



# CLEWISTON WATERFRONT

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## M A S T E R P L A N

City of Clewiston, Florida &  
Southwest Florida Regional  
Planning Council

June 2023



## Acknowledgment

The Clewiston Waterfront Master Plan has been funded courtesy of a grant award from the Florida Fish and Wildlife Conservation Commission's Florida Boating Improvement Program (FBIP). The primary purposes of the grant and creation of this plan are to promote boating on Lake Okeechobee and enhance economic development within the City, while also providing a safe harbor for boats from both the east and west coasts of Florida during hurricanes.

The Southwest Florida Regional Planning Council (SWFRPC) wrote the competitive grant application and has managed the grant process on behalf of the City of Clewiston. The SWFRPC, City of Clewiston, the Master Plan Steering Committee, community members and the consultant team, Stantec, have worked to develop an implementable Master Plan that achieves the purpose of the grant, and the desires of the community.

### City of Clewiston

James Pittman - Mayor  
Greg Thompson - Vice Mayor  
Barbara Edmonds - Commissioner  
Mali Gardner - Commissioner  
Hillary Hyslope - Commissioner  
Kristine Petersen (former Mayor)

Randy Martin - City Manager  
Travis Reese - Community Development Director

### Southwest Florida Regional Planning Council

Margaret Wuerstle - Executive Director  
Rebekah Harp - Deputy Director

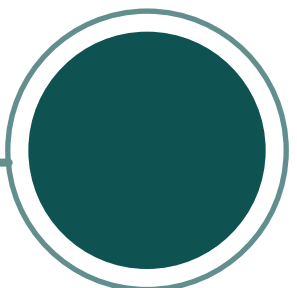
### Stantec

Jared Beck, AICP / FRP - Principal  
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June, 2023



# THEN

Clewiston was born with a relationship to nature, carefully planned that way by city planner John Nolen during the 1920's Florida land development boom. A waterfront city on Lake Okeechobee, known for sport fishing and bolstered by the creation of the Herbert Hoover Dike, was created with an emphasis on design, public spaces and the experiences they could create. Agriculture thrived with the added protection of the dike, creating "Americas Sweetest Town" named after the sugar industry that favors the area.

# NOW

Roughly 7,327 residents call Clewiston home, but many more visit the area each year. "Sugar is queen, and bass is king", as this area is known for its ties to U.S. Sugar, and hosts multiple world-class bass fishing tournaments annually. The economy is boosted with the added tourism spending, and businesses downtown and throughout the city enjoy the benefits.





The "Big O," as the lake is called continues to expand in popularity, and with that comes the need for an expanded boating marina. Anglers, and those simply seeking shelter from hurricanes can come to Clewiston and use their expanded all-inclusive services.

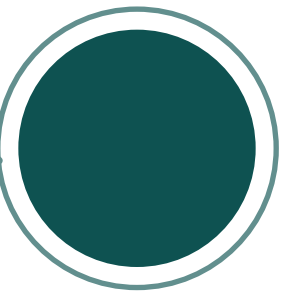
"The history of Clewiston is as rich as the soil she sets on. As vast as the big lake she stands beside."







**CLEWISTON**





# Clewiston

Once a Seminole tribe fishing camp, Clewiston was the vision of John O'Brien of Philadelphia and Alonzo Clewis of Tampa during the Florida 1920's Land Boom. Designed by famed town planner John Nolan, Nolan saw opportunity in Florida, which he considered "the last frontier" and in the future of Lake Okeechobee. Nolan, who had received a master's degree in the then new field of landscape architecture from Harvard University, was a pioneer in the new field of town planning. His plans, both design and regulatory, placed an emphasis on land use controls and quality design, public spaces and the experiences communities could create. Today, his work throughout the country is widely recognized in the United States and beyond for his pioneering view on how a town could develop.

## Sugar is Queen

In 1921, John and Marian O'Brien, along with Alonzo Clewis, opened a railroad that created opportunity for the transport of vegetables that were growing in the area, and in 1925 the town was officially incorporated and named Clewiston. The small town would be shaped beyond what it may have known then, when in 1929 the Southern Sugar Company opened its factory. In 1931, Stewart Mott – of Mott's Apple Juice, purchased the company and renamed it U.S. Sugar Corporation. Today, U.S. Sugar is among the primary economic drivers in the city, earning Clewiston the recognition as "America's Sweetest Town." Citrus also gained its prominence during this time and helped develop Florida as the orange juice capital of the world.

Lake Okeechobee, already well known for its largemouth bass fishing, would be reshaped following the devastating Great Miami Hurricane in 1926 and the Okeechobee Hurricane in 1928 that killed thousands. The Florida State Legislature created the Okeechobee Flood Control District, which initiated the construction of large levee systems in the 1930's and later expanded in the 1960's to create the Herbert Hoover Dike. Roughly 30 feet high, the Lake Okeechobee Scenic Trail was dedicated in 1993 to welcome pedestrians and bicyclists alike to enjoy the sweeping views the levee provided.

## Bass is King

Florida's sport fishing industry has roughly a \$10 billion-dollar annual economic impact statewide. Lake Okeechobee, encompassing 730 square miles, is widely recognized as a destination for its largemouth bass fishing among others, and is a key economic driver for communities located along its shore.

The City of Clewiston benefits significantly from its waterfront and the local community has taken advantage of it by offering numerous boat-based fishing charters, tournaments, and other recreational opportunities. The City has also invested in attracting and supporting the sport fishing industry while also providing a public amenity for its residents in past investment along the public waterfront including boat ramps, pedestrian trails, shelters, and facilities.

## Existing Resources

Over the last several years, the City has been incrementally working on improvements throughout the community to better support its residents and further attract visitation and economic development. Development interest has

also trended up in recent years and there are multiple large scale development projects anticipated to be built in the upcoming years immediately west of the City. There are several advantages that Clewiston offers in attracting future investment and tourism:

**Location:** in addition to its location on the south shore of Lake Okeechobee, it's within 90 minutes by car from Fort Myers on Florida's west coast and West Palm Beach on its east. Clewiston is also within two hours by car from Miami and three hours from Orlando.

**Water Access:** boaters benefit from the Caloosahatchee River on the west side of the lake and the St. Lucie on the east, which come together and provide boaters navigable access from the Gulf of Mexico to the Atlantic Ocean.

**Water Based Attractions:** there are numerous boat charters and tournaments occurring throughout the year attracting visitors from throughout the state and beyond. Additionally, well established facilities including the Roland and Mary Ann Martin Marina are destinations in themselves.

**History:** Clewiston offers historic roots, including in its commercial Downtown. While there is still a significant amount of work to be done, the assets are in place and the city is working towards a vision. The recently completed Sugarland Highway / US 27 corridor plans, if implemented, will significantly enhance the overall appeal for visitors to explore downtown. Additionally, Downtown is within about a 20-minute walking distance from the waterfront. Investment in creating comfortable pedestrian and bicycle routes would benefit in providing multiple attractions to visitors within a close distance.

**Affordability:** one of the many attractive qualities of Clewiston is its affordability. Clewiston ranks slightly below the state and national average in the cost of home ownership and is substantially below its coastal counterparts. Adding in the full range of goods, services, and attractions the City offers, along with its proximity to the larger communities, and it's an attractive place to live.

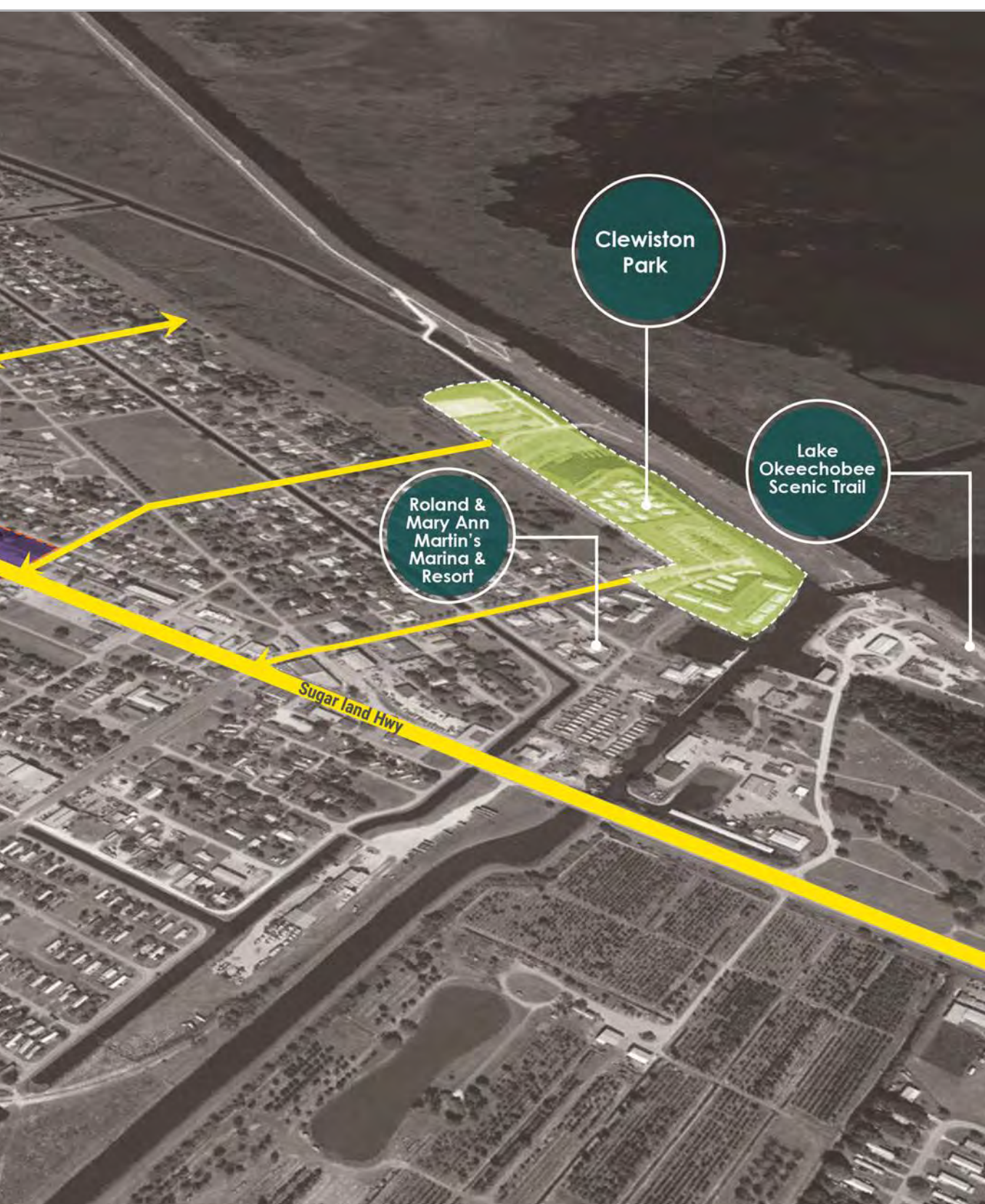
## Waterfront Impact & Opportunity

The investment made in implementing the Waterfront Master Plan, once completed, will have impact well beyond that of the immediate waterfront area. The opportunities to expand on that and further attract fishing-related events and tourists is substantial given the recognition Clewiston and Lake Okeechobee already have. This also presents an opportunity to expand on ecotourism and heritage tourism with the natural and historic resources of the city. With minimal investment beyond the waterfront area, there can be strong connections from the project area to these destinations.

A focused branding and marketing effort that captures these various attractions as part of the opening of the future waterfront will also help to create additional interest in Clewiston both for visitors and investors.









# Waterfront Master Plan Concept

Currently, landside access to the waterfront is only by way of Francisco Street - a two lane roadway with sidewalks that loosely defines the eastern gateway to the City. As part of the Waterfront Master Plan process, enhancing connectivity of the waterfront to the community has been a consideration. This provides two benefits:

1. Increased access of the waterfront for residents and visitors
2. Provides easier and more attractive access to visit Downtown and explore the community - including enhancing visitor spending

A cornerstone of Clewiston's town plan is connectivity and public access to amenities. The original plat for the City included multiple right-of-ways that have not been improved over the decades that could provide enhanced public access throughout the northern portion of the community, including to the waterfront area.

## Pedestrian & Bicycle Pathways

There are multiple segments of unimproved public right-of-way in proximity to the waterfront area, and between platted lots. Residents have become accustomed to these areas being greenspace and likely some have considered these areas parts of their lawns or lots and would strongly oppose any formal street construction. However, these areas are within the public-right-of-way and it would be reasonable to make improvements for pedestrian and bicycle connectivity.

Within the existing improved street network, further improvements along the routes shown on the adjacent map would benefit from enhancements such as increased signage and wayfinding, shade trees, and other features to better encourage pedestrian and bicycle use. A goal of this would be to encourage those visiting the waterfront to also visit Downtown businesses.

## Parks & Gathering Spaces

The City has retained ownership of several small parcels within the northern part of town that are currently maintained as open greenspace. Enhancing these with shade trees, landscape, signage, and furnishings would also create additional areas for gathering and benefit residents and visitors.

Some of these areas, in close proximity to Downtown, are already improved and actively used as park or other recreation space and should be promoted as part of the waterfront and amenities the City offers.

## Gateways

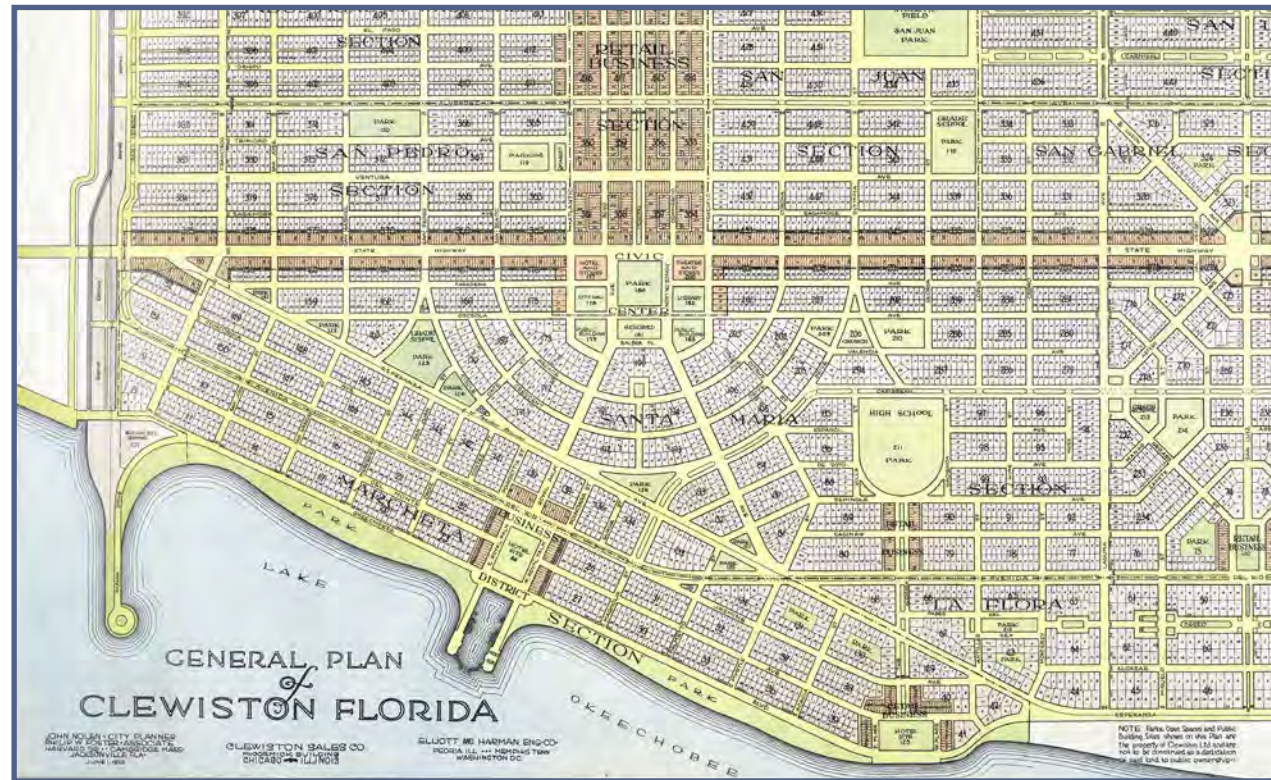
Multiple areas have been identified along US 27 that can become iconic gateways for the City in welcoming visitors. The US 27 Vision Plan completed in 2021 identified multiple locations on either side of Downtown. However, incorporating some central feature within the commercial core would also help in signifying it.

