers and restaurants alike.

In early in 2011, Stuart Main Street (SMS) and the Historic Downtown Business Association (DBA) joined forces in an unprecedented partnership to address this long standing issue. Representatives of both boards worked together to develop a strategy to facilitate and enhance Downtown's outdoor experience, its sense of place and potential as an attraction and waterfront destination.

The result of this joint effort is described in this report and referred to as "Downtown Stuart's Outdoor Seating Strategy". A strategy that will result in highly visible interventions that can be implemented very rapidly and economically. Fundamentally, this is an equal opportunity program, available to all those who wish to participate in it, without a financial or physical burden to residents or those who choose not to participate in it.

Key Elements of the Outdoor Seating Strategy

- *It can be implemented quickly, economically and incrementally;*
- *It impacts, yet ultimately increases overall parking capacity;*
- *It generates great visual impact with minimum investment;*
- *It does NOT financially burden those who do not participate in it;*
- *It generates a long-term source of income for the City;*
- *It results in an ultimate-build out scenario that enhances Downtown Stuart as a Regional Destination, attracting more visitors and therefore improving the overall economic impact to the area.*
- *It is a physical improvement, yet an effective tool for Economic Prosperity.*

PROMOTE THE EXPERIENCE, MEET THE EXPECTATIONS!



Conventional outdoor seating - Downtown Rosemary Beach, FL.

The economic times we are in require Cities to be better prepared and easily adapt to the many challenges and opportunities that may arise. Downtowns are more than ever competing with malls and shopping centers for limited business. But at the same time, downtowns like Stuart have the ability, and need to capitalize on the opportunity of offering a unique and diverse shopping experience. An experience that combines retail with dining, entertainment, culture, history, nature, and the most diverse mix of uses, all provided within an environment that is authentic and exudes a sense of place and belonging.

Outdoor seating plays a key role when an area wishes to capitalize on the relationship between all these different elements. This is especially true in the case of South Florida, where the "culinary tourist" has high expectations for good seafood and even better weather!. This is an expectation not only of those who visit Florida, but those who choose this State as their permanent residence as well. Additionally, outdoor seating contributes to fulfilling the desire to connect with Florida's great weather for urban areas.

Providing opportunities for visitors and residents to experience all the elements only a downtown can truly offer, but most importantly, generating an environment that people want to visit, stay, and return to, is the key to the resiliency of great main streets throughout the world.

Balancing Change and Parking Needs

Striving to Fulfill Parking Demands and Economic Prosperity

The successful revitalization of Downtown Stuart over the last couple of decades has led to both real and perceived parking problems. During this time, the City evaluated, developed and implemented numerous parking plans and strategies as follows:

- Angled-parking and head-in parking line most downtown streets, even to the extent, in some cases, of prioritizing vehicle capacity over pedestrian comfort*[1]
- Agreements with the FEC resulted in public parking along FEC right-of-way
- Public parking lots have been secured and clearly designated.
- Agreements with private parking lot owners have been established to allow public use of these facilities during off-peak hours and weekends.
- Parking has been provided at the end of St. Lucie Avenue, in an area better suited for waterfront public events and pedestrian activities *(see P.5.)*
- A free tram system provides transportation to and from parking areas.
- Potential future structured parking sites have been identified.

The successful implementation of these diverse parking plans has significantly contributed to the success of downtown. But while focusing on parking supply and demand balance is very important, it should not be the most important element or guiding principle. Placing too much weight on this single isse can potentially preclude economic development strategies, physical improvements, and other important elements critical to the success and ability of Downtown Stuart to evolve, develop and remain competitive.

When it comes to parking, the Downtown Stuart Outdoor Seating Strategy proposed by SMS and the DBA is two-fold: On one hand, it provides the ability for every restaurant, café, ice cream shop and public or civic area to individually but cohesively implement outdoor seating. If all outdoor seating locations proposed by this joint effort are implemented, a total of 20 parking spaces would be impacted. At the same time, the Strategy proposes an increase in parking (anywhere between 39 and 64 new spaces plus 37 existing public spaces made more readily





Above: Views of different parking programs implemented throughout Downtown Stuart. The landscaped islands that have no trees such as the one shown on the bottom image could be better utilized if converted to parking, since, in their current state, they do not provide any beautification or physical advantage.

[1] Parallel parking yields less capacity than angled, but ultimately results in a more pedestrian-oriented environment as it allows for wider sidewalks, increased pedestrian visibility, ease of pedestrian crossing, etc. It is important to note that while this statement is true to most environments, the extremely low speeds resulting from downtown's particular location and design do not result in a significant pedestrian hazard.



Study Area: Aerial View of Historic Downtown Stuart

Proposed Strategies to Increase Parking Capacity in Downtown Stuart

The implementation of the following policies and simple interventions have the potential to generate a significant increase in parking supply downtown.

If the Outdoor Seating Strategy is adopted, the City should consider implementing one or more of the following:

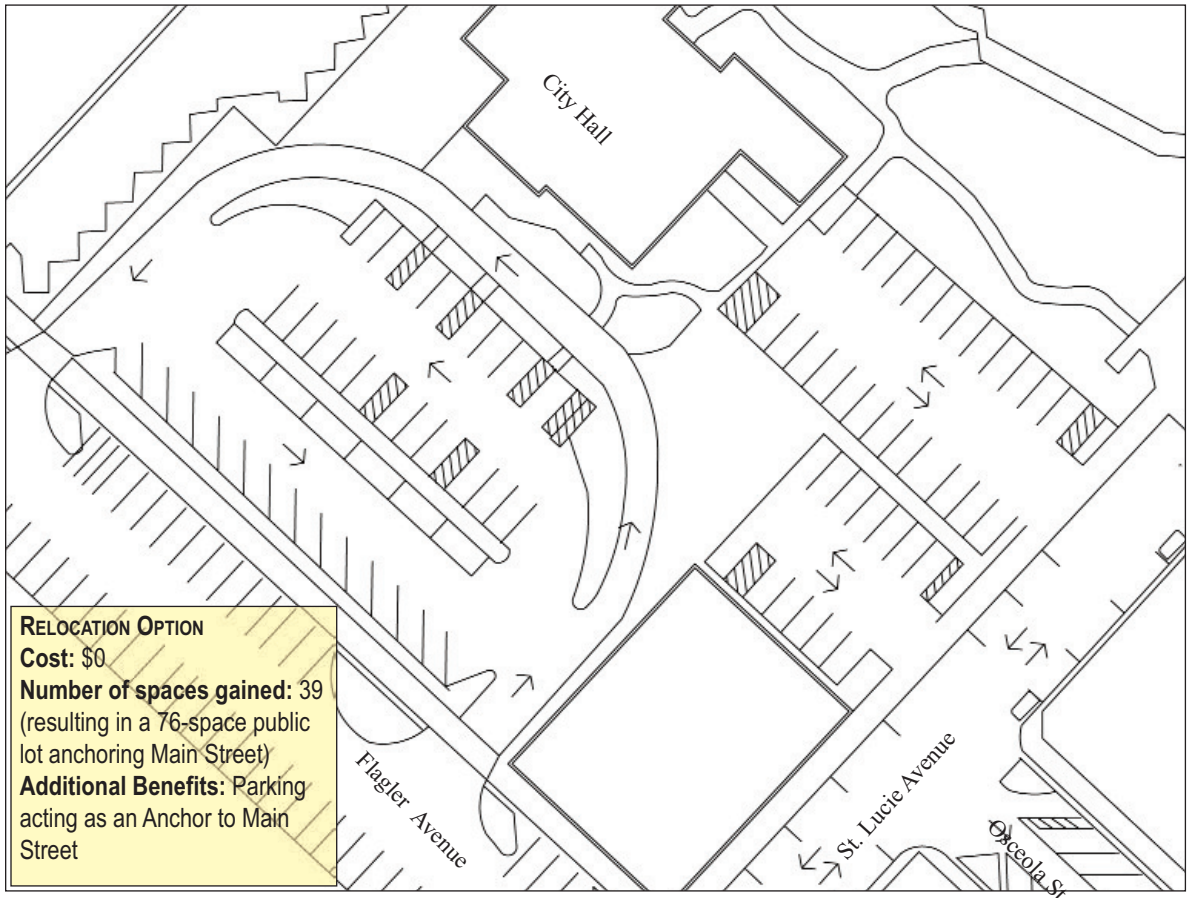
a) Require that all city employees park at satellite locations such as the current lot of the former Arthur's Dockside restaurant, and on-street parking spaces by Flagler Park. This simple strategy will immediately result in a 76-space public parking lot anchoring Main Street.

b) Connect and reconfigure the three City-owned parking lots on the western end of Main Street. This simple strategy provides impacts that go beyond parking supply and is further described throughout this report.

c) Reconfigure non-landscaped islands and dumpster areas along the FEC tracks *(For the purpose of determining parking increases for the Outdoor Seating Strategy, these potential spaces have not been included in the overall calculations outlined in this report, since any changes in this location and configuration may require FEC approval).*

d) Remove parking from waterfront plaza at the end of St. Lucie Blvd. *(While this proposal will result in a reduction of spaces, this reduction is contemplated in the overall impact of 20 spaces at build-out previously cited).*

PARKING-INCREASE STRATEGY # I: *Anchor the Western End of Main Street with a Public Parking Lot*



Plan view of City Hall Parking lot in its current configuration. The current design underutilizes the overall parking potential as it incorporates a suburban driveway and lacks connectivity with other city-owned parking lots.

