Federal Highway Master Plan

DRAFT May 2021

PREPARED FOR:

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Michael Meier, Commissioner
Becky Bruner, Commissioner
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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. Hearing-impaired individuals are requested to telephone the Florida Relay System at #711.

EXECUTIVE SUMMARY

In coordination with the City of Stuart and with funding from the Department of Economic Opportunity the developed Master Plan provides clear design recommendations for detailed urban design and redevelopment scenarios along the Federal Highway 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 predicable 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 redvelopment above illustrates the invisioned streetscape at Federal Highway.

BASELINE ECONOMIC ANALYSIS

BASELINE ECONOMIC ANALYSIS

INTRODUCTION

The section of Federal Highway (US-1) that is the subject of 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.

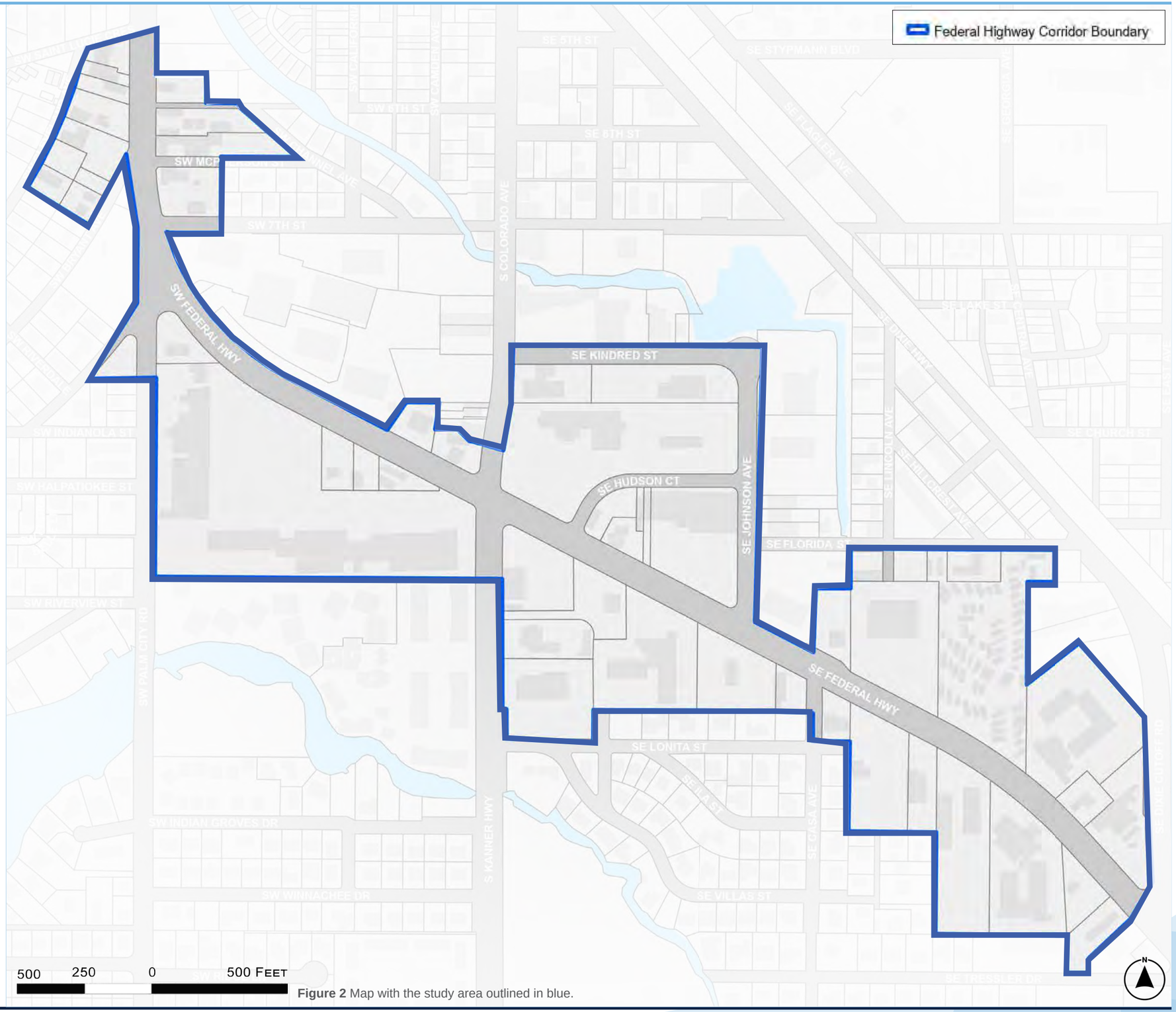


Figure 2 Map with the study area outlined in blue.

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.

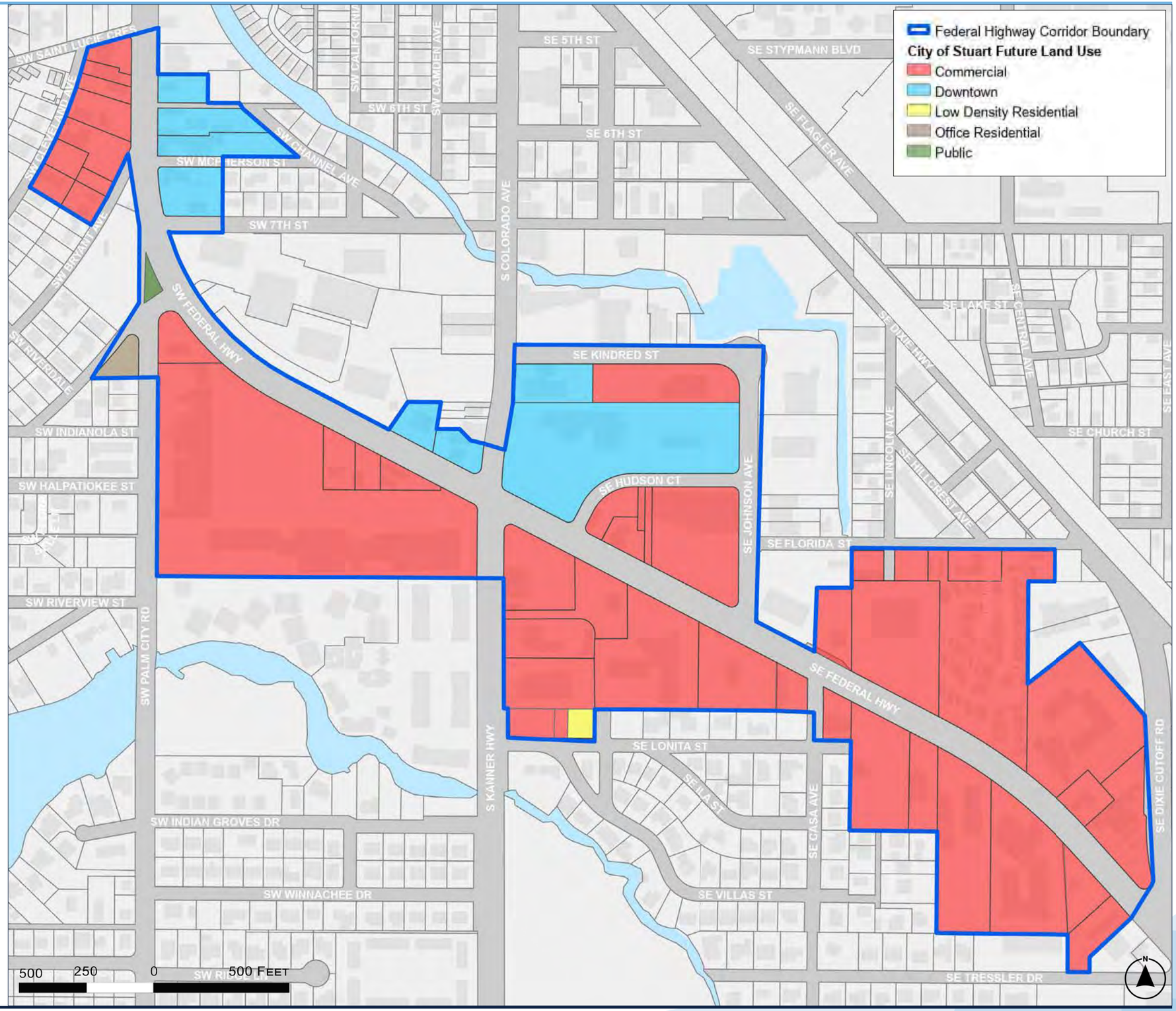


Figure 3 Map with the study area outlined in blue and Future Land Use Designations indicated..

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 pr regulations..

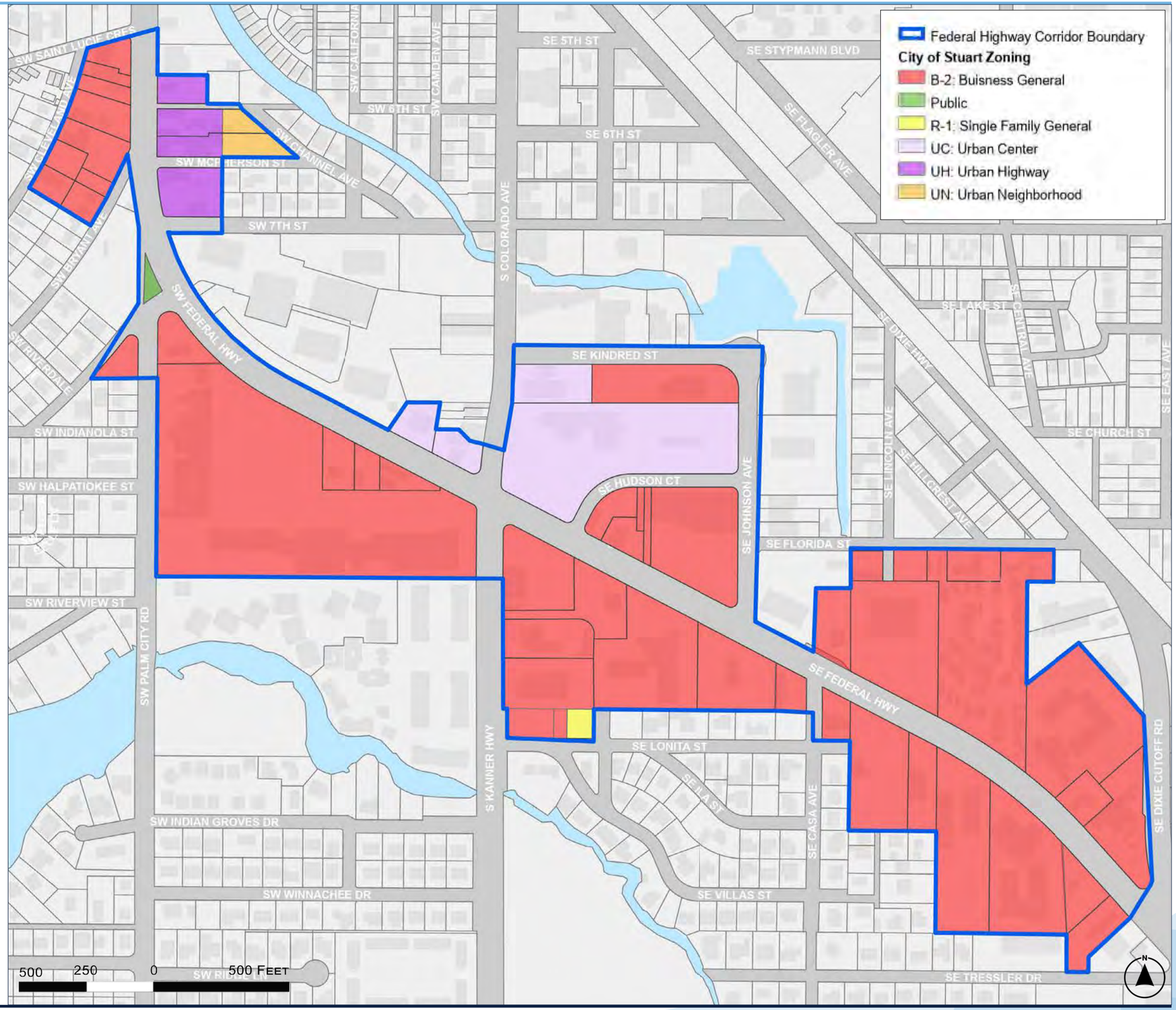


Figure 4 Map with the study area outlined in blue and zoning designations indicated.

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.

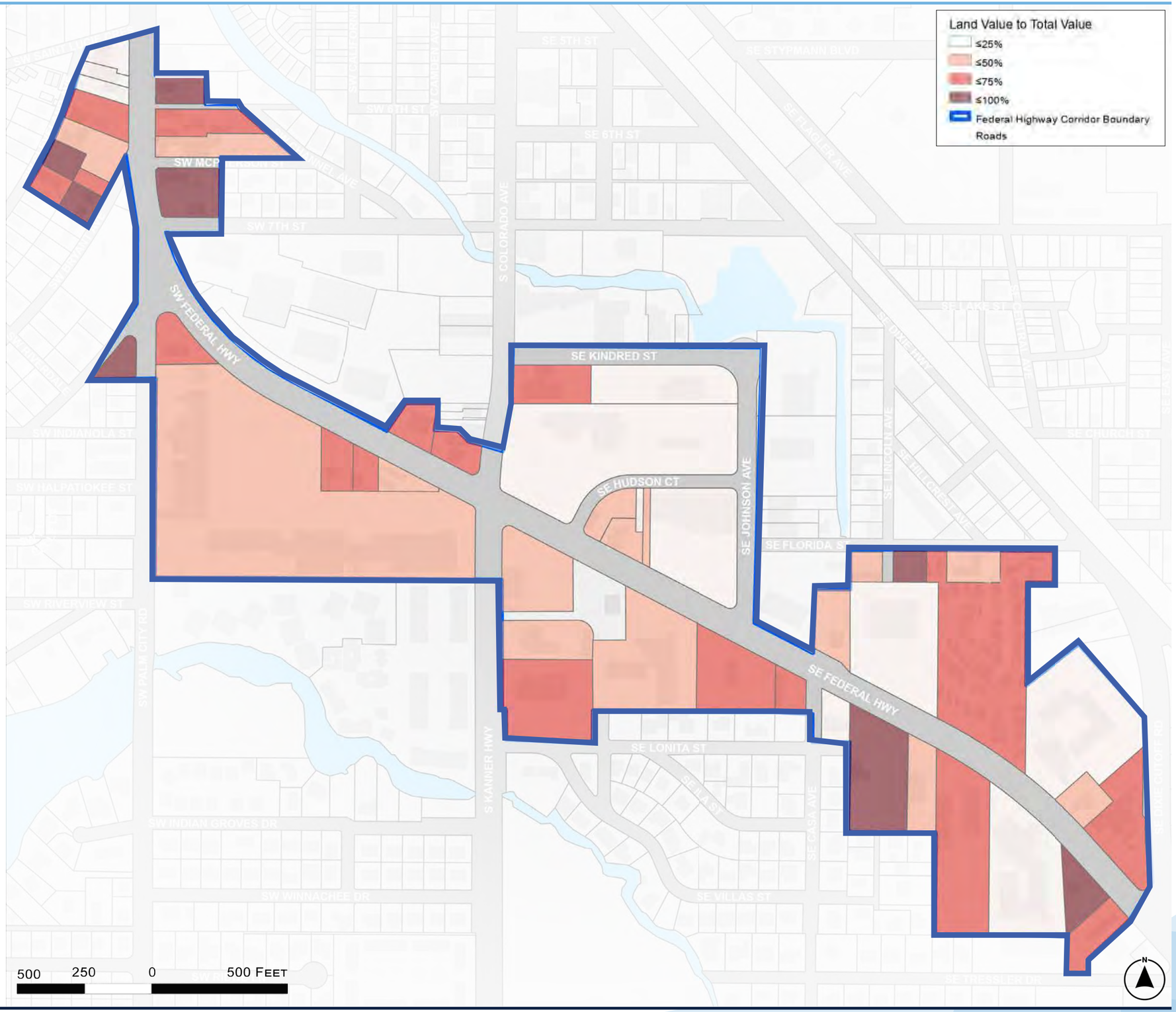


Figure 5 Map with the study area outlined in blue and the relative value of the land total assessed value indicated by percentage. Data is based on Property Appraiser data collected in December 2020.

BASELINE ECONOMIC ANALYSIS

EXISTING OWNERSHIP

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

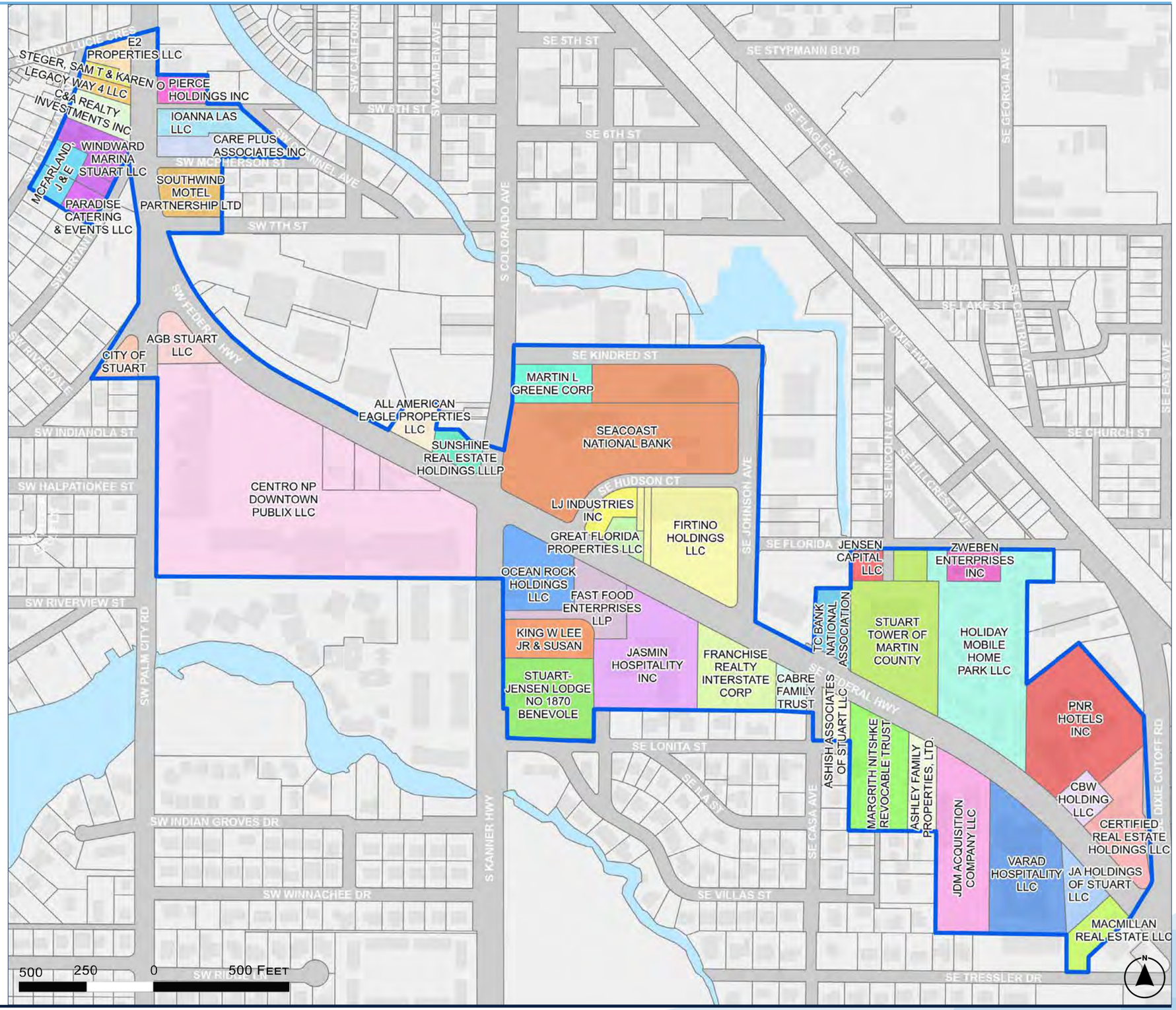


Figure 6 Map with the study area outlined in blue and parcel ownership. Data is based on Property Appraiser data collected in January 2021.

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.

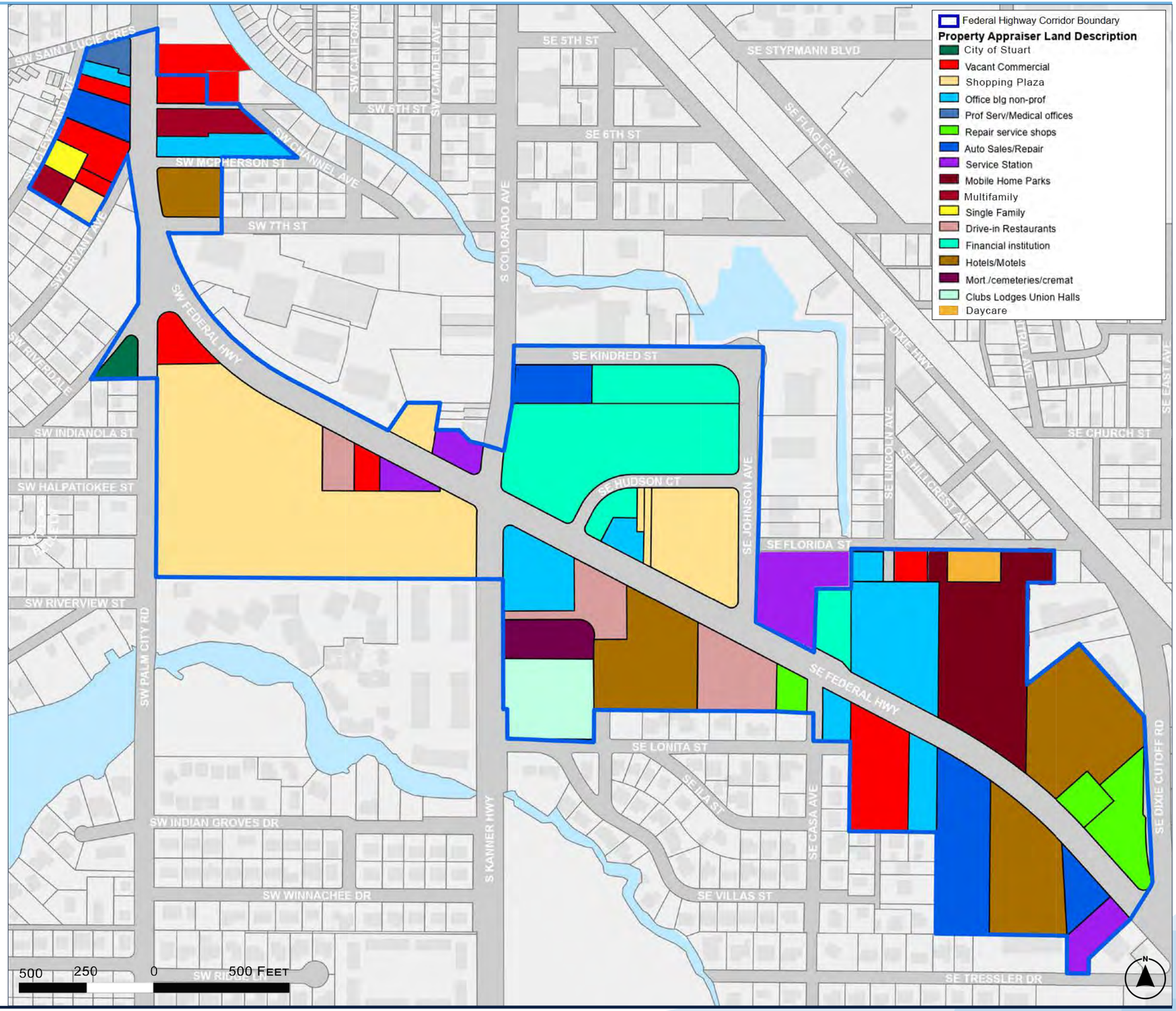


Figure 7 Map with the study area outlined in blue and use codes as identified on Property Appraiser data collected in January 2021. Where there are known deviations from Property Appraiser data based on site visits and property outreach, the map has been modified.

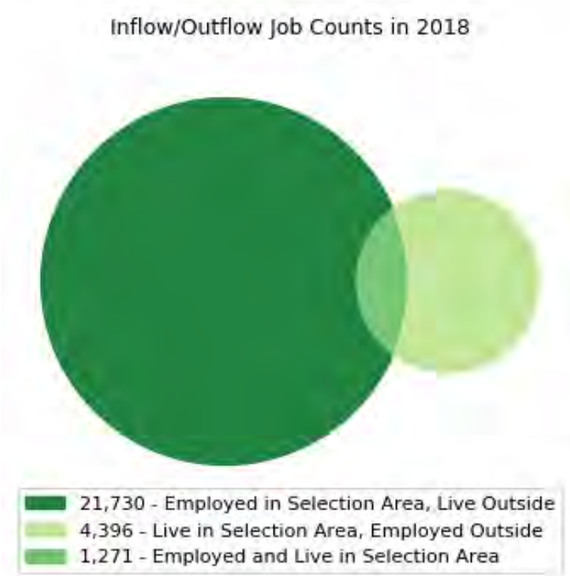
BASELINE ECONOMIC ANALYSIS

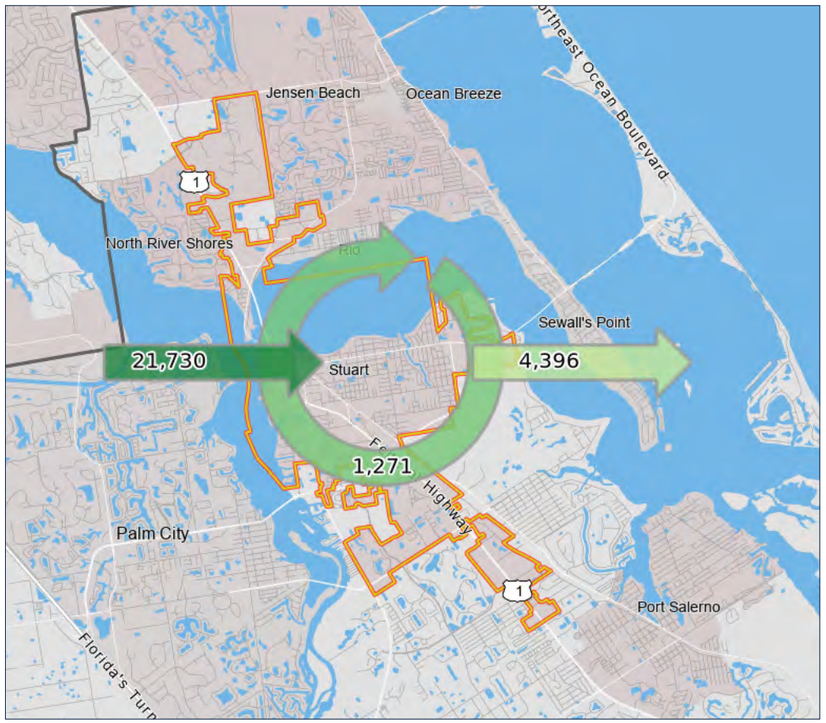
INFLOW & OUTFLOW OF EMPLOYMENT

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

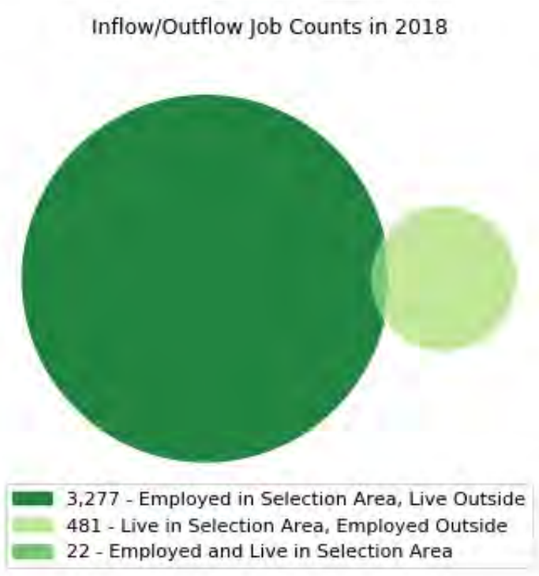
The map on the right focuses on the corridor study area specifically and the total number of employees is of course smaller than citywide. Only 22 residents lived and worked within the study area in 2018. Any ability to increase the number of people living and working within the corridor can yield many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

STUART





FEDERAL HIGHWAY CORRIDOR



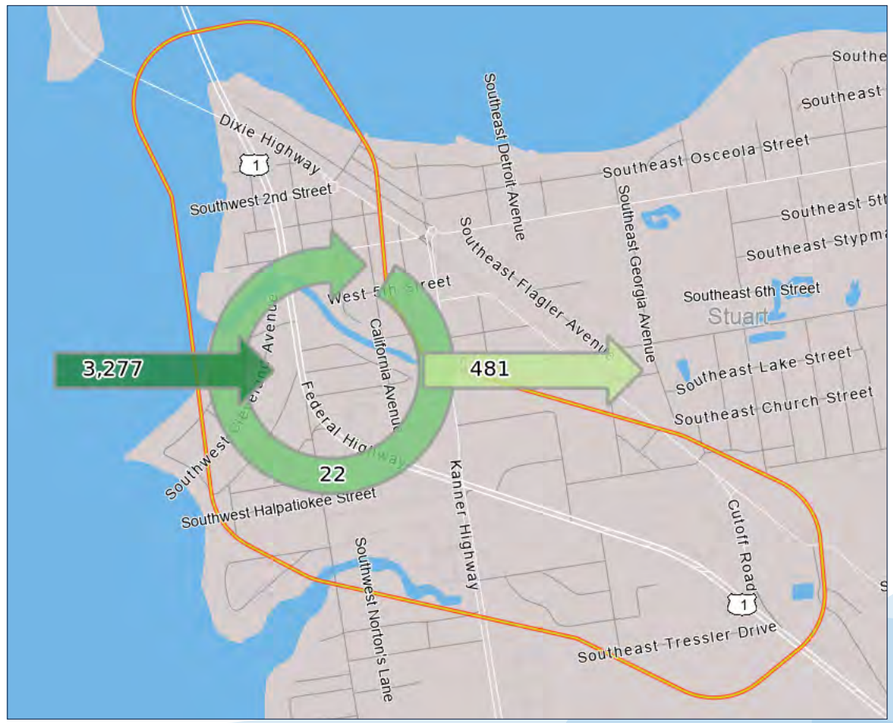


Figure 8 Data and maps to the right are based on data collected from the US Census and reflect 2018 data.

