CITY OF STUART

RESPONSE

BRIGHTLINE STATION ANALYSIS

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1 INTRODUCTION

This Brightline Station Analysis has been developed in response to a request for demographic, economic and locational information to allow the consideration of a rail station stop in Stuart. This document also serves to ensure that the potential opportunities for wider transportation links/demands for the City are fully understood.

The analysis comprises of the following key components:

- **Strategic Background:** This sets out the strategic context, together with supporting objectives.
- **Demographics and Locality:** This demonstrates the benefits for the facility and the City
- **Potential for Redevelopment:** This outlines potential station locations and surrounding development opportunities.

2 STRATEGIC BACKGROUND

2.1 Context

The City of Stuart is the center of governmental, medical, legal, financial, and social activity in Martin County.

Stuart is located almost equidistant, in terms of a 2.5 hour travel time, from Miami International Airport (110 miles) and Orlando International Airport (130 miles). In addition, the City is positioned just 45 minutes away from Palm Beach International Airport. Stuart itself is served by Witham Field Airport, which houses a Customs facility.



The local economy has become more diverse but its history starts with the City's first economic boom that came with the Florida East Coast Railway, which runs through downtown. The vitality and viability of the City is centered on the Community Redevelopment Agency, which has been a driving force for redevelopment in the downtown area and surrounding neighborhoods and a key component in the development of underutilized properties.

2.2 Policy Overview

2.2.1 City of Stuart Comprehensive Plan

Through its Goals the City of Stuart Comprehensive Plan promotes objectives that relate to transportation systems and the positive impact that they can make to the City.

Element II - TRANSPORTATION ELEMENT Goals, Objectives, and Policies City of Stuart, Florida Adopted October 14, 2002

GOAL STATEMENT A

Implement a transportation program that provides for a safe and efficient traffic network and provides optimum access to the City's major activity centers. As resources permit, the City shall support mobility citywide through alternate modes of transportation.

The City shall seek to reduce greenhouse gas emissions by discouraging urban sprawl; promoting compact development and maximize internal trips within the development; promote transit oriented development within urban service area; promote affordable and workforce housing in proximity of major employment centers; and promote infrastructure investment in greenhouse gas efficient projects.

Objective 6. - [Mass transit and para-transit services.]
The City will continue to pursue grant funding and technical assistance through Metropolitan Planning Organization (MPO) and other sources for creation of multi-modal transportation opportunities, with a particular emphasis on developing downtown Stuart as a transportation hub.

Objective 17. - [Greenhouse gas emission reduction.]

The City shall pursue and support transportation systems (e.g. high-speed rail, express buses, high-occupancy vehicles, bikeways) that reduce air quality degradation and help conserve energy.

2.2.2 City of Stuart Strategic Development Strategy 2017

The 2017 Strategic Development Strategy for the City of Stuart sets out the following vision statement:

To build and maintain a sustainable, resilient city based on a community-wide quality of life enriched by nature, health, education, sports and the arts and supported by a robust and diverse economic base.

2.2.3 Transit Development Plan 2014-2025 Major Update[1]



The Transit Development Plan, proposes that a station located in Stuart could be viable, depending upon linking to other parts of the state. The report highlights the importance of a railway station being located in Start and mentions a preferred station alternative as being located along Stypmann Boulevard, close to Sailfish ballpark (subject of a Request for Proposals (RFP) to redevelop the site as mixed use) and the County Court complex. A future station in Stuart will enhance local downtown redevelopment initiatives, strengthening the land use/transportation link by attracting passengers into these pedestrian-friendly environments. A rail station in Stuart would enhance the well-established downtown redevelopment programs, which encourage compact, mixed-use patterns of development. A rail expansion would also shift regional traffic off some roadways (particularly Interstate 95 and the Florida's Turnpike) and onto the rail corridor thereby reducing carbon emissions and traffic congestion.

The report also finds that Martin County's population and employment are expected to grow by 20,000 residents and 11,200 new jobs between 2014 and 2023.

2.2.4 A Vision of Future Transit Ridership in Florida, Final Report[2]

The report the finds that between 200 and 2010 the number of people reporting that they use public transportation for a commute has increased, with ridership on Florida's urban fixed-route transit systems increasing by 28 percent. Florida's population growth was approximately 18 percent during this time, indicating that ridership on Florida's transit systems is growing at a rate much faster than the population of the state.

[1] Transit Development Plan 2014-2025 Major Update, Martin County Metropolitan Planning Organisation, 2014
[2] A vision for future transit ridership in Florida, Final Report, Florida Department of Transportation and University of South Florida, 2013

2.2.5 City Commission Action

The City of Stuart Commission has taken affirmative action regarding the support of a rail station on a number of occasions:

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA
RESOLUTION NUMBER 188-01

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA REQUESTING THAT THE TREASURE COAST LEGISLATIVE DELEGATION SUPPORT FLORIDA EAST COAST (AMTRAK/FLORIDA EAST COAST RAILWAY) PASSENGER RAIL SERVICE FUNDING DURING THE 2001 SPECIAL SESSION OF THE LEGISLATURE; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

* * *

City of Stuart Commission Action 2001

RESOLUTION 92-09

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA EXPRESSING SUPPORT FOR THE STATE OF FLORIDA'S APPLICATION AND INITIATIVE TO PROVIDE AMTRAK PASSENGER SERVICE IN THE FLORIDA EAST COAST RAILWAY CORRIDOR; ACKNOWLEDGING SUITABLE STATION LOCATIONS; ACKNOWLEDGING THE CITY'S STRONG COMMITMENT TO THE PROJECT; PROVIDING AN EFFECTIVE DATE AND FOR OTHER PURPOSES.