## Streetscaping

The City is actively working to implement streetscape enhancements within the overall Downtown area. As funding becomes available, creating three hierarchies of streetscape design would benefit the Downtown area and help attract further private investment. US 27 will have its own design concept and theme, as identified in the Vision Plan, and additional and complimentary designs could be used throughout the core commercial blocks, followed by a third tier of designs that would help signify the overall connectivity within the general Downtown and surrounding area.

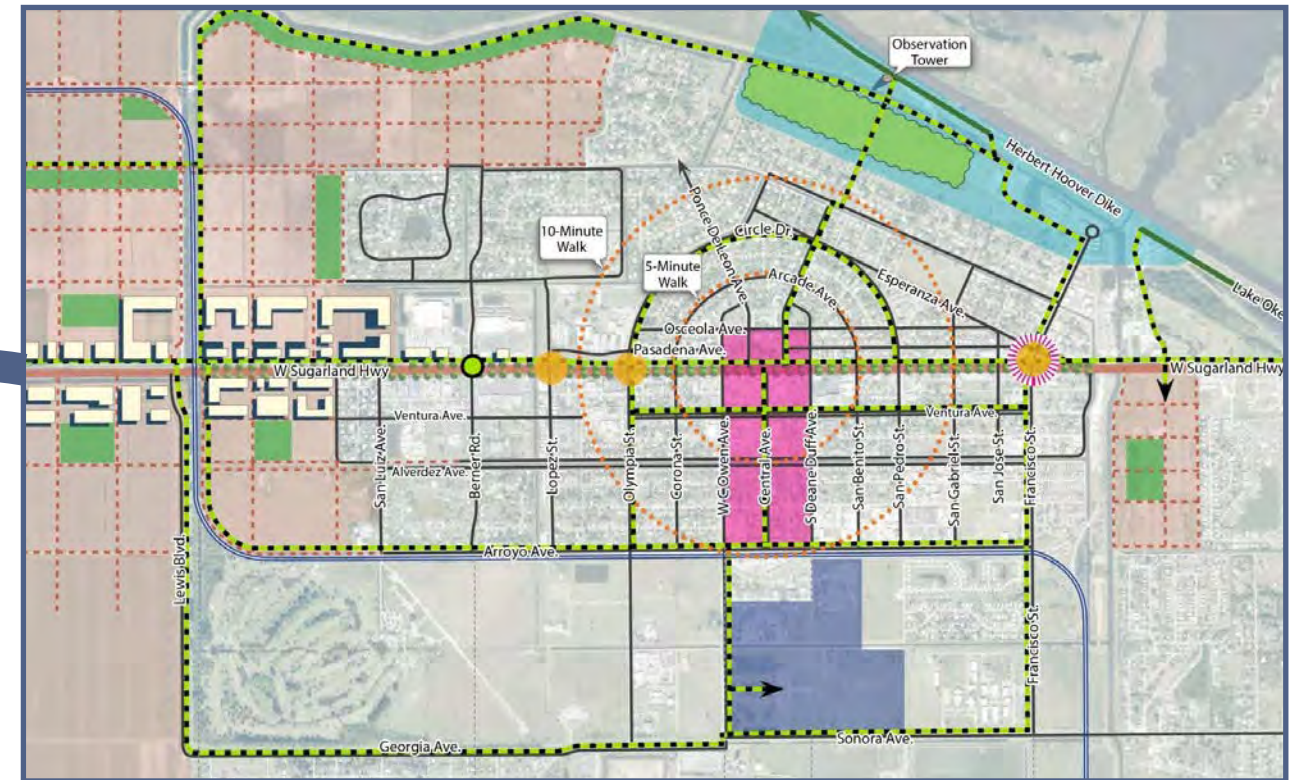
## Business Enhancements

As part of a larger strategy, the City will benefit from working with private property and businesses owners along US 27 and the core commercial areas to provide assistance, likely in the form of landscape and facade improvement grants, low or no-interest loans, or other mechanisms to encourage reinvestment in these properties and help attract both visitor spending and new business development.



The Nolan General Plan of 1925 created a strong linkage from the community to the public waterfront. It created areas to celebrate civic activity and ensured the waterfront remained accessible to all.

The 2021 US 27 Vision Plan revisits enhancing connectivity and mobility throughout the City, including public access to the waterfront.





## Legend

- **Primary Connectors:** this includes US 27 and Francisco Street as the primary thoroughfare within the City and direct access to the waterfront.
- **Secondary Streets:** these streets, south of Downtown, will benefit from pedestrian improvements over time that help to unify the general Downtown area and improve pedestrian comfort and connectivity to the broader pedestrian network and access to the waterfront.
- ⋯ **Pedestrian Routes:** focused pedestrian enhancements, including landscape and shade trees, signage, crosswalks, lighting and furnishings along these routes will further enhance overall connectivity and access to the waterfront.
- **Commercial Area:** future investment in both public spaces and incentives or assistance with private property owners will continue the City's efforts to encourage revitalization.
- **Downtown Core:** this area should receive the greatest focus on reinvestment both in streetscape and in furthering private investment in creating a vibrant Downtown for residents and in attracting additional visitation.
- **Greenspace:** enhancing the small and irregular parcels that are not currently used for active parks or community space with landscape, shade trees, shade shelters, furnishings and signage will better create a greenway network throughout the northern part of the City and better unify the connectivity and waterfront access.
- ✱ **Gateways:** these areas identify future gateway locations to welcome residents and visitors.
- **Waterfront Master Plan Area**

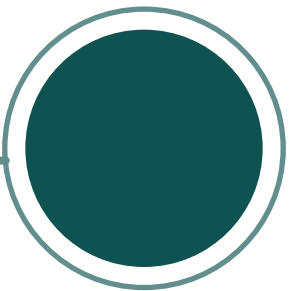








**INPUT**





# Community Preferences

## Steering Committee

To facilitate the Waterfront Master Plan, a Steering Committee was established to provide initial input and serve as the sounding board in developing preliminary concepts. Committee members reflected a range of interests in the Clewiston area, and included:

- Randy Martin – City of Clewiston
- Travis Reese – City of Clewiston
- Keitha Daniels – Hendry Co. EDC
- Ramon Iglesias – Roland Martin Marina Resort
- Hillary Hyslope – Clewiston Chamber
- Ryan Duffy – US Sugar
- Michael Ellis – US Sugar
- Brannan Thomas – US Sugar
- Katie Woellner – Hendry County

Initial concept plans included a larger area than that shown in the Waterfront Master Plan that encompassed multiple parcels owned by US Sugar Corporation. Throughout the planning process, it was determined the plan should focus only on the waterfront portion currently under lease by the City and under ownership of the South Florida Water Management District.

## Website

The Southwest Florida Regional Planning Council (SWFRPC) created a project website dedicated to the Waterfront Master Plan effort that provided a project overview, findings, conceptual plans, Q&A, and other items to provide a resource for the community.

## Public Meetings

Multiple public meetings were conducted to present findings of the site analysis, market analysis, and concept plans.



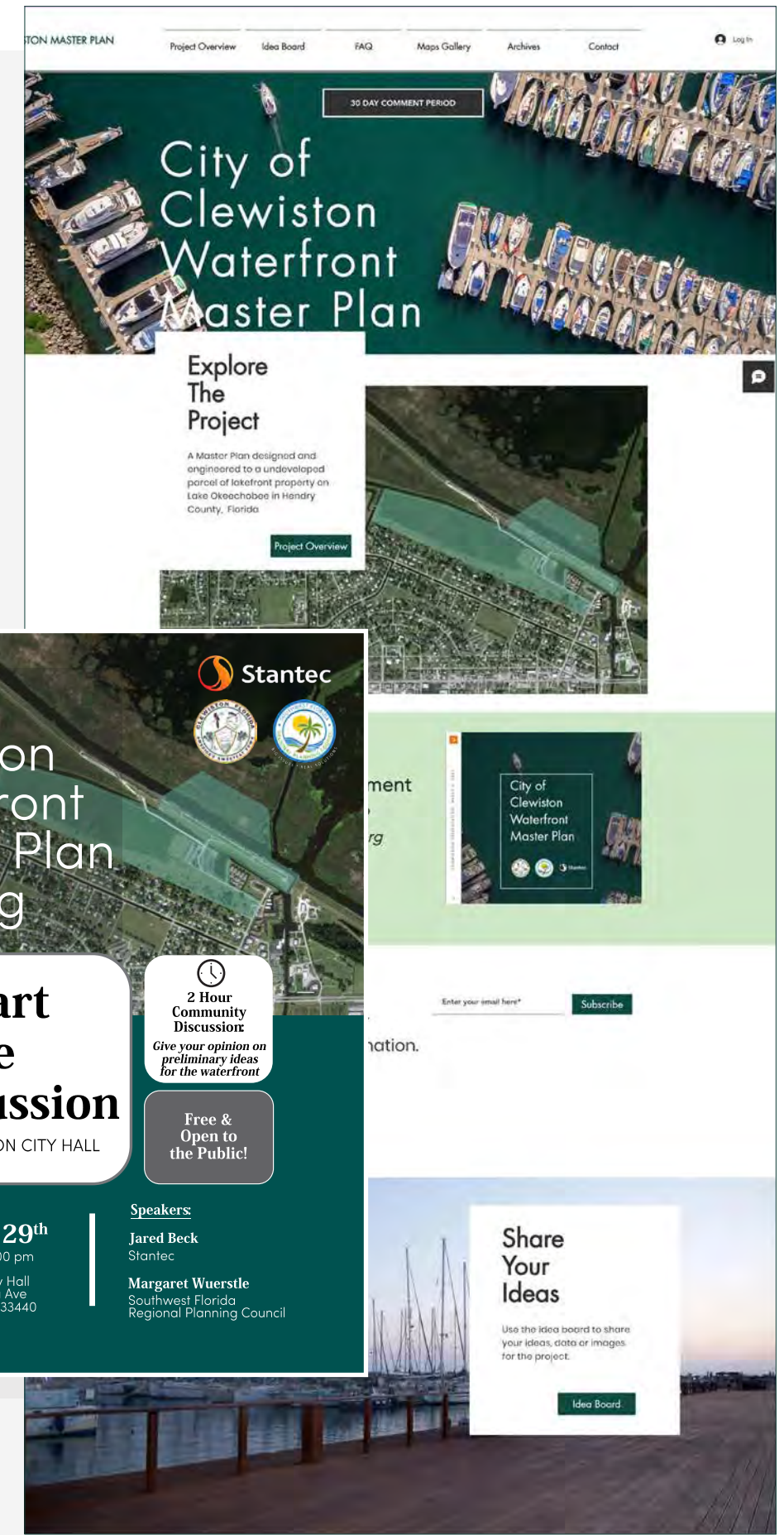
## Community Survey

A community survey was created and distributed throughout the city to gather data to further guide the plan development process and selection of key components to be included in the Waterfront Master Plan. The survey identified more than 20 potential amenities that could be included within the plan. Participants were asked to select those they would like to see as a part of the waterfront redevelopment.

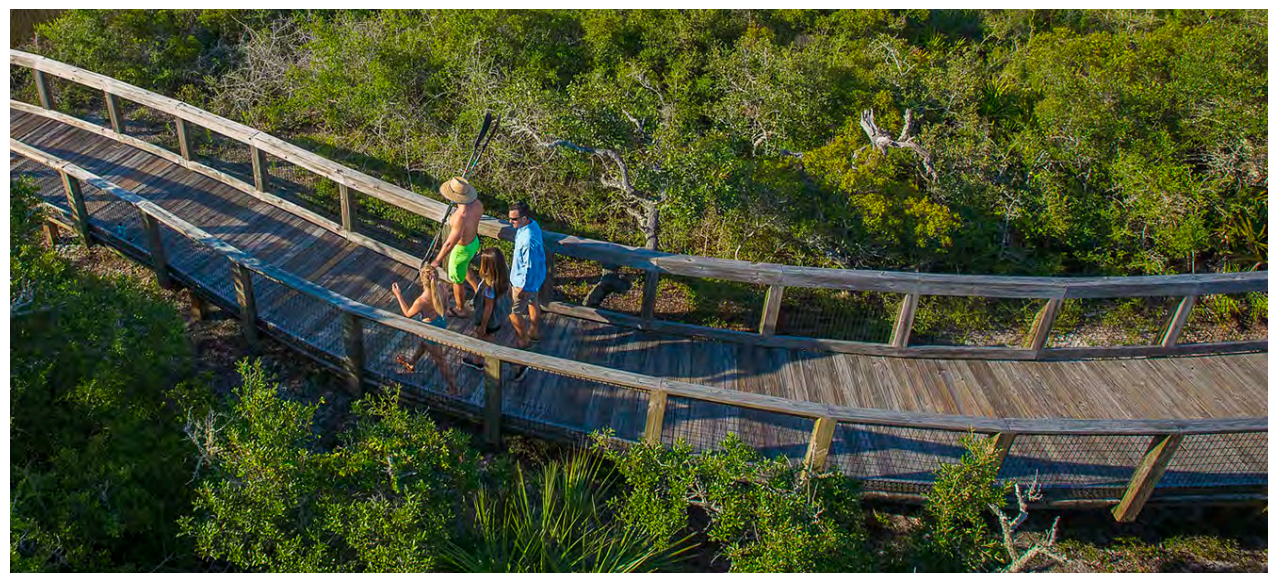
Approximately 65 surveys were completed during this process. Based on the number of responses and the population within the City, this results in a 90% confidence level +/- 10 points, Therefore, the survey results should be reflective of the majority of the community.

The survey results, sorted by order of preference based on responses, are shown here:

Amenity	Yes (%)
Walking Paths	67%
Viewing Tower / Observation Deck	63%
Group Pavilion	59%
Additional Fishing Platforms	56%
Picnic Tables	57%
Kayaking / Canoeing	54%
Grills	43%
Exercise Stations	41%
Playground	39%
Food Trucks	39%
Markets	37%
Additional Boat Parking	35%
Dog Park	30%
Skate Park	24%
Splash Pad	23%
Swimming Pool	20%
Rock Climbing Wall	20%
Open Play Field	19%
Archery	13%
Tennis Courts	7%
Bocce Courts	4%







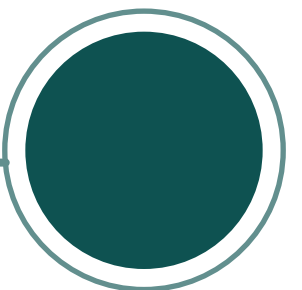








# WATERFRONT MASTER PLAN





# Waterfront Master Plan

The Waterfront Master Plan included the area already developed for waterfront use - referred to as the east side, and expanded west of the existing bridge (currently being replaced) that provides access to the top of the dike, and referred to as the west side.

East of the bridge, the Plan includes reconfigured parking, new shade structures and fishing dock, a new kayak and canoe launch, landscape, and formalized pathways and walkways that connect to the other portions of the waterfront.

West of the bridge, the Plan significantly increases the waterfront access for boaters and includes a separate launch area for canoers and kayakers. Substantial emphasis was also placed on the landside elements to provide ample opportunity for use by non-boaters, residents and visitors including open space for play or programming, walking trails and pathways, a large playground area and fit stations.