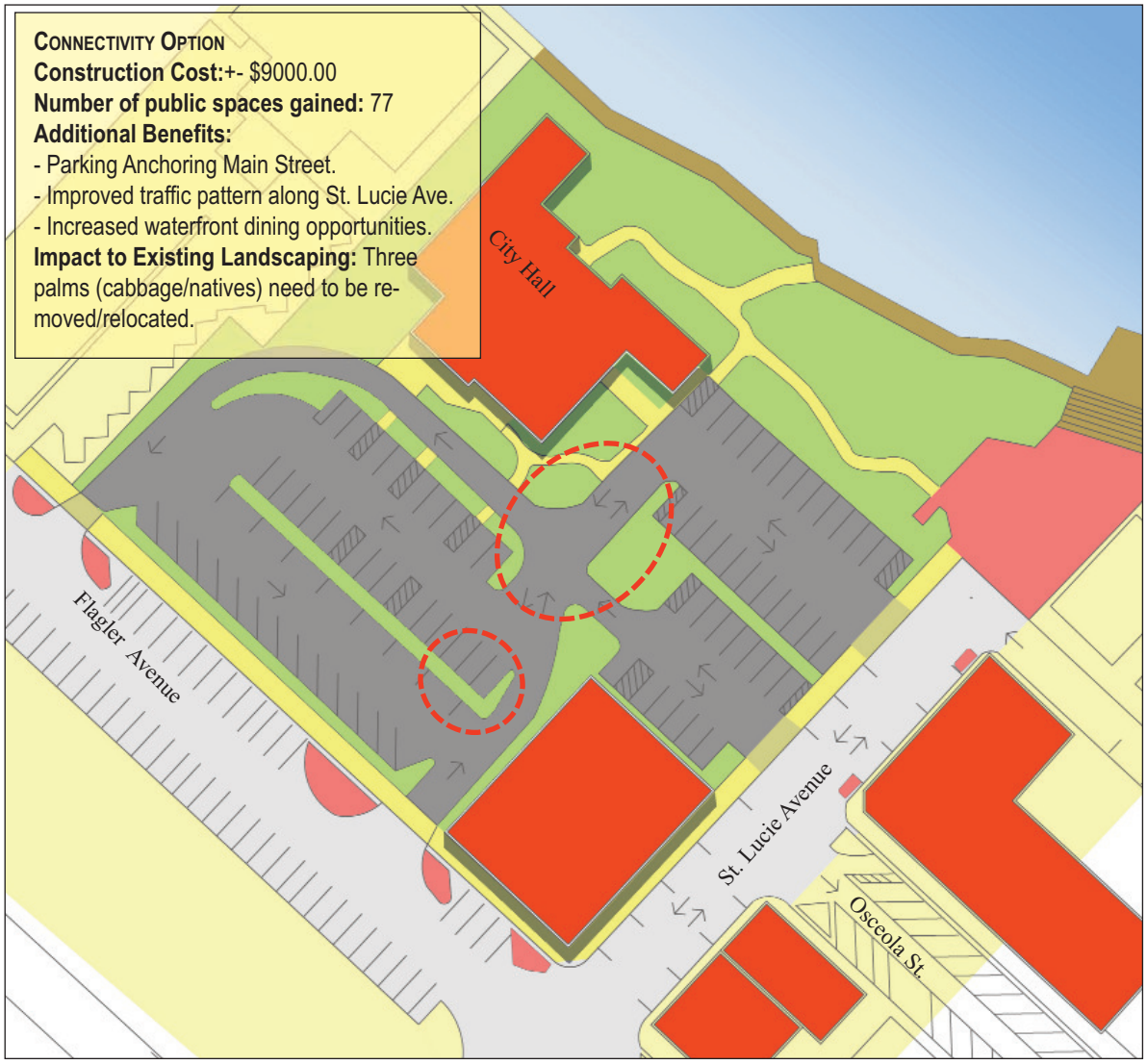
OPTION I: ANCHORING MAIN STREET WITH A PUBLIC LOT - RELOCATION OPTION

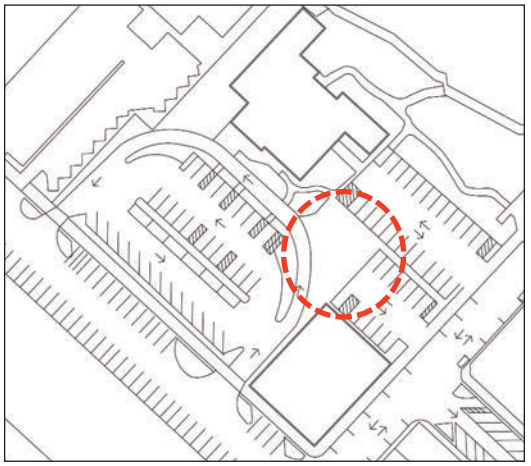
Parking lots and parking garages are to Main Streets as department stores are to malls: they act as anchors that attract a large number of people and force them to walk along businesses to go to and from these areas.

The parking lots located on the western end of Main Street can be easily converted to public lots. This has no monetary implications, and simply requires that City employees park off-site in locations such as at the former Arthur's Dockside parking lot and in on-street spaces along the western end of Flagler Avenue. This simple strategy can be implemented immediately at no cost to the City and would result in a 76-space public parking lot anchoring Main Street immediately available. It is important to clarify that 37 of those 76 spaces are currently available to the public, but since they are embeded within spaces restricted solely for use by City employees, they become generally unavailable to Downtown visitors.

Time restrictions on this anchor lot should be maintained at a rate slightly higher than that of on-street parking along Main Street (e.g. if on-street parking is limited to three hours, parking on this lot should be a four hour limit). This strategy additionally alows the City to reduce on-street parking time limits to allow for higher turn over of spaces, more bebeficial to a successful retail environment. It is also important to note that this is not proposed as a long-term parking facility: it is not intended for retail and restaurant owners and employees or City employees to park long term.

PARKING-INCREASE STRATEGY # II: *Connect the Existing Parking Lots on the Western End of Main Street*





OPTION II: CONNECT EXISTING LOTS AND LIMITED RE-STRIPING

The parking lots located on the western end of Main Street can be easily connected. This simple connection combined with a limited re-striping at the center of the parking lot fronting City Hall results in a physical gain of 1 space, but impacts Downtown as follows:

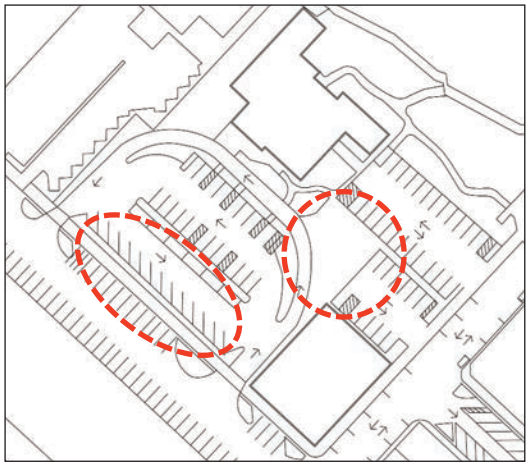
- A reduction in congestion and confusion on St. Lucie Avenue *(lots only accessible off of this road would be accessible from Flagler Avenue).*
- Improved traffic & deliveries on Seminole St.
- Substantial waterfront seating potential resulting from the ability to reconfigure the northern section of St. Lucie Ave. to a one-way street.
- Improved pedestrian relation between the proposed public lot and Main Street.

Option II: Parking Master Plan



PARKING-INCREASE STRATEGY # III: *Connect Existing Parking Lots and Re-Stripe City Hall Parking Lot Along Flagler Ave.*





OPTION III: CONNECT EXISTING LOTS & RESTRIPE PARKING ALONG FLAGLER AVENUE

As in Option II, this proposal establishes a simple connection between the three existing lots, and in addition proposes a reconfiguration (re-striping) of parking spaces along Flagler Ave. (from angled to head-in). This reconfiguration allows for additional parking both along Flagler Ave. and the existing center median.