BASELINE ECONOMIC ANALYSIS

WORKER CHARACTERISTICS IN CITY

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

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

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

INDUSTRY SECTORS IN STUART

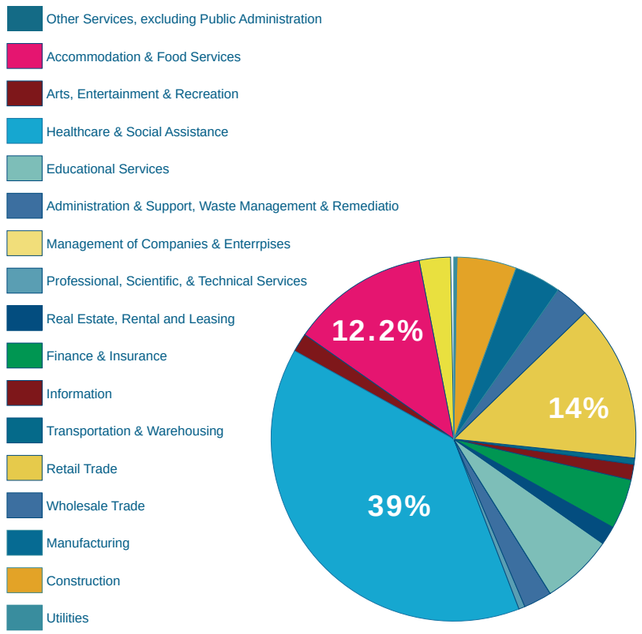
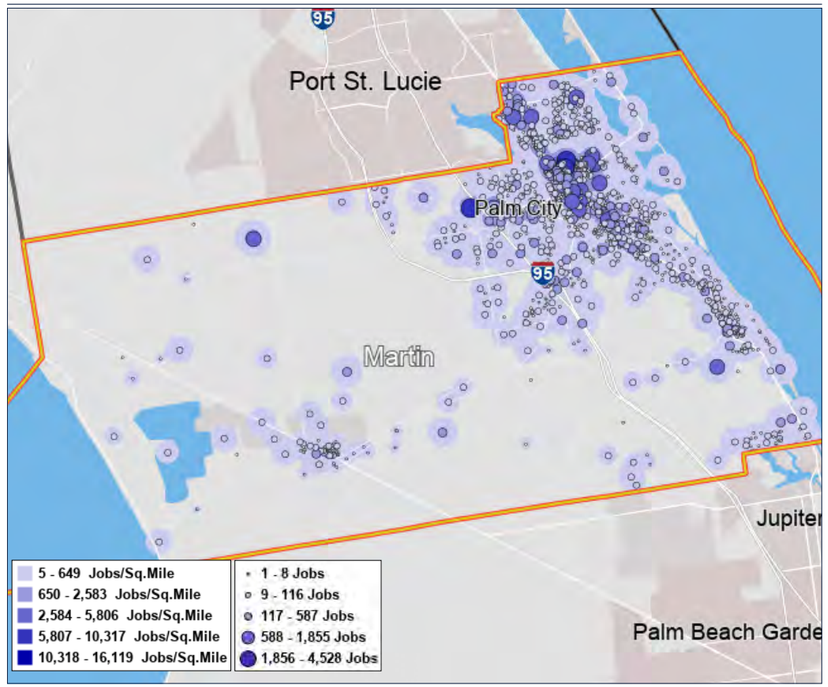
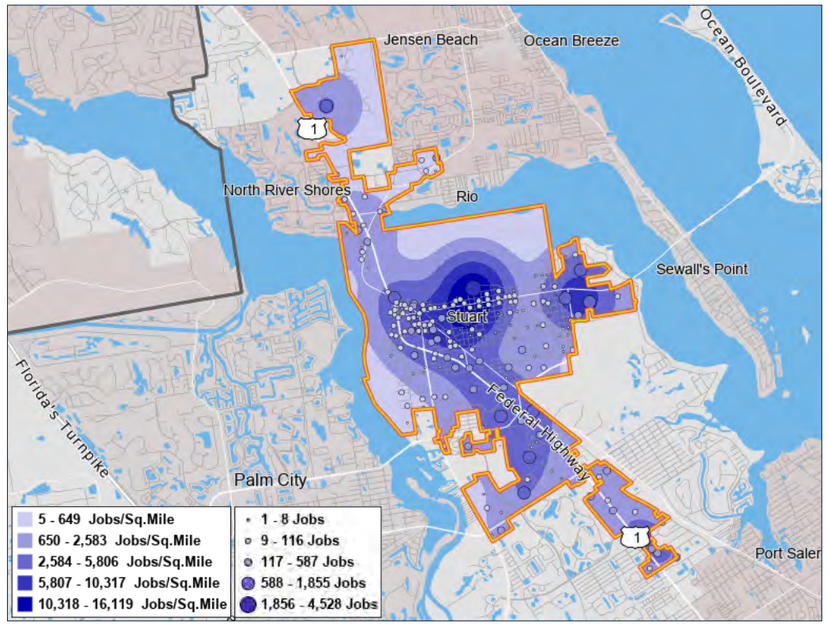


Figure 9 Charts and maps to the right and above are based on data collected from the 2018 US Census information .

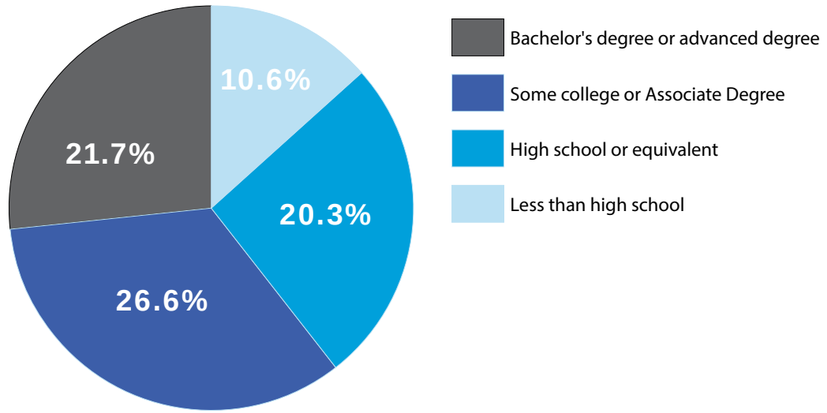
JOB LOCATIONS IN MARTIN COUNTY



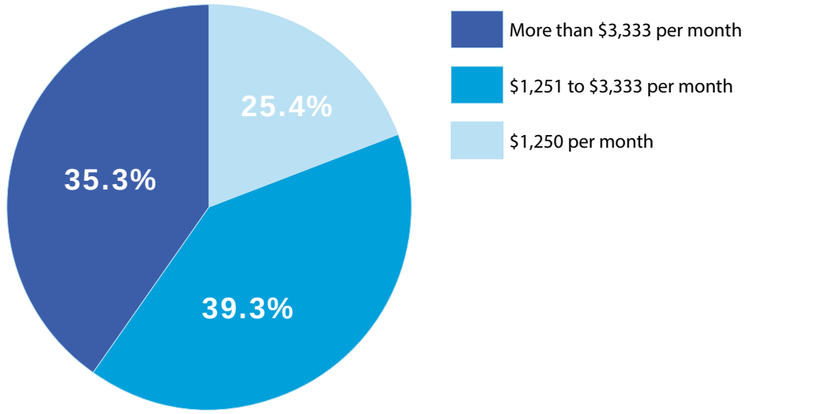
JOB LOCATIONS IN STUART



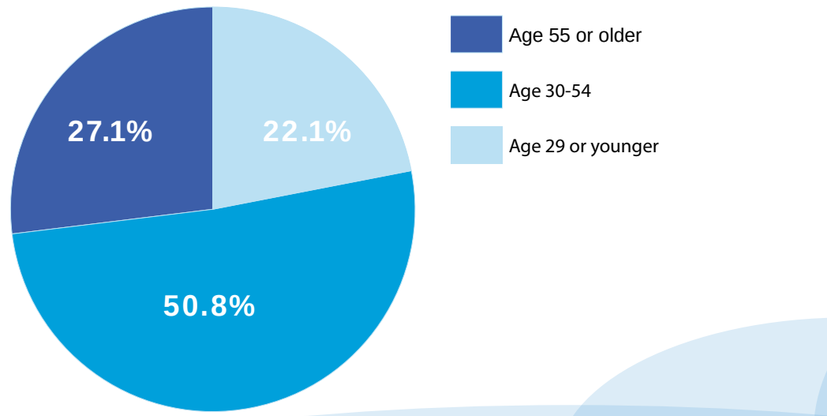
EDUCATION LEVEL IN STUART



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.[1] [2]

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

[2] *The Unintended Consequences of Housing Finance* by Regional Plan Association



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

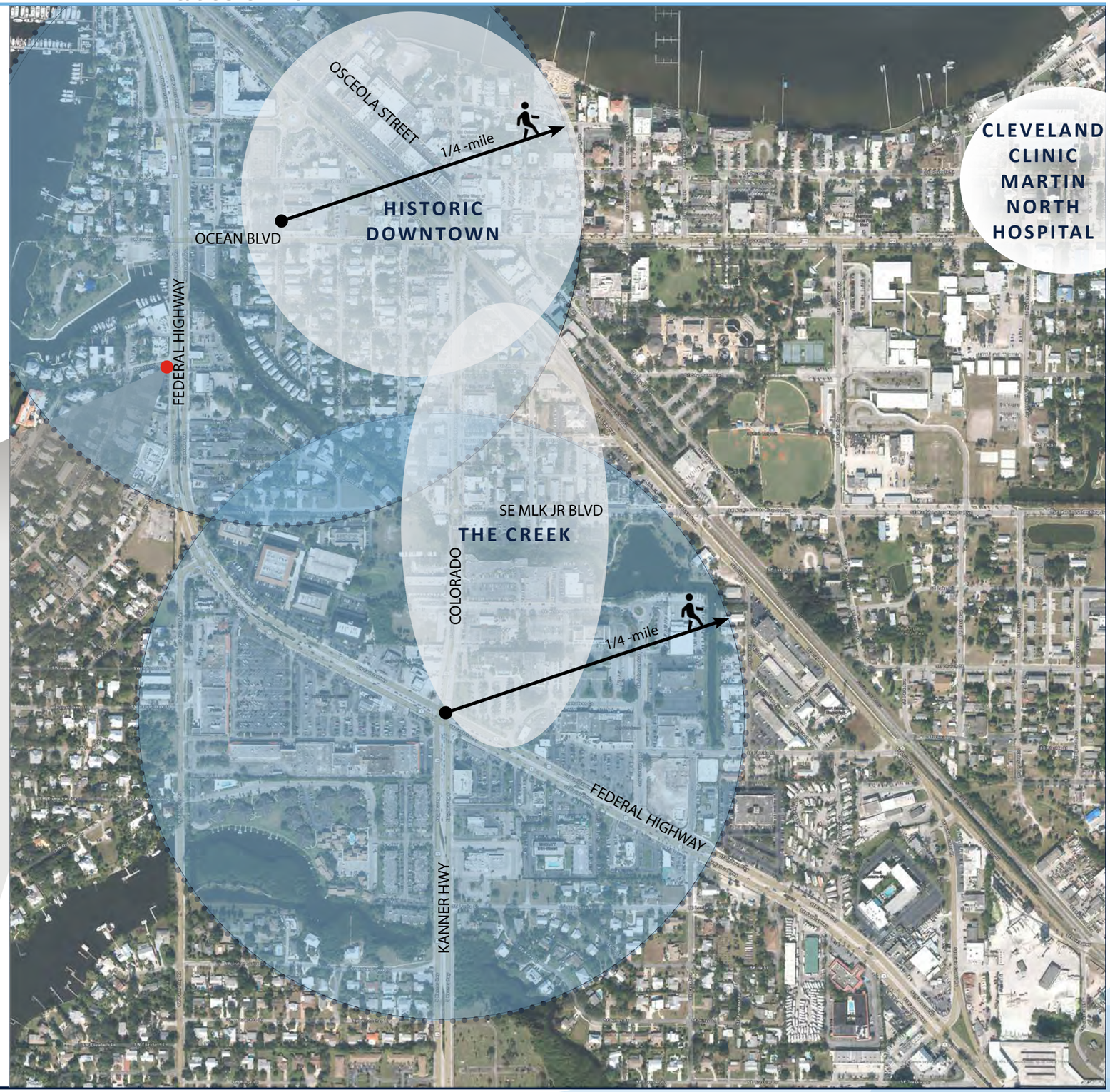


Figure 11 The aerial to the right highlights the 1/4-mile walking shed from the study area. It includes Historic Downtown and The Creek arts & entertainment district. The Cleveland Clinic North Hospital is also in close proximity and is a major job center in the area.

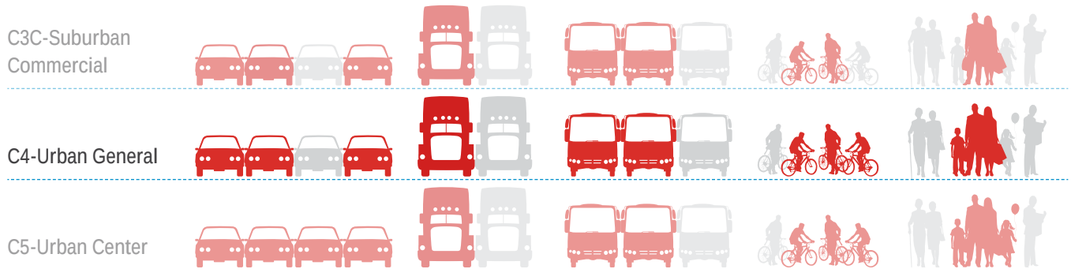
EXISTING CONDITIONS & BACKGROUND

FLORIDA DEPARTMENT OF TRANSPORTATION: CONTEXT CLASSIFICATION

Federal Highway is a street owned and maintained by the Florida Department of Transportation (FDOT). FDOT has adopted a roadway classification system to create a context-based method of assessing streets. This context classification of the street is important for setting design controls to provide support for safe and comfortable transportation for all 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

Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural

Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town

Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential

Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial

Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General

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.

C5-Urban Center

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.

C6-Urban Core

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 then 4’ clear	
Pedestrian Buffer	8’ planting strip	7’ tree well	None present	
Posted Speed	25-35-mph		35-40-mph	
Bike Lanes	5-6’		None present	

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



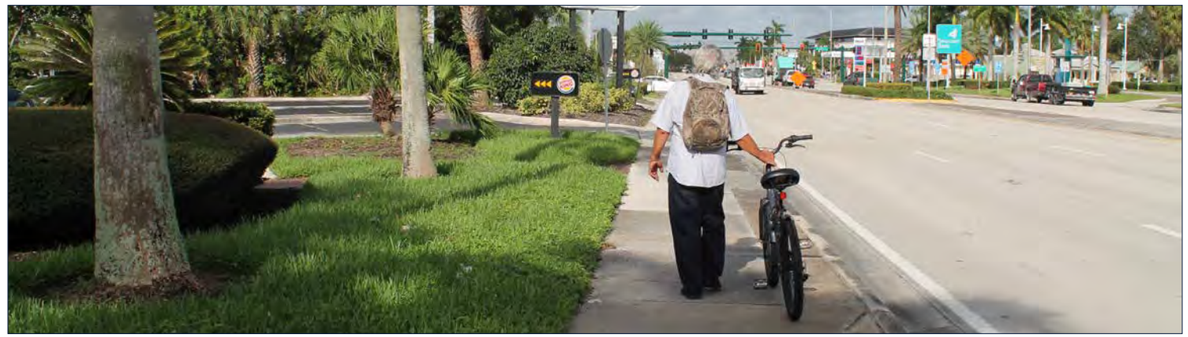






Figure 13 Moving from the north of the study area to the south, the images to the right show existing users including bicyclists and pedestrians of varying ages and abilities. The third image down illustrates one of the challenging obstacles within the sidewalk. The placement of the signal post is at 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.

2007-2009 BIKE & PEDESTRIAN CRASHES - POINT DENSITY ANALYSIS

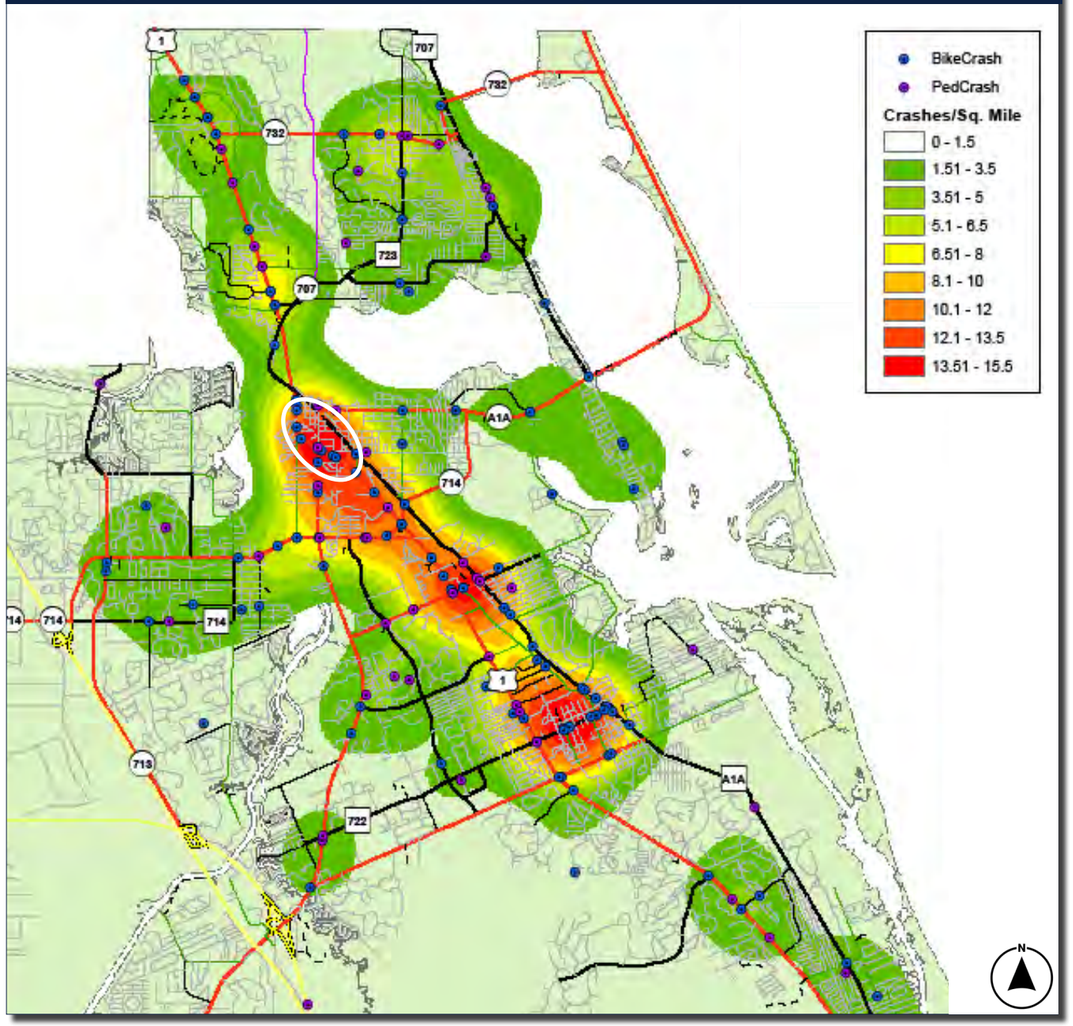


Figure 15 The above map is taken from the Martin MPO in its *Bicycle & Pedestrian 2007-2009 Collision Report* from May 2011. The study area is roughly circled in white.

SPEED & VISABLITY

10-15 MPH



20-25 MPH



30-35 MPH



40+ MPH



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

SAFETY

TRAFFIC CRASHES

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



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

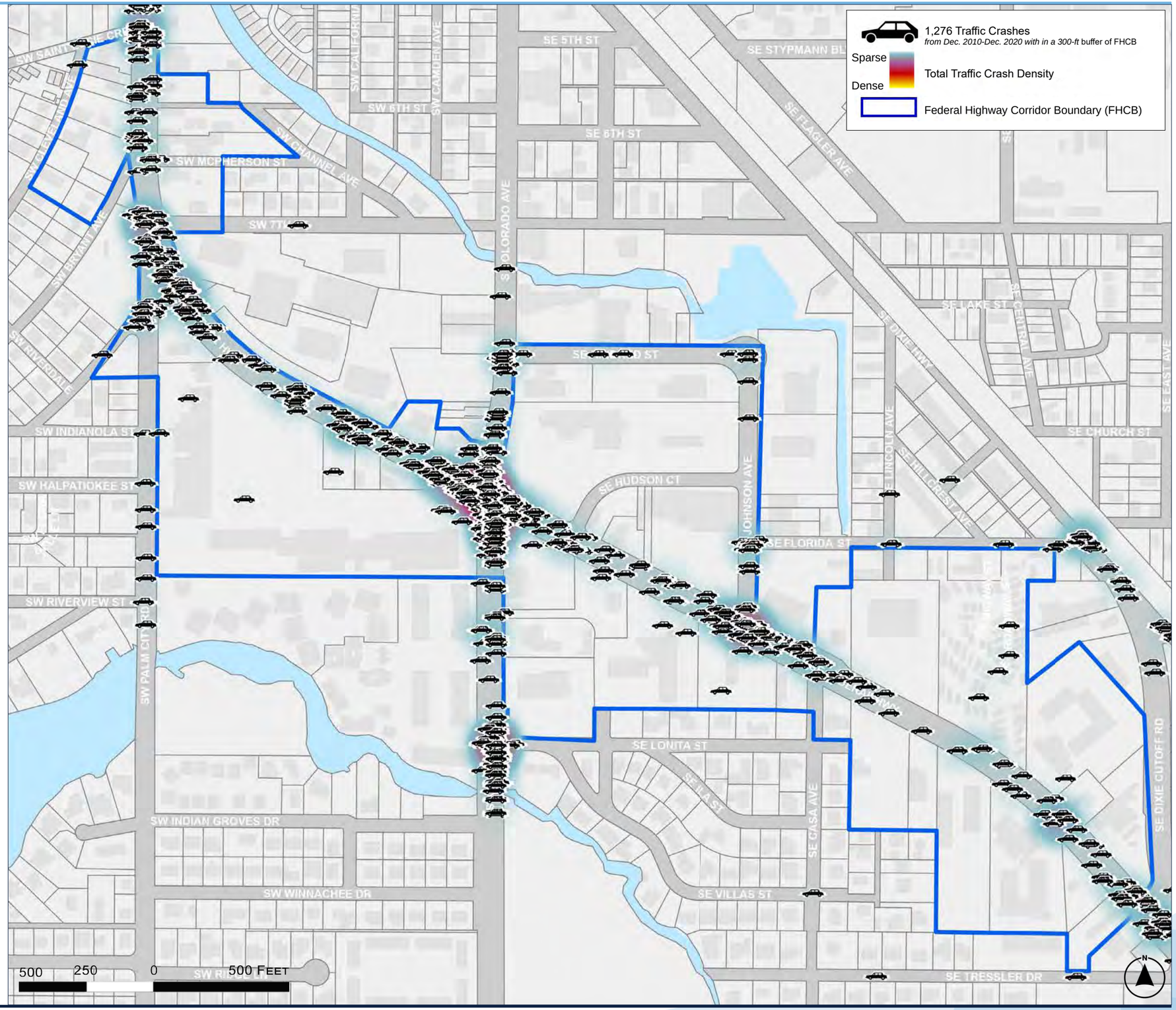


Figure 18 Crash data from Signal Four Analytics - University of Florida includes data from December 2010-2020.

SAFETY

CRASHES WITH BICYCLES

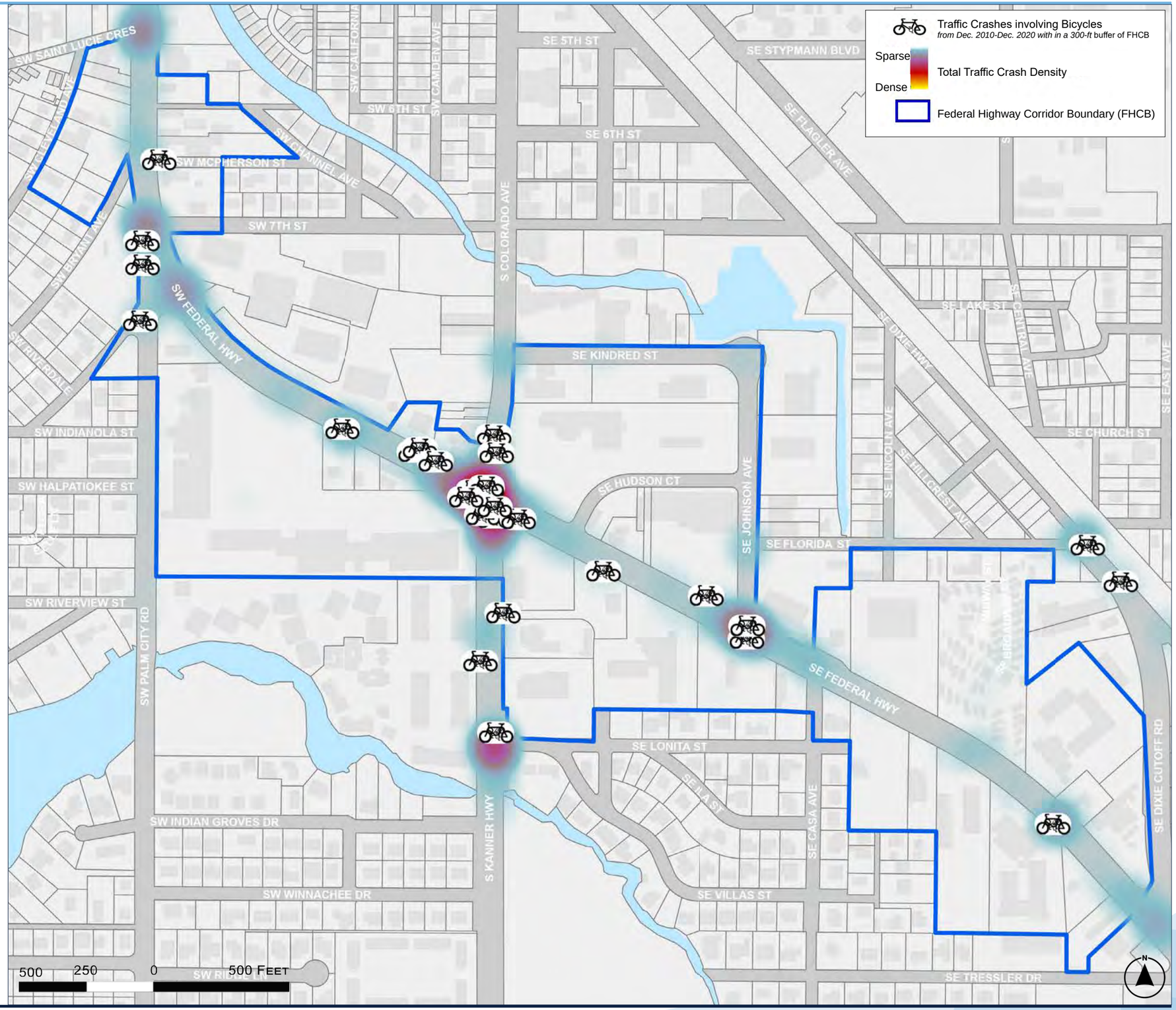
In this diagram, the location and number of vehicle/ bicycle crashes that have occurred in the same ten-year period between 2010 and 2020 are identified with the bicycle symbol. The heat map identifying the density of vehicular crashes is provided as an underlay. Not surprisingly there is a correlation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





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

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



SAFETY

CRASHES WITH PEDESTRIANS

This figure illustrates the location and number of vehicle/ pedestrian crashes within the study area. Not unlike the bicycle diagram, 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 21 Images above picture the intersection of Kanner Highway and Federal Highway.

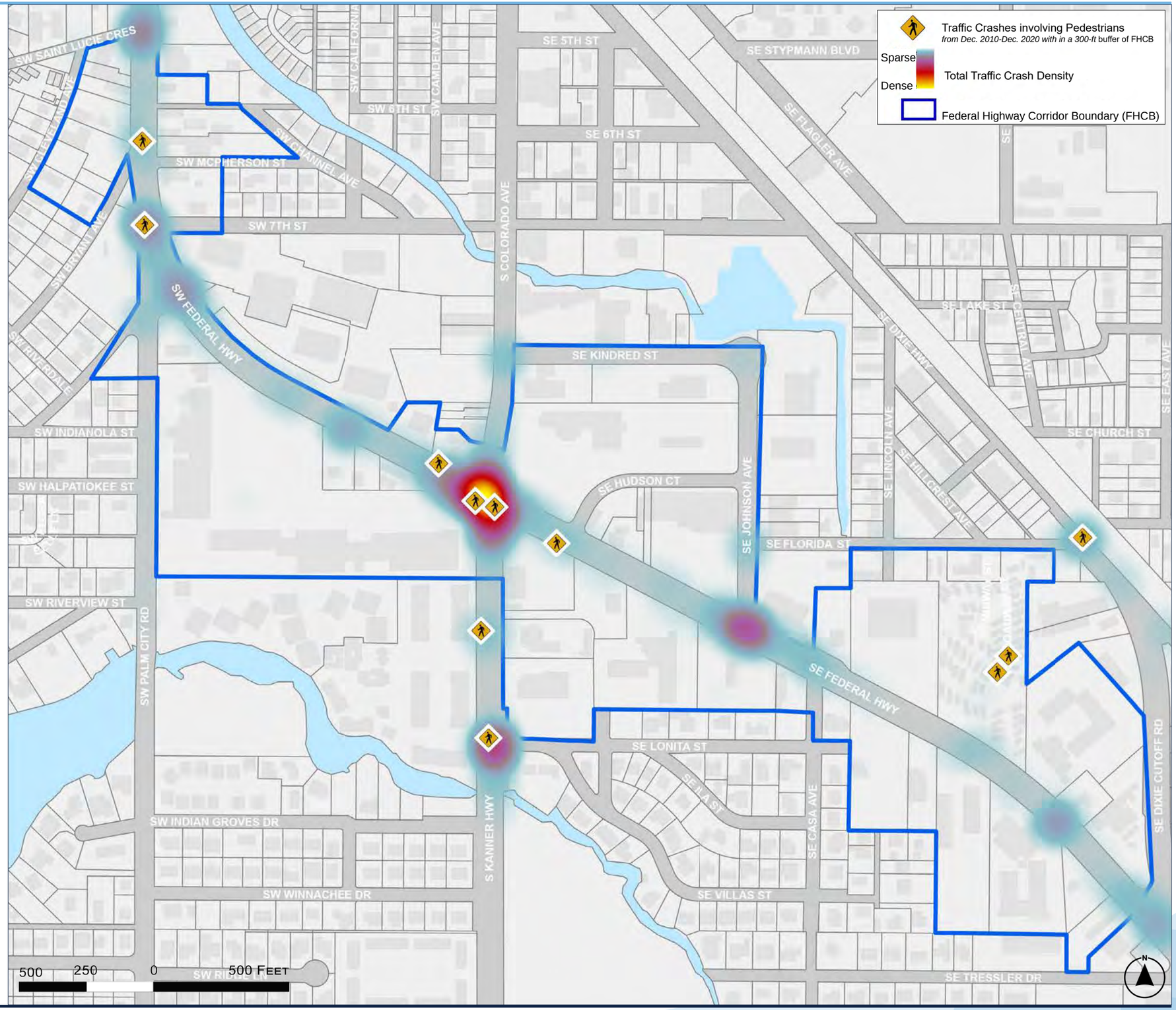


Figure 22 Crash data from Signal Four Analytics - University of Florida includes data from December 2010-2020.