## Plan Elements

1. **New pathway connection to pier:** a new pathway will provide a connection from the existing sidewalk along the entry road and condominiums to the existing pier on the east side of the inland lake. Along the southern portion of the inland lake, the connection will be constructed similar to a seawall and connect to additional pathways.
2. **Improved Kayak Launch:** a new and enlarged kayak launch along the inland lake with connectivity to the new pathways, adjacent parking lot with kayak drop-off, and the large pavilion, concessions and trash building.
3. **Shade Shelters:** New shade shelters will be installed throughout the waterfront area for additional sun and rain protection.
4. **Pavilion / Concessions / Trash:** a new structure will be constructed that can serve as a shade shelter and concession stand during tournaments or other high use areas, along with a large area for trash and recycling.
5. **Reconfigured Boat Parking:** the existing boat parking will be slightly reconfigured to maximize parking area after construction of the bridge, and include designated staging and loading areas.
6. **Staging / Loading:** designated staging and loading areas have been incorporated into the parking to minimize any traffic disruption during high use times.
7. **New Restrooms:** new restrooms will be constructed to better support current and future use.
8. **Covered Fishing Platforms:** a new fishing platform with roof will be constructed to provide additional shaded fishing opportunities.
9. **New Sidewalk:** enhanced connectivity will be incorporated throughout the waterfront area with new sidewalks, pathways, and boardwalks.
10. **Stabilized Sod (overflow Parking / Events / Food Truck, etc.):** as part of the improved western area, stabilized sod will be used in large areas that can serve as open play fields, event lawns, as well as use for vehicular parking such as food trucks during events or additional truck and trailer parking during tournaments.

The Plan also includes the ability to program this area for large events and festivals, and includes an amphitheater, event lawn, new restrooms, storage, and large stabilized sod area that can serve as a location for food trucks or festival equipment, and also provide overflow truck and trailer parking when there are no programmed landside events.

Trails are an important component of these and this concept includes trail options that extend westward throughout the open areas and connect multiple lookout towers that provide views for visitors over the dike and onto Lake Okeechobee.



11. **Amphitheater / Stage:** an amphitheater or stage will be constructed along the west side of the bridge that can be used for community events and festivals.
12. **Event Lawn:** the event lawn will provide open play for children and families when there are no other special events, and can also be used as an event lawn during concerts or other performances.
13. **Community Pavilion:** the large pavilion can be used for rental events, special events, and provide a large sheltered area for general use.
14. **Playground:** a playground will be incorporated for use at any time, including as an additional activity for families during fishing tournaments.
15. **Picnic Tables / Grills:** a high preference in the community survey, various areas will include picnic tables and grills.
16. **New Bridge:** a new bridge is under construction to the levee that will better accommodate heavy vehicles, improve the turning movements at the top, improve the overall appearance, and allow for larger boat access along the canal.
17. **Restrooms:** additional restrooms will be constructed on the west side for general and special event use.
18. **Fit Stations:** outdoor fit stations will be incorporated along the meandering pathways to provide an additional amenity and better serve residents that may incorporate the park into daily or weekly use.
19. **New Boat Parking:** a large paved boat parking area will replace the existing dirt overflow parking with improved circulation.
20. **New Boat Ramps:** new boat ramps will help increase capacity during tournaments and increase overall access to the waterfront.
21. **New Docks:** additional dockage will be provided to support a safe harbor during storm events and enhance public access to the waterfront.
22. **Large Overlook / Pavilion:** this feature will provide shaded waterfront gathering, great views and be a signature corner feature in the marina.

23. **Storage:** an on-site storage building for City use as well as for kayaks, canoes, or other supplies will be incorporated (may include rental fees if used for public storage).
24. **Kayak / Canoe Staging:** this area, along with the drop off, will better improve access and ease for launching kayaks or canoes.
25. **Kayak / Canoe Launch:** these will provide additional launch locations to improve access to the water.
26. **New Boat Dockage:** parallel docks will be constructed to also provide additional boat access and support the safe harbor for those who may be leaving the coastal areas.
27. **Large Lookout Tower:** a large signature lookout tower will be constructed on the landside of the waterfront along the natural trail.
28. **Small Lookout Tower:** a series of small lookout towers will be constructed atop the levee to provide views of Lake Okeechobee.
29. **New Parking:** additional truck and trailer parking has been incorporated atop the levee.





Waterfront Master Plan - Site Plan Key



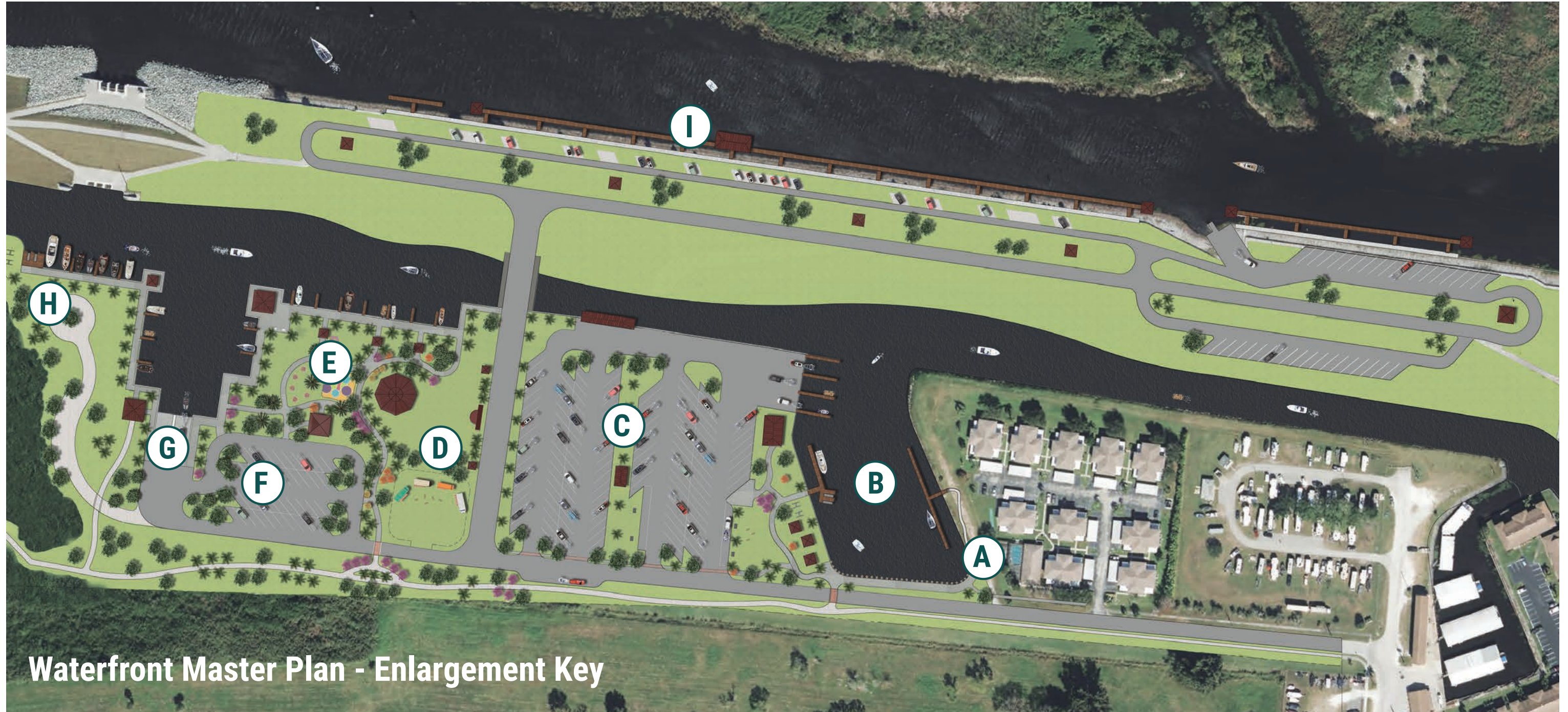
# Enlargements

Intended to include short and long term improvements, and those that will benefit City residents and attract additional visitation, the key focus areas or elements are included in the following enlargements.

All of the projects east of the bridge can be considered short term and may begin as soon as funding becomes available. The longer term projects, mostly west of the bridge, and permitting for the parallel docks on the lake side of the dike, will require a more substantial

amount of time and funding. Detailed design of these elements should begin as soon as possible, and may also be funded through various grant opportunities.

Specific elements included within each of these areas reflect community feedback and input from City management. Coastal engineers have been involved throughout the design process, and all elements included within the concept plan are realistic.



**Waterfront Master Plan - Enlargement Key**





### A. Pedestrian Access

Safe pedestrian use throughout the waterfront has been incorporated through a variety of pathways and sidewalks. New sidewalks will connect the existing sidewalk along the entry road with an internal network, including a “seawall” along the southern end of the inland lake to help increase the waterfront experience.



### B. Inland Lake

The current inland lake and short term improvements including constructing a new staging dock and canoe and kayak drop off and launch, installation of new shade pavilions, construction of a concessions / shade / garbage and storage building, and new pathway connections that will connect the existing sidewalk along the entry road and adjacent condominiums and the new internal pathways included in the Plan.



### C. Reconfigured Parking

The existing parking lot will be resurfaced and slightly reconfigured to better take advantage of the space available following completion of the new bridge. It will also include multiple staging areas for boaters and a new restroom and trash facility.





### D. Event Space

In addition to fishing tournaments and un-programmed community use, the waterfront is also intended to be used for large community events and festivals. A large area of stabilized sod has been incorporated for use during these, such as for food trucks, or carnival type equipment, and may also serve as overflow truck and trailer parking during tournaments. A large open event lawn immediately adjacent to it can be used for open play as well as provide an event lawn during concerts or programs being held in the amphitheater adjacent to the bridge.



### E. Activity Area

The Master Plan intends to create an area for the entire community to gather, and to be used throughout the week. A variety of amenities have been incorporated, including a children's playground, exercise stations adjacent to the meandering walking or running paths, a community pavilion, and open play areas.



### F. New Parking

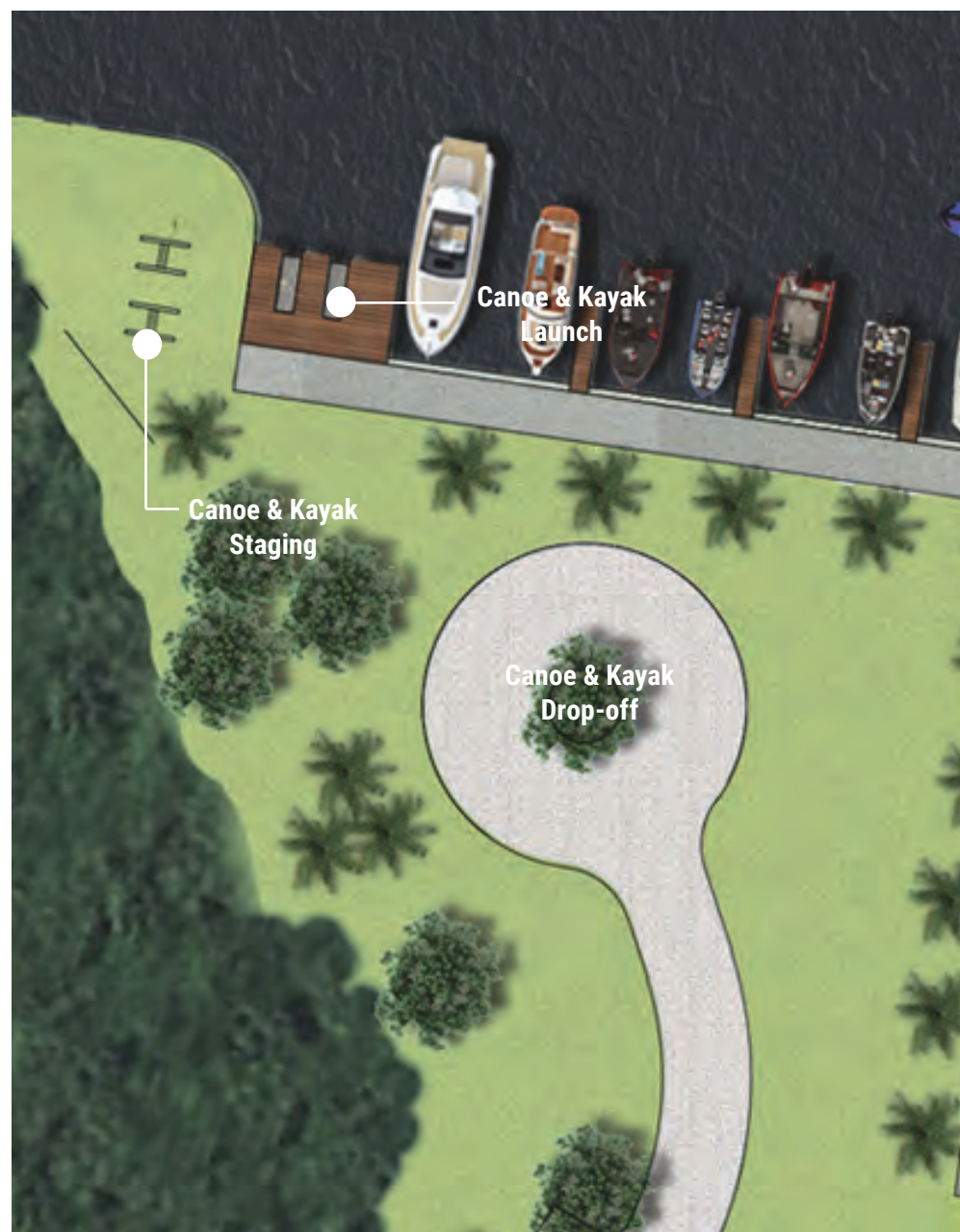
New formalized truck and trailer parking has been incorporated to replace the existing unpaved overflow parking. This parking will provide a more organized and efficient place for boaters, and improve parking efficiency for those who may launch from the western boat ramps.





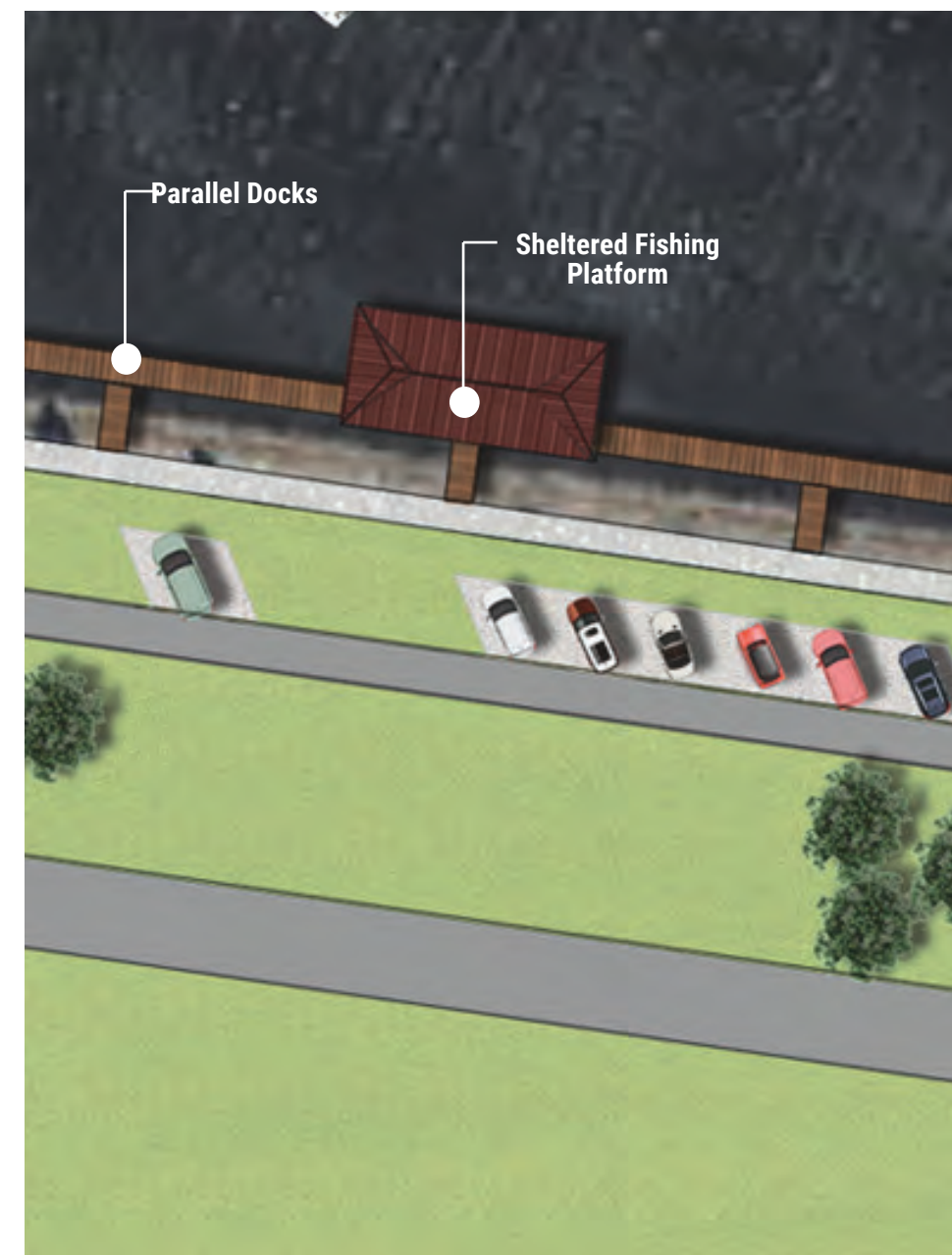
### G. Boat Launch

The second boat ramp will reduce wait time to launch vessels during tournaments or other high use times. It will also create an area where vessels may be launched and docked for periods of time unlike the eastern launch that does not allow for any lengthy docking.