As with Option II, connecting the existing lots will result in:

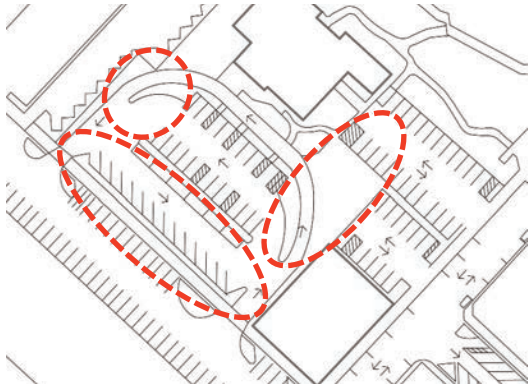
- A reduction in congestion and confusion on St. Lucie Avenue.
- Improved traffic & deliveries on Seminole St.
- Increased outdoor waterfront seating potential *(through the reconfiguration of St. Lucie Ave.)*
- Improved pedestrian relation between the public lot and Main Street.

Option III: Parking Master Plan



PARKING-INCREASE STRATEGY # IV: *Minor Reconfiguration of Existing Parking Lots on the Western End of Main Street*





OPTION IV: RE-STRIPING AND MINOR LOT RECONFIGURATION

The current design of City Hall's parking lot is suburban in nature. It is disconnected from other lots and has an extensive driveway to facilitate drive-thru bill payments.

By connecting and reconfiguring the three lots and eliminating (but not encroaching) the current drive-thru area, a 101-space lot is achieved. Additionally, this Option accomplishes:

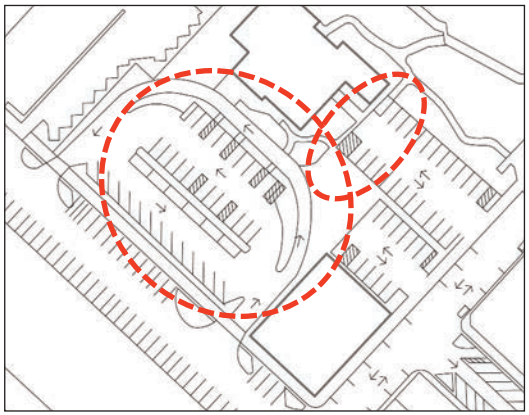
- A reduction in congestion and confusion on St. Lucie Ave. (converting it to one-way).
- Improved traffic and deliveries along Seminole Street.
- Substantial waterfront seating potential.
- Improved pedestrian relation between the public lot and Main Street.
- Increased potential of downtown as a waterfront destination.

Option IV: Parking Master Plan



INCREASED PARKING STRATEGY # V: *Complete Reconfiguration of Existing Parking Lots on the Western End of Main Street*





OPTION V:
COMPLETE RECONFIGURATION

This alternative proposes a complete lot reconfiguration, advancing the parking area over the current drive through area. As a result, a 115-space parking lot is achieved.

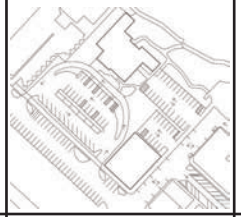
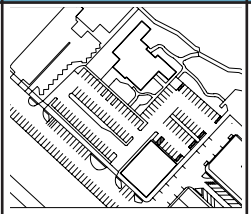
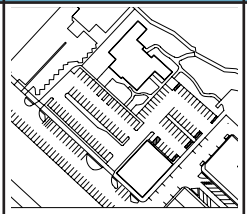
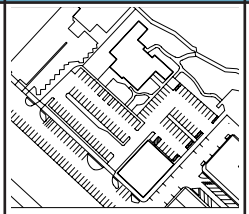
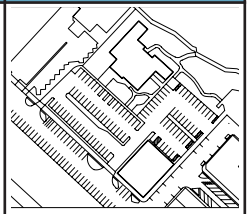
Additionally, this Option, like the minor reconfiguration Option accomplishes:

- A reduction in congestion and confusion on St. Lucie Ave. (converting it to one-way).
- Improved traffic and deliveries along Seminole Street.
- Substantial waterfront seating potential.
- Improved pedestrian relation between the public lot and Main Street.
- Increased potential of downtown as a waterfront destination.

Parking Master Plan: Option V



Parking Reconfiguration Cost Analysis

Description	Option I	Option II	Option III	Option IV	Option V
Existing & Proposed Layouts					
Number of Public Spaces	76	77	85	101	115
Total Cost	$0.00	$9,000.00	$13,500.00	$19,000.00	$37.000.00
Additional Benefits	- Parking anchoring Main Street.	- Parking anchoring Main Street - Improved traffic pattern on St. Lucie Ave. - Increased potential as a waterfront destination and waterfront outdoor seating. - Improved pedestrian relation to public lot.	- Parking anchoring Main Street - Improved traffic pattern on St. Lucie Ave. - Increased potential as a waterfront destination and waterfront outdoor seating. - Improved pedestrian relation to public lot.	- Parking anchoring Main Street. - Improved traffic pattern on St. Lucie Ave.- - Increased potential as a waterfront destination and waterfront outdoor seating. - Improved pedestrian relation to public lot.	- Parking anchoring Main Street - Improved traffic pattern on St. Lucie Ave. - Increased potential as a waterfront destination and waterfront outdoor seating. - Improved pedestrian relation to public lot.
Impacts		Three palms (cabbage/natives) need to be removed/relocated.	Three palms (cabbage/natives) need to be removed/relocated.	Landscaping between three parking lots.	Landscaping between three parking lots.

Preferred Option: When considering future plans for the current City Hall site, immediate impacts, cost, and overall benefits, Option II becomes the preferred parking reconfiguration choice. If plans for City Hall change in the future, options IV or V should be considered

OUTDOOR SEATING ISLANDS



Outdoor seating is a fundamental component of authentic downtowns (weather permitting). Retailers and restaurateurs are aware of the strong desire among those living and visiting Florida to experience the outdoors. This generally known principle has led close to 80% of existing restaurants, ice cream shops, cafes, and even retailers currently operating in Downtown Stuart to provide, space permitting, a variety of outdoor seating opportunities.

But while outdoor seating is provided in many locations, it is not always done in a way that is appealing, comfortable, or even clear. And the result is not always a welcoming experience. And while City Ordinances currently allow for outdoor seating subject to special permitting, the physical implementation of this notion has not always been possible or has proved very costly.

The SMS and DBA's proposed Outdoor Seating Strategy not only addresses the creation of outdoor seating space and increased public parking, but the implementation of an economic development plan that will result in attracting more visitors and business downtown, increasing the area's competitiveness and resiliency.

The Downtown Stuart Outdoor Seating Strategy seeks to provide an equitable, streamlined approval process that results in clearly delineated, easy to implement, affordable and identifiable outdoor seating areas that generate increased pedestrian visits, traffic, permanence and a synergy between all those conducting business downtown.





Above: Different outdoor seating strategies currently being implemented in downtown Stuart. Top left, outdoor seating shown within private property. An effective, but costly and not always feasible solution. Right, different options of outdoor seating on public ROW: On an island over parking and parallel to an establishment where a wider sidewalk allows. Both strategies are being recommended in this Outdoor Seating Program but with proposed modifications to layout, management & implementation.

FROM UNDERUTILIZED BUMP-OUT TO ECONOMIC GENERATOR

The Outdoor Seating Strategy proposed by the DBA and SMS is simple: Converting existing, sometimes suburbanly landscaped, underutilized bump-outs in downtown Stuart into outdoor seating, urbanly landscaped areas wherever desired and appropriate. Where no bump-outs exist, allow for the creation of the outdoor seating islands over one or two (as appropriate, site and use specific) existing parking spaces. Finally, complete these newly created areas with approved outdoor seating furniture (tables, chairs, umbrellas and potted plants).

As presented, this Outdoor Seating Strategy estimates that at build-out, if every eating establishment and a couple of simply public seating areas not associated to businesses join the program, no more than 22 spaces would be impacted. This amount takes into consideration the removal of existing spaces at the end of St. Lucie Avenue, since that landmark area should be utilized as a waterfront plaza and anchor, and not as waterfront parking (or parking with a view).

The notion of converting parking into Outdoor Seating Areas, while fairly recent in other communities (known as "Pavement to Parks", or "Pop-Out Seating"), is not new to Stuart. This same concept has been in place for decades on the eastern end on Main Street (currently Maria's restaurant).

In Cities where weather only allows for outdoor seating during a short season, islands can be temporary. The City could adopt this notion of "temporary" outdoor seating areas for special events, for use during season, or as a test of the proposed program. Images of these temporary structures and implementation are described further in this report.



Above: Different views of bump-outs along Osceola Street. While offering a visual "green" break, the manner in which these bump-outs are landscaped is ineffective. Their use (whether to reduce crossing distance, as rest areas, or as public open space) is also unclear. If converted to outdoor seating areas, trees should be maintained, ground surfaces paved (pavers), and landscaping provided in an urban manner (e.g. planters).