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. - *visionzeronetwork.org*

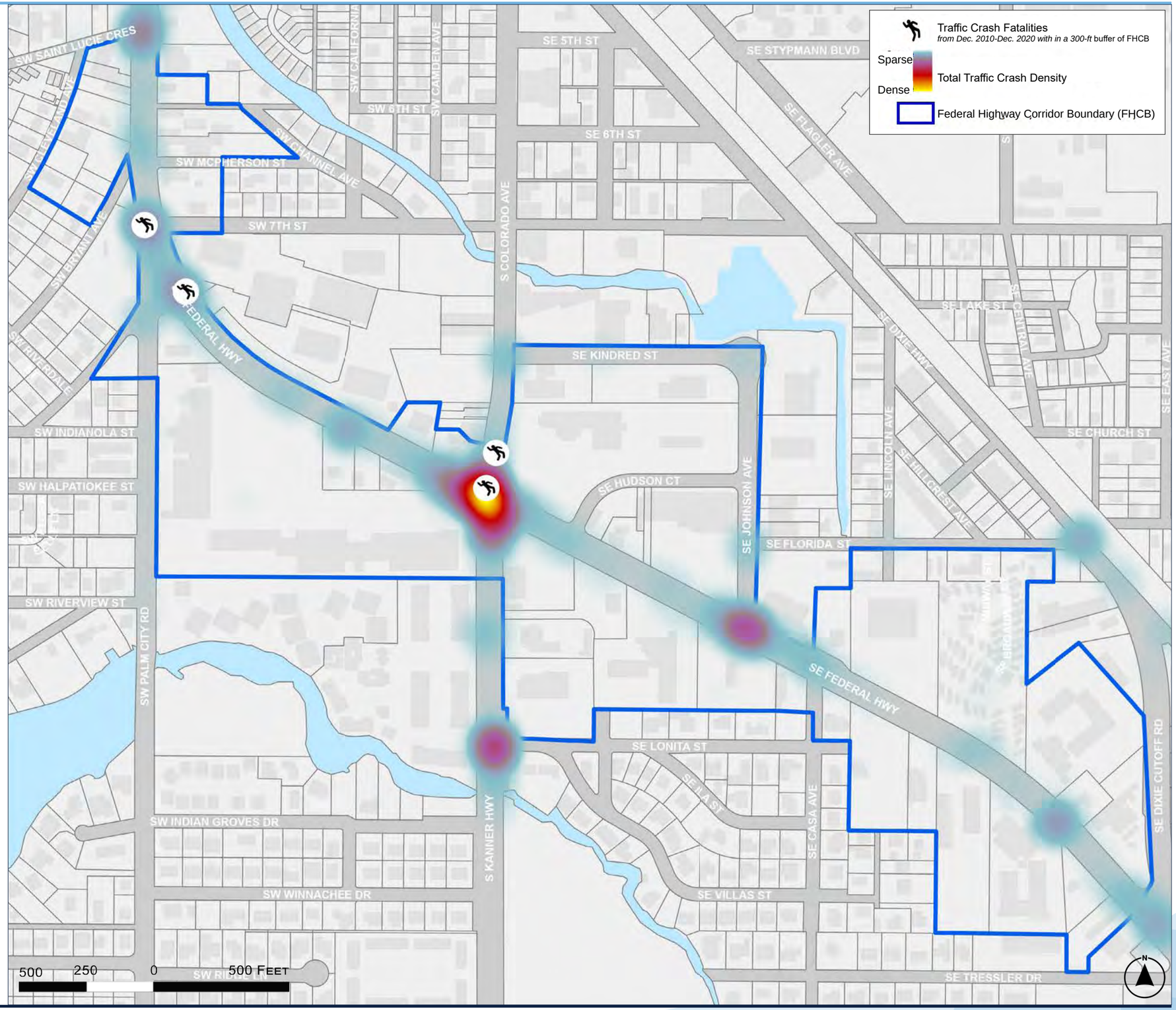
The Martin MPO is pursing a Vision Zero Initiative to to move towards reducing traffic fatalities and serious injuries to zero. Its important that the study area be included in this effort and continued coordination with the City occurs.





Figure 23 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 24 Crash data from Signal Four Analytics - University of Florida includes data from December 2010-2020.



SAFETY

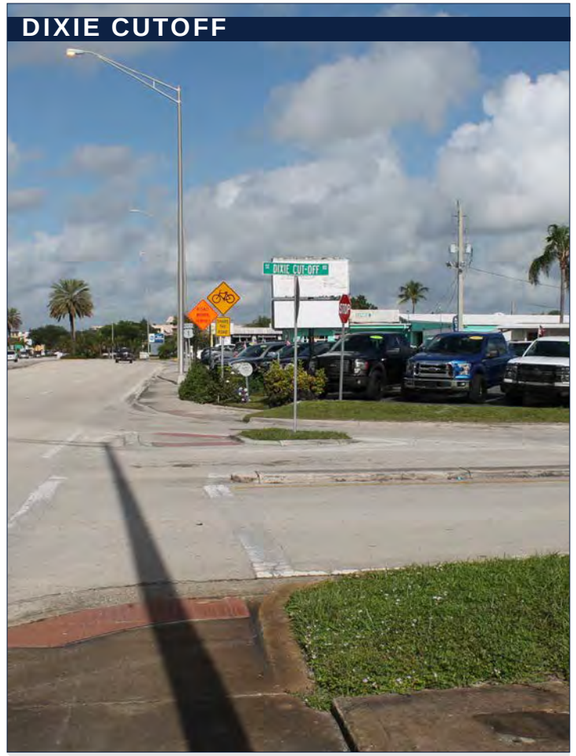


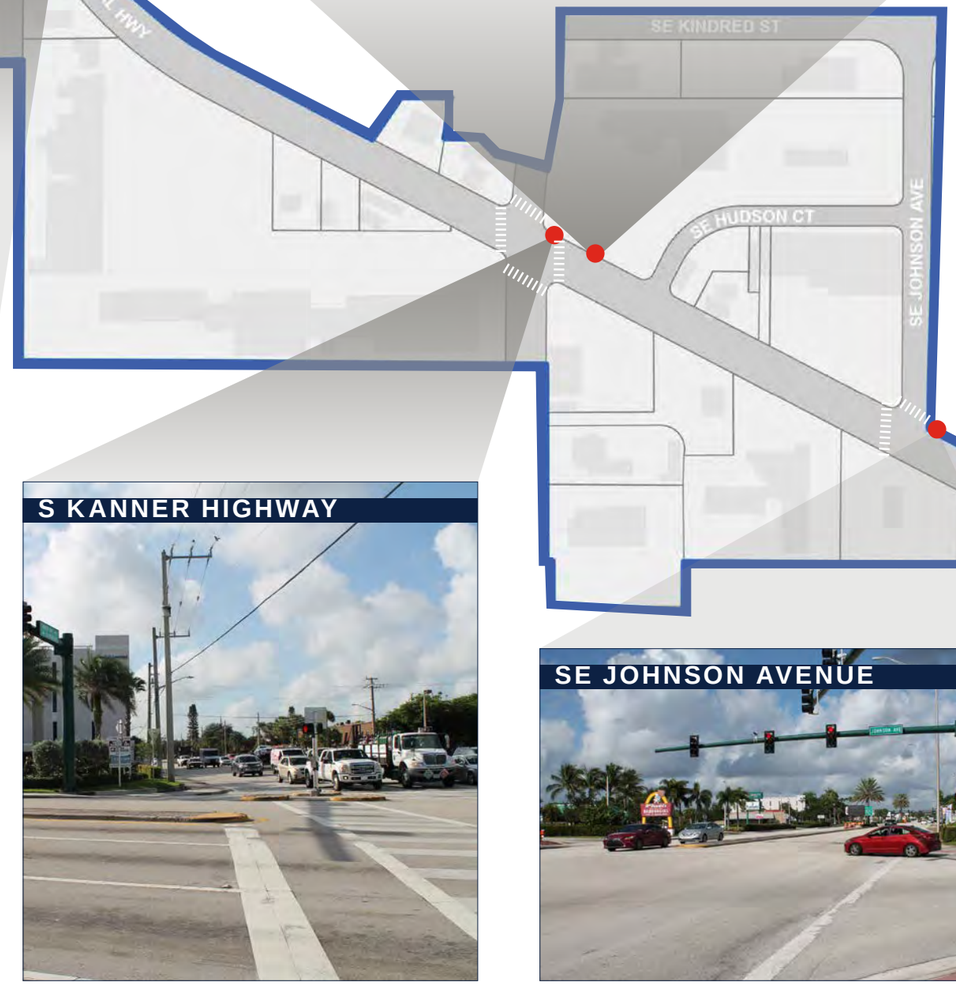


CROSSWALKS

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.







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

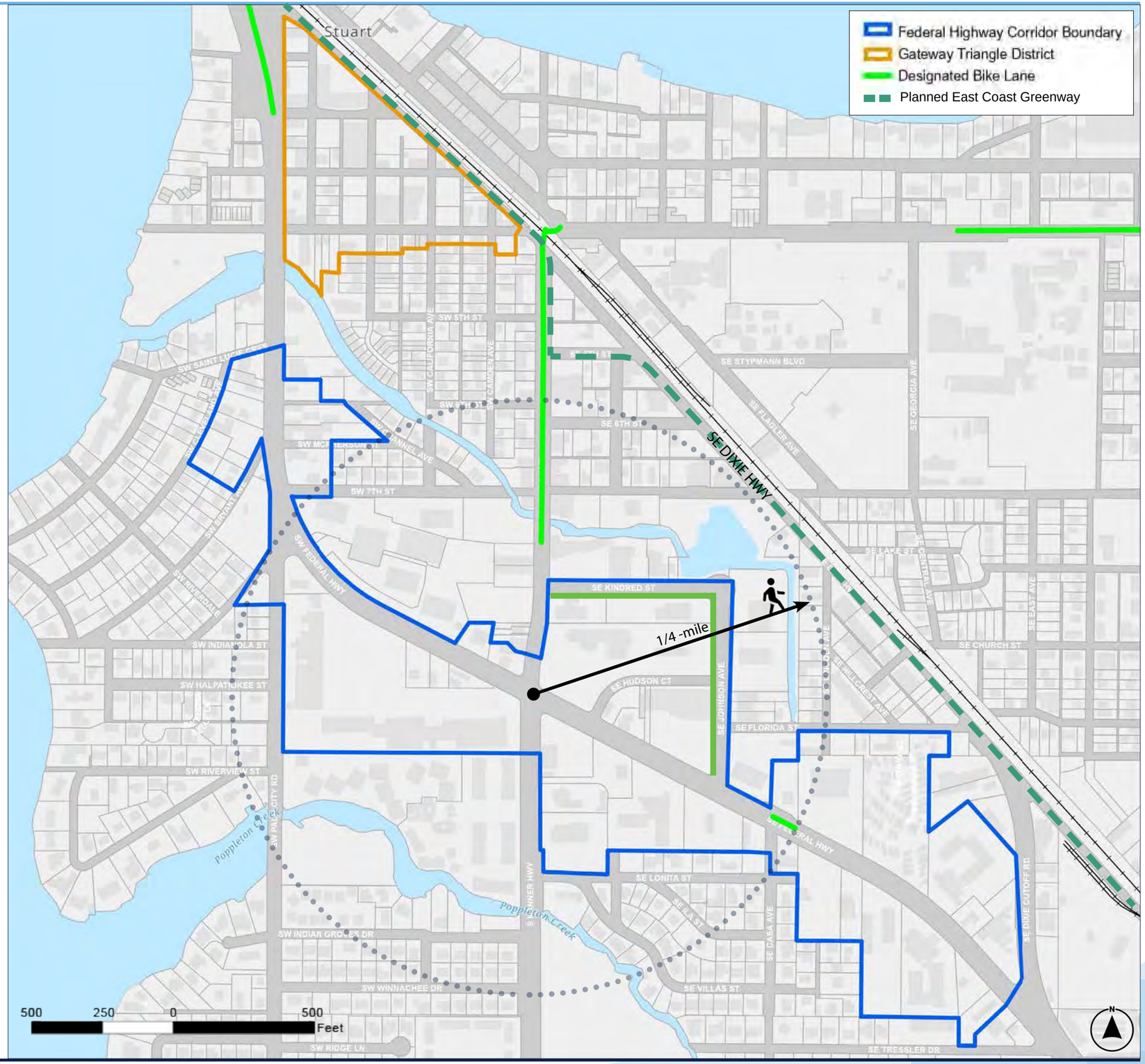


Figure 26 Designation of bike lanes 2019 data from FDOT.

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

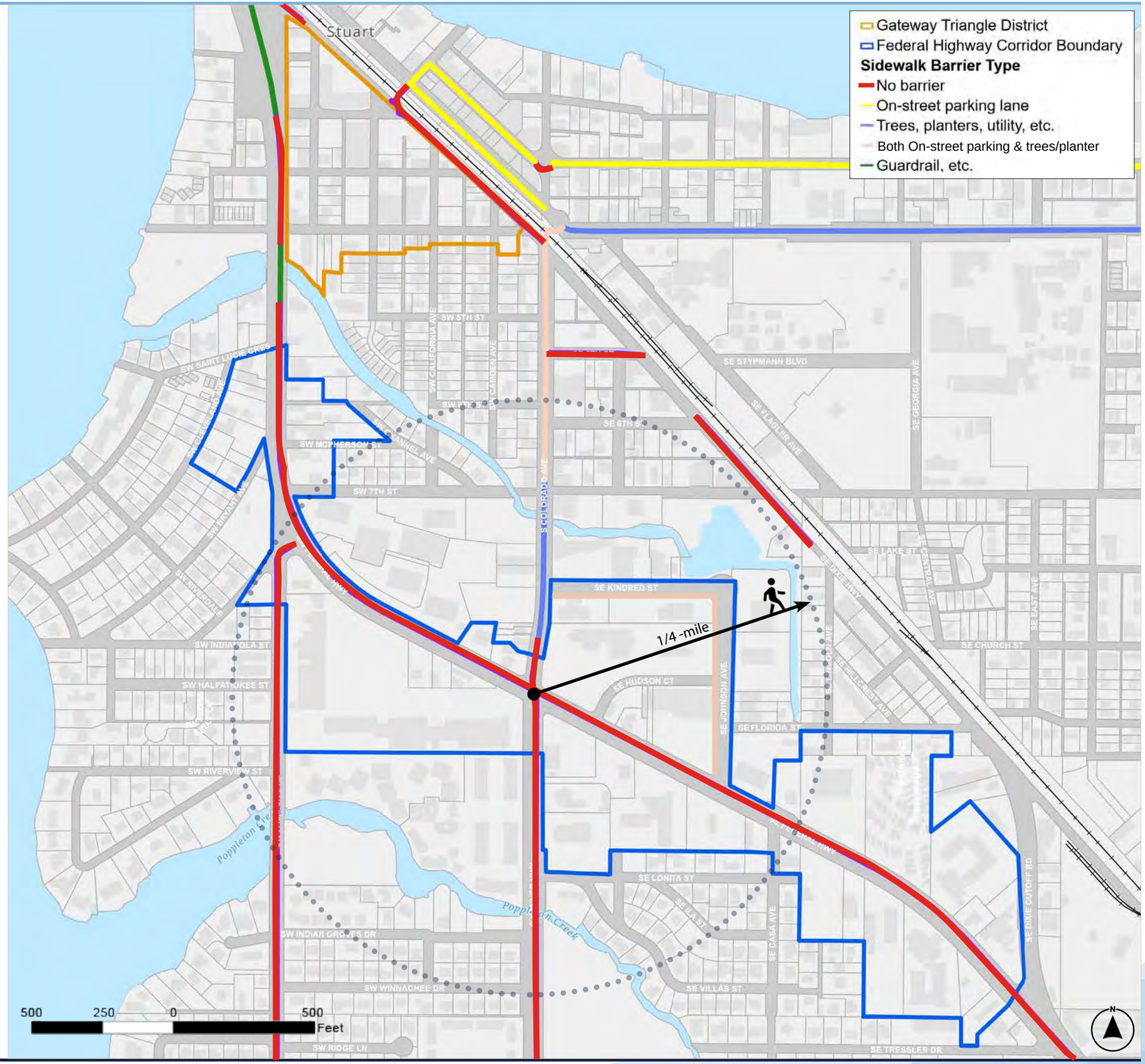


Figure 28 Pedestrian barriers 2019 data from FDOT.

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

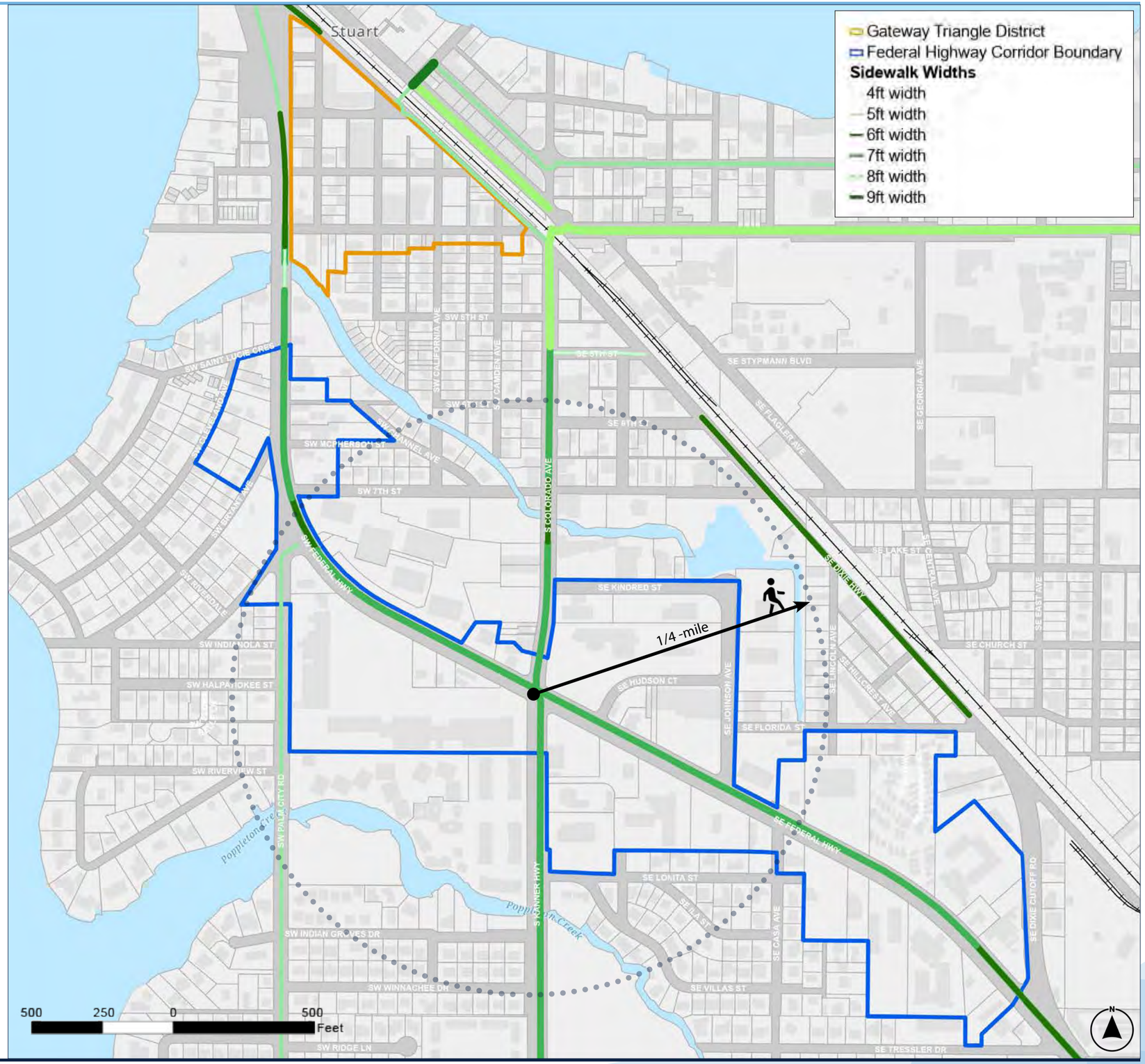
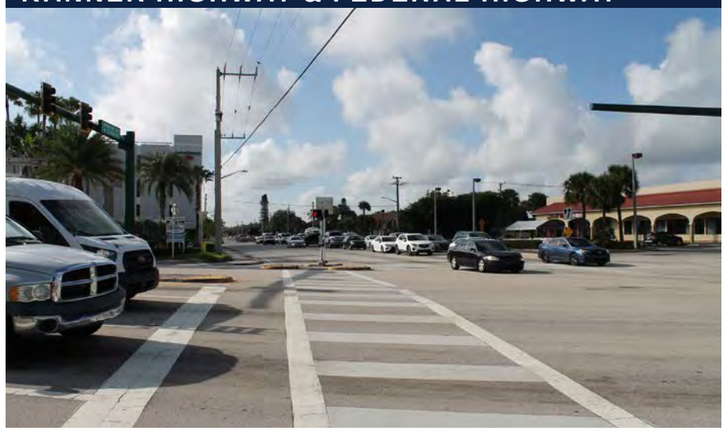


Figure 30 Sidewalk widths 2019 data from FDOT.

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



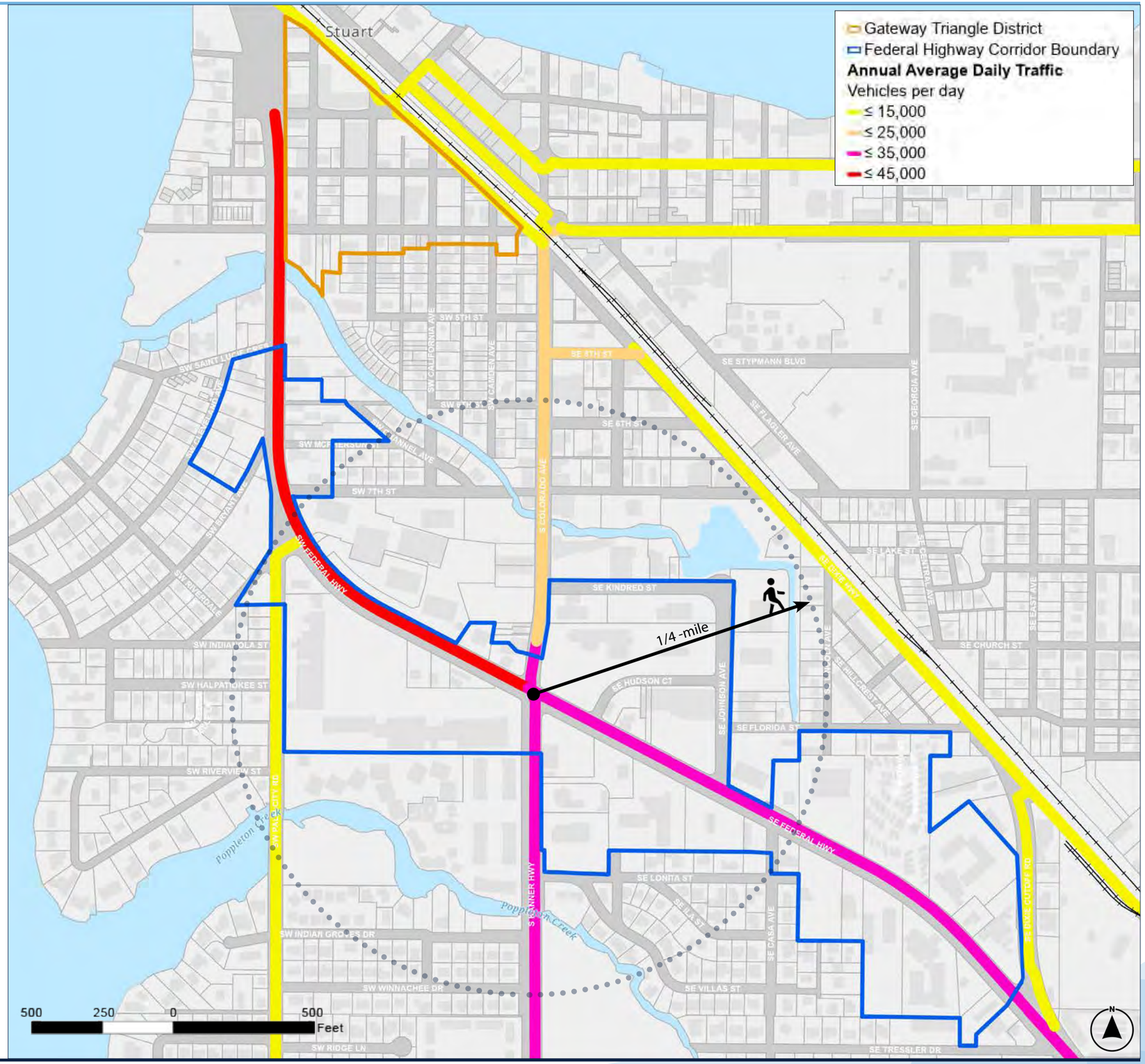


Figure 31 Annual Average Daily Traffic measured by vehicles per day 2019 data from FDOT (https://tdaappsprod.dot.state.fl.us/fto/)

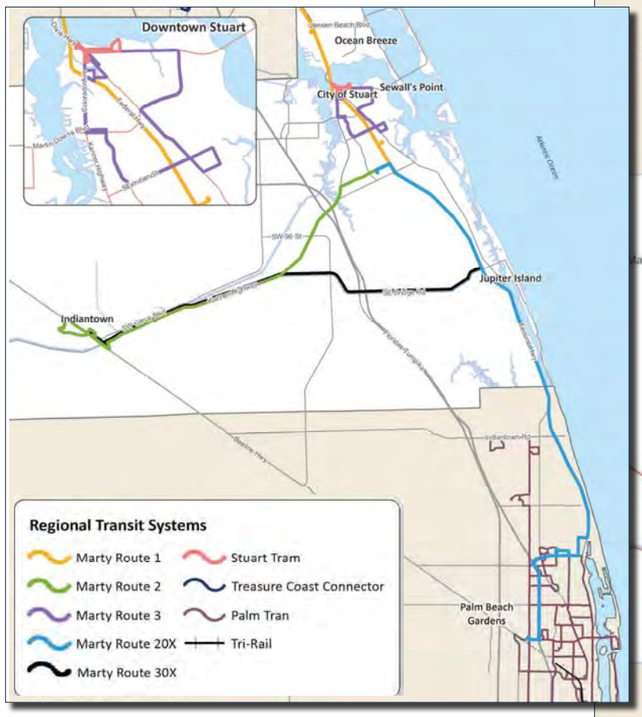
EXISTING PUBLIC TRANSIT

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

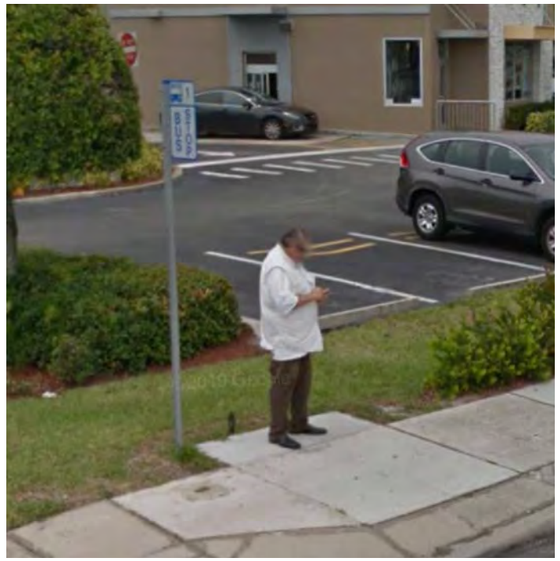


Figure 33 Typical Marty transit stop in study area. No bench, shelter or shade it provided.

NATIONAL FLOOD HAZARD

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

In the map of the National Flood Hazard Area to the right, most of the Federal Highway and 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 34 The image above of is taken from Poppleton Creek from bridge over SW Palm City Road looking west.