### H. Canoe / Kayak Launch

A second canoe and kayak launch has been incorporated on the western end of the marina and site development area. This will provide an additional area for users to launch and allow users to paddle westward along the canal and avoid potential conflict with boaters.



### I. Parallel Docks & Fishing Piers

To increase available dockage both for recreation and for safer inland dockage during storm events, parallel docks have been incorporated to line the canal. New shade shelters have been incorporated along the docks, including a large shaded fishing pier.





## Future Waterfront





**Future Waterfront**

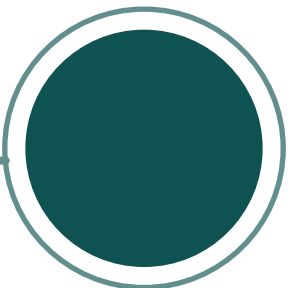








# IMPLEMENTATION & FUNDING





# Implementation

The Waterfront Master Plan is an ambitious project that will require significant additional detailed planning, permitting, and funding to complete. However, the City may choose to continue this Plan through a phased approach that will help expedite implementation and take advantage of substantial funding opportunities currently available.

The most complex and time consuming portion of the project will be detailed design of the marina along with any areas that impact the shoreline, and the accompanying permitting. With an overall plan in place, the City could proceed with utilizing this Plan in securing funding to complete the detailed engineering and environmental drawings that will be required for permitting. By beginning this early on, those plans can move through the process, which may take upwards of 36 to 48 months, while the City identifies and pursues additional funding to begin implementing elements of the Plan that will not be impacted by the major construction associated with the western portion of the site.

IMPLEMENTATION PLAN				
SHORT TERM	Allocate within the Capital Improvements Plan (CIP) or continue working with the SWFRPC to secure grant funding to complete marina and waterfront related drawings that will be required for permitting.			
	Identify plan elements that City may wish to proceed with that will not require any additional approvals beyond City permitting, and prioritize for implementation. (See short-term elements).			
	Issue an RFQ / RFP for design consultant to begin detailed marina and waterfront related drawings, and issue contract.			
	Identify an implementation schedule that could be funded through the City's CIP or through working with the SWFRPC to begin implementing short-term elements.			
	Formalize an agreement with US Sugar for easements or other lease agreement to incorporate scenic pathways through US Sugar owned property east of the immediate project area, and the construction of the large overlook tower.			
	Begin developing a branding and marketing initiative to better promote the waterfront and increase awareness of the changes that will be coming. This should include a broader approach to also promote Downtown and other City assets.			
MID TERM	Once detailed marina and waterfront plans are finalized and approved by the City and the SFWMD, proceed with permitting. This will be a lengthy process and will require:			
	Federal:	<p><b>United States Army Corps of Engineers (USACE)</b></p> <ul style="list-style-type: none"> <li>Individual Permit (IP)</li> <li>Nationwide Permits (NWP)</li> </ul> <p><b>United States Coast Guard (USCG)</b></p> <ul style="list-style-type: none"> <li>Navigation and Waterway Signage</li> </ul> <p><b>United States Fish and Wildlife Service (USFWS)</b></p> <ul style="list-style-type: none"> <li>Environmental Resources</li> <li>Protected Species</li> </ul> <p><b>National Marine Fisheries Service (NMFS)</b></p> <ul style="list-style-type: none"> <li>Biological Opinion</li> <li>Protected Species</li> </ul>	State:	<p><b>Florida Department of Environmental Protection (FDEP)</b></p> <ul style="list-style-type: none"> <li>Environmental Resource Permit (ERP)</li> <li>Submerged Land Lease (SLL)</li> </ul> <p><b>South Florida Water Management District (SFWMD)</b></p> <ul style="list-style-type: none"> <li>Environmental Resource Permit (ERP)</li> </ul> <p><b>Florida Fish and Wildlife Conservation Commission (FWC)</b></p> <ul style="list-style-type: none"> <li>Biological Resources</li> <li>Navigation and Waterway Signage</li> <li>Manatee Protection Zones</li> <li>Boating Safety Zones</li> </ul>
	<i>Estimated permitting timeframe is 36 to 48 months.</i>		<i>Estimated permitting timeframe is 24 to 36 months.</i>	
	Note: Federal and State permitting may be done concurrently. As part of the permitting process, there is also a public comment period for application reviews. If the final project goal is to develop a marina that will not impact any wetlands or waters of the State, the permitting timeframe estimates may be reduced. If there are impacts to wetlands, for example dredging another channel to the Lake, the anticipated permit timeframe will be on an order magnitude in years.			
	During this time, the City and SWFRPC should identify and select targeted funding opportunities and working with the City's CIP, identifying opportunities to further leverage planned City investment in community projects to increase grant opportunities.			
While this Plan focuses on the waterfront, the City has many goals for citywide reinvestment and is taking proactive steps towards achieving them. This project, and it's connectivity to other areas of the city and potential economic benefits should be leveraged as well. Within the funding options identified in this Plan, some may benefit broader community investment including connectivity / mobility, revitalization, parks and greenspace, resilience, housing, economic development and housing.				
Begin a phased implementation of short-term elements that will not be impacted by the waterfront or marina construction and may be done through City permitting.				
LONG-TERM	Once permitting for marina and waterfront related elements are complete and funds are identified, initiate the RFQ / RFP process to begin construction. During the detailed design process, a phasing component must be included to ensure that various elements can be completed as funding is available without disrupting use of the waterfront.			



## Cost Estimate

The cost estimate includes all key elements within the Waterfront Master Plan and should be used by the City for identification of items that may be included within the Capital Improvements Plan for future implementation, as well as for the SWFRPC in identifying opportunities to leverage project costs with potential grant funds.

COST ESTIMATE				
Feature	Unit	Quantity	Unit Cost	Total
New Seawalls	Linear Feet	2,060	\$500	\$1,030,000
Boat Ramps	Units	2	\$100,000	\$200,000
New Docks	Linear Feet	375	\$1,000	\$375,000
Fishing Platform (avg 85-feet long)	Units	2	\$75,000	\$150,000
Dredge Cut Outs (to 10-feet)	Area	31,260	\$100	\$3,126,000
Seawall Rework, New Pilings	Unit	1	\$120,000	\$120,000
New Kayak Launches	Unit	2	\$25,000	\$50,000
New Trailer Parking	Area (sf)	73,121	\$3	\$217,169
Turnaround for Kayak Launch	Linear Feet	12,312	\$3	\$36,567
Parallel Docks	Linear Feet	2,136	\$1,000	\$2,136,000
Stabilized Sod	Area (sf)	20,775	\$2	\$45,705
Community Pavilion	Area (sf)	4,398	\$50	\$219,900
Amphitheater / Stage	Units	1	\$200,000	\$200,000
New Restroom	Units	2	\$150,000	\$300,000
Overlook Towers	Units	4	\$80,000	\$320,000
Large Overlook Tower	Units	1	\$130,000	\$130,000
Storage Building	Units	1	\$90,000	\$90,000
Playground Area	Each	1	\$80,000	\$80,000
Fit Stations	Units	6	\$3,000	\$18,000
Picnic Tables and Grills	Units	5	\$2,500	\$12,500
Reconfigured Boat Parking	Area (sf)	161,241	\$3	\$478,886
Shade Shelters (in dredge area)	Units	3	\$50,000	\$150,000
Pavilion / Concessions / Trash	Units	2	\$50,000	\$100,000
Pavement Demo	SF	90,000	\$1.69	\$152,100
Concrete Sidewalk	SF	20,000	\$6.11	\$122,200
Landscape	Unit	1	\$500,000	\$500,000
Site Furniture	Unit	1	\$80,000	\$80,000
Sod / Irrigation	Unit	1	\$150,000	\$150,000
Signage / Wayfinding	Unit	1	\$50,000	\$50,000
Lighting	Unit	1	\$80,000	\$80,000
Drainage	LS	1	\$200,000	\$200,000
<b>Totals:</b>				<b>\$10,920,027</b>
Engineering, Design & Permitting (18%)				\$1,965,605
Contingency (15%)				\$1,638,004
<b>TOTAL COST ESTIMATE:</b>				<b>\$14,523,636</b>



# Implementation

The following funding sources have been identified as those most likely to benefit implementation of the Waterfront Master Plan and accessible to the City and the Southwest Florida Regional Planning Council.

Source	Agency	Purpose	Applicants	Use of Funds	Terms	Add'l Req's.	Funding Cycle	Contact	Project Area	Next Steps	Rank
Boating Infrastructure Grant Program (BIGP)	Florida Fish and Wildlife Conservation Commission	The Boating Infrastructure Grant Program (BIGP) provides funding through competitive grants for tie-up facilities for transient recreational boats 26 feet or longer (non-trailerable). This program is funded by the U.S. Fish and Wildlife Service.	Local Governments, Native American Tribes, Port Districts, Nonprofit Organizations, Private Organizations, State Agencies, some special purpose districts, if legally authorized to acquire and develop public outdoor recreation facilities.	Eligible activities include, but are not limited to: construction or renovation of boating infrastructure such as: slips, floating docks, fixed piers and breakwaters, day docks, dinghy docks, restrooms and showers, mooring systems, dockside utilities, marine fueling stations, dredging, Engineering, planning, and permitting, Installation of navigational aids, Production of educational materials.	Tier 1- State Grants \$200,000 or less  Tier 2 – National Grants \$200,001 to \$1,500,000  The BIGP program requires a minimum non-Federal (unless otherwise authorized by Federal law) match of 25 percent of the total eligible project costs. Projects with a match higher than 25 percent will receive additional points during the evaluation process which is based on the evaluation criteria contained in 50 CFR §86.56. Trends have shown that to be competitive nationally, projects should optimally include a 51 percent match.		January – April: Potential applicants reach out to FWC for guidance	Florida Fish and Wildlife Conservation Commission Boating and Waterways Section Attn: BIGP Administrator 620 South Meridian Street Tallahassee, FL 32399-6000 BigP@MyFWC.com	Waterfront Enhancements	Determine if the community wants to pursue a Tier 1 or Tier 2 application	1
Florida Boating Improvement Program (FBIP)	Florida Fish and Wildlife Conservation Commission	The FBIP is a state financial assistance program that provides funding through competitive grants for boating access projects and boating-related activities on coastal and inland waters within the State.	Eligible applicants shall include county governments, municipalities and other local governmental entities of the State of Florida.	Eligible uses of program funds include: boat ramps, lifts and hoists, marine railways, and other public launching facilities, piers, docks and other mooring facilities, economic development initiatives that promote boating, other local boating-related activities that enhance boating access for recreational boaters	There are no funding limits for total project costs. Due to limited allocable dollars, applicants with lower total project costs will receive higher technical point values, as outlined in the evaluation criteria described herein. For any project application, combined project management and administration shall not exceed 5% of the total project cost.  No cost-share is required; however, applicants who provide some share of the total cost will receive additional points in the technical evaluation.	Eligible applicants may submit more than one project application for consideration. The project sites must be in different locations and the applicant must rank the priority of projects in their cover letter	Closed. The next application period will open in February 2024.	Florida Fish and Wildlife Conservation Commission Boating and Waterways Section, Room #235 Attn: FBIP Administrator 620 South Meridian Street Tallahassee, Florida 32399-1600  For more information, email FBIP@MyFWC.com or call (850) 488-5600.	Waterfront Enhancements	Identify project and prepare application	1
Land and Water Conservation Fund	National Park Service administered by the Florida Department of Environmental Services	The Land and Water Conservation Fund Program (LWCF) is a competitive program that provides grants for acquiring or developing land for public outdoor recreational use. LWCF is a reimbursement grant program.	All local governmental entities with the legal responsibility for the provision of outdoor recreational sites and facilities for the use and benefit of the public.	Development: Outdoor recreation areas and facilities such as beaches, picnic areas, trails, ball fields, tennis and basketball courts and playgrounds, along with associated support facilities such as lighting, parking, restrooms and landscaping. Enclosed buildings and structures (except restrooms, restroom/concession buildings and bathhouses) are ineligible.  Acquisition: Land for outdoor recreation purposes. No pre-acquired site.	ACQUISITION PROJECTS not to exceed \$1.5 million. The maximum grant amount DEVELOPMENT PROJECTS not to exceed \$1.5 million  Local Cost-Share = 50%	For development projects, the applicant must own the project site or lease it from a public agency by the closing date of the application submission period. Land owned or leased by the applicant must be dedicated in perpetuity as a public outdoor recreation area.	Annual Program, State Applications are due Nov. 14 and Jan. 23	Angie Bright Angie.Bright@floridadep.gov	All elements of the project	Prepare application	1



Source	Agency	Purpose	Applicants	Use of Funds	Terms	Add'l Req's.	Funding Cycle	Contact	Project Area	Next Steps	Rank
Neighborhood Access and Equity Grant Program (Disadvantaged Communities)	Federal Highway Administration	Improve walkability, safety, and affordable transportation access, including stormwater management improvements related to surface transportation in disadvantaged areas	Include a State, A unit of local government; A political subdivision of a State, A special purpose district or public authority with a transportation function; A Metropolitan Planning Organization	To improve walkability, safety, and affordable transportation access through projects that are context-sensitive—to build or improve complete streets, multiuse trails, regional greenways, or active transportation networks and spines; or to provide affordable access to essential destinations, public spaces, or transportation links and hubs;	20% local match required	Technical Assistance This program will provide funding for other activities, including: guidance, technical assistance, templates, training, or tools to facilitate efficient and effective contracting, design, and project delivery by units of local government. For purposes of grants awarded for projects in economically disadvantaged communities.	Anticipated Summer 2023	TBD	US 27 Upgrades/ Stormwater Management	Sign up for notifications from FHWA.	1
Waterway Assistance Program (WAP)	Florida Inland Navigation District	Increase public access associated with the Atlantic Intracoastal Waterway and associated waterways within the District.	Counties and local governments	Waterway related projects must be located on natural, navigable waterways within the District. Eligible waterway related projects include navigation channel dredging, channel markers, navigation signs or buoys, boat ramps, docking facilities, fishing & viewing piers, waterfront boardwalks, inlet management, environmental education, law enforcement equipment, boating safety programs, beach re-nourishment, dredge material management, environmental mitigation, and shoreline stabilization.	The District is authorized to provide up to 75% for public navigation projects, while all other project categories are eligible for up to 50% funding assistance. Annually the District allocates approximately \$10-12 million dollars for the program. Cash and other grant funds may be utilized as the local match.	The limitation on funding has been established by the Legislature to be equal to the tax revenue that the District receives from the county in which the applicant is located. There may be several applicants from within a county competing for these funds.	Grant applications are posted to the District's website in January. Applications are due at the District office toward the end of March.	Florida Inland Navigation District 1314 Marcinski Rd Jupiter, Florida 33477 561-627-3386	Waterfront Enhancements	Contact the agency to confirm eligibility and anticipate a January application	1
Florida Recreation Development Assistance Program (FRDAP)	Florida Department of Environmental Protection	To provide grants to qualified local governmental entities to acquire or develop land for public outdoor recreation purposes.	All county governments, municipalities in Florida and other legally constituted local governmental entities with the responsibility for providing outdoor recreational sites and facilities for the general public.	Projects must be for one of the three following categories: acquisition of land for public outdoor recreational purposes, development and/or renovation of land for public outdoor recreational purposes, or construction and/or renovation of a public recreational trail.	Maximum grant = \$200,000 Projects of \$50,000 or less qualify for a 100% grant. A local match is required for grants greater than \$50,000.		The FY 2023-2024 FRDAP Application Cycle will be held August 1 - August 31, 2022.	Office of Greenways and Trails  (850) 245-2052	Parks and Open Space	Review State Outdoor Recreation Plan and consider if project aligns with priorities.	1

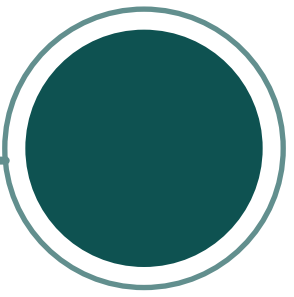








# APPENDIX





## Site Analysis

The Waterfront Area is heavily used throughout the year and provides various accommodations for users in boat launches, picnic areas, walking trails, restrooms, and parking.

