

**ECONOMIC DEVELOPMENT ZONE COMMITTEE (EDZC) MEETING
MONDAY, SEPTEMBER 19, 2016 10:00 A.M.
CITY HALL, COUNCIL CHAMBERS, VERO BEACH, FLORIDA**

A G E N D A

- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES**
 - A) August 15, 2016
- 3. PUBLIC COMMENT**
- 4. NEW BUSINESS**
- 5. OLD BUSINESS**
 - A) Restriping Project – Mr. Monte Falls, Public Works Director
 - B) Comprehensive Plan – Mr. Tim McGarry, Planning and Development Director
 - C) Update on the Metropolitan Planning Organization meeting – Mrs. Jessica Hawkins, Chair
- 7. NEXT MEETING DATE**
 - A) October 17, 2016
- 8. ADJOURNMENT**

This is a Public Meeting. Should any interested party seek to appeal any decision made by this Committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings and that, for such purposes he may need to ensure that a record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based. Anyone who needs a special accommodation for this meeting may contact the City's Americans with Disabilities Act (ADA) Coordinator at 978-4920 at least 48 hours in advance of the meeting.

**ECONOMIC DEVELOPMENT ZONE COMMITTEE MINUTES
MONDAY, AUGUST 15, 2016 10:00 A.M.
CITY HALL, COUNCIL CHAMBERS, VERO BEACH, FLORIDA**

PRESENT: Vice Chairman Terry Torres; Members: Garry Rooney, and Mike Williams **Also Present:** Mayor Jay Kramer, Tim McGarry, Planning and Development Director and Tammy Vock, City Clerk

Excused Absence: Jessica Hawkins

Unexcused Absence: Scott Chisholm

1. CALL TO ORDER

The Vice Chairman called today's meeting to order at 10:00 a.m.

2. APPROVAL OF MINUTES

A) June 20, 2016

Mr. Rooney made a motion to approve the June 20, 2016 minutes. Mr. Williams seconded the motion and it passed unanimously.

3. PUBLIC COMMENT

None

4. NEW BUSINESS

Mrs. Elaine Jones, Executive Director for Mainstreet, announced that on August 22, 2016, she would be holding a meeting at the Heritage Center inviting all the downtown business owners to attend. They will have a speaker from Florida Mainstreet appearing via-skype to talk about the small business shopping day that will take place downtown on November 26th. This day is orchestrated by American Express. She hopes that all the businesses will participate in bringing people downtown and into their shops.

Mayor Jay Kramer commented that there are people in this community who do not know that this Committee exists. He said there are two (2) alternate positions open on this Committee. The Clerk was instructed to make copies of the Resolution that formed this Committee so that they (Committee members) will know what the qualifications are to serve on it.

Mr. Torres went over several different things that are occurring in the Economic Zone. He said Walmart is going into where Albertsons used to be the new brewery is going in where the old Diesel Plant sits, Memory Care is going in on 10th Avenue, the Scampi Grill addition is going in on 20th Street, there are two (2) site plans for storage buildings on 17th Street, and the Go-line bus hub facility and a new BBQ restaurant is going to open. He reiterated that there is a lot of activity going on downtown and it is great to see these new businesses coming in.

Mr. Williams reported that the painting of the mural on the side of his building is scheduled to start the first week in September.

5. OLD BUSINESS

A) Update on Development in the Economic Development Zone – Planning and Development Director

Mr. Tim McGarry, Planning and Development Director, said that he had nothing really to add to what Mr. Torres just mentioned except that the owner of the new four (4) story building will be selling the building so the permitting process has been extended.

Mr. McGarry reported that he has been working on the Comprehensive Plan. He provided the Committee with a draft of the Plan (attached to the original minutes). He asked the Committee members to review this when they have a chance and call him with any questions that they might have. He said they are a long way from being finished, but he has taken the first two (2) elements of the Plan before the Planning and Zoning Board. He is still working on the infrastructure part of the Comprehensive Plan, which is more complicated than what he has passed out to them today.

Mr. Torres asked for a progress report on the dismantling of the Power Plant. Mr. McGarry reported that most of the oil tanks have been removed and it seems to be moving along.