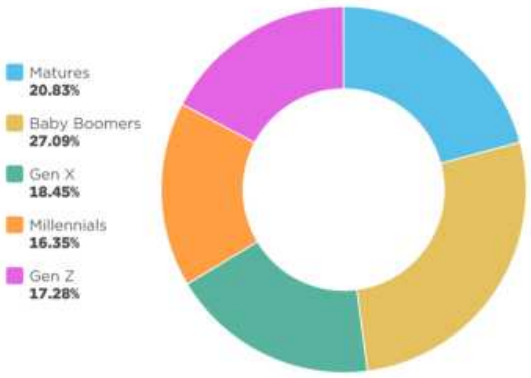


City Commission Action in support of Amtrak Passenger service, which proposed a number of potential rail station locations.

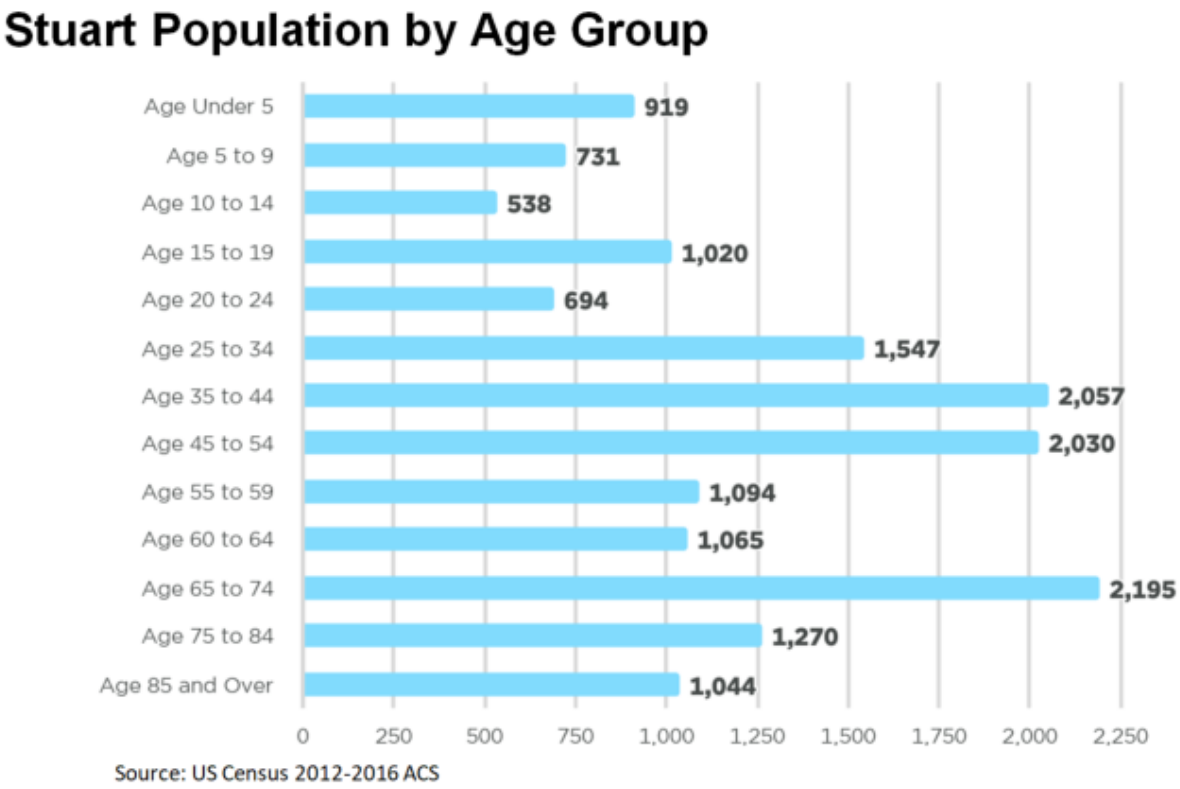
3 DEMOGRAPHICS AND LOCALITY

3.1 Population

The permanent population of Stuart is estimated to be approximately 16,400 as at April 1st, 2018. The population is broken down into generations that are weighted towards Matures and Baby Boomers when compared to national average



Source: University of Florida, BEBR April 2018 US Census Bureau & Statistica.com June 2018