Limited improvements have been made in amenities over the years; however, the area is generally well-maintained and meets current user needs.

In addition to a long-term vision of creating a more active, mixed-use development, there are opportunities for general improvement including signage and wayfinding, streetscape enhancements, parking, and public gathering spaces.

Plans have been designed for significant alteration for the portion of the Hoover Dike Road that spans the southern end of the parking lot to the top of the levee which, in addition to improving access to the top of the levee, will also allow boat traffic to pass through the southern canal beyond the existing culvert which, as currently constructed, does not permit boat passage.

## Trails, Pedestrian, and Bicycle Facilities

The Waterfront Area is located on the Lake Okeechobee Scenic Trail (LOST) and is home to the Levee Park. Located atop the Herbert Hoover Dike, this shared-use path is 11.6± miles long and connects to the overall 115-mile hike that wraps around Lake Okeechobee in its entirety. The 35-foot elevation allows walkers and bikers to enjoy a scenic view of Lake Okeechobee.

The trail conditions range from gravel rock to paved surfaces depending on the segment location.

Developed sections of the Waterfront Area contain sidewalks, which are connected with the City's existing sidewalk infrastructure located along Francisco Street and connecting to the scenic trail's shared-use path that starts at Hoover Dike Road. The system connects south to Sonora Avenue and to a larger system that connects the Waterfront Area directly to the City's Downtown. There are no dedicated bicycle lanes or pavement markings on the streets within the Waterfront Area or leading up to it; however, it is an area shared by walkers and bikers alike due to the location of the scenic trail connection. A detailed signage and wayfinding plan should be developed to address the need for "sharrows" and other pedestrian/bicycle safety signage.

Along with other nearby areas within the Downtown, the Waterfront Area is located within the City's Community Redevelopment Area (CRA) and designated as such on the City's CRA Plan. The City of Clewiston established the Community Redevelopment agency in 2005 and adopted the Downtown CRA Redevelopment Plan in 2007. The plan has not been updated since 2010; however, it encourages pedestrian mobility as well as economic development and enhanced design standards.

## Access

Current access to the Waterfront Area is by Francisco Street and then a left turn onto the Hoover Dike Road. Francisco Street is the primary connector to US 27 and is a signalized intersection. On either side of the Francisco Street are single-family, multi-family, and commercial uses. Street conditions are fair and comparable to many other streets

throughout Clewiston. There is a sidewalk that spans the full length of Francisco Street on the western side.

Nearing the intersection of US 27, Francisco Street is bisected by Esperanza Avenue which provides an alternate intersection at US 27. This is an irregular intersection and likely predominantly used by vehicles arriving from the east.

There are no gateway features and only limited signage at these intersections to inform passer-by's of the lake access.

Hoover Dike Road currently serves as access for the marina and one (1) condominium complex. The roadway is in good condition and includes a sidewalk along the entire length of the south side, and partially along the north side.

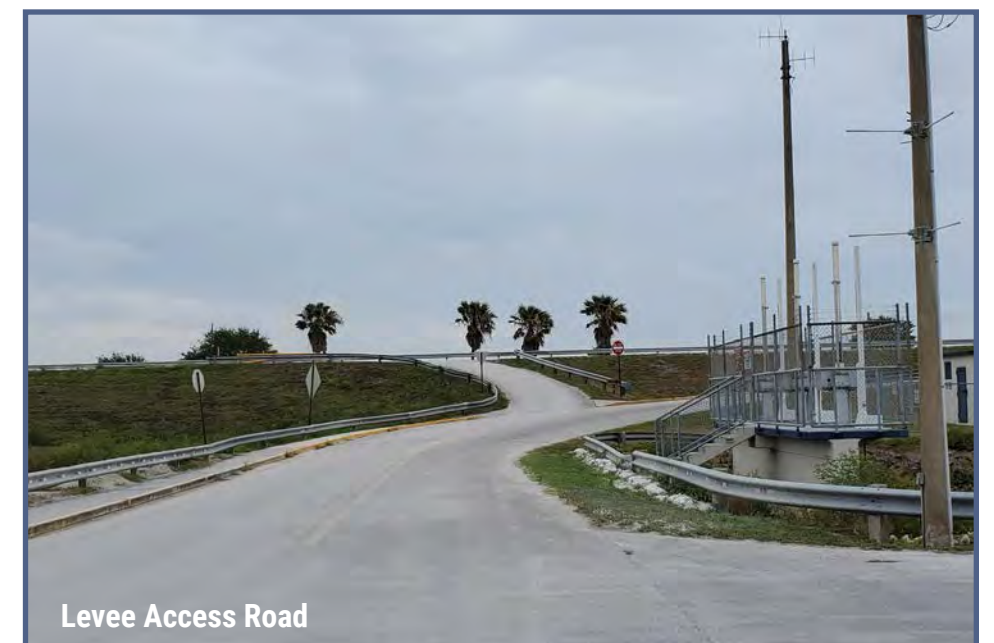
Future plans include a significant reconfiguration of the Hoover Dike Road as it approaches the levee. This will include removing the existing south canal crossing and constructing a broadly curving and elevating roadway that provides a safer and more gradual rise to the top of the levee and the current travel-ways. This will also enable boat traffic to pass through the entire length of the southern canal where it is currently blocked by the culvert.

Immediately to the south of the Waterfront Area is a platted right-of-way for Okeechobee Street. This is currently unimproved; however, the City has plans for some level of improvement. If improved to standard street conditions this would provide numerous other access points for users, and significantly enhance overall connectivity to the Downtown area.

## Parking

The existing parking conditions are typical of a boat launch facility. The Waterfront Area contains a mix of boat trailer parking and passenger vehicle parking. Boat trailer parking is located in three (3) areas: two (2) parking lots on the south side of the levee and one (1) area of parallel spaces located atop the levee on Herbert Hoover Dike Road. There are a total of 179 boat trailer parking spaces.

Passenger vehicle spaces are limited to one (1) area at the picnic shelters located adjacent to the canal. This area is not paved and passenger vehicles typically park in the gravel area adjacent to the picnic benches. Fifteen picnic bench areas provide a minimum of 30 parking spaces with at least two (2) parking spaces at each bench; however, there are segments along the 0.3+/- mile waterfront stretch that also provide for unmarked, unpaved parking. These segments are mostly made up of grass and sand. Additional parking is available beyond the 30 spaces. For example, a 70-foot stretch of unoccupied land could provide up to seven (7) standard vehicular parking spaces. In terms of sufficient parking for existing boat ramps, the City's Land Development Code is silent to required parking for boat ramps. Comparatively, Lee County, Florida, the nearest coastal county, requires 10 spaces per boat ramp. The Waterfront Area contains a total of 6 (six) boat ramps, which would require 60 parking spaces. The existing conditions provide the standard parking requirement; however, the market study will determine if more parking is needed to support development of the site.



Levee Access Road



## Boat Ramp

Clewiston's Lake Okeechobee boat ramp has two (2) launch areas for recreational vessels. The boat ramp of the south side of the levee system consists of four (4) aluminum floating docks connected to a concrete ramp with six (6) lanes. The floating docks appear to be in fair condition, but are in need of enhancement. The shoreline adjacent to the boat ramp is unprotected and there is visual evidence of significant bank failure and slope erosion.

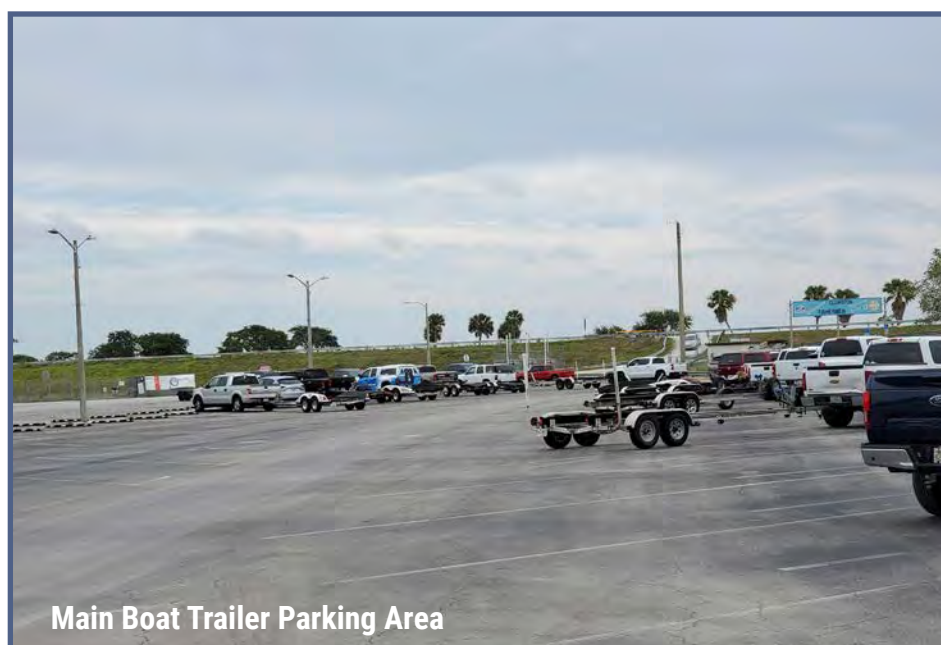
On the north side of the levee, there are two (2) boat ramps with one aluminum floating dock between the ramps. The pilings for the boat ramp and adjacent "T" dock are constructed from PVC. These ramps are in fair condition. There is significant floating aquatic vegetation obstructing the waterline at the time of the May 14, 2021 site visit. The shoreline in this area is protected with a series of gabions (rock filled wire mesh baskets) to provide bank stabilization. This ramp is also adjacent to the Okeechobee Waterway, which is a major navigation channel. This area is susceptible to boat wakes from vessels.

Manatees are frequently sighted in waterways adjacent to the Waterfront Area. As such, the Florida Fish and Wildlife Conservation Commission (FWC) has established the following Okeechobee Waterway Boating Restricted Areas under Florida Administrative Code (FAC) – 68D-24.011:

"A Slow Speed Minimum Wake boating restricted area from shoreline to shoreline, in and adjacent to the Okeechobee Waterway in Clewiston, Hendry County, bounded on the northeast by a line drawn perpendicular to the centerline of the Route 1B Approach Channel 150 feet northeast of the confluence of the Okeechobee Waterway Rim Canal and Route 1B Approach Channel, bounded on the north by a line drawn 150 feet north of the confluence of both forks of Cauley Cut and the Okeechobee Waterway Rim Canal, bounded on the northwest by a line drawn perpendicular to the Okeechobee Waterway Rim Canal 300 feet northwest of the centerline of the Hoover Dike Road City Ramp, bounded on the south by a line drawn across the southern entrance to the S-310 Navigation Lock (Clewiston Lock) and bounded on the southeast by a line drawn perpendicular to the centerline of the Okeechobee Waterway Rim Canal 300 feet southeast of the northeastern fender of the S-310 Navigation Lock (Clewiston Lock)" as depicted below:



Boat Ramps at Clewiston



Main Boat Trailer Parking Area

## Existing Infrastructure

Infrastructure within the Waterfront Area is in generally good condition. In recent years, the City has worked to extend and/or expand utilities in the Waterfront Area and could support additional services as needed. Power, water and sewer are all currently available.

Roadway access is clear and relatively well maintained, although signage and enhanced streetscape elements are limited. Improvements have also recently been made to the Clewiston Lock.

### Utilities

The Waterfront Area is serviced by the City of Clewiston Utilities, which provides potable water and sanitary sewer to the site. Power service is provided to the site by Florida Power and Light (FP&L).

Starting at the intersection of Hoover Dike Road and Francisco Street, a 2-inch water line runs north along Francisco Street across the canal to the levee lock, and west along the southern side of Hoover Dike Road ending at the restroom facility. A sewer line runs parallel to the water line along the north side of Hoover Dike Road west ending at the restroom facility.

Power is provided to the Waterfront Area from W. Del Rio Avenue north along Francisco Street, across the canal, and approximately 400 feet west along the Herbert Hoover Dike Road. Power also runs west along Herbert Hoover Dike Road from the Francisco Street intersection and north toward the restroom facilities. A newly constructed power line provides power to the western portion of the Waterfront Area starting from the intersection of Mercedes Drive and Del Monte Avenue E. north across to the unnamed access road where it jogs west before going north across the rim canal to the Herbert Hoover Dike.

The U.S. Army Corps of Engineers (ACOE) designed and built the Herbert Hoover Dike and is responsible for its maintenance today. The dike was originally built in the 1930s and completed by 1961. It is 144 miles around and completely circles Lake Okeechobee. In its 70+ years the dike has not failed; however, after Hurricane Katrina the ACOE reviewed current construction plans and recommended additional measures to strengthen the dike.

### Transportation

Francisco Street is the primary connector to US 27 and has a signalized intersection. Francisco Street is a two (2) lane roadway with a sidewalk that spans the western side from US 27 to the Waterfront Area. There are no bike lanes or sharrows; however, as the primary access to the Waterfront Area it is heavily used by both bicyclists and pedestrians. Overall street conditions are similar to those throughout Clewiston.

Nearing the intersection of US 27, Francisco Street is bisected by Esperanza Avenue which provides an alternate intersection at US 27. This is an irregular intersection and likely only used by vehicles arriving from the east.

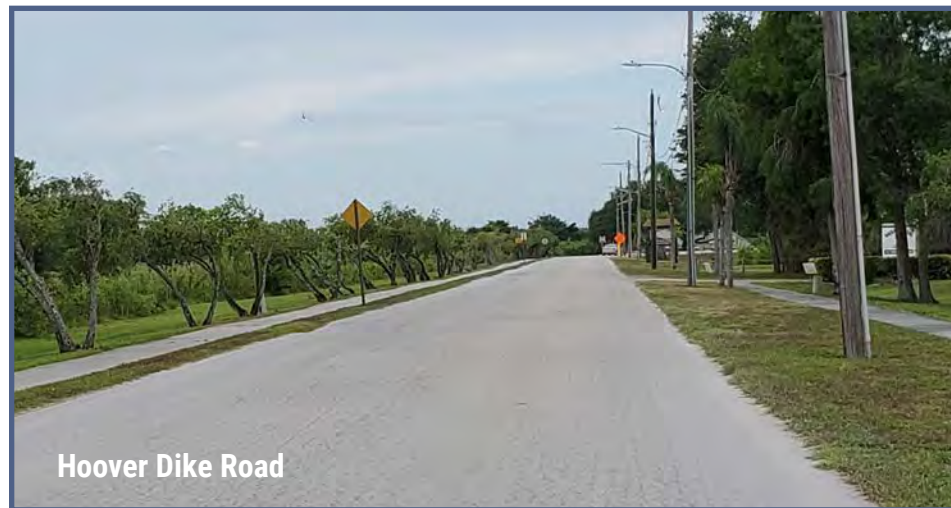
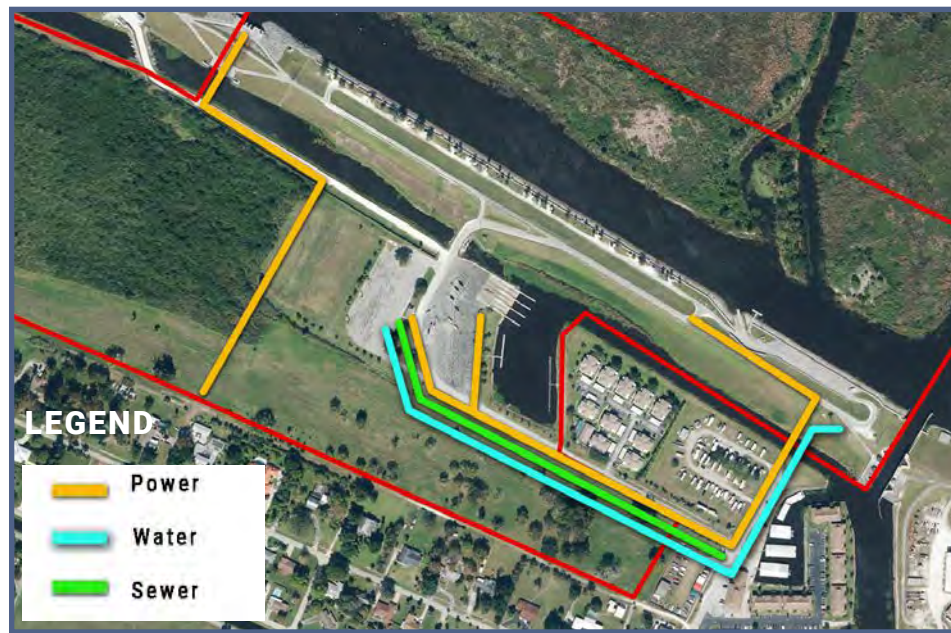
The Hoover Dike Road currently serves as access for the marina and one condominium complex. The roadway is in good condition and also includes a sidewalk along the entire length of the south side, and partially along the north side. There are no pavement markings, including no dedicated bike lanes or sharrows. Vehicles appear to travel at relatively low speeds.