B) Restriping Project – Update from Mayor Jay Kramer

Mayor Kramer gave the Committee members copies of the March 12, 2013 memo from the City Manager regarding the State Road 60 “Twin Pairs” Traffic Calming Feasibility Study (attached to the original minutes).

Mr. Torres recalled that the plan was to reduce the eastbound traffic from three (3) lanes to two (2) lanes between the railroad tracks and 20th Avenue.

Mr. McGarry said that he would bring pictures to the next Economic Development Zone Committee meeting showing the area that they are talking about.

Mr. Torres believed that this project would slow traffic down in the downtown area.

The Committee discussed extending the restriping project out to US Highway 1.

Mr. McGarry commented that if they do that then they would need to expand the scope of work to be performed. He said that he will talk to Mr. Monte Falls, Public Works Director, about this and invite him to their next meeting.

Mr. Torres commented that there would be benefits in expanding the area to US Highway 1 in that more parking would be provided between US Highway 1 and the railroad tracks and also there would be tax benefits.

Mr. Rooney recalled in earlier discussions that they were going to look at piece-milling the project in order to start slowing down traffic.

Mr. McGarry said that Mrs. Hawkins was going to go and speak to the Technical Advisory Committee (TAC) about that.

Mayor Kramer said the cost of restriping would be around \$680,000 (outlined in the memo he provided).

Mr. McGarry added that since these roads belong to the Florida Department of Transportation (FDOT) the City has no control over them. He said as far as the side streets go, they are under the City's responsibility and there is some flexibility with those roads. He wanted the Committee to be aware when they are talking about expanding the project that it also means the project is going to cost more.

Mr. Torres anticipated that Mrs. Hawkins would be going before the Metropolitan Planning Organization (MPO) and talking to them about reducing the speed and extending the length of the project to US Highway 1 and the safety concerns that the Committee has with the crosswalks in the downtown area.

6. NEXT MEETING DATE

The next Economic Development Zone Committee meeting is scheduled for September 19, 2016.

7. ADJOURNMENT

Today's meeting adjourned at 10:34 a.m.

/tv

dl-3)



City Council Agenda Item

Meeting of March 19, 2013

TO: The Honorable Mayor and Members of the City Council

FROM: James R. O'Connor, City Manager

DATE: March 12, 2013

SUBJECT: Draft SR 60 "Twin Pairs" Traffic Calming Feasibility Study

REQUESTED-BY: City Manager/Planning and Development Director

The following is requested as it relates to the above-referenced agenda item:

Request Council review and approval based on the attached supporting documentation.

No action required. (Information only)

• Love Production Permit @ Kimberly Harris consultant is signing with app to Gov, being done. this, ? do we have a plan as to where the parking is going

✓ mention interest from other developers

DEPARTMENTAL CORRESPONDENCE

TO: James R. O' Connor
City Manager

FROM: Timothy J. McGarry, AICP 
Director of Planning and Development

DATE: March 11, 2013

SUBJECT: **Draft SR 60 "Twin Pairs" Traffic Calming
Feasibility Study**

Overview

The Planning and Development Department requests that the attached, above referenced draft study prepared by the engineering consulting firm of Kimley-Horn and Associates, Inc., be placed on the City Council's March 19, 2013, agenda for consideration. As directed by City Council, the Planning and Zoning Board reviewed the report on March 7, 2013, and made a recommendation as presented in this staff report. A member of the Kimley-Horn consulting team will be at the City Council's meeting to make a presentation on the draft report to the City Council.

[Note: The attached draft study doesn't contain Appendices B-D, which present the detailed traffic modeling and analysis data. The appendices may be found in the complete copy of the draft study, which is on the City's main web page at www.covb.org.]

Background

The need for an engineering feasibility study of the Twin Pairs was identified in the City of Vero Beach's 2005 Vision Plan and the subsequent Evaluation and Appraisal Report adopted in 2010. Both documents identified the arterial as having adverse impacts on the viability of the historic downtown as a pedestrian-oriented mixed use district.

