Riverfront District
A Waterfront Town - City Of Sebastian, Florida

Masterplan
Charrette Report
March 16, 2001

Treasure Coast Regional Planning Council
Indian River - St. Lucie - Martin - Palm Beach
Riverfront District

Master Plan

prepared by

Treasure Coast Regional Planning Council

With and for the citizens of Sebastian

A + S
Architects, Planners P.A.

Correa Valle Valle
Town Planning, Architecture

Glatting, Jackson, Kercher,
Anglin, Lopez, Rinehart

Dana Little, Anthea Gianniotis, Tatiana Pena,
Mario Rubio, Steven Fett, Jess Linn, Andrew Georgiadis

Treasure Coast Regional Planning Council
Indian River - St. Lucie - Martin - Palm Beach
TABLE OF CONTENTS

Page: iii
Master Plan

Page: 1
Executive Summary

Page: 2
Study Area

Page: 3
Three Distinct District

Page: 4
Riverview Park District

Page: 7
The Clock

Page: 9
The City Marina

Page: 11
Main Street, Civic District

Page: 17
US 1

Page: 20
Residential Opportunities

Page: 24
New Design Guidelines

Page: 28
Architectural Design Guidelines

Page: 33
The Team

TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH
The Riverfront District Master Plan is the citizens’ view for the ultimate growth and form of the City’s waterfront and its surroundings as a public amenity and a regional destination.

The main ideas included in the master plan and illustrated in this report were developed by the Riverfront Advisory Committee during several public meetings held between January of 1996 and July 1997. During the week of March 16 through March 23, 2001, Council staff prepared the graphics and plans that illustrate the ideas expressed on the City’s Recommended Plan Of Action. Additional recommendations are also included in this report.

The Riverfront District is unique in its beauty and opportunities for leisure, recreation and development. It is a good place to live, shop, work and relax. It possesses small town attributes, good physical structure and charm. The redevelopment of Indian River Drive in recent years has been an asset, not only for the Riverfront District, but for the City as a whole.

There are three smaller districts within the riverfront area: the first, around Riverview Park, a second district along Main Street and the blocks that surround it; finally, a commercial/mixed use district along US 1.

The designated mixed-use district area along US 1 is acting as a barrier between the east and the west. This highway has damaged certain areas in the district due to its excessive width, high speed, insufficient housing and excessive parking. But the beauty and charm of the riverfront, its unique location, and the many healthy components it has made it the perfect example that the main, missing element is a good Plan emphasizing the following basic principles:

1. Revitalization of the Riverview Park (a Center for the City)
2. Revitalization of Main Street
3. Creation of a planning strategy for neighborhoods and empty parcels on commercial streets
4. Celebration of public entrances to the City
5. Capitalization on History
6. Plans showing how to handle recreational parking
7. Creation of a “Traffic Calmed” network of streets, including US 1
8. Creation of Architectural Design Guidelines in order to preserve the character and charm of the area.
The study area is considered primarily the land between the FEC railroad tracks to the West and the Indian River Lagoon to the East. The northern and southern boundaries are determined by the City limits.
THREE DISTINCT DISTRICTS

Cities have traditionally set aside districts of specialized use, distinguished spatially, architecturally or in uses from their surroundings. Given the area of the Riverfront and the diversity of activities and uses throughout it, the Master Plan proposes the creation of three separate districts within it. The purpose of these districts is not to segregate but rather to preserve the vitality of the entire riverfront area. The three districts have been identified as:

• The Riverview Park, or Downtown District
• The Civic District, or Main Street
• US 1

Each district is different in use and density. But the Florida vernacular/fisherman's village character of the riverfront should be preserved throughout all of them and into the neighborhoods. To ensure this, the Master Plan proposes some changes and additions to the existing zoning code. This zoning code is important because it provides a high level of protection against undesired development, and at the same time, predictability. And predictability represents investment security.

This modified zoning code describes what is desired instead of what the City does not want. It shows the buildings' volume, articulation and relationship to the street and specifies the buildings' alignment in order to shape the public space. This code will ensure that all buildings are pedestrian friendly, even along US 1.
Located on the southern end of the Riverfront area, it comprises three city blocks, Riverview Park, plus frontage along US 1, Indian River Drive and the Indian River Lagoon. The new city marina is proposed within this district.