The City has future plans include a significant reconfiguration of the Hoover Dike Road as it approaches the levee to elevate its approach to the levee which will provide a more gradual rise atop it, and allow boats to pass through the canal on the south side of the levee.

Immediately to the south of the Waterfront Area is a platted right-of-way for Okeechobee Street. This is currently unimproved however, the City has plans for some level of improvement. If improved to a full street, this would provide numerous other access points for users, and significantly enhance overall connectivity to the downtown area.

US 27 is a five (5) lane roadway with a dedicated center turn lane throughout the span of the roadway within the core portion of the City. It includes sidewalks on both sides and serves as a "Main Street" through the community. This is a heavily traveled roadway with passenger vehicles and semi-trucks.



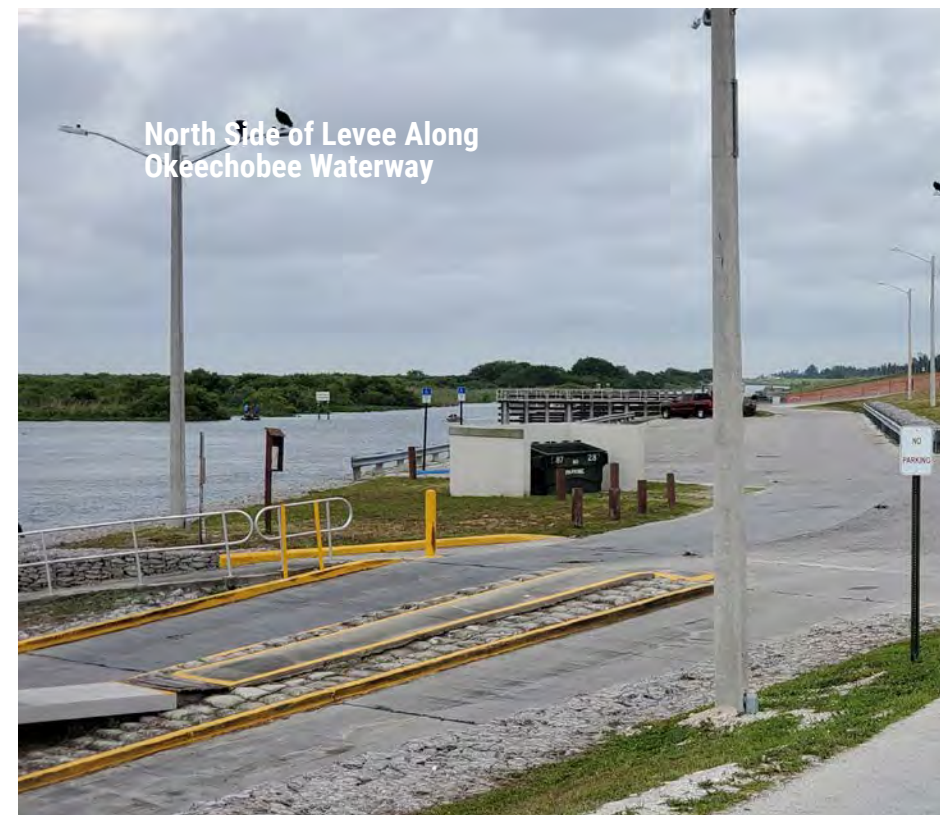
A Corridor Vision Plan for US 27 was recently completed and will be evaluated in further detail during the conceptual design phase of the Waterfront Master Plan.

### Canal Related

The U.S. Army Corps of Engineers (ACOE) designed and built the Herbert Hoover Dike and is responsible for its maintenance today. The dike was originally built in the 1930s and completed by 1961. It is 144 miles around and completely circles Lake Okeechobee. The dike consists of levees, hurricane gates and other water control structures, and reduces impacts from flooding as a result of high lake levels for a large area of South Florida.

In its 70+ years the dike has not failed; however, after Hurricane Katrina the ACOE reviewed current construction plans and recommended additional measures to strengthen the dike.

Since 2001, the Corps has made a significant investment, over \$870 million, in projects designed to reduce the risk of catastrophic failure of the aging structure. Actions taken include installing a partial cutoff wall along the southeast part of the dike, removing and replacing water control structures (culverts), and conducting a variety of studies and technical reviews to help ensure the safety of south



## Regulatory

The Waterfront Area is comprised of seven (7) parcels. These are within the City of Clewiston's Two-Family Residential, Public, Single-Family Residential, and General Commercial zoning districts and designated on the City's Future Land Use Map as Public/Semi-Public, Single-Family and Commercial.

Most of the Waterfront Area is Public and Single-Family Residential therefore, should the market study and conceptual plans support development beyond the limited Commercial designation, a Rezoning and Comprehensive Plan Amendment would be required for the Waterfront Area. These may be done at the local level.

From a regulatory view, the greater challenges in developing the Waterfront Area will be receiving necessary State and Federal permits. Reviews and approvals at both levels will be required with multiple agencies. State and Federal permits may be reviewed concurrently however, depending on the development plans they typically take somewhere between 36 to 48 months for permit approvals. This should be considered in conceptual development plans and any potential phasing.

### Future Land Use

The purpose of a Comprehensive Plan is to provide guidelines and a vision for future growth. The City's Comprehensive Plan was first created in 1991, and has undergone multiple updates. The most recent update was done in 2015. The Waterfront Area's existing Future Land Use designations support the permitted uses in the zoning districts in terms of planned growth and development. The City's Comprehensive Plan categories and descriptions are listed in detail in the Appendix.

It is anticipated that adopting and implementing a Waterfront Master Plan will require subsequent land use changes in terms of the City's Comprehensive Plan and Land Development Code (LDC).

The City may elect to pursue a Future Land Use Overlay for the Waterfront Area, or a site-specific subdistrict to address the recommendations, which would require Comprehensive Plan Amendments to the Future Land Use Element and Future Land Use Map. The anticipated timeline for this process is approximately 8-12 months including transmittal of the proposed amendments to the Department of Economic Opportunity (DEO) as required by Florida Statutes for properties over 10-acres. A minimum of three (3) public hearings will also be required including one (1) before the Local Planning Agency and two (2) before the City of Clewiston City Commission. Public outreach and gathering community input in developing the plan is also critical and a necessary step in the process.

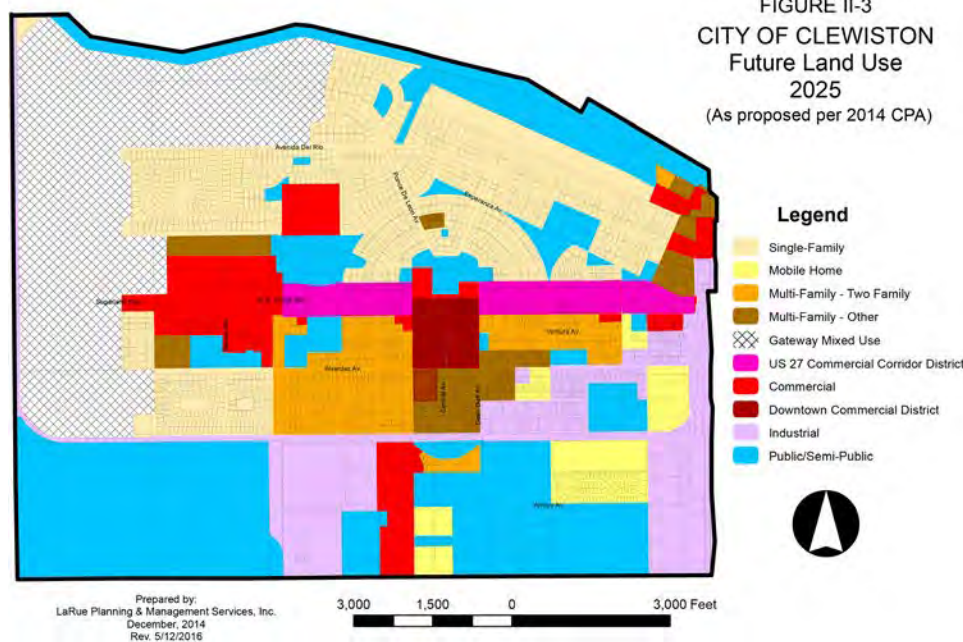
In addition to Comprehensive Plan Amendments, creating and adopting site-specific LDC regulations may also be needed. Proposed amendments could include enhanced building design and landscape standards; a range of permitted residential, commercial, recreational and marina uses; and other development regulations that would be required for complete



implementation. The City may choose to propose mixed-use and commercial zoning districts across the entirety of the Waterfront Area, or to create a new and unique zoning district specifically for the Waterfront Master Plan area. Rezoning and LDC amendments would require approximately 6-9 months and would include extensive public outreach as well as multiple public hearings before the Planning Board and City Commission.



**FIGURE II-3  
CITY OF CLEWISTON  
Future Land Use  
2025  
(As proposed per 2014 CPA)**



### Zoning

The permitted uses across the zoning districts within the Waterfront Area contain a mix of residential including single-family, townhouses, and duplexes; public use recreation areas including parks and playgrounds, educational uses such as schools, civic uses including auditoriums, stadiums and museums; and a range of commercial uses including restaurants, shopping centers, hotels, motels, commercial or municipal parking garages, department stores and commercial recreation facilities including marinas. A comprehensive list of each zoning district's permitted uses can be found in the Appendix.

### Land Lease Specifications

In March, 2010 the City of Clewiston signed a 99 year lease agreement (expiring in 2109) with the South Florida Water Management District for the operation and maintenance of the recreational area on Canal 21 (Waterfront Area) to complete the Clewiston Trailhead Project as part of the Florida National Scenic Trail.

The lease agreement includes numerous provisions, including two (2) that are most pertinent to the Waterfront Master Plan; Placement and Removal of Improvements, and Maintenance of Improvements.

The provision of Placement and Removal of Improvements requires that all buildings, structures, improvements, and signs shall be constructed at the expense of the City unless otherwise agreed to by the Parties. Removable equipment placed on the Premises by the City will be required to be removed prior to termination of the lease agreement.

The lease also includes in Maintenance of Improvements that the City shall maintain the real property and any improvements located thereon, in a state of good condition, working order and repair including, but not limited to, keeping the area free of trash or litter, maintaining all planned improvements, meeting all building and safety codes in the location situated and maintaining any and all existing roads, canals ditches, culverts, risers and the like in as good condition as the same may be at the date of the lease, and consistent with the goals of conservation, protection, and enhancement of the natural and historical resources within the area.

### Permitting Agencies

The regulating authorities that may oversee in-water construction activities in the Waterfront Area include, but are not limited to:

#### Federal:

**United States Army Corps of Engineers (USACE)**

- Individual Permit (IP)
- Nationwide Permits (NWP)

**United States Coast Guard (USCG)**

- Navigation and Waterway Signage

**United States Fish and Wildlife Service (USFWS)**

- Environmental Resources
- Protected Species

**National Marine Fisheries Service (NMFS)**

- Biological Opinion
- Protected Species

*Estimated permitting timeframe with Federal agencies is 36 to 48 months.*

#### State:

Florida Department of Environmental Protection (FDEP)

- Environmental Resource Permit (ERP)
- Submerged Land Lease (SLL)

South Florida Water Management District (SFWMD)

- Environmental Resource Permit (ERP)

Florida Fish and Wildlife Conservation Commission (FWC)

- Biological Resources
- Navigation and Waterway Signage
- Manatee Protection Zones
- Boating Safety Zones

Estimated permitting timeframe with State agencies is 24 to 36 months.

Note: Federal and State permitting may be done concurrently.

As part of the permitting process there is also a public comment period for application reviews. If the final project goal is to develop a marina that will not impact any wetlands or waters of the State, the permitting timeframe estimates may be reduced. If there are impacts to wetlands, for example dredging another channel to the Lake, the anticipated permit timeframe will be on an order magnitude in years.

### Environmental

A review of publicly available data from existing Federal, State, and Local online databases produced the following information regarding the existing environmental site conditions at the Waterfront Area.

Note: additional data may exist within these public agencies but may not be published online. As project conceptualization advances, further data should be requested from various agencies that is not currently publicly available from online databases. Additional field data collection will be required in subsequent phases of the project.



### Zoning District Development Criteria

<b>SINGLE-FAMILY RESIDENTIAL (R1-A)</b>	(1) Minimum lot area: 20,000 square feet.	
	(2) Minimum lot width at building line: 120 feet.	
	(3) Minimum lot depth: 125 feet.	
	(4) Minimum front yard: 40 feet.	
(5) Minimum rear yard: 40 feet.		
(6) Minimum side yard (interior): 20 feet.		
(7) Minimum side yard (corner): 20 feet.		
(8) Minimum setback from lot line for accessory structures:		
a. Front: 80 feet.		
b. Rear: 15 feet.		
c. Side (interior): 10 feet.		
d. Side (corner): 20 feet.		
(9) Minimum living area of residences: 1,700 square feet.		
The total ground coverage in the R-1A Single-Family Residential District shall not exceed 25 percent of the total area of the lot or building site.		
No building in the R-1A Single-Family Residential District shall be more than 25 feet in height with a maximum of two stories.		

<b>TWO-FAMILY RESIDENTIAL (R2)</b>		DUPLEX	SINGLE-FAMILY
	Minimum Lot Area:	9,500 sq. ft.	7,500 sq. ft.
	Minimum Lot Width at Building Line:		
	Interior	90 ft.	75 ft. 50 ft.*
	Corner	100 ft.	85 ft.
	Minimum Front Yard:	25 ft.	25 ft.
	Minimum Side Yard (interior):	10 ft.	10 ft.
	Minimum Side Yard (corner):	20 ft.	20 ft.
	Minimum Rear Yard:	20 ft.	20 ft.
	Minimum Living Area for	750 sq. ft.	800 sq. ft.
	Minimum Setback from Lot Line for Accessory Structures:		
	Front:	60 ft.	60 ft.
	Rear:	10 ft.	10 ft.
	Side (interior)	7.5 ft.	7.5 ft.
	Side (corner)	20 ft.	20 ft.
No building in the R-2 two-family residential district shall be more than 25 feet in height with a maximum of two stories.			

### Zoning District Development Criteria

<b>PUBLIC (P)</b>	Lot area requirements. There shall be no minimum lot area requirement.
	Maximum height of building. The maximum height of buildings in the public zone shall not exceed two stories, except for hospitals and other institutions, which shall not exceed three stories or 35 feet.
<b>GENERAL COMMERCIAL (C)</b>	(1) Minimum land area: 2,500 square feet.
	(2) Minimum lot width at building line: 25 feet.
	(3) Minimum front yard: none required.
(4) Minimum rear yard: none required, except when abutting an R or RM District: 20 feet.	
(5) Minimum side yard: none required, except when abutting an R or RM District: ten feet.	
The total ground coverage in the C General Commercial District may be 100 percent.	
No building in the C General Commercial District shall be more than 35 feet and three stories in height.	