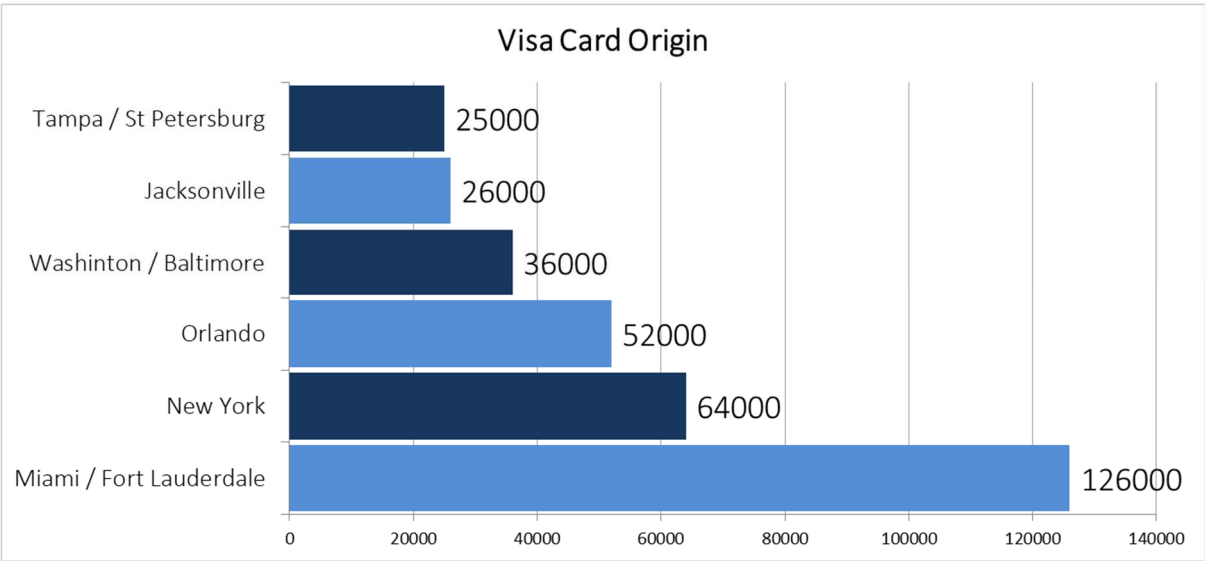
Source: US Census 2012-2016 ACS

3.2 Key Origins and Destinations

Stuart has an established downtown and accessible waterfront the City attracts visitors from destinations outside of the catchment area.

Data from a count of Visa card uses in the City has been used to quantify the volume of activity based on Visa card holder origin. It is important to note, this data is a measure of Visa card uses and does not represent an actual number of visitors.

This data identifies that the local catchment area, which includes Fort Pierce, Vero Beach and North Palm Beach, has the highest volume of activity at more than 500,000 uses, and would be expected considering the position of the City of Stuart as a center of economic activity on the Treasure Coast. Significant origin locations outside of the local catchment area are shown in the chart below. Miami and Orlando are seen as the 1st and 3rd highest ranked locations for Visa card activity in the City of Stuart.



3.3 Economic Data

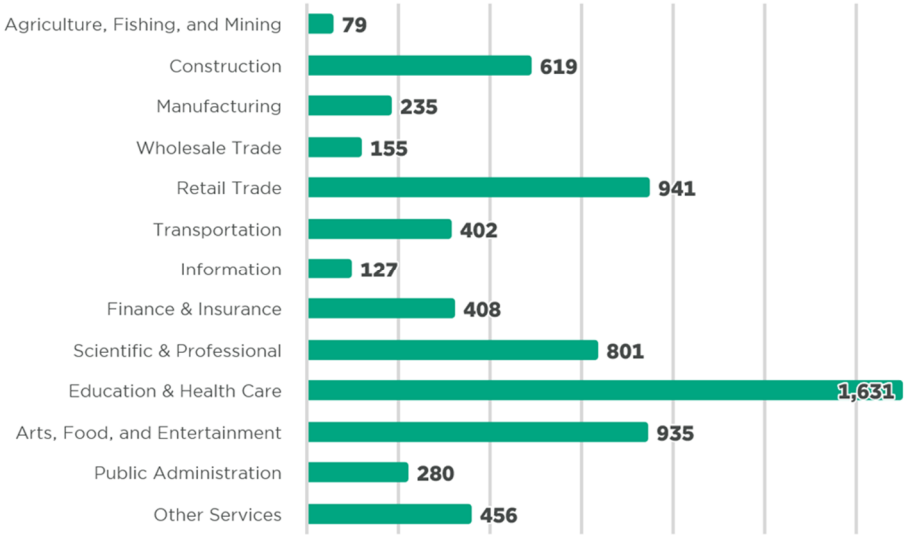
The local economy has become more diverse but its history starts with the City's first economic boom that came with the Florida East Coast Railway, which runs through downtown.

The vitality and viability of the City is supported by the Community Redevelopment Agency, which has been a driving force for redevelopment in the downtown area and surrounding neighborhoods and a key component in the development of underutilized properties. The employment density is centered around the downtown area.

Stuart Jobs Density

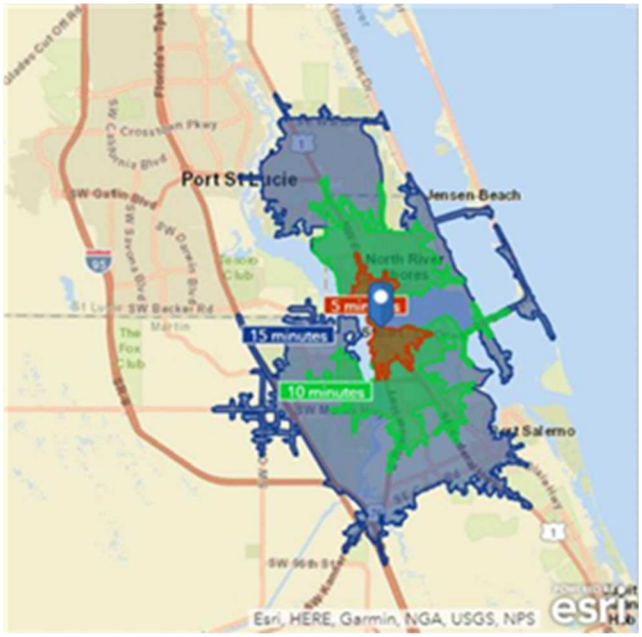


Source: US Census, City of Stuart Economic Development website



City of Stuart Jobs by Industry Sector: Source US Census

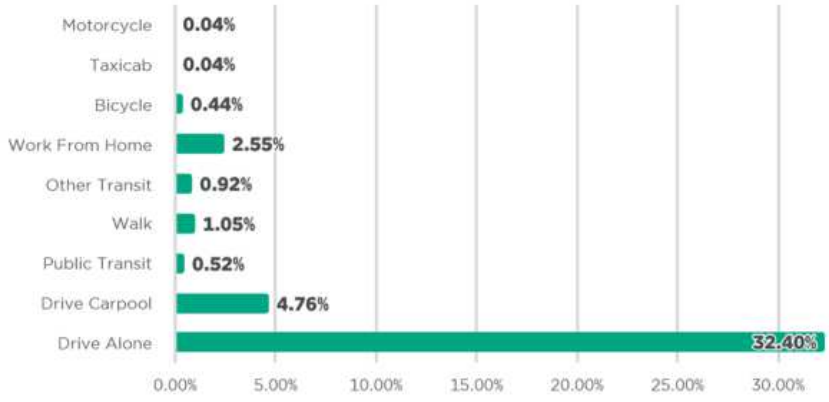
3.4 Intermodal Connections and Accessibility