The riverfront park is the most active site within the city today. It is a place where people congregate for special events and entertainment. The presence of a launching ramp makes it a regional destination for boaters, both local and from surrounding communities. A gas station with a small convenience store provides some retail opportunities for those in the area. A beautiful waterfront esplanade is the perfect setting to watch the sunrise, walk, or simply sit and admire the lagoon and the park. This park constitutes the City's most prominent public open space.

Public open spaces should be surrounded by buildings. These spaces, as well as the buildings that surround them, should be designated to be inhabited, not just viewed. If done well, public spaces give a special life, urban amenity and character to the surrounding neighbors. The Master Plan gives priority to the City's riverfront park and the appropriate location of mixed-use buildings to improve the identity of the city of Sebastian and foster civic pride.

Facing this grand public space is a big parking lot. This parking lot (on the corner Indian River Drive and Fellsmere Boulevard) occupies a prominent location within the heart of the district. It is disorganized and mostly occupied by trucks and trailers, especially during weekends. This is valuable waterfront property. The master plan proposes a reconfiguration of this city-owned parcel to serve a double purpose: accommodate necessary parking and provide developable land along the riverfront park.
With the reconfiguration of parking, 60' deep lots are created facing the park. These lots provide the perfect setting for mixed used buildings that will in turn provide for more retail, office and entertainment opportunities for those visiting the park, as well as residential opportunities on the top floor. This will generate more pedestrian activity around the park. It will put "eyes on the street", making the park a safe place, 24 hours a day.

Four important streets surround the park. Three of the four are merely a place of transit, mostly vehicular; capturing public life momentarily. The public park on the other hand, is a destination, a purpose-built stage for ritual and interaction. It is also the perfect setting to host structured or communal activities, festivals, celebrations, markets and specialized functions. The new mixed-use buildings proposed along the edges of the parking lot will not only hide parked vehicles, but most importantly will spatially define the park and surround it by uses that will keep it alive and safe.

With this new balanced mix of retail, office, residential and civic uses, the park becomes a central stage. It is the ideal location for any form of public art. In this case, it is the ideal setting for the new clock. Located in this environment, it becomes an icon that will define the image of downtown Sebastian.

The master plan locates the clock on an island that is built in the center of Fellsmere Boulevard, at its intersection with Indian River Drive. Erected in this prominent location, this aesthetic urge proposed by the citizens, expresses itself most purely as an ornamental addition to the street space. It marks the importance of these crossroads with a special architectural feature.
FELLSMERE BOULEVARD: A PROMINENT LOCATION FOR A SPECIAL ARCHITECTURAL FEATURE

EXISTING CONDITION

- 90' ROW
- Two wide travel lanes
- A swale between the pavement and the sidewalk
- A narrow sidewalk on one side of the street
- No shade

PROPOSED CHANGES

- 90' ROW
- Two 10' travel lanes
- A 35' median with an architectural feature that embraces the clock
- Two 8' planting strips on both sides of the pavement
- Two 7' sidewalks on both sides of the street
- Shade
A view of the clock incorporated within a structure that matches the architecture and character of the area and gives this expression of the public a dignified stage and a prominent location.
Plan and elevation views of Indian River Drive. The new clock and clock plaza, the park and proposed development surrounding the existing parking lot behind.
Different views of proposed marina

Western elevation
Southern elevation
Northern elevation
Plan view
An aerial view of the waterfront town
The general area between Washington Street, Jefferson Street, the FEC-RR and Indian River Drive constitutes the heart of Sebastian’s Civic District. Today, this area is mostly used for truck and trailer parking, drainage or is simply vacant. Previous codes allowed buildings that face US1 to be extended all the way to Indian River Drive, without making any provisions on how this street should be addressed. These buildings now give their backs and have their service areas along one of the most beautiful waterfront streets in Florida.

A series of coffee shops, antique stores, a trailer park and other businesses are located west of US1. These businesses are the only retail and entertainment of the district, but they are isolated from the waterfront and the pedestrian activity by the high speed, wide lane barrier that is US1.