### Permitted Uses by Zoning District

<b>PUBLIC (P)</b>	<p>(1) Public recreational areas such as parks, playgrounds, ball fields, golf courses and similar uses: 0.25 FAR.</p> <p>(2) Governmental facilities which includes, but not limited to, city hall, fire and police facilities, public works facilities, public utility substations, airports, cemeteries and other municipally owned facilities: 1.0 FAR.</p> <p>(3) Educational uses such as schools, public and private, colleges, vocational schools and training centers and seminaries: 0.5 FAR.</p> <p>(4) Civic and cultural uses such as auditoriums, stadiums, museums: 0.5 FAR.</p> <p>(5) Heliports and airports, public and private: 0.10 FAR.</p> <p>(6) Hospitals and similar uses: 1.0 FAR.</p>
<b>SINGLE-FAMILY RESIDENTIAL (R1-A)</b>	<p>(1) Single-family dwellings and customary accessory structures incidental thereto.</p> <p>(2) Public parks.</p>
<b>TWO-FAMILY RESIDENTIAL (R2)</b>	<p>(1) Single-family dwelling and customary accessory buildings incidental thereto.</p> <p>(2) Townhouses and customary accessory structures incidental thereto.</p> <p>(3) Two-family (duplex) dwelling units and customary accessory structures incidental thereto.</p> <p>(4) Group homes, types I and II.</p> <p>(5) Churches, provided that the minimum side yard requirements equals twice the minimum side yard requirements of said district and minimum parking and landscaping requirements can be satisfied.</p> <p>(6) Kindergartens and day care centers, provided that a minimum outdoor play area of 100 square feet for each child enrolled shall be provided for on the premises, but not within the required front or side yard, and provided that such play area shall be shaded by canopies and/or shade trees and shall be enclosed with a continuous fence or wall having a minimum height of four feet.</p> <p>(7) Home occupations.</p> <p>(8) Public operated neighborhood parks and recreation areas.</p>
<b>GENERAL COMMERCIAL (C)</b>	<p>1) Any use permitted in the R-2 district and the R-3 district although any residential use must be in harmony with overall development and not as a primary or principal use, but no single-family residences are permitted.</p> <p>(2) Appliance and furniture stores.</p> <p>(3) Bakeries, confectionery providing on-premises retail sales.</p> <p>(4) Clinics, medical and dental out-patient only.</p> <p>(5) Commercial or municipal parking lots or garages.</p> <p>(6) Commercial recreation facilities, including marinas.</p> <p>(7) Convenience food and beverage store.</p> <p>(8) Department stores.</p> <p>(9) Financial institutions with or without drive-thru teller units.</p> <p>(10) Gasoline service stations.</p>

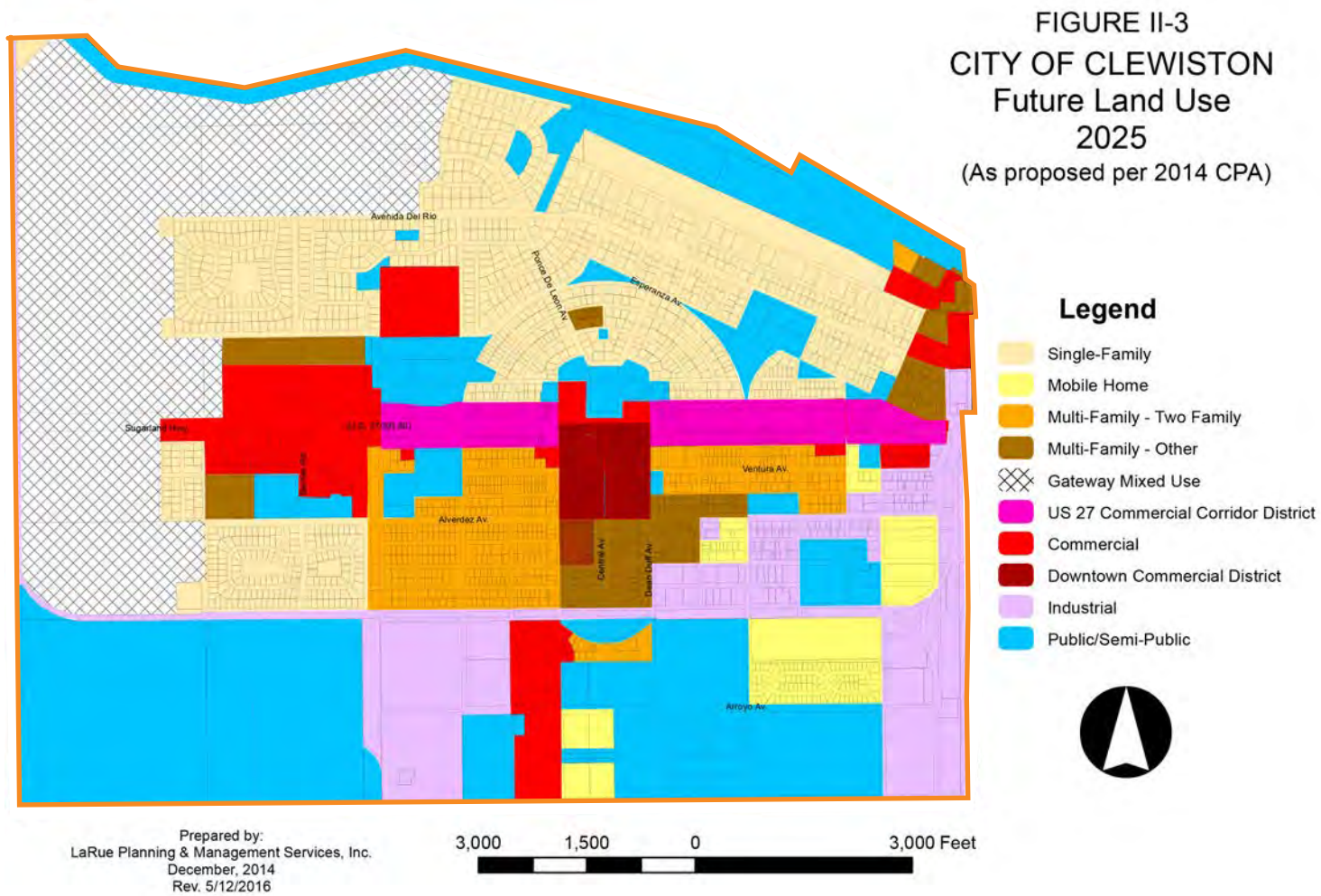
### Permitted Uses by Zoning District - cont'd

<b>GENERAL COMMERCIAL (C)</b>	<p>(11) General retail establishments.</p> <p>(12) Hardware, paint and garden supplies.</p> <p>(13) Hotels, motels or tourist courts.</p> <p>(14) Indoor and outdoor vehicular sales such as automobile, motorcycle and all terrain vehicles and boat and boat trailer and utility trailer sales.</p> <p>(15) Kennels; provided that they shall be allowed only if they are located on the same property with and are ancillary to either a veterinary clinic or a pet grooming facility; provided that no more than two animals at any such facility are allowed to be in outside runs at any one time and that such animals not be allowed in such outside runs before 6:30 a.m. or after 6:30 p.m. of any day; provided that all other animals are kept in cages, pens or runs located inside a fully enclosed air conditioned structure; provided that no more than 35 pets are kept in any such facility at any one time; provided the facilities are used to house only dogs, cats and birds; and also provided that the facilities are operated in a manner so that they do not create any noise or smell that is unreasonably objectionable to the occupants of other property.</p> <p>(16) Kindergarten and day care facilities.</p> <p>(17) Laundries and dry cleaning plants, which do not use flammable solvents.</p> <p>(18) Mortuary and funeral homes.</p> <p>(19) Newsstand.</p> <p>(20) Reserved.</p> <p>(21) Personal services (including, but not limited to, barbershops, beauty salons, spa).</p> <p>(22) Pharmacy.</p> <p>(23) Pool halls and theaters.</p> <p>(24) Professional services, business services.</p> <p>(25) Public assembly buildings.</p> <p>(26) Repair and services of automobiles, trucks, boats, recreational vehicles and other automotive equipment provided repair and service work is not performed on any premises within 50 feet of a residential zoning district. Storage areas shall have a wall or fence that screens any repairing or storage areas that are visible from the street or adjacent property owner.</p> <p>(27) Repair and service of personal, household and office items and equipment such as, but not limited to, shoe repair, typewriter repair and small appliance repair.</p> <p>(28) Restaurants.</p> <p>(29) Shopping centers.</p> <p>(30) Supermarkets.</p> <p>(31) Veterinarian clinics.</p> <p>(32) Vocational schools, limited to office-oriented vocations, such as, but not limited to secretarial, business, real estate and computer programming.</p> <p>(b)Special exception uses. A use which may be allowed in the C General Commercial District by special exception are as follows:</p> <p>(1) Extended stay hotel or motel, occupancy limits for each unit shall be established and imposed by condition of approval.</p>
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### Future Land Use Districts

<b>SINGLE-FAMILY</b>	Detached residences on individual, recorded lots, not including mobile homes or townhouses. Average Density: 3 units per acre
<b>PUBLIC / SEMI-PUBLIC (P)</b>	Facilities and activities conducted by a governmental agency involving public services; semi-public institutions such as hospitals, religious institutions, and schools; and, charitable institutions.
<b>COMMERCIAL</b>	Activities involving sale or lease of commodities or services, including ancillary storage and other support functions.







**South Florida Water Management District -Land Use and Cover (LULC) Data (2014 - 2016)**

A review of the SFWMD LULC Data yielded the following land cover code descriptions. These are represented above and in full plan view in the Appendix. These classifications will need to be field verified prior to detailed design.

- 1330: Multiple Dwelling Units, Low Rise
- 1400: Commercial and Services
- 1840: Marinas and Fish Camps
- 3100: Herbaceous (Dry Prairie)\*
- 5120: Channelized Waterways, Canals
- 6172: Mixed Shrubs
- 6410: Freshwater Marshes / Graminoid Prairie - Marsh
- 6440: Emergent Aquatic Vegetation

These classifications are determined based upon aerial interpretation; however, the Herbaceous classification would possibly be the only

non-developed classification suitable for potential dry development.

Updated field surveys of wildlife habitat will be required, which may indicate additional environmental conditions.

**United States Department of Agriculture Natural Resources Conservation Service (USDA/NRCS - 2018)**

A review of the United States Department of Agriculture Natural Resources Conservation Service soils data indicates the following soil types present in the Waterfront Area which are represented above and in full plan view in the Appendix.

- 49: Aquents, Organic Substratum
- 64; Hallandale Sand, Depressional\*
- 66; Margate Sand\*

These classifications are determined based upon aerial

interpretation however, the Hallandale Sand, Depressional, and Margate Sand would possibly be the only non-developed classifications suitable for potential dry development.





**National Wetlands Institute (NWI) – Wetland Data (2019)**

The 2019 National Wetlands institutes’ Wetland Data indicates there is one primary wetland habitat are present within the proposed project area, which are represented above and in full plan view in the Appendix.

- Freshwater Forested / Shrub Wetland



**FWC / Audubon Listed Species Observations (FWC 2015, Audubon 2020)**

A review of the FWC/Audubon Listed Species Observations data indicates that Bald Eagle Nests have been found to be present near the proposed project area. The proposed project area is also adjacent to Woodstork Foraging Area. The observation map is represented above and in full plan view in the Appendix.

Updated field investigations will be required to identify and verify wildlife habitat.





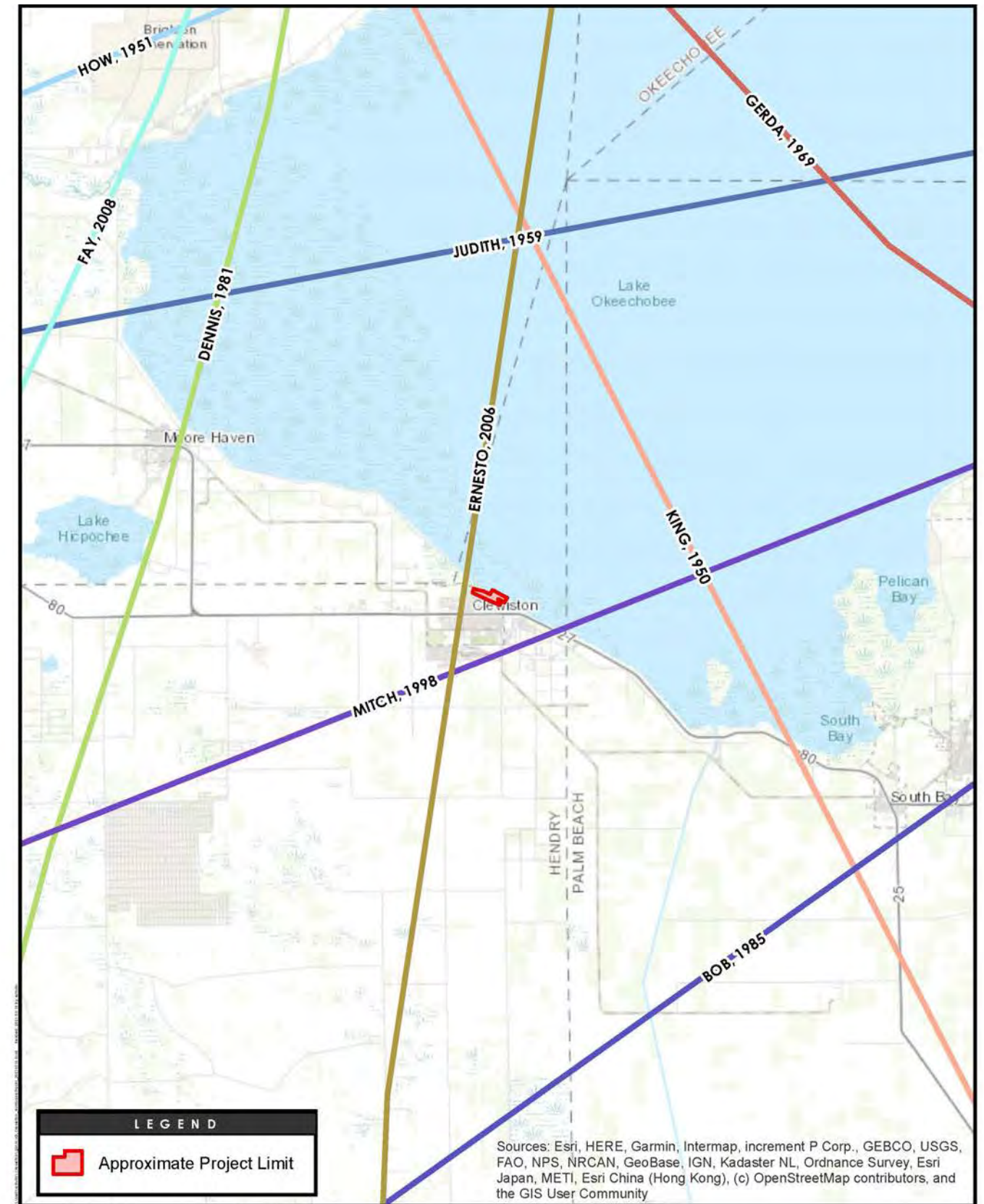


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Notes:  
 1. Coordinate System: NAD 1983 StatePlane Florida East FP5 (590) Feet  
 2. Source data: Unknown - 199-2019  
 3. Display: ESRI

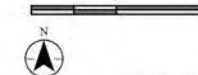
**NW1 Wetlands Map**  
 2019  
 May 2021

Stantec Consulting Services Inc.  
 4900 Professional Pkwy E.  
 Sarasota, FL 34240  
 Tel: 941.907.6900  
 Fax: 941.907.6910