In 2011, the City Council took action to officially request the Indian River County Metropolitan Planning Organization (MPO) and Florida Department of Transportation to assist the City of Vero Beach in evaluating viable traffic calming measures in the segment of SR 60 traversing downtown Vero Beach. In 2012, the MPO approved funding of a \$81,768 consultant study to conduct this evaluation. The firm of Kimley-Horn & Associates, Inc., which already had an agreement for professional services with that organization, prepared the feasibility study.

Review by FDOT and MPO

The Florida Department of Transportation (FDOT) has reviewed the draft study. In a letter to the City's Engineer, dated January 22, 2013, FDOT's District Planning and Environmental Engineer stated that "the Department is receptive to the lane elimination concept." The letter further states that additional analysis and coordination with the Department were needed to obtain that agency's formal acceptance of the proposed lane elimination concept. Such formal acceptance could only come through the submission of a formal application to FDOT for the lane elimination with more details with regard to the design, operations, City/stakeholder support documentation, and the funding/implementation plan for the concept.

The draft study was reviewed by the Indian River County Metropolitan Planning Organization (MPO)'s Technical Advisory Committee and Citizen's Advisory Committee on February 5, 2013. Both committees concurred with the findings of the study that a reduction in the number of through lanes and other traffic calming measures were feasible based on the study's analysis of road traffic capacity, vehicle, pedestrian, and bicycle safety, and hurricane evacuation and recommended that the study be accepted by the MPO's governing board. The MPO's governing board met on February 13, 2013, and voted to accept the draft study.

Staff Findings and Recommendation

The results of the study clearly demonstrate that a reduction in the number of thru-lanes on the Twin Pairs is feasible from a technical standpoint in terms of the impacts on road capacity, highway safety, and hurricane evacuation. Although the study settles these technical issues, policy (to support or not support the lane reduction project) and implementation issues still need to be addressed.

Even if in principle the City Council supports the lane reduction on the Twin Pairs, financial and procedures issues should be addressed to outline a reasonable path to implement the project. As shown in the consultant's report, the estimated cost of the project, including design and construction, is between \$680,000 to over \$1.0 million depending upon the level of enhancements to the project. The City currently and in the foreseeable future does not have available funds to do the project alone.

Funding through the MPO process is not a viable option as the MPO has identified more regional transportation needs than funding is available. Special transportation or other discretionary grants are difficult to obtain and will be even more so in the future with the anticipated decrease in available federal funding.

In the staff's opinion, the only viable option is to wait for 7 or more years until FDOT is anticipated to resurface the road. Such a milling and resurfacing project would eliminate the \$680,000 costs for restriping leaving a little more than \$400,000 to complete the project. These funds would have to come from local sources as FDOT does not pay for such enhancements as stamped colorized parking spaces and landscaping knuckles. Certainly other options could be

investigated such as downsizing the scope of the project or securing funding through a downtown economic development zone, special assessment, or business improvement district.

Furthermore, the specific actions and approvals that will be required to get to the budgeting and design of the project, including an implementation schedule should be identified. Therefore, the staff recommends support of the proposed lane reduction and traffic calming study contingent upon the preparation of an implementation approved by City Council with input from the Planning and Zoning Board as outlined in the Planning and Zoning Board's recommendations below to City Council.

Planning and Zoning Board Action

On March 7, 2013, the Planning and Zoning Board considered the draft study after listening to a presentation by the City staff and more than two hours of testimony from the public. The Planning and Zoning Board voted 4 to 1 to recommend to the City Council the following:

"Accept the technical findings of the study and support of the Twin Pairs lane reduction project to make the downtown more pedestrian-oriented and friendly and encourage mixed use development as called for in the City's Comprehensive Plan, 2005 Vision Plan and 2010 Evaluation and Appraisal Report contingent upon the City Council's approval of an implementation plan to be prepared by staff with input from the Planning and Zoning Board. At a minimum, such implementation plan should: (1) identify specific actions required to move forward on the lane reduction project along with a proposed schedule for their implementation and the needed financial and personnel resources to accomplish those actions; and (2) identify and evaluate realistic options for funding the design and construction of the project."