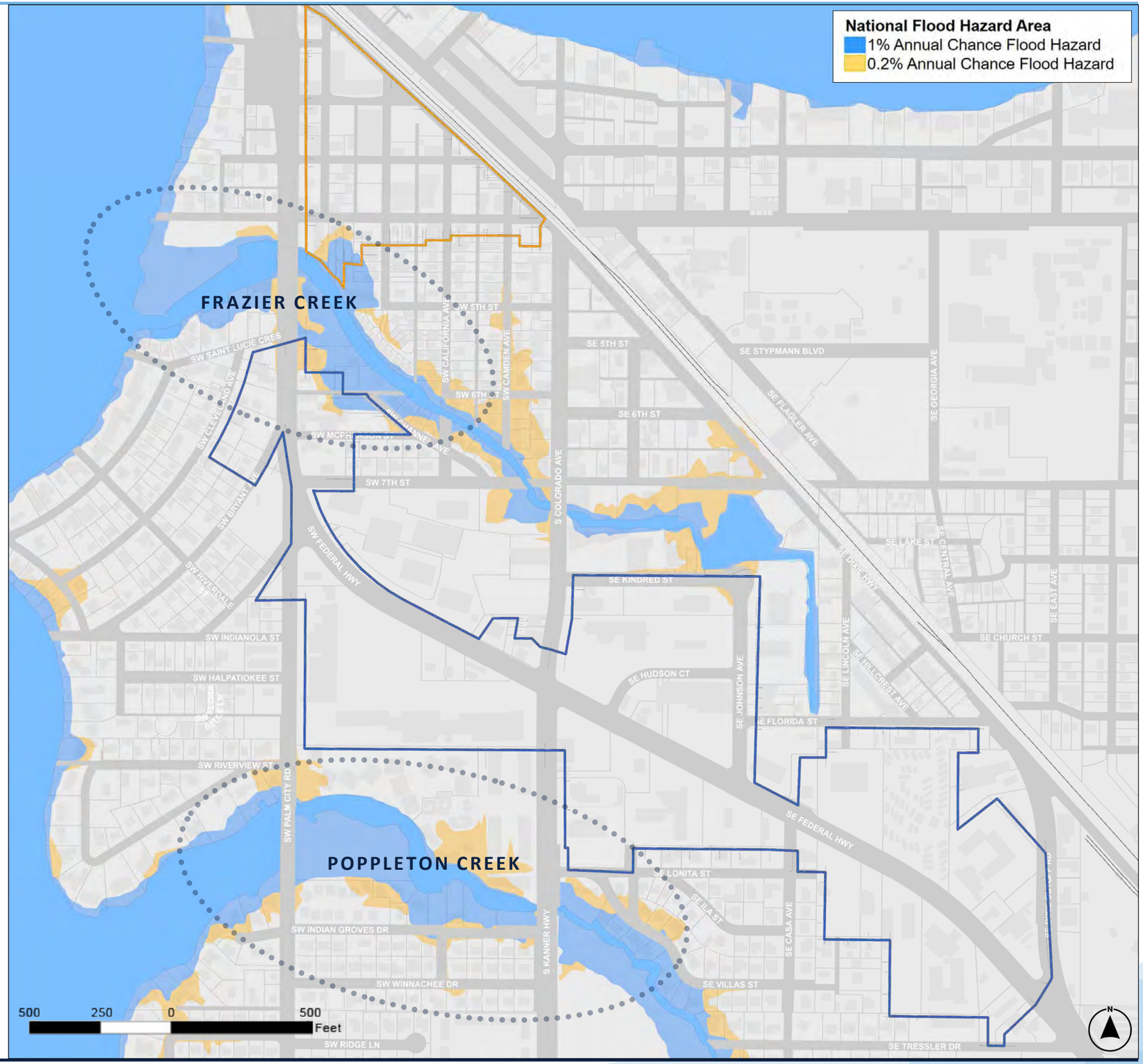


Figure 35 The National Flood Hazard Layer (NFHL) data incorporates all Flood Insurance Rate Map (FIRM) databases published by the Federal Emergency Management Agency (FEMA), and any Letters of Map Revision (LOMRs) that have been issued against those databases since their publication date. It is updated 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 37 Image above is taken from the bridge over Frazier Creek looking to the east.

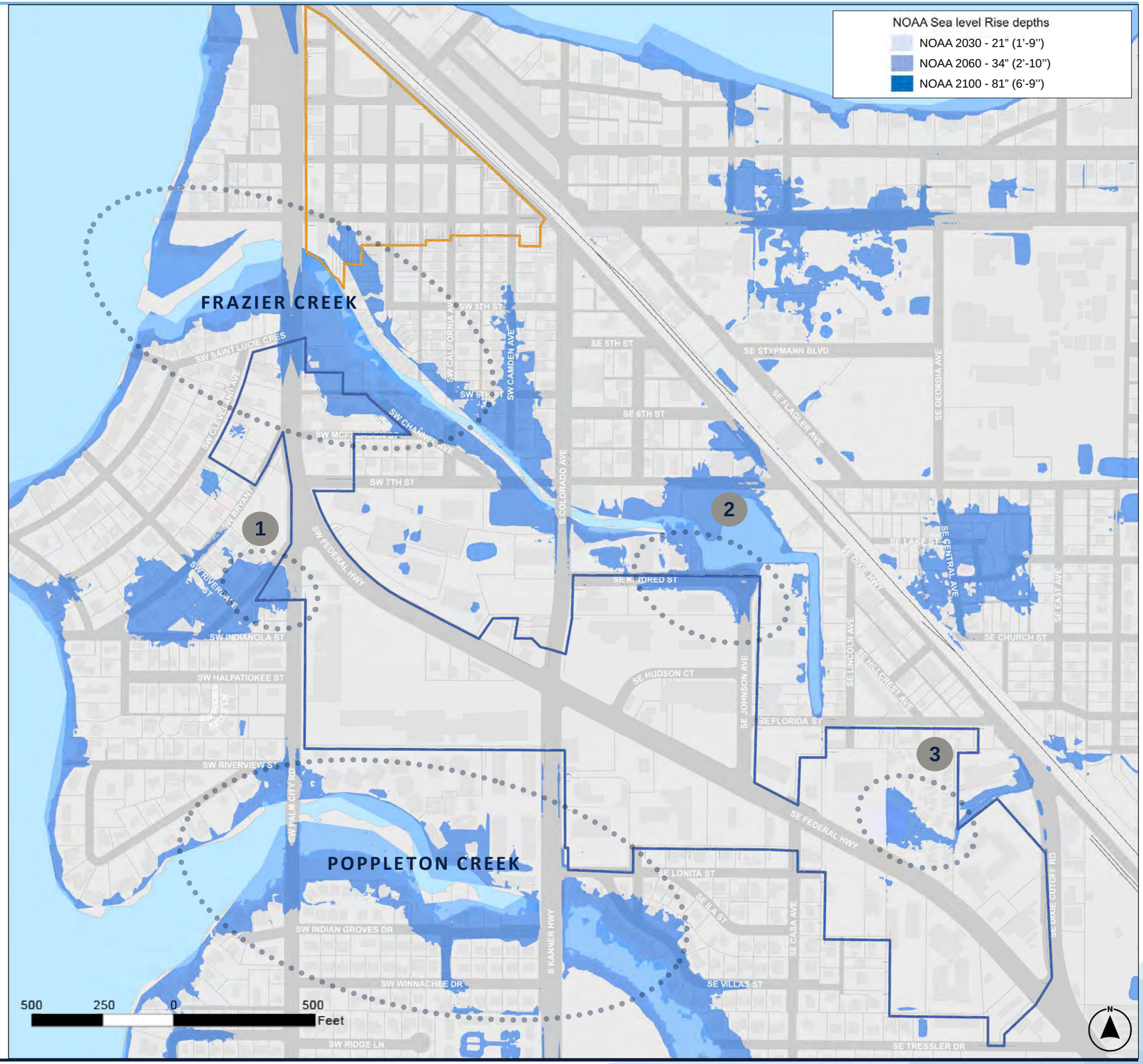


Figure 38 Is a Seal Level Rise Scenario created for Martin County via Grant funding via the Institute for Water and Environmental Resilience and Erin Deady Law. Creation date: 3/2019

SUMMARY OF PUBLIC INPUT

GROUP STAKEHOLDER INTERVIEW #1

SUMMARY OF CONVERSATION

A group interview session was hosted on November 18, 2020, through a virtual meeting room and included a diverse group of stakeholders from the Federal Highway corridor in Stuart. The conversation included a review of findings from Main Street America's survey, "The Impact of COVID-19 on Small Businesses," conducted March 25 to April 6, 2020, and recent Census data points on the effects of COVID-19. The survey results led to a conversation on how local impacts may, or may not be similar to national impacts. In the commercial real estate climate, stakeholders reported a significant impact on tenant lease agreements. Many tenants have renegotiated lease agreements with shorter terms, deferred payments, and 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.

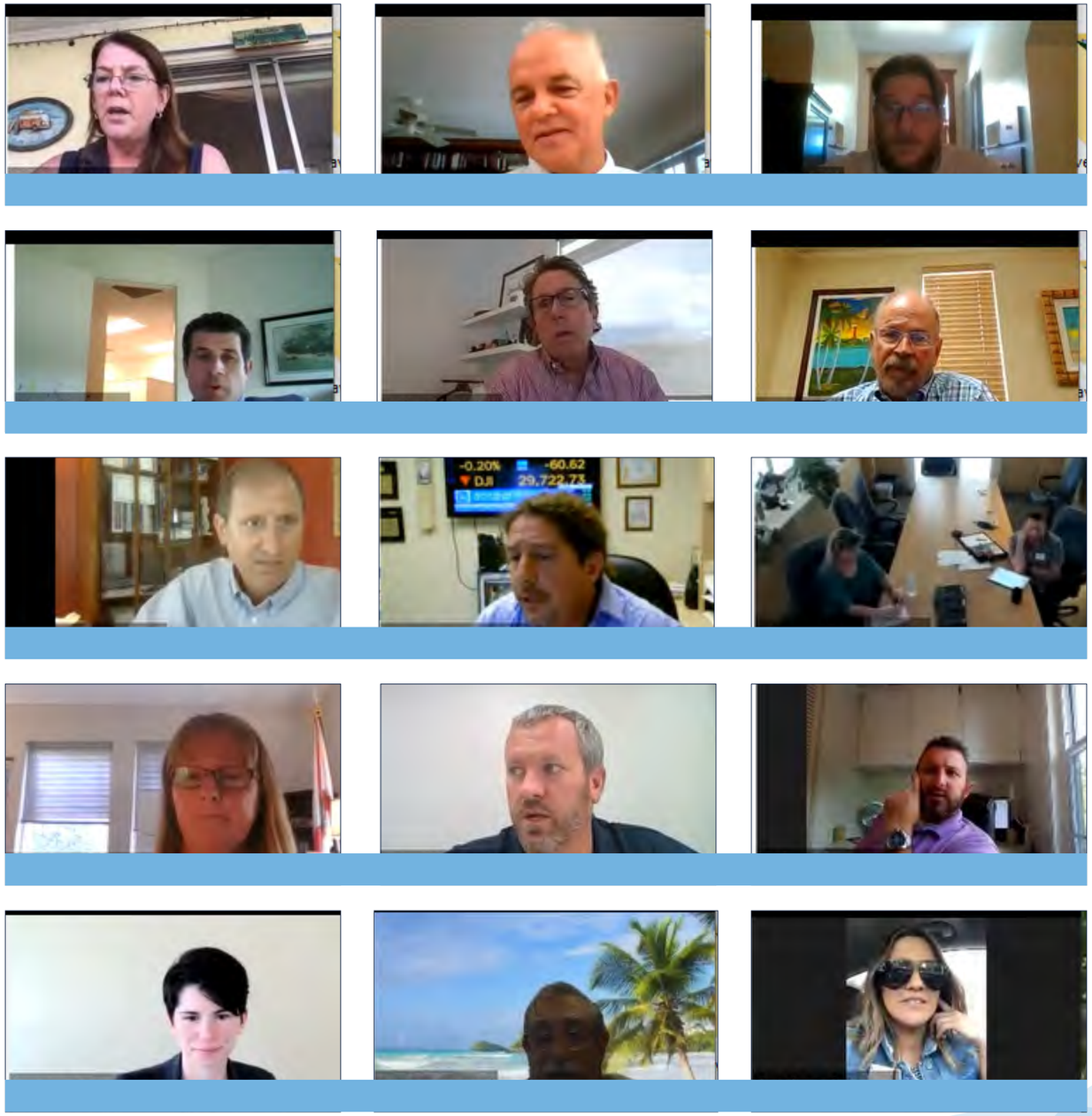


Figure 39 Images of participants in the Group Stakeholder Interview from November 18, 2020.

SUMMARY OF POLLING

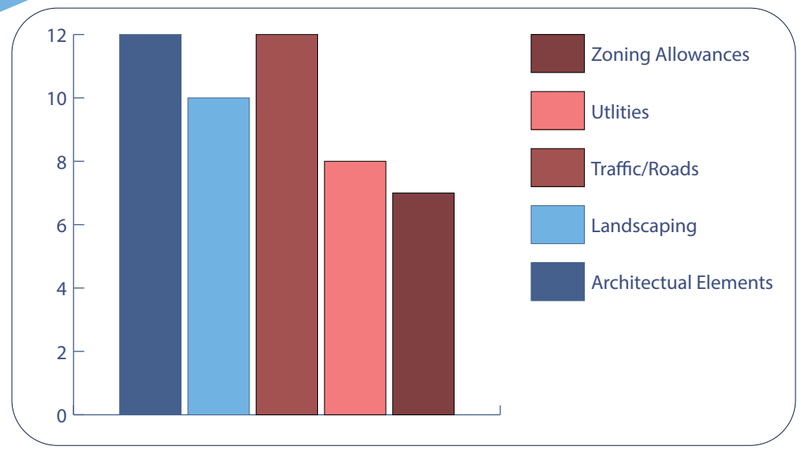
During the group interview a series of polling questions were asked. Those responses are summarized here.

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

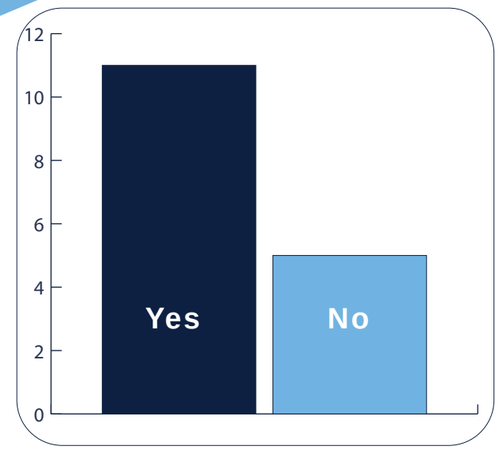
The interview included representatives from:

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

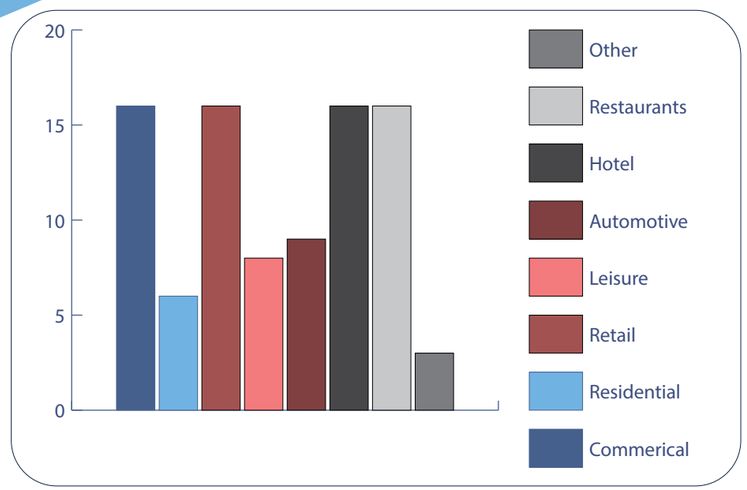
In what ways has the US-1 Corridor been negatively impacted by COVID-19? Select all that apply.



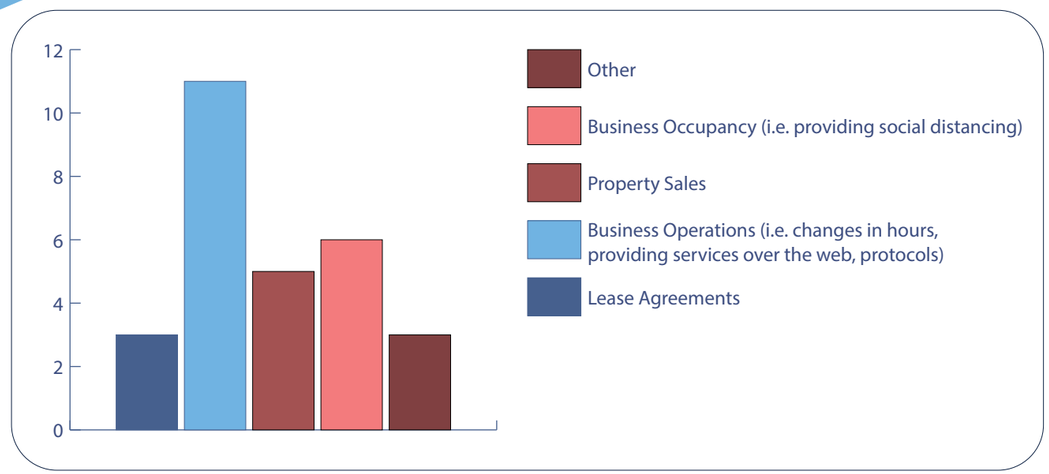
Are you already familiar with the extends of the CRA?



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.

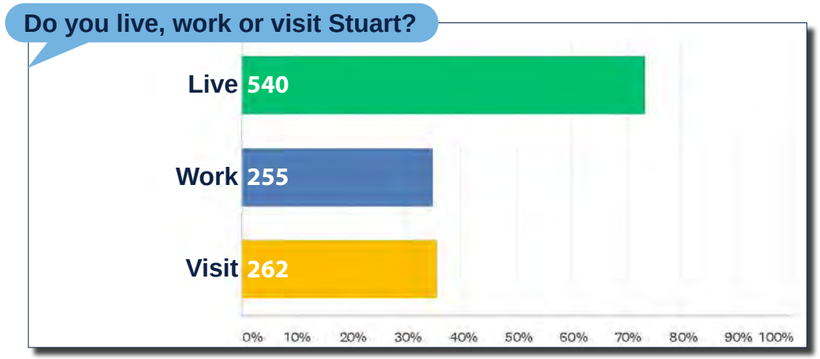


SURVEY RESULTS

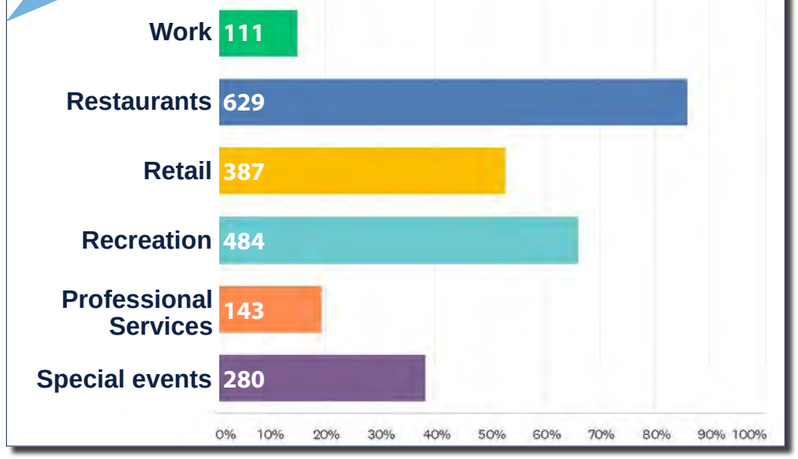
TOOK THE SURVEY?

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.

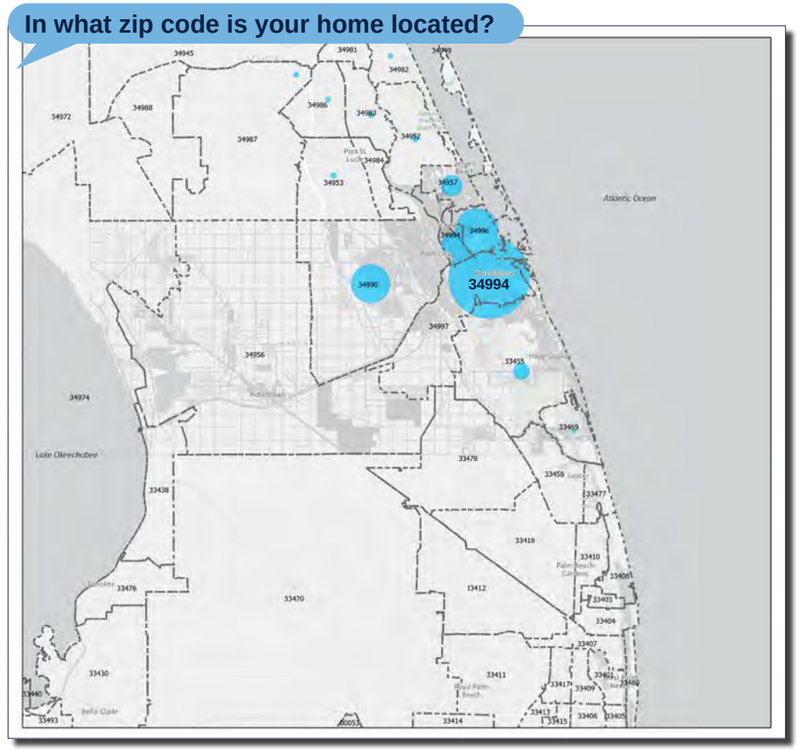
Do you live, work or visit Stuart?



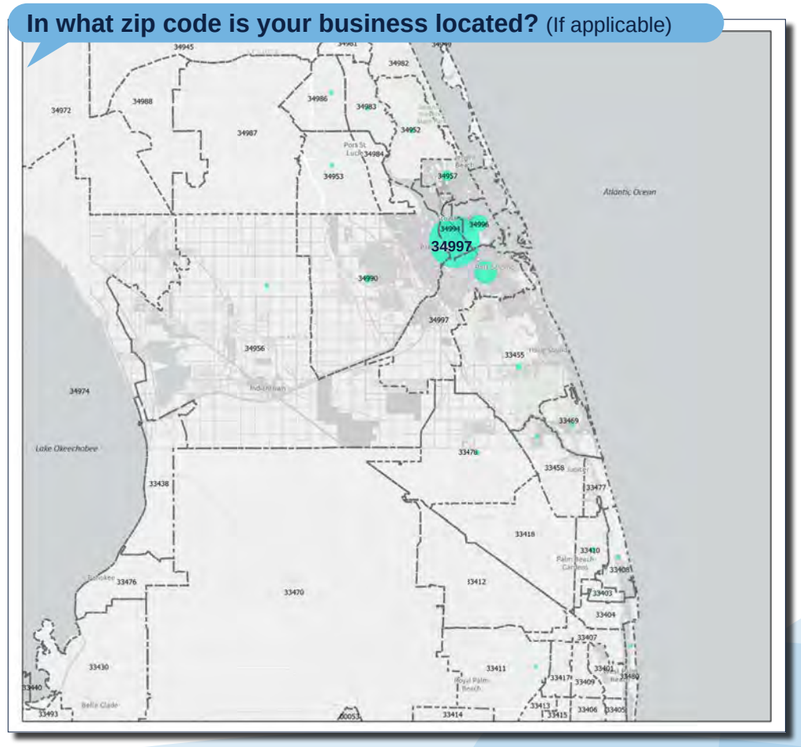
What is your top destination in downtown Stuart? Select the top three.



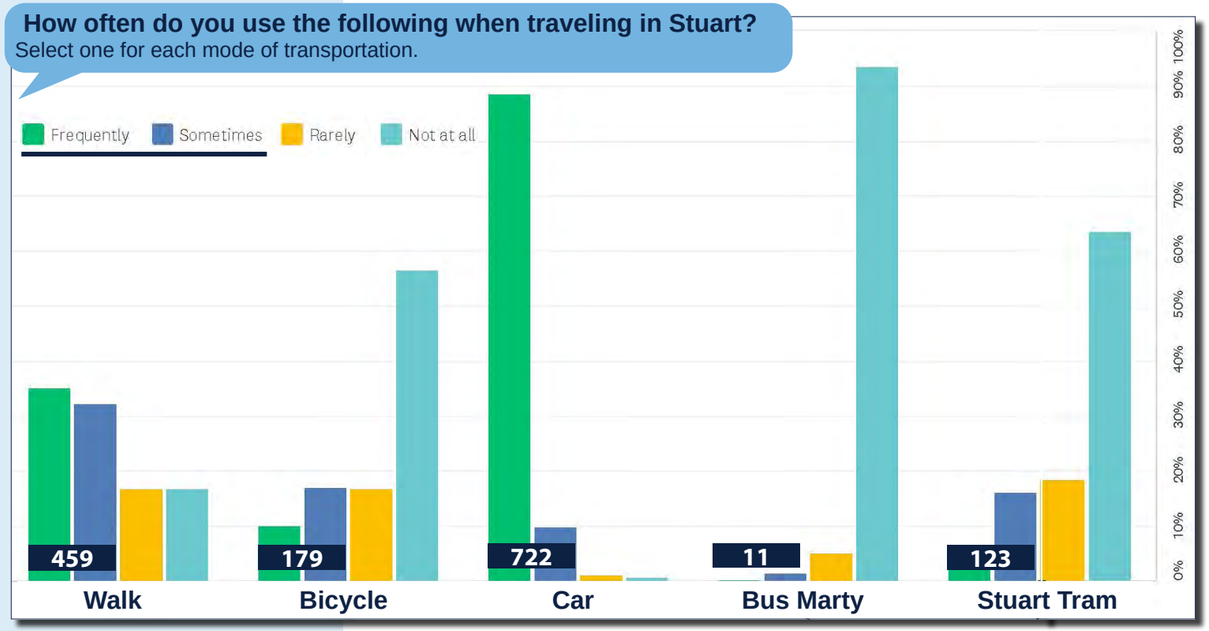
In what zip code is your home located?



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

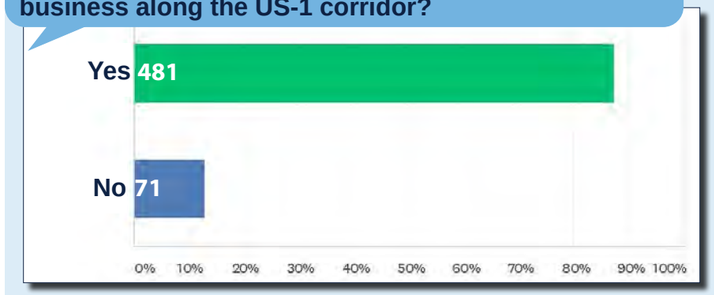


How often do you use the following when traveling in Stuart?
Select one for each mode of transportation.



ABOUT US-1 IN STUART

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



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

If yes, how so?



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



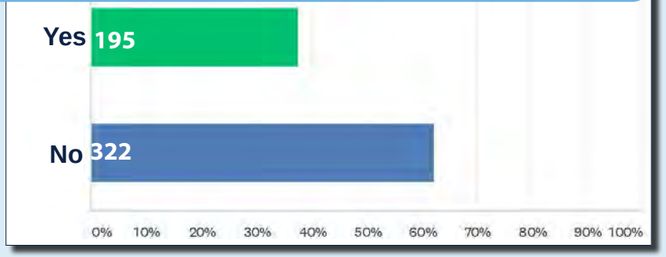
What do you feel are impediments for existing and new businesses along US-1 in Stuart?

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

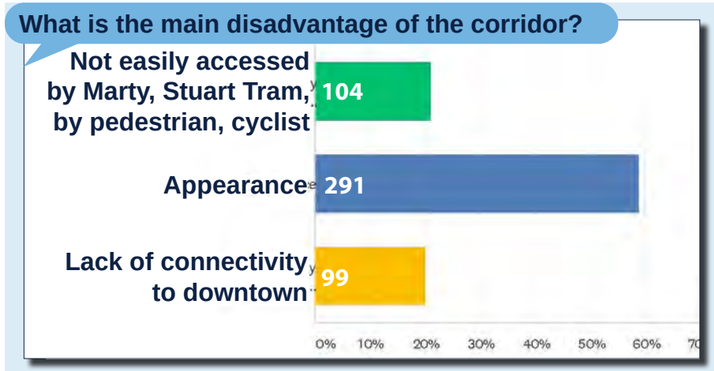
- Businesses are not visible from street and have poor quality signage.
- There were comments regarding the over-retail of the area.
- Access - Moving in and out of lots - connected parking lots - joint parking lots entry/egress. Maneuverability. Many wrote about the challenges in making left hand turns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



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



What is the main disadvantage of the corridor?



Other, please specify?



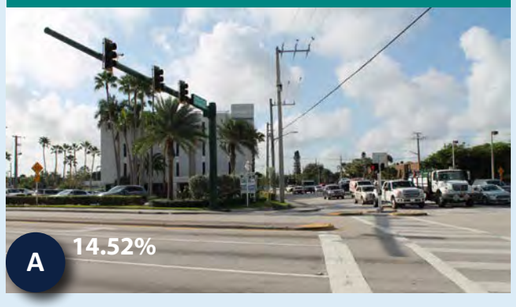
If yes, what?



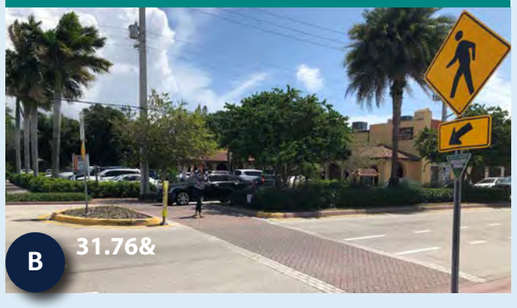
ABOUT US-1 IN STUART

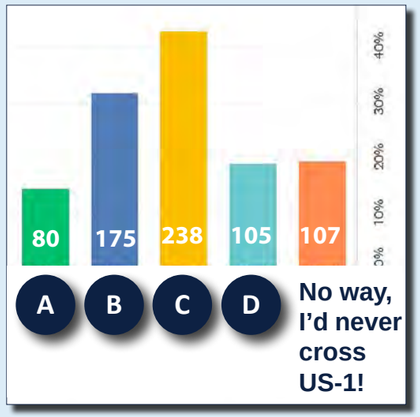
Which crosswalks do you think you'd feel comfortable crossing on US-1 in Stuart? Select each that apply from images A through D.