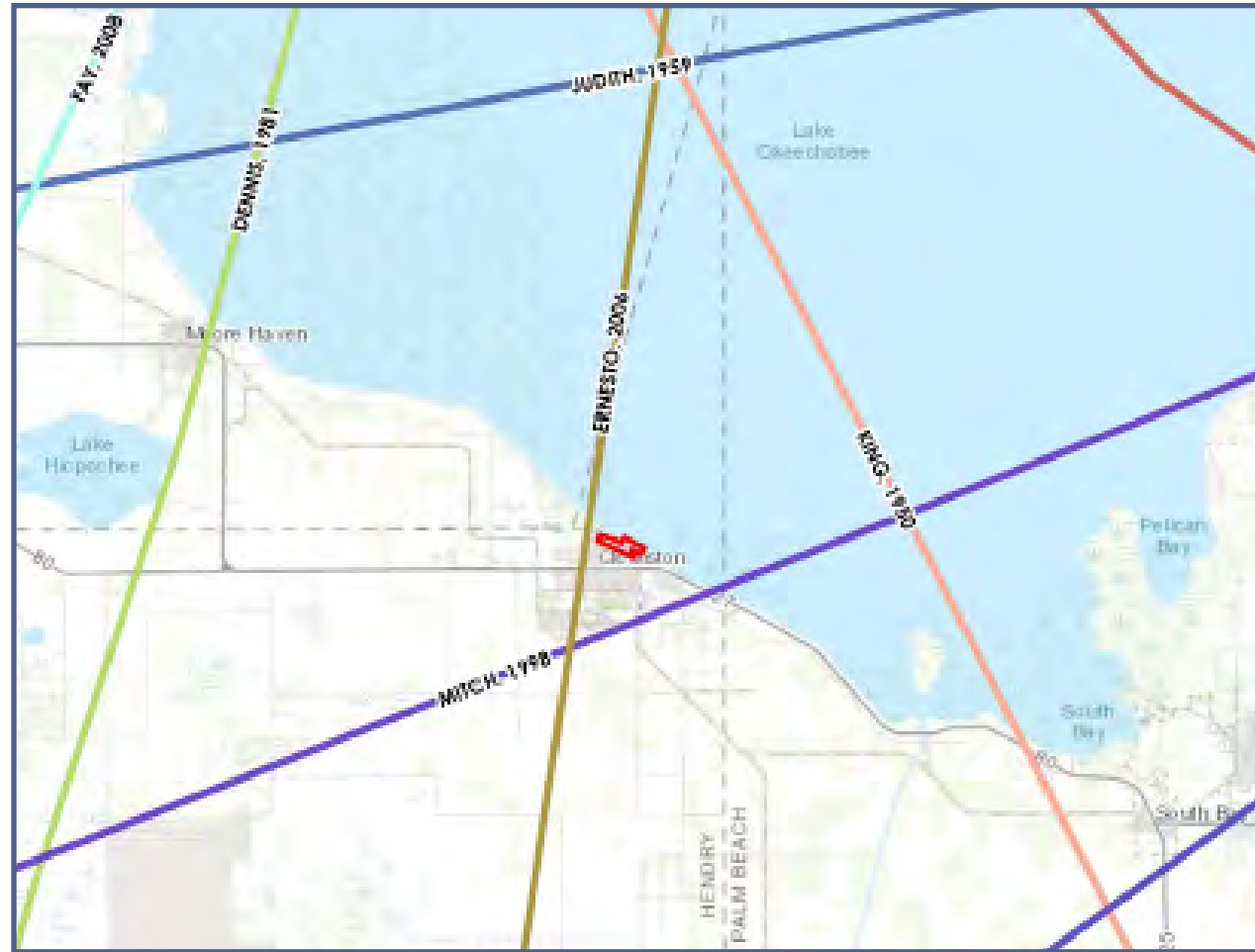


**Historic Hurricane Tracks**  
 Named Storms, 1950 - 2020  
 May 2021

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 Sarasota, FL 34240  
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**NOAA Historic Hurricane Tracks (1950 - 2020)**

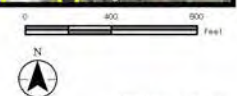
The NOAA Historic Hurricane Track data indicates that this area has experienced at least 8 hurricanes within the proposed project vicinity since 1950 as shown below. The historic hurricane tracks near the proposed project area are represented above and in full plan view in the Appendix.

- 1950 – King
- 1951 – How
- 1959 - Judith
- 1969 – Gerda
- 1981 – Dennis
- 1985 – Bob
- 1998 – Mitch
- 2006 – Ernesto
- 2008 – Fay



**Land Cover Map**  
2014-2016  
May 2021

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Notes:  
1. Coordinate System: NAD 1983 StatePlane Florida East FP2001 Feet  
2. Source Data: USGS Data - DEMO  
3. Imagery: ESRI

Prepared by: [signature]



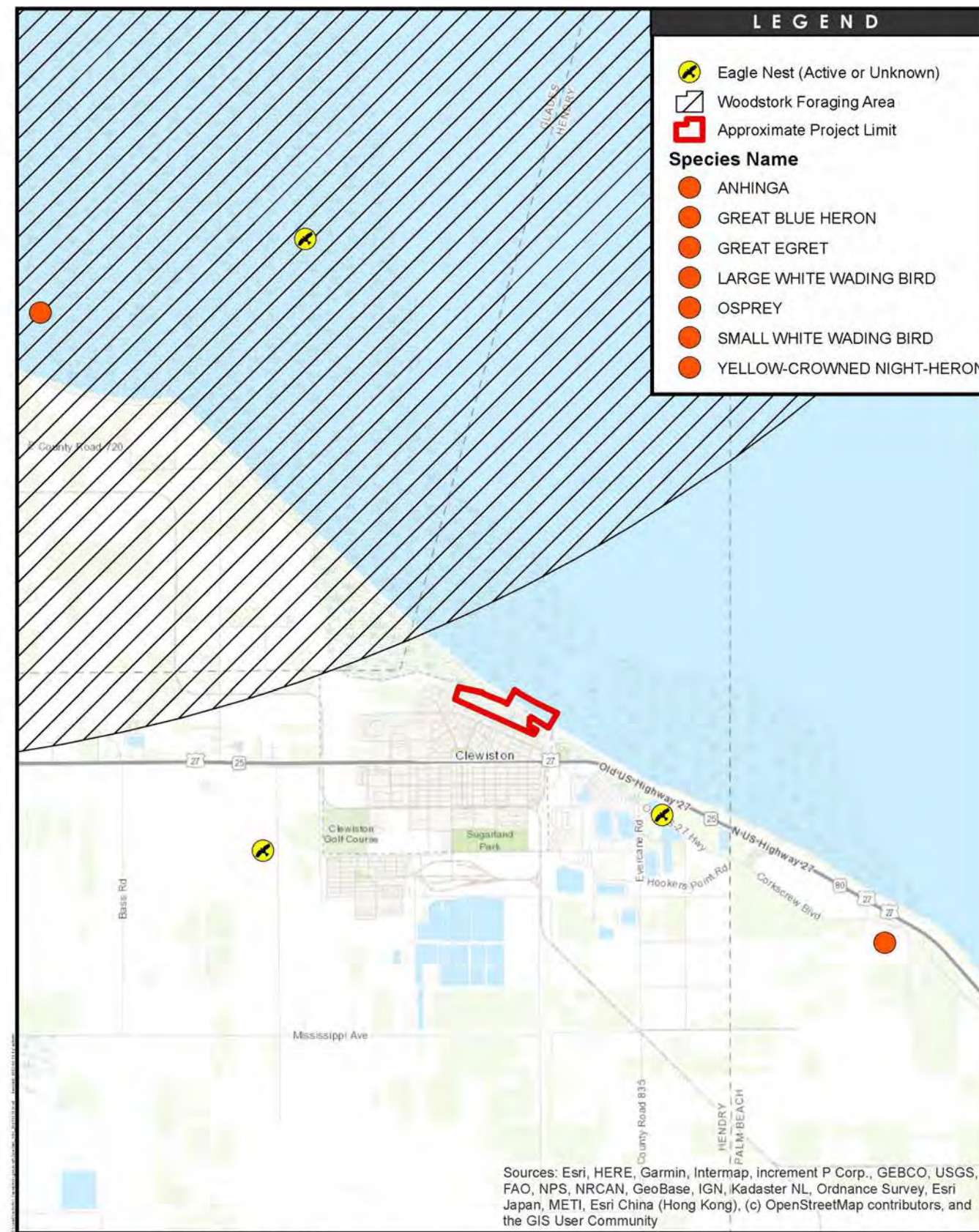


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**NCRS Soils Map 2018**  
May 2021

Scale: 0 400 800 Feet

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**Species Observation Map 1991-2019**  
May 2021

Scale: 0 0.75 1.5 Miles

Stantec



## Market Summary

The initial Waterfront Master Plan area included the entire area between the waterfront and the unimproved Del Monte Avenue East. This encompassed multiple properties owned by US Sugar. The market analysis factored this area into the assessment for a full range of potential uses.

These included housing, commercial, and office uses based on both existing demand within the City, projected growth, including through the Airglades development, and the likely increase in potential capture from increasing tournaments and water related activities.

During the early conceptual development process, US Sugar opted to remove their property from the planning process. This enabled the community to focus on the waterfront portion under the City's control and ensure that any plan development could be implemented regardless of what may develop on US Sugar property at some point in the future.

However, while the market analysis was developed for the waterfront, it applies throughout the City in terms of what the current and likely future market can support. This analysis also took into consideration other development projects that were known at the time of the market analysis (fall 2021). Therefore, a summary has been included as a reference for the City in evaluating future private development opportunities.

## Demand Projections

### Most Relevant Uses

- New marina and related businesses
- Residential
- Boating and recreational uses
- Hotel/accommodation uses, serviced apartments, dining, convenience retail
- Commercial Uses

### Residential (10 year horizon)

- Accommodation: 600-1400 units
- A mix of residential types and densities both for sale and rental property

### Commercial

- 20-40K sq ft within the first 10 years, growing to as much as 70K sq ft by 2045; equivalent to 5-10 establishments in the first 10 years, and 20+/- over the long-term
- A smaller sundry/convenience store with basics rather than a full grocery store
- Specialty stores that offer fresh/gourmet from smaller providers (bakery, butcher, fruit stand, dessert place), could be another substitute that ensures repeat/frequent visitation

### Recreation

- Recreational open space that complements higher density residential: (multi-use sports field, ball courts, tennis/swimming facilities)
- Things that take advantage of the natural setting/views: Trails already exist, so consider devoting some commercial space to a business involved in rentals of bikes/personal mobility devices

### What would make Clewiston more appealing?

#### Attractive to locals:

- Hair salon/Barber, Nail place, etc.
- Daycare, Kindergarten, after school tutoring, etc.
- Gym, yoga studio, etc. with classes
- Indoor/outdoor playgrounds, small Family Entertainment Center
- Dog grooming/walking and meetup place
- Water activities at canal/fountain/artificial pond (paper fishing, RC electric boat racing, etc.)

#### Attractive to seniors:

- Medical clinic
- Physical therapy/rehabilitation Drugstore
- Spa

#### Attractive to tourists:

- Tour companies
- Camping/boating gear
- Gift/souvenir stores



Based on the market analysis conducted, the general waterfront area could support upwards of 40,000 square feet of commercial use in the next decade, and various residential housing types. A future hotel catering to the recreational traveler is an additional consideration.



## Real Estate SWOT Analysis

### Strengths

- Site is relatively rare canal frontage property in a stable, wealthier part of town
- Large, flat, unencumbered site with existing infrastructure
- Existing boat ramp access and quick/easy connections to Lake Okeechobee
- Walking distance to dike, hiking/biking trails, and public open space
- Near existing marinas which appear to be operating successfully
- City is at a midpoint between the coasts and lies along a major highway (the Strategic Intermodal System) and major inland waterway; there is regular, heavy traffic along both routes and the coasts with major population centers are within relatively easy driving distance
- City also has an airport which is evolving to become a major center for air cargo traffic from Latin America
- City is already a known destination for boaters: those passing through on the inland waterway, and those using the city as a base for Lake Okeechobee bass fishing and other types of tourism
- City is also a major stopping point/destination for campers and recreational vehicles
- Various boating and fishing events bring people to Clewiston on an annual basis
- Site is less than a mile from the existing commercial strip which as the current highway benefits from visibility to all the traffic that is passing through the city
- Community has history and a cultural identity that is worth building on
- City is orderly and well planned, and has room to grow
- City is a relatively affordable place to live, and may have appeal for retirees and those escaping expensive coastal areas
- City is at the center of a rich agricultural area which has given it a reason to exist as well as established distribution networks
- Central location within the state and low cost of land in the area makes it appealing for various activities related to industry and transportation serving multiple markets

### Weaknesses

- To date the city has been a fairly slow growth community with limited offerings, dominated by and dependent on for the most part a single industry and a few larger employers; it would be hard to justify a major new project unless there is a new external driver of growth (fortunately, there is one)
- The nature of the economy (agriculture, and to a lesser extent tourism) is one that relies to some degree on seasonal employment surges; this can cause variation in traffic and spending (peak vs low seasons) that may be difficult for some businesses to navigate

- Population is relatively small and has relatively low incomes compared to the coasts; this, together with the nature of the local economy, and the limited spending opportunities, contributes to a limited tax base and limited budgets for spending on projects ranging from infrastructure and beautification to economic development
- Employment opportunities are limited and the skilled labor force is small, which becomes a negative feedback loop; there is even a lack of services and facilities for some of the truck traffic that passes through the area. Productivity is comparatively low.
- It can be hard to attract/retain talent to the city from major urban centers along the coasts
- Although the city as a whole is on a major traffic route which runs straight through Downtown, the site itself is not on the way to/from anything and remains invisible to the through traffic; it is more of a destination at the end of a road
- Getting to the site requires navigating on narrow local roads through the neighborhood
- Flood protection dike blocks views of the lake, even though it is close by
- Views of the lake from the dike are not typically of open water; they are of wetlands/swamps which may limit some of the appeal; a boat is required to get far enough out to see more of the lake
- Existing zoning is a major constraint on the amount, type, and massing of development possible on the project site
- There may be wetlands and other natural constraints as well
- Community appears economically and racially segregated to a degree
- There is a shortage of quality housing: much of the building stock is older and in deteriorated condition; some has been damaged by storms and neglect or is otherwise lacking in appeal. Some of the residential stock is in the form of mobile home and RV parks which may give a negative impression to some

### Opportunities

- New "Airglades" project (conversion of the existing airport into a major air cargo transshipment node) is expected to bring a significant amount of new employment and population growth, which will require new housing and commercial
- The project is expected to diversify the current, primarily agricultural and service-based economy into a broader one with more types of jobs (including logistics/distribution, more types of agricultural processing), better pay, less seasonal variation, and a broader tax base that will make a positive contribution to the fiscal health of the city
- Growing as much as projected will build a critical mass of activity that will increase the appeal of the city beyond its currently limited roles; the leisure tourism infrastructure in particular could expand beyond recreation to include agritourism and ecotourism over time
- In addition to local growth; the Airglades project will bring more traffic passing through

the area, various infrastructure improvements, and marketing which could increase the city's exposure

- The city has attributes that appeal to the retirement community
- City has been exploring the potential of additional marina(s) for many years
- Major corporate entities are based here and have large landholdings which they aim to develop; this is a rare opportunity to take a coordinated approach to development over time

### Threats

- An economy based on agriculture always faces a range of potential threats from weather, disease, increasingly global competition (including cheap labor), mechanization/automation, and other market forces associated with fluctuating demand and supply
- There is a range of potential new competition from potential new developments west of the city leading out to the airport; the timeline of such projects is unknown (all planning to date has been purely conceptual) and is dependent on infrastructure improvements to a degree
- One potential infrastructure improvement to alleviate traffic issues is a truck bypass route; this could direct traffic away from the commercial heart of the city, and eliminate some of its spending
- The area around the airport, and along the road leading out to it, could over time become a new commercial strip which competes with the traditional one within the city
- Potential for lake flooding, dike breaches, algal blooms, etc.
- Some waterways and flood control measures have inadequate dredging and maintenance
- Lake level changes through rivers and canals to control flooding may affect boat traffic/marina
- Other Florida weather issues, eg. hurricanes, drought



# Preliminary Concepts

Various concepts were developed through this process for the larger waterfront area, including land owned by US Sugar, and then further refined focusing solely on the waterfront portion under City control.

The adjacent images reflect three of the concepts prepared.



Concept #2 considered an enlarged marina area with the most significant emphasis on park elements of the three concepts.



Concept #1 had the least amount of inland impact and was a consideration for minimizing permitting requirements.



Concept #3 emphasized the marina as the key feature and incorporated floating docks anchored within the waterway.



# Alternative Concept

The concept below reflects the second selected option identified based on community input.