Drive time radii at 5, 10, 15 minute radius.

The City of Stuart is very accessible.

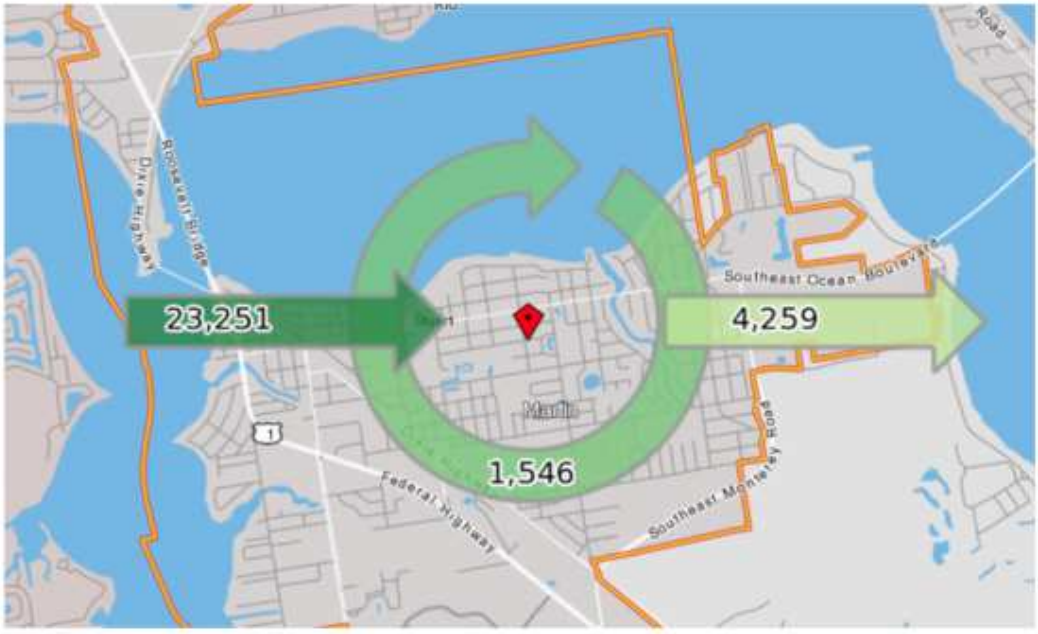
Stuart Employment Commute by Type of Transportation



Source: US Census, City of Stuart Economic Development website

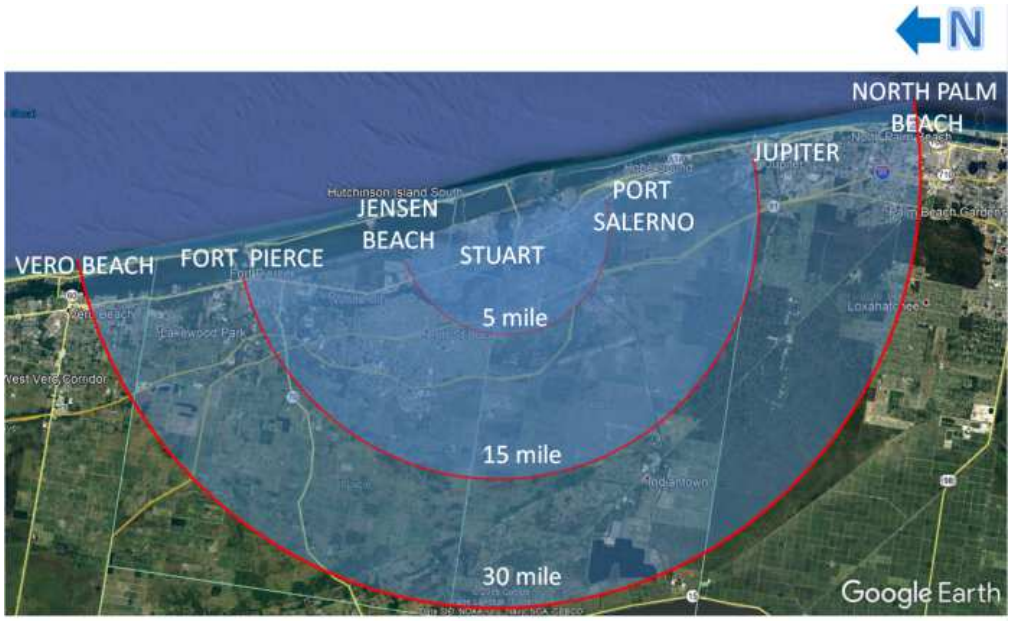
The majority of the workers employed in industries that are located within the City live outside of the City limits, of the 21,000 jobs located in the City, some 17,000 workers travel in to the City each day.