EXISTING CONDITION

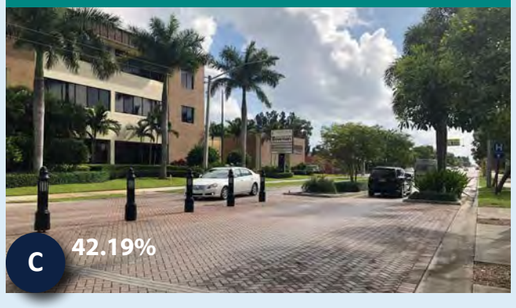


TEXTURED CROSSWALK WITH MEDIAN REFUGE & SIGNAGE





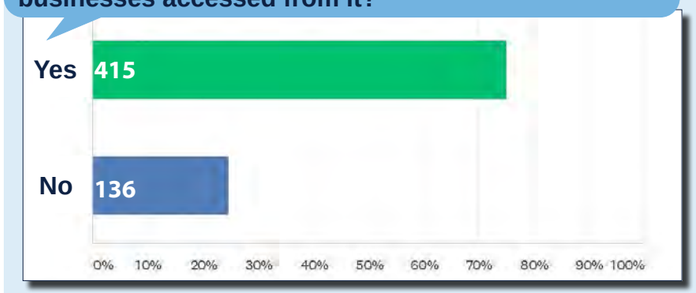
ELEVATED TEXTURED CROSSWALK WITH MEDIAN REFUGE SIGNAGE & ENHANCED LIGHTING



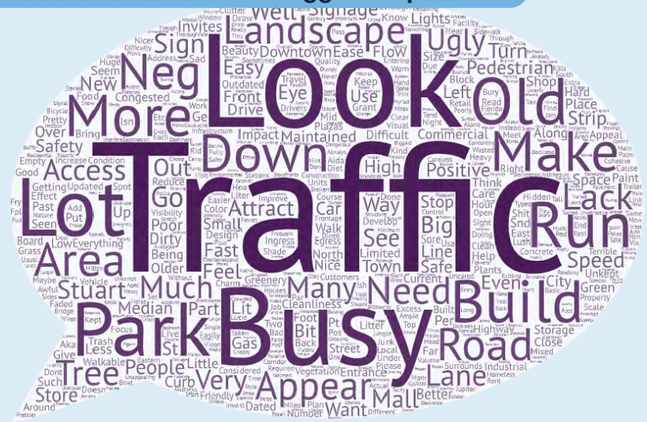
REDUCED VEHICLE TRAVEL LANES FROM SIX TO FOUR



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



If yes, what elements have the biggest impact?


Traffic
Look
Landscape
Busy
Park
Build
Run
Old
Make
Lot
More
Neg
Down
Area
Road
Need
Appear
Tree
Stuart
Access
Ugly
Sign
Well
Signage
Pedestrian
Lack
Speed
Much
Many
Lane
Mall
Median
Safety
Maintained
Difficult
Commercial
Positive
Big
Attract
Car
Fast
Feel
Very
People
Store
Want
Dated
Strip
Place
Shop
Turn
Left
Right
Stop
Way
See
Line
Safe
Town
Current
Even
City
Green
Space
Paint
Lack
Run
Speed
Unkept
Property
Scale
Storage
Close
Industrial
Harvest
Front
Drive
Eye
Use
Keep
Grant
Block
Read
Hard
Place
Strip
Shop
Turn
Left
Right
Along
Appeal
Meet
Heavy
Think
Care
Hour
Open
Sight
Help
Plants
Concrete
Mixed
Lights
Invites
Downtown
Ease
Flow
Size
Quality
Beauty
Easy
Outdated
Congested
New
Seem
Food
Pretty
Bring
Over
Empty
Good
Getting
Updated
Effect
Past
Put
Seen
Low
Everything
Board
Grass
Maybe
Awful
Faded
Bridge
Sides
Trash
Less
Give
Walkable
Such
Around
Dont
Dispose
Brick
Bricks
Curb
Friendly
Invite
Dated
Number
Different
Plant
Vegetation
Entrance
Considered
Required
Gas
Street
Bit
Back
Foot
Pt
Lit
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Median
Much
Many
Need
Build
Road
Lane
Mall
Better
Want
Appear
Very
Tree
People
Little
Store
Around
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Aka
Give
Walkable
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Trash
Bridge
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Everything
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Safety
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Look
Old
Make
Down
Out
Go
Access
Lot
Area
Traffic
Run
Park
Busy
Build
Road
Tree
Appear
Lane
Mall
Store
Want
Dated
Number
Different
Plant
Vegetation
Entrance
Considered
Required
Gas
Street
Bit
Back
Foot
Pt
Lit
Part
Median
Much
Many
Need
Build
Road
Lane
Mall
Better
Stuart
Area
Lot

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

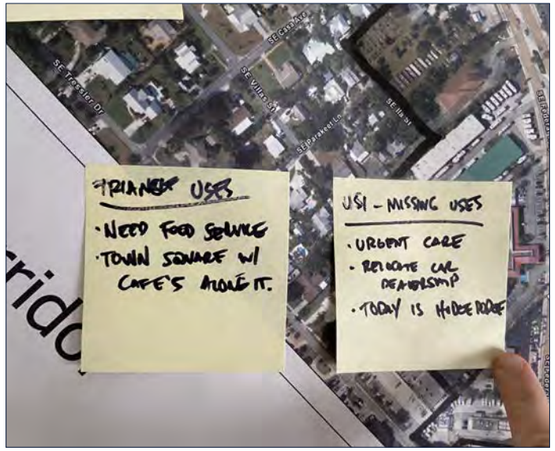
BOTH DISTRICTS

- 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

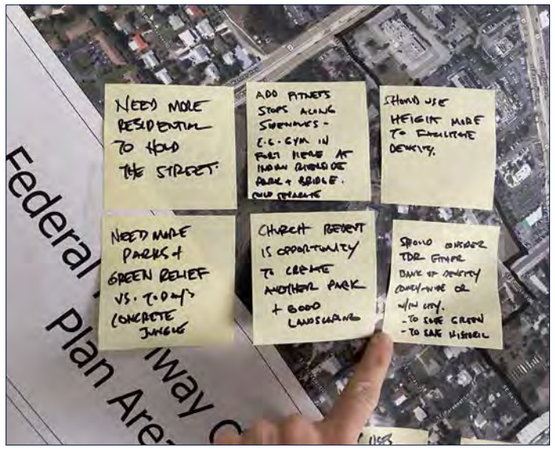
ON FEDERAL HIGHWAY

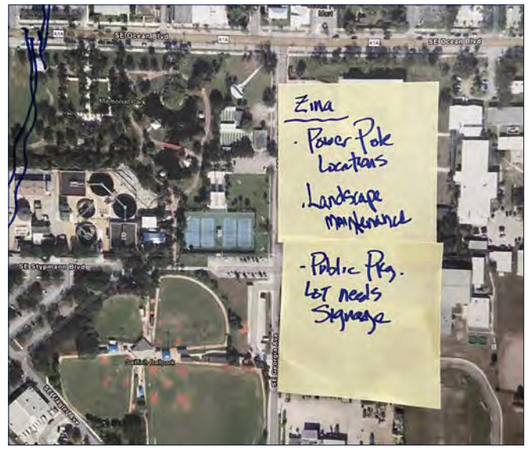
- There was a lot of concern about the safety of crossing, especially at SW Ocean Boulevard.
- The intersection of Federal Highway and SW Ocean Boulevard could be the site of a totem pole or gateway feature.
- The textured stamped concrete at the edge of the sidewalk adjacent to the curb creates a navigability 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.

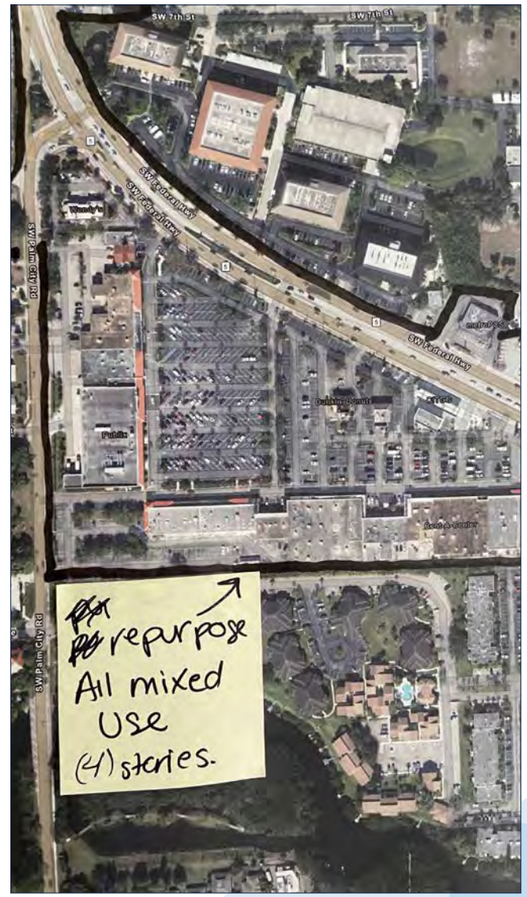




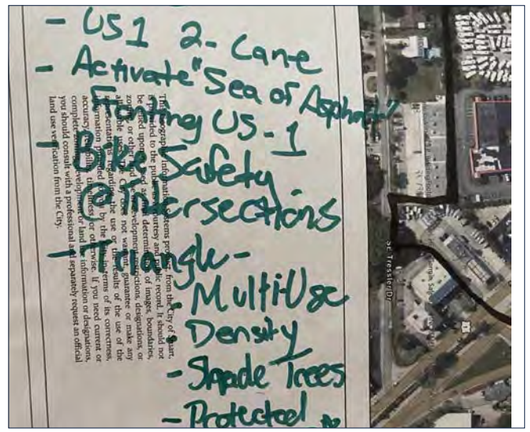












TOUR OF THE PLAN

REDEVELOPMENT OPPORTUNITIES

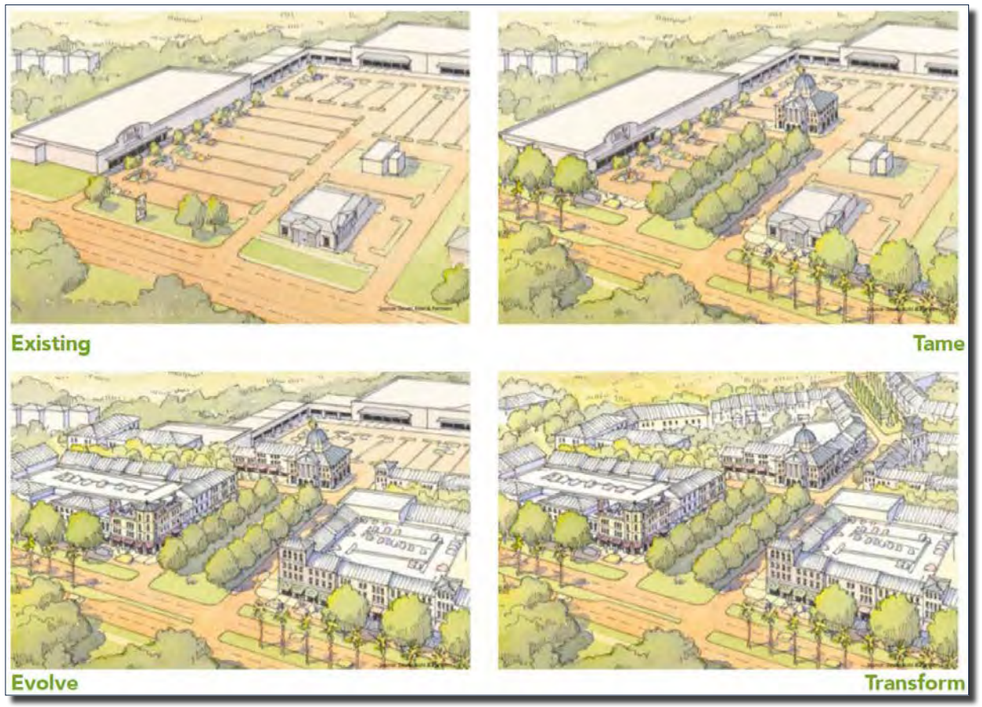
It can be challenging to see beyond existing conditions like those present on Federal Highway and imagine uses other than what is on the ground today. Vacancies and large underutilized surface parking lots tell us that those current forms are not serving the community or current owners well. There are 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.

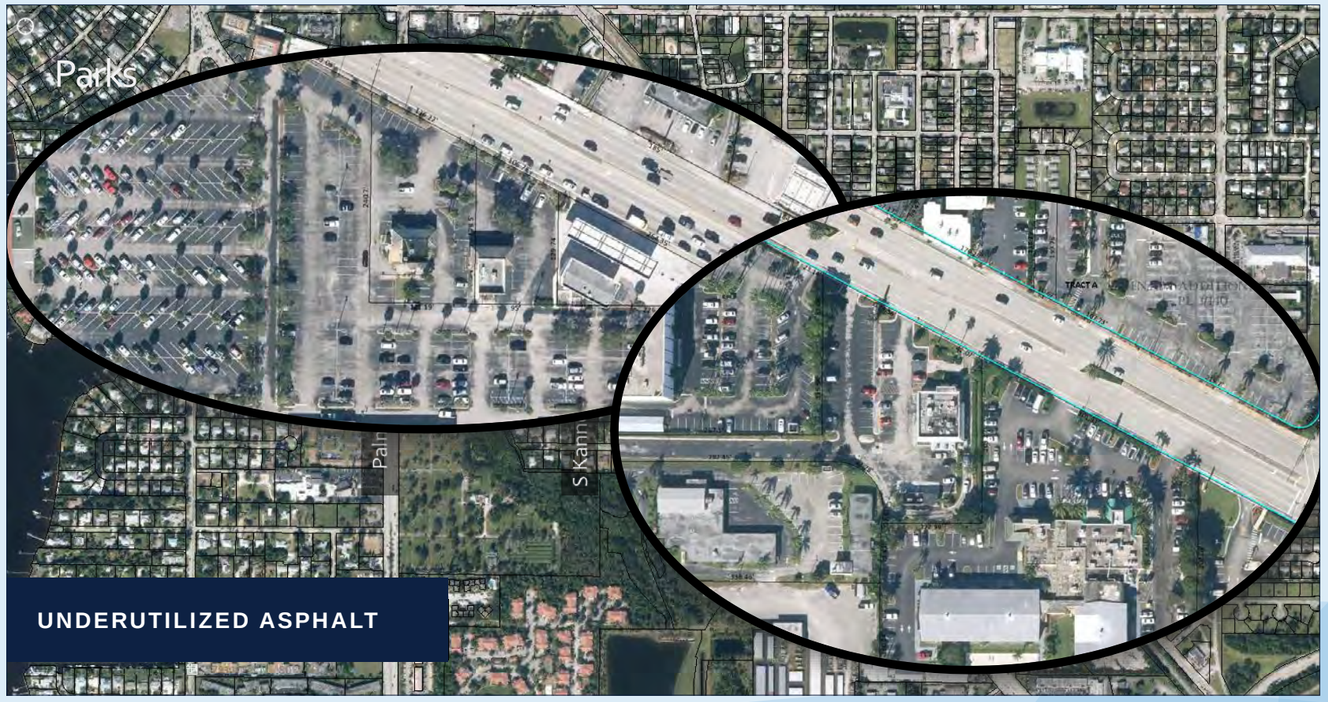
Figure 40 Images to the right show various locations along Federal Highway in South Florida where there are a variety of uses.

Figure 41 The illustrations below are from Beaufort SC Master Plan by Dover Khol. They illustrate the transition over time from large, big-box footprints with large, front-loaded parking to a more vibrant active suburban neighborhood.

Figure 42 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

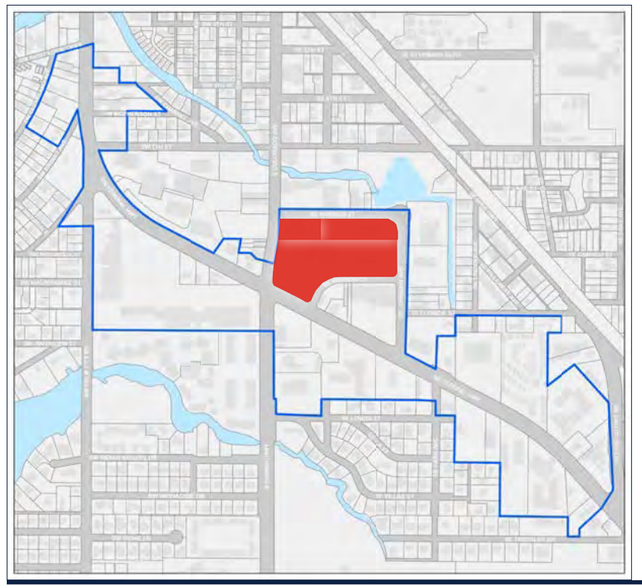
SEACOAST BANK PROPERTIES

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 43 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 44 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.

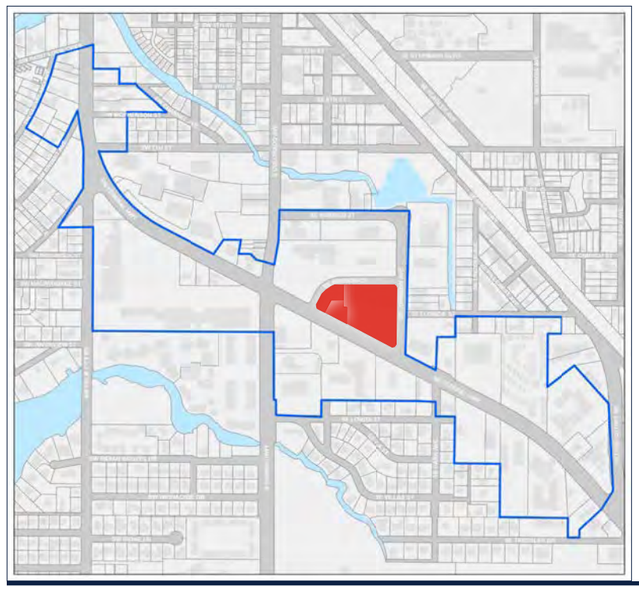
J. TRUSTCO BANK

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.





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

Figure 46 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

EXISTING BY DATA

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

LEGEND

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

REDEVELOPED



Figure 47 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 & 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.

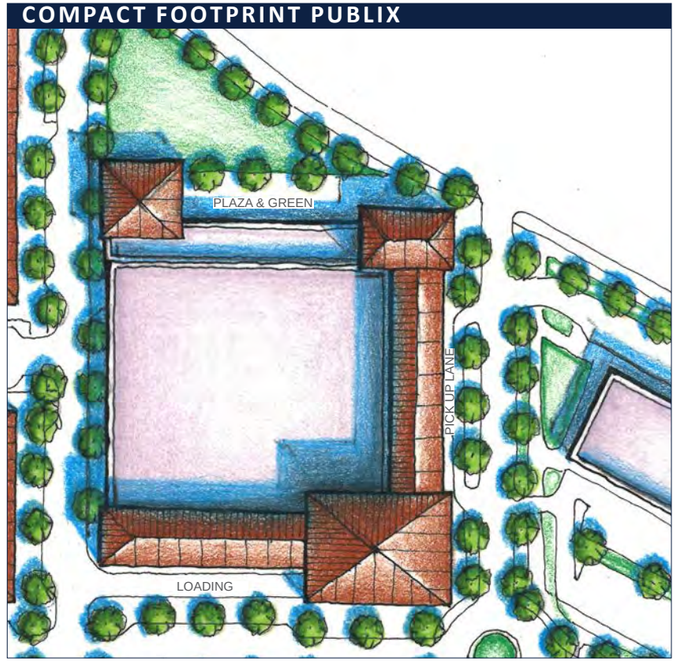


Figure 48 Concept plan for a new Publix fronting the street and providing public outdoor space and a new park.



Figure 49 Image of a Publix located in Fort Lauderdale along Andrews Avenue.



Figure 50 Illustration of the proposed townhouses which are labeled "O" and "P" in the plan.

MOBILITY & CONNECTIVITY

MANAGING TRAFFIC VOLUME

The public input resoundingly expressed the importance of managing traffic along the Federal Highway corridor. Managing the volume of traffic is best addressed through traffic evaporation as described in Figure 37 below. History has shown 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.

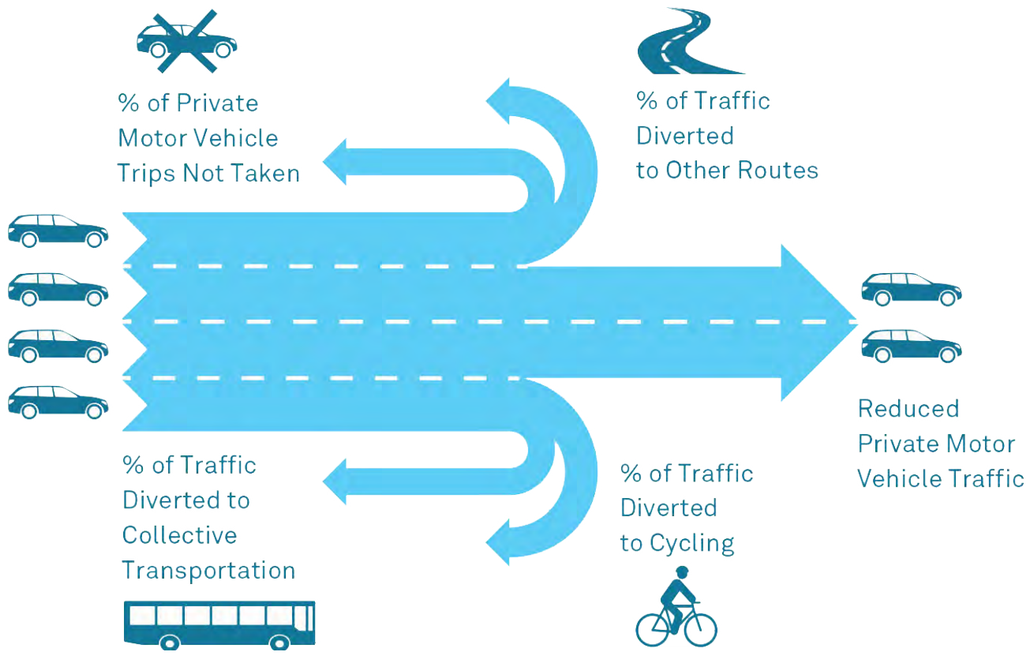


Figure 51 Graphic describing traffic evaporation. Research shows that when road capacity is shifted to other modes, some peak period traffic disappears from the network. Drivers shift to other modes, make trip at other times or shift destinations.

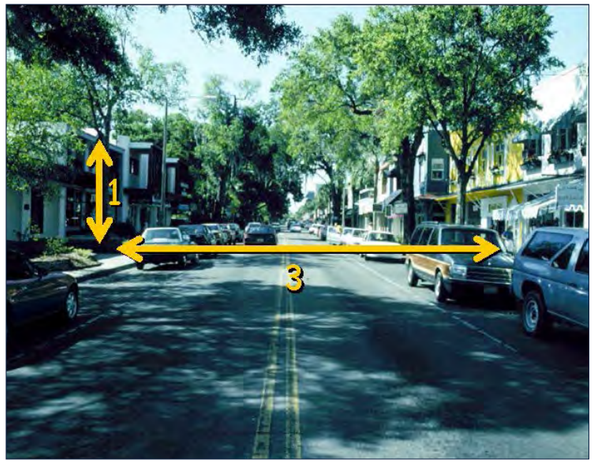


Figure 52 Neighborhood street with two lanes of travel, on-street parking and two story buildings close to the sidewalk. The public realm has a 1 to 3 ratio.



Figure 53 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 40 are principles for attractive street design. Ideal height to width ratio is typically close to a 1:3 ratio with the width being three times the height. On Federal Highway today the typical ratio is between 1:10 and 1:20. Bringing buildings closer to the street and parking to the rear or side, and adding shade trees can reset the ratio by framing the street and diminishing the appearance of space dedicated to vehicles.

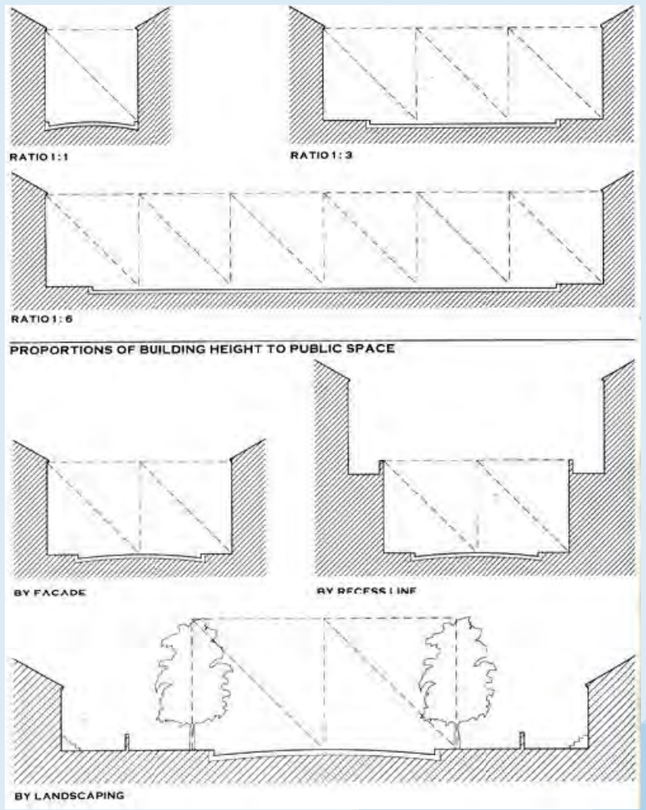


Figure 54 Public realm ratios illustrated from Architectural Graphic Standards.

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.

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

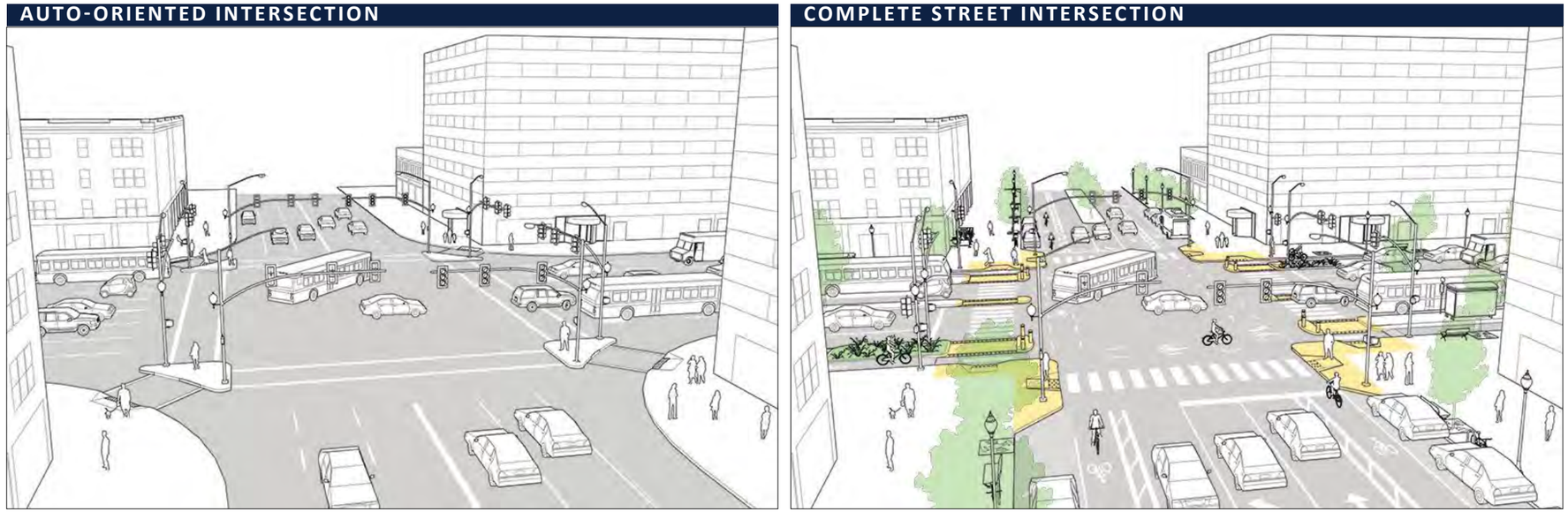


Figure 55 Intersections should be intuitive and provide adequate space for all users to safely cross the intersection. Source: NACTO Urban Street Design Guide



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

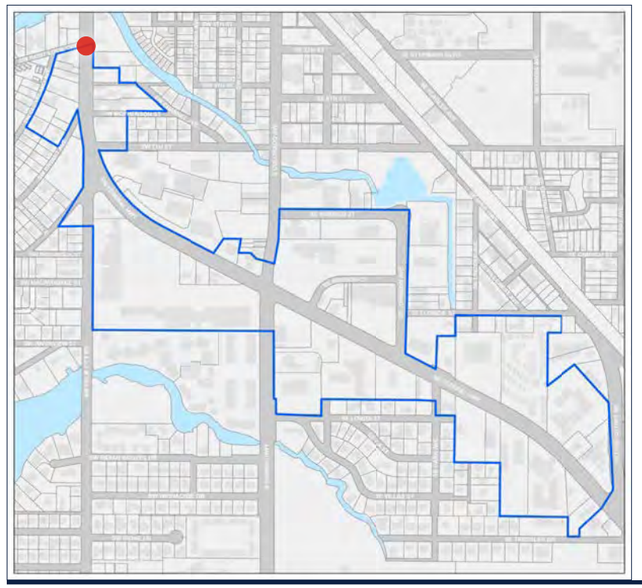
MOBILITY & CONNECTIVITY

FEDERAL HIGHWAY NORTH OF KANNER HIGHWAY

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



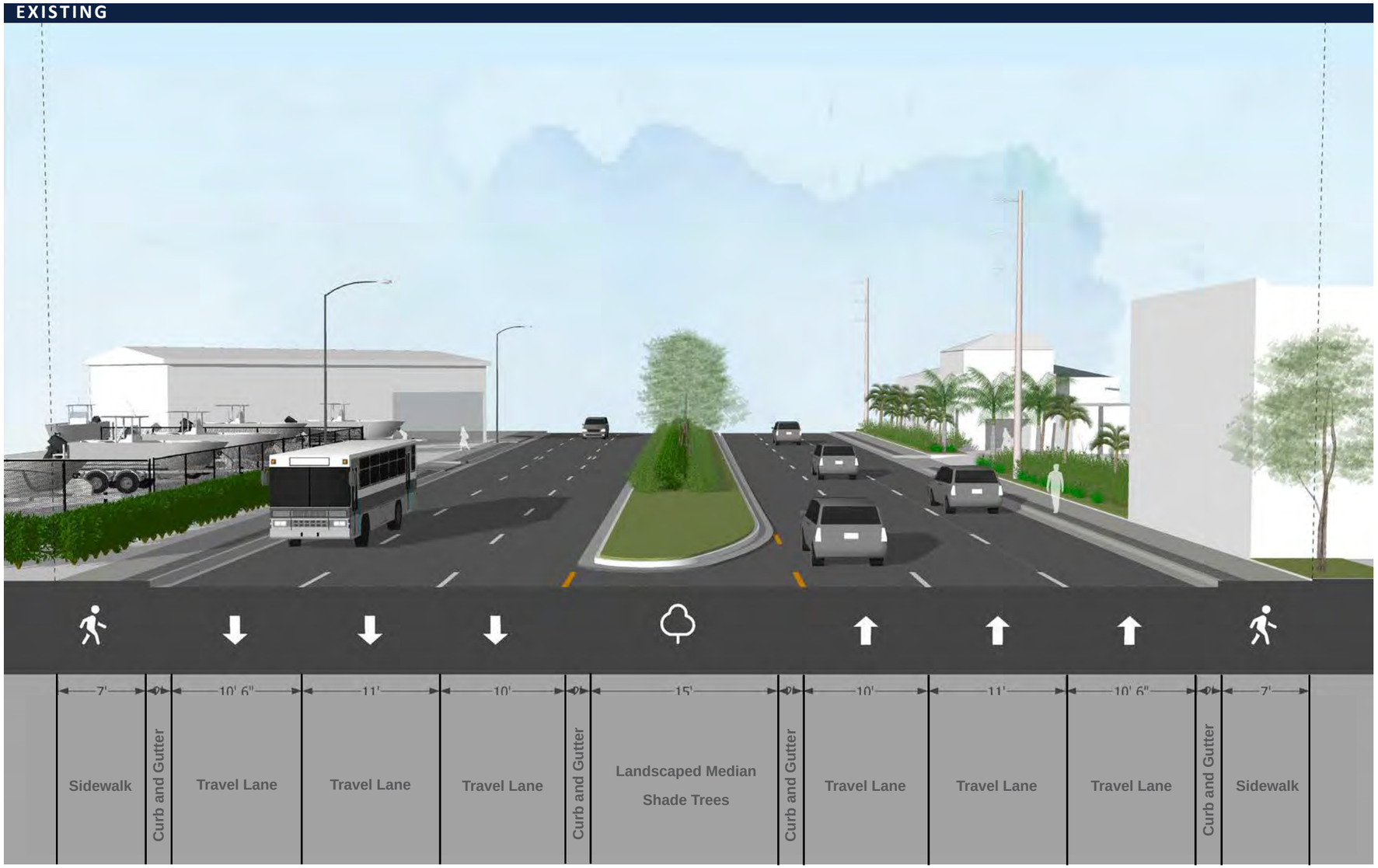


Figure 56 Existing conditions along Federal Highway just south of Frazier Creek.