Temporary and Permanent Outdoor Seating Areas Implemented Throughout the Country



Above: Different examples of temporary (bolted to the pavement) and permanent (as sidewalk extensions) outdoor seating areas currently implemented throughout the Country. While design varies, the elements and concept are consistent throughout.

Bump-Out Plan



Existing Bump-Outs

Existing Bump-outs are shown colored above. Not all bump-outs are suitable, nor proposed to be converted into outdoor seating areas. Those along the FEC are simply depicted to show potential future parking if needed.

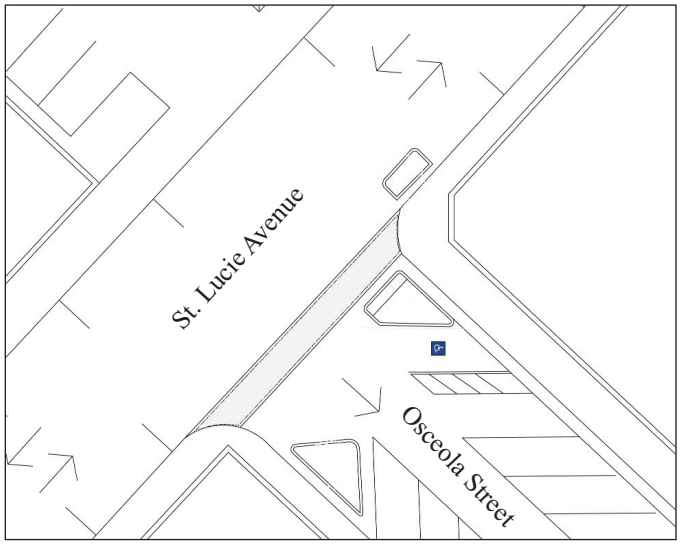


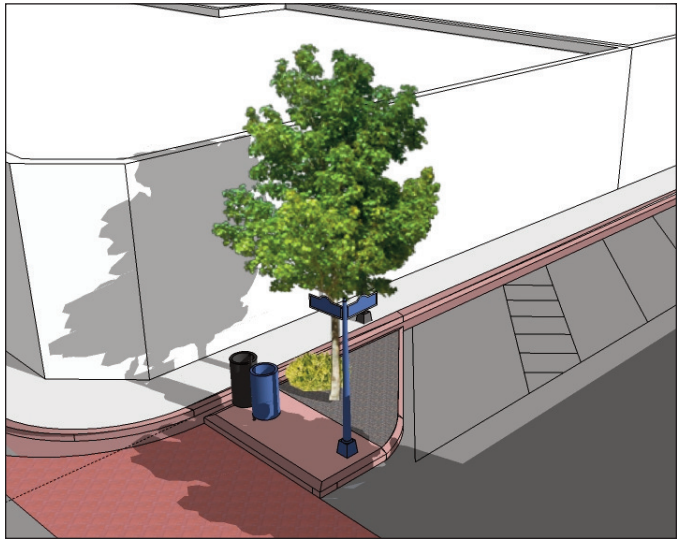
Potentially Impacted Parking Spaces

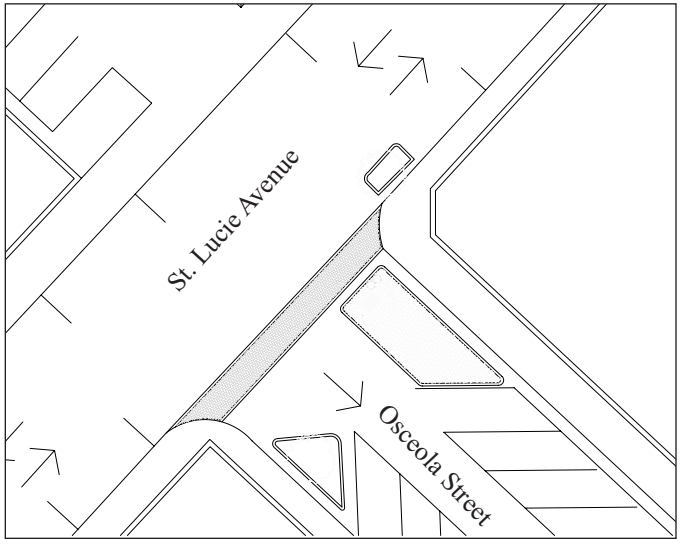
Potentially impacted parking spaces are shown in purple. Certain bump-outs can accommodate outdoor seating islands without the need to impact parking. In other situations, one or two spaces are impacted.

Outdoor Seating Area on Existing Bump-Out Within Angled Parking









Existing Bump-Out Within Diagonal Parking

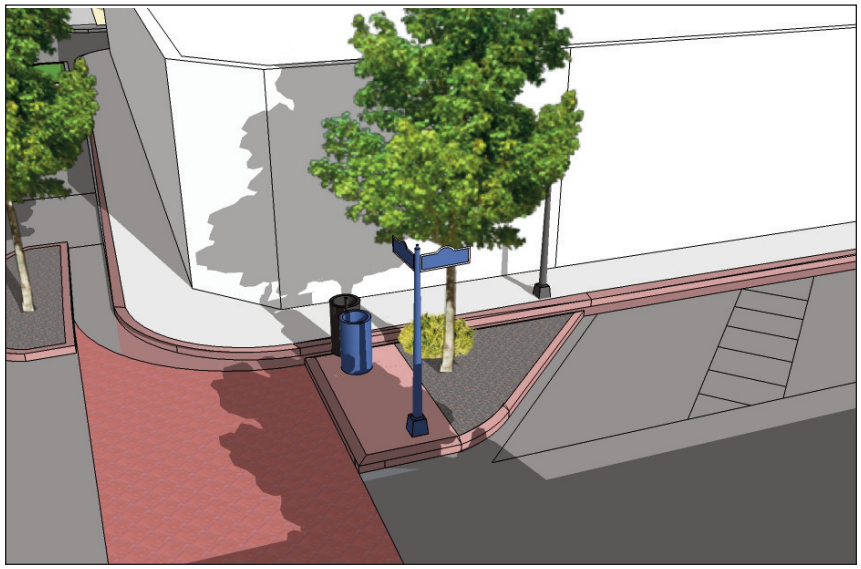
For permanent structures:

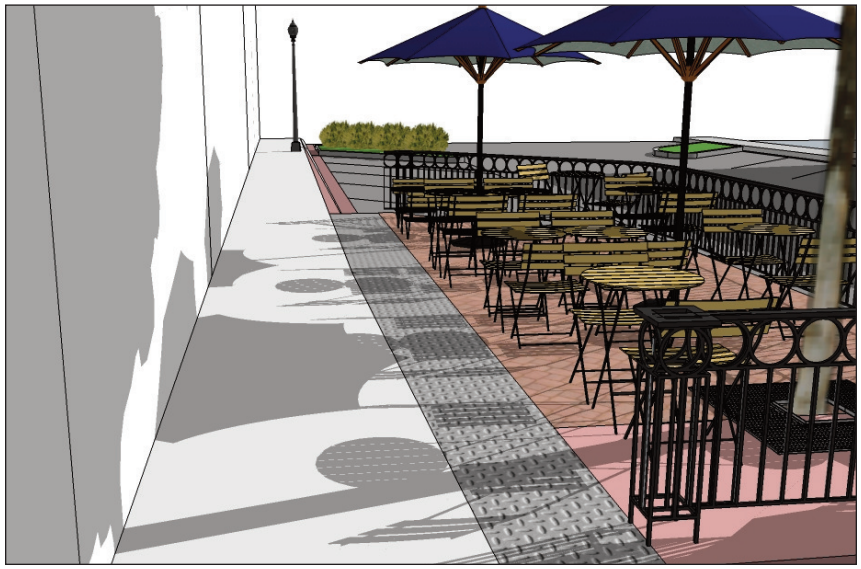
- *Extend bump-out curb) over 1or 2 parking spaces as approximate.*
- *Bridge over gutter to existing sidewalk with secured iron plank.*
- *Maintain existing trees (grates).*
- *Utilize pavers as floor covering material.*
- *Install metal railing on all sides adjacent to roadways.*
- *Equip with approved outdoor furniture (tables, chairs and shade elements). Shade elements should be such that they can be changed (color) to reflect special events (i.e. red, white and blue for the 4th of July, orange for Halloween/Thanksgiving, etc).*