Stuart Jobs Origin - Destination

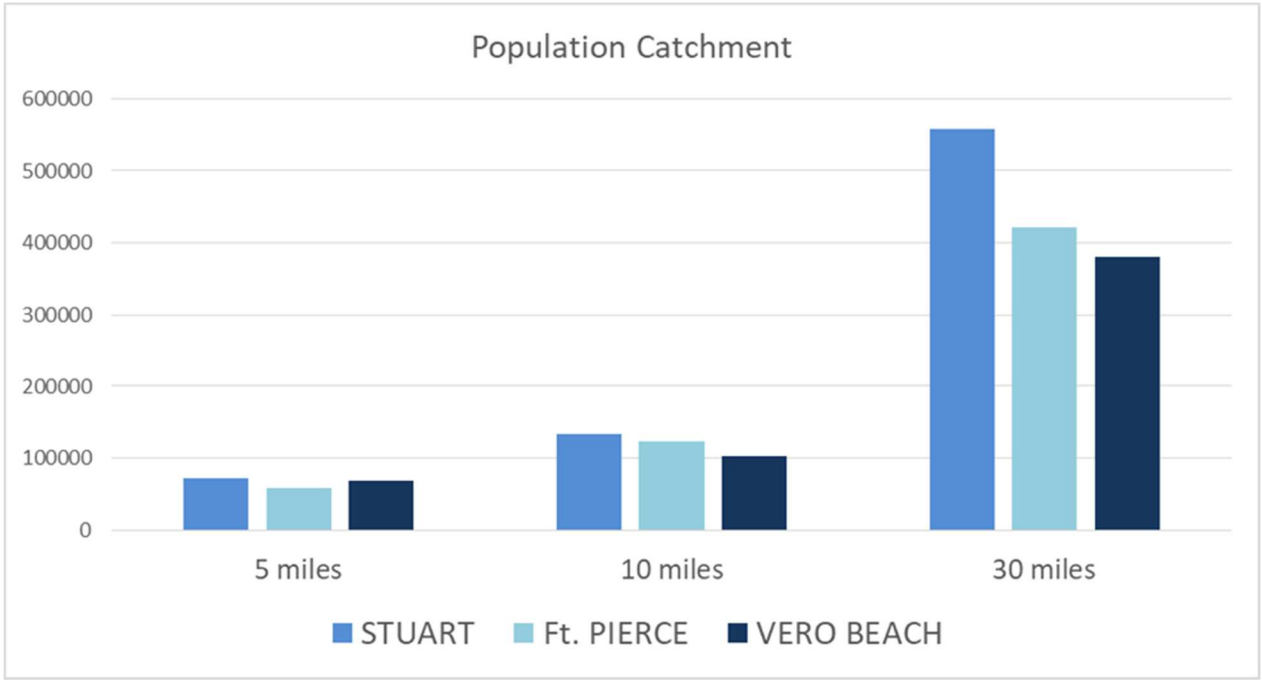


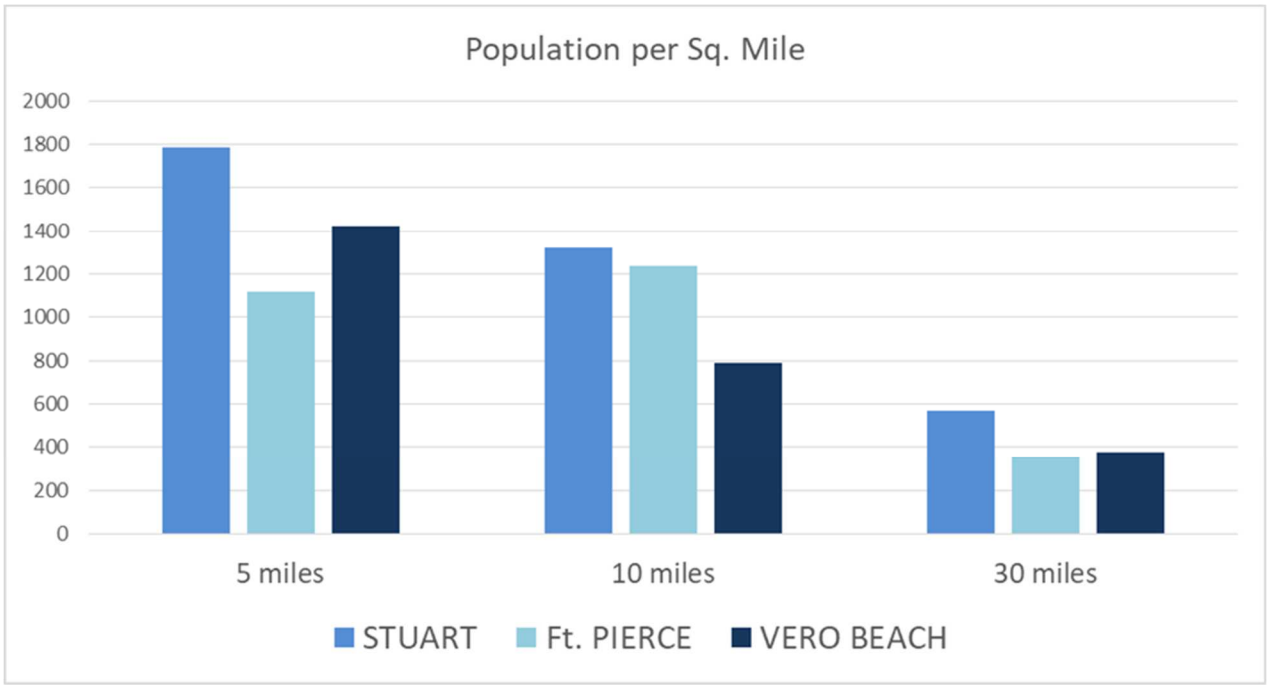
Source: US Census, City of Stuart Economic Development website