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

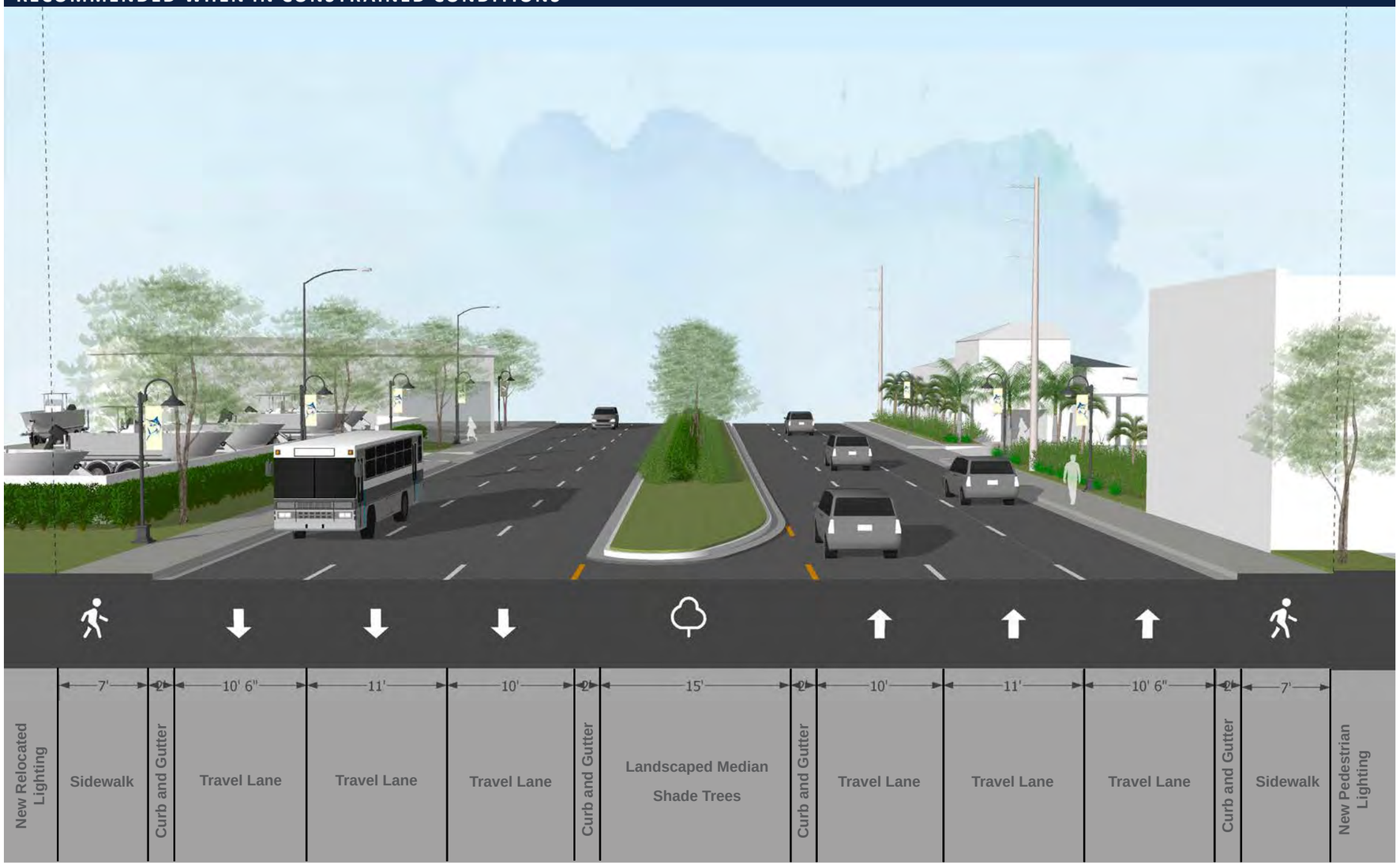


Figure 57 Recommended improvements for Federal Highway just south of Frazier Creek.

MOBILITY & 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 a 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.

EXISTING



Figure 58 Image of a Firestone Auto Care Shop located along N. Dixie Highway and Hollywood Blvd. in Hollywood Florida

IMPROVED



Figure 59 Artist rendering of proposed improvements for the Firestone Auto Care Shop .

EXISTING



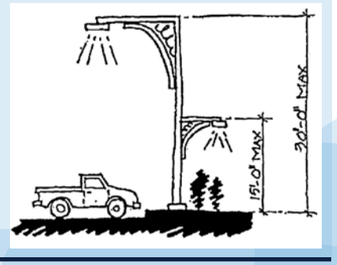
IMPROVED



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

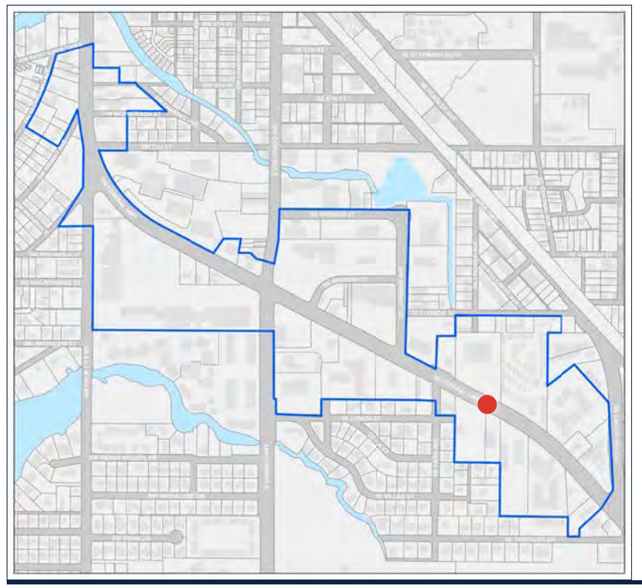
Spacing. The spacing between two light poles should be roughly 2.5–3 times the height of the pole. Shorter light poles should be installed at closer intervals. The density, speed of travel, and the type of light source along a corridor will also determine the ideal height and spacing.*- nacto.org*



MOBILITY & CONNECTIVITY

FEDERAL HIGHWAY NORTH OF KANNER HIGHWAY

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



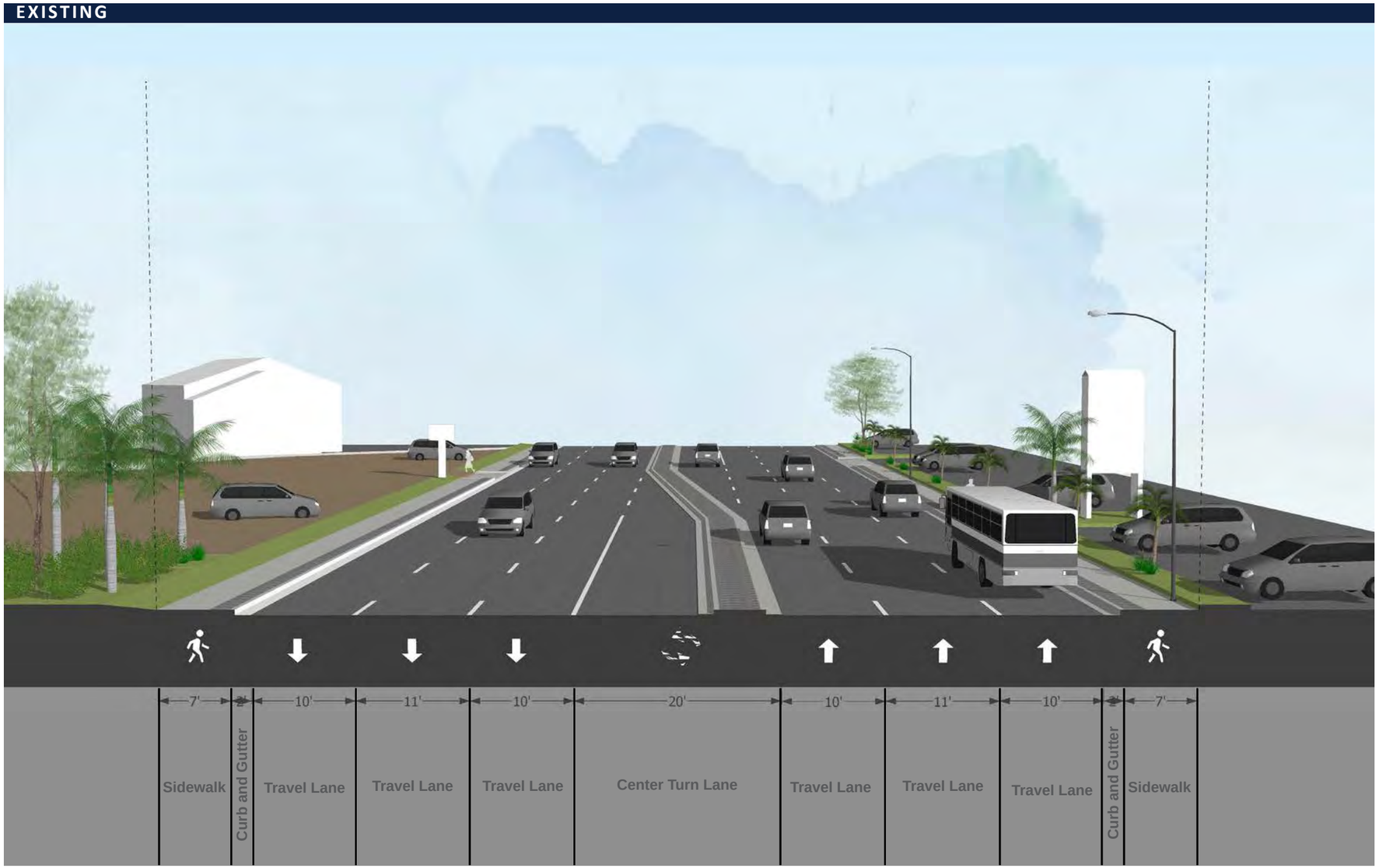


Figure 60 Existing conditions along Federal Highway just south of SE Casa Avenue.

MOBILITY & CONNECTIVITY

FEDERAL HIGHWAY SOUTH OF KANNER HIGHWAY

The recommended improvements in the drawing to the right are based on conditions where redevelopment is likely to occur or where the existing conditions are not constrained by buildings. These conditions are more typical further south on Federal Highway in the study area. The recommendations require coordination with private properties to create a 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.

RECOMMENDED

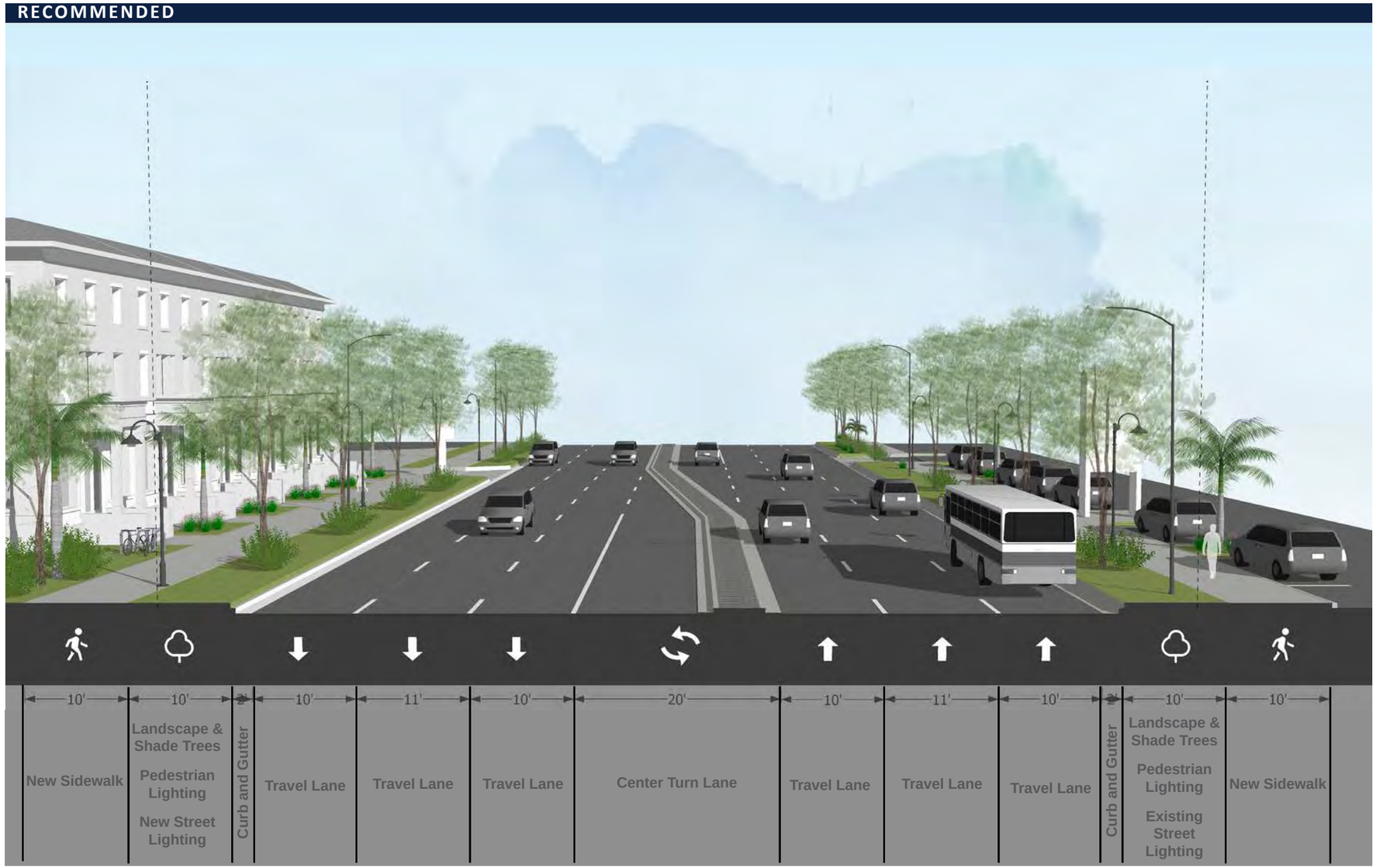


Figure 61 Recommended improvements for Federal Highway just south of SE Casa Avenue.

MOBILITY & CONNECTIVITY

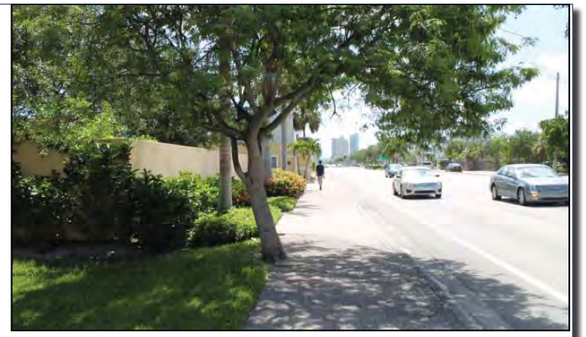
The illustrations to the right are views from the sidewalk along the west side of Federal Highway and support the redevelopment scenario of the previous page. Redeveloping with adequate sidewalks and sidewalk barriers makes a tremendous impact both visually and to the safety of the corridor to all users.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

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

EXISTING



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 respit of shade on Broward Boulevard.

IMPROVED



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



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



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

EXISTING

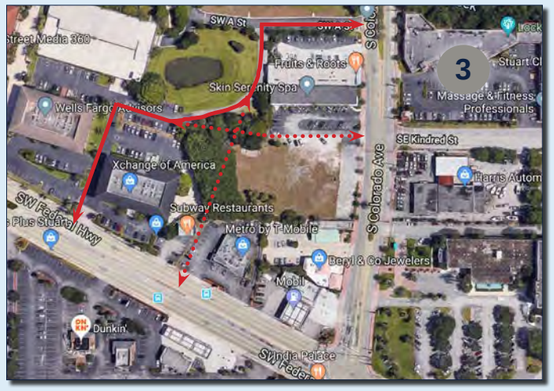


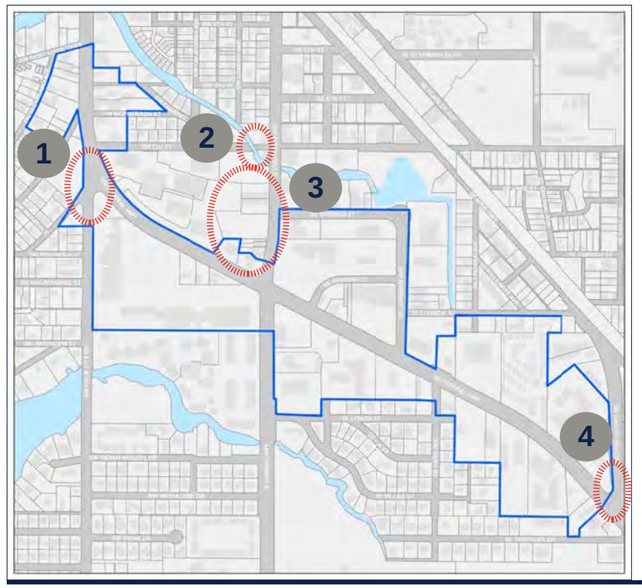
RECOMMENDED



MOBILITY & 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.





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 - SE MLK JR BOULEVARD & SW 7TH STREET

The City has included connecting 7th street with Marin 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.

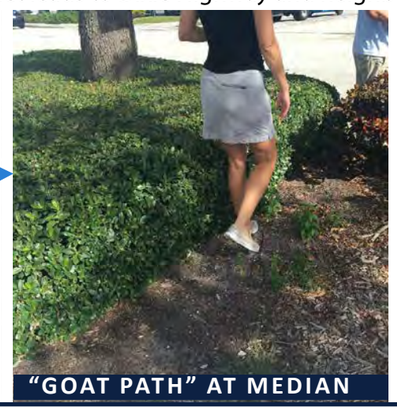
4 - DIXIE CUTOFF & PLANNED WILLOUGHBY EXTENSION

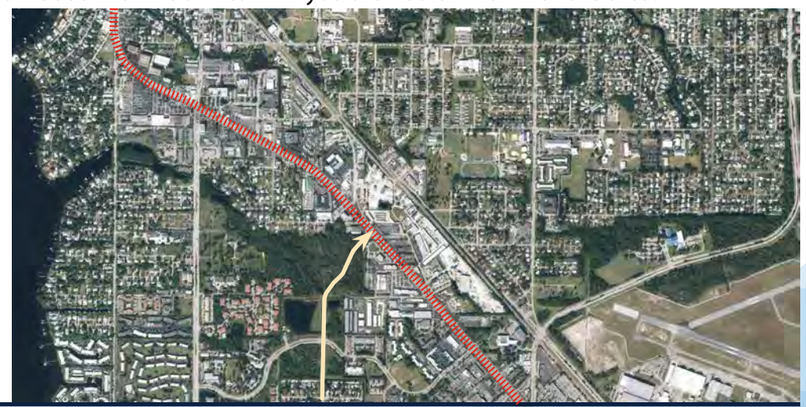
At the south end of the Federal Highway study area, the planned Willoughby Extension has been included in the FDOT Draft Tentative Work Program for Fiscal Year 2022-2026. The planned extension is an opportunity to announce the arrival to the downtown district with beautiful landscaping, views of Poppleton 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 Cuttoff 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.




"GOAT PATH" AT MEDIAN



MOBILITY & 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 Rehibilitation 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

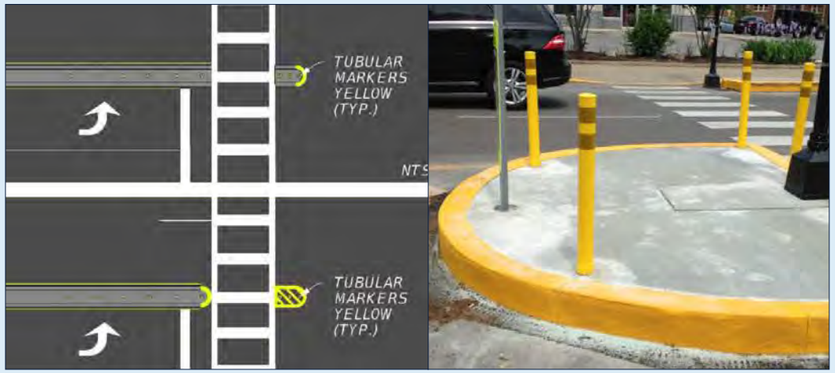


Figure 64 Install hardened Centerlines with Traffic Separators and Tubular Markers to improve crosswalks with minimal interventions.

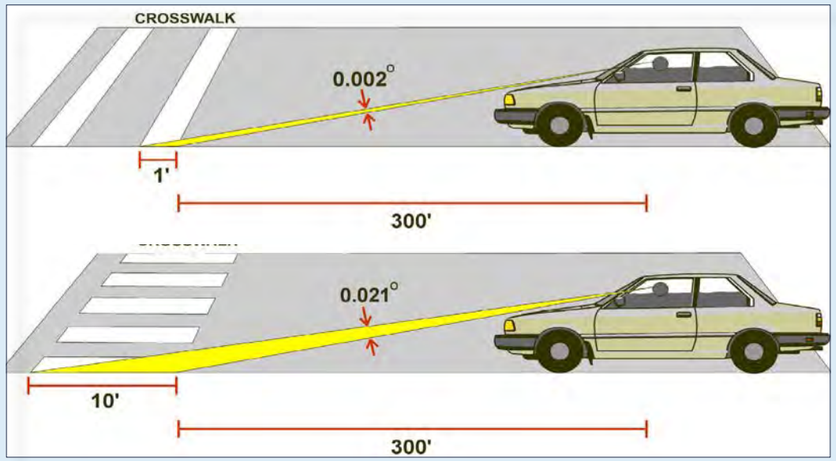


Figure 65 Ensure the most the most visible markings are used at crosswalks

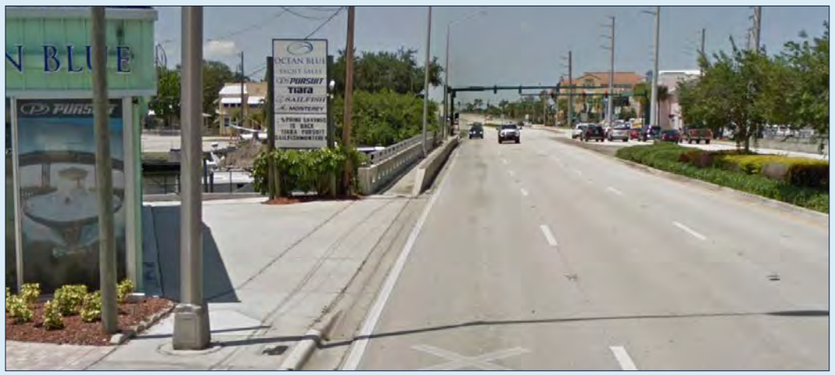


Figure 68 Relocate light poles & remove abandoned driveways.

LONG TERM RECOMMENDATIONS

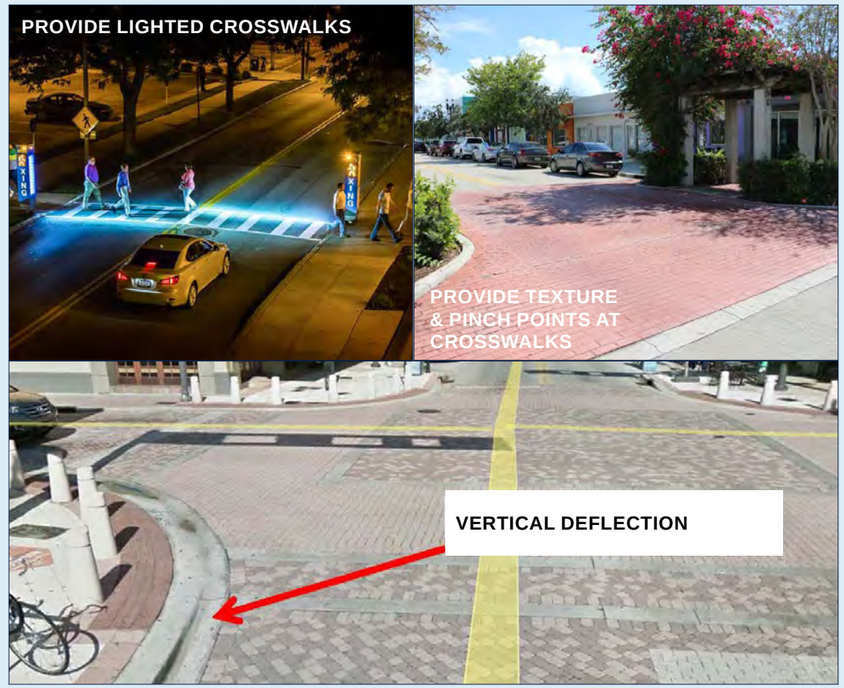


Figure 66 Provide Vertical Deflection by raising the cross walk to curb level. Use color and texture, and lighting to improve visibility.



Figure 67 Redesign slip lanes and hot rights on corridor. Example above is from Arlington, Virginia. *- https://www.arlnow.com/2011/08/05/morning-poll-the-countys-war-against-slip-lanes*

IMPLEMENTATION

SUMMARY OF FINDINGS

EXISTING CONSTRAINTS

Prior to the COVID-19 pandemic, there existed a trend away from brick and mortar retail stores, and Covid-19 has only accelerated these trends. The United States is understood to be significantly over-retailed. Analysis in 2019 of per capita leaseable shopping center space in countries around the world showed for places like France, Germany, the United Kingdom and Japan, average retail space was less than 5 square feet per person. In the United States, that number is more than 23 square feet per person.[3] It is essential that local governments consider the revision of their land uses and zoning decisions relative to market trends. The Federal Highway corridor in Stuart is at the precipice of transition, and to be sustainable going forward, a shift in development patterns is necessary. The visible commercial vacancies coupled with private market requests for land use changes is consistent with many areas within the Treasure Coast. The primary constraints are land ownership distribution and land development 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 well-established automotive maintenance and service locations have remained active and should be considered part of the diversity of the area. The study area is in close proximity to downtown and much of it within one quarter-mile of historic downtown and The Creek Arts & Entertainment district which would compliment a greater diversity of uses than is present today. The City should leverage this benefit when looking at potential uses in the study area.