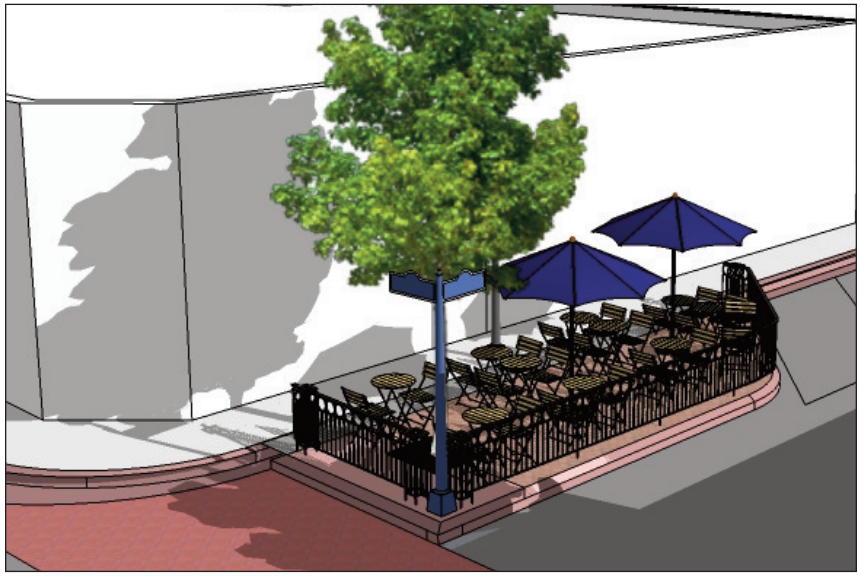
For temporary structures:

- *Extend structure or platformn over one or two parking spaces as necessary and appropriate.*
- *Secure to pavement (bolt)*
- *Install decorative railings on all sides adjacent to roadways.*
- *Equip with approved outdoor seating furniture*

Existing Bump-Out Within Angled Parking









Outdoor Seating Area on Existing Bump-Out within Parallel Parking



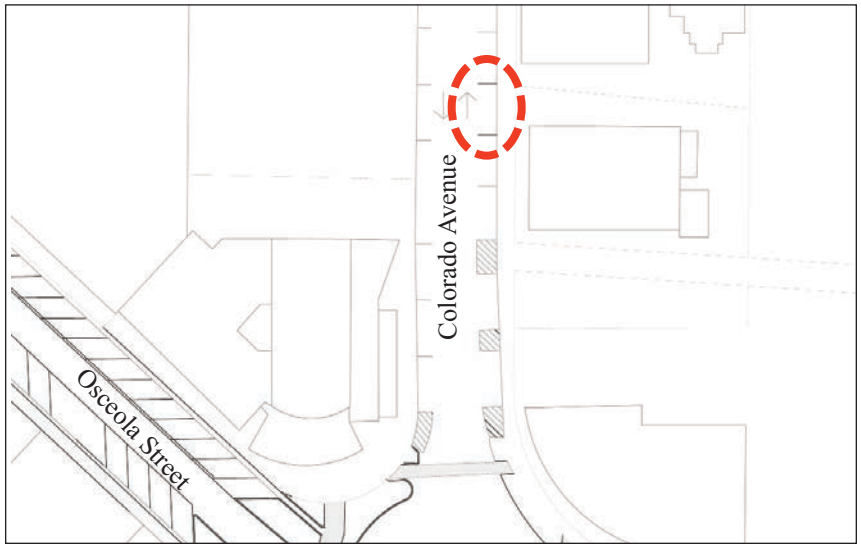
New Outdoor Seating Island in Parallel Parking

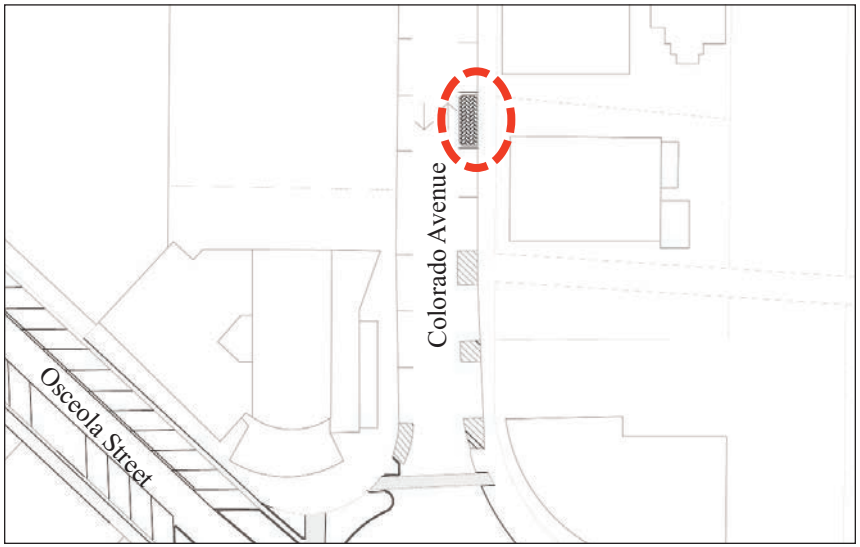
For permanent structures:

- *Extend bump-out curb) over 1 parking space.*
- *Bridge over gutter to existing sidewalk with secured iron plank.*
- *Maintain existing trees (grates).*
- *Utilize pavers as floor covering material.*
- *Install metal railing on all sides adjacent to roadways.*
- *Furnish with approved outdoor seating tables, chairs and shading elements. Shading elements should be such that they can be changed (color) to reflect special events (i.e. red, white and blue for the 4th of July, orange for Halloween/Thanksgiving, etc).*

For temporary structures:

- *Extend structure or platformn over one or two parking spaces as necessary and appropriate.*
- *Secure to pavement (bolt)*
- *Install decorative railings on all sides adjacent to roadways.*
- *Equip with approved outdoor seating furniture*





St. Lucie Ave Option A: Outdoor Seating Area on Existing Bump-Out within Parallel Parking





St. Lucie Ave. Option A: Existing Bump-Out Within Parallel Parking

For permanent structures:

- *Extend bump-out curb) over 1 parking space.*
- *Bridge over gutter to existing sidewalk with secured iron plank.*
- *Maintain existing trees (grates).*
- *Utilize pavers as floor covering material.*
- *Install metal railing on all sides adjacent to roadways.*
- *Furnish with approved outdoor seating tables, chairs and shading elements. Shading elements should be such that they can be changed (color) to reflect special events (i.e. red, white and blue for the 4th of July, orange for Halloween/Thanksgiving, etc).*

For temporary structures:

- *Extend platformn over one or two parking spaces as necessary and appropriate.*
- *Secure to pavement (bolt)*
- *Install decorative railings on all sides adjacent to roadways.*
- *Equip with approved outdoor seating furniture*



St. Lucie Ave Option B: Outdoor Seating Area on Expanded Sidewalk w/Roadway Reconfiguration



Expanded Sidewalk and Roadway Reconfiguration

As previously referenced in this report when addressing parking, the last block of St. Lucie Avenue could be reconfigured once the parking lots that are accessed off it are internally connected.

Reconfiguration of this stretch of St. Lucie Avenue into a one-way street would result in improved traffic patterns and safety, reduced traffic congestion, and the ability to widen the eastern sidewalk. As a result, outdoor seating adjacent to the buildings with unobstructed views of the river becomes a unique and optimal otpion.

This option additionally suggests the extension of the bump-out at the corner of St. Lucie Ave. and Osceola Street, as a physical means to redirect northbound traffic onto Osceola Street.





Other Locations for Outdoor Seating Islands





Potential locations for Outdoor Seating Include:

• The Riverwalk: corner of Seminole Street and St. Lucie Avenue along Seminole Street: Ideal location to provide waterfront seating.
• The Riverwalk + Mulligan's: East side of St. Lucie Avenue (two potential configurations available) (pp. 23 & 24).
• Mulligans: Osceola Street, extending existing bump-out over parking space directly adjacent to it.
• Black Marlin: Osceola Street, new island over one or two parking spaces.
• Lyric Theatre: Converting existing island along Osceola Street to public outdoor seating area (not associated to restaurant use).
• Kilwin's: Osceola Street, extending existing bump-out over parking space directly adjacent to it.
• Flagler Grill: Osceola Street, extending existing bump-out over parking space directly adjacent to it.
• Osceola Cafe: Osceola Street, extending existing bump-out over parking space directly adjacent to it..
• Breezway Cafe (former): Osceola Street, extending existing bump-out over parking space directly adjacent to it.
• Hoffman's: Converting existing bump-out along Osceola Street.
• Gusto's: Osceola Street, COnverting existing corner bump-out and extending existing over adjacent parking space if more area is deemed necessary. This same condition applies to the establishment directly across Osceola Street (northeast corner)
• Key Lime Cafe: Colorado Avenue, building a new island over one parking space.
• Restaurants and cafes that front Flagler Avenue have the option of providing outdoor seating along the sidewalk (public right-of way), or using the bump-out extendion strategy.

GOOD NEIGHBORS, GOOD CITY: SHARING THE PEDESTRIAN REALM

While the Stuart Main Street, the Downtown Business Association and the City are encouraging the implementation of an outdoor seating strategy, eating establishment operators must be mindful of two important considerations:

a) The safety and flow of pedestrian traffic; and,
b) The visual appropriateness of the proposed program within an Historic Downtown.