Staff Recommendation

The staff recommends that the City Council follow the recommendations of the Planning and Zoning Board and staff making any changes it deems desirable.

TJM/tf
Attachments

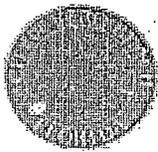
Draft

SR 60 "TWIN PAIRS"
TRAFFIC CALMING FEASIBILITY STUDY
VERO BEACH, FLORIDA

Prepared for:



Indian River County Metropolitan Planning Organization



City of Vero Beach

Prepared by:

Kimley-Horn and Associates, Inc.



Kimley-Horn
and Associates, Inc.

December 2012 (Revised January 2013)

INTRODUCTION

The City of Vero Beach *Vision Plan* adopted on February 24, 2005, sets forth a future direction for Vero Beach. The *Vision Plan* states “Downtown should be reinforced as a mixed-use office and governmental center, as well as a unique cultural, arts, entertainment, and residential enclave, with shopping and dining opportunities that support the district and its surrounding neighborhoods. Addressing the “twin pair” arterials that bisect downtown is a key strategy to enhance the pedestrian nature of the district.” Subsequently, the *Evaluation and Appraisal Report (2010)* also affirmed the need for developing measures to mitigate the adverse impacts of SR 60 “Twin Pairs” on pedestrian-oriented mixed-use development in Downtown Vero Beach. On September 20, 2011, the Vero Beach City Council requested the Indian River County Metropolitan Planning Organization (MPO) to conduct a traffic calming feasibility study on the SR 60 “Twin Pairs.”

SR 60 is the main east-west arterial in Indian River County. As SR 60 enters Downtown, it splits into two one-way streets. Eastbound SR 60 consists of three lanes and westbound SR 60 consists of four lanes. The eastbound and westbound one-way streets are separated by a city block. SR 60 within Downtown has undergone transformations over the years to serve varying mobility needs. Before I-95 was constructed between SR 60 and Palm Beach Gardens, SR 60 also supported regional travel by serving as a connector between I-95 and US 1. The missing segment of I-95 between SR 60 and Palm Beach Gardens was constructed in several phases between 1978 and 1987. Until the early 1990s, SR 60 within Downtown consisted of a two-way, four-lane segment, which followed the alignment of present-day, westbound one-way portion of the bifurcated segment. Thereafter, SR 60 was reconfigured into the present configuration of two one-way streets in anticipation of traffic growth. While SR 60 still serves as the connector between Downtown Vero Beach and I-95, current traffic volumes show excess capacity within the one-way segment.

Based on the present configuration and functionality, the SR 60 “Twin Pairs” can be characterized as more of a facilitator of through traffic rather than promoting Downtown as a destination. Typical elements of a street through a downtown such as gateway signs, landscaping, on-street parking, and pedestrian and bicycle friendly features are not present along SR 60. The posted speed on SR 60 within Downtown is 40 miles per hour (mph). In order to provide a functional downtown street, the City of Vero Beach wishes to examine the feasibility of reducing the number of through travel lanes on SR 60 between 20th Avenue and Florida East Coast (FEC) Railroad.

The Indian River County MPO retained Kimley-Horn and Associates, Inc. to evaluate potential changes to

lane configuration of SR 60 between 20 Avenue and the FEC Railroad and potential impacts to level of service on SR 60 and other roadways in the vicinity. While the SR 60 "Twin Pairs" extends between 20th Avenue and 6th Avenue, the scope of this study is limited to the Downtown segment of SR 60. The primary considerations of the traffic calming feasibility study are listed below.

- Provision of two through travel lanes for both the eastbound and westbound segments
- Placement of parallel or angled on-street parking
- Provision of street furniture, landscaping, and other decorative treatments
- Improvement in pedestrian safety by reducing crossing distance and increasing separation between sidewalks and travel lanes
- Reduction in posted speed limit, if appropriate
- Accommodation of improvements without removal of existing curb, except for landscaped islands

This report summarizes the development of conceptual plans and typical sections, traffic volume projections, level of service and crash data analysis, multimodal considerations, and stakeholder coordination to determine the feasibility of the lane reduction.