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

KEY RECOMMENDATIONS

ACTION	DESCRIPTION
Investment in Existing Properties	**Create Infill Tree Planting Program.** Promote a more pleasant experience on Federal Highway by providing more shade trees. Conduct a survey of appropriate locations and approach those owners willing to participate in the program. The CRA would incur the cost of the tree and planting, and the owner would agree to water and maintain the tree.
	Leverage existing Business Improvement Grant to improve Federal Highway frontage. Approach businesses along corridor about improved frontage, signage and fencing.
Investment in safety & comfort at Federal Highway Corridor	**Coordinate with FDOT through Resurfacing, Restoration and Rehabilitation (RRR)** Address near term needs for corridor safety and ADA clear paths during design and construction of current RRR project. • Relocate streetlight poles to the back of sidewalk or out of sidewalk • Partner with FDOT on providing needed new lighting projects • Remove abandoned driveways and rebuild sidewalk • Remove stamped concrete and replace with smooth concrete sidewalk
	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.
	Prioritize pedestrian safety and traffic calming at intersections. With coordination from Martin MPO, FDOT and County, conduct 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 traffic calming is achieved.
Regulatory Improvements for Future Development	**Establish a defined thoroughfare as part of Land Development Regulations.** Clearly communicate the desired street sections along the corridor to promote a continuous improved pedestrian zone over time. Maintain required 20' building setback at Federal Highway (Sec. 2.04.06), and add required development of sidewalks and landscaping: • Hardscaped front setback to create a minimum 10' shared use path • Shade trees in 10' planting strip adjacent curb
	Strengthen Urban Highway zoning district Revise the description of the Urban Highway to reflect the community vision and a more sustainable urban form. Revise code for Urban Highway with the following principles: • 20-30 ft. build-to zone to reflect desired street section noted above • Require a minimum facade transparency & pedestrian access from the sidewalk • Promote frontage types such as storefront, arcade, porch, or stoops • Require parking areas to be located to the side or rear of buildings
	Evaluate Future Land Use and Zoning Designations Study the reassignment of Commercial FLU for properties with particular attention to those facing or adjacent to Downtown FLU.

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

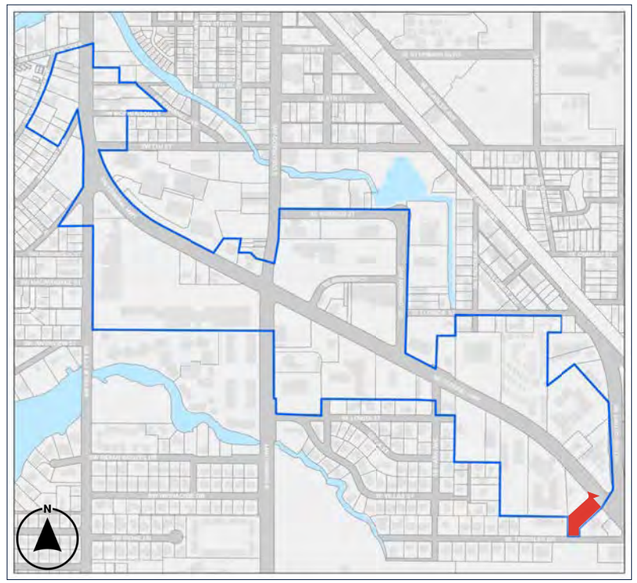


Figure 69 Site highlighted on location map in red.



Figure 70 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

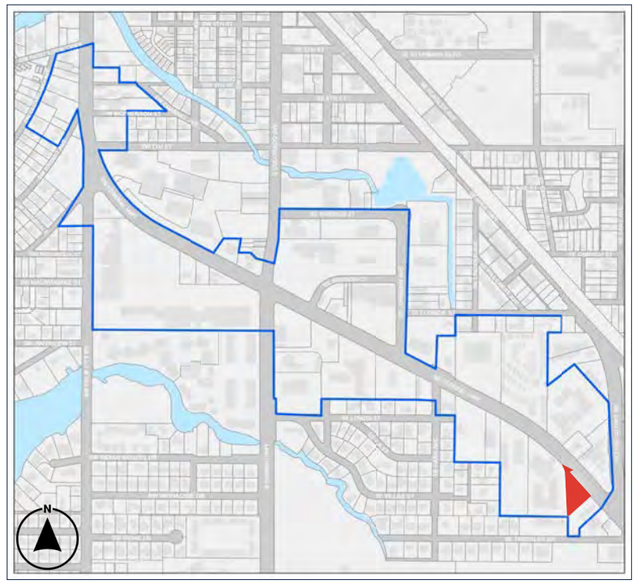


Figure 71 Site highlighted on location map in red.



Figure 72 Image of site from Southeast Federal Highway.

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

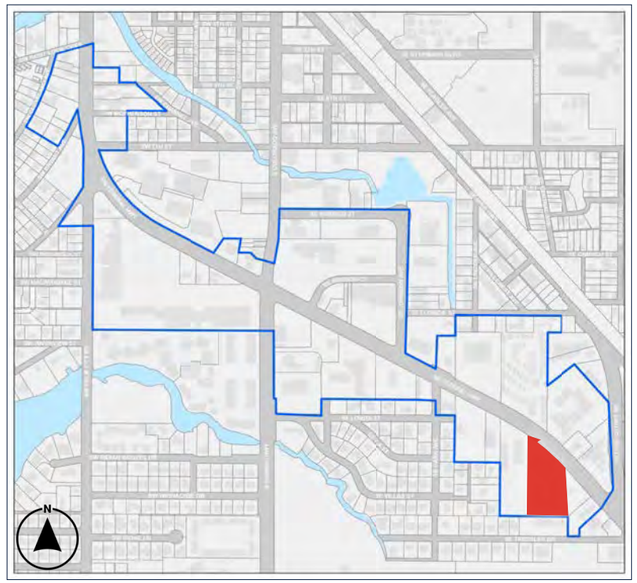


Figure 73 Site highlighted on location map in red.



Figure 74 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

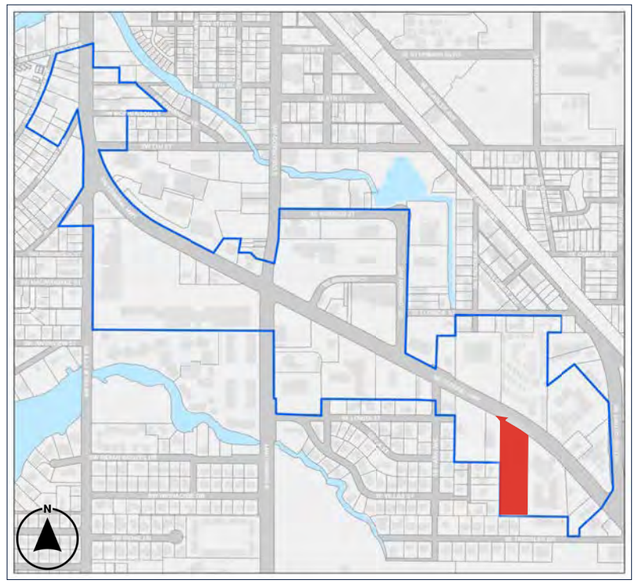


Figure 75 Site highlighted on location map in red.



Figure 76 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

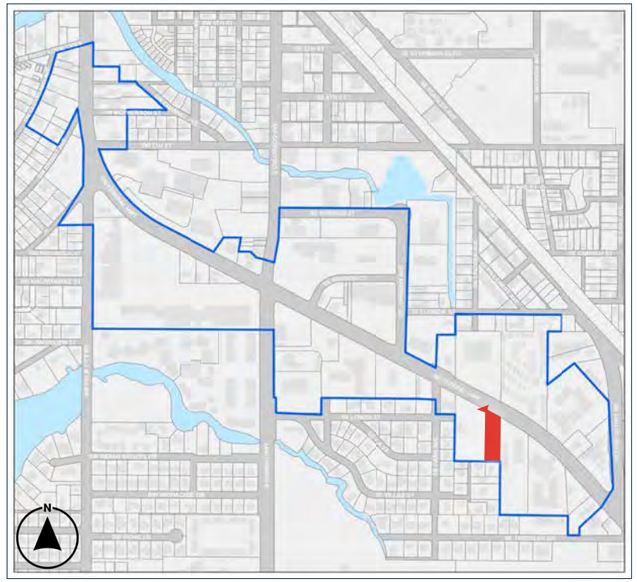


Figure 77 Site highlighted on location map in red.



Figure 78 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

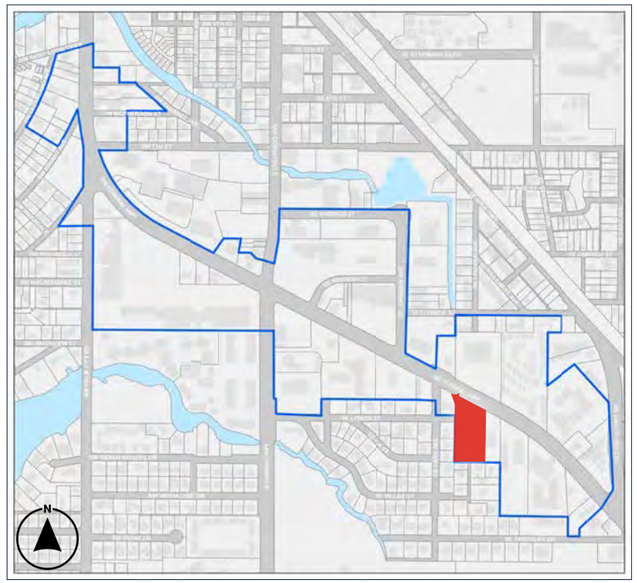


Figure 79 Site highlighted on location map in red.



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)	0.4279
Building Floorspace (sf)	8,167 - (2) stories
Total Assessed Value	$708,930
Current Use	Office building

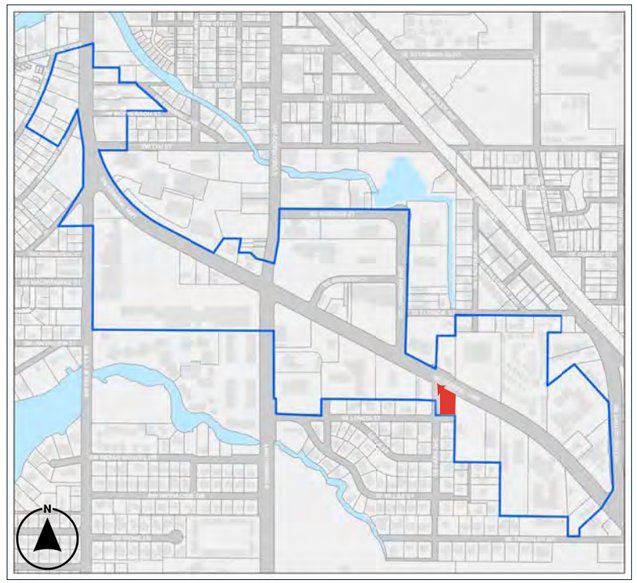


Figure 81 Site highlighted on location map in red.



Figure 82 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

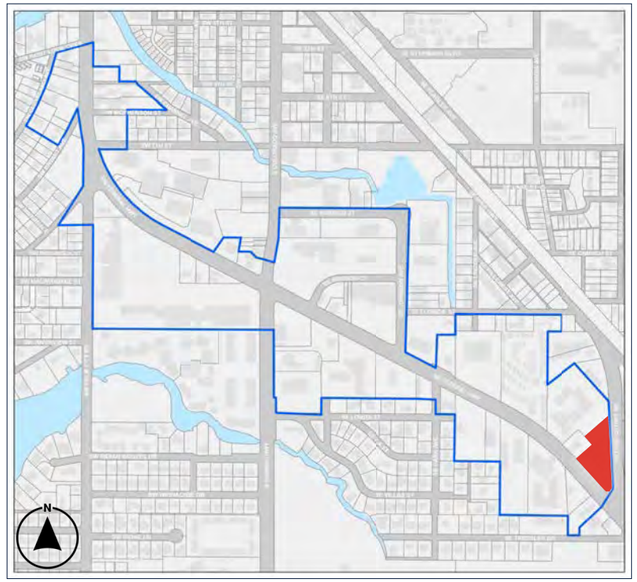


Figure 83 Site highlighted on location map in red.



Figure 84 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

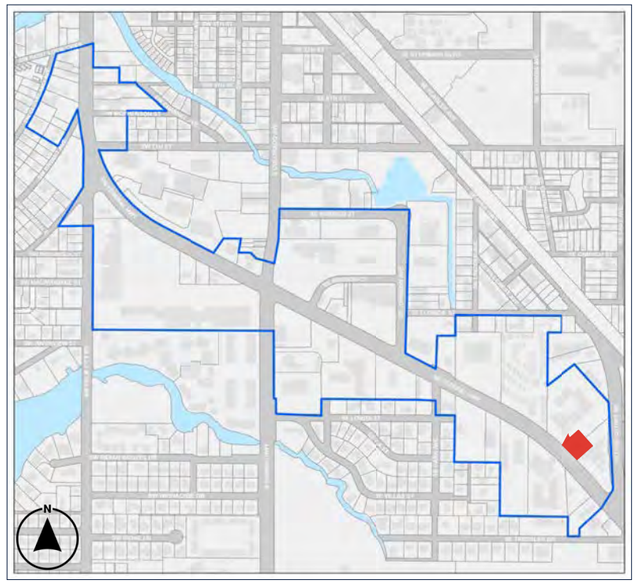


Figure 85 Site highlighted on location map in red.



Figure 86 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

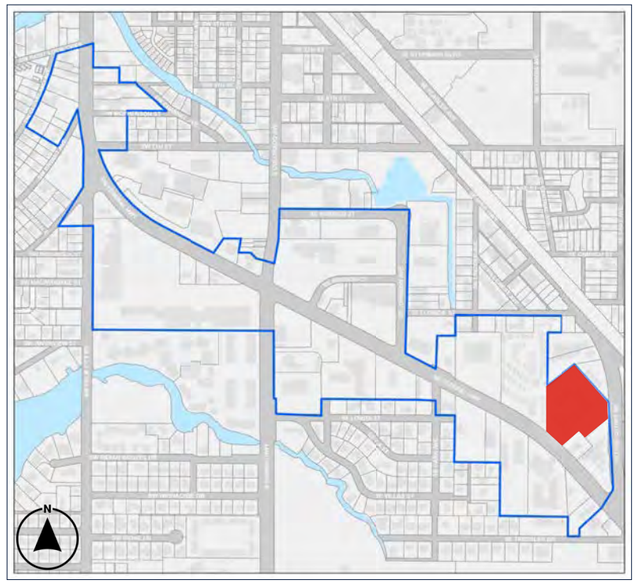


Figure 87 Site highlighted on location map in red.



Figure 88 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

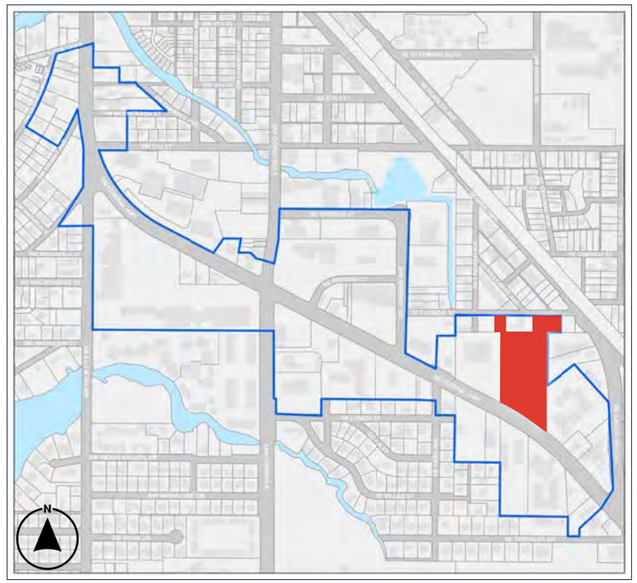


Figure 89 Site highlighted on location map in red.



Figure 90 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

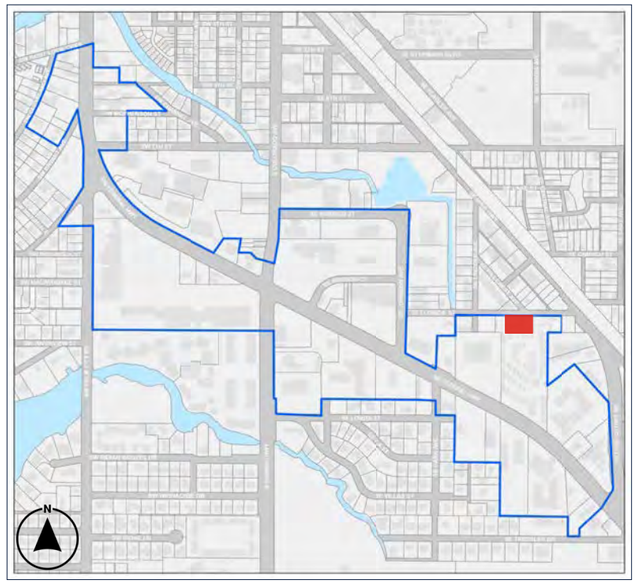


Figure 91 Site highlighted on location map in red.



Figure 92 Image of site from East Florida Street.

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

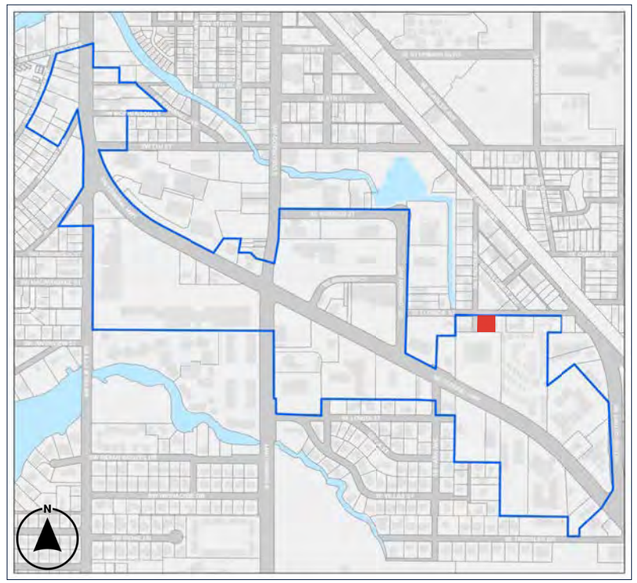


Figure 93 Site highlighted on location map in red.



Figure 94 Image of site from East Florida Street.

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

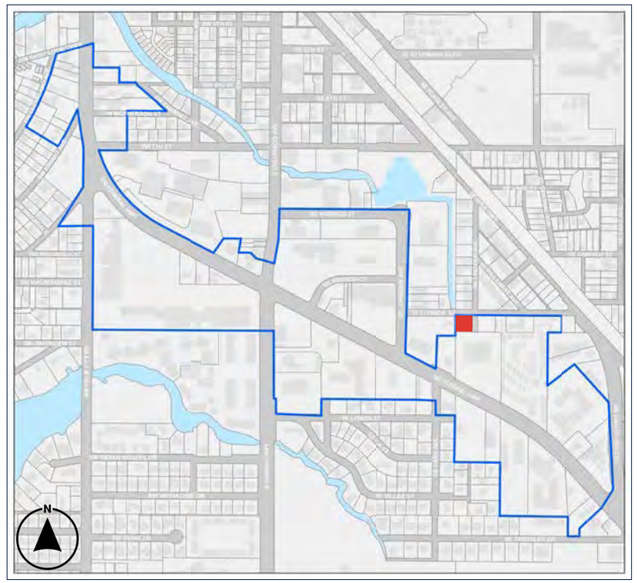


Figure 95 Site highlighted on location map in red.

OFFICE BUILDING



Figure 96 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

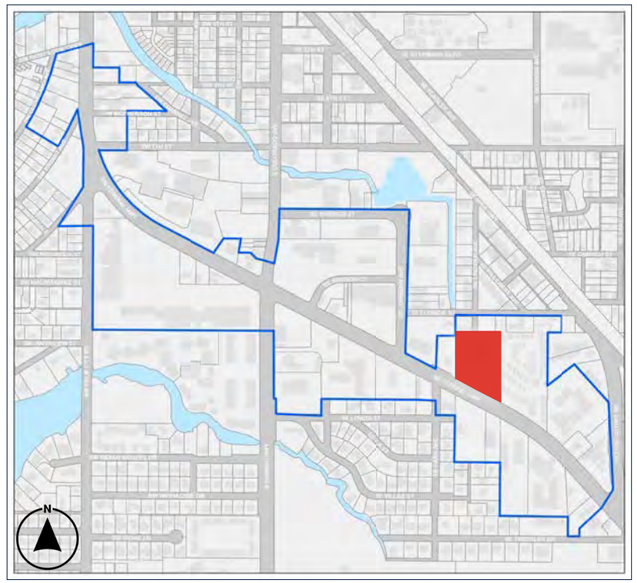


Figure 97 Site highlighted on location map in red.



Figure 98 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

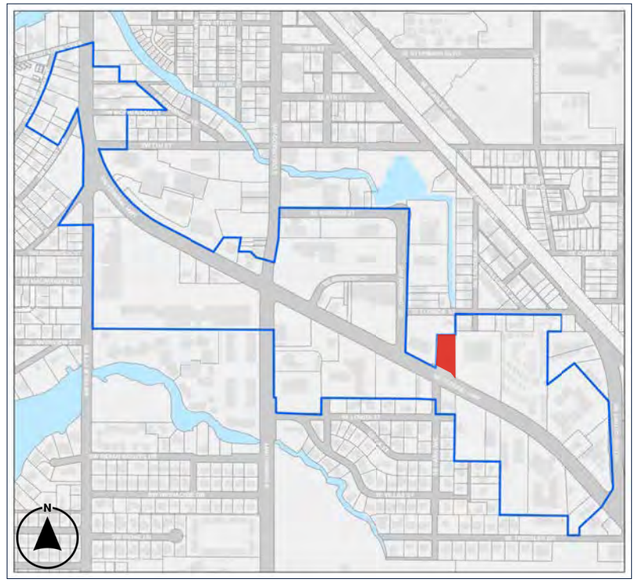


Figure 99 Site highlighted on location map in red.



Figure 100 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

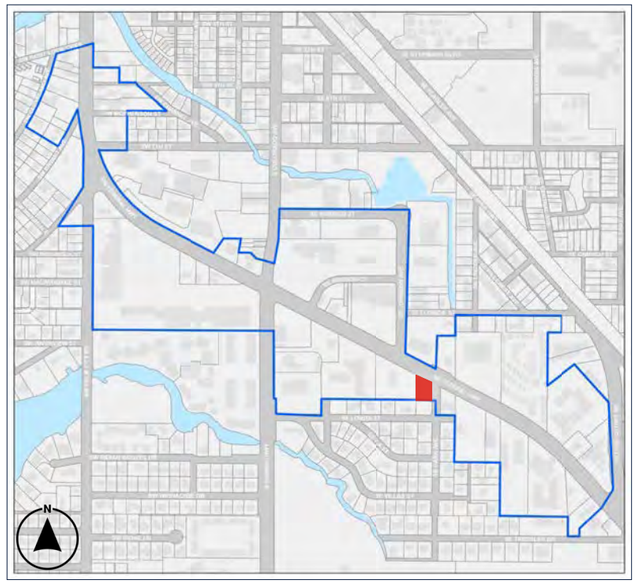


Figure 101 Site highlighted on location map in red.



Figure 102 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

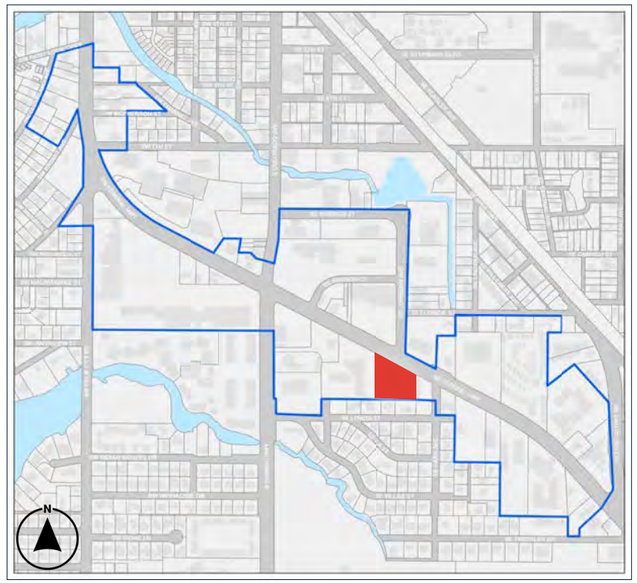


Figure 103 Site highlighted on location map in red.



Figure 104 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

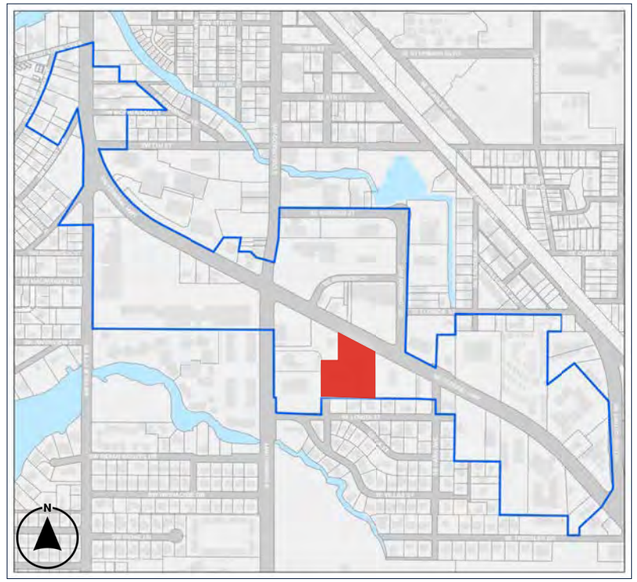


Figure 105 Site highlighted on location map in red.

QUALITY INN & FLANIGAN'S



Figure 106 Image of site from Southeast Federal Highway.

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

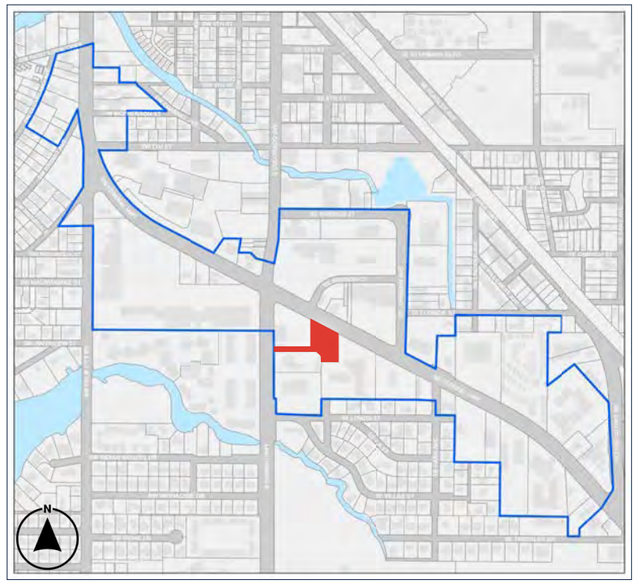


Figure 107 Site highlighted on location map in red.



Figure 108 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

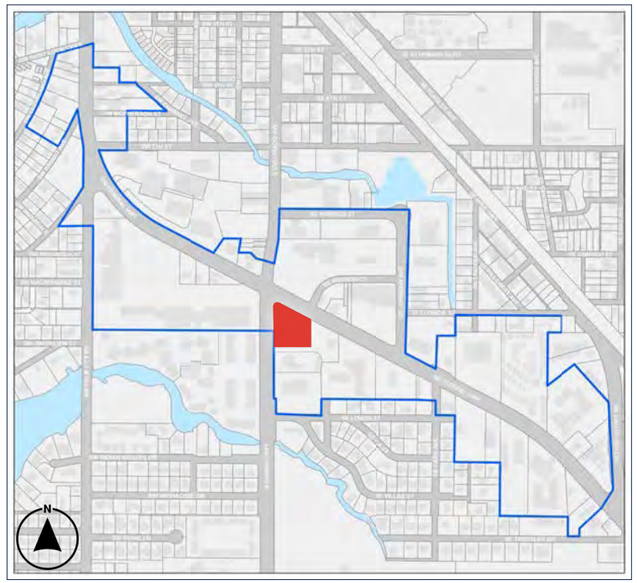


Figure 109 Site highlighted on location map in red.



Figure 110 Image of site from Southeast Federal Highway.

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

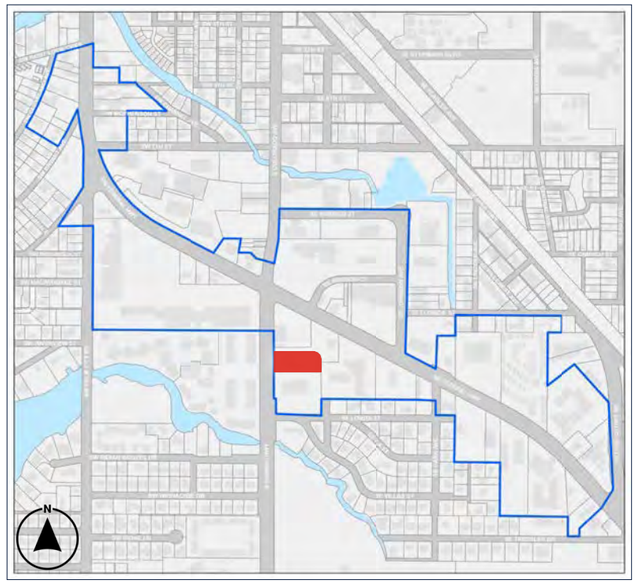


Figure 111 Site highlighted on location map in red.



Figure 112 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

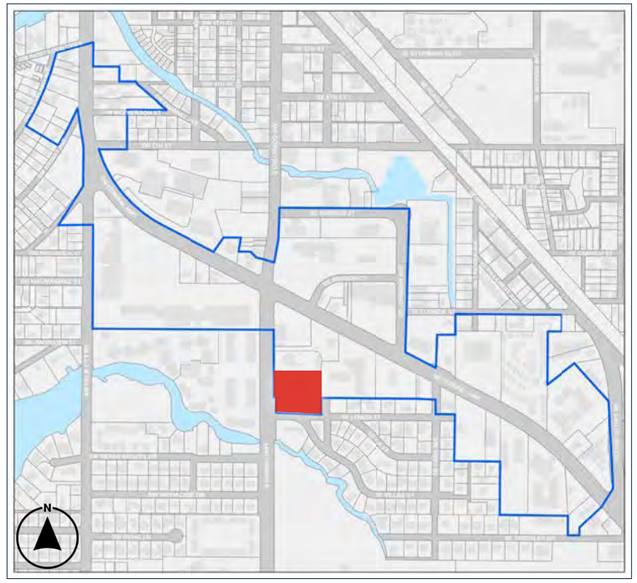


Figure 113 Site highlighted on location map in red.