If the City decides to implement the outdoor seating concept outlined in this report, an Outdoor Seating Ordinance and specific Outdoor Seating Design Regulations need to be developed to ensure that the above cited considerations are closely and equally followed by all. These Regulations will also ensure that the proposed enhancements are executed in a manner that is consistent and complementary of the uses and character of the downtown.

Following are a few recommendations that should be used as a basis to develop the Design Regulations and corresponding Ordinance:

REGARDING SIGNAGE:

• Eliminate " A frame" or "sandwich signs". Stuart's sidewalks are too narrow and these signs invariably become a conflict with the pedestrian realm. Additionally, these are the type of signs that both restaurateurs and retailers alike would want to use, creating excessive and unsightly visual clutter.
• Encourage wall-mounted, bracket signage.
• No additional signage ("A frame or sandwich) should be permitted within outdoor seating areas.



Eliminate "A frame" or "sandwich" signs. Encourage Bracket Signs.



REGARDING LANDSCAPING:

• Encourage urban landscaping as an element of added visual interest and/or space delineation.
• Landscaping should be provided in planters. Planters may be of any shape, but should preferably be square or rectangular in shape as these are be more space efficient.
• Planters should not exceed a height of thirty-six (36) inches above the level of the sidewalk.
• Maximum height of plants (only live, not artificial) should not exceed a height of six (6) feet above the level of the sidewalk.
• Plants shall not obstruct other retailers' signage or windows.
• All planters must have plants contained within them. If the plants within a planter die, the plants must be replaced or the planter removed from the public right-of-way. Empty planters, or planters with only bare dirt, mulch, straw, woodchips or similar material are not be permitted..

Design Guidelines and Regulations for Outdoor Seating

Regarding Street Furniture

The viability of the Historic Downtown relies heavily on maintaining an attractive and high-quality atmosphere. Outdoor dining furniture becomes a prominent part of the streetscape, and therefore needs to be held to the same high standards applied to buildings and other improvements within theDowntown Area. For this:

• All furniture and fixtures should be maintained in good visual appearance, without visible fading, dents, tears, rust, corrosion, or chipped or peeling paint.

• All furniture and fixtures should be maintained in a clean condition at all times.

• All furniture and fixtures must be durable and of sufficiently sturdy construction as not to blow over with normal winds.

• To ensure a quality visual appearance in keeping with the historic context of the downtown, any furniture, other than tables, chairs, and umbrellas, is prohibited. This includes, but is not limited to, serving stations, bar counters, shelves, racks, sofas, televisions, trash receptacles (other than those provided by the City), heaters and torches.

• Furniture must be Freestanding. It must not be secured to trees, lampposts, street signs, hydrants, or any other street infrastructure by means of ropes, chains or any other such devices, whether during restaurant operating hours or at times when the restaurant is closed.

• Tables need to be functional not only for patrons, but also for pedestrians, especially given the limited space available for outdoor seating (clear path along sidewalk should never be blocked).

• Tables are not permitted to be white plastic or any fluorescent or other strikingly bright or vivid color.

• Size and Shape: The size and shape of tables strongly affects the functionality of an outdoor seating/dining area. Due to the narrow sidewalks and limited space, restaurants and cafes need to strive for space efficient seating layouts and furniture configuration. Square or rectangular tables are strongly recommended when outdoor seating occurs parallel to a facade, and smaller round tables work better and are more efficient and flexible when placed in outdoor seating islands.

• Square or rectangular tables must fit flush (parallel) against a building's wall (as opposed to diagonally).

• Furniture shall not encroach onto public sidewalk, and shall at all times provide a clear, minimum, 5' path.





Encourage urban landscaping (top), but limit size and placement in accordance with recommendations in this chapter. Eliminate "suburban" landscaping (image below).

Regarding Shade:

• Canopies may extend over sidewalks to provide shade and shelter for outdoor seating that occurs di-

rectly adjacent to a building.
• Under no circumstance shall canopies extend over sidewalk to cover outdoor seating island, creating a "tunnel effect" between building and outdoor seating island.
• Umbrellas add a welcoming feel to outdoor dining areas and provide shelter from the elements, making their use desirable for outdoor dining applications. Appropriately designed and sized umbrellas are permitted for use under this outdoor seating program.
• Umbrellas must be free of advertisements.
• Umbrellas must be of a single, solid color, which may (and is encouraged to) vary to reflect special holidays and events.
• Umbrellas must be contained within the outdoor seating area, and the lowest dimension of an extended umbrella must be at least seven (7) feet above the sidewalk surface.
• Permitted Colors: Except during special events or holidays, umbrellas must blend appropriately with the surrounding built environment. Therefore, umbrella fabric is not permitted to be of any fluorescent or other strikingly bright or vivid color, and must be removed/replaced if faded.
• The size and shape of an umbrella strongly affects its functionality within a constrained space such as an outdoor seating area. Square or octogonal umbrellas, and even clustered umbrellas are permitted, as long as their design maintains traditional (as opposed to modern) lines and proportions.
• Umbrellas shall not obstruct neighboring store window visibility. If necessary, they shall be set back a minimum of 2 (two) feet from adjoining retail establishments.
• Material must be fade resistant canvas (no plastic or vynil).





A clear sidewalk should be maintained at all times. Sidewalk shall not be encroached upon with furniture. Canopies shall not span the sidewalk to cover outdoor seating island areas creating a "tunnel" or enclosure effect.

REGARDING THE PEDESTRIAN REALM

• A continuous, unobstructed, direct path parallel to the principal facade, at least five feet wide must be kept at all times. This area shall be unobstructed by trees and light poles, trash receptacles, parking meter posts, signs, merchandise, benches and similar structures

REGARDING DAILY OPERATIONS OF OUTDOOR SEATING (DINING) AREAS

• Wait staff may not serve patrons from beyond the outdoor dining area.
• Food may not be displayed on public R.O.W.
• Outdoor Seating/dining areas must be maintained clean at all times.



PROPOSED FUNDING MECHANISM

Funding for this effort can be provided through public or private sector initiatives, or a combination of both.

In the event that the proposed improvements are paid for by the private sector, the City should allow the property/business owner who financed the improvement, free rent of the outdoor space for an amount of time that will allow the investor to recover twice the hard cost of the investment (not including furniture). Once that threshold is reached, the establishment shall enter into a revocable lease for the space with the City.

Example:
If the Property/Business owner invests a total of $10,000.00 in the construction of a permanent structure, lease credit should be awarded in the amount of $20,000.00. Once this amount is reached, a lease agreement of the public space should be entered into, with rent being paid to the City.

In the event that the proposed improvements are paid for by the City/CRA, a lease agreement for the public space created should be established immediately.

FUNDING MECHANISM

ADDITIONAL FUNDING OPTIONS INCLUDE:

Conventional CRA funding through the utilization of Tax Increment Financing (TIFF) as follows:

a)Fund all Outdoor Seating Island Improvements with TIFF funds (current or future). In this case a revocable lease for use of the Outdoor Seating space should be established.
b) Privately fund all improvements (business or property owners) and allow for cost reimbursement over time as TIFF funds become available. Once the construction cost is reimbursed, a revocable lease for use of the space is should be established.

Special Assessment

A Special Assessment affecting those interested in taking advantage of the Outdoor Seating Space Program may be established. The City or CRA provide funding to cover construction cost upfront and assesses the property owner for the cost of the improvement. It is important to note that this option may only be feasible in the case where the business owner and the property owner are one and the same.

Parking Funds

The newly created parking spaces resulting from the reconfigured lots and the relocation of City-employee parking become inventory of a Payment-in-Lieu-of-Parking (PILOP). The funds collected over time as these spaces are assigned to businesses participating in the PILOP program can be used to pay for or reimburse cost of the Outdoor Seating improvements.

Pilot Project financed through a Public Improvement Fund

The City, CRA, Stuart Main Street or Downtown Business Association (or a combination of two or more of these agencies), may create a Public Improvement Fund (earmarked revenue set aside for statutory public improvements) to finance the construction of one or more Outdoor Seating Islands as part of a Pilot Project. This Fund can be established by any local unit of government. Money which is placed in this fund is limited by statute to "Non-tax" revenues (e.g. charges for licenses and permits, services, sales of general fixed assets, state shared revenues, earned interest, etc). Once money is placed in this fund, it becomes restricted and cannot be expended or transferred for purposes other than the public improvements specified by statute and a local ordinance that specifically earmarks them (in this case for the Outdoor Seating project). In turn, use of the improvements built with this Fund should be free, (with a revocable use clause) as a means to increase visitors and activity Downtown, consequently generating overall economic prosperity for the area.