A city-owned parcel on the southwest corner of Indian River Drive and Main Street is designated as a public park. Today, the park is used as a water detention area and is unusable for its original purpose. Across the street, another city-owned waterfront parcel is used for parking. This parking lot is in high demand during weekends for trucks and trailers due to the proximity of a public launching ramp. Parking in this lot is not organized efficiently to accommodate all the vehicles that it could. At the same time, parking for those who come to enjoy the waterfront and walk up and down the Drive is scarce. Although parking for boaters and for regular vehicles is absolutely necessary, dedicating this parcel solely to this purpose is not the best use of this valuable property and affects the vitality and possibility of development of Main Street and the Civic District.
The concept of a Main Street in the City of Sebastian is an interesting attempt at a unified administrative scheme, merged with cultural institutions and the life and diversity of such a street.

Today, Main Street west of the FEC-RR, is the stage for City Hall, the Police Station and the Post Office. It is also where a large concentration of office space naturally occurs. A church and other recreational, commercial and residential uses are part of it, all of which make this area a natural Civic District for the City. But throughout its entire length, all these uses are dispersed, set back from the street or even isolated, affecting the vitality of this street as a place for congregation, recreation and business.

East of the FEC-RR, buildings on Main Street are scarce and generally pushed back from the street line. A waterfront park that is not defined and used as a drainage site and a parking lot at the intersection of Main Street and Indian River Drive only contribute to blur its structure. Lack of trees, wide travel lanes and angled parking on the south side of the street are the elements (or lack there of) of this public space.

In order to define this district, the Master Plan proposes the modification of Main Street, a reconfiguration of the waterfront parking lot in order to accommodate parking and buildings that will keep the street active, the redesign of the park and the construction of new mixed-use buildings in the area.

The images on the left show cross sections of the existing condition and proposed changes to Main Street, east of US 1.

**PROPOSED CHANGES**

- 100’ Right-of-Way.
- Two 11’ travel lanes.
- Angled parking on both sides of the street.
- Mixed use buildings facing the waterfront park and surrounding the existing parking lot.
- Planting strips on both sides of the street.
- Wider sidewalks on both sides of the street, separated from the travel lanes by a continuous strip of green and trees.
The Master Plan proposes the reconfiguration of Washington Street, Main Street and US1, and the modification of existing zoning codes as a means to encourage the pedestrian oriented development of the Civic District.
PROPOSED CHANGES ALONG MAIN STREET

Regarding Main Street

• Keep the existing Right-of-Way.
• Re-stripe the street to allow for two 11’ travel lanes and angled parking on both sides of the street.
• Incorporate planting strips on both sides of the street, between the parking lane and the side walks.
• Front the street with two to three-story high mixed use buildings.

PROPOSED CHANGES THROUGHOUT THE DISTRICT

Regarding Sidewalks

• Enlarge sidewalks to make it easier to walk down the street.
• Improve street lighting for better safety.
• Bury the utility wires underground to reduce visual clutter.
• Plant large street trees to shade the sidewalk and create an edge between pedestrians and automobiles.
• Add trees at corners by using "bump-outs”
• Add appropriate street furniture (benches, trash cans, signage, etc)

Regarding the fronting of buildings

• Buildings should have mixed uses: apartments and offices above the shops.
• Buildings should have awnings or arcades over the sidewalk for shade.
• Architecture should respond to the "fisherman village" concept expressed by the residents.

Regarding Parking

• All streets should have on-street parking to separate moving cars from the sidewalk and increase parking for weekends and special events.
• All other parking should be accommodated behind buildings and accessed through an alley. This is especially true for the waterfront parcel on the corner of Indian River Drive and Main Street. Allow for some parking for boaters at this location. Relocate the rest of the parking to the vacant land adjacent to the FEC RR, west of US 1. This will serve several purposes: Boaters will park their trucks and trailers and walk to their boats, generating pedestrian traffic along the new businesses on Main Street as well as along the existing businesses on US 1. A stronger connection between the east and the west will be established.
• Reconfigure the parking lot along Washington Street to create an on-street parking condition vs. a parking lot situation. The core of the blocks should be used for parking when so needed.

Regarding The Public Park

• Build a mixed-use building with parking in the rear along the southern edge of the park. This will generate more activity and surveillance. The waterfront park will become an amenity for the community.
• Solve the drainage problem, eliminate the drainage pond in the park.

Regarding Crosswalks

• Add crosswalks at main intersections (Main Street and US 1). Crosswalks should be highlighted with bricks, pavers, concrete bands or simple color in the pavement.