3.5 Catchment Radius



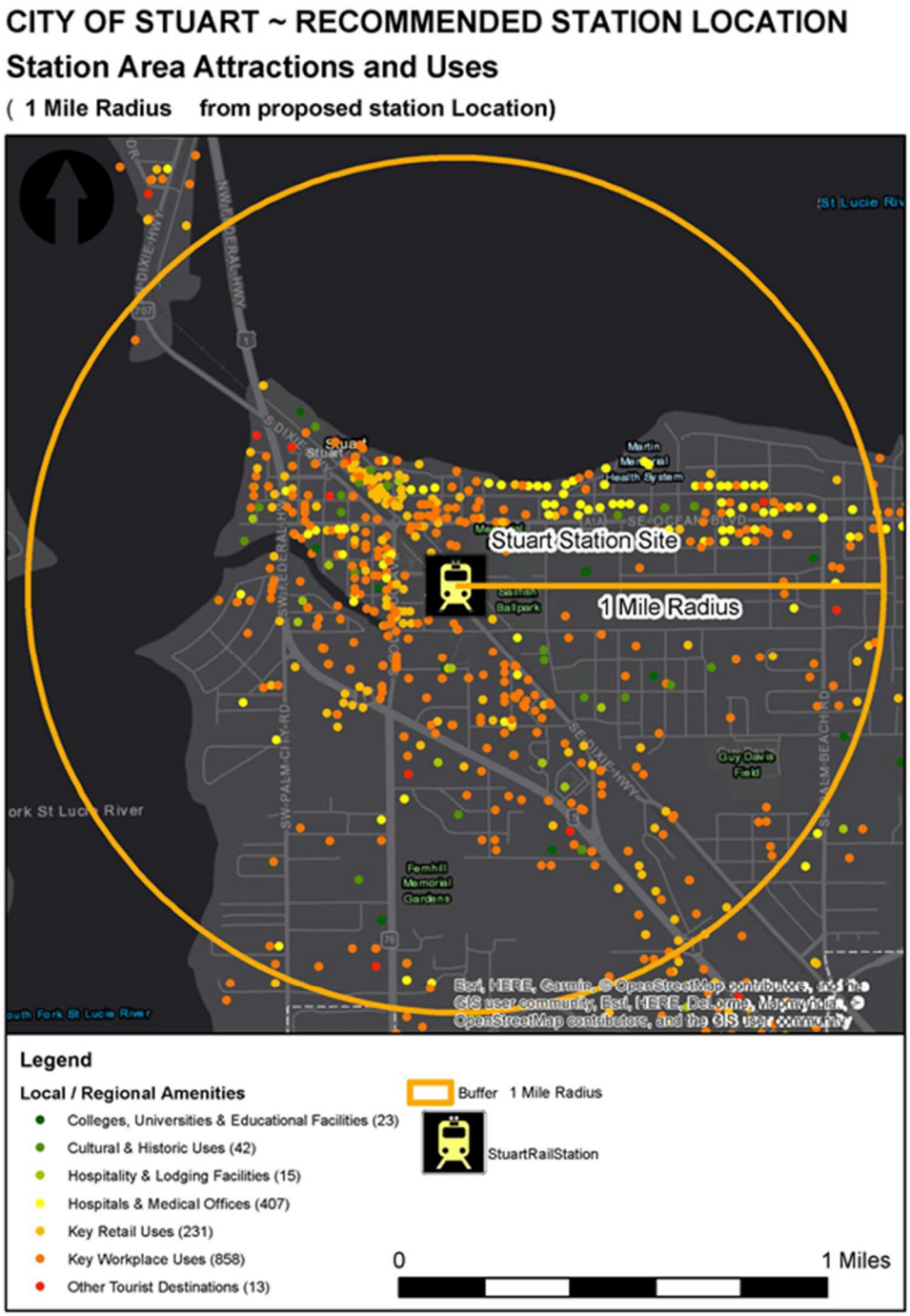
Because of its strategic location Stuart, when compared to other towns to the north such as Ft. Pierce and Vero Beach, captures a larger proportion of population. Similarly, because of its compact form Stuart, when compared to other towns to the north such as Ft. Pierce and Vero Beach, has a greater population per sq. mile.