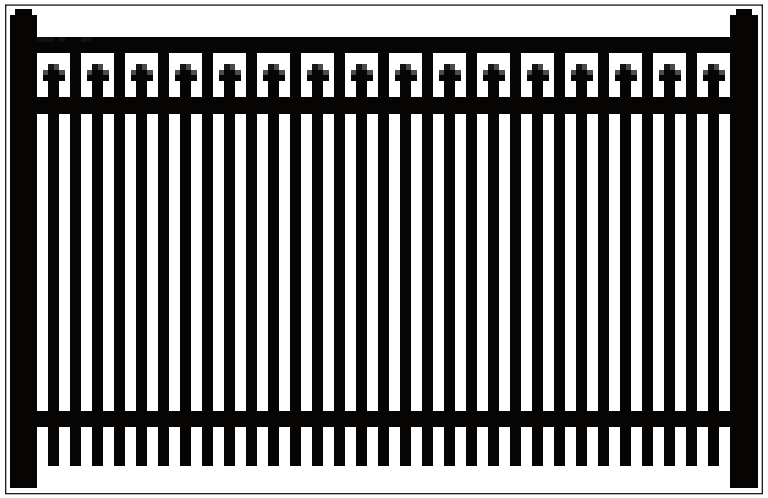


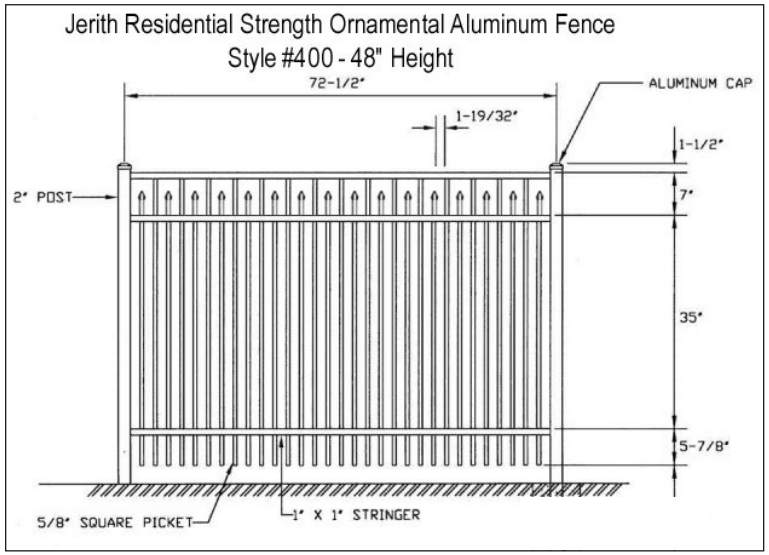

TRADITIONAL STYLE TO COMPLEMENT THE HISTORIC CHARACTER OF DOWNTOWN STUART

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

OUTDOOR FURNITURE: TABLES AND CHAIRS

Option A:
Chair: Aluminum, open weave design (stackable).
Width 21"; Depth 23"; Height 38" ; Seat Height 17"
Price: $ 84.00 ea.
Table: Aluminum mesh table (round or square).
Top Dim. 24" x 30" (Rectangle) or 30" diameter - seats 2; w/umbrella hole.
Price: $53.00
Option B: Charleston Side Chair (stackable)
Chair: Aluminum
Width 21"; Depth 23"; Height 38"; Seat Height 17"
Price: $ 84.00
Table: 24" or 30" Bistro table. Height 29". Seats 2 - 3; no umbrella hole.
Price: $120.00 ea.
Option C: Grand Cafe Side Chair (folding)
Chair: Aluminum and teak
Width 18"; Depth 16"; Height 36" ; Seat Height 18"
Price: $237.00
Table: 24" to 32" diam. Height 29". Seats 2 to 4; no umbrella hole
Price: $540.00 ea.
source: www.contractfurniture.com

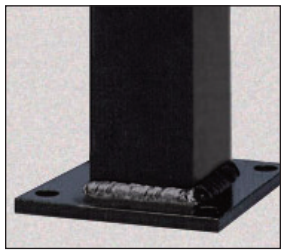












DECORATIVE RAILINGS

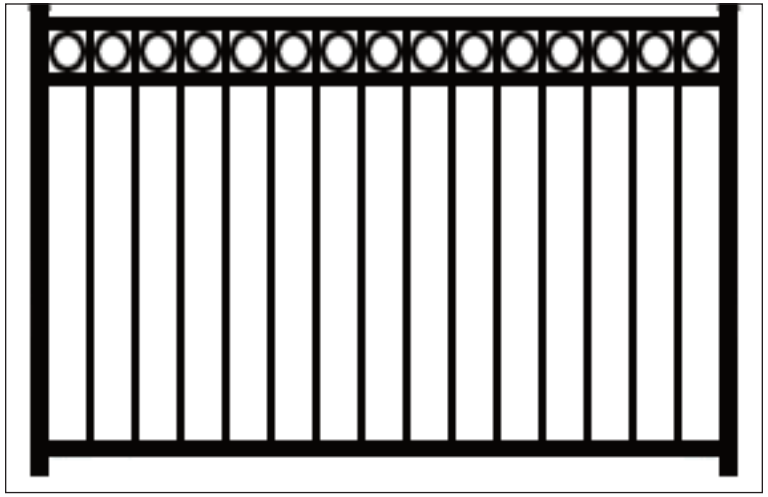
Option A

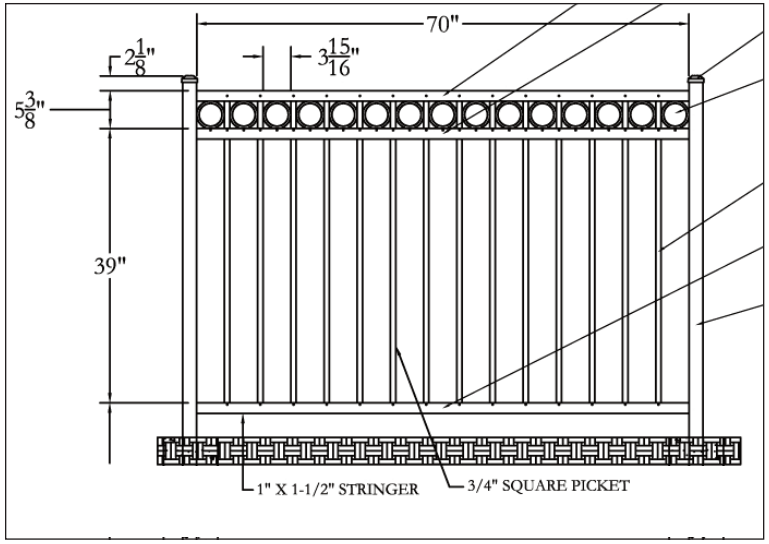
4' high x 6' wide section with pinched points - has 3 horizontal rails 141.00
Color: Black
Picket Spacing 1 5/8"
Post size/wall 2" square/.060" thick
Panel width 72 1/2" post centers
Height 4',
Price: 4' high x 6' wide section with pinched points - has 3 horizontal rails 141.00
Line Post 23.00 add
End Post 23.00 add
Corner Post 23.00 add

Accessories

4" sq. Ball Cap - black (price shown is when ordered with post) 12.50 add
2" Solar Ornamental Lantern - Solar powered lighting post cap, black 28.67 add
2" Solar Lighting Post Cap - Aluminum solar powered lighting post cap, black 50.99 add
Deck Mount Plate - Plate welded to post for mounting to flat surface, black - minimum (4) 36.00 add

source: www.jerith.com

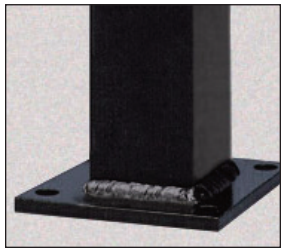












Option B

4' high x 6' wide section with pinched points - has 3 horizontal rails
Color: Black
Picket Spacing 3 31/32"
Post size/wall 2" square/.060" thick
Panel width 72 1/2" post centers
Height 4',
Pickets 3/4 " sq. x .050" thick
Rails: Top Walls
Side Walls 1" x .055" thick
1 1/2 " x .082" thick
Standard Posts 2" sq. x .060" thick
4" sq. x .125" thick
Post Spacing 72" on center
$154.00.00 ea

Accessories

4" sq. Ball Cap - black (price shown is when ordered with post) $12.50 ea

2" Solar Ornamental Lantern - Solar powered lighting post cap, black $28.67 ea.

2" Solar Lighting Kit - Aluminum solar powered lighting post cap, black $41.50 ea.

Deck Mount Plate - Plate welded to post for mounting to flat surface, black - minimum (4) 36.00 add

4" Sq. Ball Cap (with post purchase - upgrade) $12.50 ea.

4" Sq. Deck Mount $23.00 ea.

source: www.jerith.com

Recommended Styles: Umbrellas





Option A:

•7.5' Canopy span Commercial Aluminum Pop-Up Umbrella
•8 Panel octagon
•Pop-up opening system
•Aluminum pole (black)
•Fiberglass ribs
•1 1/2" Pole diameter
•2mm Pole thickness
• No tilt
• Sunbrella fabric or Outdura fabric (known for its durability against the elements and its high resistance to staining and fading), solid color, no logo.
• $200.00 ea.