Regarding Street Lighting

• Eliminate cobra head high-type streetlights.
• Select a more elegant light standard and fixtures.
• Maintain consistency of lighting fixtures throughout the districts (ideally, use same lighting as on Indian River Drive)

Regarding Landscaping

• Customizing street tree plantings on a block-by-block basis will be necessary.
• Utilize large, native shade trees (i.e. live oaks)
• Plant a continuous strip along every street (except US 1 due to lack of right-of-way).

Regarding Café Seating

• Outdoor dining should be allowed and encouraged in the City’s zoning Code for this area.
Existing Condition

Proposed Changes

TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH
Buildings along US1 that extend to Indian River Drive (especially those within the Civic District), should address the waterfront.

Existing Condition

Proposed Changes
The residents of Sebastian are committed to keeping US 1 as a four-lane road with on-street parking on both sides. Scheduled before the end of 2001, the Florida Department of Transportation (FDOT) will begin working in this section of the corridor. The routine of maintenance and repair has reached the point where reconstruction work is needed. The images on the left show US 1 in its existing state, and FDOT’s enhancement proposal.

FDOT’s plan maintains the existing right-of-way. The proposal is to re-stripe the corridor to allow for additional bike lanes on both sides of the road. Not much is being proposed at this point regarding beautification. This new re-striping does not provide permanent assurance that this road will remain four lanes in the years to come. It does not provide for any planting strips on the sides of the road.

The master plan proposes a few changes to FDOT’s plans to achieve the following:

1. Build bump-outs on every corner and if possible, every three to five parked spaces. This will shield parked cars, create planting spaces for trees along the highway, protect bicyclists from traffic crossing lanes, and prevent this corridor from ever becoming a six-lane highway.
2. Plant trees on every bump-out. Trees can encroach on the sight triangle at intersections, as long as they are trimmed above 8’ to 10’.
3. Reduce tapering distance at non-signalized intersections: Deceleration lane lengths at non-signalized intersections should be reduced to 105’. This will increase the length of wide, green landscaped medians.
4. Reduce queueing distance to 40’. This will increase the length of landscaped medians versus unnecessary pavement.
5. Increase the width of medians at intersections from 4’ to 6’.
6. This additional foot will allow for plantings (bushes) in the median.
7. Keep the proposed bicycle lanes: These lanes are striped next to the travel lanes and do not interfere with the construction of the bump-outs.
**NON-SIGNALIZED INTERSECTION - TURN BAY PARAMETERS**

- At 35 mph speed, need 155' deceleration and taper to back of queue
- With 50' taper, need 105' deceleration lane length
- Allow 40' queueing distance = 2 cars
- 2 cars stacking allows for 60 left-turns in peak hour
- The 155' deceleration and taper is goal, may be reduced some if geometries dictate

**Diagram Notes:**
- Safer intersections
- Two lanes of traffic
- Shielded parking
- Bicycle lane
- Bump-outs for planting/sense of enclosure
- Green medians
US 1 AS A SIGNATURE BOULEVARD

Existing Condition

Proposed Changes

TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH
Good neighborhoods are given their definition by clear, physical borders that are traditionally accepted and well marked. In the case of the neighborhood north of the Civic District, a major roadway and the waterfront define these borders.

Experiencing unique sense of place is very important for the residents of Sebastian. The City’s great location, the revitalization of Indian River Drive and the creation of the new proposed districts together with scenic views, shade, comfort, feeling of local importance, vegetation and relation to the natural environment, are all contributing factors that will attract new residents. It is important to prepare the neighborhoods for that growth, so that it happens in the citizen’s terms.

General condition: The neighborhood north of the Civic District, has a diverse housing stock. Blocks are generally large and currently underused. Vacant land is available in large quantities. Lot sizes vary. The triangular piece in the corner of US 1 and Central Avenue has a very prominent location and desirable exposure to US 1. The lots along US 1 are narrow and their uses could potentially impact the neighborhood that lies behind it. Central Avenue is in need of repair. But the one common element is the attraction that this area presents for future development. It is therefore important to set clear rules for devel-
opment of this area in order to preserve and improve the existing structure and housing stock, and attract development compatible with the citizen’s vision for the area.