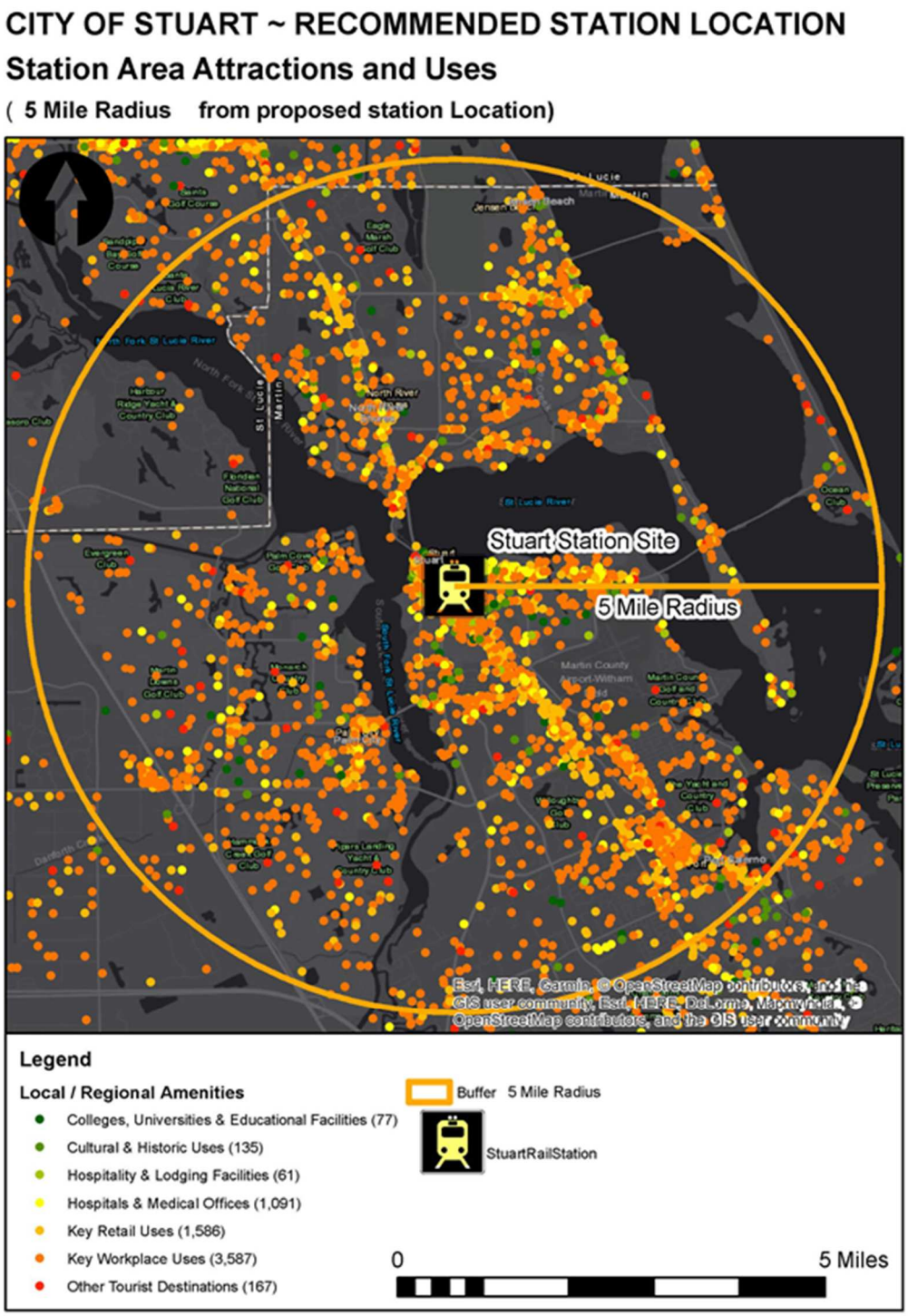
3.6 Station Area Attractions

The catchment radius of 1 mile, 5 moles and 15 miles was used to determine significant attractions and uses.



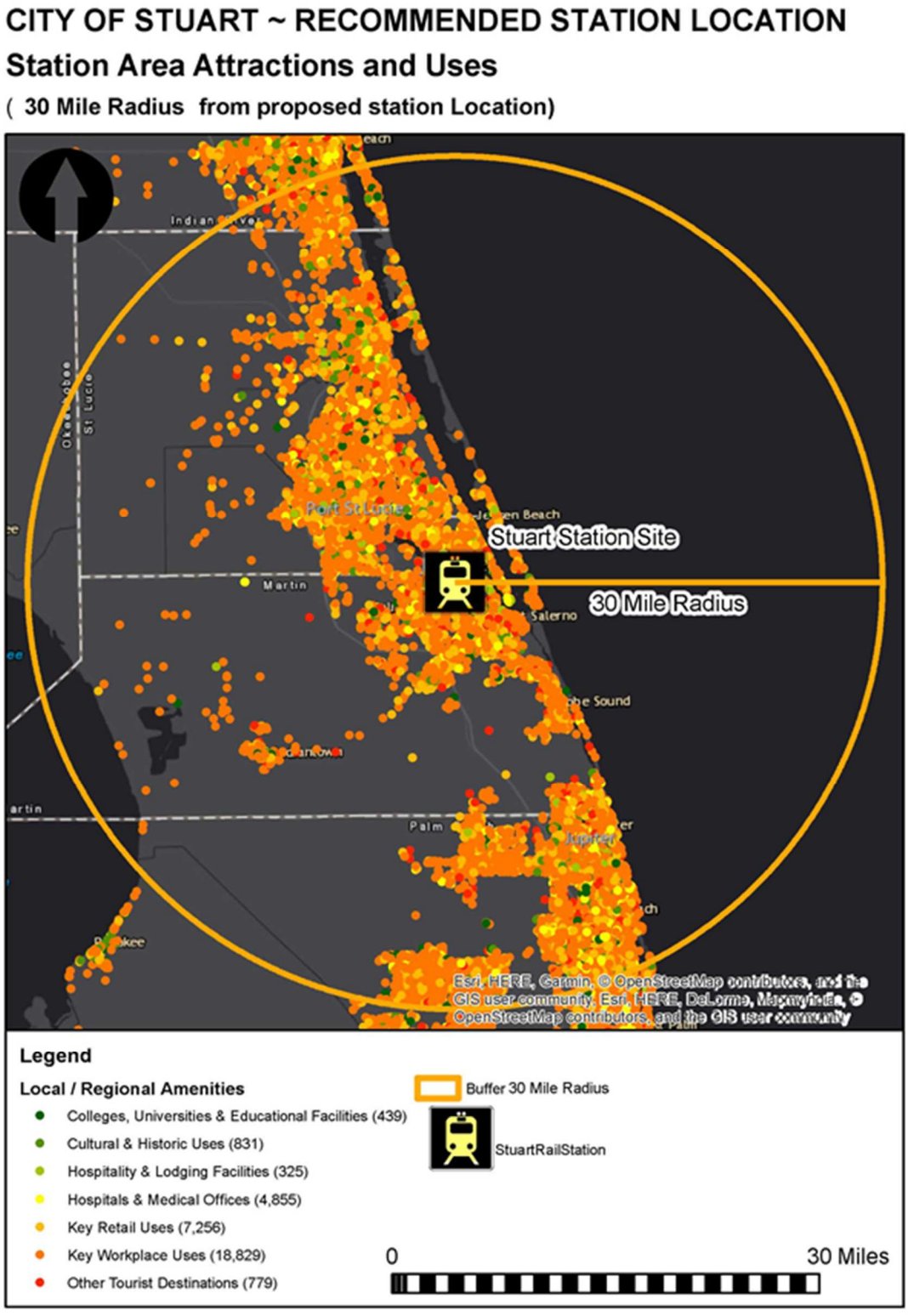
Stuart Attractions based on rail station being located close to downtown with a 1-mile radius overlay.