An aerial of the overall corridor is provided in Figure 1.

CONCEPTUAL PLAN, TYPICAL SECTIONS, AND COST ESTIMATE

The Kimley-Horn team developed four preliminary conceptual plan alternatives for consideration. After obtaining input from City and MPO staff, the conceptual plan shown in Figure 2 was selected as the preferred alternative. The proposed concept plan will maintain the existing curb except at 14th Avenue, 16th Avenue, and 18th Avenue, where curb extensions are proposed to reduce pedestrian crossing distance and provide landscaping. On-street parking is proposed on the north side of eastbound SR 60 and both sides of westbound SR 60. Approximately 80 on-street parking spaces are proposed along the SR 60 "Twin Pairs." Adequate clearance is maintained at intersections to provide required sight distance. As shown in Figure 3, while the number of travel lanes is reduced, the width of the remaining through travel lanes is proposed to be increased from 11 feet to 12 feet. The width of the existing bicycle lanes is proposed to be increased from four feet to five feet. As part of the implementation of the lane reduction, reducing the posted speed from 40 mph to 35 mph may be appropriated based on changes to the roadway environment.

An opinion of probable cost (OPC) was developed for the proposed lane reduction. Cost estimates were developed for the following three alternatives:

- Alternative 1 – restriping only (with milling and resurfacing) - \$680,000
- Alternative 2 – restriping (with milling and resurfacing) and delineate parking spaces with stamped asphalt - \$890,000
- Alternative 3 - restriping (with milling and resurfacing), delineate parking spaces with stamped asphalt, and landscaping knuckles at 14 Avenue, 16 Avenue, and 18 Avenue - \$1,090,000

Detailed cost estimates are included in Appendix A.

~~property owner should be allowed to hire a professional archaeologist to evaluate the site.~~

~~C. Where the discovery is determined to be historically significant, efforts shall be made to preserve the resource. Where preservation is not a feasible alternative, either the resource shall be relocated with information regarding the resource recorded, or elements of the resource shall be salvaged for further study, at the expense of the State of Florida.~~

~~8.4 By July 2009, the City shall evaluate the land development regulations to determine whether a transfer of development rights procedure would encourage the protection of historic resources from the potential impacts of development and redevelopment.~~

~~8.5 Historic and/or archeological resources and their environments shall be included in public acquisition programs for recreation, open space and conservation areas. The future use of these historic resource areas shall include, but not be limited to, the following:~~

~~A. Any development, public access or activities planned for these sites shall be passive in nature and shall not endanger the integrity and character of the resource.~~

~~B. Exact locations of known archaeological sites purchased shall not be publicized to protect these resources from vandalism.~~

~~8.6 The City shall explore by July 2009, the feasibility of becoming a designated certified local government and participating in Florida's Certified Local Government historic preservation program.~~

~~8.7 The City shall map, by July 2009, locations of potential archaeological resources.~~

Objective 5. Downtown

The City shall reinforce the Downtown as a mixed-use office, employment, and government center, as well as a unique cultural, arts, entertainment, and residential enclave, with shopping and dining opportunities that support the district and its surrounding historic residential neighborhoods and the Vero Beach Cultural Arts Village.

[Note: This objective statement was taken with minor revisions from existing Policy 7.3 and the Vision Plan. The supporting policies follow recommendations in the Vision Plan and the 2010 EAR with some updating. Recommendations in the Vision Plan about preparing a Master Plan and design standards have not been identified in these policies as it still has not been determined at this time whether there is sufficient need or property owner support for such efforts, particularly recognizing the limitations on the City budget and staffing.]

Policies:

5.1 The Downtown is defined by this Plan as that area of the City designated DTW on the City's Zoning Map.

5.2 The primary policy focus for enactment and application of infill and development incentives and strategies for the Downtown shall be those that will attract investment in residential and transient residential development and specific commercial uses to serve nearby existing residential neighborhoods such as a grocery and food stores. Additional residential and transient residential development is needed to provide customers both day and night for existing restaurants, retail establishments, and art galleries, to enhance the long-term viability as a regional destination with an active downtown scene, and to support the critical mass of development that further spurs public and private investment in the Downtown. The development of nonresidential uses to serve adjacent neighborhoods in walking distance of the Downtown and its residents is intended to help attract needed investment and increase the population in these older neighborhoods, which in turn will benefit businesses in the Downtown.

Additionally, the development bonus incentives shall be considered for a development that limits first floor uses to retail businesses, restaurants, arts and cultural activities and other uses that promote active store front and pedestrian traffic with office, residential, and transient residential uses restricted to the 2nd floor and above.

5.2 In cooperation with Downtown non-governmental advocacy organizations, such as Main Street Vero Beach, the City shall support programs, actions, and other activities to promote and enhance the Downtown, including special events, signage, artistic banners, historic street signs, public art and other techniques to specifically identify the area as a separate and unique from other commercial districts in the city and region.

5.3 Through its Historic Vero Beach Economic Advisory Committee in coordination with Main Street Vero Beach and other business owners and tenants, and property owners, the City shall identify, as needed, specific issues and needs facing the Downtown and potential programs and changes in regulations to address these issues and needs.

5.4 At a minimum, the Historic Vero Beach Economic Advisory Committee shall annually update and submit for approval to the City Council its Economic Development Plan in March prior to start of the City annual operating and capital budgeting process. The Economic Development Plan, which should be updated in coordination with Main Street Vero Beach, Cultural Council of Indian River County's Leadership Team for the Cultural Arts Village and other Downtown business, civic and public interest groups, should identify specific public and private capital improvement projects for implementation, funding sources, both public and private, and an implementation schedule for these capital projects that are intended to attract private investment to enhance the Downtown as a vibrant mixed-use destination.

- 5.5 In its annual capital budgeting process, the City Council shall consider the recommendations presented in the Historic Vero Beach Economic Advisory Committee's Economic Development Plan in appropriating funds from the Tax Increment Trust Fund and other City funds for capital improvement projects.
- 5.6 The City shall emphasize in its capital improvements programs and projects for the Downtown and amenities to be provided by developers in return for development bonuse incentives, such projects as the widening of sidewalks, provision of benches and art in public spaces, installation of landscaping and on-street parking spaces, installation of period street lighting and way finding signs, and other appropriate improvements proposed for public and common areas recommended by the Historic Vero Beach Economic Advisory Committee in its annual Economic Development Plan.
- 5.7 The City shall encourage and support the use of public right-of-way, where appropriate, for outdoor dining venues and cafe, to provide more opportunities for open air dining experiences and to increase social interaction and activity in the Downtown.
- 5.8 Where appropriate, the City shall maintain and add to the number of on-street parking spaces not only to expand the available parking supply, but to create a more pedestrian friendly and walkable environment created by placing parked vehicles between pedestrians and the through traffic and by having a calming effect on through traffic created by the presence of on-street parking.
- 5.9 The City shall support the lane reduction of east- and west-bound lanes of SR 60 between 20th Avenue and the Florida East Coast tracks pursuant to the policies in the Transportation Element of this Plan. As an interim measure, the City shall seek in consultation with the Indian River County MPO and FDOT a reduction in the speed limits on these segments and changes in traffic signal time at the intersection of 14th Avenue and SR 60 east-bound to allow for safer pedestrian access across this street that creates a barrier for north-south pedestrian movements in the Downtown.
- 5.10 With input from the Historic Vero Beach Economic Advisory Committee and Main Street Vero Beach, the City shall consider the future expansion of Go-Line's transit services in the Downtown at an appropriate time after completion of the new Go-Line main transit hub on 16th Street, including a possible circulator route for special events and to improve linkage between business establishments and public parking areas in the Downtown.

Objective 6. Royal Palm Pointe

The City shall endeavor to make Royal Palm Pointe as a regional active, mixed-use residential, commercial, and entertainment district that is primarily based on restaurants, recreation and boutique retail venues that are enhanced by the waterfront location.

[Note: The objective statement is modified version of the goal statement taken from the Vision Plan.].