The Master plan proposes the introduction of new streets. These new streets will be a positive addition in that they will create smaller, more neighborhood oriented blocks and development. These streets set the stage for reactivation and infill housing and a scale that is compatible with the "fisherman’s village" concept. These streets will also allow for a wider variety of types and sizes of houses and improve the internal proportions and the relations with the rest of the neighborhood. A series of interconnected neighborhood pocket parks are proposed within the grid.

The relationship between Central Avenue and the neighborhood east of it is a crucial factor that will affect the character of the neighborhood. The Master Plan proposes a change in the configuration of this street to better address the adjacent neighborhood.

The proposed section of Central Avenue is similar to that of a boulevard, adding a barrier of green between the bigger uses along US 1 and the quiet residential neighborhood atmosphere to the east. The intersection of US 1 and Central Avenue is converted to a public plaza. This creates an ideal location for a public building.
Most of the streets within the Riverfront District are wide with little shade and very few of them have sidewalks. Most of them are wide enough to accommodate on-street parking, allowing for visitors to park within a few feet of the riverfront or any of the waterfront destinations, alleviating parking problems overall.

The image below left shows the reconfiguration of Jefferson Street. This is just one of the many streets that should be addressed. The general street reconfiguration proposed by the Master Plan aims at achieving a pedestrian-friendly environment with narrow, two-lane streets with on-street parking. This configuration slows down traffic, resulting in streets that are pleasant and safe to walk along. This pedestrian-friendly environment is enhanced by the addition of sidewalks, shade trees, and houses with front porches that open up to the public space. At the end of each street, wherever possible (due to ownership constraints), the Master Plan proposes the addition of gazebos or small structures. These are places that will serve as rest areas for pedestrians as well as enhance the vistas at the end of the streets. The image below shows an example of one of these gazebos.
Clear and precise building and street dimensions ensure that design goals can be understood and adhered to by developers, engineers and planners. The Master Plan identifies travel lanes, parking lanes, planting strips, sidewalks and building placement. A zoning overlay consistent with good urban design and town-building principles, placement standards showing the regulating dimensions of buildings, and Architectural Design Guidelines, is included in this section.

The existing zoning for the riverfront area proposes one equal zoning category for the entire district: The Riverfront Performance Overlay District. The Master Plan identified streets within the riverfront district that are different in character, use and intensity. Streets like US 1, Indian River Drive or Main Street are all very different in scale and function and this difference should be expressed and represented in the zoning code. Residential streets within the riverfront should also be coded as separate entities. The image above identifies each one of these streets, or new zoning categories in different colors.

The Master Plan proposes adapting the existing code to the specifics of each street. The different character of each one of these streets has been addressed and a zoning code that responds specifically to each one is included in this report.
RIVERFRONT DISTRICT

MAIN STREET

Main Street

Mixed Use Building Requirements:
- Maximum Lot Size, square feet: N/A
- Maximum Lot Width, feet: 75
- Maximum Lot Coverage, percentage: 80
- Maximum Lot Depth, feet: N/A
- Maximum Building Frontage, percentage: 100
- Minimum Building Frontage, percentage: 70
- Required Front Setback, feet: 0
- Allowed Front Setback Encroachment, feet: N/A
- Allowed Front Setback Encroachment: 0
- Second Floor, percent/feet: 100/8
- Minimum Side Setback, feet: N/A
- Allowed Side Setback Encroachment: N/A
- Allowed Side Setback Encroachment: 0
- Minimum Rear Setback, feet: 5
- Maximum Building Height, feet: 35
- Minimum Building Height: 20
- Maximum Parking Requirement:
  - Retail/Office: 2.5/1000
  - Residential: 1/unit
  - Parking in rear

RIVERFRONT DISTRICT

NEIGHBORHOOD STREETS

Mixed Use Building Requirements:
- Maximum Lot Size, square feet: N/A
- Maximum Lot Width, feet: 75
- Maximum Lot Coverage, percentage: 60%
- Maximum Lot Depth, feet: N/A
- Maximum Building Size, square feet: 7,500
- Maximum Building Frontage, percentage: 80%
- Minimum Building Frontage, percentage: 50%
- Required Front Setback, feet: 15'
- Allowed Front Setback Encroachment, feet: 12'
- Allowed Front Setback Encroachment: 0
- Minimum Side Setback, feet: 5'
- Allowed Side Setback Encroachment: 0
- Allowed Side Setback Encroachment: 0
- Second Floor, percent/feet: 100
- Minimum Rear Setback, feet: 5
- Maximum Building Height, stories: 3
- Minimum Building Height: 18'
- Density: 8du/ac
- Parking: 1/unit
RIVERFRONT DISTRICT