Option B:





•9' Canopy span
•8 Panel octagon
•Pulley system
•Hardwood pole
•Hardwood ribs
•1 1/2" Pole diameter
•Tilt or No tilt
• No logo
•Sunbrella or Outdura canopy, solid color, no logo
• $280.00 ea.

Base Options:

Square Umbrella Stand, durable cast iron with a hardened powder coat finish.
Assembled Dimensions: 24.00 × 24.00 × 12.00 inches
Price: $132.16
Round Umbrella Stand
Assembled Dimensions: 18.00 × 18.00 × 12.00 inches
$ 81.74 ea.





Option C:

Dimensions 98.00 × 108.00 × 108.00 inches
•10' Canopy span, same traditional design as center pole umbrellas
•Pop-up opening system
•Aluminum pole (black)
•Fiberglass ribs
•1 1/2" Pole diameter
• 2mm Pole thickness
• Tilt
• Sunbrella fabric or Outdura fabric (known for its durability against the elements and its high resistance to staining and fading), solid color, no logo.
• $999.00 ea.

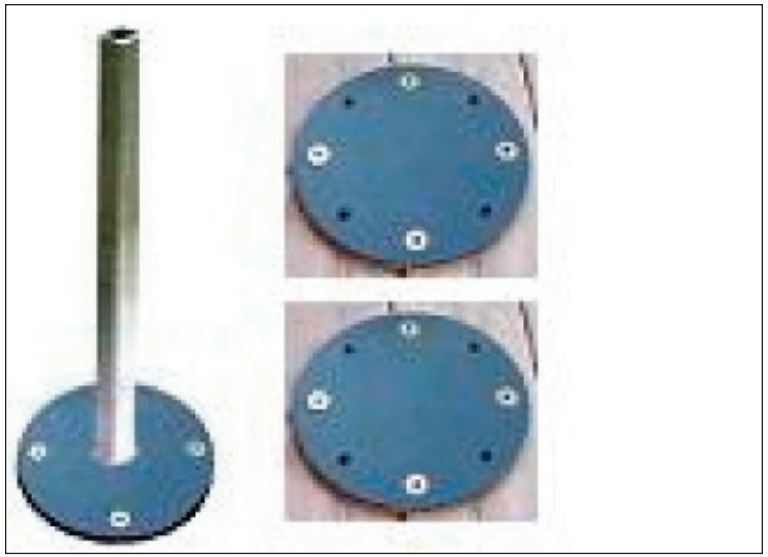
Base Options:

Includes Base
•Three 8'-10" Hexagon Umbrella Canopy with marine-grade, 20 micron extruded anodized aluminum frame
•Three 6'-0" rotating arm and holder
•One telescopic pole that can accommodate up to 5 canopies









Option D - Cluster Umbrellas:

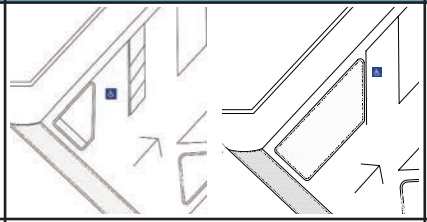
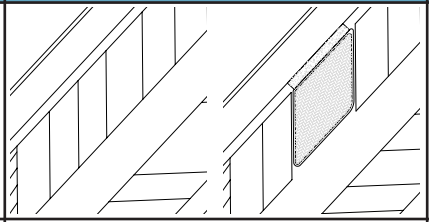
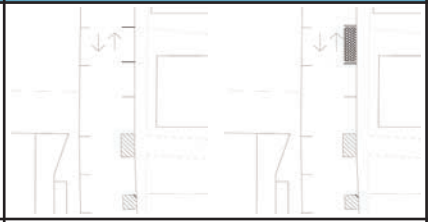
Cluster umbrellas are more costly but create an environment that is both aesthetical pleasing and functional. Each canopy can be tilted or rotated independently to provide complete shade coverage at any time of day creating a unique look and providing optimal coverage from the sun and are therefore recommended as a viable option to provide shade for the outdoor seating islands.

Three Cluster Pole-Mount Umbrella
•Three 8'-10" Hexagon Umbrella Canopy with marine-grade, 20 micron extruded anodized aluminum frame
•Three 6'-0" rotating arm and holder
•One telescopic pole that can accommodate up to 5 canopies
$2900.00 ea.

To mount the Telescopic Pole (for Cluster Umbrellas) to a wooden deck or concrete base:
•Spigot: 11" Tall
•2 Matching Base Plates: 9" Diameter, 3/8" Thick
•Mounting hardware
$460.00

www.contractfurniture.com

Outdoor Seating Islands: Cost Analysis

Description	Expanded Bump-Out Condition	New Island Over Diagonal Parking	New Island Over Parallel Parking
Existing & Proposed Layouts			
Approximate Area	140sf to 280sf	140sf to 280sf	190sf
Cost per Square Foot*1	$15.00 to $42.oo/sf +- $5,880.00	$35.00/sf +- $4,900.00 to $9,800.00	$35.00/sf +- $6,650.00
Estimated Capacity	seats 12 to 24	seats 12 to 24	seats 16
Additionals: Tree Grates	$300.00	$0.00	$0.00
Additionals: Railings	$1,700.00 to $2,100.00	$1,700.00 to $2,100.00	$1,100.00
Total Cost:	+- $7,880.00	+- $6,600 to $11,900.00	+- $7,750.00

**1: Cost Per Square foot includes materials and installation including the following: Concrete curb, brick pavers (same as those currently used throughout Osceola Street and existing bump-outs; fill, iron plank (to bridge gutter).*

Community Input and Final Recommendations

Community Support

In an effort to gather community input, and true to the City's 20+ year culture of involving residents, property and business owners in all decisions relative to physical improvements of the Downtown, the City requested that the concept proposed by the Downtown Business Association and Stuart Main Street be shared with all downtown business owners. The purpose of this public participation initiative was to seek public comment and input regarding the proposed strategy.

A one-on-one interview methodology was used to gather input. Every business owner or representative within the study area was personally contacted. Interviews were conducted with all those who expressed interest in participating.

The result of these interviews was an overwhelming support for the Outdoor Seating Strategy by all those interviewed. Only one retail interviewed (interview conducted with an employee, not the owner) expressed concern about trees and stated that the owner would not support the proposed improvements if trees along Osceola were removed. For clarification purposes, the strategy, as proposed, does not impact any trees except in the instance of connecting the parking lots at the end of Main Street.

Retailers interviewed contributed the following information in addition to that stated in this report:

- A shuttle could be established during weekends between Downtown and tourist destinations such as Indian River Plantation and Club Med to increase tourism.
- Sidewalk cleanliness needs to be improved throughout Downtown (especially near ice cream establishments). Benches should be added on sidewalks along Flagler Avenue.
- The façade improvement program should focus on the upkeep of downtown buildings as a first priority.
- Hours of operation of all businesses should be consistent.
- As a group, Downtown merchants should advertise on either public television, or at least in the County's Community Channel.
- Continuity of retail is important: no tinted glass or "dead wall" space should line Osceola Street.
- A better relationship with the waterfront would greatly benefit Downtown as a destination.
- Clarity and equality should be established regarding signage (some establishments display sidewalk signs while others are not allowed to do so).

Overall, both retail and restaurant owners overwhelmingly supported the notion of a public parking lot anchoring Main Street. Requesting that City employees park off site (in a manner similar to retail owners and their employees are requested to do so today) was seen as an opportunity to "lead by example", and was received with great support.

Community Input and Final Recommendations

Most restaurant owners were interviewed. Those who did not wish to discuss the proposal either already have outdoor seating, or provide an evening-only operation where this type of arrangement is not conducive to the clientele they target. But while they did not participate, neither did they oppose the concept.

Those restaurant operators who participated in the interview process supported the concept whole heartedly. Nevertheless, all expressed concern about the details of implementation and wanted assurance that issues such as cost, funding and financing, approvals, ownership (i.e. business owner or property owner) are properly defined.

Final Recommendation

The City should work with Stuart Main Street and the Downtown Business Association towards the adoption and implementation of this proposed Outdoor Seating Strategy.

In addition, the City should:

- Encourage and/or sponsor a first, demonstration outdoor seating area;
- Develop formal Outdoor Seating Regulations;
- Develop a template revocable lease agreement;
- Implement off-site parking for City employees immediately;
- Proceed towards the reconfiguration of the City owned parking lots as outlined in Option III (assuming the City has plans for future development of this entire site).
- Strongly encourage Stuart Main Street and the Downtown Business Association to continue to jointly tackle Downtown related projects in the future.
- Continue to involve the public in the redevelopment and revitalization of its Downtown.