Figure 114 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

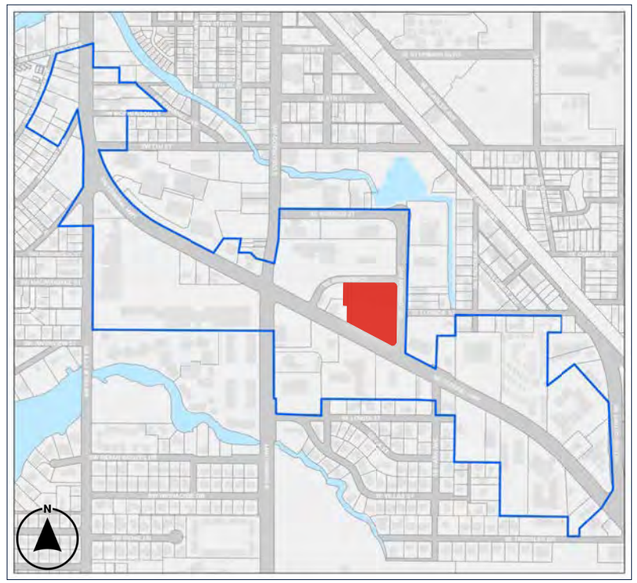


Figure 115 Site highlighted on location map in red.



Figure 116 Image of site from Southeast Federal Highway.

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

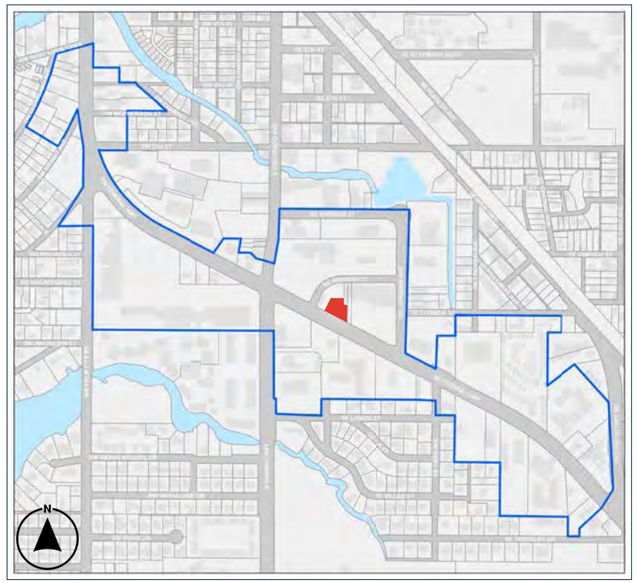


Figure 117 Site highlighted on location map in red.



Figure 118 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

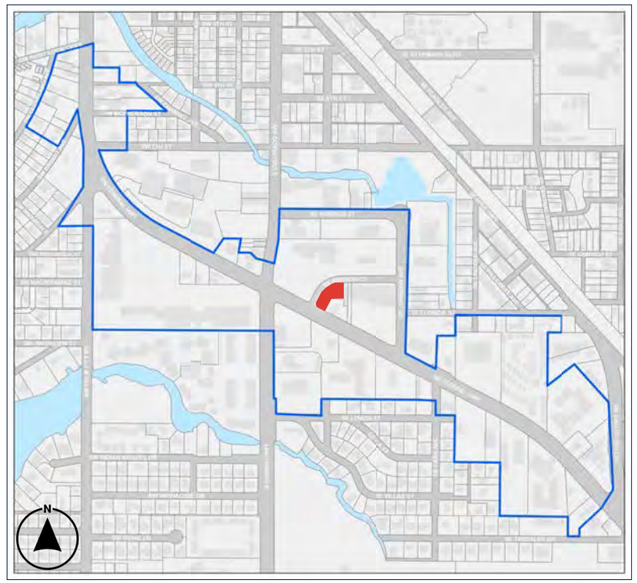


Figure 119 Site highlighted on location map in red.



Figure 120 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

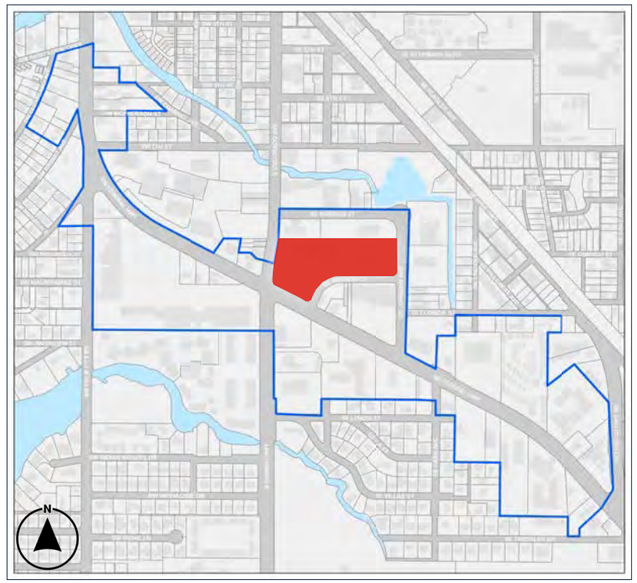


Figure 121 Site highlighted on location map in red.



Figure 122 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

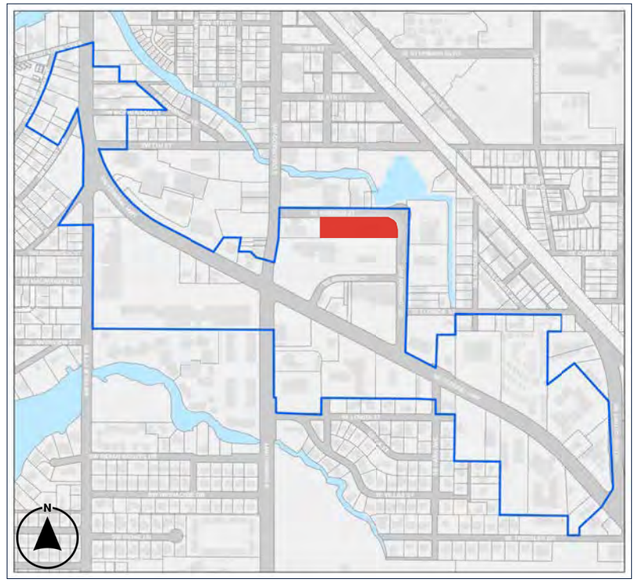


Figure 123 Site highlighted on location map in red.



Figure 124 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

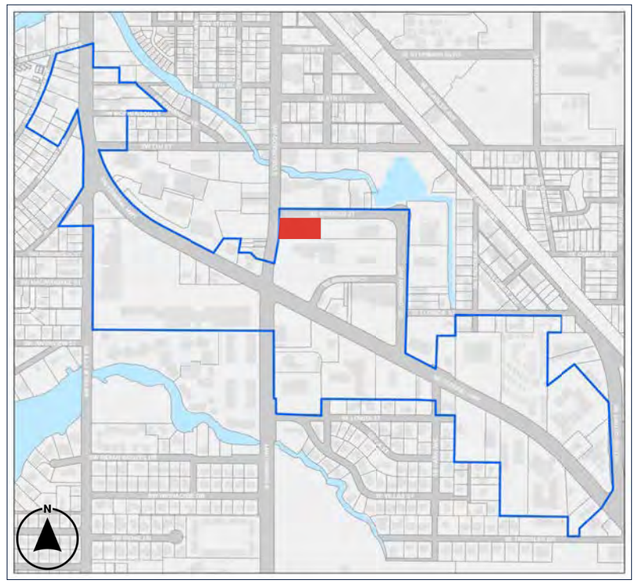


Figure 125 Site highlighted on location map in red.

OLDE TOWN STUART AUTO (HARRIS AUTOMOTIVE GROUP)



Figure 126 Image of site from South Colorado Avenue.

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

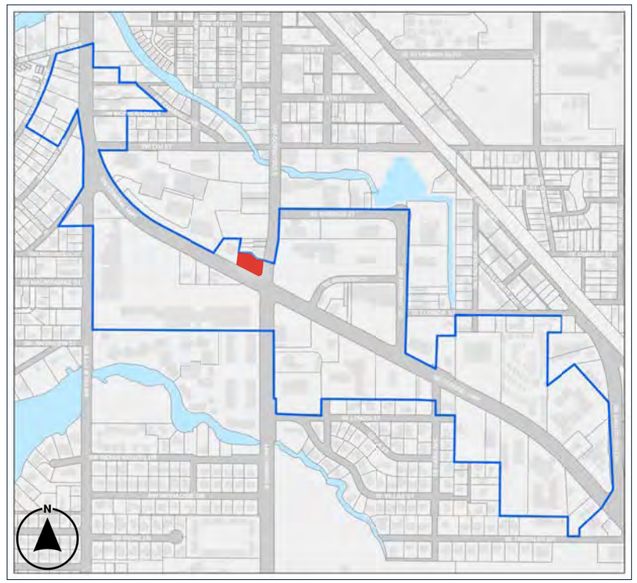


Figure 127 Site highlighted on location map in red.



Figure 128 Image of site from Southwest Federal Highway.

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

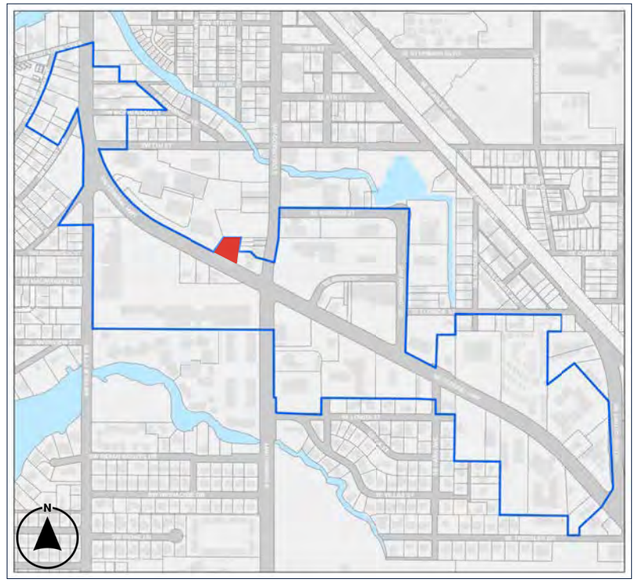


Figure 129 Site highlighted on location map in red.



Figure 130 Image of site from Southwest Federal Highway.

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

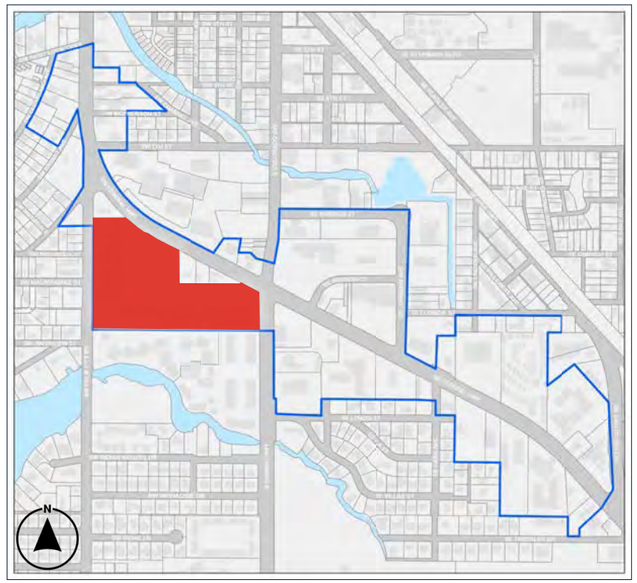


Figure 131 Site highlighted on location map in red.



Figure 132 Image of site from Southwest Federal Highway.

Figure 133 Image of site from Southwest Federal Highway.



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

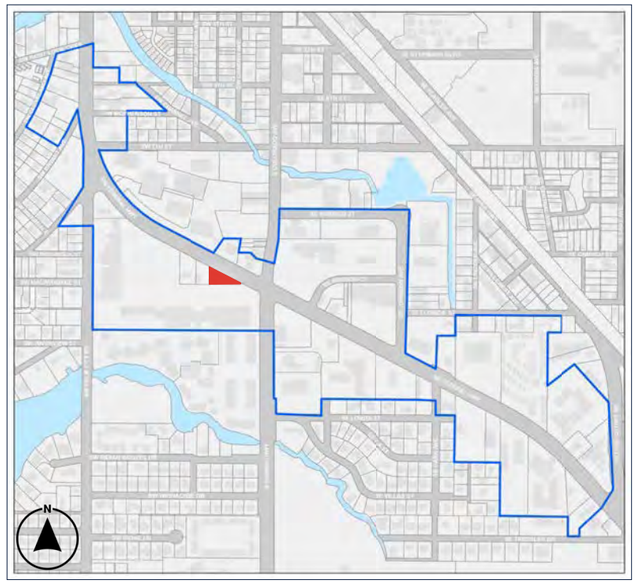


Figure 134 Site highlighted on location map in red.



Figure 135 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

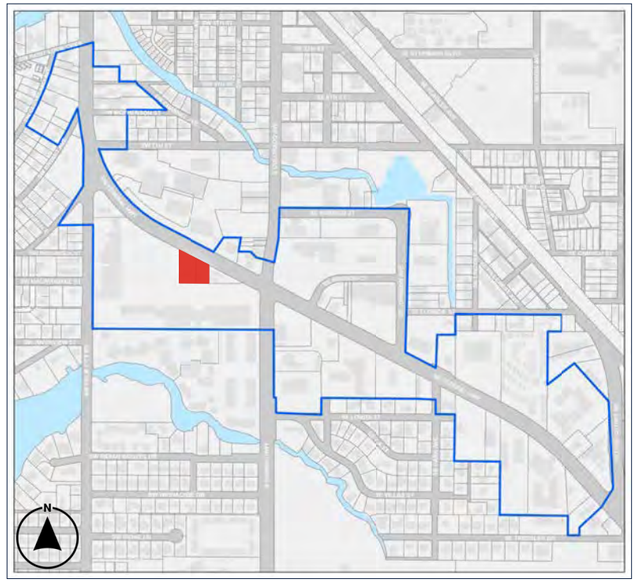


Figure 136 Site highlighted on location map in red.

SHOPPING PLAZA OUT PARCELS; DUNKIN' DOUNUTS & VACANT RESTAURANT *(RELOCATED)*



Figure 137 Image of both sites from Southwest Federal Highway.

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

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

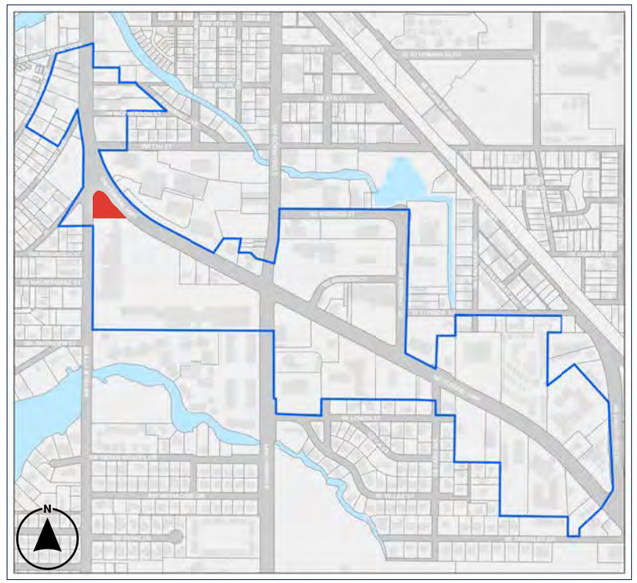


Figure 138 Site highlighted on location map in red.



Figure 139 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

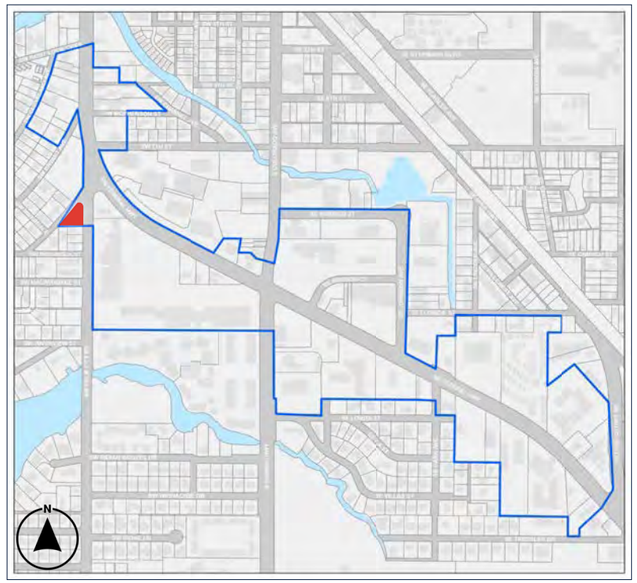


Figure 140 Site highlighted on location map in red.



Figure 141 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

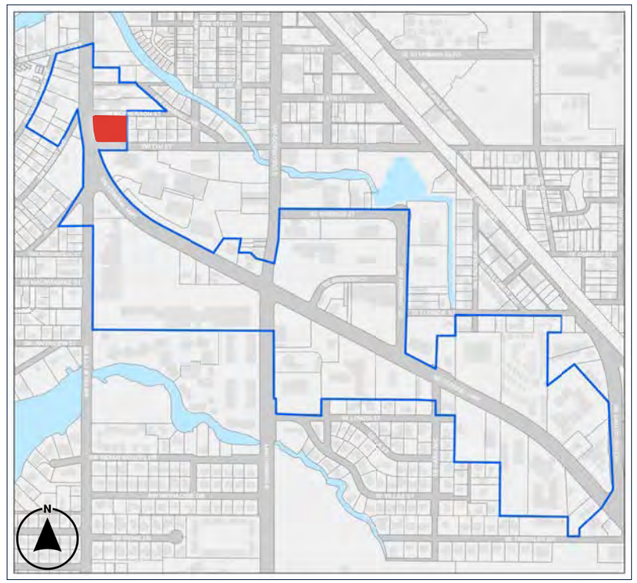


Figure 142 Site highlighted on location map in red.



Figure 143 Image of site from Southwest Federal Highway.

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

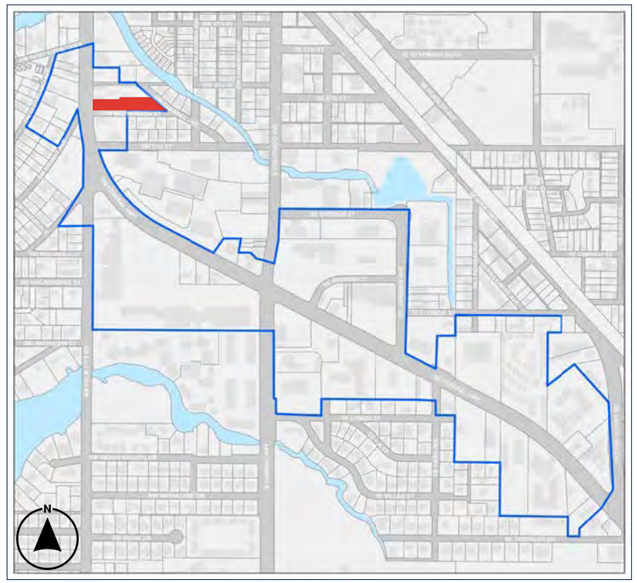


Figure 144 Site highlighted on location map in red.



Figure 145 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

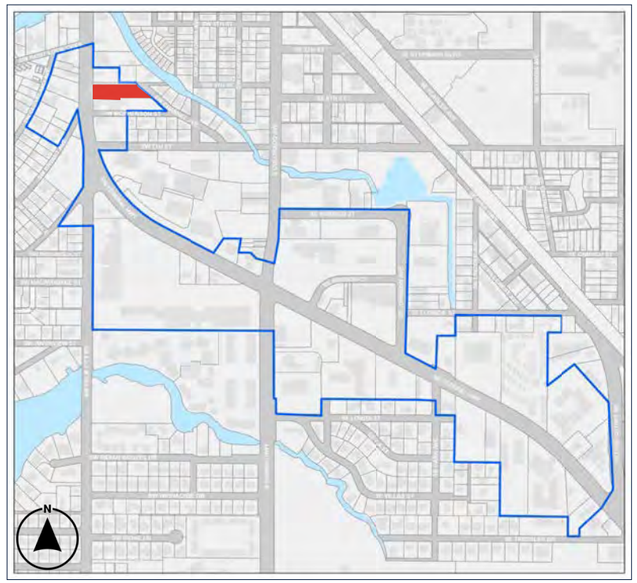


Figure 146 Site highlighted on location map in red.



Figure 147 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

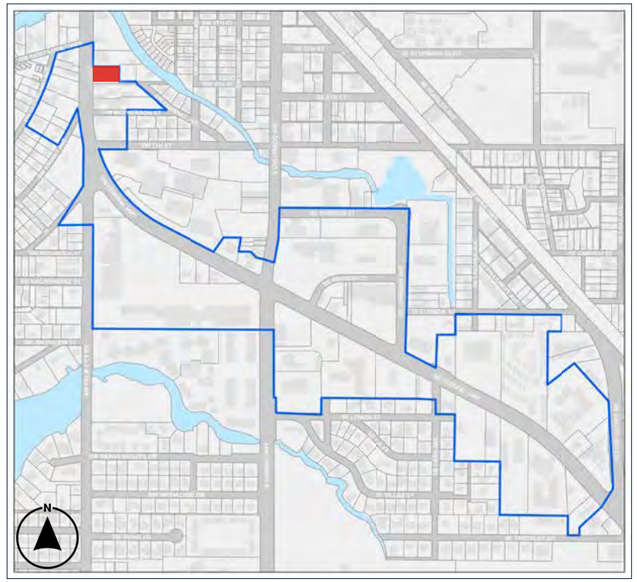


Figure 148 Site highlighted on location map in red.



Figure 149 Image of site from Southwest Federal Highway.

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

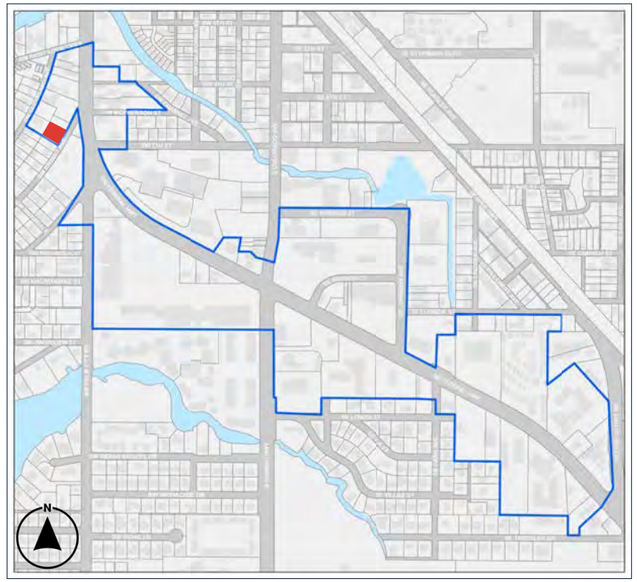


Figure 150 Site highlighted on location map in red.



Figure 151 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

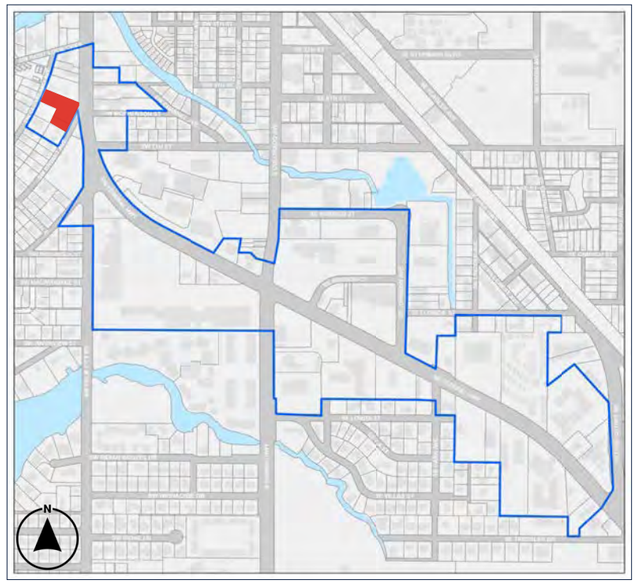


Figure 152 Site highlighted on location map in red.



Figure 153 Image of site from Southwest Federal Highway.

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

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

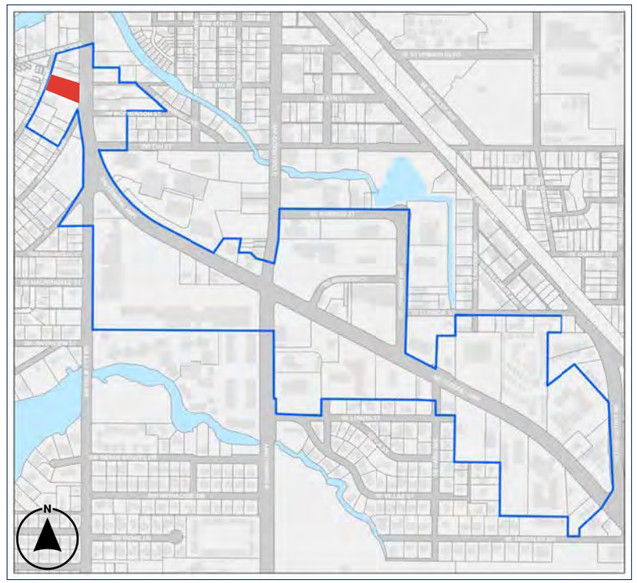


Figure 154 Site highlighted on location map in red.



Figure 155 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

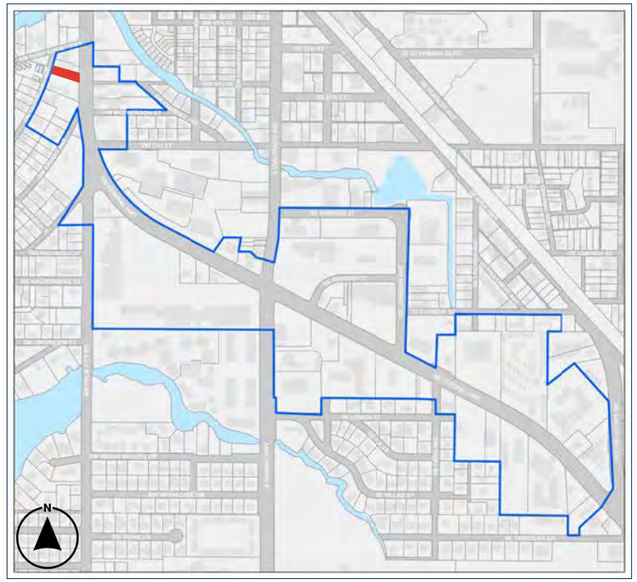


Figure 156 Site highlighted on location map in red.



Figure 157 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

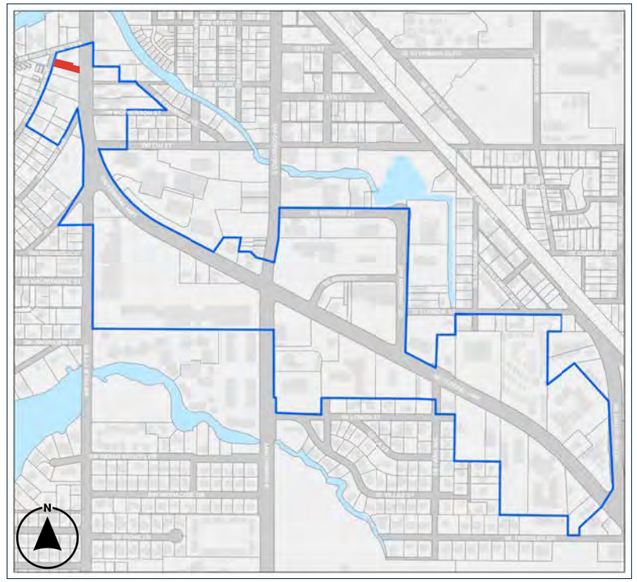


Figure 158 Site highlighted on location map in red.



Figure 159 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

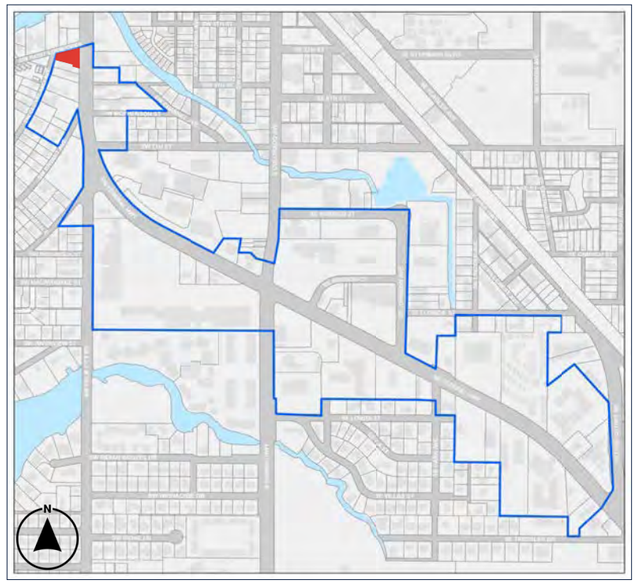


Figure 160 Site highlighted on location map in red.



Figure 161 Image of site from Southwest Federal Highway.

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

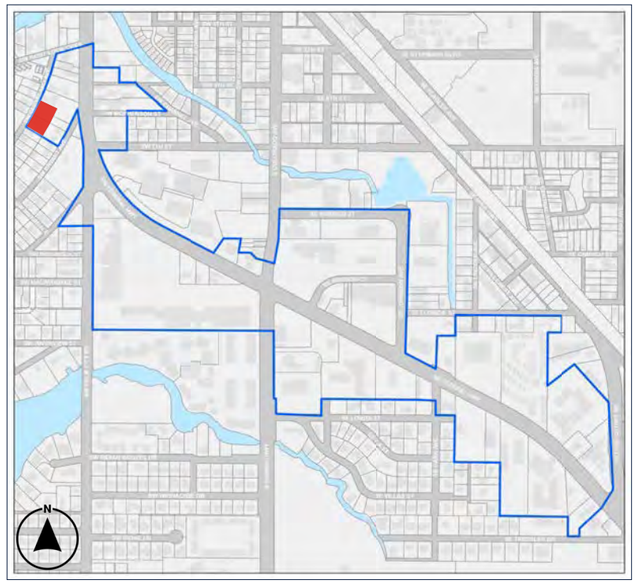


Figure 162 Site highlighted on location map in red.



Figure 163 Image of site from Southwest Cleveland Avenue.



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