WATERFRONT

Indian River Drive (Western Side)

Mixed Use Building Requirements:
- Maximum Lot Size, square feet: N/A
- Maximum Lot Width, feet: 100
- Minimum Lot Width: 25
- Maximum Lot Depth, feet: N/A
- Minimum Lot Depth: N/A
- Maximum Lot Coverage, percentage: N/A
- Minimum Lot Coverage: N/A
- Maximum Building Size, square feet: N/A
- Minimum Building Size: N/A
- Maximum Building Frontage, percentage: 80
- Minimum Building Frontage: 60
- Required Front Setback, feet: 20
- Allowed Front Setback Encroachment, feet: 12
- Allowed Front Setback Encroachment: N/A
- Second Floor, percent/feet: 100/12
- Minimum Side Setback: 15
- Allowed Side Setback Encroachment: 10
- Allowed Side Setback Encroachment: N/A
- Second Floor, percent/feet: 100/10
- Minimum Rear Setback, feet: 5
- Maximum Building Height, feet: 35
- Minimum Building Height: 20
- Maximum Parking Requirement:
  - Retail/Office: 2.5/1000
  - Residential: 1/unit
  - Parking in rear:

RIVERFRONT DISTRICT

WATERFRONT

Indian River Drive (Eastern Side)

Mixed Use Building Requirements:
- Maximum Lot Size, square feet: N/A
- Maximum Lot Width, feet: 100
- Minimum Lot Width: 25
- Maximum Lot Depth, feet: 40
- Minimum Lot Depth: N/A
- Maximum Lot Coverage, percentage: N/A
- Minimum Lot Coverage: N/A
- Maximum Building Size, square feet: N/A
- Minimum Building Size: N/A
- Maximum Building Frontage, percentage: 60
- Minimum Building Frontage: N/A
- Required Front Setback, feet: 20
- Allowed Front Setback Encroachment, feet: N/A
- Allowed Front Setback Encroachment: N/A
- Second Floor, percent/feet: 100/8
- Minimum Side Setback: 15
- Allowed Side Setback Encroachment: 10
- Allowed Side Setback Encroachment: N/A
- Second Floor, percent/feet: 100/10
- Minimum Rear Setback, feet: N/A
- Maximum Building Height, feet: 25
- Minimum Building Height: 15
- Maximum Parking Requirement:
  - Retail/Office: 2.5/1000
  - Residential: 1/unit
  - Parking in rear:
**Riverfront District: Central Park**

**Fellsmere Blvd. & Harrison St.**

**Mixed Use Building Requirements:**
- Maximum Lot Size, square feet: 6000
- Maximum Lot Width, feet: 100
- Minimum Lot Length, feet: 25
- Maximum Lot Depth, feet: 60
- Maximum Building Size, square feet: 24,000
- Maximum Building Frontage, percentage: 100
- Minimum Building Frontage, percentage: 60
- Required Front Setback, feet: 0
- Allowed Front Setback Encroachment, feet: N/A
- Allowed Front Setback Encroachment: 100/8
- Minimum Allowed Front Setback Encroachment: 50
- Minimum Side Setback: 0
- Allowed Side Setback Encroachment: N/A
- Allowed Side Setback Encroachment: N/A
- Second Floor, percent/feet: 100/10
- Minimum Rear Setback, feet: 0
- Maximum Building Height, feet: 35
- Minimum Building Height: 20
- Parking Requirement: 0
- Parking Placement - On-street & Central Parking