Source: TCRPC, InfoUSA 2014, FDOT, ESRI



Stuart Attractions based on rail station being located close to downtown with a 5-mile radius overlay.

Source: TCRPC, InfoUSA 2014, FDOT, ESRI

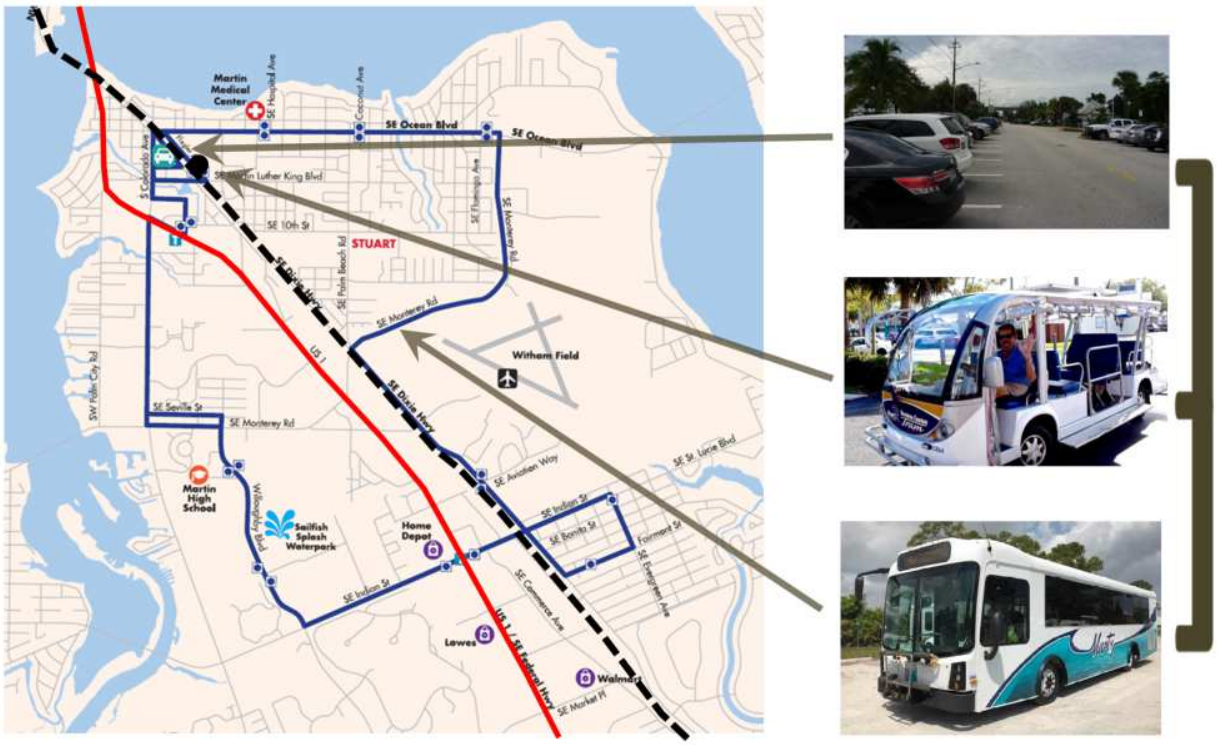


Stuart Attractions based on rail station being located close to downtown with a 30-mile radius overlay.

Source: TCRPC, InfoUSA 2014, FDOT, ESRI

4 INTERMODAL CONNECTIONS

The City has the benefit of a connected intermodal transportation system. The system connects pedestrians, cyclists and drivers (via park and ride connections) to a downtown tram system, which in turn links to a local bus service and then to a regional road transit system. The missing part of the multi-modal system is the rail connection.



5 DEVELOPMENT POTENTIAL

5.1 Potential Station Locations

In the recent past, the City has discussed a number of potential station locations. All options are located centrally to the City and have the benefit of being close to existing parking lots and connection to public transit service. The sites have been identified here, and listed in no priority order:

A. East Coast Lumber.
   Located East of the FEC railroad, currently in private ownership, North of potential site at Stypmann Blvd.

B. Stypmann Blvd.
   Located east of the FEC railroad, in County Ownership, south of the intersection of SE Flagler Avenue and Stypmann Blvd, linked to the downtown tram system.



C. Kiwanis Park.

Located west of the FEC railroad, North of Kiwanis Youth Park and linked to the tram service, existing solar charging area could be connected to rail station use.



5.2 Development Potential.

The whole of the downtown area of the City of Stuart is located within the City's Redevelopment area. Therefore, property within this area has the benefit of the City's Urban Code and the potential for higher density (30 units/acre) and mixed use opportunities.