**Uses:**
- Ground Floor: Retail Only
- Second/Third Floor: Residential/Office
- Fourth Floor: Residential Only

**Riverfront District: Commercial Corridor**

**US 1**

**Mixed Use Building Requirements:**
- Maximum Lot Size, square feet: N/A
- Maximum Lot Width, feet: 125
- Minimum Lot Width, feet: 50
- Maximum Lot Coverage, percentage: 80
- Maximum Lot Depth, feet: N/A
- Maximum Building Size, square feet: 30,000
- Maximum Square Footage Per Use: 10,000
- Maximum Building Frontage, percentage: 80
- Minimum Building Frontage, percentage: 50
- Required Front Setback, feet: 0
- Allowed Front Setback Encroachment, feet: N/A
- Allowed Front Setback Encroachment: 100/8
- Minimum Allowed Front Setback Encroachment: 15
- Minimum Side Setback: 10
- Allowed Side Setback Encroachment: 10
- Allowed Side Setback Encroachment: 10
- Second Floor, percent/feet: 100/10
- Minimum Rear Setback, feet: 40
- Maximum Building Height, feet: 35
- Minimum Building Height: 20
- Maximum Parking Requirement:
  - Retail/Office: 2.5/1000
  - Residential: 1/unit
  - Parking in rear
ARCHITECTURAL DESIGN GUIDELINES

Florida Vernacular/Fisherman Village Style
THE ELEMENTS OF ARCHITECTURE: COLUMNS

ROUNDED SMOOTH TUSCAN COLUMN

ROUNDED VARIEGATED DORIC COLUMN

SQUARE WOODEN POST WITH CHAMFER

TAPERED POST WITH PEDESTAL

TURNED WOODEN POST

COUPLED TURNED WOODEN POSTS WITH BRACKETS

ROUNDED SMOOTH TUSCAN COLUMN

SQUARE WOODEN POST

TURNED WOODEN POST

TREASURE COAST

INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH
THE ELEMENTS OF ARCHITECTURE: DOORS

- Solid Five-Paneled Door with Fixed Transom Lights
- Door with Fixed Glass and Four Lights
- Simplified Frame with Two Panels and Fixed, Undivided Glazing
- Three Paneled Door with Three Lights
- Solid Three-Paneled Door

Door with Fixed Glass and Four Lights
Simplified Frame with Fixed, Undivided Glazing
Solid Three-Paneled Door
Simplified Frame with Fixed, Undivided Glazing

TREASURE

INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH
TURNED SPINDLES

STRAIGHT SQUARE SPINDLES

DECORATIVE WOODEN BALLUSTRADE

DECORATIVE WOODEN BALLUSTRADE

TURNED SPINDLES

STRAIGHT SQUARE SPINDLES
DOUBLE-HUNG SINGLE LIGHT PER SASH
GROUPED DOUBLE-HUNG SINGLE LIGHT PER SASH
"4 X 4" DOUBLE-HUNG WITH PEDIMENTED Frame.

DOUBLE-HUNG SINGLE LIGHT PER SASH
"4 X 4" DOUBLE-HUNG WITH PEDIMENTED Frame.
THE TEAM

TREASURE COAST REGIONAL PLANNING COUNCIL

Michael J. Busha, AICP
Terry L. Hess, AICP
Marcela T. Camblor
Shirley H. Monroe
Joan Barlow
Elizabeth L. Guleck
Peter G. Merritt, Ph.D.
Bruce D. Pisani
James T. Snyder
Gregory P. Vaday
Janet S. Robertson
Wynsum W. Hatton
Penny Myszkowski

Executive Director
Planning Director
Architect, Urban Design Coordinator
Computer Graphics Designer
Eastward Hol Program Coordinator
Administrative Secretary
Regional Ecologist
CEM Emergency Programs Coordinator
DRI Coordinator
Economic Development Coordinator
Accounting Manager
Administrative Assistant
Secretary/Receptionist

301 East Ocean Boulevard, Suite 300
Stuart, Florida 34994
(561) 221-4060 (phone)
(561) 221-4067 (fax)
e-mail: studio@tcrpc.org

THE DESIGN TEAM

TCRPC Design Studio: Marcela Camblor, Shirley Monroe
Architects and Urban Design:
Tatiana Pena, Anthea Gianniotes, Steven Fett, Mario Rubio, Dana Little, Jess Linn, Andrew Georgiadis
A + S Architects & Planners, PA:
Derrick Wendell Smith
Correa, Valle, Valle, Inc.
Shailendra Singh
Glatting, Jackson, Kercher, Anglin, Lopez, Rinehart:
Wade Walker

TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH