



AGENDA

**JOINT MEETING OF THE STUART CITY COMMISSION
COMMUNITY REDEVELOPMENT AGENCY AND
COMMUNITY REDEVELOPMENT BOARD
JANUARY 27, 2025 AT 4:00 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994**

CITY COMMISSION

**Mayor Campbell Rich
Vice Mayor Christopher Collins
Commissioner Eula R. Clarke
Commissioner Laura Giobbi
Commissioner Sean Reed**

COMMUNITY REDEVELOPMENT AGENCY

**Chair - Campbell Rich
Vice Chair - Christopher Collins
Board Member - Eula R. Clarke
Board Member - Laura Giobbi
Board Member - Sean Reed
Board Member - Mark Brechbill
Board Member - Vacant**

COMMUNITY REDEVELOPMENT BOARD

**Vice Chair - Mark Brechbill
Board Member - Frederick James
Board Member - Jeff Manera
Board Member - Frank McChrystal
Board Member - Bonnie Moser
Board Member - Clay Scherer
Board Member - Scott Whalen**

ADMINISTRATION

**City Manager, Michael J. Mortell
City Attorney, Lee J. Baggett
City Clerk, Mary R. Kindel**

In compliance with the Americans with Disabilities Act (ADA), anyone who needs a special accommodation to attend this meeting should contact the City's ADA coordinator at 772-288-5306 at least 48 hours in advance of the meeting, excluding Saturday and Sunday.

If a person decides to appeal any decision made by the Board with respect to any matter considered at this meeting, he will need a record of the proceeding, and that for such purpose he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

(RC) next to an item denotes there is a City Code requirement for a Roll Call vote.
(QJ) next to an item denotes that it is a quasi-judicial matter or public hearing.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

1. ADVISORY BOARD MEMBER OATH

APPROVAL OF AGENDA

APPROVAL OF MINUTES

2. APPROVAL OF 10/28/2024 JOINT CRA/CRB/CCM MINUTES
3. APPROVAL OF 11/25/2024 CRA MINUTES

COMMENTS FROM THE PUBLIC (Non-Agenda Related) (3 Minutes Max.)

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

ACTION ITEMS

4. FDEP APPLICATION TO DESIGNATE STUART AS A FLORIDA "TRAIL TOWN" (RC):

RESOLUTION No. 11-2025; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CITY TO ACTIVELY PURSUE A FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION "TRAIL TOWN" DESIGNATION THROUGH ITS OFFICE OF GREENWAYS AND TRAILS IN COLLABORATION WITH THE MARTIN COUNTY OFFICE OF TOURISM AND MARKETING; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.
5. DISCUSSION AND DELIBERATION OF THE CRA FIVE-YEAR CAPITAL IMPROVEMENT PLAN

STAFF UPDATE

ADJOURNMENT

WHAT IS CIVILITY? Civility is caring about one's identity, needs and beliefs without degrading someone else's in the process. Civility is more than merely being polite. Civility requires staying "present" even with those persons with whom we have deep-rooted and perhaps strong disagreements. It is about constantly being open to hear, learn, teach and change. It seeks common ground as a beginning point for dialogue. It is patience, grace, and strength of character. Civility is practiced in our City Hall.

PUBLIC COMMENT: If a member of the public wishes to comment upon ANY subject matter, including quasi-judicial matters, please submit a Request to Speak form. These forms are available in the back of the Commission Chambers, and should be given to the City Clerk prior to introduction of the item number you would like to address.

CONSENT CALENDAR: Those matters included under the Consent Calendar are self-explanatory, non-controversial, and are not expected to require review or discussion. All items will be enacted by one motion. If discussion on an item is desired by any City Commissioner that item may be removed by a City Commissioner from the Consent Calendar and considered separately. If an item is quasi-judicial it may be removed by a Commissioner or any member of the public from the Consent Calendar and considered separately.

QUASI-JUDICIAL HEARINGS: Some of the matters on the Agenda may be "quasi-judicial" in nature. City Commissioners will disclose all ex-parte communications, and may be subject to voir dire by any interested party regarding those communications. All witnesses testifying will be "sworn" prior to their testimony. However, the public is permitted to comment without being sworn. Unsworn testimony will be given appropriate weight and credibility by the City Commission.

**CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Joint CRA/CRB/CCM**

Meeting Date: 1/27/2025

Prepared by: Susej Meleqi

Title of Item:

ADVISORY BOARD MEMBER OATH

Summary Explanation/Background Information on Agenda Request:

Advisory Board Members serving the City of Stuart will take an Oath before the City Clerk/City Attorney for public record.

Funding Source:

N/A

Recommended Action:

Board Member take an Oath.

ATTACHMENTS:

1. Board Member Oath_CRB



CITY OF STUART

Oath of Office

I, _____, am qualified under the Constitution, Laws of Florida, and the Code of Ordinances for the City of Stuart, Florida to serve as a member of the COMMUNITY REDEVELOPMENT BOARD; and that I will well and faithfully perform the duties of an advisory board member on which I am about to enter, so help me God.

Name

STATE OF FLORIDA
COUNTY OF MARTIN

The foregoing instrument was acknowledged before me by means of physical presence _____ or online notarization ____, this 27th day of January 2025, _____, who is personally known to me or who has produced Florida driver license as identification.

City Clerk

(Notary Seal)

**CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Joint CRA/CRB/CCM**

Meeting Date: 1/27/2025

Prepared by: Nina Mullin

Title of Item:

APPROVAL OF 10/28/2024 JOINT CRA/CRB/CCM MINUTES

Summary Explanation/Background Information on Agenda Request:

N/A

Funding Source:

N/A

Recommended Action:

Approve Item.

ATTACHMENTS:

1. 10282024 JOINT CRA CRB CCM Minutes

MINUTES
JOINT MEETING OF THE STUART JOINT CRA/CRB/CCM
OCTOBER 28, 2024
AT 4:00 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

CITY COMMISSION
Mayor Campbell Rich
Commissioner Eula R. Clarke
Commissioner Christopher Collins
Commissioner Laura Giobbi
Commissioner Sean Reed

COMMUNITY REDEVELOPMENT AGENCY
Chair - Campbell Rich
Board Member - Eula R. Clarke
Board Member - Christopher Collins
Board Member - Laura Giobbi
Board Member - Sean Reed
Board Member - Tom Campenni
Board Member - Mark Brechbill

COMMUNITY REDEVELOPMENT BOARD
Chair - Tom Campenni
Vice Chair - Mark Brechbill
Board Member - Aaron Hawkins
Board Member - Frank McChrystal
Board Member - Bonnie Moser
Board Member - Andy Noble
Board Member - VACANT

ADMINISTRATION
City Manager, Michael J. Mortell
City Attorney, Lee J. Baggett
City Clerk, Mary R. Kindel

CALL TO ORDER
4:00 PM

ROLL CALL

PRESENT: CRA/CCM - Chair Campbell Rich, Christopher Collins, Sean Reed, Tom Campenni, Mark Brechbill, Eula Clarke (arrived at 4:04 p.m.)
CRB - Tom Campenni, Mark Brechbill, Frank McChrystal, Bonnie Moser, Andy Noble, Aaron Hawkins (arrived late 4:16 p.m.)

ABSENT: Laura Giobbi

PLEDGE OF ALLEGIANCE

PRESENTATIONS

APPROVAL OF AGENDA

4:02 PM MOTION: Approve.

MOVED BY: Tom Campenni

SECONDED BY: Mark Brechbill

Motion approved unanimously.

APPROVAL OF MINUTES

1. APPROVAL OF 07/22/2024 JOINT CRA/CRB/CCM MINUTES (RC)

4:02 PM MOTION: Approve.

MOVED BY: Tom Campenni

SECONDED BY: Mark Brechbill

Motion approved unanimously.

2. APPROVAL OF 09/23/2024 CRA MINUTES (RC)

4:02 PM MOTION: Approve.

MOVED BY: Tom Campenni

SECONDED BY: Mark Brechbill

Motion approved unanimously.

COMMENTS FROM THE PUBLIC (Non-Agenda Related) (3 Minutes Max.)

None.

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

Board Member McChrystal

- Commented on using pavers on A1A and the discussion at the Community Redevelopment Board (CRB) concerning marijuana.

ACTION ITEMS

3. JOINT CRA/CRB/CCM MEETINGS DISCUSSION

City Manager, Michael Mortell provided a brief history of the Joint Meetings among the Commissioners, Community Redevelopment Agency (CRA), and Community Redevelopment Board (CRB).

Board members discussed the pros and cons of the quarterly joint meetings.

* Board Member Hawkins arrived late - 4:16 p.m.

The consensus among the Boards was that Joint Meetings will continue.

4. BUDGET AMENDMENT #01 TO THE FY 2025 CRA BUDGET - DOWNTOWN UNDERGROUNDING AND SEMINOLE STREETSCAPE (RC):

RESOLUTION No. 03-2024 CRA; A RESOLUTION OF THE BOARD OF COMMUNITY REDEVELOPMENT AGENCY (CRA) OF THE CITY OF STUART, FLORIDA, AUTHORIZING BUDGET AMENDMENT #01 TO THE FISCAL YEAR (FY) 2025 CRA BUDGET; APPROPRIATING AND AUTHORIZING THE EXPENDITURE OF FUNDS FOR ADDITIONAL APPROPRIATION; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Pinal Gandhi-Savdas, CRA Executive Director, introduced present colleagues that the Community Redevelopment Agency (CRA) has worked with over the past five (5) to six (6) years and presented the Budget Amendment #1.

4:27 PM

Christopher (CJ) Rhody, Project Manager of Burkhardt, came forward and presented the Pre-GMP and Post-GMP plans, the progress meetings update, bid review, and provided the upcoming coordination and phases.

Board Member's discussion included questions and answers as to who was responsible for various aspects of the project.

Kevin Shannon, Kimley Horn, commented on the building codes. Mr. Rhody continued to respond to questions of the Board. Kaitlyn Townsend, Kimley Horn, came forward to comment on the parking impact of the project.

PUBLIC COMMENT:

1. Bill Moore - Stuart; Local small business owner and President of DBA; in favor of the project.
2. Nik Schroth - Stuart; Built his home in the area because of the various CRA plans; in favor of the project.
3. Max Duchorme - Stuart; Commented that this would be a missed opportunity to not move forward; in favor of the project.
4. Keyvan Bohlooli - Stuart; Resident on Seminole Street and strongly supports the undergrounding project.
5. Steven Vitale - Stuart; Commented that it would be money well spent, downtown is like the capital of the County; in favor of project.

Board Member Campenni commented on the cost and its escalation over the years; thanked Pinal for all her work on this project, but supports the project based on the return on investment.

Board Member McChrystal thanked Board Member Brechbill for his explanation of the numbers, commented on property values.

Board Member Brechbill commented on it being a CRA funded project and is a true investment with a return in tax dollars.

Board Member Moser commented on trees and that more would visit downtown year-round if there were more trees and undergrounding would help that; investing in streetscape is important to the community.

Board Member Hawkins commented that in working with Stuart Main Street and other businesses, lack of lighting and safety is an issue and the streetscape will add lighting.

Chair Rich echoed Board Member Campenni's concerns and commented that Pinal did a great job working with contractors, this is a great opportunity for Seminole Street.

Board Member Clarke noted price has been a big issue, but we want Stuart to stand as a beacon.

5:25 PM MOTION: Approve.
MOVED BY: Tom Campenni
SECONDED BY: Eula Clarke
Motion approved unanimously. 5:48 PM

5. AMENDMENT TO RFQL #2024-400 CMAR TO AWARD CONSTRUCTION SERVICES TO BURKHARDT (RC):

RESOLUTION No. 114-2024; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, APPROVING AN AMENDMENT TO THE CONSTRUCTION MANAGER-AT-RISK CONTRACT UNDER REQUEST FOR QUALIFICATIONS #2024-400, THE DOWNTOWN UNDERGROUNDING AND SEMINOLE STREETSCAPE PROJECT, IN ORDER TO AWARD THE CONSTRUCTION SERVICES PHASE TO BURKHARDT CONSTRUCTION, INC. FOR THE PRICE NOT TO EXCEED \$8,756,347.76; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Approval of Option 1.

Board Member Collins commented he would like CRA to move in the direction of smaller projects and not projects this expensive on a regular basis.

5:49 PM MOTION: Approve - Option 1.
MOVED BY: Eula Clarke
SECONDED BY: Christopher Collins
Motion approved unanimously. 5:52 PM

STAFF UPDATE

ADJOURNMENT

5:53 PM

CCM

Mary R. Kindel, City Clerk

Campbell Rich, Mayor

Minutes to be approved at the Joint CRA/CRB/CCM
Meeting this 27th day of January, 2025.

CRA

Mary R. Kindel, City Clerk

Campbell Rich, Chair

Minutes to be approved at the Joint CRA/CRB/CCM
Meeting this 27th day of January, 2025.

CRB

Mary R. Kindel, City Clerk

Chair

Minutes to be approved at the Joint CRA/CRB/CCM
Meeting this 27th day of January, 2025.

**CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Joint CRA/CRB/CCM**

Meeting Date: 1/27/2025

Prepared by: Nina Mullin

Title of Item:

APPROVAL OF 11/25/2024 CRA MINUTES

Summary Explanation/Background Information on Agenda Request:

N/A

Funding Source:

N/A

Recommended Action:

Approve Item.

ATTACHMENTS:

1. 11/25/2024 CRA Minutes

**MINUTES
COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART
NOVEMBER 25, 2024
AT 4:00 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994**

COMMUNITY REDEVELOPMENT AGENCY

**Chair - Campbell Rich
Board Member - Eula R. Clarke
Board Member - Christopher Collins
Board Member - Laura Giobbi
Board Member - Sean Reed
Board Member - Tom Campenni
Board Member - Mark Brechbill**

ADMINISTRATIVE

**City Manager, Michael J. Mortell
City Attorney, Lee J. Baggett
CRA Executive Director, Pinal Gandhi-Savdas
City Clerk, Mary R. Kindel**

CALL TO ORDER

4:00 PM

ROLL CALL

PRESENT: Chair Rich, Board Member Clarke, Board Member Collins, Board Member Giobbi, Board Member Reed, Board Member Campenni, Board Member Brechbill

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

**4:01 PM MOTION: Approve.
MOVED BY: Tom Campenni
SECONDED BY: Eula Clarke
Motion approved unanimously.**

COMMENTS FROM THE PUBLIC (Non-Agenda Related) (3 Minutes Max.)

1. Robert Hamilton - Stuart; Provided an update on his property.
2. Olga Hamilton - Stuart; Commented on the CDBG Housing Program and changed dates on documents.

Pinal Gandhi-Savdas, Community Redevelopment Agency (CRA) Director, explained the documents that are referred to and City Manager Mike Mortell, explained the history of the Hamilton home project.

Chair Rich inquired about adding this project as a future agenda item. The City Manager commented that after the windows are complete and the results of the roof and installation, an agenda item will be brought back to the CRA.

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

Board Member Brechbill

- Commented on plans discussed from years ago on Flagler Park improvements, including a children's fountain area, and would like to bring it back for discussion. Pinal Gandhi-Savdas, CRA Director, stated she would bring the topic to the board in January for direction.

Board Member Reed

- Supports the Hamilton issue being brought back as a future agenda item.

Board Member Giobbi

- Agreed with the Hamilton issue on a future agenda.

Board Member Clarke

- Commented that she had spoken with Mr. Hamilton and looks forward to the agenda item.
- Commented on the Triangle property area study and the work that the Regional Council Planning had done.

ACTION ITEMS

1. CRA BUDGET AMENDMENT #02-2025 - MEMORIAL PARK IMPROVEMENTS PHASE 4 (RC):

RESOLUTION No. 15-2024 CRA; A RESOLUTION OF THE BOARD OF COMMUNITY REDEVELOPMENT AGENCY (CRA) OF THE CITY OF STUART, FLORIDA, AUTHORIZING BUDGET AMENDMENT #02 TO THE FISCAL YEAR (FY) 2025 CRA BUDGET; APPROPRIATING AND AUTHORIZING THE EXPENDITURE OF FUNDS FOR MEMORIAL PARK IMPROVEMENTS PHASE 4; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Michael Mortell, City Manager, presented the Memorial Park Improvements Phase 4.

4:49 PM MOTION: Approve.
MOVED BY: Tom Campenni
SECONDED BY: Eula Clarke
Motion approved unanimously.

2. BUSINESS IMPROVEMENT REIMBURSEMENT GRANT PROGRAM GUIDELINES (RC):

RESOLUTION No. 12-2024 CRA; A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING AN AMENDMENT TO THE BUSINESS IMPROVEMENT REIMBURSEMENT PROGRAM (BIRP) CRITERIA, EVALUATION MATRIX, AND CLARIFICATION TO PROGRAM GUIDELINES; PROVIDING FOR CONFLICTS; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Jordan Pinkston, CRA Specialist, gave a presentation on the amended guidelines for the Business Improvement Reimbursement Program (BIRP).

Brief discussion included pervious asphalt, periodic guideline updates, and clarification between grant and loan. Board Member Collins commented that he prefers the City move away from programs such as BIRP.

5:02 PM MOTION: Approve.
MOVED BY: Eula Clarke
SECONDED BY: Tom Campenni
Motion approved unanimously.

3. COMMERCIAL LANDSCAPE IMPROVEMENT REIMBURSEMENT GRANT PROGRAM GUIDELINES (RC):

RESOLUTION No. 13-2024 CRA; A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, ESTABLISHING A COMMERCIAL PROPERTY LANDSCAPE IMPROVEMENT MATCHING GRANT PROGRAM WITHIN THE COMMUNITY REDEVELOPMENT AREA; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Jordan Pinkston, CRA Program Manager, provided a presentation on the Commercial Landscape Improvement Reimbursement Program.

Board Members discussion included funding maintenance, compliance, the separation from the BIRP, and CRB recommendation.

5:16 PM MOTION: Approve.
MOVED BY: Tom Campenni
SECONDED BY: Eula Clarke
VOTE: 5/2 Motion Passed.
YES: Eula Clarke, Campbell Rich, Tom Campenni, Mark Brechbill, Laura Giobbi
NO: Christopher Collins, Sean Reed

STAFF UPDATE

None.

ADJOURNMENT

5:17 PM

Mary R. Kindel, City Clerk

Chair Campbell Rich

**Minutes to be approved at the CRA
Meeting this 27th day of January, 2025.**

**CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Joint CRA/CRB/CCM**

Meeting Date: 1/27/2025

Prepared by: Ben Hogarth, Jim Chrulski

Title of Item:

FDEP APPLICATION TO DESIGNATE STUART AS A FLORIDA "TRAIL TOWN" (RC):

RESOLUTION No. 11-2025; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CITY TO ACTIVELY PURSUE A FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION "TRAIL TOWN" DESIGNATION THROUGH ITS OFFICE OF GREENWAYS AND TRAILS IN COLLABORATION WITH THE MARTIN COUNTY OFFICE OF TOURISM AND MARKETING; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

The Florida Department of Environmental Protection's (FDEP) Office of Greenways and Trails manages the Florida Trail Town program, which designates communities located along or in proximity to one or more long-distanced non-motorized recreational trails as a "Trail Town" if that community meets certain criteria.

The City of Stuart has enjoyed years of community investment into its healthy trails, which are often adjacent to local commercial areas and natural preserves alike. As a result, the Martin County Office of Tourism and Marketing has engaged with the City in an effort to actively pursue an official "Trail Town" designation for Stuart through FDEP's Florida Trail Town Program.

Communities that are designated a Florida "Trail Town" may enjoy the benefits of additional commerce spurred by trail users, community recognition through official FDEP promotions, opportunities for grants towards trail enhancements, and a boost to regional tourism.

Funding Source:

N/A

Recommended Action:

Motion approval of Resolution No. 11-2025

ATTACHMENTS:

1. R11-2025 - Authorizing an application for city to be designated by FDEP as a Florida Trail Town
2. What is a Florida Trail Town_1 (002)
3. Trail Town Application Fillable_0 (1)



BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 11-2025

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CITY TO ACTIVELY PURSUE A FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION “TRAIL TOWN” DESIGNATION THROUGH ITS OFFICE OF GREENWAYS AND TRAILS IN COLLABORATION WITH THE MARTIN COUNTY OFFICE OF TOURISM AND MARKETING; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, the Martin County Office of Tourism and Marketing is collaborating with the city to spearhead an effort to designate the City of Stuart as an Official Florida “Trail Town;” and

WHEREAS, the Florida Trail Town program is managed by the Florida Department of Environmental Protection’s (FDEP) Office of Greenways and Trails which designates communities as a “Trail Town” if the community meets certain criteria and is located along or in proximity to one or more long-distance non-motorized recreational trails in the state; and

WHEREAS, according to FDEP, a Florida “Trail Town” is a vibrant destination where people come together, is a friendly place which encourages trail users to visit and welcomes them with warm hospitality, and which may have access to commercial businesses and restaurants including quaint local shops and lodging; and

WHEREAS, FDEP’S Office of Greenways and Trails designates communities as a “Trail Town” if the community meets certain criteria and is located along or in proximity to one or more long-distance non-motorized recreational trails; and

WHEREAS, the City of Stuart is ideally located near the East Coast Greenway, a key part of Florida’s Shared-Use Nonmotorized (SUN) Trail Program and boasts a rich network of local trails including its downtown scenic Riverwalk, Haney Creek Trail, and St. Lucie Paddle Trail; and

WHEREAS, benefits of a “Trail Town” designation may include the attraction of trail users to local businesses, community recognition through official FDEP Trail Town promotions, opportunities for grants and trail enhancements, and a boost to regional tourism; and

WHEREAS, participation in the program is free and offers Stuart the unique opportunity to integrate its trails into the larger trail network while realizing economic and cultural benefits; and

WHEREAS, the City Commission of the City of Stuart finds that a FDEP “Trail Town” designation would serve the best interests of city residents, businesses, and visitors alike.

NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, THAT:

SECTION 1: The foregoing precatory language is adopted as if set forth below.

SECTION 2: The City Commission of the City of Stuart hereby authorizes the city to actively pursue a Florida Department of Environmental Protection designation as a “Trail Town” through the Office of Greenways and Trails with collaboration from the Martin County Office of Tourism and Marketing.

SECTION 3: This Resolution shall become effective upon its adoption.

Commissioner _____ offered the foregoing resolution and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

Resolution No. 11-2025

Authorizing city to apply for a “Trail Town” designation through the FDEP Florida Trail Town Program

CAMPBELL RICH, MAYOR
CHRISTOPHER COLLINS, VICE MAYOR
EULA R. CLARKE, COMMISSIONER
LAURA GIOBBI, COMMISSIONER
SEAN REED, COMMISSIONER

YES	NO	ABSENT	ABSTAIN

ADOPTED this ____ day of _____, 2025.

ATTEST:

MARY R. KINDEL, MMC
CITY CLERK

CAMPBELL RICH
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

LEE J. BAGGETT, ESQ
CITY ATTORNEY



WHAT IS A FLORIDA TRAIL TOWN?

A “Trail Town” in Florida is a community located along or in proximity to one or more long-distance non-motorized recreational trails. Whether on a rail trail, paddling trail, equestrian trail or hiking trail, trail users can venture off the trail to enjoy the services and unique heritage of the nearby community. The town is a safe place where both town residents and trail users can walk, bike, jog etc., find the goods and services they need, and easily access both the trail and the town. In such a town, the trail is an integral and important part of the community.

A Trail Town is a vibrant destination where people come together. A Trail Town is a friendly place which encourages trail users to visit and welcomes them with warm hospitality. It may have outdoor equipment shops, restaurants, a grocery store, quaint local shops, and lodging. It has wide sidewalks, clean streets, bike racks, and benches at convenient locations. The trail meets the needs of both the trail users and the town’s residents. Residents use the trail to access work, schools, parks and shops.

Trail Towns are not stand-alone communities; they are linked by the long-distance trail corridor. Trail users may be passing through a town on a day trip or longer trek, or may park and access other trails, such as a paddling trail. Trail users want to explore interesting and vibrant places in their travels and need services that the town provides. Basic characteristics of a successful Trail Town include:

- Enticements to get trail users off the trail to explore the town
- Making clear and safe connections between the town and trail
- Welcoming trail users by making town information readily available
- Educating businesses on the economic benefits of meeting the needs of trail tourists
- Promoting a “trail-friendly” town character
- Integrating the trail into the town’s culture with annual festivals and events that draw people to the trail who may not normally be trail users
- Connecting residents safely to work, schools, parks and shopping
- Working with neighboring communities to promote the entire long-distance trail as a tourist destination

Any trail, long or short, is an economic asset to a community. It provides free recreation for people of all ages and fitness levels, and offers opportunities to study nature or local history.

The Office of Greenways and Trails' Florida Trail Town program is oriented towards towns which connect to long-distance trails, ones that attract travelers from outside the local community and are not used solely by nearby residents. Studies show that the longer a trail is, the farther people will travel to visit it, the longer they will stay, and the more money they will spend. A day-user will spend four times the amount of a local user, and is likely to make a return trip to the Trail Town. An overnight visitor will spend twice the amount of a day-user. For information to recognize your town as a Florida Trail Town, call 850-245-2052 or contact our office at officeofgreenwaysandtrails@FloridaDEP.gov

Trail Town Self-Assessment

Trail

Is your town connected to (or near) a regional trail? [Click here to see regional trails map.](#)

☐ Yes: Please identify regional trail(s): Select a trail

☐ No Select a trail

List other neighboring trails and their proximity to your town (in miles):

What types of trails exist in/near your town (hiking, biking, paddling, multi-use, equestrian, etc.)?

Who maintains your trail(s)? Please identify each trail and the manager:

Accessibility

What is the location of the trail, compared to the business district? Does your trail go right through the heart of downtown? Or is it more towards the edge of town?

Do you have signage on the trails that clearly identifies the direction/distance to your town? Can trail users easily recognize that your town is near the trail? Please describe.

Trail Town Self-Assessment

Town Participation

Are your business owners and citizens aware that there is a trail near your town? Are they well-informed about the trail? If not, what steps will you take to accomplish these goals?

What events take place on or near your trail? Please specify the purpose of the event, degree of local participation, who hosts it, how often it occurs, and recent attendance numbers (if available):

Do you have a Trail Town plan or local development plan that includes trails? Please describe:

Describe the citizen initiatives in your town that foster and maintain trail growth and traffic:

Describe any efforts that have been made to coordinate with neighboring communities on trail related events/activities and trail connectivity:

Trail Town Self-Assessment

Amenities (select all that apply)

- ☐ Public Restrooms
- ☐ Trailheads
- ☐ Trash Cans/Recycle Bins
- ☐ Water Fountains
- ☐ Bike Racks
- ☐ Bicycle Repair Stations
- ☐ Boat Docks & Launches
- ☐ Equestrian Facilities: Hitching Posts, Mounting Stations, Water Troughs, etc.
- ☐ Welcome Center
- ☐ Pavilions
- ☐ Picnic Tables
- ☐ Free Parking
- ☐ Other:

Information

When visitors come to your town, how do they get information?

Physical location to get information:

Website location:

Is there wayfinding signage and information about the town on the trail?

☐ Yes ☐ No

What type of information is provided on the wayfinding signage on the trail? (select all that apply)

- ☐ Mileage
- ☐ Direction
- ☐ Other trails
- ☐ Nearby Towns
- ☐ Attractions
- ☐ Restrooms
- ☐ Local Businesses

Trail Town Self-Assessment

- ☐ Overnight Accommodations
- ☐ Emergency Information

In town, is there wayfinding signage and information about the amenities?

- ☐ Yes ☐ No

What type of information is provided on the wayfinding signage in town? (select all that apply)

- ☐ Mileage
- ☐ Direction
- ☐ Other trails
- ☐ Nearby Towns
- ☐ Attractions
- ☐ Restrooms
- ☐ Local Businesses
- ☐ Overnight Accommodations
- ☐ Emergency Information

Health

Is your town engaged in any healthy community initiatives? Please describe:

Safety

- | | | |
|------------------------------|-----------------------------|--|
| ☐ Yes | ☐ No | Does your town have wide sidewalks (10-12')? |
| ☐ Yes | ☐ No | Does your town have protected bike lanes? |
| ☐ Yes | ☐ No | Does your town have crosswalks? |
| ☐ Yes | ☐ No | Is your downtown business district well-lit? |
| ☐ Yes | ☐ No | Is your downtown safely navigable by foot/bicycle? |
| ☐ Yes | ☐ No | Does your trail/town have emergency wayfinding points/signage? |
| ☐ Yes | ☐ No | Does your trail/town have emergency call boxes? |
| ☐ Yes | ☐ No | Is your community engaged in any safety initiatives? |
| ☐ Yes | ☐ No | Have first responders received training for trail emergencies? |

Trail Town Self-Assessment

Has local law enforcement taken any initiatives to address pedestrian and bicycle safety? Please describe:

Are your law enforcement officers and first responders familiar with the trail location, terrain, and length? Please describe the extent of their knowledge and any training they have received on this:

For each of the following, please list the contact person and their telephone number:

Fire Department:

Police Department:

Medical Services:

List all medical services available to trail users, including specialized equipment, training, and facilities:

Businesses

Overnight Accommodations Available: (please select all that apply)

- ☐ Hotel
- ☐ Motel
- ☐ Bed & Breakfast
- ☐ Vacation Rentals
- ☐ Hostel
- ☐ Cabins
- ☐ Camping
- ☐ Other:

Trail Town Self-Assessment

Restaurants & Food Options: (please select all that apply)

- ☐ Fast Food
- ☐ Locally-Owned Restaurants
- ☐ Coffee Shop
- ☐ Brewery
- ☐ Tavern
- ☐ Pub
- ☐ Bakery
- ☐ Other:

Retail & Services: (please select all that apply)

- ☐ Grocery Store
- ☐ Convenience Store
- ☐ Pharmacy
- ☐ General Store
- ☐ Laundromat
- ☐ Bank/ATM
- ☐ Gas Station
- ☐ Emergency Services
- ☐ Post Office
- ☐ Other:

Outdoor Recreation Outfitters: (please select all that apply)

- ☐ Rentals
- ☐ Sales
- ☐ Equipment & Repairs
- ☐ Apparel
- ☐ Supply Re-stock
- ☐ Equine Supplies
- ☐ Other:

For each of the following, please list the contact person and their telephone number:

Chamber of Commerce:

Visitor, Tourism or Economic Development Council:

Mayor, City Council or City Commissioner's Office:

Trail Town Self-Assessment

This form is intended to be submitted by a City (or County) government representative. Support groups may assist with the completion of this Assessment but the primary contact must be from the City/County government. Please provide contact information for the **applicant** below:

Name:
Title:
Phone Number:
Email:
Signature:

Statement of Intent

It is the intent of _____ (name of community, town, city, etc.) to be recognized as a Trail Town by the Office of Greenways and Trails through the Florida Department of Environmental Protection. By execution of this consent, the undersigned confirm the community's desire to participate in the Office of Greenways and Trails' Trail Town Program.

Date:
Printed Name:

(Signature of community leadership)

Please email this application to the Office of Greenways and Trails Regional Coordinator for your area ([click here for regional map](#)).

Justin Baldwin - Northern Region
Justin.Baldwin@FloridaDEP.gov

Anna Hopkins - Central Region
Anna.E.Hopkins@FloridaDEP.gov

Katie White - Southern Region
Katie.White@FloridaDEP.gov

CITY OF STUART, FLORIDA AGENDA ITEM REQUEST Joint CRA/CRB/CCM

Meeting Date: 1/27/2025

Prepared by: Pinal Gandhi-Savdas

Title of Item:

DISCUSSION AND DELIBERATION OF THE CRA FIVE-YEAR CAPITAL IMPROVEMENT PLAN

Summary Explanation/Background Information on Agenda Request:

As part of an ongoing efforts to revitalize and improve the community redevelopment area, staff is looking for direction on which programs and projects to fund over the next five-year period within the Community Redevelopment Area. The Five-Year Capital Improvement Plan (CIP) will assist the board in managing CRA funds, timing for capital improvement projects, and keeping the public apprised on future projects. It will serve as a roadmap for staff to guide planning and expenditure of funds on a given project over several years. It also allows staff to coordinate and take advantage of federal and state grant programs and opportunities for the projects.

For FY 2025, the CRA's Tax Increment Financing (TIF) revenue was approximately \$6.3 M. We can expect the generate approximately \$6.7 M in TIF revenue for FY 2026. The CRA has an ongoing operating expenses and programs that are earmarked every fiscal year. The TIF revenue available next fiscal year for infrastructure improvements is approximately \$3 M. Staff is requesting input from the board on projects and community priorities within the redevelopment area.

Below is a list of infrastructure projects completed to date and list of 2025 CRA Capital Improvements Projects:

- Kiwanis Park Parking Lot and Construction
- FEC Lease for on-street Parking and Construction
- Sailfish Parking Lot
- Osceola Street Parking Lot
- Redesign of MLK Jr. Blvd with Parking and Streetscaping
- SE East Avenue Improvements in East Stuart
- Infrastructure and streetscaping improvements within the East Stuart neighborhood
- Floating Dock
- Parking along Flagler
- Frazier Creek Improvements
- Atlanta Avenue improvements
- Various Streets Resurfacing Projects
- MLK Jr. Blvd. and Dixie Hwy intersection Improvements
- East Stuart Welcome Sign
- Woodlawn Park Neighborhood Improvements
- Contribution to Public Safety Complex
- Riverwalk Shade Structure
- Colorado Avenue Commercial Corridor Improvements
- Downtown Streetscape
- Frazier Crescent Sewer Improvements
- Frazier Crescent Neighborhood Improvements
- Kindred/Johnson Streetscape
- Shepard Park Decking Replacement

- Lyric Theatre Façade Improvements
- Green Bike Lanes on Colorado
- Habitat for Humanity Homes in East Stuart
- Riverwalk Decking Replacement
- Federal Highway North Median Improvements
- Dixie Highway/Florida Street Sidewalk Extensions
- East Stuart/Dixie Hwy Resurfacing, High Visibility Crosswalks and Sharrows
- Riverwalk Handrail Replacement
- Shepard Park Improvements

Adopted CIP 2025-2030 Infrastructure Projects and Ongoing Projects:

- Downtown Undergrounding and Seminole Streetscape
- Project Lift Demo and New Construction
- Guy Davis Community Park Improvements
- Martin Luther King Jr. Blvd Streetscape
- Dixie Highway Streetscape from Joan Jefferson to Colorado
- Stypmann Neighborhood Drainage Improvements - Pending Grant Approval
- Gateway Markers/Signages
- Traffic Control Box Wraps
- Oleander Park Improvements
- Riverside Park Neighborhood Improvements
- Memorial Park Phase 4 Improvements

Potential Future Infrastructure Projects:

- Osceola Street Extension
- City Hall Redevelopment
- Downtown Parking Garage
- SW Ocean Blvd Complete Street from SW Federal Hwy and SW Dixie Highway (Triangle District Recommendation)
- 10th Street Community Center Improvements (East Stuart Master Plan Update Recommendation)
- Bayou Pedestrian Bridge (East Stuart Master Plan Update Recommendation)
- Underground Refuse System in Downtown
- Public-Private Partnership for Affordable Housing in the CRA - Identify Site
- Quiet Zones (Confusion Corner, Sailfish Circle, Florida St/Dixie, MLK Blvd/Dixie, Fern St/Dixie)
- Extension of Underground of Overhead Utilities, East of Colorado Avenue along Seminole Street, Osceola Street, Ocean Blvd
- Undergrounding of Overhead Utilities in Triangle District

Funding Source:

N/A

Recommended Action:

Staff is requesting input from the board on projects and community priorities within the redevelopment area over the next five years period.

ATTACHMENTS:

1. Adopted CIP FY 2025

2. Osceola Street Extension Concept 1
3. Osceola Street Extension Concept 2
4. City Hall Redevelopment - Riverfront Park_ Lucido
5. Triangle District Master Plan
6. East Stuart Master Plan Update 2023
7. Underground Refuse System

Capital Improvement Projects (CIP) Budget Summary

PROJECTS	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Project Total
Guy Davis Community Park 21045901											
Phase I Site Plan		\$344,517									\$344,517
Phase II Final Design				\$370,000							\$370,000
Construction						\$7,000,000					\$7,000,000
Downtown Undergrounding											
Phase I Design - Seminole Street - 20038901	\$49,991										\$49,991
Phase II Design - Osceola - 22038902			\$174,554								\$174,554
Construction of Phase I and II - 22038903						\$4,000,000					\$4,000,000
Seminole Streetscape Improv 20042701											
Design	\$75,000										\$75,000
Construction						\$2,000,000					\$2,000,000
Riverside Park NBHD Improv 20041801											
Conceptual	\$21,500										\$21,500
Design	\$100,000										\$100,000
Construction (TAP Grant Reimb)					\$2,506,450	\$193,550					\$2,700,000
Gateway Markers/Features 20040901											
Conceptual	\$29,600										\$29,600
Design			\$75,000								\$75,000
Construction					\$178,900	\$80,000					\$258,900
Oleander Park Improv 050201											
Conceptual				\$5,000							\$5,000
Construction					\$103,493						\$103,493

Capital Improvement Projects (CIP) Budget Summary

PROJECTS	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Project Total
Willie Gary Prop Acq., Demo, New Const.											
Acquisition (CDBG-CV Grant Reimb) - 048901					\$1,617,476						\$1,617,476
Appraisals, Environ, Eng, Admin, Demo, Const. (CDBG-CV Grant Reimb) - 048902					\$280,700	\$4,392,824					\$4,673,524
Triangle District 21046801											
SE Dixie Highway Conceptual			\$44,500								\$44,500
SE Dixie Highway Design			\$60,500			\$30,000					\$90,500
SE Dixie Highway Construction (TAP Grant Reimb)								\$1,500,000			\$1,500,000
Brightline Train Station/Parking Lot											
Design						\$800,000					\$800,000
Construction							\$10,000,000				\$10,000,000
MLK Blvd Complete Street 21045001											
Conceptual	\$20,000										\$20,000
Design			\$450,000								\$450,000
Construction								\$5,000,000			\$5,000,000
TOTAL BUDGET FOR FISCAL YEARS	\$296,091	\$344,517	\$804,554	\$375,000	\$4,687,019	\$18,496,374	\$10,000,000	\$6,500,000	\$0	\$0	\$41,503,555



McCARTY & ASSOCIATES

LAND PLANNING
AND DESIGN

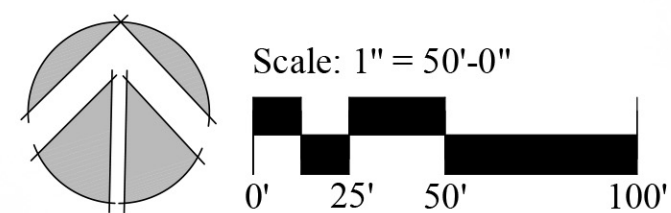
STUART • FT. PIERCE

772.341.9322
www.McCartyLandPlanning.com
Mike@McCartyLandPlanning.com



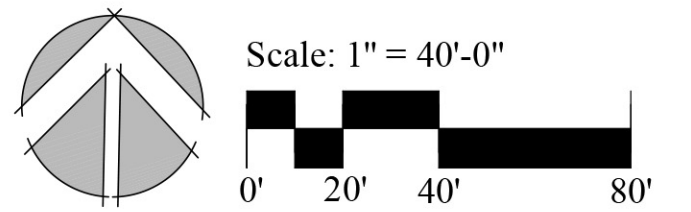
CREATIVE + LIVABLE LANDSCAPE ARCHITECTURE

2336 SE Ocean Blvd. #233, Stuart, Florida 34996
p: 772-979-5696 e: suggdesignstudio@gmail.com
www.SuggDesignStudio.com
LC26000582



STUART MAINSTREET
EXTENSION CONCEPT
CONCEPTUAL LOT LAYOUT





McCARTY & ASSOCIATES

LAND PLANNING
AND DESIGN

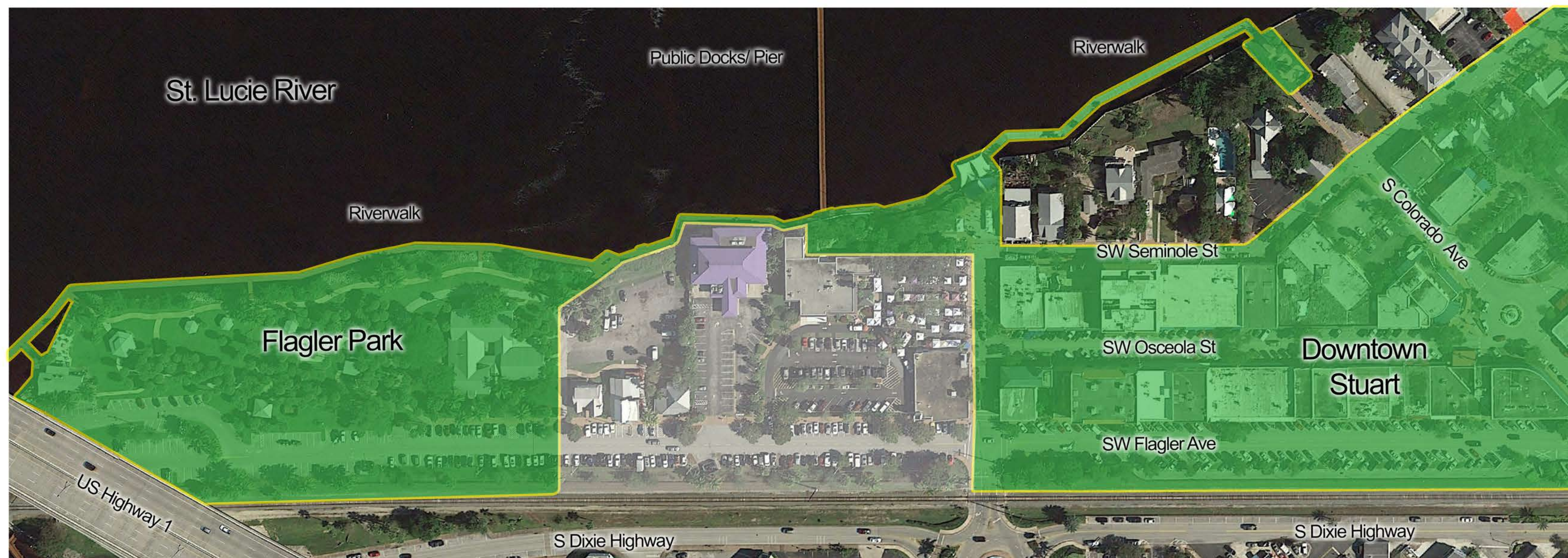
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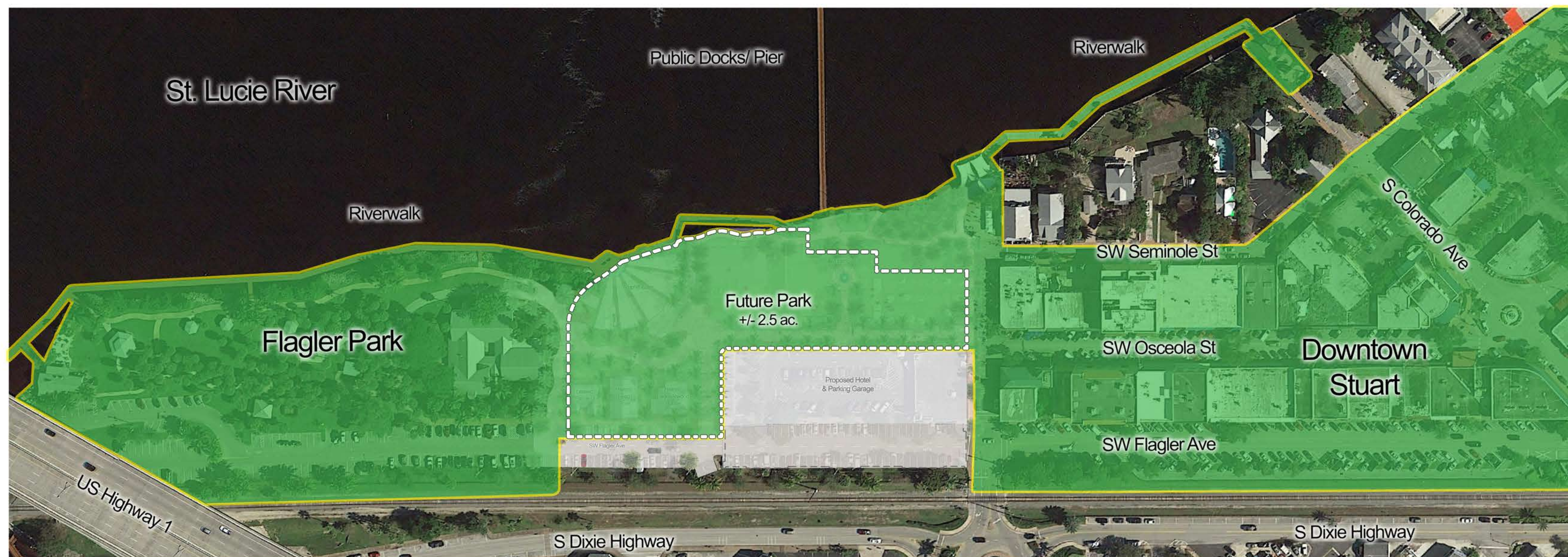


Stuart Mainstreet Concept



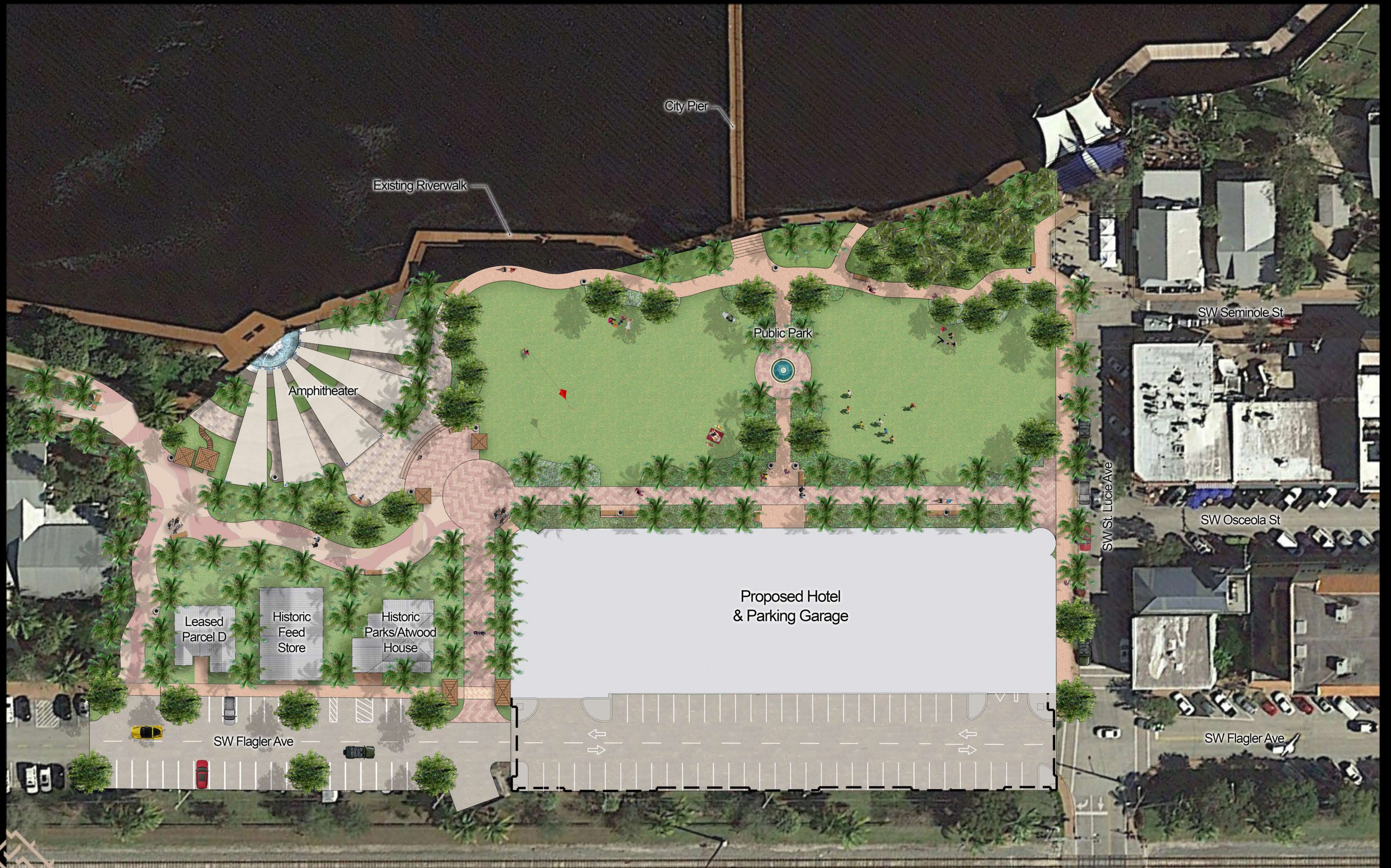


BEFORE



AFTER

GAINED PUBLIC SPACE





St. Lucie River

Public Docks/ Pier

Riverwalk

Riverwalk

Public Park

Flagler Park

SW Seminole St

S Colorado Ave

SW Osceola St

SW Flagler Ave

Leased Parcel D

Historic Feed Store

Historic Parks/Airwood House

S Dixie Highway

S Dixie Highway

US Highway 1

SW Albany Ave

SW Joan Jefferson St

SW Akron Ave

SW 3rd St

SW California Ave

SW Ocean Blvd

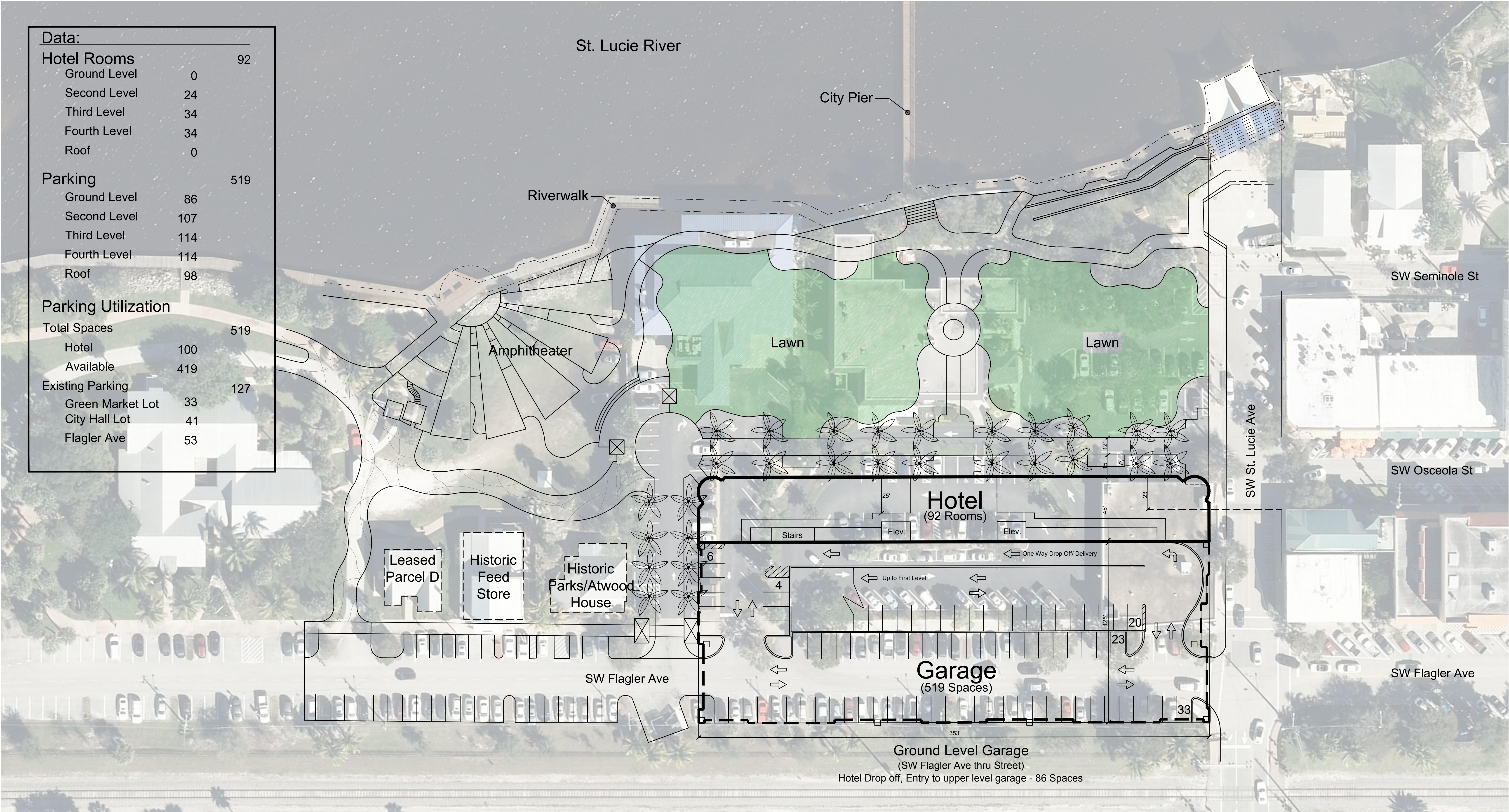


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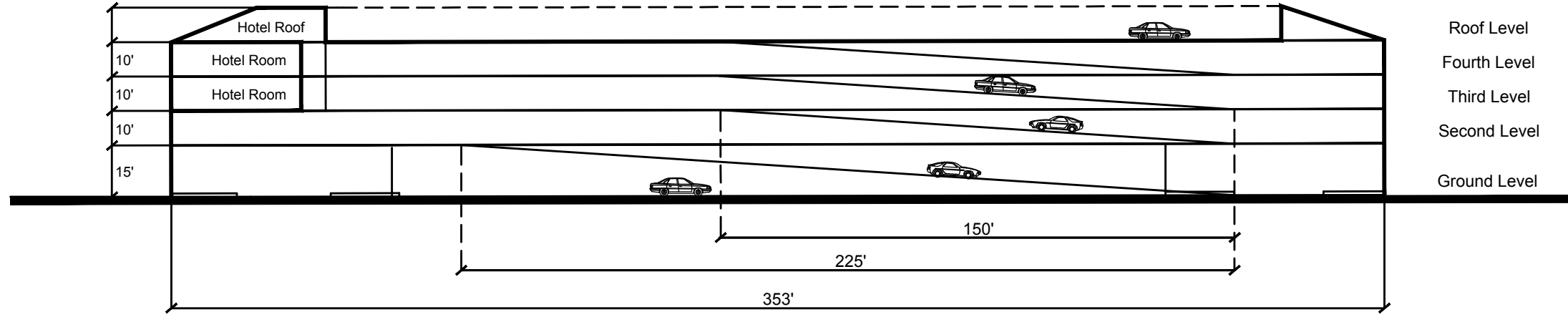


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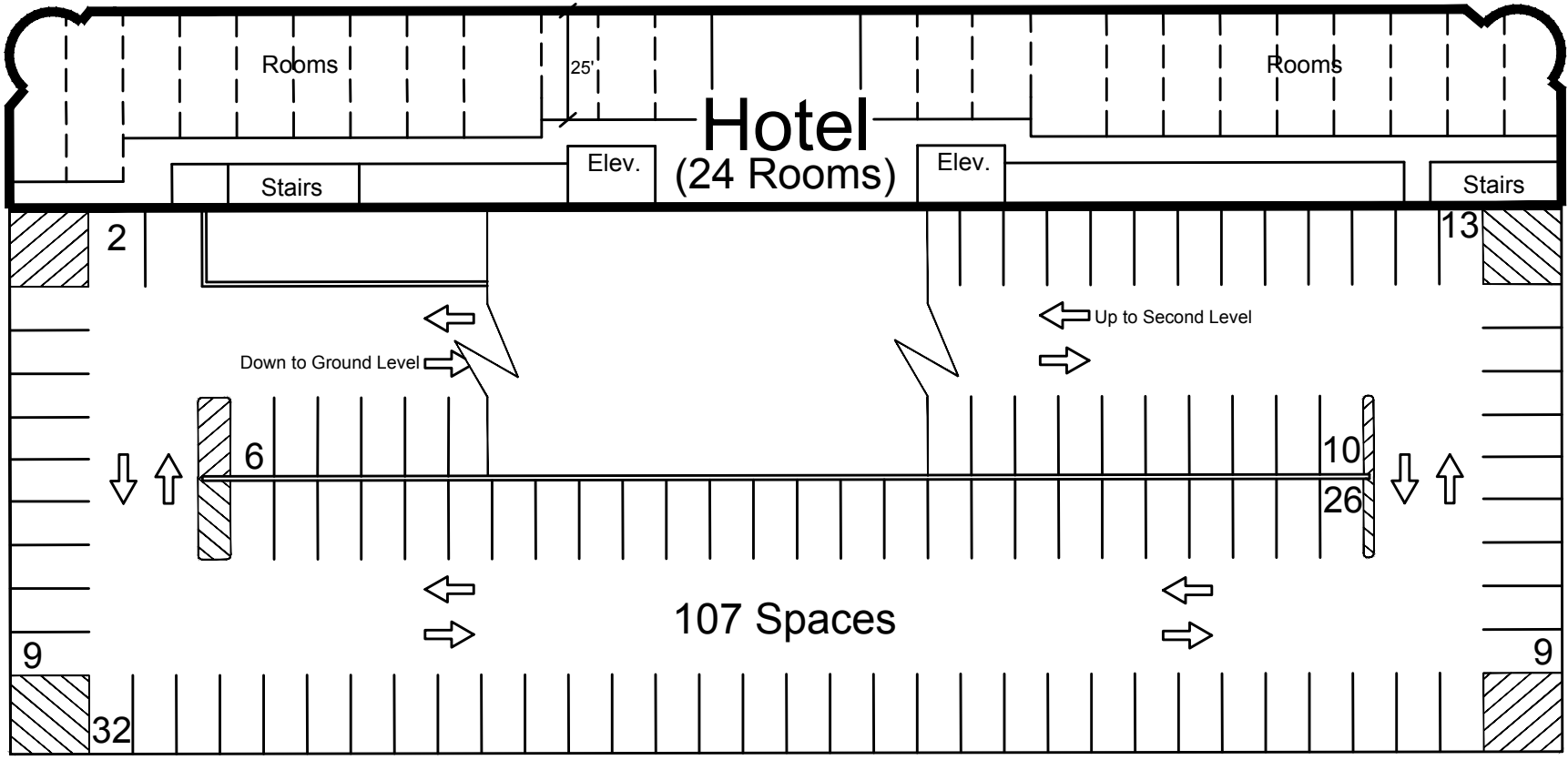
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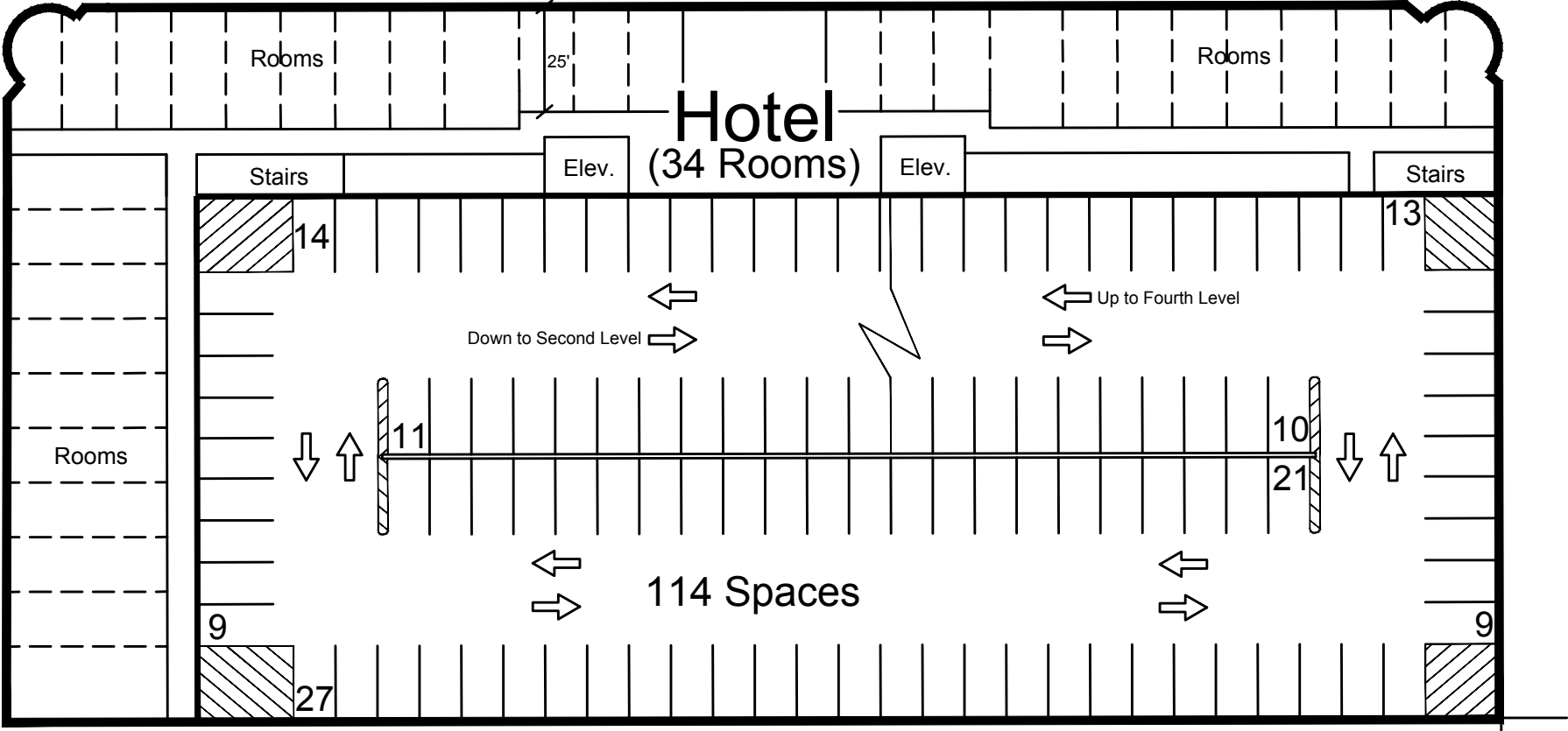
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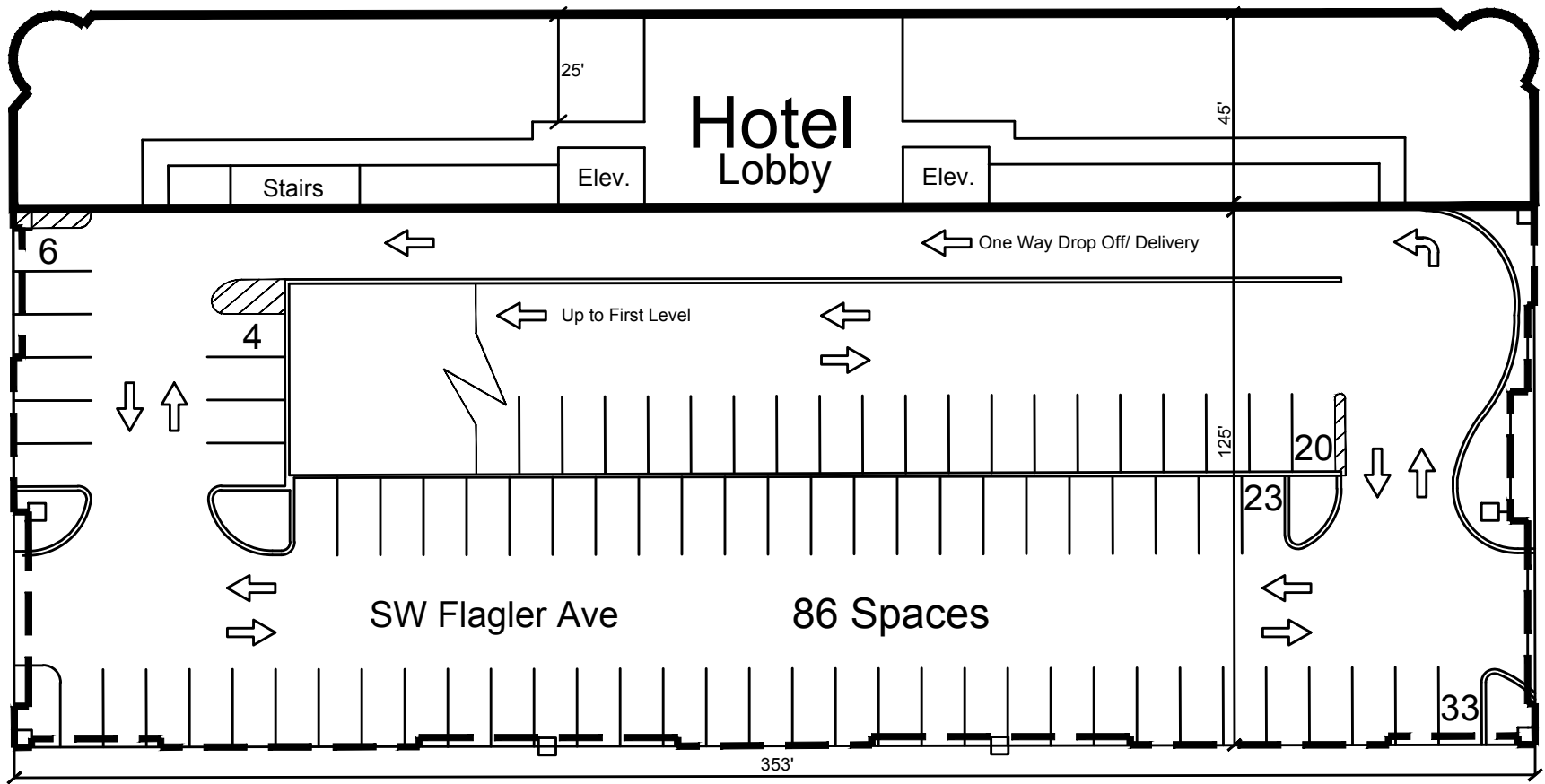
Cross Section (Looking North):



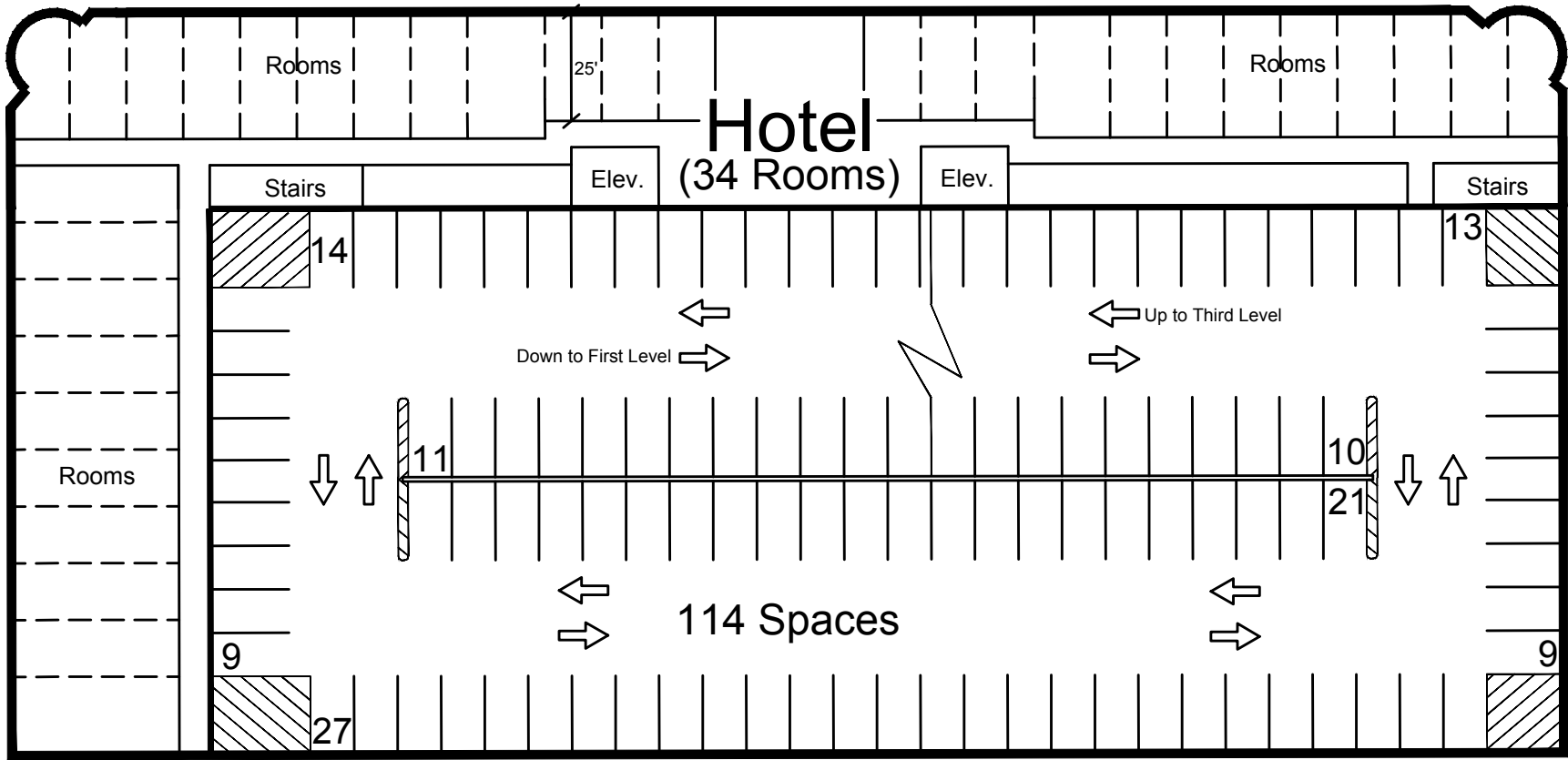
Second Level Garage
Access to Hotel and upper levels of garage - 107 Spaces



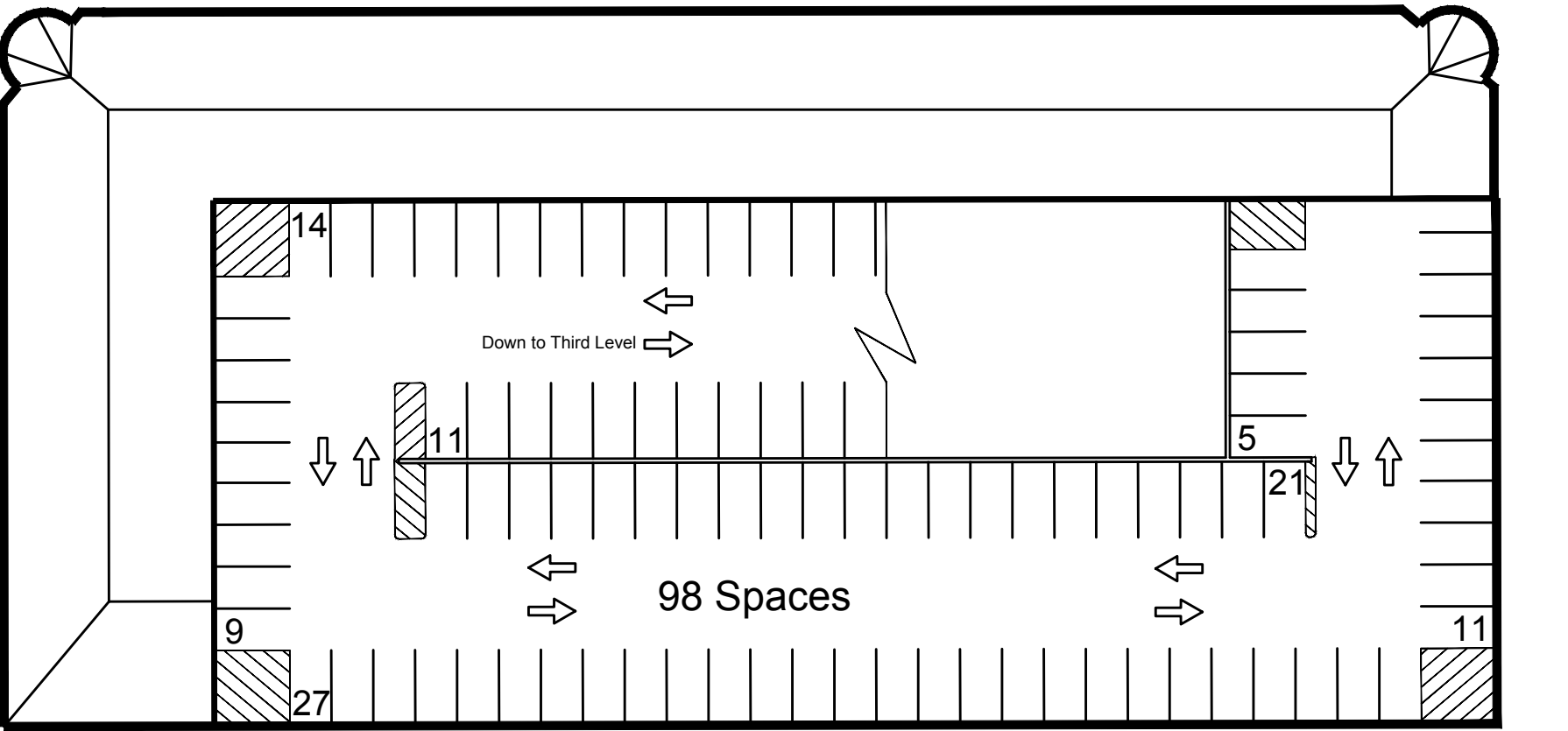
Fourth Level Garage
Access to Hotel and upper levels of garage - 114 Spaces



Ground Level Garage
(SW Flagler Ave thru Street)
Hotel Drop off, Entry to upper level garage - 86 Spaces



Third Level Garage
Access to Hotel and upper levels of garage - 114 Spaces



(Roof) Fifth Level Garage
Access to Hotel and upper levels of garage - 98 Spaces



TRIANGLE DISTRICT MASTER PLAN

FINAL AUGUST 2021

PREPARED FOR:



CITY COMMISSION

Eula Clarke, Mayor
Merritt Matheson, Vice Mayor
Michael Meier, Commissioner
Becky Bruner, Commissioner
Troy McDonald, Commissioner

COMMUNITY REDEVELOPMENT AGENCY

Eula R. Clarke, Chairperson
Merritt Matheson, Vice Chairperson
Michael Meier
Becky Bruner
Troy McDonald
Tom Campenni
Pete Walson

COMMUNITY REDEVELOPMENT BOARD

Chris Lewis, Chairman
Tom Campenni, Vice Chairman
Frank Wacha
Pete Walson
Katherine Makemson
Nina Dooley
Nikolaus Schroth

STAFF

David Dyess, City Manager
Pinal Gandhi-Savdas, Community Redevelopment Agency Administrator
Kev Freeman, Development Director
Jordan Pinkston, Executive Assistant to the Development Director, CRA Program Specialist

PREPARED BY:



TABLE OF CONTENTS

Executive Summary 4

Existing Conditions & Background..... 5

Summary of Public Input.....22

Tour of the Plan28

Implementation.....46

Appendix A: Existing Conditions Plans.....i

Appendix B: Detailed Master Plan..... viii

Appendix C: *Future Parking Needs Analysis* Excerpt..... xv

COMMONLY USED ABBREVIATIONS

ADA	Americans with Disabilities Act
AADT	Annual Average Daily Traffic
CRA	Community Redevelopment Area
CRB	Community Redevelopment Board
DEO	Florida Department of Economic Opportunity
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
Martin MPO	Martin Metropolitan Planning Organization
NACTO	National Association of City Transportation Officials
PILOP Program	Payment In Lieu Of Parking Program
RRR	Resurfacing, Restoration and Rehabilitation
TCRPC	Treasure Coast Regional Planning Council
TDP	Transit Development Plan
LRTP	Long Range Transportation Plan

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services, please call 288-5306 or email mkindel@ci.stuart.fl.us. Hearing-impaired individuals are requested to telephone the Florida Relay System at #711.

EXECUTIVE SUMMARY

The City of Stuart Community Redevelopment Agency (CRA), in collaboration with the City of Stuart (City) and the Treasure Coast Regional Planning Council (TCRPC), has produced a Master Plan for the Triangle District. The Gateway Triangle study area is adjacent to the “Creek” Arts & Entertainment District and the “Old Downtown District.” The CRA is exploring ways to bridge the two districts and develop an implementable vision for the future of the Triangle Gateway District. The Master Plan provides a series of recommended infrastructure improvements, redevelopment concepts, and strategies for the Triangle District.

In addition, the City of Stuart has also collaborated with TCRPC on the Federal Highway Commercial Corridor Plan (FHCC) which was funded through a State of Florida Department of Economic Opportunity Technical Assistance Grant. While the FHCC project was separately funded and with a very specific timeline and scope of services, the implementation of the two efforts has been synchronized and ultimately illustrated as distinct chapters of a single master plan.

To develop the Triangle District plan, TCRPC has coordinated a thorough public involvement process, completed detailed field analyses and base documentation, and developed a recommended urban design and master plan approach. The intent of the plan is to assist the CRA and the City in making future decisions regarding a balanced redevelopment of the Triangle District. This planning effort is also designed to integrate the vision and principles of prior and current planning efforts in Stuart. It should be noted the study area was the subject of previous vision planning efforts in 1988 and 2002. Accordingly, the updated vision contained in the Triangle District plan builds upon these previous efforts and subsequent studies commissioned by the CRA.

STUDY AREA

The study area is roughly defined as west of S Dixie Highway, east of US-1/ Federal Highway, north of SW Ocean Boulevard. Its geometry is a triangle, and in public outreach, the term Triangle District resonated with the most people surveyed. For that reason, the area will be referred to as the Triangle District. The study area is characterized by offices, automotive uses, a telecom utility building, vacancies, a church, and an associated school. The active uses are largely centered around business hours with evenings and weekends being largely dark. A significant piece of redevelopment occurred on a City-owned property where a three-story rental apartment building with 49 units was completed in 2019. The success of this development has shown the potential for the district which retains its compact walkable network of streets and alleys and close connection to Old Downtown, the St Lucie River, and “The Creek” Arts & Entertainment District. Public outreach in surveys, individual interviews, vision workshops, and walking tours echoed the support of expanding more active uses in the study area and continuing the fabric of downtown into the Triangle District.

KEY RECOMMENDATIONS

The Triangle District is comprised of 39 parcels, totaling 18.9 acres. To facilitate redevelopment and accomplish the City’s goals for the District, the key recommended actions include:

- **Develop a district-wide approach to parking**, as the current parking regulations limit redevelopment especially for active uses such as restaurants.
- **Reconfigure streets** to allow two-way traffic and maximize on-street parking.
- **Improve streets** with context-sensitive, complete streets designs including clear pedestrian pathways, marked crosswalks, and enhanced lighting. Although the current network of streets and alleys is fairly compact and complete, the pedestrian experience is confusing, dark, and inhospitable.
- **Enhance key intersections** at US-1/Federal Highway, US-1/Ocean, and Sailfish Circle at Dixie Highway/Joan Jefferson Way to provide safer and more convenient crossings for pedestrians and cyclists.
- **Prioritize district-wide landscaping, public space, and stormwater management** enhancements and include as part of redevelopment projects and street improvements.



Figure 1 Conceptual rendering of a new structure at City-owned property and the reconstructed Frazier Creek Bridge at the gateway of the Triangle District.

EXISTING CONDITIONS & BACKGROUND



EXISTING LAND USE & ZONING

The Future Land Use is uniformly assigned as Downtown.

The City of Stuart Zoning designations within the study area, and as provided in the City's Land Development Code, are illustrated in the map to the right. The majority of the District is Urban Center with Urban Highway along Federal Highway and Urban Neighborhood along Frazier Creek. The zoning designations provide much greater specificity in the regulations which control the development of properties. Specific uses, building heights, and placement, parking standards, etc. are controlled primarily through the zoning regulations. The Urban Center, Urban Highway, and Urban Neighborhood districts are all consistent with the Downtown FLU category. These areas are intended to promote redevelopment in a more urban pattern consistent with much of the historic downtown area.

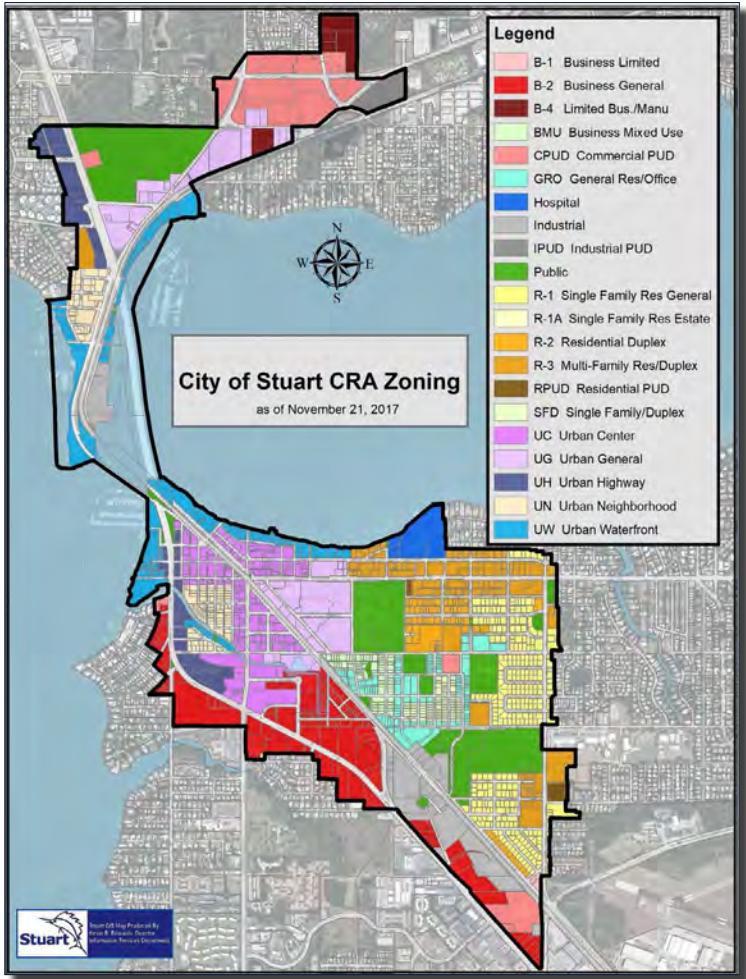
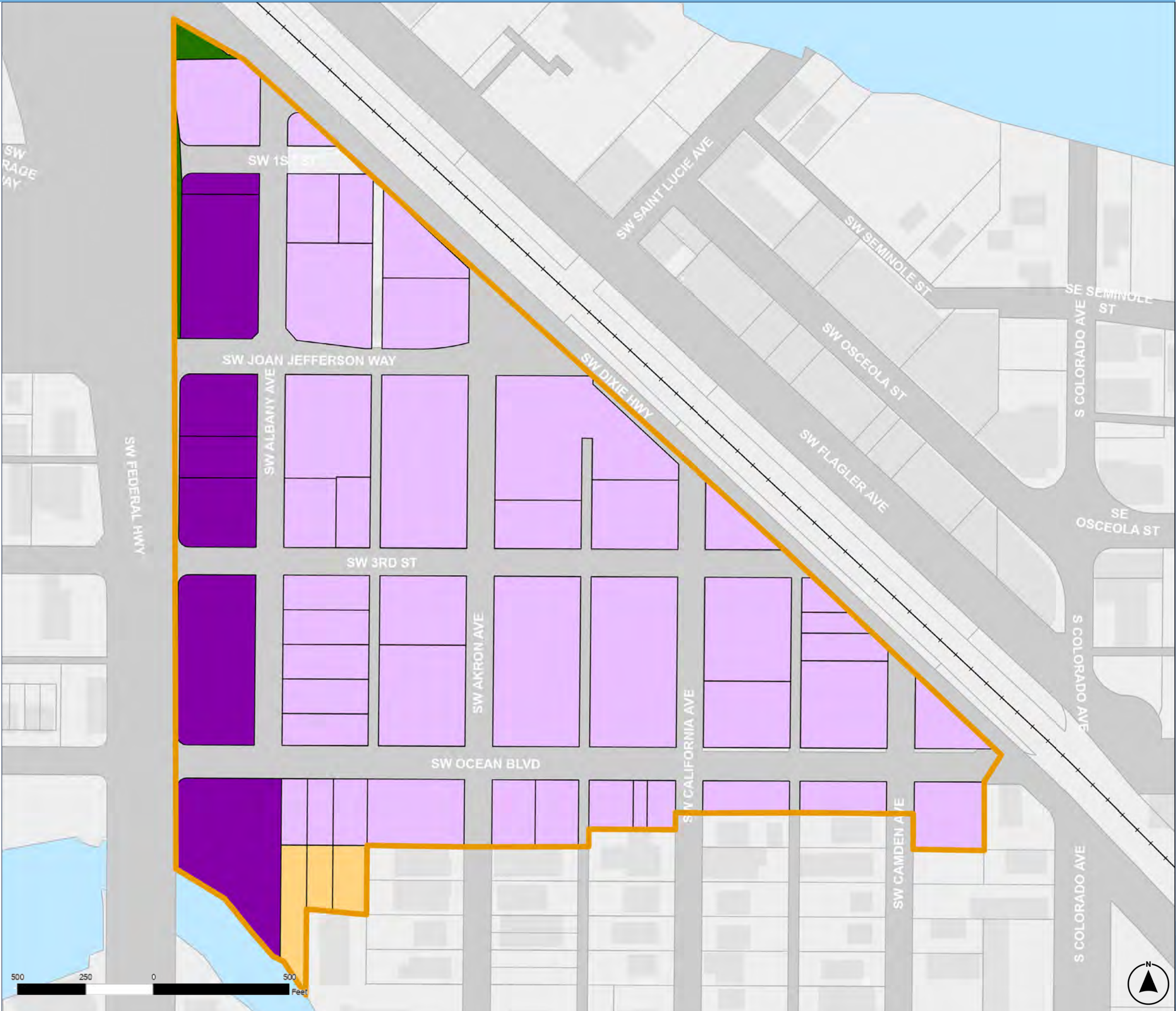


Figure 2 City of Stuart CRA Zoning Map



LAND VALUE COMPARED TO TOTAL VALUE

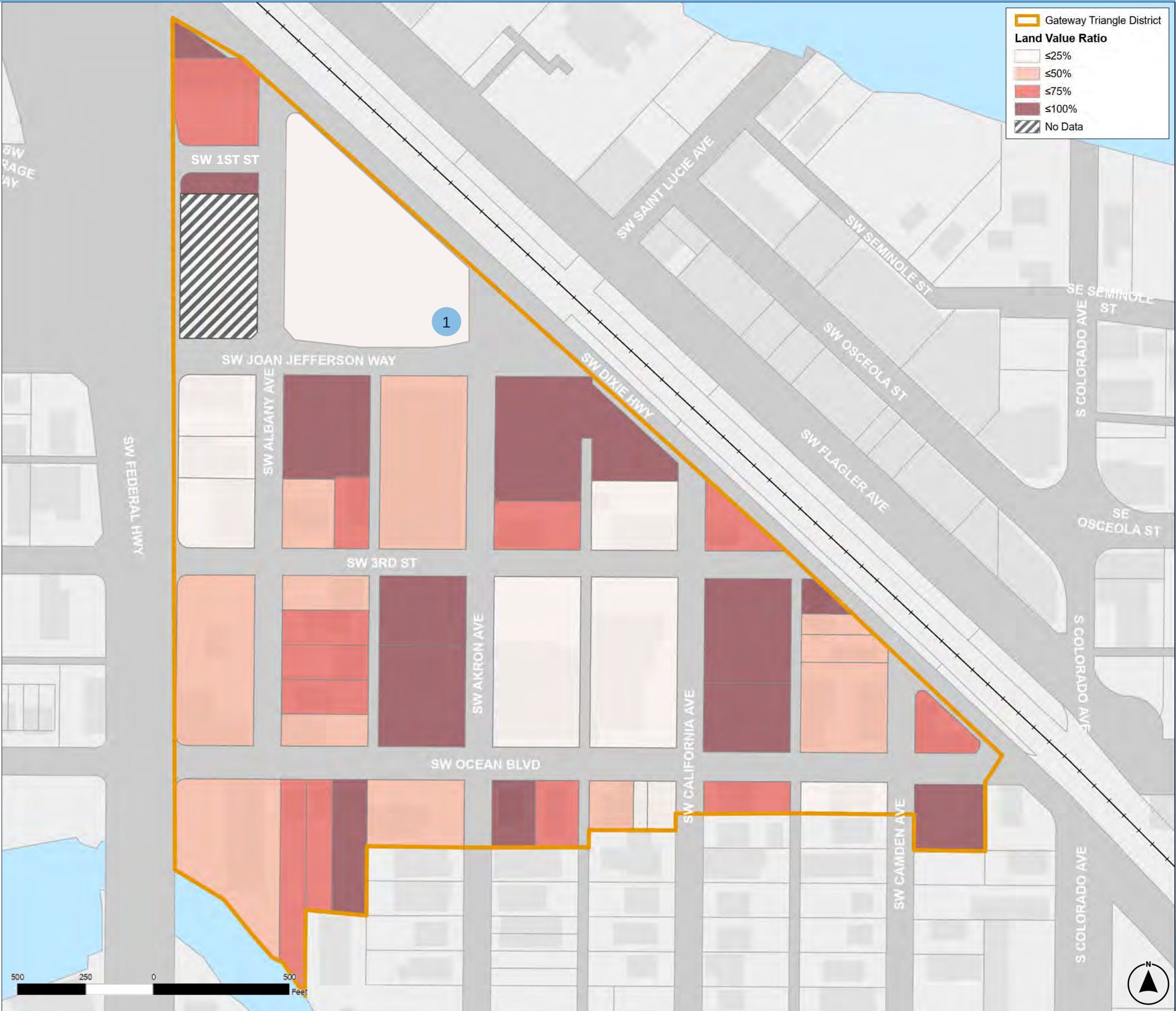
When considering the redevelopment potential of an area, one important “lens” that planners look through to evaluate which properties may be more likely to redevelop is the comparison of property land value to the total value.

The Land Value is the value of the land alone while the Total Value is the value of the land plus any physical improvements (such as buildings, parking areas, driveways, swimming pools, and the like). For example, if the Land Value of a property is \$100,000 and the Total Value of the property is \$300,000, then clearly the improvements on the property are of great value relative to that of the land. In this scenario, the improvements are worth twice what the land is worth, so the property may not be an obvious candidate for redevelopment. However, if the numbers were reversed, and the land value was twice the value of the physical improvements on the property, the property may be a strong candidate for redevelopment.

The map to the right shows the Land Value to Total Value ratios for the properties within the study area. The darker a property is colored, the less the Total Value is compared to the Land Value, indicating those properties may be more likely to redevelop than the lighter-colored properties.



Figure 3 Image of recent development within the study area, courtesy of Azul Residences.



EXISTING OWNERSHIP

The map to the right illustrates the ownership patterns and actual property owners within the study area. While many owners identified are corporations or LLCs, the names can indicate use. More importantly, this map identifies ownership agglomerations whereby a single owner owns multiple parcels.



Figure 4 Image of the First Baptist Church of Stuart entrance.
Figure 5 Image of the AT&T surface parking lot.

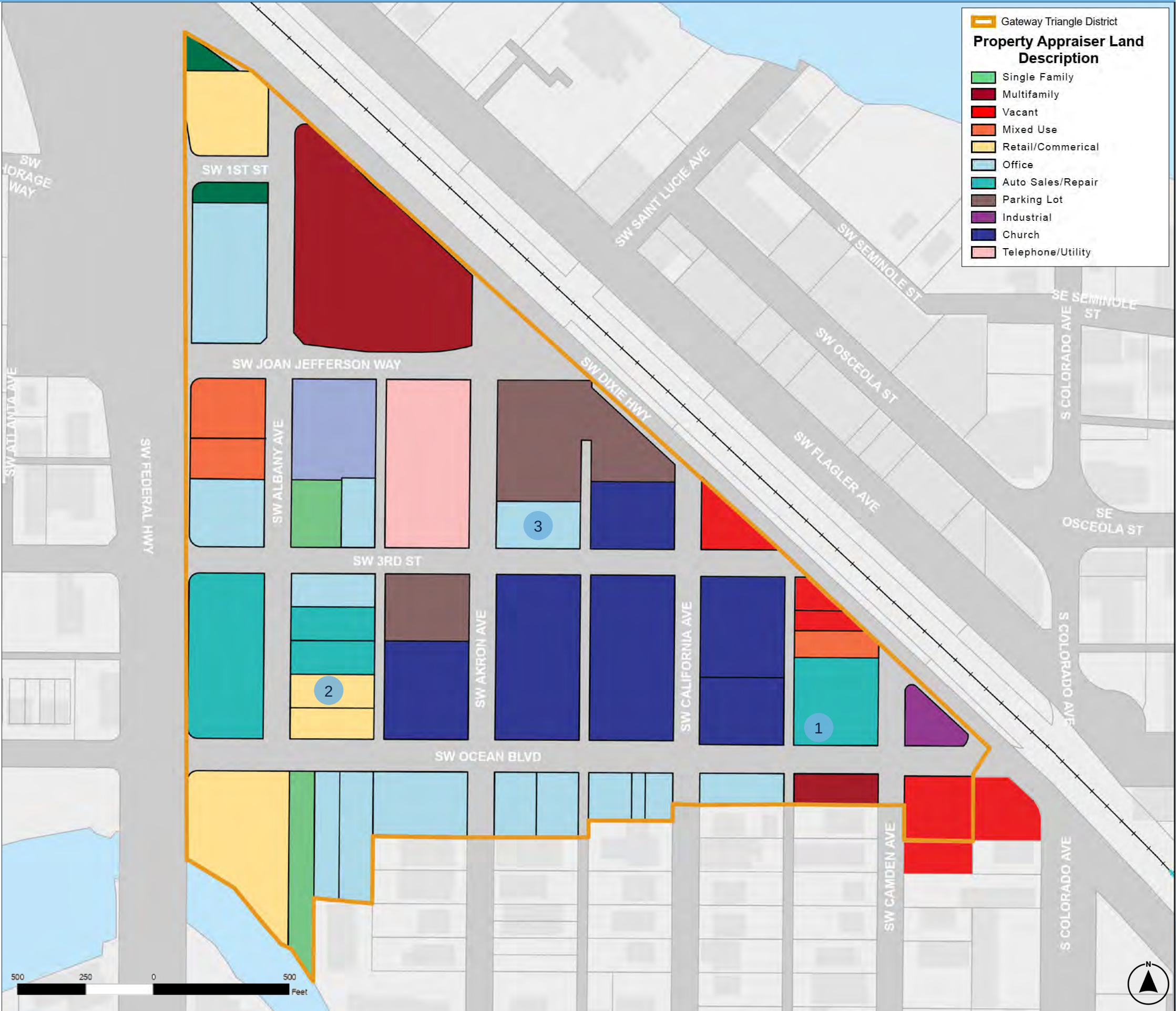


EXISTING USES

Unlike the regulatory FLU or Zoning maps, the Existing Uses map to the right identifies the actual uses on the ground today regardless of their compliance with Zoning or FLU designations. This information is coded by Land Description via the Martin County Property Appraiser's office.



Figure 6 Examples of retail/commercial and office uses within the study area. There is a wide variety of uses within the Triangle district.



SAFETY

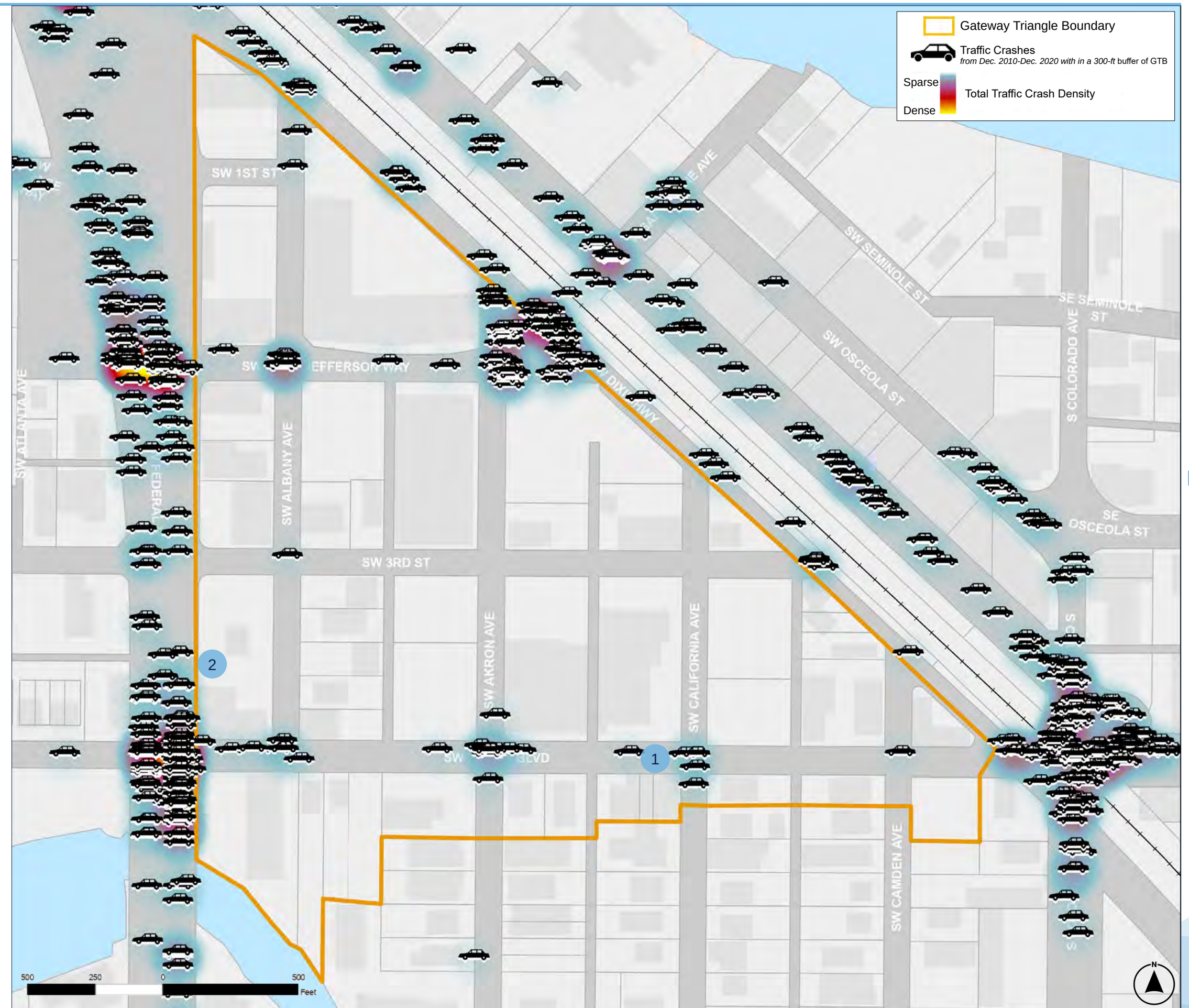
TRAFFIC CRASHES

This map illustrates the number and location of automobile crashes in and around the study area between December 2010 and December 2020. In that ten-year time frame, there were more than 800 crashes within the Triangle District and adjacent to it on Federal Highway and nearby districts. The vehicle symbols identify crash locations, which are layered on top of a colored “heat map” that indicates the frequency of crashes by color shade intensity. The heat map is utilized diagrams presented later in the report that identify pedestrian, bicycle, and fatal vehicle crashes.



Figure 7 Image of crosswalk in SW Ocean Blvd where pedestrian crossing markers have been added in recent years.

Figure 8 Image of a multi-vehicle crash along US-1/Federal Highway between Ocean and SW 3rd Street, which damaged a local business within the study area.



SAFETY

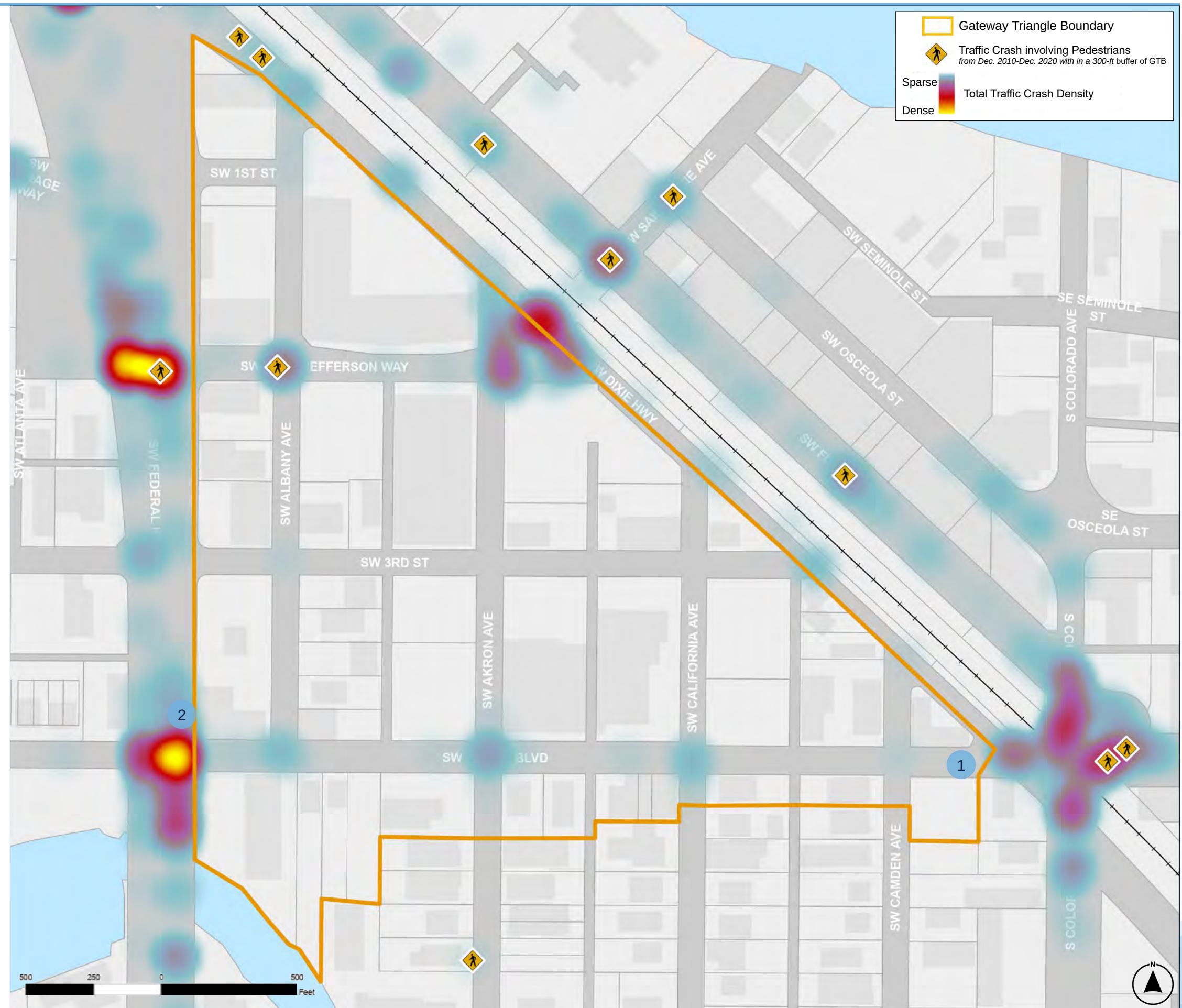
CRASHES WITH PEDESTRIANS

This map illustrates the location and number of vehicle/pedestrian crashes within the study area. Not unlike the bicycle diagram, the pedestrian crashes have occurred primarily at the major intersections which often have traffic signals and pedestrian crosswalks. While there are fewer pedestrian incidents than those with bicycles, there is significant opportunity to improving the pedestrian realm and the ability to safely cross the corridor on foot.



Figure 11 Image of pedestrian and cyclist in study area heading towards Confusion Corner.

Figure 12 Photo of existing sidewalk condition within the study area at US-1/Federal Highway where a utility pole reduces the clear path significantly .



SAFETY

CRASHES WITH FATALITIES

The most disturbing map of this series identifies where fatalities have occurred. Thankfully there are fewer incidents than in the previous diagrams; however, as suggested by the Vision Zero movement, even one fatality is too many.

VISION ZERO

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now the movement is gaining momentum in major American cities. - visionzeronetwork.org

The Martin MPO is pursuing a Vision Zero Initiative to help reduce traffic fatalities and serious injuries to zero. It is important the study area be included in this effort and continued coordination with the City occurs.

VISION ZERO NETWORK

A PRIMER ON VISION ZERO

Advancing Safe Mobility for All

What is Vision Zero?

Vision Zero is a strategy to eliminate traffic fatalities and severe injuries among all road users, and to ensure safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, where traffic deaths have been cut in half even while the number of trips increased, Vision Zero is gaining momentum across the globe, including in many U.S. communities.

Each year in the U.S., more than 40,000 people — an average of 100 people per day — are needlessly killed, and millions more are injured, in traffic crashes. While often referred to as “accidents,” the reality is that we can prevent these tragedies by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

TRADITIONAL APPROACH	VISION ZERO
Traffic deaths are INEVITABLE	Traffic deaths are PREVENTABLE
PERFECT human behavior	Integrate HUMAN FAILING in approach
Prevent COLLISIONS	Prevent FATAL AND SEVERE CRASHES
INDIVIDUAL responsibility	SYSTEMS approach
Saving lives is EXPENSIVE	Saving lives is NOT EXPENSIVE

Changing the Status Quo - A New Vision for Safety

Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for travel.

The Vision Zero approach recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.



TREE CANOPY

The value of trees in the urban fabric cannot be overstated. Shade trees transform inhospitable south Florida sidewalks into places people flock to enjoy. Trees add a cooling effect through shade and transpiration. They reduce the heat island effect and energy demands on adjacent buildings, and help remove CO² from the air.¹

The City acknowledges the importance of trees in its Sustainability Action Plan. The Triangle District with its sparse tree canopy is an excellent location for a tree intervention program. When planting trees, existing overhead power lines should be considered when selecting species to use. FP&L has [guidance](#) for planting trees when overhead power lines are present.

¹<https://www.arborday.org/trees/benefits.cfm>



Figure 14 The images above are both from Lake Avenue West in West Palm Beach. The right-of-way in both conditions includes similar two-way travel lanes, on-street parking and sidewalks on both sides, but the presence of mature shade trees dramatically changes the feeling of the street and sidewalk.

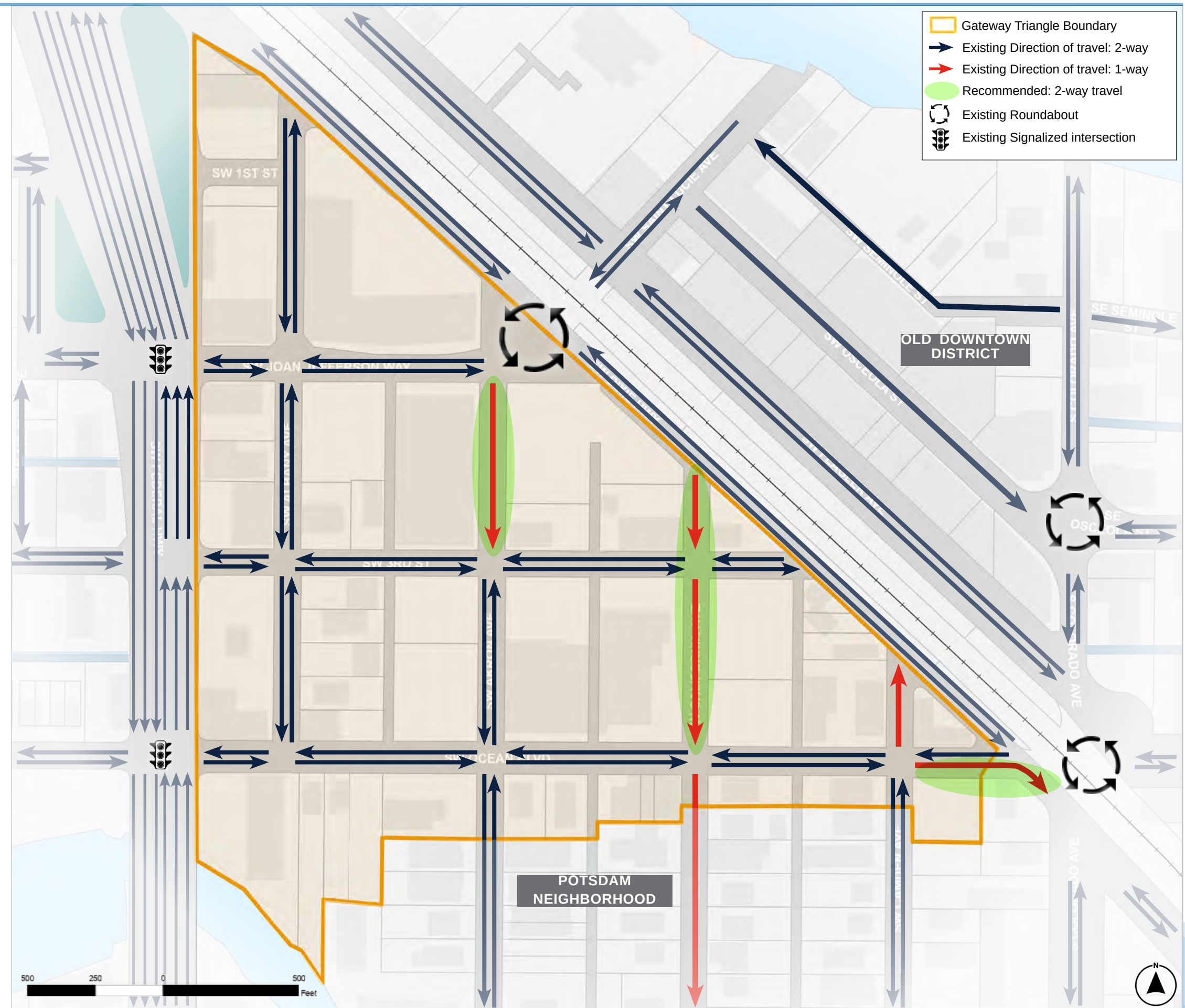


DIRECTION OF VEHICLE TRAVEL

The Triangle District does not have a consistent or predictable direction of travel. SW Joan Jefferson Way delivers the vast majority of traffic into the downtown area from southbound Federal Highway. Not only is it the first intersection south of the Roosevelt Bridge, it is also the easiest to navigate since it is signalized and affords easy connections to the north and south from Joan Jefferson Way and into the historic downtown through the circle. Moving to the south, the next two intersections are less convenient or prohibitive of maneuvers. SW 3rd Street cannot be accessed from the southbound lanes due to a hardened centerline, and it is not signalized.

SW Ocean Boulevard is a signalized intersection that does allow for southbound traffic to turn left towards downtown. It should be noted the road only carries 3,900 daily trips compared to the 7,400 daily trips on Joan Jefferson Way as noted in a recent FDOT study of the area. Some of the drops in trips are certainly from the fact that it is not the first signalized intersection, but it is also due to the lack of movements afforded by that path. From SW Ocean Boulevard it is easy to move south either into the Potsdam Neighborhood or Colorado Avenue. By contrast, it is not or intuitive to travel to the Old Downtown District, Dixie Highway, or SE Ocean Boulevard from SW Ocean Boulevard. The one-way travel is highlighted with red in the graphic to the right. To access downtown, a vehicle needs to know to turn on either Albany and back onto Joan Jefferson Way or take Camden Avenue north onto Dixie Highway. This turn is not highly visible and is very difficult to make onto Dixie Highway since it is largely blind. To reach East Ocean Boulevard a vehicle must travel onto Colorado Avenue and U-turn, loop onto or choose an alternate route through Martin Luther King Jr Boulevard and back to SW Ocean Boulevard via SE Georgia Avenue or another alternate road. These maneuvers require an intimate knowledge of the area and the street network that is not afforded to tourists or others who do not live in the City.

After the Triangle District, the next means of access to Old Downtown District and SE Ocean Boulevard from US-1 Federal Highway at until S Colorado Avenue/ Kanner Highway.



EXISTING PARKING

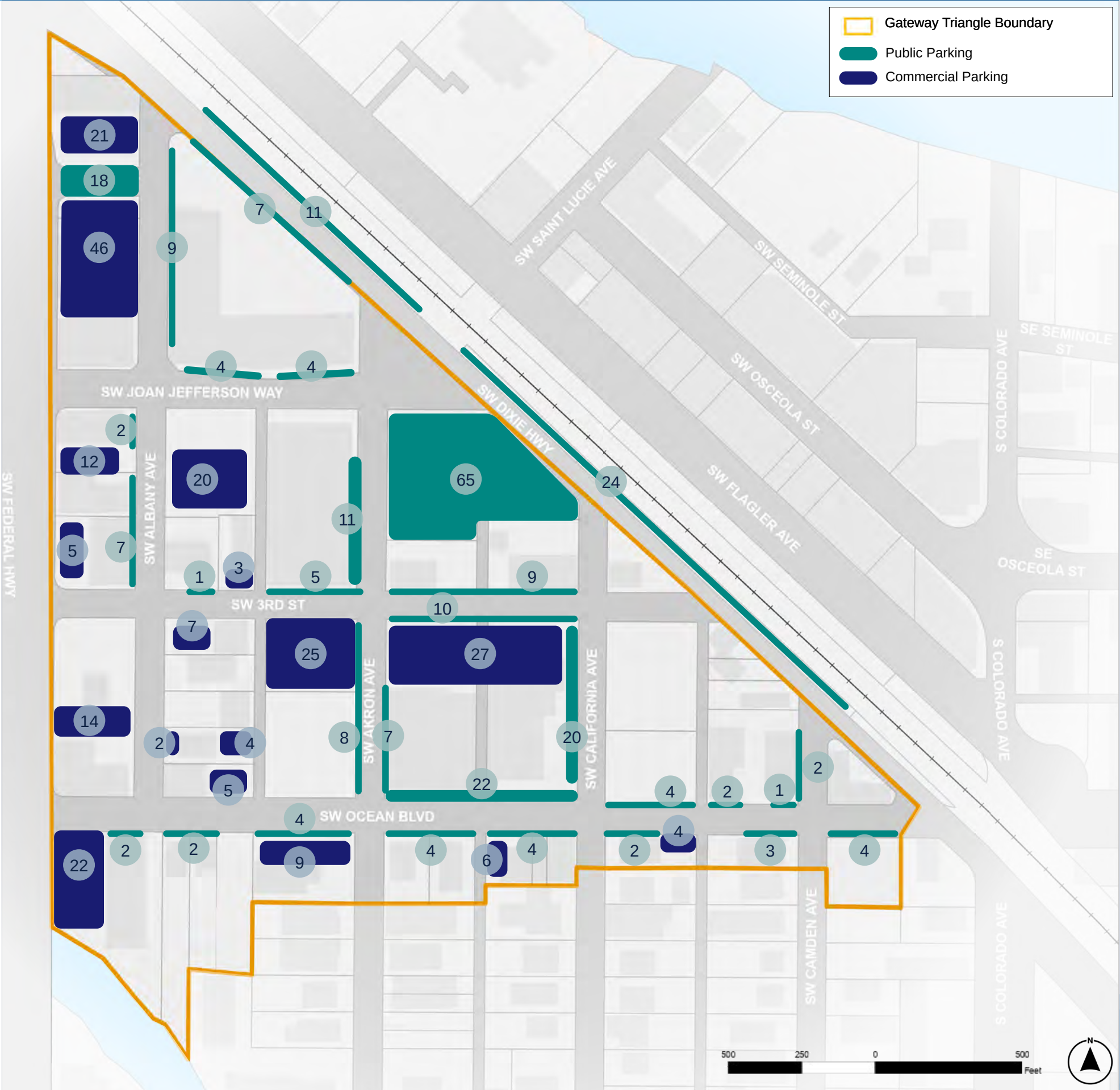
Parking is a concern that was mentioned in many interviews throughout the study. Many of them regarded how difficult it is to meet the parking standards on small infill sites, but the businesses inside the study area expressed little problems meeting the parking needs of their customers. To understand the parking landscape, a survey of the existing paved parking was conducted. In blue are commercial parking spaces in the district. On-site dedicated residential parking was not included. In teal are public parking spaces in the district.

The survey found there are 278 public parking spaces in the district and 235 private commercial parking spaces. These numbers vary some from the *Future Parking Needs Analysis* conducted in 2018 and reflect the on-street and municipal parking lot added since the completion of the Azul Residences in August 2019. The Illustrated Concept quantities in the table below reflect the potential added parking that could be achieved with a full build-out of recommended street conditions as shown in Appendix B.

PARKING SPACES	PUBLIC PARKING		COMMERCIAL PARKING
	ON-STREET	LOTS/ GARAGES	
EXISTING	195	83 in surface lots	235
ILLUSTRATED CONCEPT	245 (+54 new)	+200 in garage	235 (no change)



Figure 15 Image of SW 3rd Street on Friday night, April 2021 at 7:30PM. The on-street parking and on-site parking are all empty. There is only one source of lighting on the street. Of note, the Lyric Theater was closed due to Covid-19 pandemic and there may still be some reduction in visitors to downtown, but normal hours, operations have resumed. Many people at this date have returned to patronizing the historic downtown.

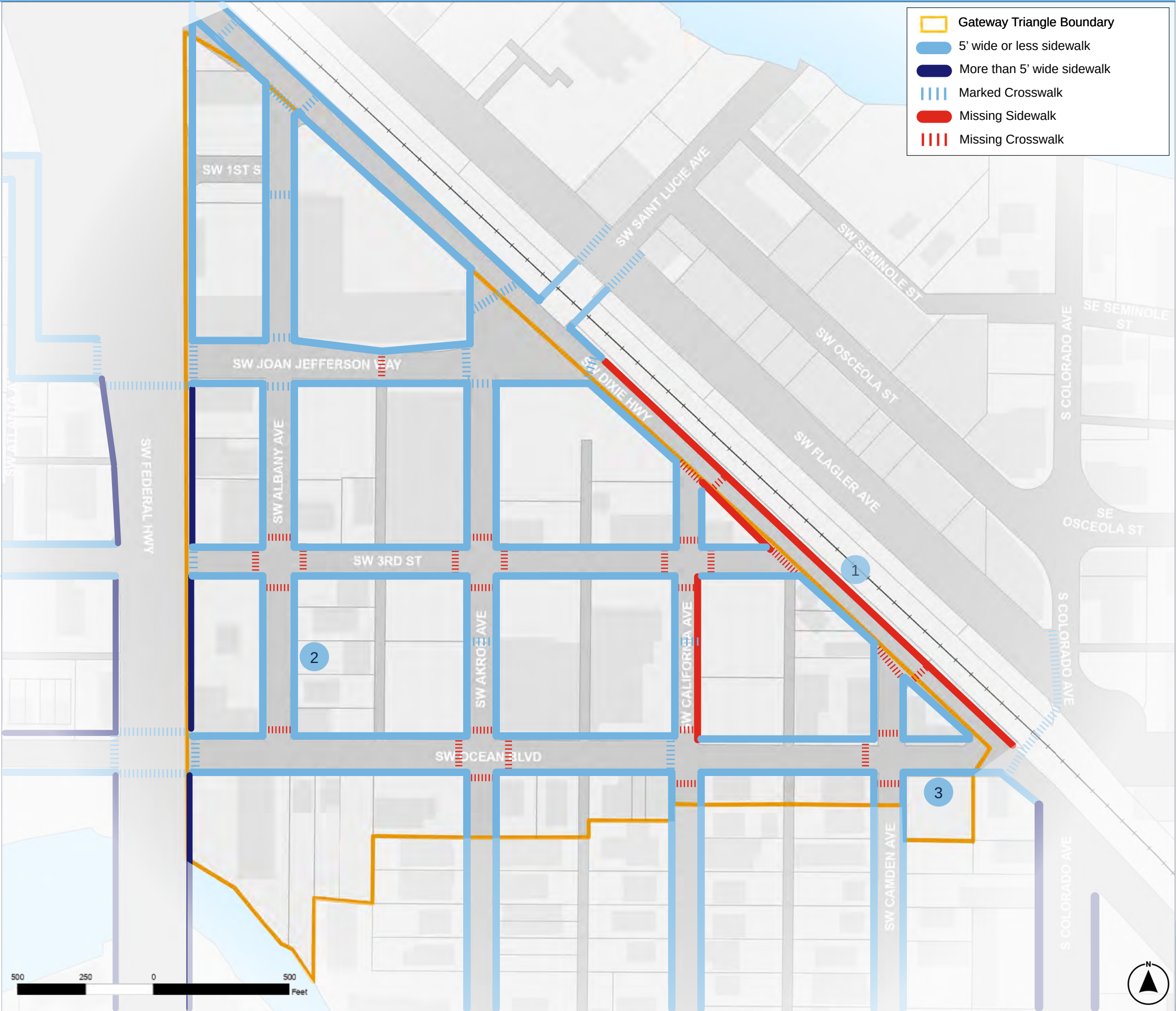


EXISTING SIDEWALKS

The existing sidewalk conditions vary within the study area. The map on this page identifies missing sidewalks and crosswalks. The images below correspond to the map, and reference some of the conditions which are recommended for improvement.

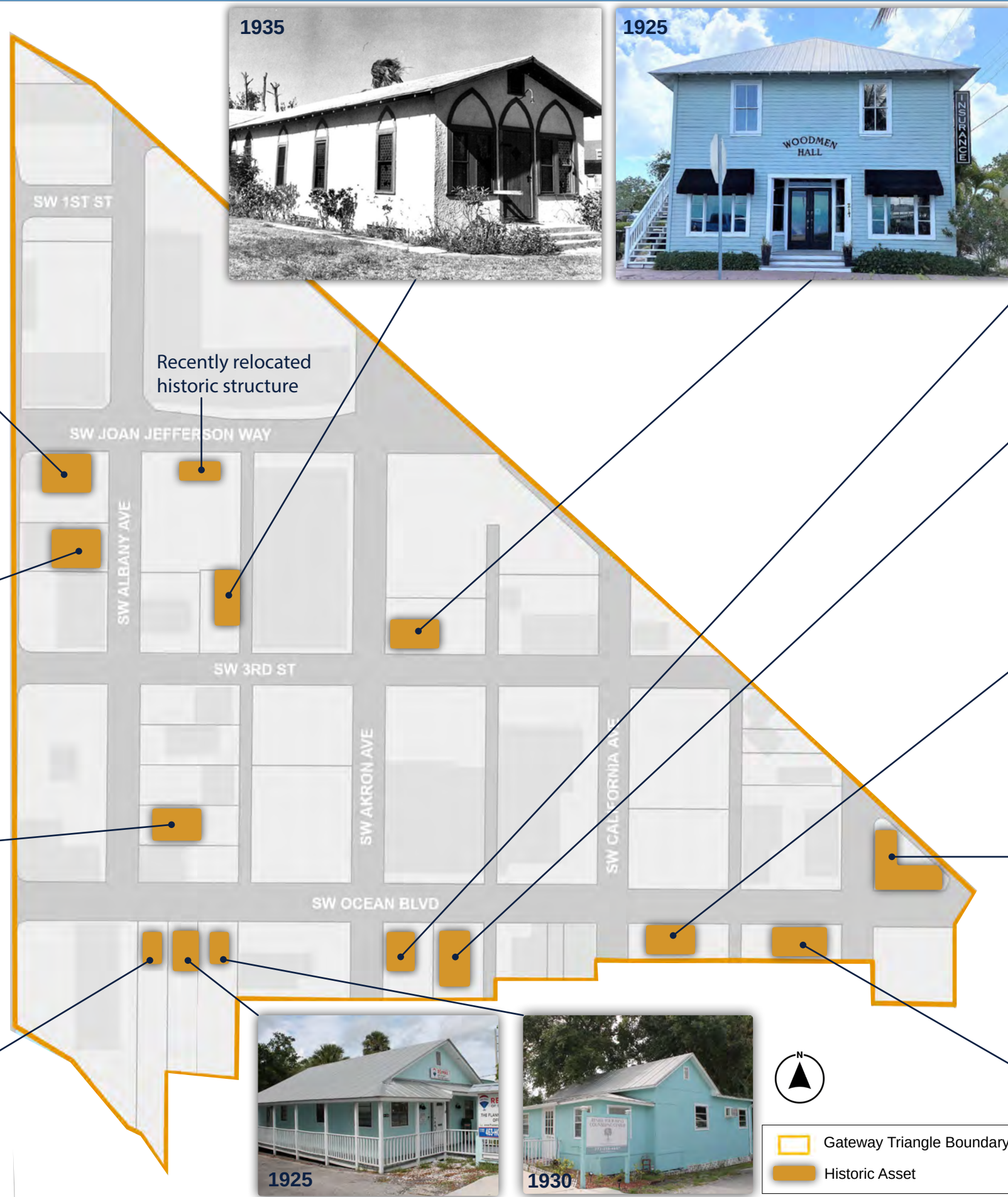
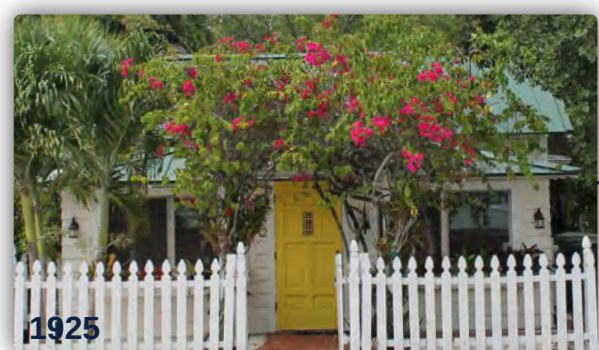
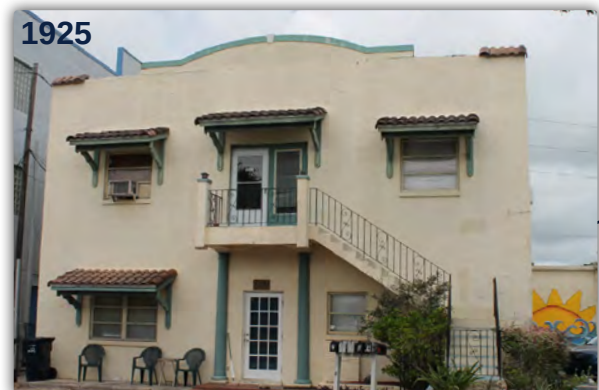


Figure 16 Images of sidewalk conditions within the study area.



HISTORIC PRESERVATION

The study area is home to many historic structures, some of which are identified here with their location and year of construction. Structures may be contributing assets to a historic district. Historic structures may have value as historic sites for their architectural significance.

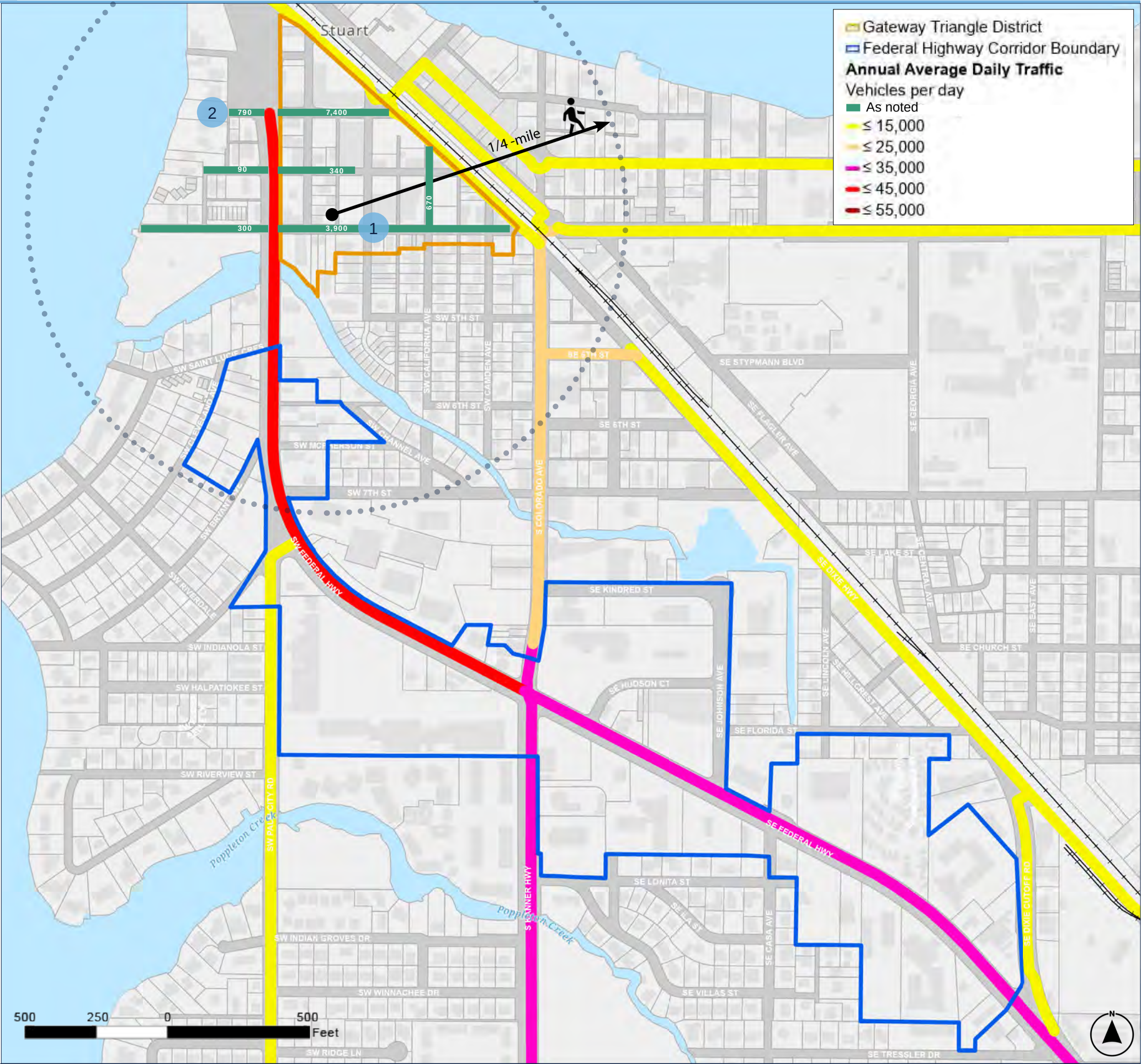


ANNUAL AVERAGE DAILY TRAFFIC

To the west of the study area, Federal Highway is a heavily trafficked vehicle roadway. Federal Highway leads to the Roosevelt Bridge where a bottle neck of vehicles headed north to Jensen and Port St Lucie and to the south headed to Stuart, Palm City, Port Salerno and Tequesta all meet. Many vehicles entering downtown come through the first signalized intersection as confirmed in the *SR 5/US-1 at SW Joan Jefferson way Planning Study* in February of 2019. 7,400 AADT vehicle counts are shown as opposed to SW Ocean Blvd which only counts 3,900 AADT. In general, roadways inside the study have significantly less vehicle trips then surrounding roadways.



Figure 17 Image of SW Ocean Boulevard looking towards US-1/Federal Highway.
Figure 18 Image of SW Joan Jefferson Way looking towards US-1/Federal Highway.
Figure 19 Annual Average Daily Traffic measured by vehicles per day 2019 data from FDOT (<https://tdaappsprod.dot.state.fl.us/fto/>) and counts included in the *SR 5/US-1 at SW Joan Jefferson way Planning Study*.



EXISTING BIKE NETWORK & PUBLIC TRANSIT

The series of maps to follow include the Federal Highway study area and an additional study area for the Gateway Triangle District. The Gateway Triangle District is the subject of a Master Plan study. Due to the proximity of the two study areas, it was determined to be of mutual benefit to study the two concurrently. The Triangle Gateway District is outlined in an orange line and the Federal Highway study area is outlined in blue.

Stuart does not have a robust connected bike network, although recent roadway improvements have included designated bike lanes. Near the study area, S Colorado Avenue was the site of a Complete Street effort which reduced the number of travel lanes, added on-street parking, and wider sidewalks, and designated bike lanes. Properties have seen a great benefit since the improvement. After the completion of S Colorado Avenue, SE Johnson Avenue and SE Kindred Street were also improved with on-street parking, newly landscaped bulb-outs, and designated bike lanes. In the following maps, S Colorado Avenue, SE Kindred Street, and SE Johnson Avenue are unique in the mapped area for their Complete Street improvements.

Marty is a public transit system operated by Martin County. *Marty on the Move* (the 2020-2029 Transit Development Plan) is consistent with the requirements of the State of Florida Public Transit Block Grant Program. There are two Marty Bus Routes with stops on Federal Highway in Stuart. Route 1 is shown in pink and Route 3 is shown in purple. Route 1 runs the length of Federal Highway from Salerno Road to the south to the Treasure Coast Connector which operates in St Lucie County to the north. In 2018 there were 83,467 riders on the Marty. In the Transit Development Plan 2020–2029 the number one priority identified was to split route 3 into a route 3a and 3b. The plan also called for doubling the frequency of Route 3. The stops that service both Routes 1 and 3 are minimal and do not include shelters or benches and are noted with just a simple sign indicating the route number and no other information. These are in contrast with the Marty stops elsewhere in the County which provide, at a minimum, a shelter and bench.

The City also has a micro-transit system within the downtown area called Stuart Tram. Many of these stops do include a shelter, benches, trash, and recycling bins as well as Tram information like route maps and contact numbers. This same level of service should be extended to Marty stops throughout the City including the study area.

The recent 2019 Stuart Downtown Tram Business Plan provided recommendations for the Tram’s continued service. Coordination between the two fixed-route systems should be continued.

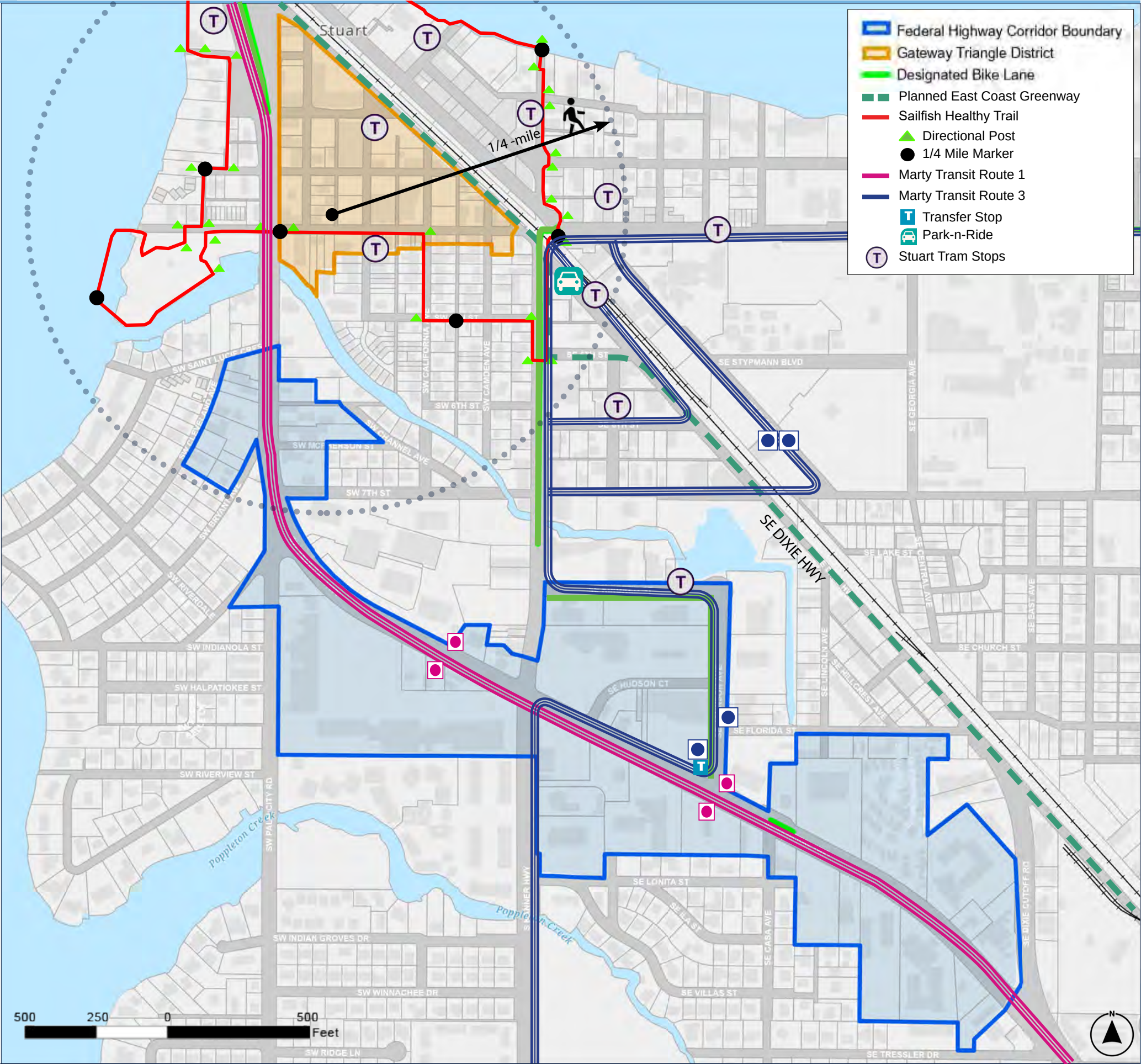


Figure 20 Designation of bike lanes 2019 data from FDOT as well as Marty Routes and Stuart Tram stop locations.

NATIONAL FLOOD HAZARD

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

In the map of the National Flood Hazard Area to the right, most of the Federal Highway and Gateway Triangle study area are well outside the 1% and 0.2% Annual Chance of Flood Hazard. There are, however, properties adjacent to Frazier Creek inside the study area that indicate more vulnerability to flood hazard and fall into both the 1% and 0.2% Annual Chance Flood Hazard.

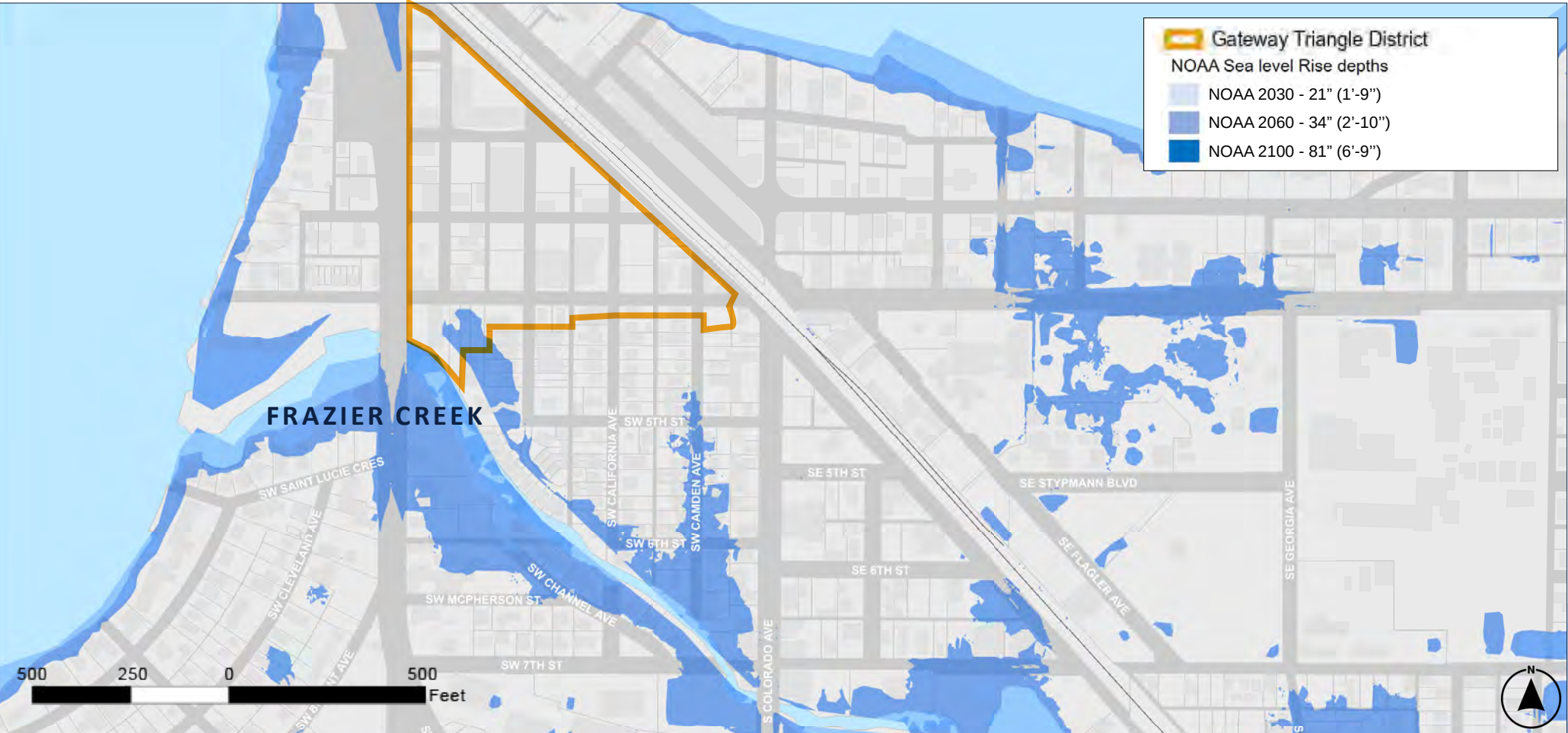
NOAA SEA LEVEL RISE

The map on the right illustrates sea level rise projections for 2030, 2060, and 2100 in increasingly dark shades of blue. The most dramatic is 2100 in the darkest shade of blue. The data projects a sea-level rise of 81" or 6'-9" from the present date to 2100.

The vast majority of study area remains outside even the 2100 projections. Again, properties near Frazier Creek show potential impact from sea level rise like that of the National Flood Risk Map.



Figure 21 The image above is taken from Frasier Creek from Google Earth.
Figure 22 The National Flood Hazard Layer (NFHL) data incorporates all Flood Insurance Rate Map (FIRM) databases published by the Federal Emergency Management Agency (FEMA), and any Letters of Map Revision (LOMRs) that have been issued against those databases since their publication date. It is updated on a monthly basis. The FIRM Database is the digital, geospatial version of the flood hazard information shown on the published paper FIRMs. Updated: 02/19/2020
Figure 23 Is a Seal Level Rise Scenario created for Martin County via Grant funding via the Institute for Water and Environmental Resilience and Erin Deady Law. Creation date: 3/2019



SUMMARY OF PUBLIC INPUT

OUTREACH

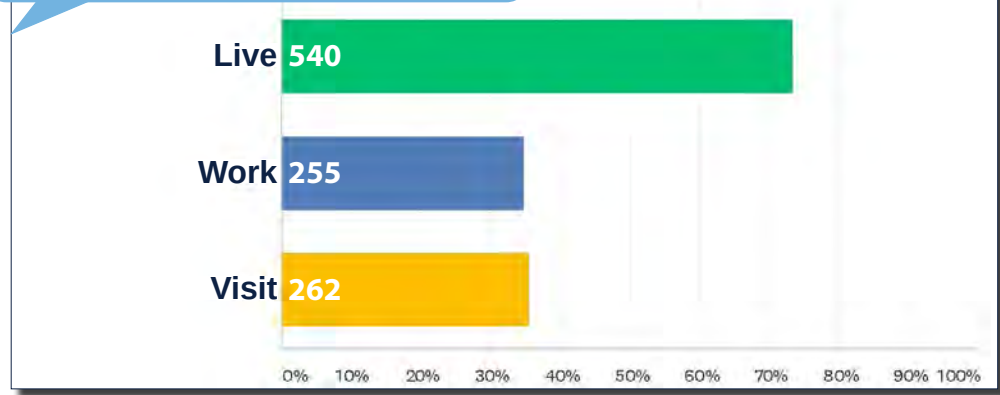
COMMUNITY SURVEY

A community survey was conducted between November 12th and December 18th, 2020 and received over 700 responses. The survey was distributed through social media on Instagram and on Facebook. It was distributed through community organization groups and the local television news featured it in their evening program and online.

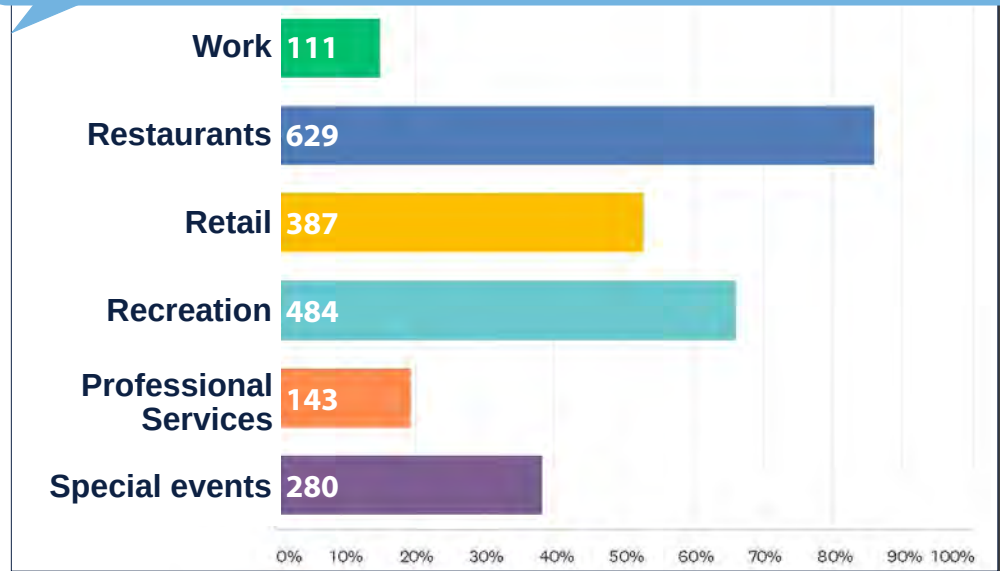
INDIVIDUAL INTERVIEWS

Individual interviews with over 20 individuals including each of the City Commissioners, Community Redevelopment Board (CRB) members, local residents and business owners where conducted between January and February of 2021. Interviews made clear the recognition of the potential in the study area and support for municipal improvements which would allow for more business to thrive in the area.

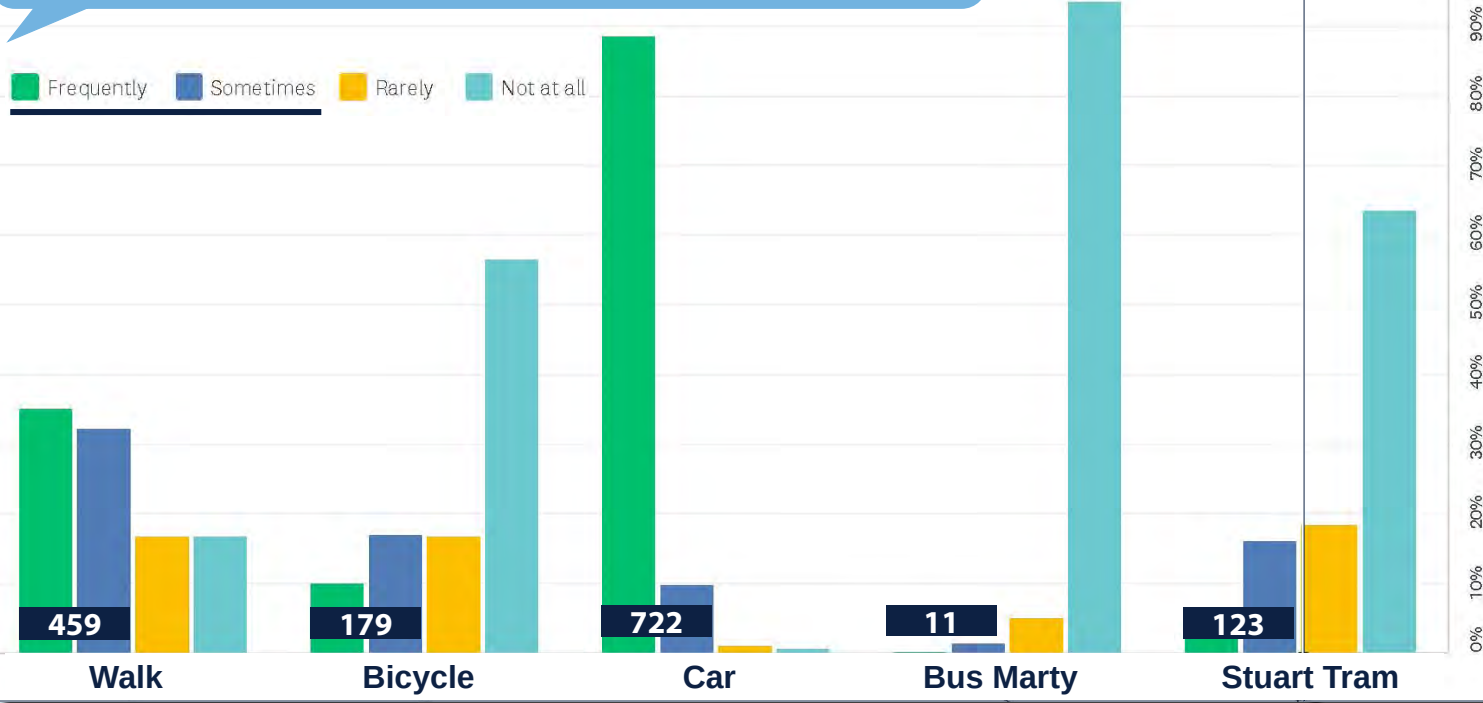
Do you live, work or visit Stuart?



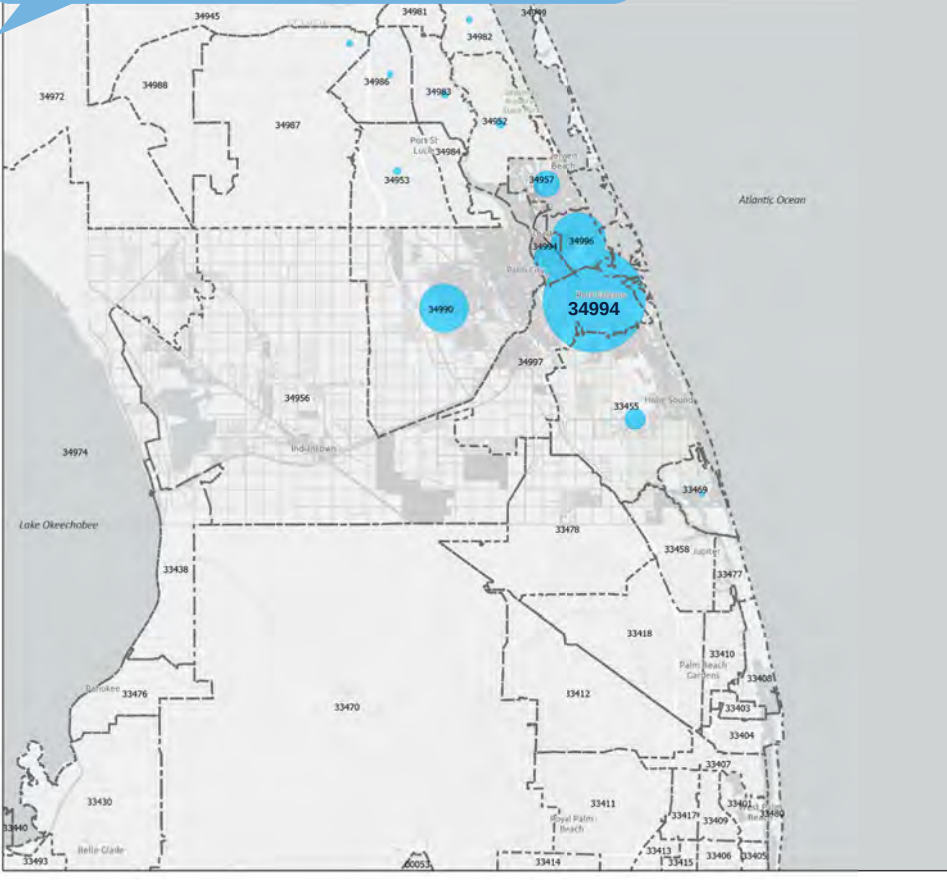
What is your top destination in downtown Stuart? Select the top three.



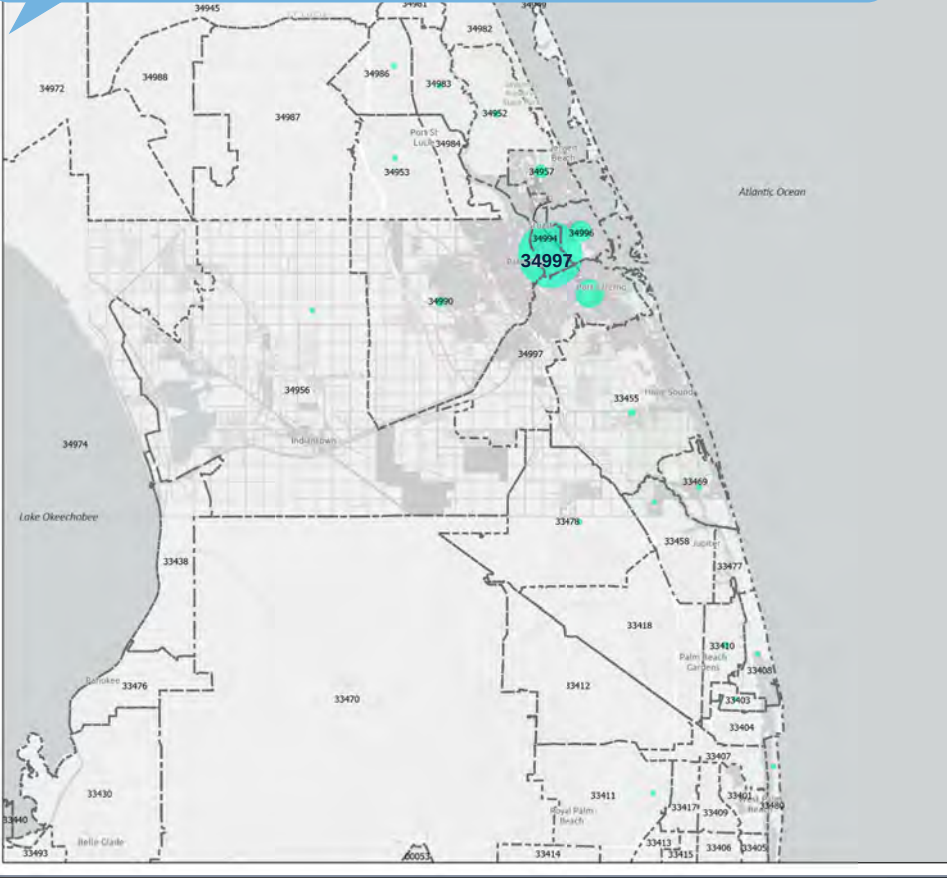
How often do you use the following when traveling in Stuart?
Select one for each mode of transportation.



In what zip code is your home located?

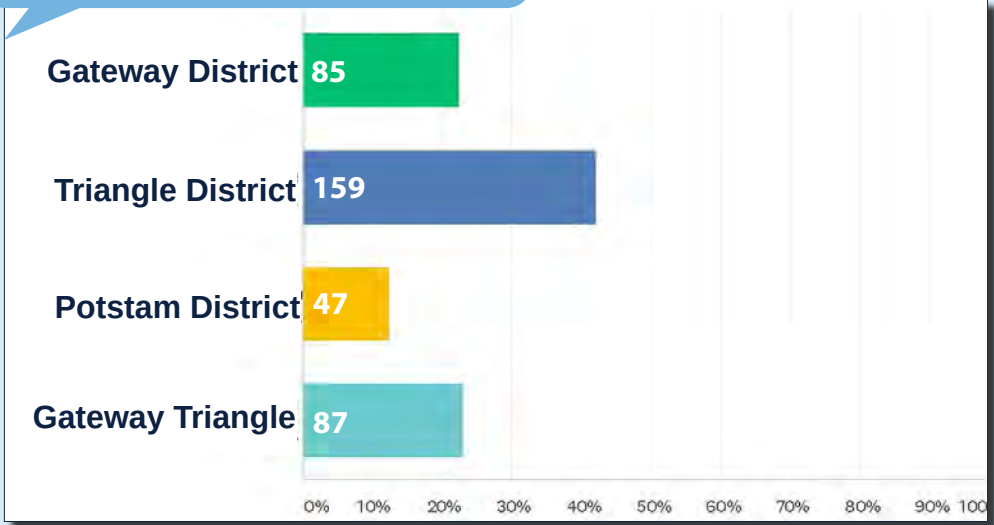


In what zip code is your business located? (If applicable)



ABOUT THE TRIANGLE

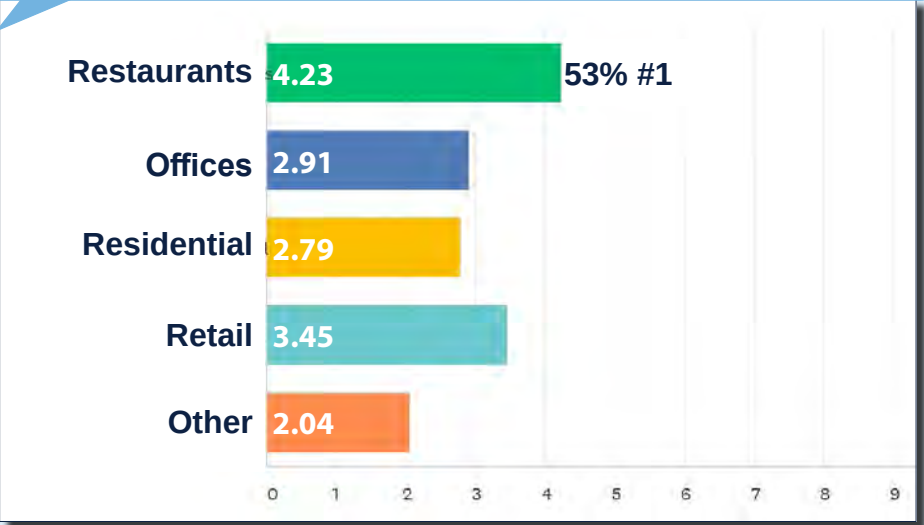
What words or themes do you feel resonate with this district?



In the open ended responses, noted themes include Sailfish Square/District, and Railroad District as well as the one in the quote below which brought in another layer of Stuart history:

“South Ais Triangle named for the Indian Tribe that populated this area & North. Most villages would have been in an area like this close to the waters of intracoastal, river, and ocean. Stuart was a huge area for them.”

What types of uses and business would you like to see in this district? Rank them in order of the most desirable to you.

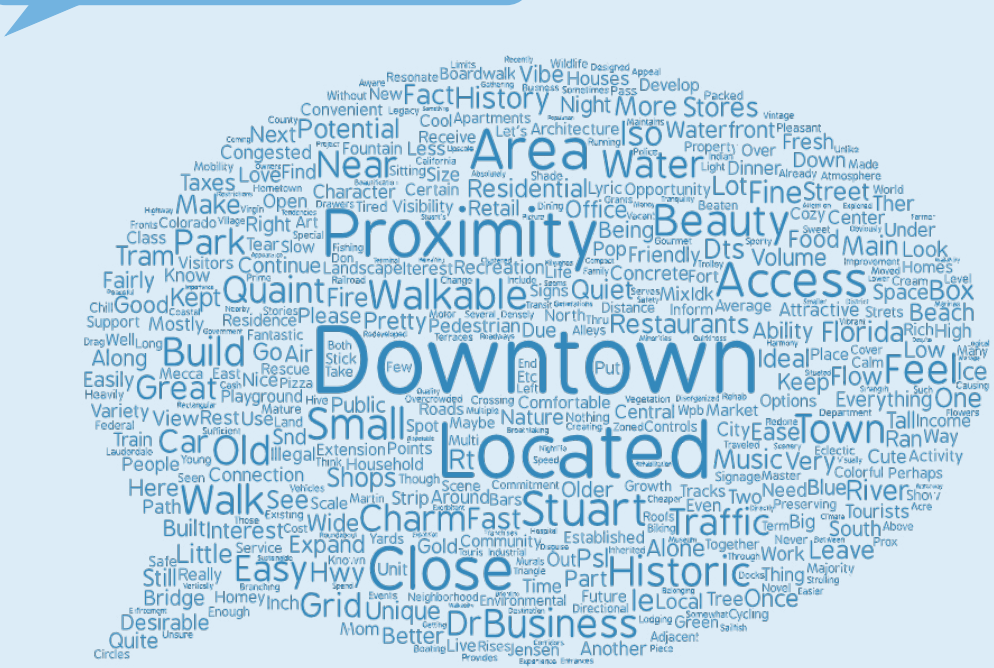


Restaurants received the most number one rankings with 53% of people placing that use at the top of their list. In the other category parks, greenspaces, open space and recreation where popular themes. The importance of uses that address the whole family including kids and teens were also mentioned.

Other, please specify



What are strengths of the area?



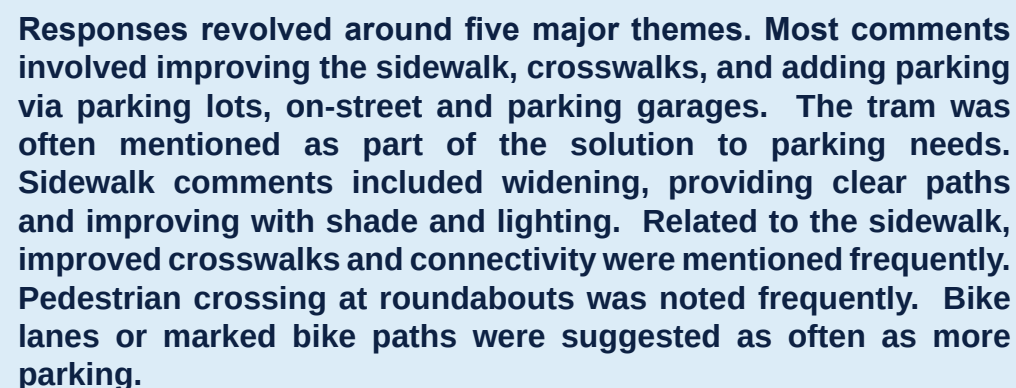
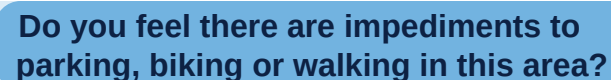
What do you feel are impediments for existing & new businesses in this district?



A clear strength of the study area is the location to the historic downtown, followed by the small town feeling created by the scale of the buildings and streets.

Along the inverse participants identified parking, traffic, access, confusing roads, a feeling of disconnection at the railroad tracks from historic downtown and a lack of foot traffic and activity from downtown as the major impediment.

Have you used the Stuart Tram?



If yes, how could be improved?

Occurrence of Five Major Themes

[illegible]

Priority	Score	% of respondents
More public parking	3.62	47% #1
Pedestrian safety improvements	3.70	
Improved sidewalk network & surfaces	3.33	
Additional bicycling infrastructure	2.46	
More streetlights	2.12	

Statement	Percentage
On-street parking & wide sidewalks	2.65
Balances of uses with commercial & residential	1.91
Sidewalk dining	2.65
Shade trees & landscaping	2.94 (37% #1)

Shade trees and landscaping ranked the highest among the four choices with a 158 participants placing that at the top of their list. Shade trees and landscaping improve many aspects of a streetscape so it makes sense to place this at the top of any streetscape wish list. Shade trees and landscaping improve the sidewalk by improving comfort with shade. Landscape improves the attractiveness of a corridor for all users including drivers, pedestrians and cyclists and can do wonders for creating a sense of place. Shade trees that frame the road also work to further define the public open space and can have a speed reducing effect. Shade trees and landscaping when not fully appreciated, can be left out of budgets or are lost to other spacial constraints in the streetscape of which there are many in the study area.

VISION WORKSHOP

On Saturday, March 13, 2021, a visioning workshop and walking tour event was hosted by Treasure Coast Regional Planning Council and the City of Stuart. Over fifty people participated, including residents, business owners, elected officials, and City staff. The walking tour took the participants through portions of both study areas and provided firsthand experiences of the challenges and advantages in the district. The tour included a brief history of planning in the City, examples of mixed-use neighborhoods, and an introduction to Vision Zero and Complete Streets. Feedback was provided through questions and answers along the walk and at “mini-presentations” which were facilitated by three presenters. When the tour was completed, participants were encouraged to test their road improvement concepts with the Complete the Street exercise as well as to provide feedback to facilitators at tables where they were scribed onto maps. Additional feedback was emailed by some of the participants. Feedback ranged from very general to very specific.

SUMMARY OF CONVERSATION BY AREA
BOTH DISTRICTS

- Broad support for mixed-use neighborhoods and projects was expressed.
- Maintaining a small-town and quaint feel continues to be an important quality of Stuart. Concerns for maintaining that are often expressed with comments or questions about appropriate height and density. That said, locations along US1 and in the Triangle District were seen as appropriate places for height and density by residents.
- Historic structures are a benefit and set the tone of the neighborhood. As one participant said, “We lose charm and character with every demolished historic structure. There is nothing that can replace the authenticity of historic original structures. So few remain, and those that are left need protection. Celebrate and acknowledge all existing historic structures within the CRA and Main Street boundaries.”
- The importance of more greenery with parks, landscaping, and bulb-outs was expressed repeatedly.
- There was interest in adding fitness stops along the creek and the Sailfish Healthy Trail.
- Landscaping shrubs are often higher than 18” and need to be trimmed to promote visibility pedestrians for vehicle drivers.
- For bike lanes, a preference for the buffered bike lane as opposed to the paint where feasible was expressed. The paint can be slippery for specific types of bike tires.



ABOUT THE TRIANGLE

IN THE TRIANGLE DISTRICT

- There was broad support for restaurants and shops in the area. Many expressed seeing the District as an extension of the Historic Downtown with a town square.
- A large site of approximately 5 acres currently occupied by the First Baptist Church of Stuart in the district has been recently listed for sale. Naturally, there were conversations about the future of that site.
 - Concern was expressed that a large hotel could absorb all the hotel demand downtown if one were to move into the site.
 - The site was also noted as an opportunity to add improved landscaping to the narrow sidewalks and public park space to the City.
- The circle at SW Akron Ave, S Dixie Highway, SW Joan Jefferson Way poses challenges for the visibility of pedestrians. It was advised that relocating the crosswalks further back from the circle would increase visibility and make a safer crosswalk.
- Public Parking needs not being met with current signage.
- Exposed chain link fences do not benefit the district.
- Shade trees and bulb-outs would benefit SW Ocean and Albany for the speed, safety, and comfort of pedestrians.
- The district is a good candidate for sharrow markings and signage.
- A need for lighting at the parks along the Frasier Creek was identified by a participant.
- There is interest in a pedestrian overpass especially if it could become a destination of itself with seating and views of the water and downtown. Locations cited include the end of SW 3rd Street.



TOUR OF THE PLAN



MOBILITY & CONNECTIVITY

DETAILED MASTER PLAN

As part of the study, each street in the district was analyzed, and recommended improvements were illustrated. A set of plans can be found in Appendix A for existing conditions and Appendix B for recommended conditions and redevelopment concepts. Recommendations reflect the a community direction to create an active downtown neighborhood which is an extension of the successes of adjacent districts. The foundational goals for the proposed recommendations include the following:

- improve mobility for all users
- promote a district parking approach
- encourage infill redevelopment

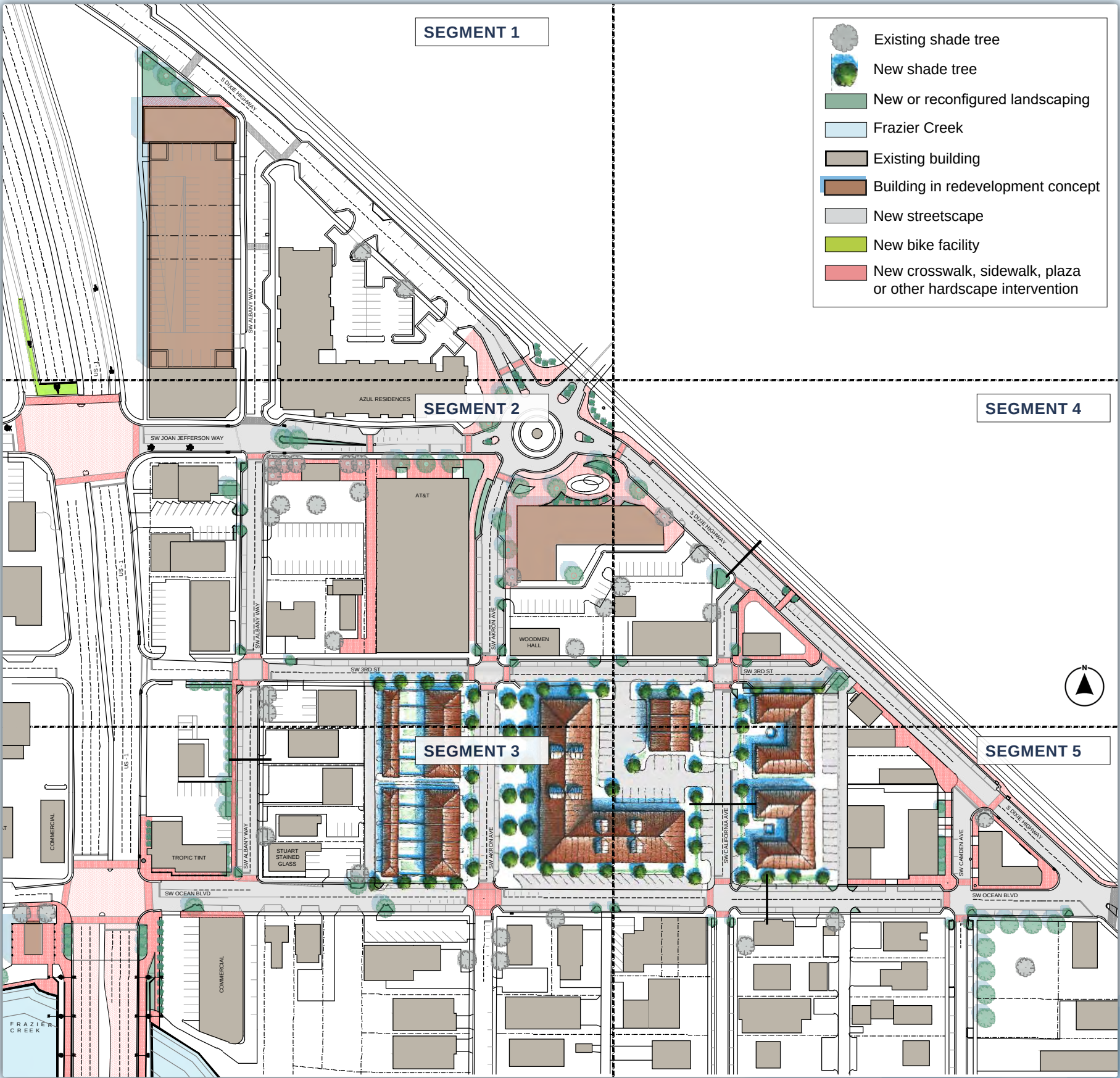
Numerous crosswalks were found to be missing and are illustrated in recommended locations. A design is provided for each street that maximizes on-street parking opportunities and indicates driveway consolidation where feasible. Where spaces are not large enough to accommodate vehicles, the plan recommends dedicating space for bike racks and golf cart parking. On SW California Avenue and SW Akron Avenue, the recommended two-way direction of travel is shown.

The complete network of streets and alleys is a key asset the City should protect and enhance, and therefore, the plan recommends retaining all public rights-of-way. The fully implemented network of streets is ideal for promoting a walkable compact neighborhood as exists in the neighborhood to the south and the historic downtown to the west. Streets and alleys are the magic that makes a mix of uses and adaptive design. They are the infrastructure that small scale development and business depend on to function in an urban environment.

With the exception of US-1/Federal Highway, all streets in the study area have a posted speed of 25 MPH, and most include a 40’ right-of-way. Considering the speed and narrow rights-of-way, marked sharrows may be the most appropriate type of bicycle facility in the District.

Many utility poles interrupt the existing pedestrian environment. Under-grounding of utilities including power by FPL is an opportunity not just to clear the sky but to clear the sidewalk and create a more desirable walking environment. FPL is in the process of hardening its electrical grid. Hardening has focused first on the highest voltage portions in the network. Already hardened lines, in most cases, tend to be cost-prohibitive to bury after-the-fact. In the study area currently, there are not yet hardened distribution poles that could still be relocated underground. Additional coordination with AT&T and Comcast would be needed to remove many poles entirely. Jensen Beach, Rio, and the Town of Sebastian have either had utility lines undergrounded or are undergoing the process as part of the Storm Secure Underground Program to help FPL meet its reliability criteria. Other communities may have an opportunity to pay the difference to underground lines that would otherwise be hardened with more traditional poles.

Each roadway project should include innovative stormwater solutions. Permeable pavers, asphalt, and concrete for alleys, surface lots, and on-street parking are recommended as well as exfiltration. Curb design should allow stormwater to enter rain gardens within the streetscape as well as surface lots to maximize the potential for stormwater storage and treatment.



PARKING

One of the key goals of the Triangle District Master Plan is to promote a compact, walkable neighborhood that is reinforced by a district-wide parking program. Areas within this condition will have different parking needs and remedies. For those properties within the District, the recommended parking regulatory modifications are suggested.

PHASE 1: ASSESS THE REQUIRED ON-SITE PARKING STANDARDS

Under the current code, 80 parking could meet the required parking for approximately 24,000-sf of office or retail at the rate of 1 per 300-sf, but those 80 parking spaces can meet the required parking for only approximately 8,000-sf of restaurant. The required parking for restaurants at 1 per 3 seats plus employees is much higher than other uses and is a deterrent to establishing new restaurants in the study area. Another complicating factor for district parking where a park-once environment is promoted and desirable, the number of very specific standards based on use requires a reassessment of required parking for property owners even when changes in use occur within types of office and types of restaurants. It would be a benefit to simplify the categories of required parking to allow easier change between uses over time. In addition, consider allowing businesses to count the on-street parking in front of their businesses towards the required parking.

PHASE 2: ADVANCE COMPLETE STREETS

In addition to streetscape recommendations in Appendix B allows the City to provide approximately 50 more public on-street spaces when there is a full buildout of recommendations. This can be a tremendous economic benefit for businesses. An often-cited metric from the Fort Collins Downtown Retail Assessment Report found that in a thriving retail district “each [on-street parking space] can generate up to \$300,000 in annual retail sales.” The City should continue to assess progress made on parking recommendations from *Future Parking Needs Analysis* in the 2018 study. Recommendations regarding bike racks, golf cart parking, valet parking, and curbside management should be expanded into the study area. Those recommendations are included in Appendix C for reference. The Triangle District study area corresponds with Zone 3 of the parking study.

PHASE 3: UNLOCK SHARED COMMERCIAL PARKING

Utilizing the same parking over more hours in the day benefits customers by bringing them closer to the goods and services and allows them to bring business to multiple destinations. There is a greater efficiency of parking spaces when customers park once for goods and services. This principle is often applied to commercial plazas and mixed-use projects. It can also be applied to walkable downtown districts like the study area. Concerns for property owners should be offset by a City managed program. The program should provide incentives like lighting, cameras, and signage similar to municipal surface lots which are a benefit to property owners. Improving the existing asphalt not only maximizes available parking spaces but improves walkability and supports work done in Phase 2.

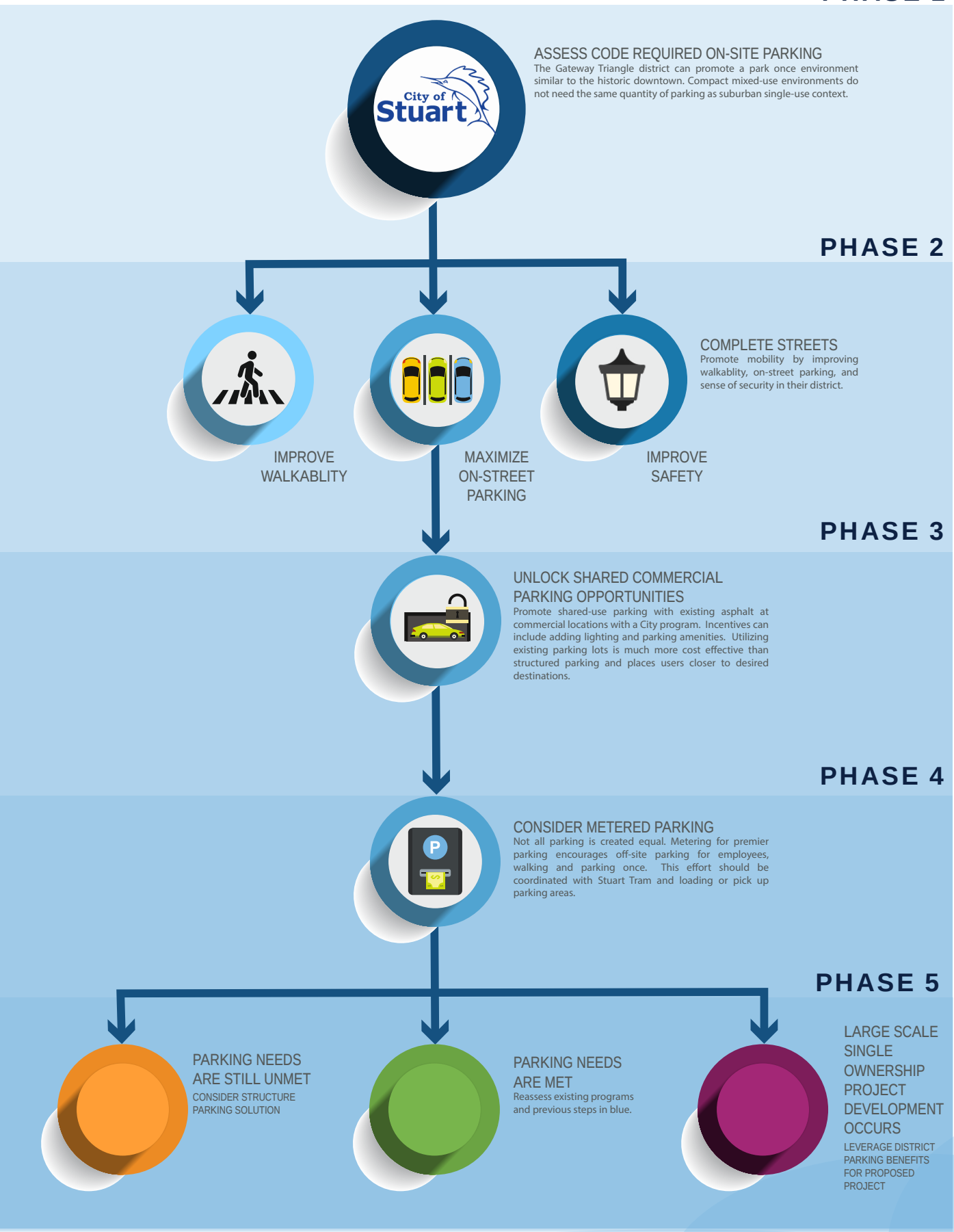
PHASE 4: INTRODUCE METERED PARKING FOR PREMIUM SPACES

Not all parking is created equal and free parking is not free. Much has been written about the cost of providing free parking. The *Future Parking Needs Analysis* provided recommendations on how a premium paid parking program could be implemented. It promotes alternative means of mobility including micro-transit like the Stuart Tram, cycling, and walking.

PHASE 5: REASSESS PARKING NEEDS

A parking garage is a multi-million-dollar public investment. Every other opportunity to improve the walkability and add parking should be investigated before a municipal parking garage is considered. A garage will only be effective in meeting parking demands and benefit the City if the streetscapes between the structured parking and destinations have already achieved walkability and a sense of place which is safe and desirable. A parking garage will go underutilized if those goals are not first met in Complete Streets. In Section 6.01.19, the City has already adopted a Payment in lieu of parking program (PILOP). The City may consider modifications to the payment amount and limits to quantities outlined currently.

DISTRICT PARKING APPROACH



STRUCTURED PARKING

If the City has utilized every tool at its disposal to address parking needs, and a parking garage is still found to be merited, careful study of potential sites should include:

- The efficiency of the site for maximum parking yield per square foot. Regular, rectangular structures with right angles are more efficient. A building length of at least 250' and widths greater than 100' are better since they allow for more efficient use of necessary ramps;
- The least impact to important City assets. Parking garages should not negatively impact existing views, buildings, important City amenities, require significant loss of right-of-way or possible development opportunities; and,
- The typically walking shed of structured parking is 500'-750'.

The illustrated location on SW Akron Avenue north of SW Joan Jefferson Way would serve the most study area and some of the Old Downtown District with a 750' walking shed, which could be accessed from S Dixie Hwy and SW Joan Jefferson Way. Most of the site is currently occupied by a surface parking lot. In the existing small plaza to the north, current tenants could be relocated to a commercial liner within the same footprint they are in today, but only with a view that faces the St Lucie River, the bridge, and a small park instead of facing the parking lot as they do today. Facing businesses to the pocket park, the views, and street help to activate the park and existing sidewalks. Activity improves safety by bringing eyes to the street, and more desirable experiences to customers. Because the site has lower viability and is without alley access, it is a more difficult site for potential redevelopment. Since the Roosevelt Bridge and the existing office building to the south already shield the structures from view, the site only has two visible facades. Other sites in the area do not have the same potential block length or are desirable locations with prominent viability in the City for uses other than parking.

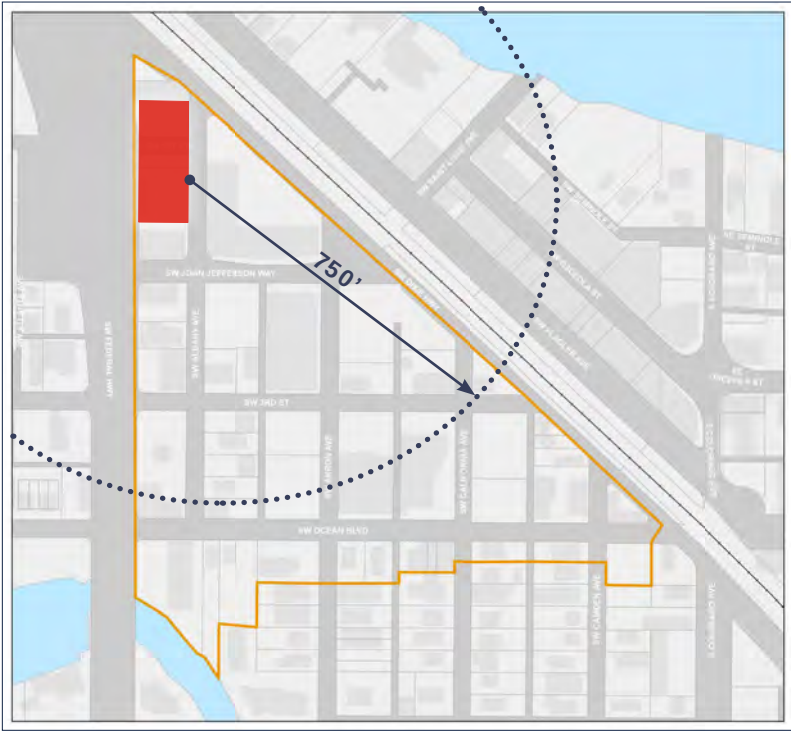
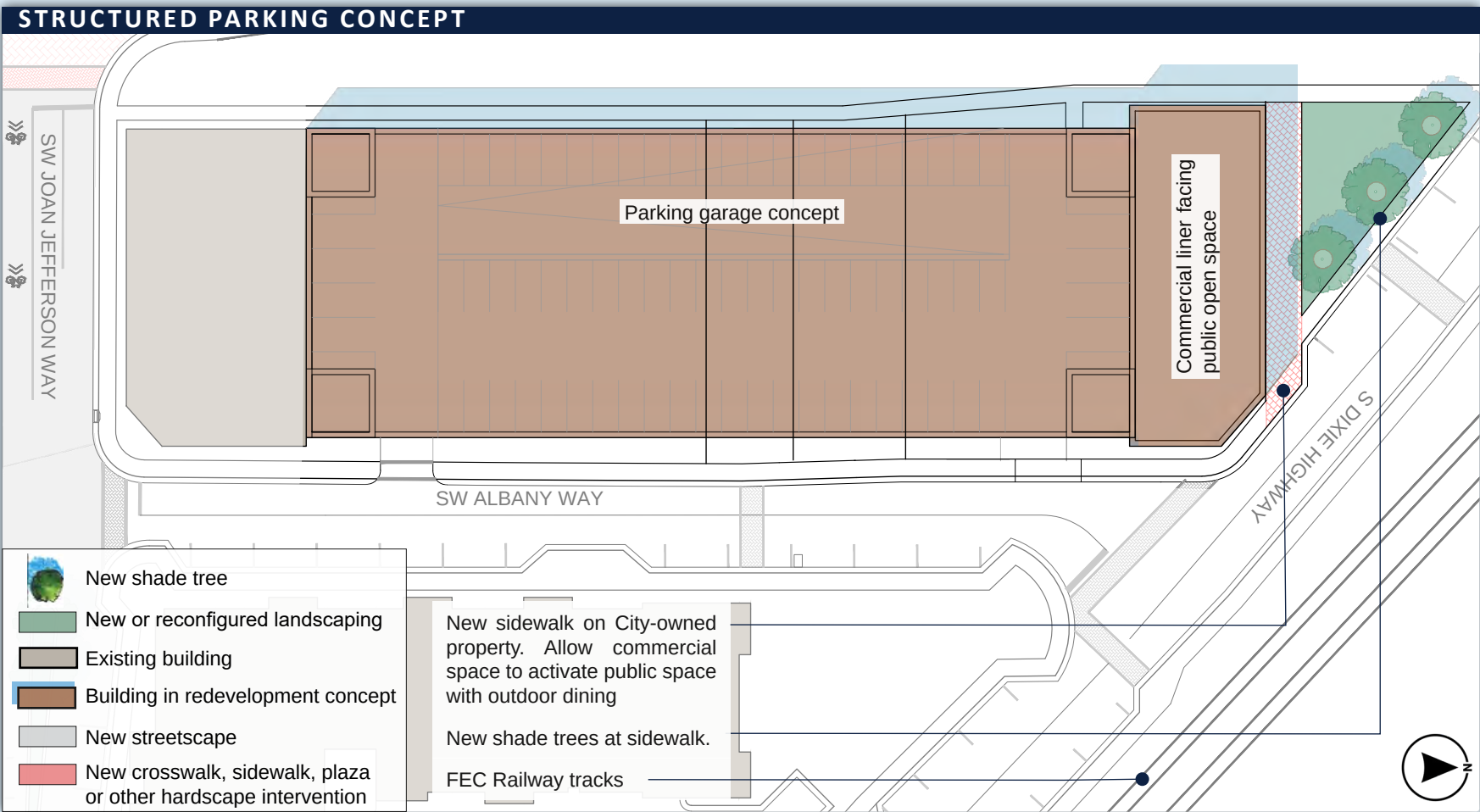


Figure 24 Above image of the Selby Parking Garage in Sarasota, FL
Figure 25 To the left image of the Balet Valet Parking Garage located in Miami Beach

MOBILITY & CONNECTIVITY

SW OCEAN BLVD & FEDERAL HIGHWAY INTERSECTION

SW Ocean Blvd continues over US-1/Federal Highway and is an important connection to the City in particular for pedestrian traffic. Shepard's Park is a popular park for its playground, kayak, and boat launch. It is included in Healthy Walk trails designated by the City. Small hotels and the Sunset Bay Marina & Anchorage bring tourists to the area. At this intersection residents, including families with strollers, and tourists are often seen crossing US-1/ Federal Highway by foot or Stuart Tram.

FRAZIER CREEK BRIDGE

The intersection is adjacent to the Frasier Creek Bridge. For most vehicles, the bridge is unnoticeable as it is flat and indistinguishable from the rest of the roadway. Because the bridge is flat, it prohibits even the smallest of watercraft to navigate below it especially as the tides change. The inland creek is then effectively cut off from the south fork of the St Lucie River from properties beyond the bridge. With sea-level rise and the impact of king tides, this will become even more the case. The creek continues to the east below S Colorado Avenue and adjacent to S Dixie Highway where Burner Pond Park is located.

REDEVELOPMENT CONCEPT



CONCEPTUAL IMAGE RECOMMENDATIONS AT FRAZIER CREEK BRIDGE & CITY-OWNED PROPERTY

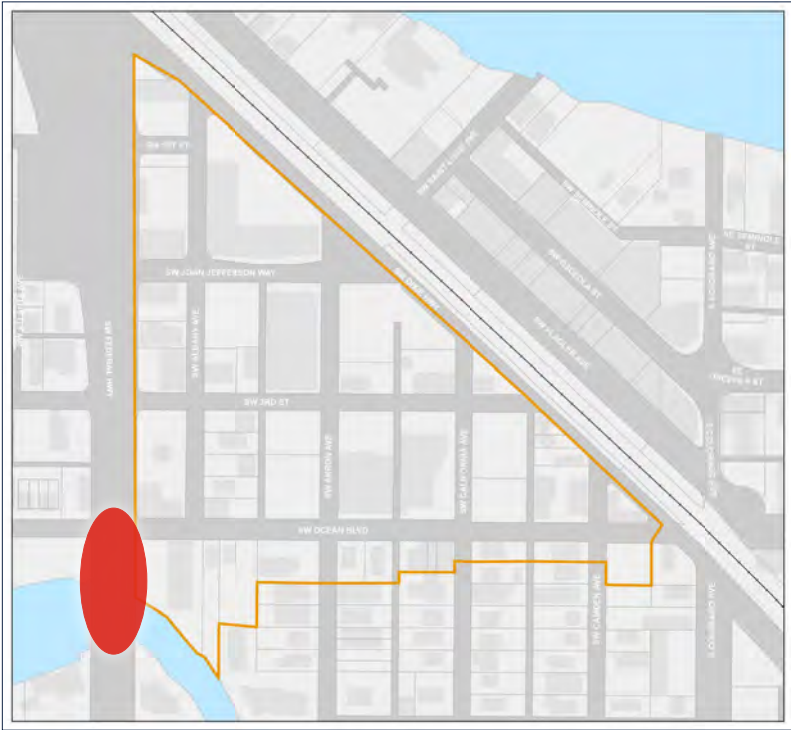


IMAGE OF BRIDGE & EXISTING CITY-OWNED LEASED PROPERTY



IMAGE OF NORTHEAST QUADRANT OF INTERSECTION

MOBILITY & CONNECTIVITY

BRIDGE DESIGN

The study revealed an opportunity to create a gateway moment for downtown and the City as well as improve the safety and functionality of the intersection and bridge. On the southwest corner of the intersection is a City-owned lot that is currently leased. The aesthetic should be consistent with City brand standards and gateway features to the north on US-1/Federal Highway. When Frasier Creek Bridge is replaced, it should be built with a slight hump. The vertical deflection acts like a speed table to control speed while emphasizing the importance of the creek and the waterways within the City. The extra height could afford a more comfortable passage of small craft with less impact from tides and benefit the connection to the City-owned dock at SW 6th Street and SW Camden Avenue. The bridge should include a change in texture and design from the road to the north and the south and be widened to accommodate a 10' shared-use path. Currently, the sidewalk is a narrow 5' width and is without bike facilities.

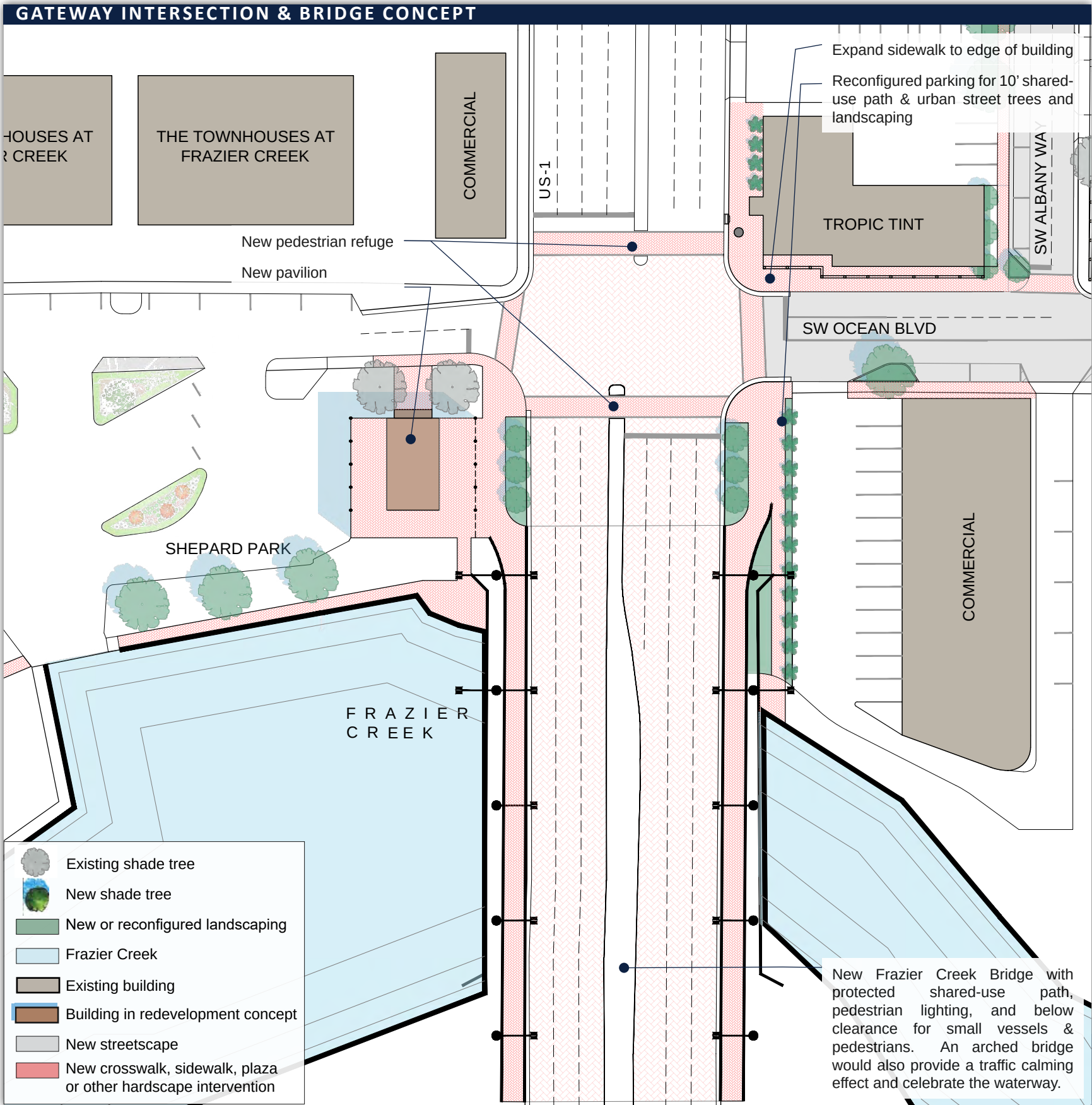
Increased head-clearance below the Frazier Creek Bridge could also be an opportunity to extend a pedestrian path from Shepard's Park along Frazier Creek to the east side of US-1. An example of a similar sidewalk path occurs at the bridge for the FEC railway to the north. A connected path of green public spaces was a concept for Stuart introduced in the 1988 Charrette and this would advance that concept. Pedestrian lighting and sightlines would be necessary to ensure the space is comfortable and inviting for users. Additional study would be required to verify the feasibility.

PEDESTRIAN ZONE

In addition, care should be made to improve the sidewalk conditions around the bridge and intersection. Large arterial FPL poles interrupt the sidewalk and are extremely difficult to maneuver around particularly if on a bike or in a wheelchair. In the illustration to the right, the east side depicts the City acquiring a sidewalk easement or right-of-way to provide a 10' landscape buffer and a 10' sidewalk. Existing parking could be reconfigured to parallel parking. On the commercial lot, the site still would retain 20 on-site parking spaces. The 10' shared use path accommodates both bikes and pedestrians and is much improved from the existing conditions for access and accessibility. Added trees help to frame the street and slow traffic. The additional landscaping is an opportunity to improve stormwater by providing pervious ground and maybe an opportunity for a small rain garden. Planting would need to follow FPL's Plant Right guidelines and the necessary setbacks required by FDOT.

On the west side, the City owns the property. The illustration again shows an added landscape strip and a 10' shared use path. The existing building is replaced with one that could be more flexible in its use while keeping the existing specimen trees on site. Open-air porches lend the building to be a civic pavilion, a small restaurant, or maritime-focused recreational retail space. The building includes a reference to the importance of maritime navigation to the history of Stuart.

New pedestrian streetlights with banners typical of the downtown are recommended. The intersection and crosswalks are rendered with a stamped texture. The pedestrian crossings include pedestrian refuges to improve conditions when crossing the 100' space of travel lanes on US-1/ Federal Highway. Stamped textures, deflection, and painting at SW Ocean Blvd and US-1/Federal Highway will need to be coordinated with FDOT and may require maintenance agreements from the City.

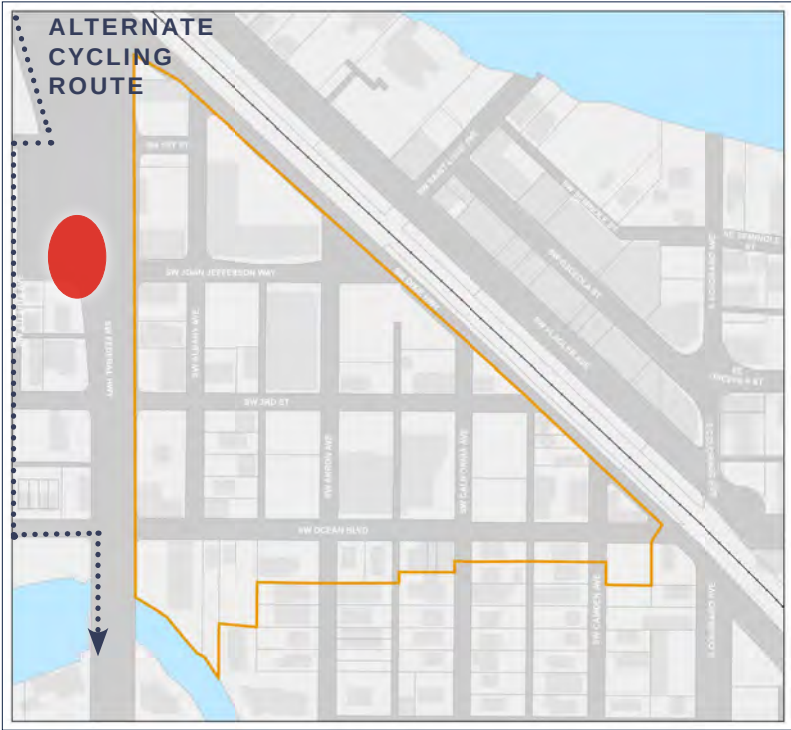
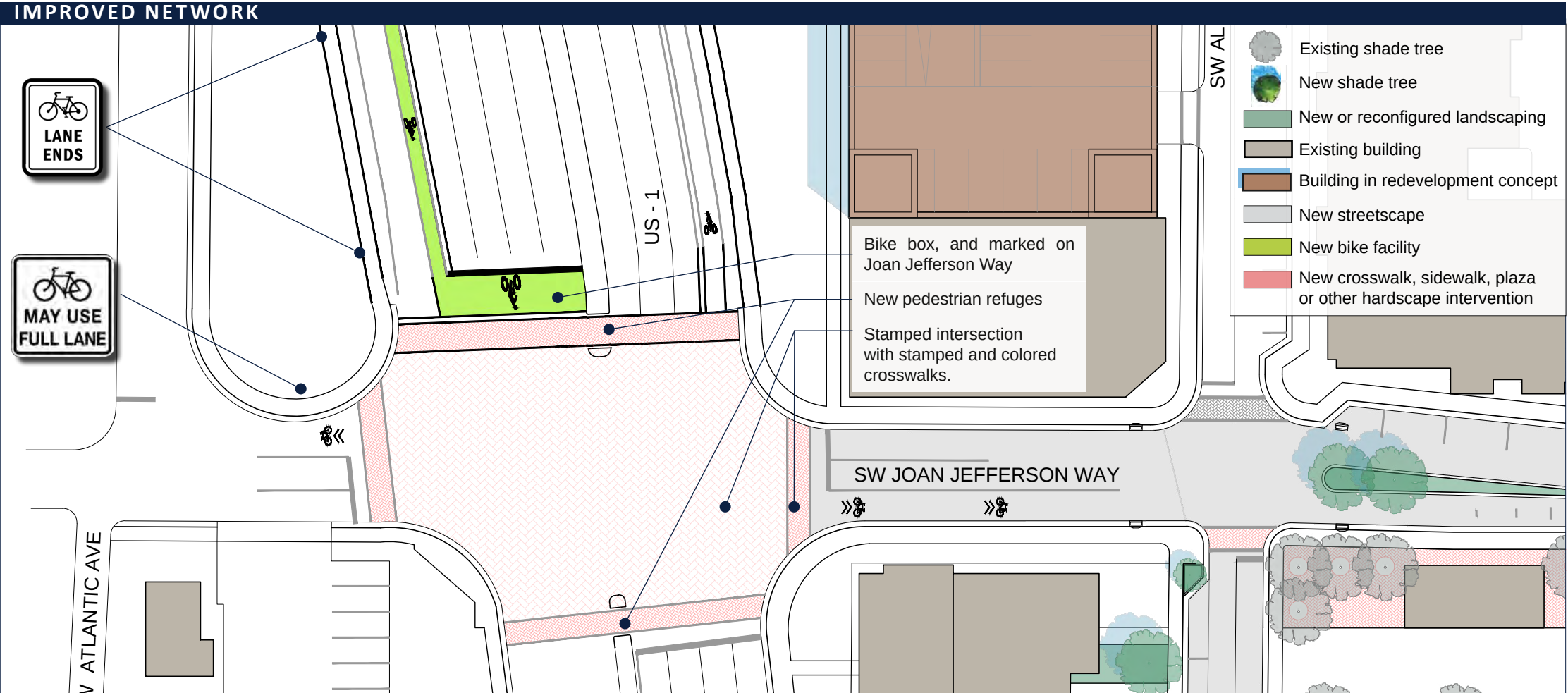


MOBILITY & CONNECTIVITY

BIKE NETWORK AT SW JOAN JEFFERSON WAY

FDOT has recognized the critical need to address the abrupt terminus of an existing bike lane at the base of the Roosevelt Bridge. The constrained right-of-way does not allow the bike lanes to continue. Long-term, a shared-use path of a 10'sidewalk should be configured along US-1/Federal Highway to accommodate cyclists and pedestrians. In the near term and as an alternate route, SW Joan Jefferson Way and SW Atlantic Avenue should be marked with sharrows and warning signage regarding the end of the bike lane. Additionally, curb cuts need to be managed on the south side of SW Joan Jefferson so that cyclists approaching the sidewalk can quickly move onto the sidewalk. A bike box is also recommended as a means to allow cyclists to turn onto SW Joan Jefferson Way towards downtown.

Figure 26 National Association of City Transportation Officials (NACTO) reference included for bike box design guidance.



Design Guidance

Bike Boxes

Required Features

- A box formed by transverse lines shall be used to hold queuing bicyclists, typically 10 to 16 feet deep. Deeper boxes show less encroachment by motor vehicles.³⁴
- Stop lines shall be used to indicate the point behind which motor vehicles are required to stop in compliance with a traffic control signal. See MUTCD 3B.16.³⁵
- Pavement markings shall be used and centered between the crosswalk line and the stop line to designate the space as a bike box. The marking may be a Bike Symbol (MUTCD 9C-3A) or a Helmeted Bicyclist Symbol (MUTCD 9C-3B).

Recommended Features

- In cities that permit right turns on red signal indications, a "No Turn on Red" sign shall be installed overhead to prevent vehicles from entering the Bike Box.
- A "Stop Here on Red" sign should be post-mounted at the stop line to reinforce observance of the stop line. Additional signs may be used to clarify signal control. Among the legends that may be used for this purpose are "Bikes Stop Here on Red" or a supplemental "Except Bicycles" plaque in conjunction with R10-6 to indicate the bicyclist stop line.
- Colored pavement should be used as a background color within the bike box to encourage compliance by motorists.³⁴
- An ingress lane should be used to clearly define the potential area of conflict between motorists and bicyclists in the intersection when intersection is operating on a green signal indication. Refer to intersection crossing markings in this guide. Colored pavement or other markings may be used to define the potential area of conflict. An egress lane should not be used when there is no complimentary bicycle facility or lane on the far side of the intersection.³⁴
- A "Yield to Bikes" sign should be post-mounted in advance of and in conjunction with an ingress lane to reinforce that bicyclists have the right-of-way going through the intersection.³⁶

Optional Features

- A "Wait Here" legend marking may be used to supplement the stop line and "Stop Here on Red" sign at a bike box.³⁷
- Stop lines may be placed up to 7 feet in advance of the bike box space to limit encroachment by motor vehicles.
- The box may be setback from the pedestrian crossing to minimize encroachment by cyclists into the pedestrian crossing.
- Bike boxes may extend across multiple travel lanes to facilitate bicyclist left turn positioning. A two-stage turn queue box may be an alternative approach to facilitating left turns where there are multiple vehicle through lanes.³⁴
- Bike boxes may be combined with an exclusive bicycle signal phase or leading bicycle interval through the use of bicycle signal heads to allow clearance of the bicycle queue prior to the green indication for motorists.³⁸
- At areas with high volumes of right turning vehicles, an active display sign may be used to further alert drivers to the potential of conflict movements with bicyclists. This sign should use signal detection and actuation to activate only in the presence of bicyclists. At areas with high volumes of right turning vehicles, or low levels of motorist yielding compliance, an active display sign may be used to further alert drivers to the potential of conflict movements with bicyclists. This sign should use signal detection and actuation to activate only in the presence of bicyclists.

Proportion of Motor Vehicle Encroachment in Crosswalk

Colored Bike Box

Control

Legend: BEFORE, AFTER

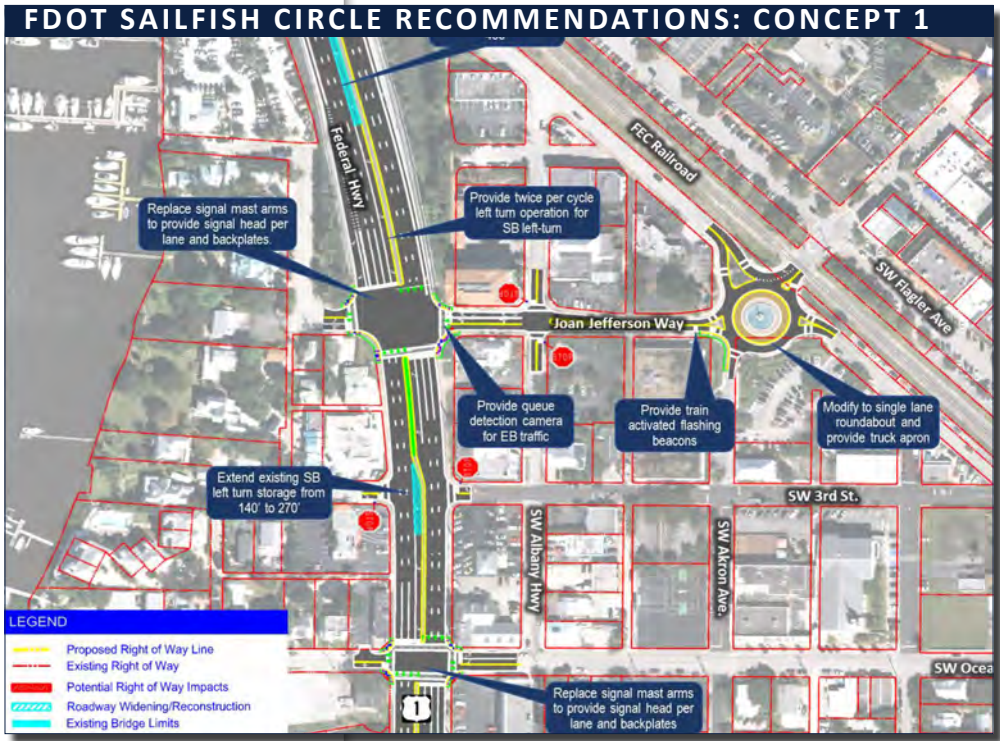
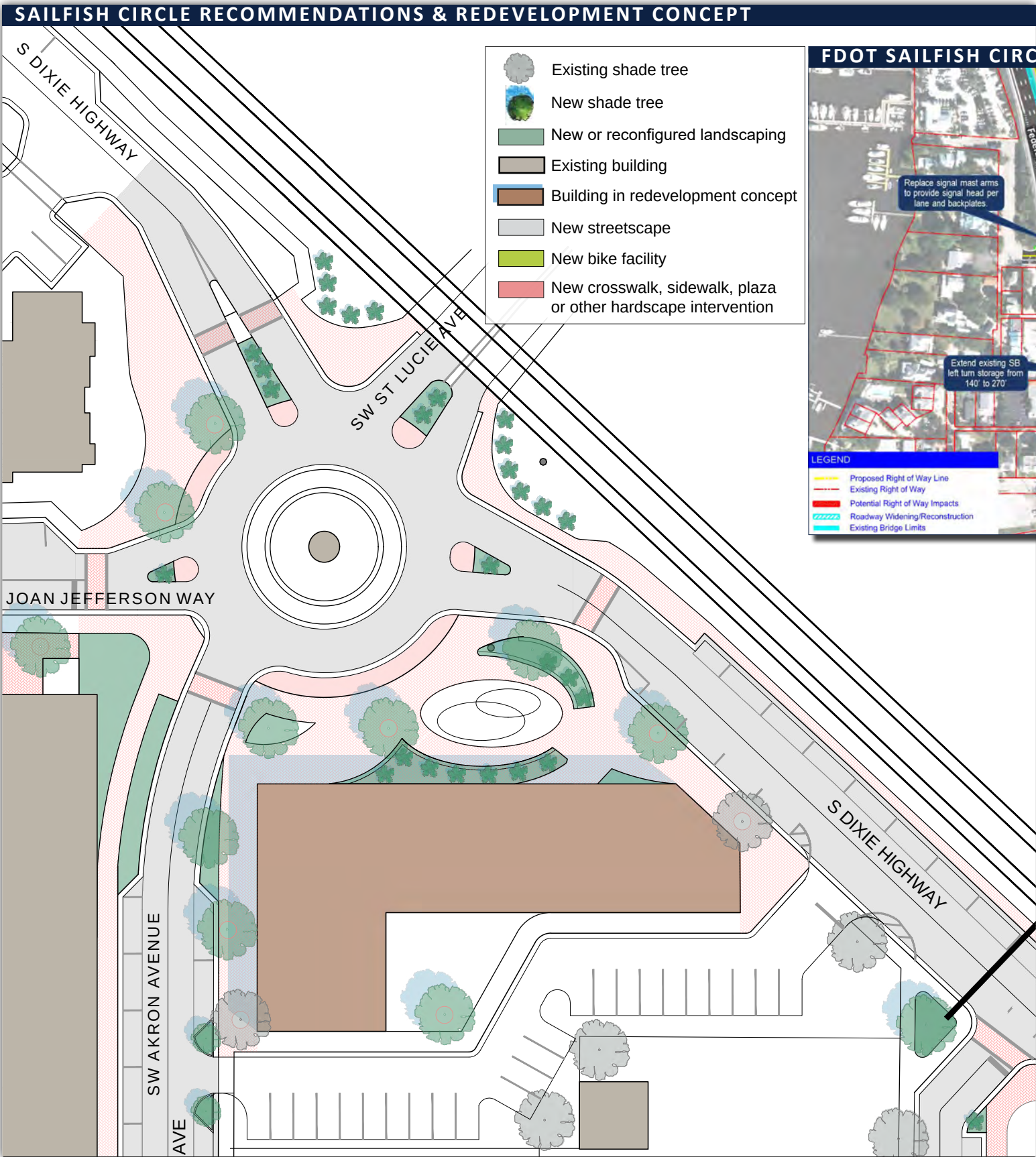
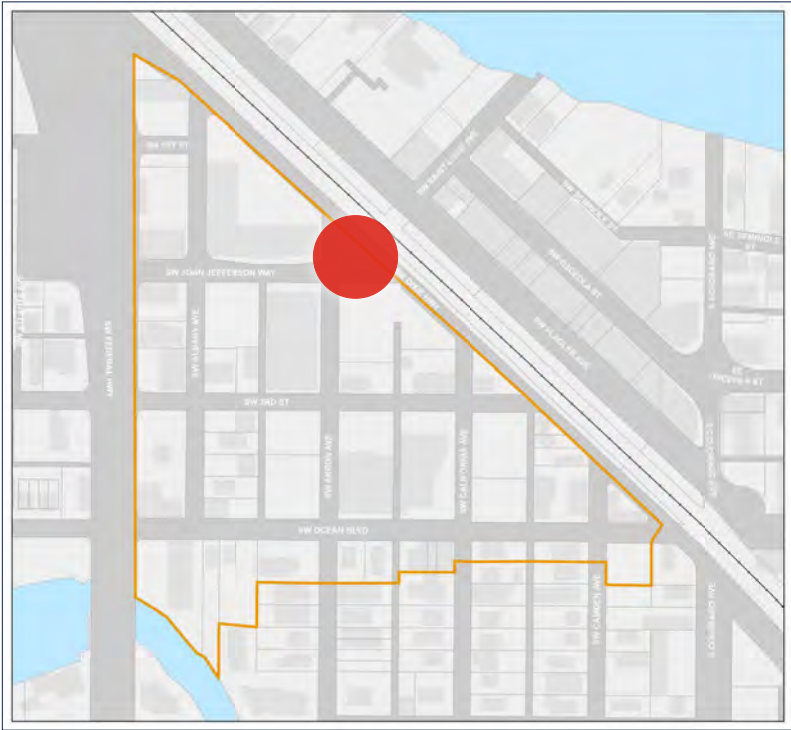
Source: From: DRI, J. Mowbray, C. J. J. (2019). Encroachment into Crosswalks at Signalized Intersections.

MOBILITY & CONNECTIVITY

SAILFISH CIRCLE

The Sailfish Circle is a beautiful roundabout in the City in a complex intersection with five-streets meeting adjacent to the railroad tracks. Unfortunately, the scale of this roundabout and lack of deflection has raised safety concerns for vehicles and pedestrians. For vehicles traveling along Dixie to S Dixie Highway or S Dixie Highway to SW Akron Avenue, there is very little need to turn your wheel, or deflection in the maneuver. Deflection is an important design intervention for reducing speed. Reducing speed increases the driver's ability to see the context. In addition, many participants in public outreach noted the lack of visibility of pedestrians due to the proximity of crosswalks to the circle. A solution for both of these concerns would be a reduction in the size of the circle, which is drawn to the right.

FDOT recently studied this intersection in the *Concept Development Report for SR 5/US-1 at SW Joan Jefferson Way Planning Study*. Concepts 1 and 2 in the FDOT study also look at a redesign of the roundabout to a single lane configuration.



REDEVELOPMENT CONCEPT

The current Sailfish Parking is a useful surface parking lot, but its location along a primary road and a connecting property between Old Downtown District and Shepard's Park neighborhood make it a desirable redevelopment opportunity as well. Active mixed-use development in this location would help to bind the two districts together and create a destination within the study area all its own. An 11,300-sf footprint building is illustrated in the redevelopment concept along with 24 parking spaces remaining on site. The site has a odd shape that can allow for unique public gathering spaces and outdoor dining. A very visible corner, the public space should be green with landscaping and include interactive elements. The reduced scale of the circle, would reduce the visual and auditory impact of vehicles passing as well.

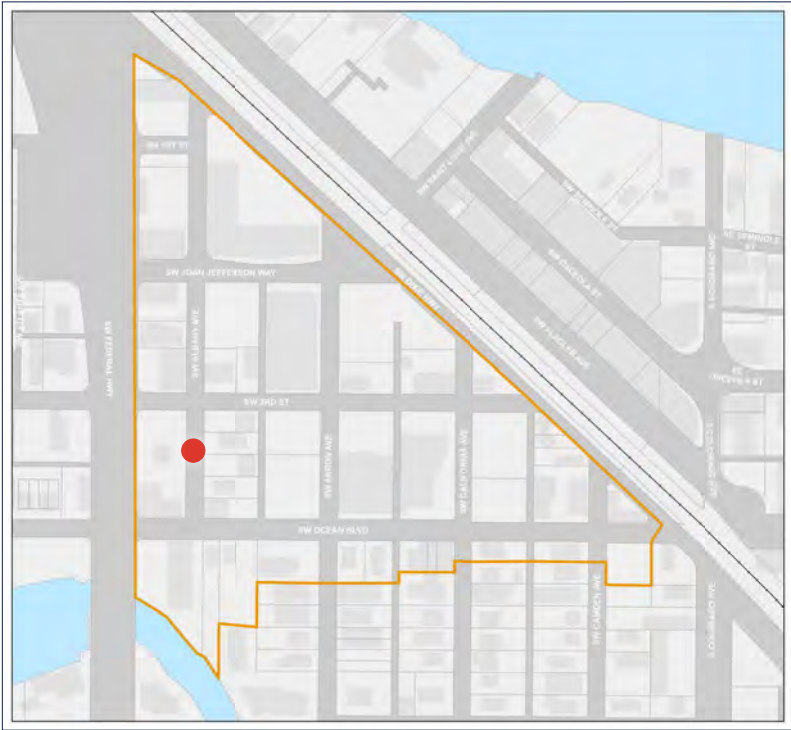
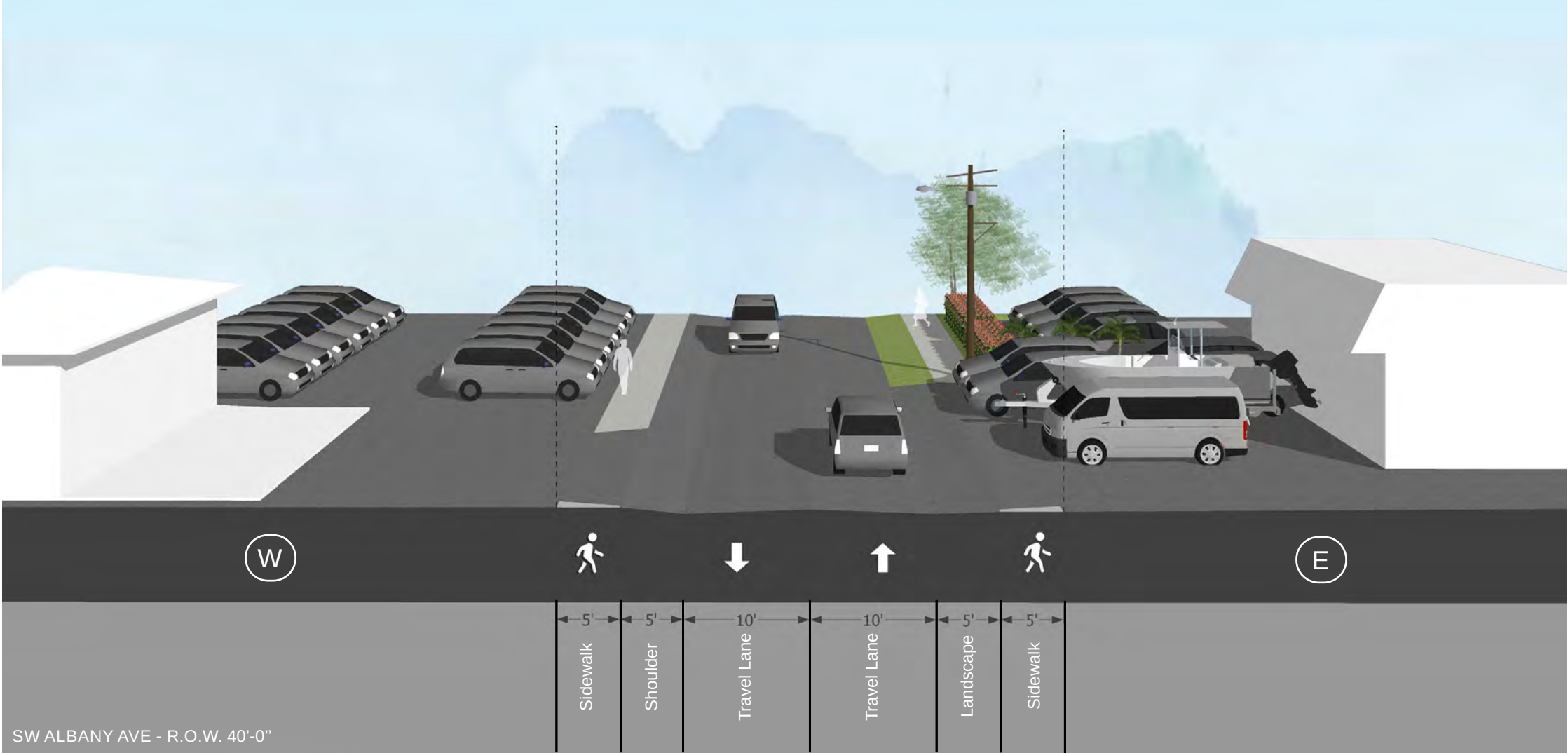
MOBILITY & CONNECTIVITY

SW ALBANY AVENUE (SECTION 3A)

SW Albany Avenue is a north-south road with a 40' right-of-way typical for the study area. It is just 125' feet from US-1/Federal Highway. Stormwater infrastructure or on-street parking are not included in the street section until north of SW Joan Jefferson Way. There is a 5' sidewalk on both sides of the road, but it is often obstructed by vehicles and boats parked inside the right-of-way. No barriers exist between the sidewalk and travel lanes. At times the sidewalk, travel lanes, and surface parking are nearly indistinguishable from each other. There are few streetlights and no pedestrian streetlights.

The east block includes a rear alley which is serving as an important parking access point for the small business at SW Albany Avenue. The City has paved the alley with a pervious asphalt.

EXISTING CONDITIONS OF SW ALBANY AVE

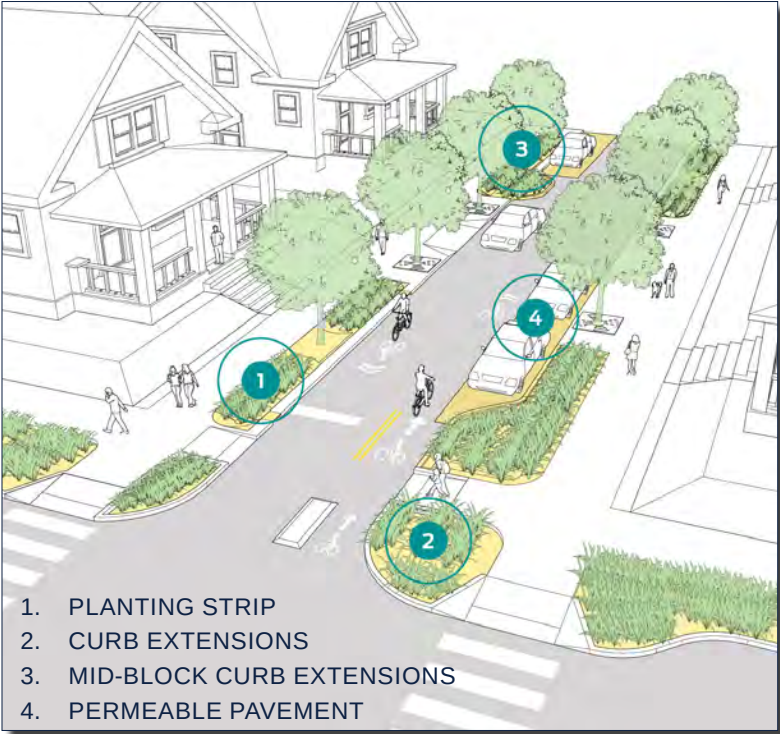


MOBILITY & CONNECTIVITY

SW ALBANY AVENUE (SECTION 3A)

With the 40' right-of-way the design concept includes on-street parking with landscape bulb-outs, maintaining a 5' sidewalk, reducing the travel lanes to 9'-6" and adding curb and gutter. This section could also be a curbless design with a valley gutter. What is important is to use road design as an opportunity to improve stormwater treatment and the quality of our waterways by adding pervious pavement and exfiltration drainage. Pedestrian lighting is illustrated in the design concepts. Due to the lack of space within the right-of-way, thoughtful placement is required. Ideally, lights will be placed inside bulb-outs at the beginning and end of each block, and on both sides of the street. In the scenarios illustrated, where surface parking lots abut the sidewalk a landscape buffer is recommended. A required 10' landscape buffer is too onerous in an urban condition like the study area. The improved concept uses a 5' to 6' landscape buffer which is similar to what has been observed in the neighborhood on the other sites and achieves an appropriate screening for this context in defining the edges of the sidewalk without negatively impacting the existing property and its use.

NACTO URBAN STREET STORMWATER GUIDE



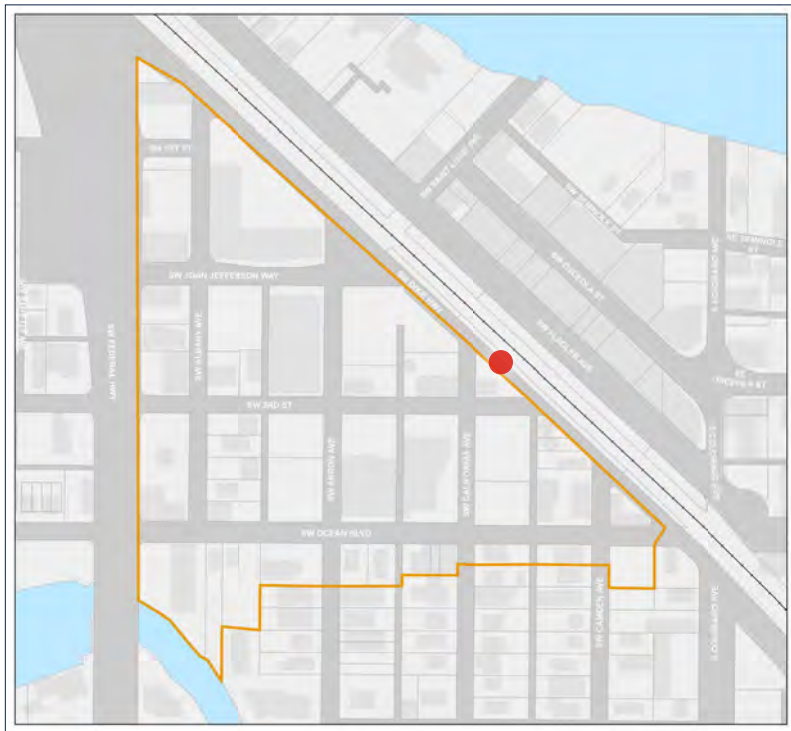
RECOMMENDED IMPROVEMENTS OF SW ALBANY AVE



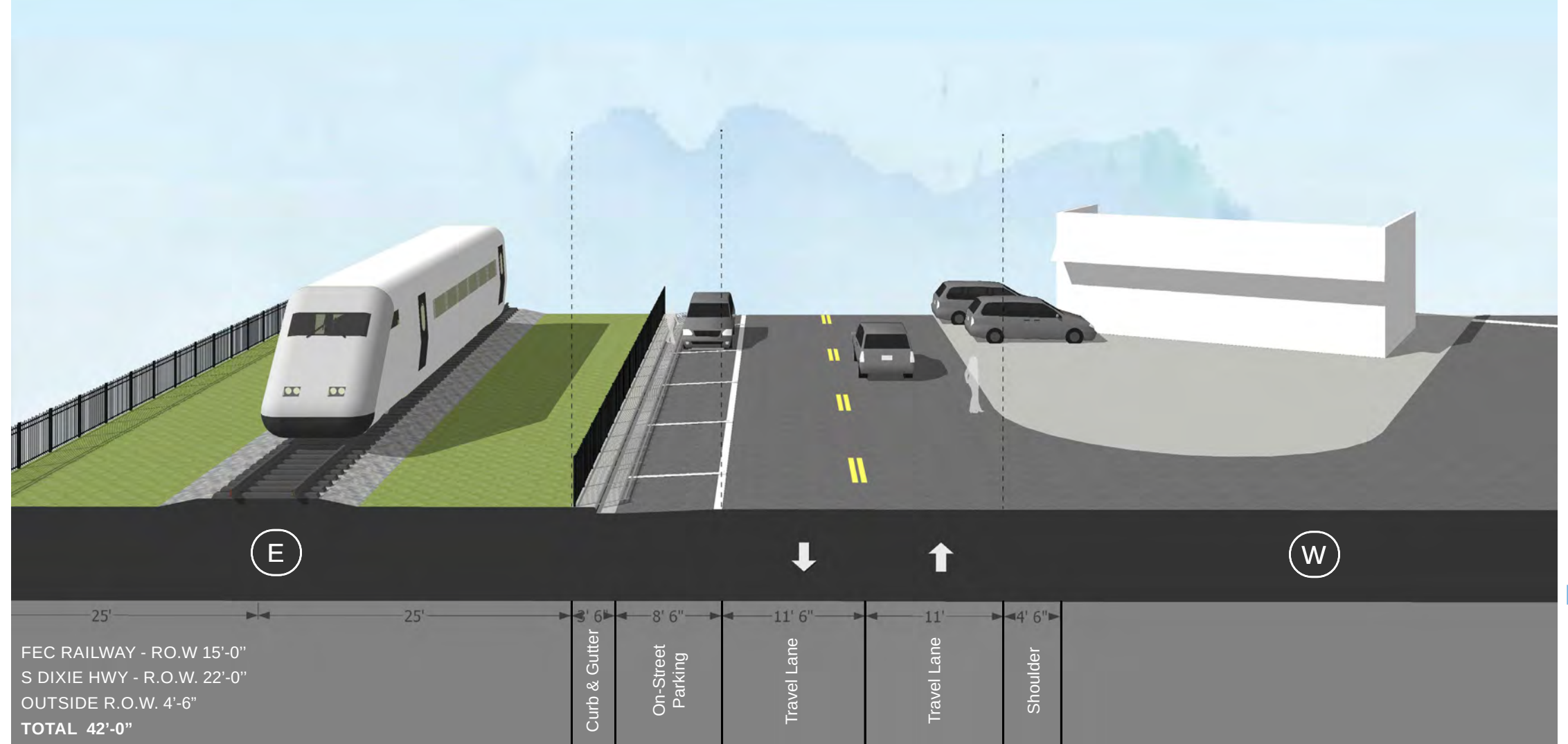
MOBILITY & CONNECTIVITY

SOUTH DIXIE HIGHWAY (SECTION 4A)

A unique right-of-way, S Dixie Highway in Stuart runs along the FEC Railway along the east edge of the study area. There is about 13' of property, which is leased to the City from the overall 88' FEC right-of-way. Another 25' feet of property is leased to the City on the east for additional on-street parking. As of June 2021, there is a single track within the 50' FEC Railway right-of-way that is not currently leased. A second track is planned and is currently under construction. To the north and south of the study area, they have made significant progress. If these 24 parallel parking spaces are to remain it is crucial for safety and their utilization that the missing sidewalk on the eastside of the road be addressed. On the west side of the road, there are significant portions of missing and poorly defined sidewalks and crosswalks. This recommendation echoes the recommendation from the *Future Needs Parking Study* to reduce the existing travel lane widths and provide a navigable sidewalk adjacent to the FEC and parallel parking as well as extending the fence along the length of the sidewalks until the appropriate crossing location. During site surveys, pedestrians were seen crossing the tracks where the sidewalk and fence ended.



EXISTING CONDITIONS OF SOUTH DIXIE HIGHWAY



MOBILITY & CONNECTIVITY

SOUTH DIXIE HIGHWAY (SECTION 4A)

On the west side of the street, a defined sidewalk with pedestrian lighting is illustrated. Because of the narrow sidewalk, it is critical that consistent sidewalk paving extends to the building façade, and provides additional sidewalk width where allowed with existing buildings. Additional on-street parking is shown down SW California Avenue. At bisected blocks such as these triangle-shaped blocks along S Dixie Highway and the railroad, the best practice is to reduce the width of pedestrian crossing within the travel lane, increase deflection and prevent blind turns. See Appendix B, Segment 5 for plan detail.

As redevelopment occurs, an additional crosswalk will be needed at a midpoint between Confusion Corner and SW St Lucie Avenue. Near SW 3rd Street a midblock crossing is depicted. Where midblock crossings occur, they should be designed with curb extensions, speed tables, overhead pedestrian lighting, and lighting which illuminates the pavement for increased visibility. In-street pedestrian crossing signs are also encouraged and have been utilized in the district already.

The existing building which was a former auto repair shop is illustrated as a small restaurant with an extensive outdoor seating area. For a restaurant or any small business to move into this location, modifications to the existing parking code would need to occur. The site cannot effectively support on-site parking spaces. A buildout of the road could add five on-street parking spaces to the on-street parking inventory. Under the current code, the existing approximately 1380-sf building would require 5 spaces for an office or professional use, but a restaurant with three employees and 20 seats would require 10 spaces.

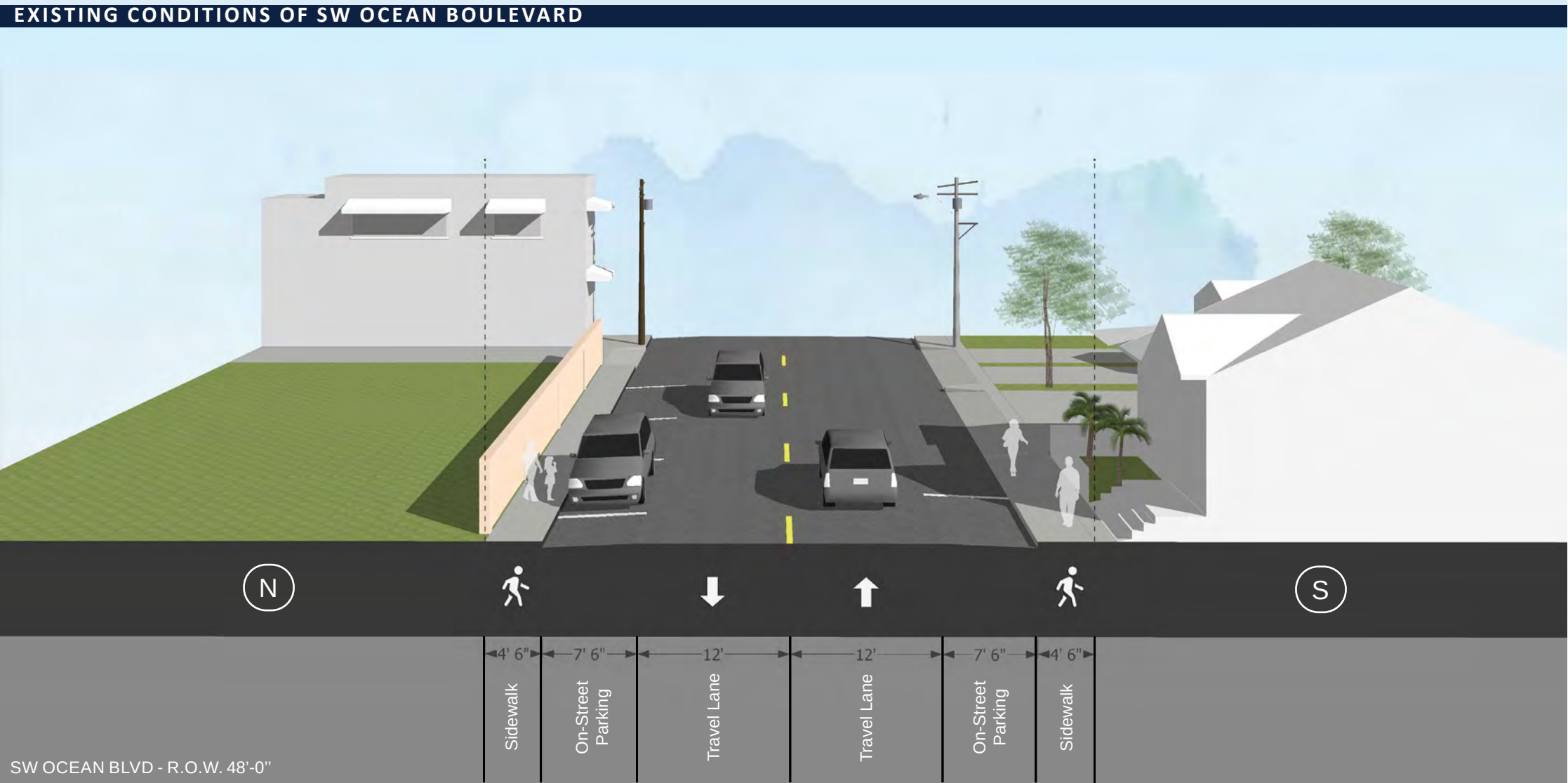
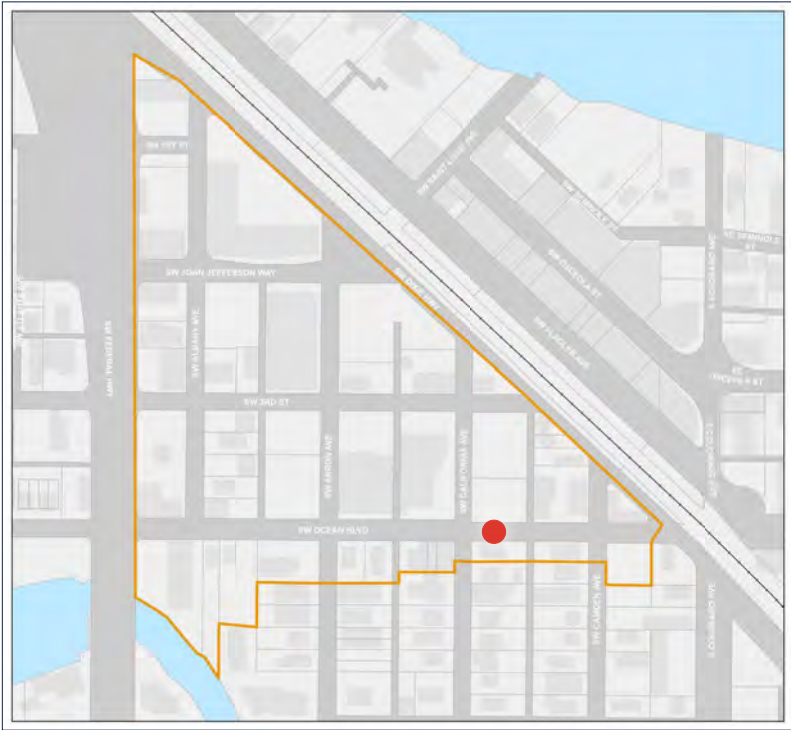


MOBILITY & CONNECTIVITY

SW OCEAN BOULEVARD (SECTION 5B)

SW Ocean Blvd includes many of the parts of a complete street including a sidewalk and on-street parking on both sides, but those sidewalks are woefully narrow at 4'-6" and with numerous interruptions from utility poles which further reduce the clear path. There are few opportunities for shade and very little landscaping. The best opportunity for a comfortable sidewalk is in the built portion of the First Baptist Church where a 1988 envisioned arcade for SW Ocean Boulevard was constructed.

The on-street parking is often overlooked and underutilized as a parking opportunity, and this may be partly because the pavement and painting done years ago have faded considerably and there are no curb extensions that define the parking spaces. The street is nearly absent of any gutters or stormwater infrastructure. To the south, there are some inlets and valley gutters, which lead to baffle boxes before outlets into Frazier Creek.

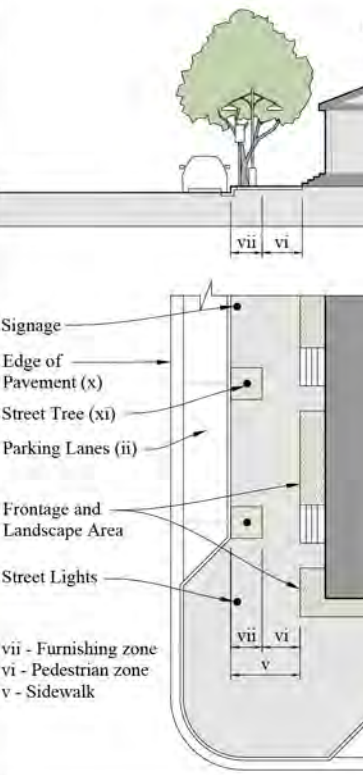


MOBILITY & CONNECTIVITY

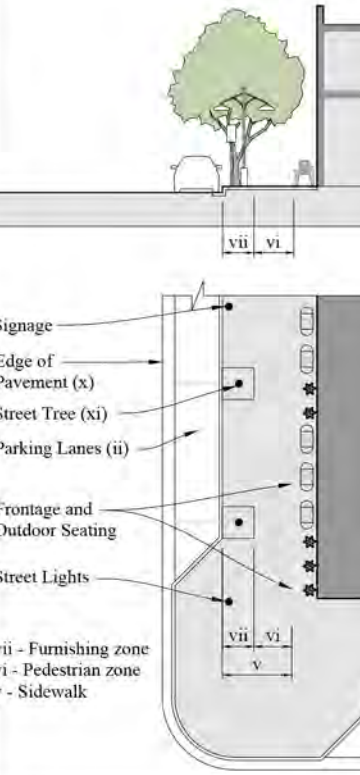
SW OCEAN BOULEVARD (SECTION 5B)

In the recommended concept, the oversized travel lanes are reduced from 12' to 10'-6" and a gutter is added. As in all of the recommended street sections, using a pervious pavement, pervious paver, or pervious concrete in the on-street parking is recommended along with exfiltration to accommodate larger rain events. On the south side where an existing historic cottage remains, the sidewalk is still 4'6" but the illustrated undergrounding of utilities allows existing obstructions to be removed. New streetlights again should be placed thoughtfully outside the clear pedestrian zone wherever possible. On the north side, an example of redevelopment shows how new buildings can be set back, and incorporated into the streetscape as an expanded sidewalk. Restaurants can utilize the expanded sidewalk for outdoor seating like in this rendering, or in the case of residential uses for small yards, stoops, or porches. In all cases, the clear sidewalk path should be a minimum of 6' with an additional minimum 2' furnishing zone for shade trees and streetlights.

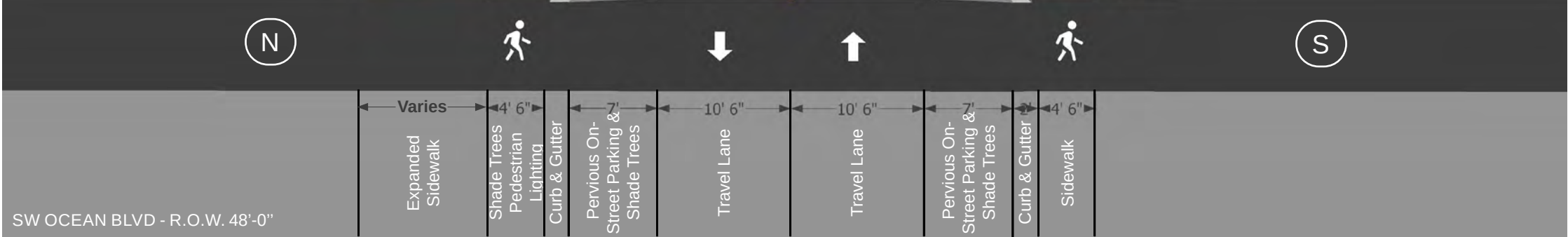
RESIDENTIAL STREETSCAPE



COMMERCIAL STREETSCAPE



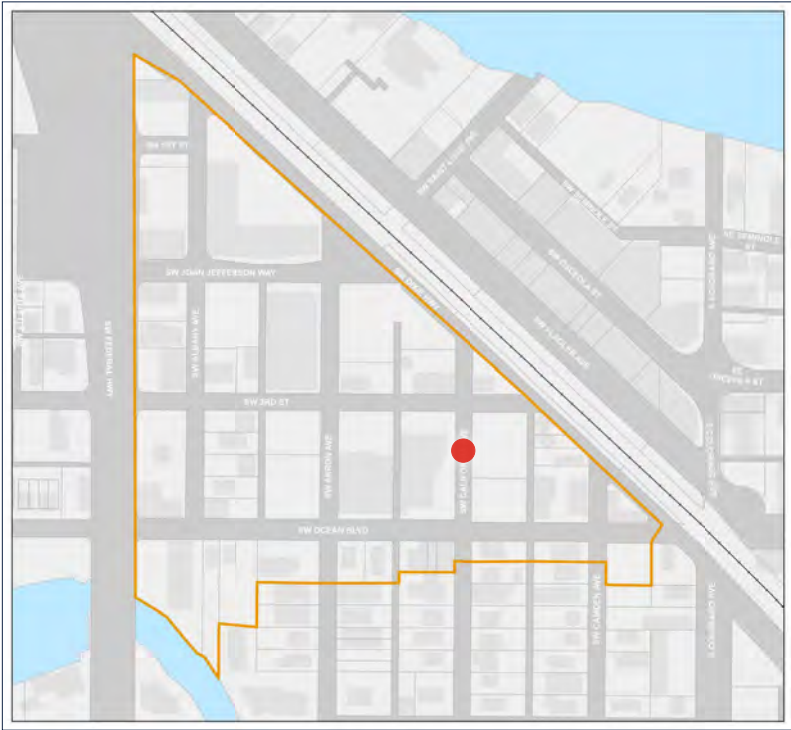
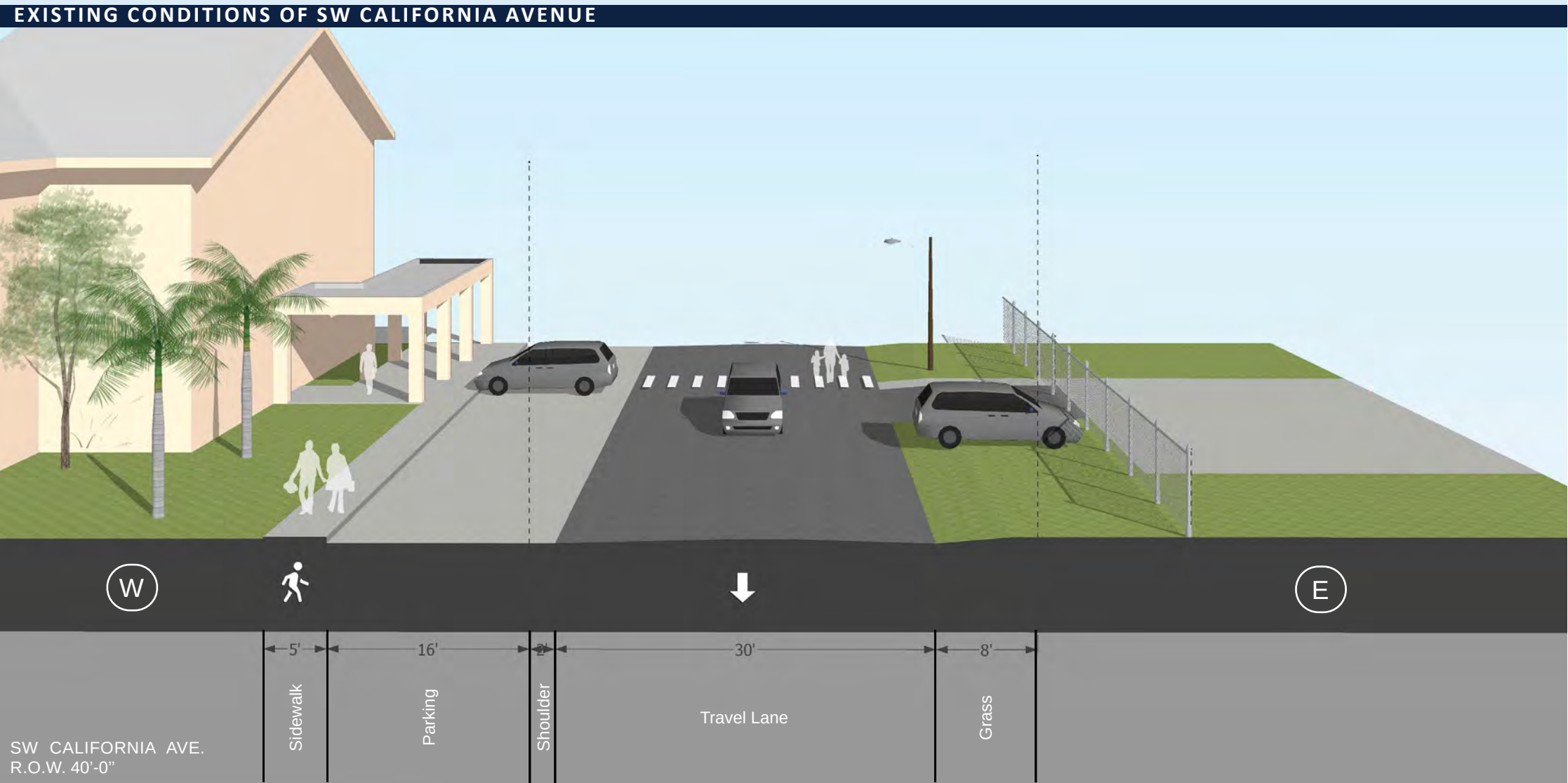
RECOMMENDED IMPROVEMENTS OF SW OCEAN BOULEVARD



MOBILITY & CONNECTIVITY

SW CALIFORNIA AVENUE (SECTION 5A)

SW California Avenue bisects two properties owned by First Baptist Church of Stuart. To the west is the primary building and to the east is a grass playground area with a small storage building and chain-link and masonry fencing around the lot. The primary building has a sidewalk while the grass field does not. The road is the typical 40' right-of-way for the area with a posted speed of 25-mph. No gutters or stormwater management are included in this block of SW California Avenue. It is unique because the section is a one-way street and includes head-in parking on the church-owned property. The one-way road may have been a desirable configuration for the school pickup and drop-off for parent vehicle stacking, but it results in a 30' one-way travel lane.



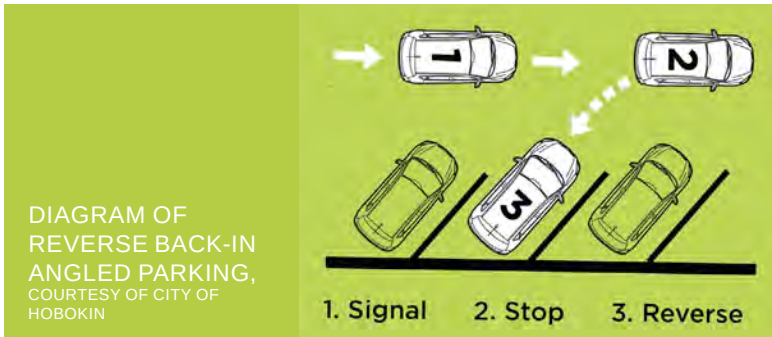
MOBILITY & CONNECTIVITY

SW CALIFORNIA AVENUE (SECTION 5A)

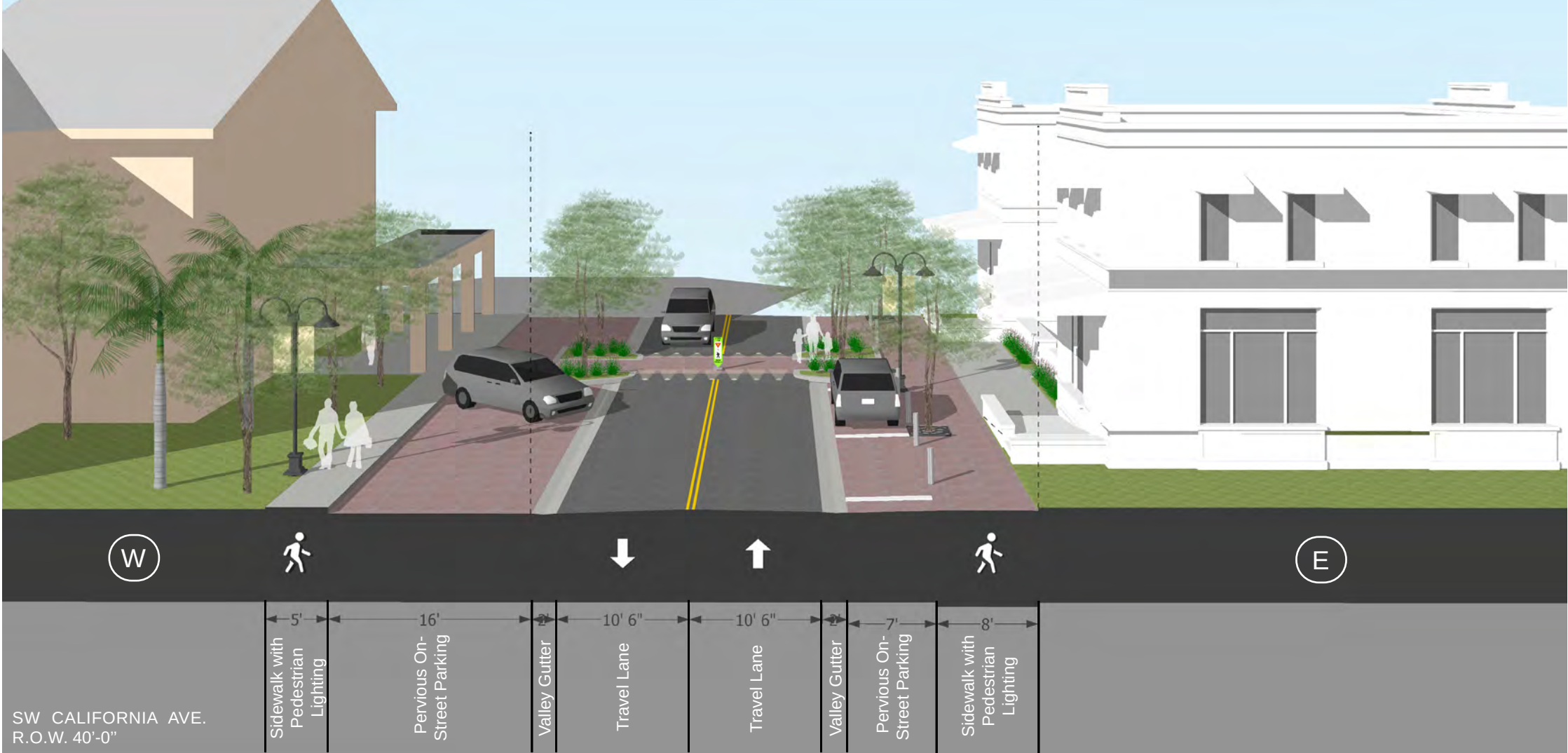
The illustrated improvements to the right reduce the travel lane to 10'-6" and return the road to two-way traffic. A valley gutter is added along with on-street parallel parking. Because the existing street does not include a curb, and there is possible continued unified ownership across the street, the illustration shows a curbless design. Locally, Clematis Street and Rosemary Square in West Palm Beach have completed streetscapes with curbless design. They can be very attractive, adaptable, and accessible streetscape approaches. In the rendering to the right, the east parcels have been redeveloped with a courtyard building, which allows for a mix of possible users. The west parcels show the existing building to remain, but with added pedestrian scale lighting adjacent to the sidewalk. The existing parking remains but with a pervious material and valley gutter added. Many communities across the US have adopted reverse angle back-in parking as opposed to other means of on-street parking including recent streetscape improvement to Bridge Road in Hobe Sound. The quote below from Pedestrian and Bicycle Information Center explains:

"Back-in angle parking provides motorists with a better vision of bicyclists, pedestrians, cars, and trucks as they exit a parking space and enter moving traffic. Back-in-angle parking also eliminates the risk that is present in parallel parking situations, of a motorist may open the car door into the path of a bicyclist. Back-in angle parking also removes the difficulty that drivers, particularly older drivers, have when backing into moving traffic."

Reverse back-in angled parking is an alternative the City could investigate along with the existing on-street parking along SW California Avenue and SW Ocean Boulevard adjacent to the primary structure of the First Baptist Church of Stuart.

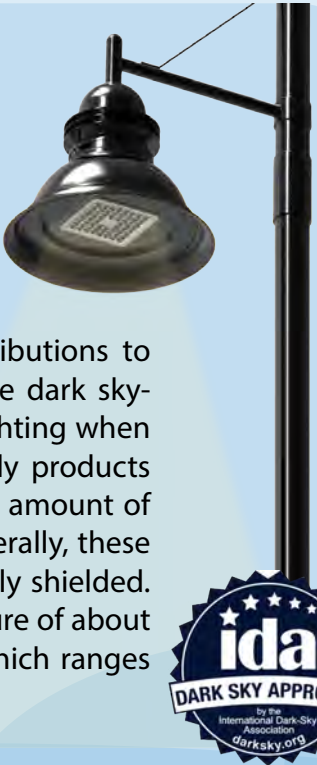


RECOMMENDED IMPROVEMENTS OF SW CALIFORNIA AVENUE



LIGHT POLLUTION

Light pollution is created by the widespread use of artificial light and has lead to the brightening of the night sky over inhabited areas affecting wildlife, human health, and astronomy. Lighting is critical to an active downtown and promoting safe streets. Therefore to mitigate contributions to light pollution, the City should investigate dark sky-approved products or dark sky-friendly lighting when specifying street lighting. Dark sky-friendly products direct light where needed and reduce the amount of light that can contribute to skyglow. Generally, these light fixtures direct light down and are fully shielded. They can also be a warmer light temperature of about 3000-Kelvin as opposed to a blue light which ranges around 5000-Kelvin.



ARTIST ALLEY PROJECT: HISTORIC CHURCH, AT&T UTILITIES BUILDING & IMPROVED ALLEY

Centrally located in the district is an existing AT&T utility site. Because of the nature of the equipment inside the building, it is anticipated to remain over time. On the east side of the building a mural was completed by Lynne Barletta of Visionary School of Arts. The mural is part of a fundraising effort for the Catch the Wave of Hope nonprofit to support victims of human trafficking. Because of the important presence of the building as a backdrop to SW St. Lucie Avenue, the image below shows expanding the mural's color and theme to be consistent with the northside.

On the northside along SW Joan Jefferson Way are two access points for the building and several head-in parking spaces. The parking spaces are intended to be used by AT&T but are not fully utilized. We illustrate how the parking could be replaced with an expanded sidewalk with shade trees appropriate for this major gateway into the downtown. The expanded sidewalk could compliment the historic structure recently relocated to the west where a small food stand and scooter rentals are proposed.

To the west of the AT&T building is an unimproved alley. The alley abuts the recently relocated historic structure mentioned above as well at a historic church to the south. The church, which was the first church in the City,

is in the process of rehabilitation to be used as a small scale event and arts and cultural space. The alley is well situated to compliment both historic structures and their uses. Murals and art should continue around the AT&T building and through the improved alley with lighting as an exterior art gallery allowing the movement of people from both areas of entertainment. Critical to the success of a concept is an inviting, interesting and well lit environment. A vision of the concept is illustrated to the right as well as other examples.

Figure 28 Image to the right of recommended improvements from SW Joan Jefferson Way looking south.

Figure 29 Image shows the importance of coordinating the mural themes on the east and north sides of the AT&T building since they are seen simultaneously from SW St. Lucie Avenue. The image below shows the motif expanded onto the north face.

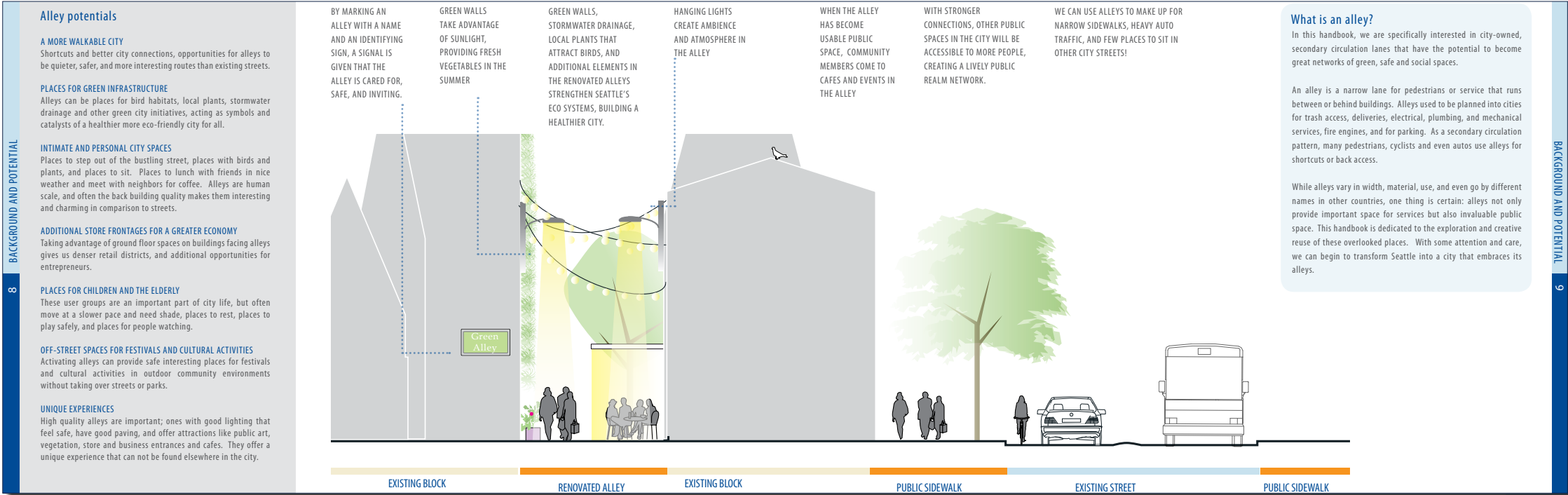


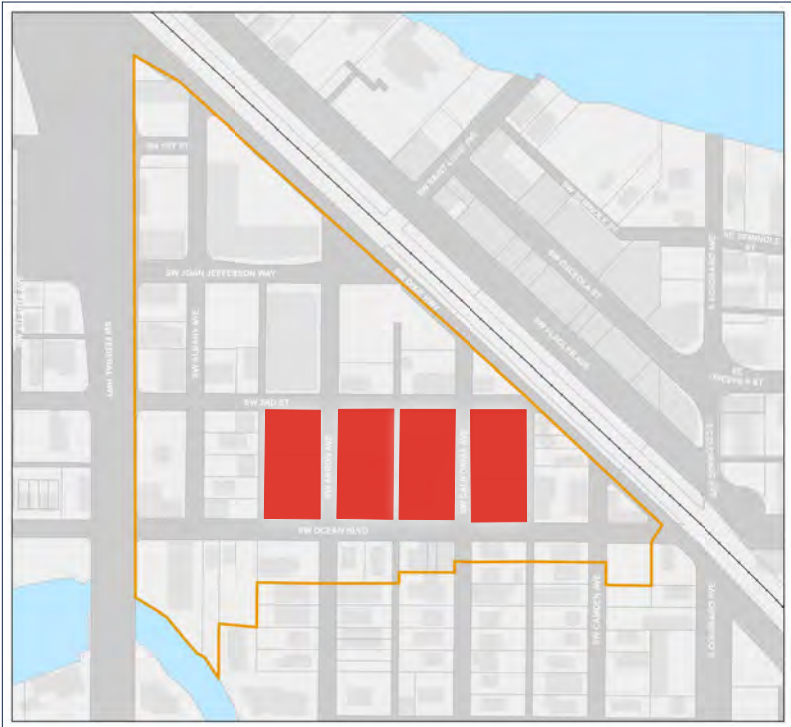
Figure 27 [Seattle Integrated Alley Handbook](#) includes recommendations and illustrations of the potential for alleys.

REDEVELOPMENT OPPORTUNITY

FIRST BAPTIST CHURCH OF STUART & AT&T PARKING LOT

The redevelopment concept illustrated to the right includes the First Baptist Church of Stuart and the AT&T surface parking lot with 25 parking spaces. The Church and its associated school have expressed concern that they have outgrown their current site and the AT&T surface lot is typically used to park only six vehicles, making both possible candidates for redevelopment in the future. Redevelopment could occur over time by phasing new construction on empty lots ahead of replacing existing buildings. Each project is illustrated with rear access surface parking or garage parking to meet residential parking needs. As a whole, the conceptual project would result in approximately 30 dwelling units per acre (DUA). The residential parking assumes 2 spaces for 2 bedrooms or more and 1 parking space for one-bedroom or studio units, which is a reduction from the existing code.

LEGEND	EST. DATA	
A Akron Row	10 dua	3000-sf
Akron Garage Apartments	10 dua	500-sf
B Ocean Apartments	50 dua	800-1000-sf
C California Townhomes	3 dua	2,500-sf
D California Courts	20 dua	600-800-sf



A. AKRON ROW

These ten large townhouses (3,000-sf) face SW Akron Avenue and fully utilize the alley to keep parking to the rear and allow ten garage apartments (500-sf). The units have private yards between the garage and the primary unit.

B. OCEAN APARTMENTS

Ocean Apartments is illustrated as a 3-story apartment building with 63,200-sf with units varying in size. The apartment building has retail/restaurants on the ground floor. The L-shape configuration breaks the block and allows parking in the rear for both the apartment and the California Townhouses. A large tree lined public space is included along the length of SW Akron Avenue which is imagined as a primary street in the district.

C. CALIFORNIA TOWNHOMES

The townhomes on SW California Avenue frame the street and shield parking in the rear. These smaller townhomes are approximately 2,500-sf and would be parked in the rear.

D. CALIFORNIA COURTS

The California Courts are illustrated as 2-story courtyard buildings with commercial on the ground level and ten units above parked in the rear along the alley. Courtyard buildings are adaptable to many uses including offices, restaurants, retail, hotel, and residential. The courtyard provides a community amenity, which benefits both the users of the building and the street.

IMPLEMENTATION



RECOMMENDATIONS & IMPLEMENTATION

The success of any master plan depends upon its ability to be implemented economically and politically within a given time frame. To that end, the recommendations throughout this report have been developed as independent but interrelated projects. Some projects, such as regulatory revisions and streetscape infrastructure, are within the City’s control to pursue implementation, with funding being the primary challenge. Some public infrastructure projects will require the coordination of multiple agencies.

Other recommendations are redevelopment techniques that are illustrated on private property – which are subject to each private property owner’s time frame and financial situation. The designs shown for redevelopment on these parcels are not the only configurations that could create the desired environment; rather they demonstrate a set of urban design principles to follow. In order to realize these projects, the principles of urban design described and illustrated throughout the report have to be embedded culturally within the City, required by its codes, and encouraged through its programs. The combination of public and private efforts is required for realizing the vision of the Triangle District Master Plan.

ADOPTING THE TRIANGLE DISTRICT MASTER PLAN

- Adopting the Plan does not obligate the City of Stuart to implement any or all of the proposed improvements;
- Adopting the Plan communicates to the residential, business, and development communities that the City is committed to improving the conditions in the Triangle District;
- Adopting the Plan will provide a vision for desired future redevelopment within the area, especially the identified catalytic sites; and
- Adopting the Plan memorializes the process and authorizes staff to pursue desired areas of implementation.



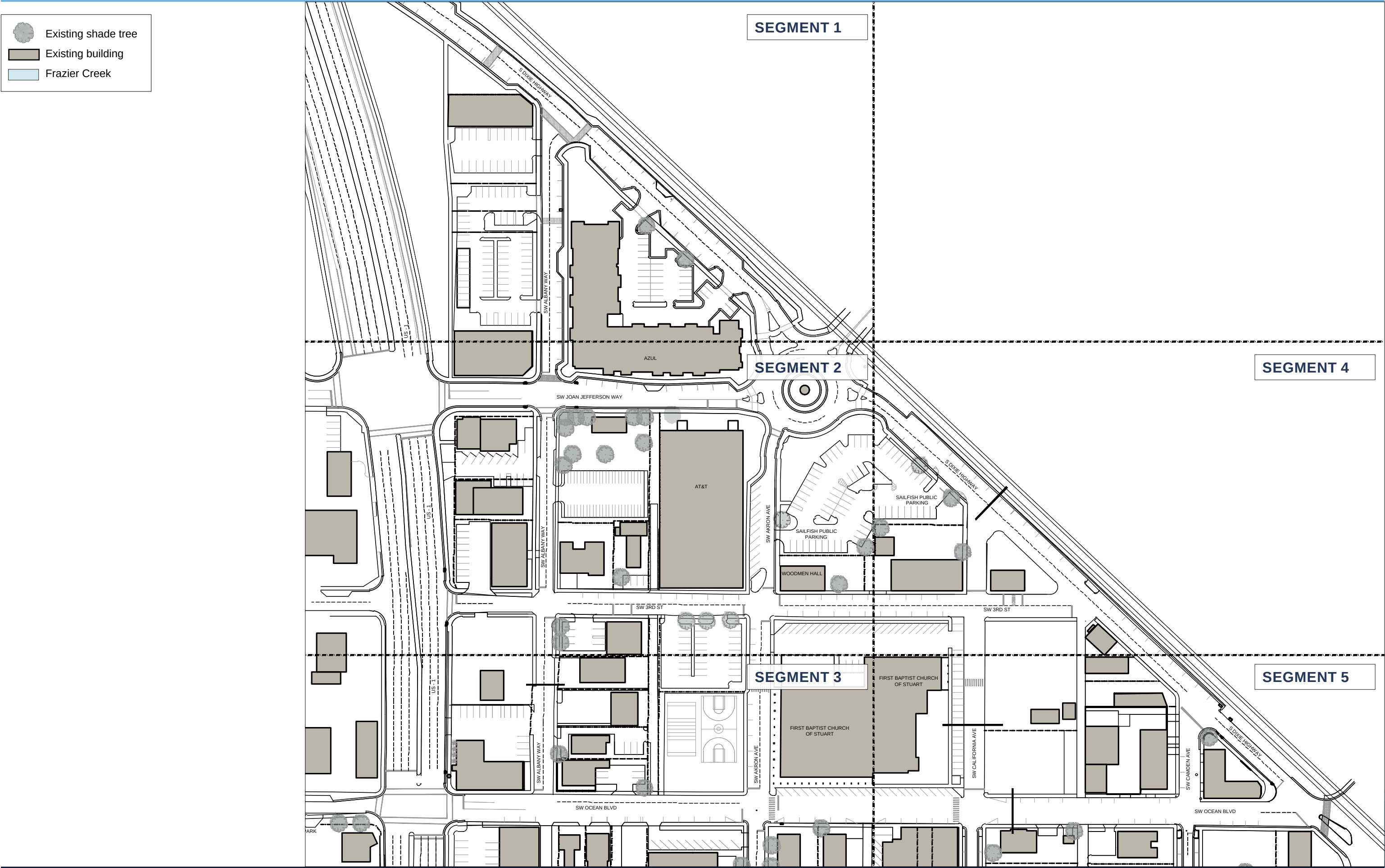
Figure 30 Birds-eye view of the City of Stuart with focus on Triangle District.

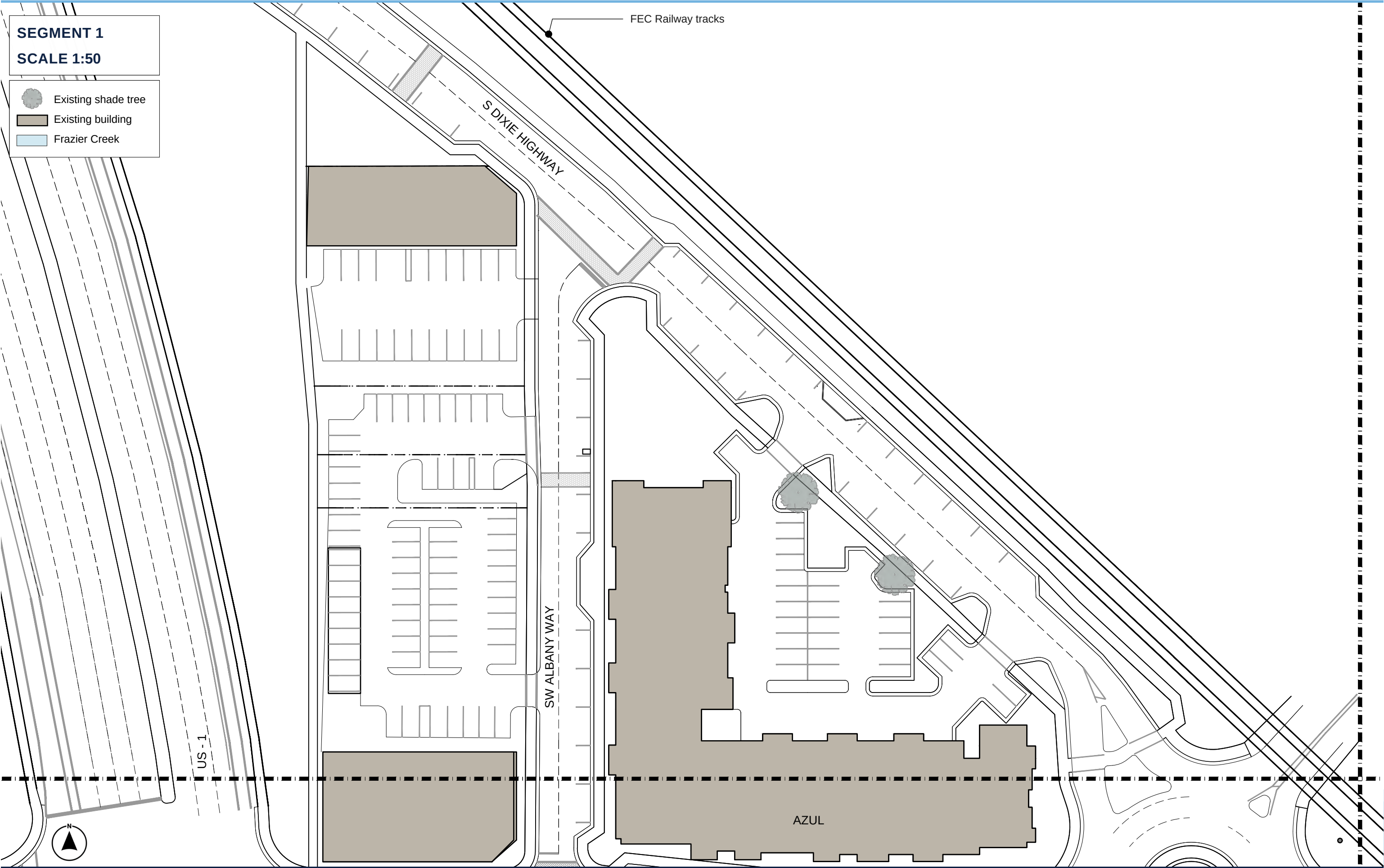
ACTION	TASK/PROJECT	NEAR TERM	MID-TERM	LONG TERM
		6 months - 12 months	6 months - 2 years	2 years or more
Adopt the Master Plan	Adopting the Plan memorializes the process and authorizes staff to pursue desired areas of implementation.			
Study Area Identity	Designate a name for the area by resolution.	•		
Historic Assets	Conduct survey of historic structures by Historic Preservationist. Coordinate with Stuart Main Street grant award.	•		
	Protect historic assets. Determine if a historic district is merited and desired. Historic districts provide the strongest protection for historic structures. If so, create historic district ordinance to implement policies and recommendations from grant award.		•	
District Wide Parking Approach	Evaluate code with particular focus on on-site parking requirements.	•		
	Develop shared commercial surface lot parking program administered by the CRA.		•	
	Evaluate existing Payment In Lieu Of Parking (PILOP) Program.		•	•
	Implement parking recommendations from <i>Future Parking Needs Analysis</i> Study where relevant to the Triangle District.		•	•
Artist Alley Project	Host stakeholder meeting with property owners including AT&T, business owners and CRA to identify goals, challenges and opportunities.	•		
	Request for proposals for mural on remaining three sides of the AT&T utility building.		•	
	Design alley and sidewalk improvements adjacent to the AT&T building.		•	
	Begin construction of Artist Alley.			•
Vision Zero	Commit to safety on roadways. Coordinate with Martin MPO to achieve and implement Vision Zero goals and objectives.	•	• <i>Formally adopt a Vision Zero commitment</i>	• <i>Maintain Vision Zero commitment.</i>
City Streets Projects • SW Ocean Blvd • SW Joan Jefferson Way • SW Akron Ave • SW Albany Ave • SW California Ave • SW 3rd Street • South Dixie Highway	Invest in context sensitive Complete Streets designs for City Streets. Seek grant funding opportunities for design and construction including those for Complete Streets projects and stormwater improvements.	•	•	
	Design and engineer roadway projects.	•	•	
	Coordinate with FPL, Comcast & At&t to include under-grounding of utilities as part of, or prior to, any streetscape improvements.		•	
	Begin construction.			•

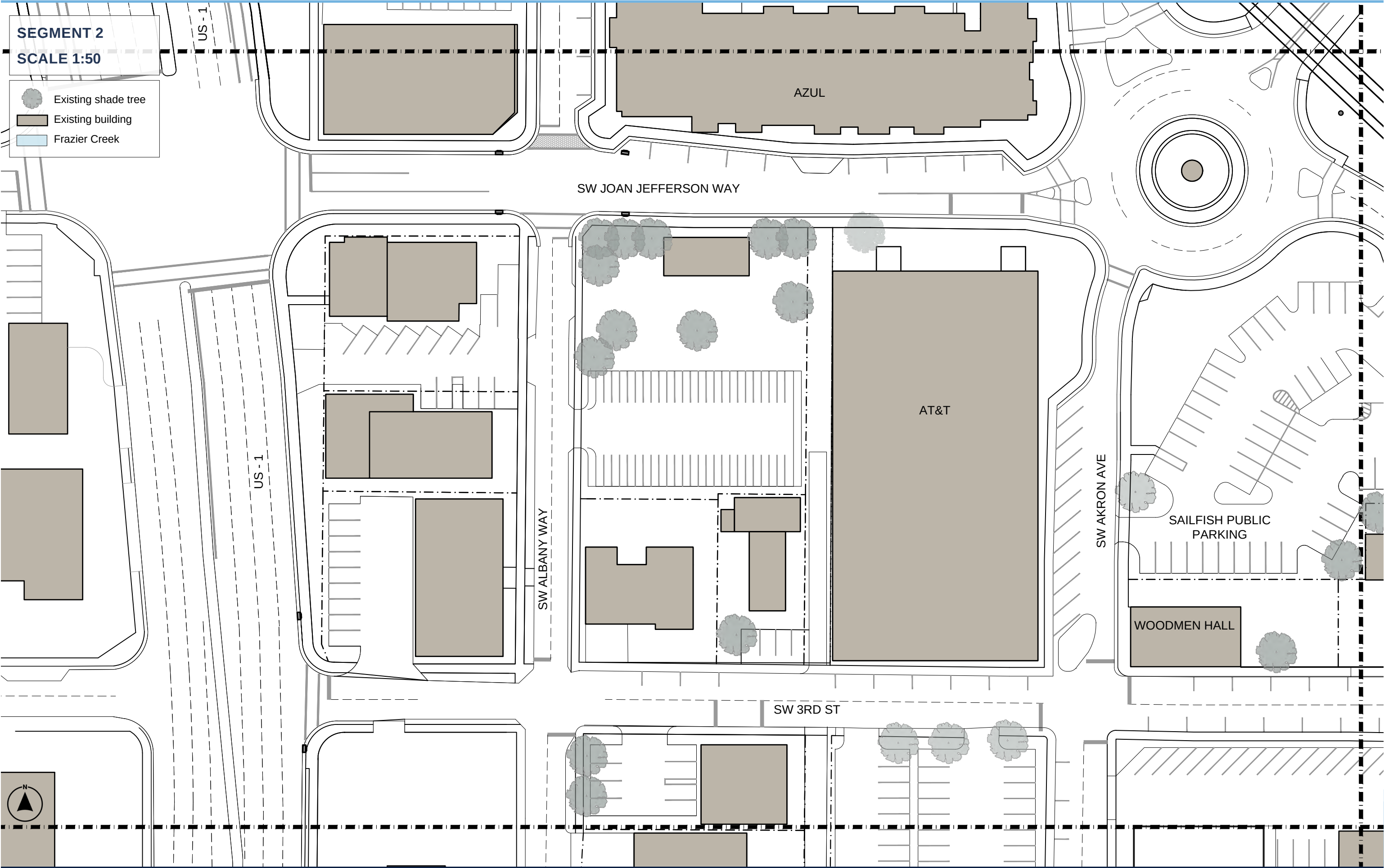
ACTION	TASK/PROJECT	NEAR TERM	MID-TERM	LONG TERM
		6 months - 12 months	6 months - 2 years	2 years or more
Federal Highway Projects	Coordinate with FDOT on Resurfacing, Restoration, and Rehabilitation (RRR) Project. Address corridor safety during the design of RRR projects. - Address terminus of “bike network at SW Joan Jefferson Way” on page 34. - Plan for Traffic Separators (tubular markers) at existing crosswalks. - Remove stamped concrete sidewalk and replace with smooth concrete where feasible. - Partner with FDOT for locations of high visibility crosswalks, stamped asphalt and/or pedestrian lighting.	•	• <i>Construction is anticipated to start in summer 2023.</i>	
	Create Infill Tree Planting Program. Promote a more pleasant experience on Federal Highway by providing more shade trees. Survey appropriate locations and approach those owners willing to participate in the program. The CRA would incur the cost of the tree and the planting, and the owner would agree to water and maintain the tree.	• <i>Add program to CRA Plan. Conduct survey.</i>	•	
	Prioritize roadway projects. Evaluate FDOT’s US-1 Multimodal Corridor Study Project Recommendations. Identify completed projects and priority projects for the future.		•	•
	Prioritize traffic calming at intersections. In coordination with Martin MPO, FDOT and the County, conduct a comprehensive study that evaluates design solutions to intersections at SW Ocean Boulevard and SW Joan Jefferson Way where layered traffic calming is achieved. The study should consider horizontal deflection, curb extensions, and median islands to create a Transition Zone for vehicles entering a new context (FDOT Design Standard 202.4 Transition Zones). Host project kick-off workshop with stakeholders to discuss goals and objectives. Include coordination with District IV Complete Streets Coordinator.		•	•
Frazier Creek Bridge Projects	Seek funding, advance planning efforts, and implement in coordination with Martin MPO, FDOT, and the County for a replacement or improvement of Frazier Creek Bridge where sidewalk is increased to a shared-use path with pedestrian lighting. Identify potential funding sources. Advocate projects included in future LRTP.		•	•
	Conduct planning for a shared-use path and shade tree planting strip between Frazier Creek Bridge and SW Ocean Boulevard. - Evaluate re-purposing of City-owned leased land at SW Ocean Blvd for new City pavilion and improved sidewalk conditions. - Conduct stakeholder meeting with property owners and businesses from the east side of US-1/Federal Highway and CRA to identify goals, challenges and opportunities.	•		
	Plan and engineer sidewalk and pavilion (or public space) improvements.		•	
	Begin construction.			•
Sailfish Circle Project	In coordination Martin MPO, FDOT and the County, pursue recommendations from the <i>Concept Development Report for SR 5/US-1 at SW Joan Jefferson Way Planning Study</i> from Concepts 1 and 2 including the reduced lane circle dimensions to create greater deflection for vehicles in the roundabout.		•	
	Advocate projects be included in future LRTP.			•
FEC Railway	Continue coordination with Brightline for impact of double tracking, bridge replacement, and Treasure Coast station locations.	•	•	•

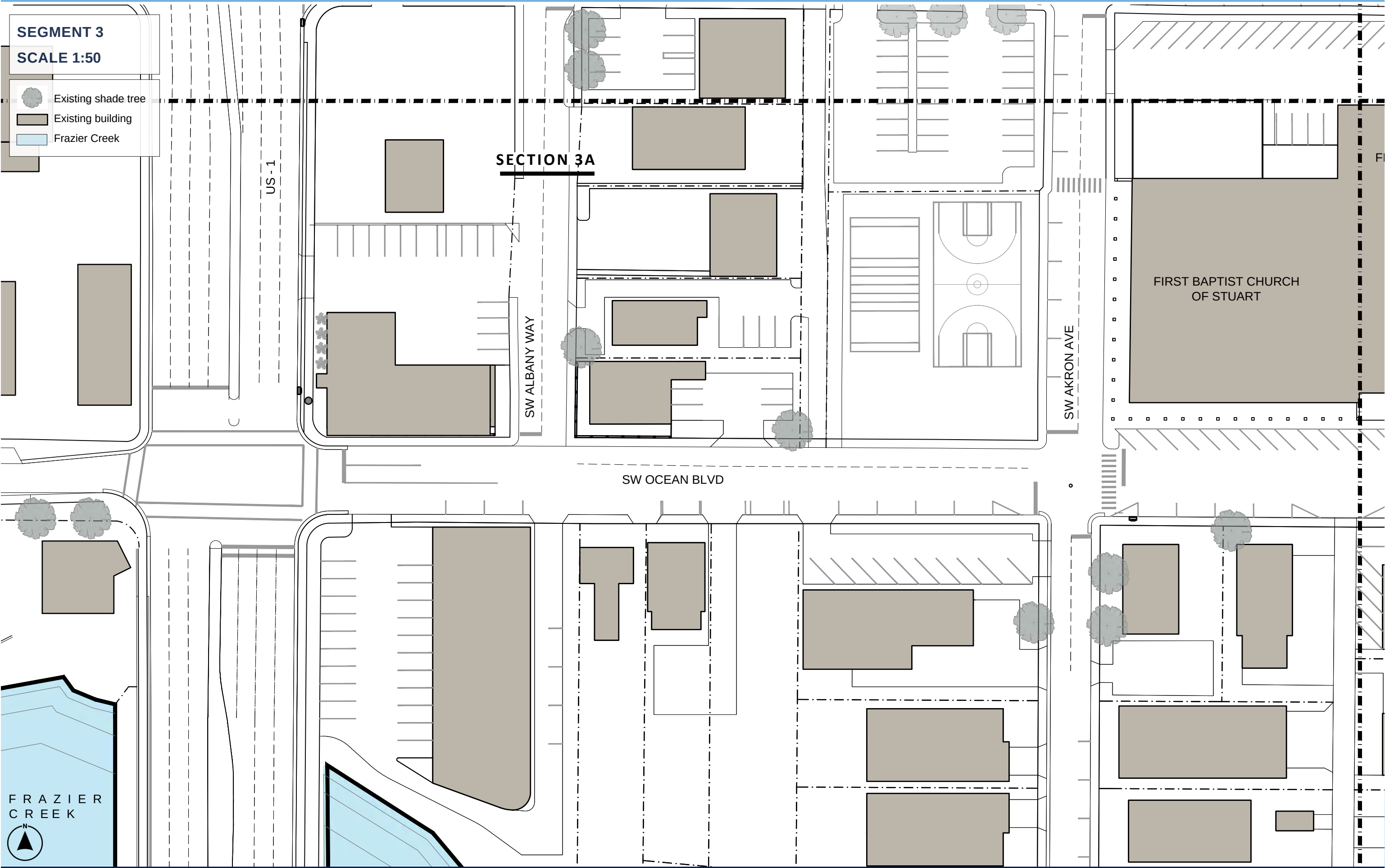
APPLENIX A:
EXISTING CONDITIONS PLAN

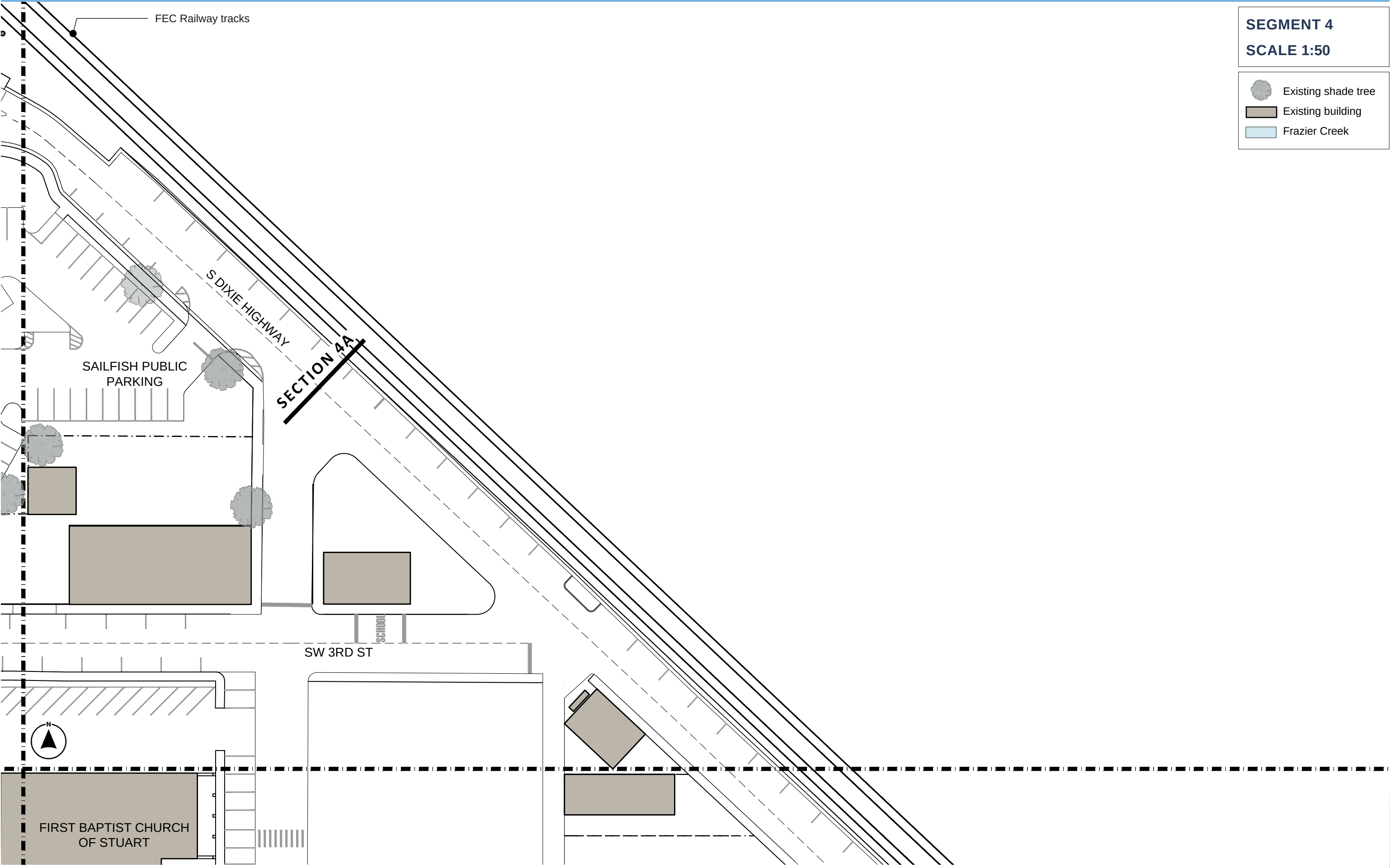


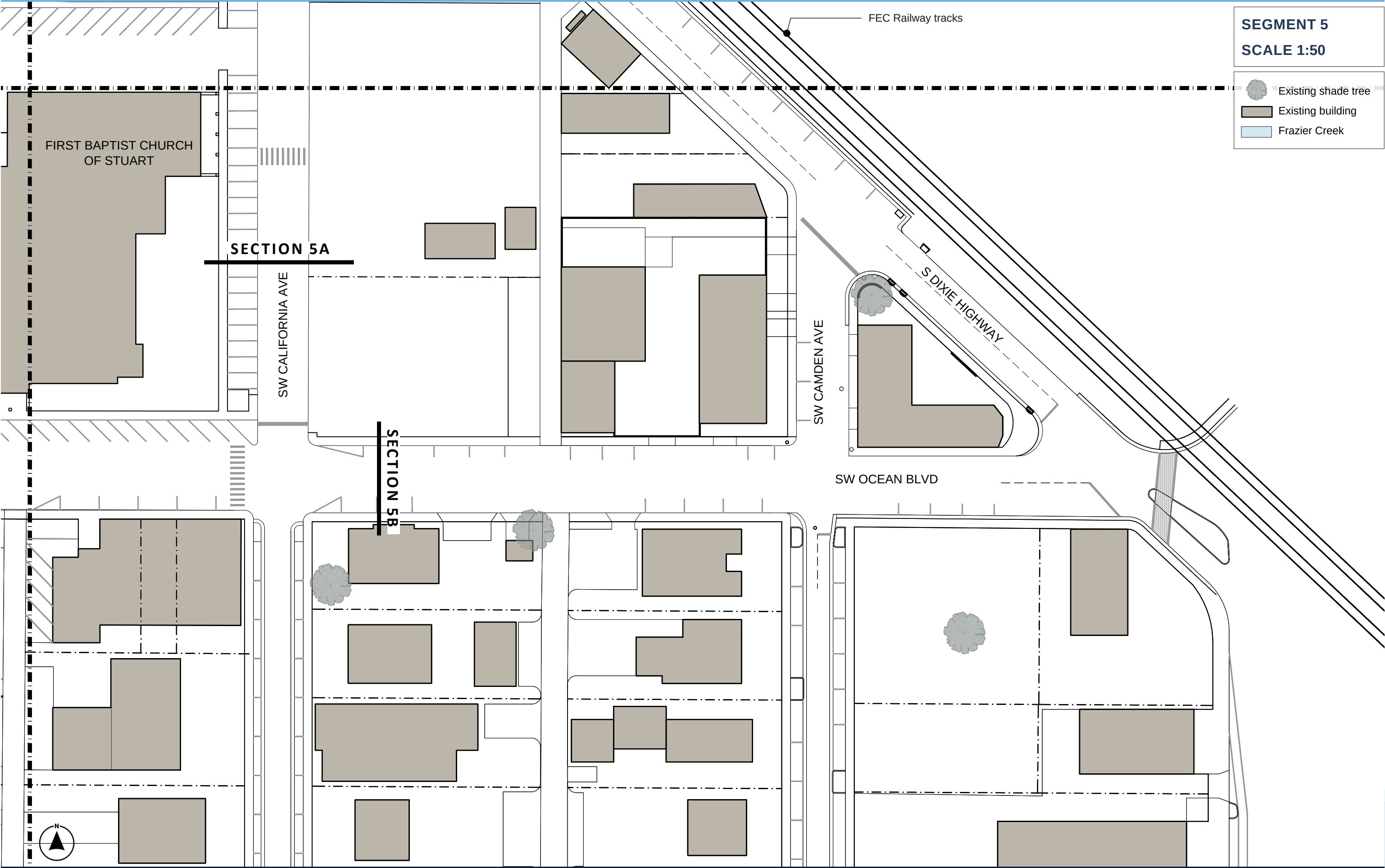








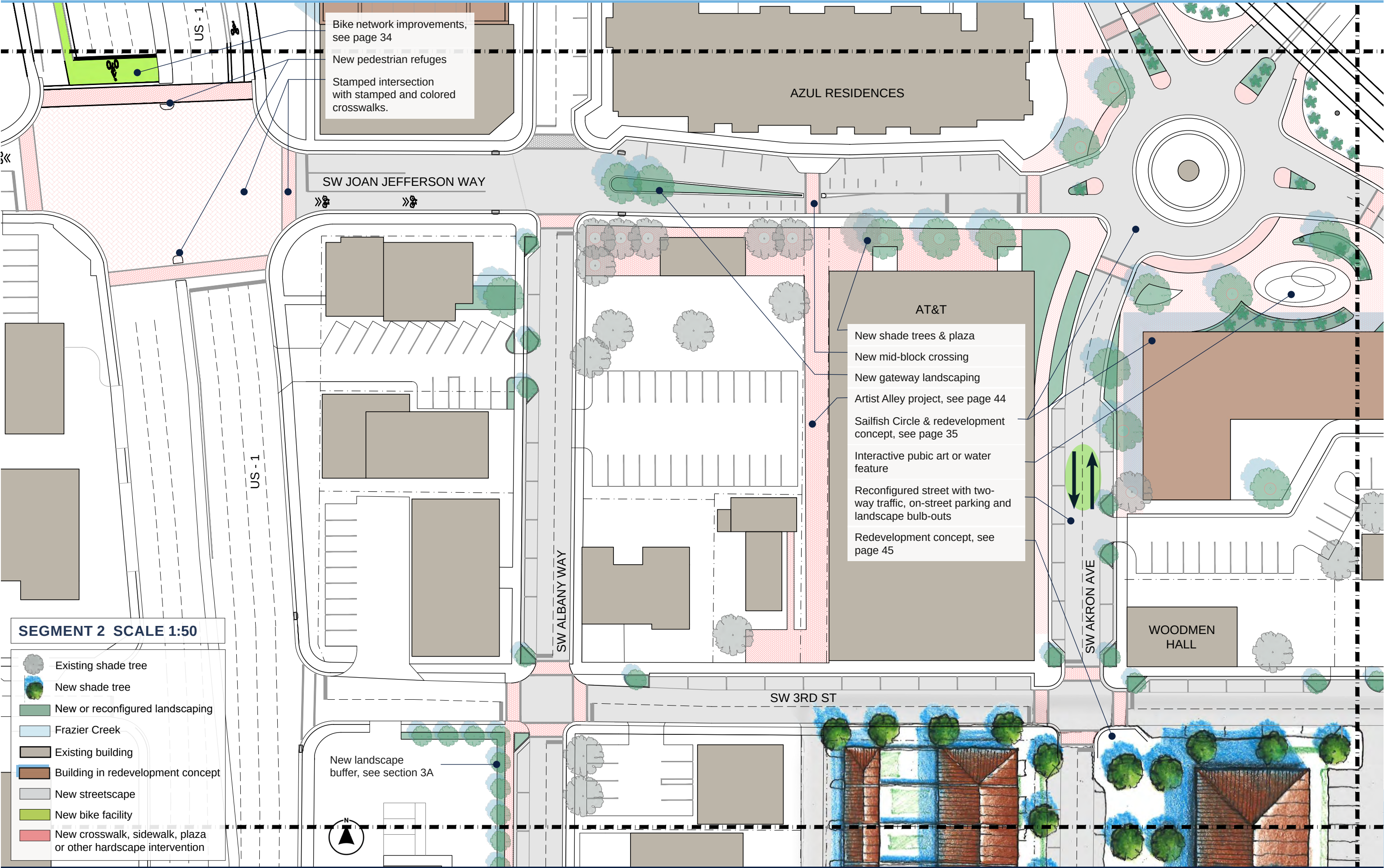


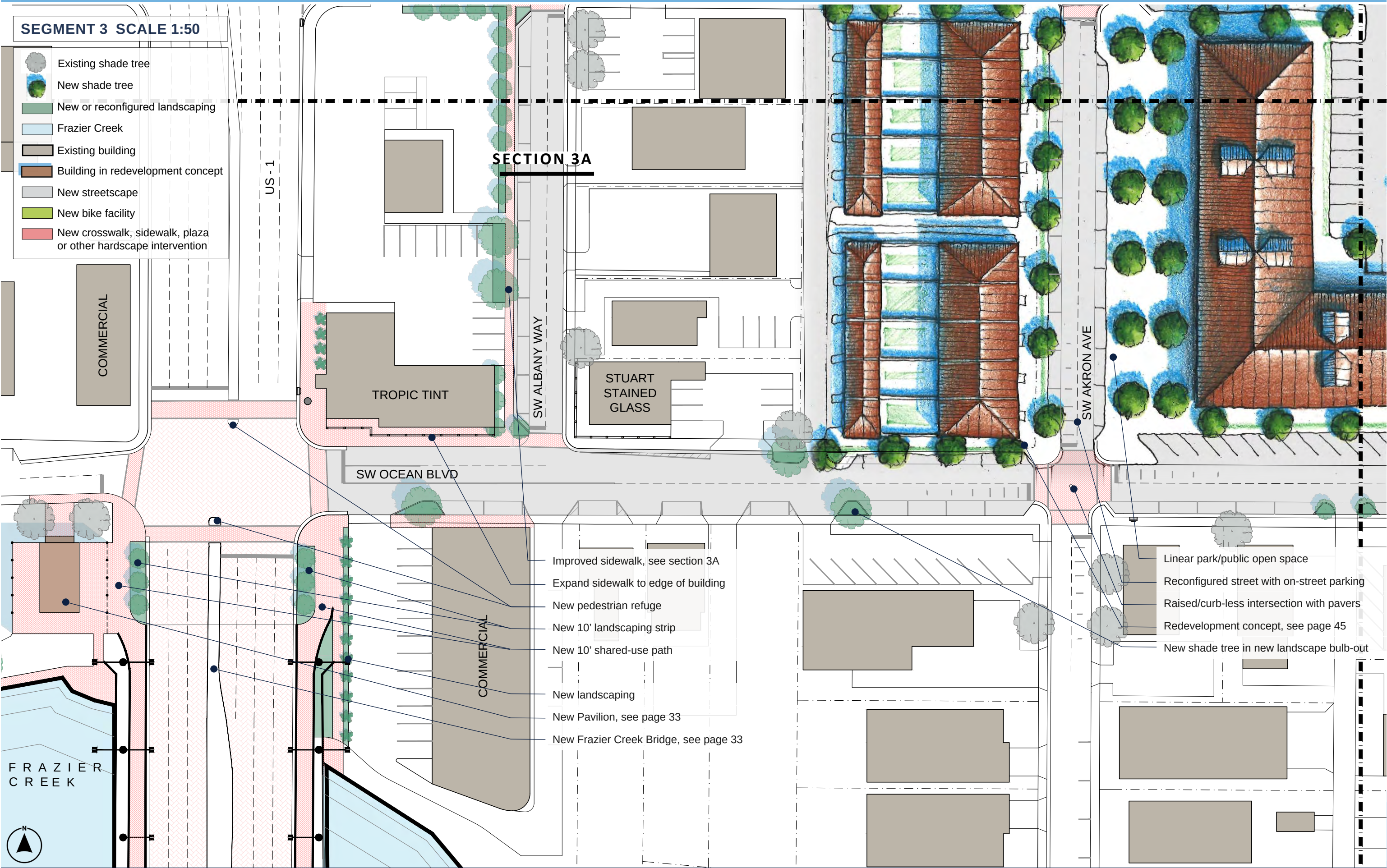


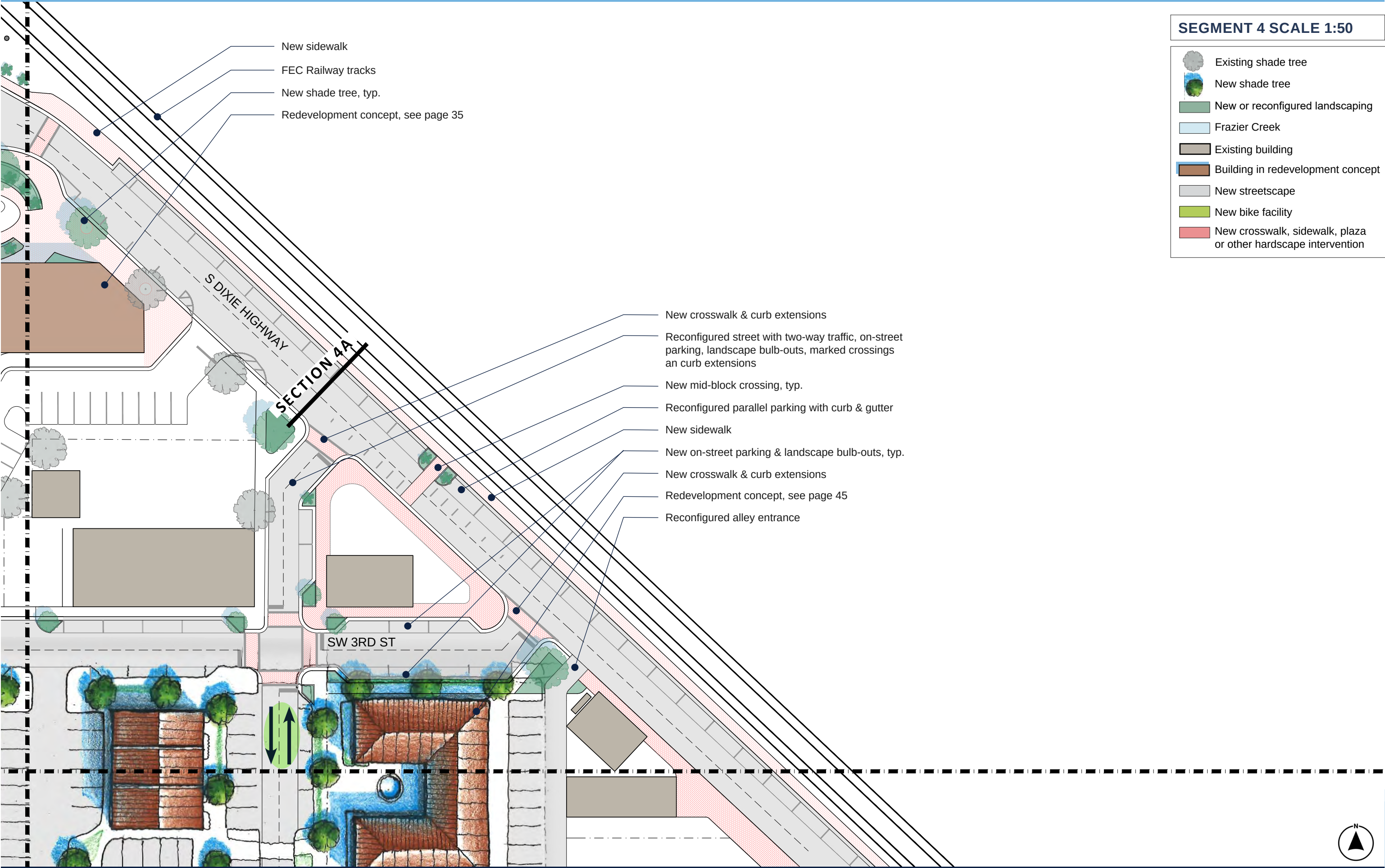
APPENDIX B:
DETAILED MASTER PLAN

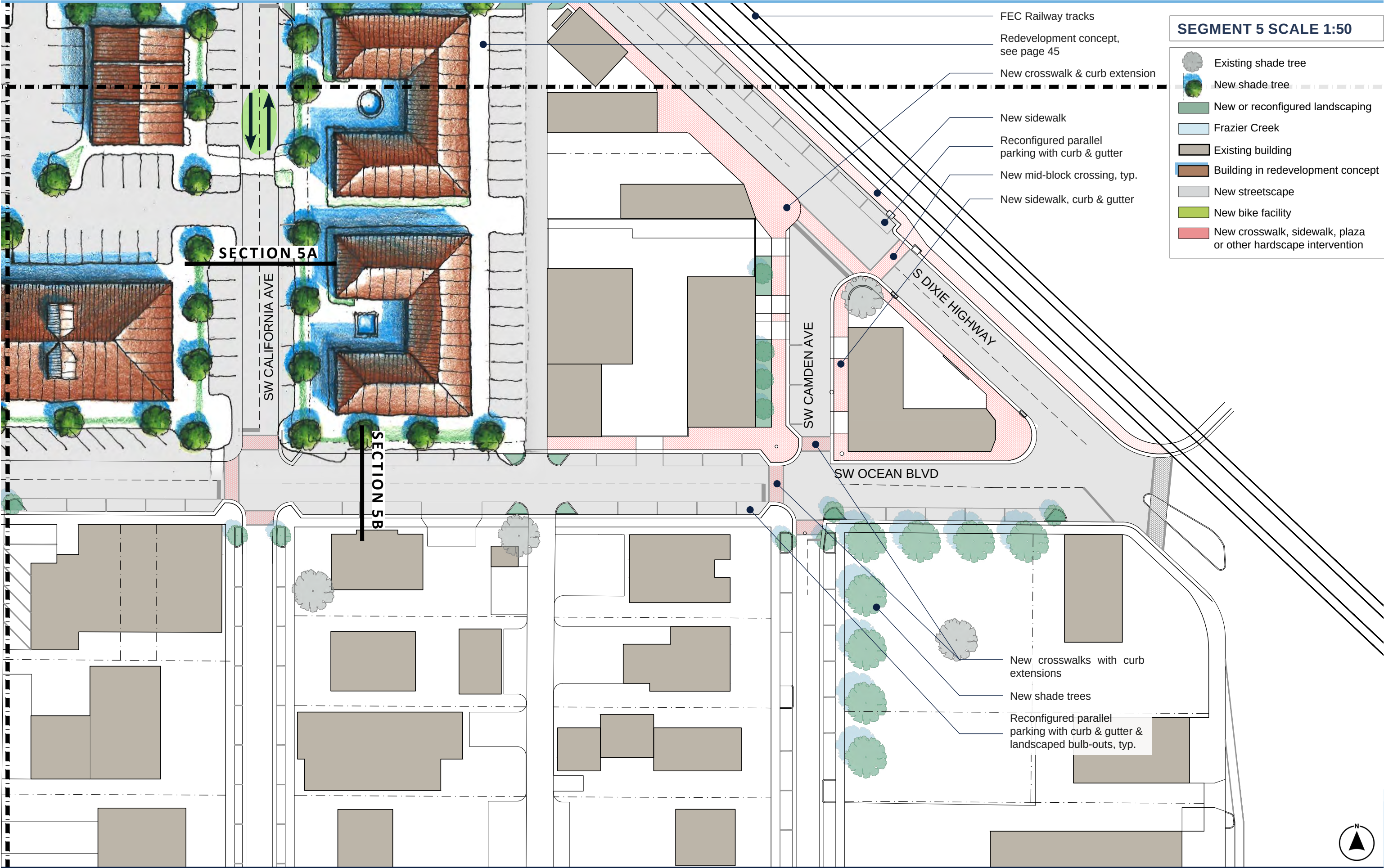












FUTURE PARKING NEEDS ANALYSIS EXCERPT





STRATEGIC RECOMMENDATIONS
FUTURE PARKING NEEDS ANALYSIS – CITY OF STUART, FL

SEPTEMBER 2018

Implementation (Term)	Recommendation	Intent	Justification	Cost
Immediate 12 months	Redesign Downtown Stuart Tram Routes	Redesign the Downtown Stuart Tram service to discourage the use of the Tram for on-demand service requests, as well as restrict times for the use of historic downtown sightseeing tours. The Tram should have a fixed route schedule to provide last mile connections from remote parking within the study area.	Development of an east/west route and a north/south route using designated areas at Haney Circle for pick up and drop off as well as route transfers. Add Tram shelters as necessary to enhance ridership experience from remote locations.	Costs associated with an evaluation of operational hours and number of cars required to provide fixed route services during peak hours of operation. Use of the existing Haney Circle tram stop will continue to provide an ideal micro-transit hub for passenger pick up and drop offs. Additional shelters \$1,200 each. (8 shelters = \$9,600)
Immediate 12 months	Curbside Management	Repurpose a few of the parallel parking spaces in the downtown core for passenger pick up and passenger drop off spaces. Ideally, spaces located at SW St. Lucie Avenue and SE Osceola (east of Haney Circle) would provide convenient access for ride-hailing services such as Uber and Lyft to pick up and drop off passengers.	Creating greater access to curbside access will greatly improve the downtown visitor experience and ultimately enable more visitors to access downtown without more vehicles.	\$1,000-\$2,000 per space for design, marketing and implementation costs.
Immediate 12 months	Curbside Management	City should work with the Downtown Business Association and the Main Street Merchants to identify key on-street spaces where delivery needs could be shared with visitor parking needs. Delivery companies could utilize an on-street space before 11:00am on weekdays and after 11:00am the same space would be converted into a 3-hour visitor space.	Need to manage delivery access hours to local businesses within the core commercial area and eliminate any unnecessary traffic congestion caused by deliveries occurring during peak activity hours.	\$1,000-\$2,000 per space for design, marketing and implementation costs.
Immediate 12 months	Valet Parking Improvements	Enhance valet parking station locations with better advertising and increased visibility. The City should issue a valet parking service RFP that requires one valet operator to utilize dedicated City right of way for valet stations and staging, while requiring the valet operator to secure off-street valet storage locations.	Low-cost solution for City to provide greater access to commercial and retail locations during peak evening activity without building more inventory. Locations should support each end of the historic district.	Little to no cost to the City other than authorized 3 rd party use of public rights of way for valet parking stations and staging. Valet operator charges fee to consumer per valet vehicle parked and negotiates off-street storage areas
Immediate 12 months	Bicycle Parking Initiative	To encourage alternative modes of travel to and from the downtown core, the City should support a bicycle parking initiative to include the placement and upgrade of multiple bicycle storage racks.	Bicycle storage racks should be installed at all Park and Ride lots, key demand locations (such as City Hall and City parks)	Brand the bicycle parking initiative with appropriate signs and social media marketing efforts. Add locations to City website and coordinate locations with Stuart Tram shelters and routes. \$400 to \$800 per location.
Immediate 12 months	Hours of Operation Parking Enforcement	Extend the 3-hour parking hours of operation to 8:00 pm to allow for greater parking turnover and parking availability at core on-street spaces.	Prevents long-term parking access at convenient curbside parking until 5:00pm or after, allowing high volume consumers to frequent this inventory.	Modifying the hours of operation will require increased code enforcement labor costs under the format of adding 1-2 part-time code enforcement employees to cover afternoon and early evening hours.
Immediate 12 months	Shared Parking Commercial Lease	Walker recommends the City revisit several commercial lease agreements previously orchestrated through the Stuart Community Redevelopment Agency and private land owners. The lease agreements should be designed for the use private parking inventory in support of visitor and employee parking needs during peak evenings activity (Thursday through Sunday), as well as weekend special events.	Recommend negotiations with the community business owners and worship centers to use their parking inventory during non-peak activity periods.	\$250-\$1,000 per month lease depending on size, location, time of year, and days of the week.

Expand into the study area as roads are improved.



STRATEGIC RECOMMENDATIONS
FUTURE PARKING NEEDS ANALYSIS – CITY OF STUART, FL
SEPTEMBER 2018

Implementation (Term)	Recommendation	Intent	Justification	Cost
Mid-Term 2 – 5 Years	Weekend Employee Parking Inventory	The City should partner with the County to create short-term shared-use parking opportunities on the Martin County Courthouse parking lots. The inventory along SE Flagler Avenue remains empty after hours and on weekends.	Providing evening and weekend employees who work in the downtown core a dedicated place to park with a dedicated tram service route to and from Haney Circle.	Parking lot lighting upgrades using FPL policy. Add several well-lit covered shelters \$1,000 - \$5,000.
Mid-Term 2 – 5 Years	Short-Term Parking Inventory	Regulate more on-street parking spaces located on SW Flagler Avenue from SW St. Lucie Avenue to Flagler Place, as well as the 24 parallel spaces located along SW Dixie Highway (between South Colorado Avenue and SW St. Lucie Avenue).	Decrease the amount of on-street parking for employee needs and replace with 3-hour short-term visitor parking inventory.	Cost of sign production and installation \$500 to \$2,000
Mid-Term 2 – 5 Years	Weekday Employee Parking Inventory	Suggest the designation of the Sailfish parking lot and on-street parking spaces outside of the historic district to provide weekday employee parking for City Hall and neighboring businesses. Employees could walk and utilize the fixed Stuart Tram routes with Tram shelters.	This initiative follows the policy of making the most convenient spaces available for visitors of the downtown businesses while identifying and branding parking locations for employees.	Minimal to no cost required for this opportunity.
Mid-Term 2 – 5 Years	Parking Inventory Design	Work with the Florida Department of Transportation to review the design of the right of way area providing the 24 parallel parking spaces along South Dixie Highway (between South Colorado Avenue and SW St. Lucie Avenue).	Suggest reducing the travel lane widths to create an accessible travel route between the parked vehicles and the fenced area eliminating conflict with the railroad tracks.	Use of Federal DOT project funds for redesign and implementation
Mid-Term 2 – 5 Years	Premium Paid Parking Inventory	The idea of implementing a paid on-street parking system in the core downtown areas would merely replace the time-limited spaces with a system that would generate a parking fund balance for the potential use in the development of City-funded parking structure.	Charge an on-street fee to park in the downtown core spaces with the potential for the City to issue a parking revenue bond with the revenues recorded from this annual revenue stream.	\$8K to 10K per solar powered pay station; plus \$5,00 to \$10,000 per location for environment design and setup. No cost justification for pay by phone platform setup. (SW Osceola between SW St Lucie Avenue and S Colorado Avenue)
Mid-Term 2 – 5 Years	Parking Inventory Guidance	Recommends the design and implementation of an advanced parking guidance system along eastbound SW Joan Jefferson Way, SW Ocean Boulevard, and South Colorado Avenue to inform motorists of available parking options (to include valet locations) during peak activity hours.	Use of this vehicle guidance system could be designed to identify parking inventory by corridor and location name as well as include valet parking stations.	\$1K/static sign; \$25K/dynamic local roadway sign; \$500/space single-space count (on-street); \$20K dynamic facility count (surface lot) (438 on-street spaces – Zone 1 Historic = \$219K) (168 on-street spaces – Zone 5 Colorado = \$84k)
Mid-Term 2-5 Years	Golf Cart Parking Inventory	During our parking inventory verification effort, we recognized an opportunity to add “golf cart parking only” spaces using a portion of the SW Seminole Street corridor. Currently this area is used for loading and unloading during the daytime and could easily be designed for resident and golf cart parking only during peak evenings and weekends.	At present, there are no on-street regulations governing this inventory after the designated load and unloading hours. As such, much of the inventory is occupied by commercial property owners and employees.	\$2,500-\$3,000 per area for striping design, marketing and implementation costs. Additional lighting upgrades with FPL policy would need to be added as current lighting exists only at each end of the loading zone area and on the north side of the street.

Expand into the study area as roads are improved.

Reevaluate as development occurs in the Triangle District.

This recommendation is illustrated in page 39 and Appendix B.

Expand into the study area as roads are improved.



Implementation (Term)	Recommendation	Intent	Justification	Cost
Long-Term 5 Years +	Residential Parking Program	As future development continues to occur along downtown areas like the South Colorado Avenue corridor and the SW Seminole Street, Walker suggests the need to expand the City’s residential permit parking program to include residential guest parking options and resident permit parking hours of operation. In scenarios where commercial activity impacts adjacent residential neighborhoods, a comprehensive residential parking program is typically viewed as an acceptable best practice solution.	Walker recommends establishing a residential parking ordinance with a departmental policy that enables City-recognized neighborhood associations to submit a formal request to the City for a review and discussion of program boundaries and hours of operation.	Establishment of residential parking program boundaries will suggest the need for residential parking signs and pavement markings ranging from \$200 to \$2,000 per residential block, depending on conditions.
Long-Term 5 Years +	Long-Term Parking Inventory	Explore the opportunity for the private land owner to partner with public funding options to develop the two parcels at the intersection of SE Detroit and SE Ocean Boulevard for structured parking.	In the absence of a paid parking return on investment, this site will require the use of public funding to subsidize the cost of development.	Range of \$15,000 -\$22,000 per space depending on design amenities and aesthetics
Long-Term 5 Years +	Long-Term Employee Parking Inventory	Should Downtown Stuart employee parking demands continue to be a function of growth, we suggest the City and County explore the opportunity to design and construct additional parking inventory on either of the County parking parcels along SE Flagler Avenue.	Moving employees outside of the core downtown area will only increase the opportunity for visitor parking access and reduce traffic congestion during peak activity periods.	Range of \$15,000 -\$22,000 per space depending on design amenities and aesthetics



EAST STUART CITIZENS MASTER PLAN 2023 UPDATE

JULY 2023

PREPARED FOR:



CITY COMMISSION

Troy McDonald, Mayor
Eula Clarke, Commissioner
Becky Bruner, Commissioner
Campbell Rich, Commissioner
Christopher Collins, Commissioner

COMMUNITY REDEVELOPMENT AGENCY

Troy McDonald, Chairperson
Becky Bruner, Vice Chairperson
Eula Clarke, Board Member
Christopher Collins, Board Member
Campbell Rich, Board Member
Tom Campenni, Board Member
Micah Hartowski, Board Member

COMMUNITY REDEVELOPMENT BOARD

Tom Campenni, Chairperson
Micah Hartowski, Board Member
Chris Lewis, Board Member
Frank McChrystal, Board Member
Seth Owens, Board Member
Nikolaus Schroth, Board Member
Jackie Vitale, Board Member

STAFF

Mike Mortell, City Manager
Jodi Nentwick-Kugler, Development Director
Pinal Gandhi-Savdas, CRA Executive Director
Jordan Pinkston, Executive Assistant to the CRA Executive Director

PREPARED BY:

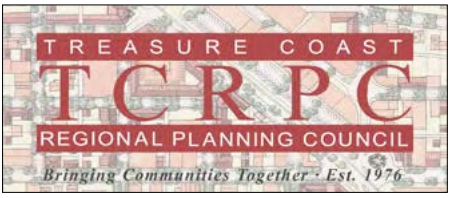


TABLE OF CONTENTS

I. Executive Summary..... 4

II. Tour of the Plan 5

 Tour of the Plan: 2023 Update 5

 Tour of the Plan: 2003 19

III. Implementation31

 Appendix A. Creation of the Plan..... a-1

 Appendix B. 2003 Master Plan.....b-1

 Appendix C. Detailed Master Plan.... c-1

COMMONLY USED ABBREVIATIONS

ADA	Americans with Disabilities Act
AADT	Annual Average Daily Traffic
CRA	Community Redevelopment Area
CRB	Community Redevelopment Board
DEO	Florida Department of Economic Opportunity
ESYI	East Stuart Youth Initiative
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
HUD	Department of Housing and Urban Development
Martin MPO	Martin Metropolitan Planning Organization
MCSD	Martin County School District
MLK	Martin Luther King, Jr.
NACTO	National Association of City Transportation Officials
PWA	Public Works Administration
RRR	Resurfacing, Restoration and Rehabilitation
TCRPC	Treasure Coast Regional Planning Council
TDP	Transit Development Plan
L RTP	Long Range Transportation Plan

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services, please call 288-5306 or email mkindel@ci.stuart.fl.us. Hearing-impaired individuals are requested to telephone the Florida Relay System at #711.

EXECUTIVE SUMMARY

In 2003 the Community Redevelopment Area (CRA) hosted with the Treasure Coast Regional Planning Council (TCRPC) a series of public input sessions through a charrette to develop the East Stuart Master Plan. The Master Plan was adopted by the City of Stuart in early 2004 and outlined potential projects and goals for the neighborhood. Since that time, the CRA and City have achieved many of the goals of the Master Plan. However, there were barriers over the last twenty years that have prohibited some goals from coming to fruition. In 2021, the CRA contracted with TCRPC to update the area’s zoning code and Master Plan with a renewed outreach effort and updated plan. The outreach included interviews with residents, business owners, property owners, and elected officials, a Vision Update Workshop, Walking Tour, and Work-In-Progress presentations.

Revisiting the Master Plan is an opportunity for the neighborhood and the City to reevaluate priorities and recommit to long-term planning in the neighborhood. The neighborhood was founded in 1913, a year before the City of Stuart, and is the oldest area in the City. The original Master Plan from 2003 focused more on re-establishing the commercial activity in the area, particularly on East Avenue. Before desegregation and the expansion of big-box stores, East Stuart was home to a vibrant main street for the African American community. Since that time, residential housing, as the backbone of the neighborhood, has become a much greater priority. The updated code was adopted in February of 2023 and reflected the shifted priority from requiring vertically integrated mixed-use projects for many parcels to reflecting a mixed-use neighborhood. Many vacant parcels remain in the neighborhood with significant opportunities for infill development. This Citizen’s Master Plan includes illustrations and site plan concepts for some of those private parcels. The concepts are not intended to replace land development code, but are intended to illustrate a vision for the area. The conceptual renderings for infill development illustrate one of many potential solutions.

The tour of the plan is divided into two sections:

- 1. Items that are new to the master plan or have significantly evolved over the last twenty years.
- 2. Concepts that have largely remained unchanged. In the Implementation section of the report, all items from the Tour of the Plan are listed including those from the 2003 report. Those that have been completed are listed for reference.

KEY RECOMMENDATIONS

- **Preserve** existing housing stock
- **Partner** with property owners to move the needle on creating infill projects at an appropriate scale for the neighborhood
- **Communicate** the history and identity of the community through gateways and markers
- **Improve and define** rights of way including oversized travel lanes and unimproved alleys to better meet the needs of property owners and residents
- **Prioritize** 10th Street Community Center for a future phase of improvement

STUDY AREA

The area includes the boundary from the 2003 Charrette and was expanded to include both sides of SE MLK Boulevard and SW 10th Street from Dixie Highway to SE Palm Beach Road. This allowed the Master Plan, the code update, and future planning to consider both sides of the street. Considering both sides of the street is an important change to avoid the placement of the rear of buildings on the main roads of the East Stuart Neighborhood.



Figure 1 Concept illustrating a preserved McHardy Building on SE East Avenue and new infill buildings to the south. Illustrations and site plan concepts are not intended to replace land development code and are intended to illustrate a vision for the area. Conceptual renderings for infill development on private property illustrate just one of many potential solutions.

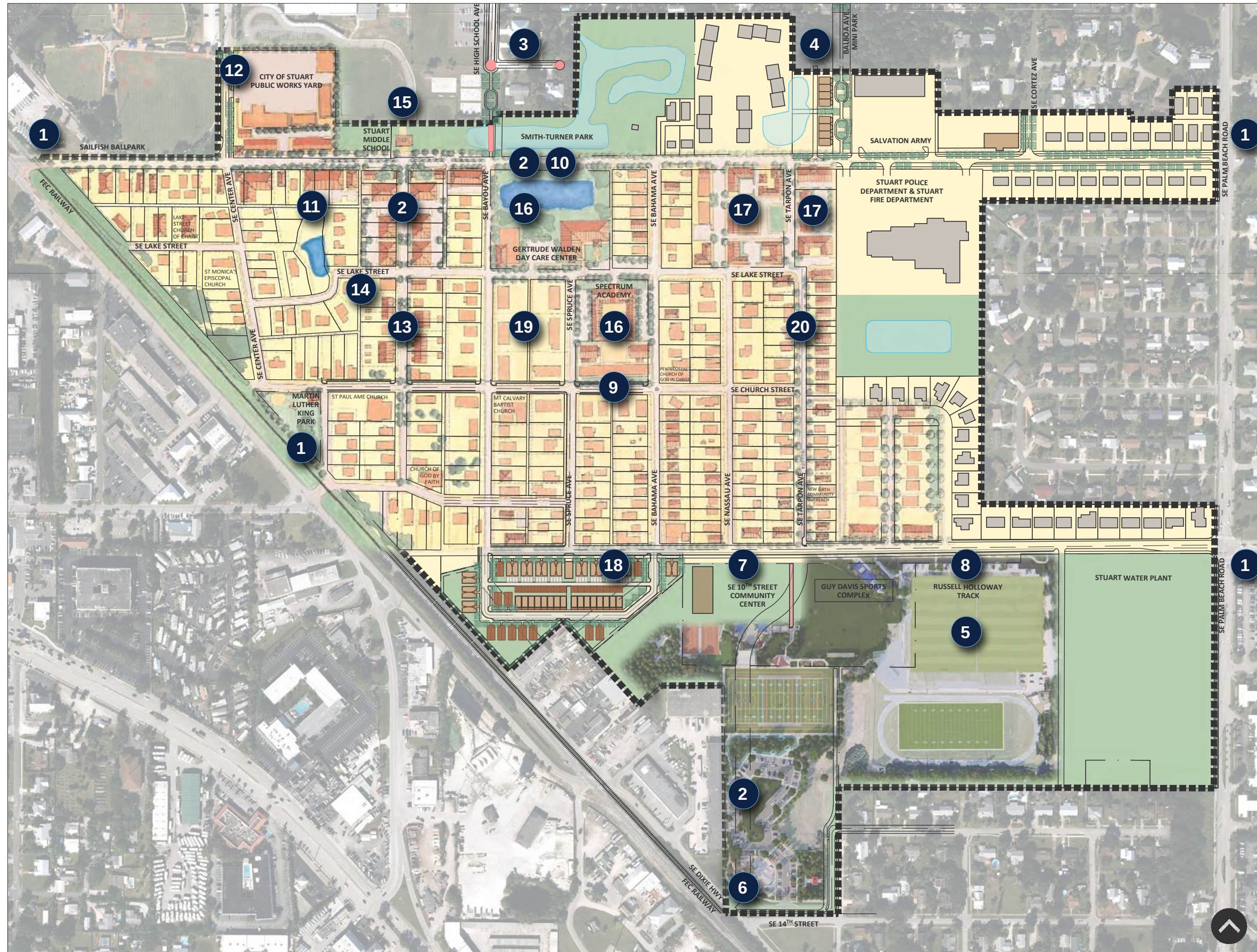
TOUR OF THE PLAN:
2023

The material in this section introduces new goals and projects or extensively replaces items from the 2003 Charrette Report due to changing community input, context, and market demands.

MASTER PLAN

PROJECT LIST

1. GATEWAYS TO THE NEIGHBORHOOD
2. HISTORY THROUGH MURALS & MARKERS
3. BAYOU PEDESTRIAN BRIDGE
4. BALBOA POCKET PARK EXTENSION
5. GUY DAVIS PARK: PHASE 1
6. GUY DAVIS PARK: PHASE 2
7. 10TH STREET COMMUNITY CENTER
8. 10TH STREET IMPROVEMENT
9. CHURCH STREET IMPROVEMENTS
10. MLK BLVD COMPLETE STREET
11. ALLEY IMPROVEMENTS
12. MAINTENANCE FACILITY INFILL
13. EAST AVENUE INFILL
14. RECONSTRUCT MCHARDY BUILDING
15. STUART MIDDLE SCHOOL SITE FRONTAGE
16. GERTRUDE WALDEN DAY CARE & SPECTRUM ACADEMY SITE
17. GARY PLAZA & CHEROKEE COMMONS
18. BAHAMIAN VILLAGE
19. STUART HOUSING AUTHORITY IMPROVEMENTS
20. NEIGHBORHOOD STREET IMPROVEMENTS



GATEWAYS TO THE NEIGHBORHOOD 1

Gateways are a civic tool for announcing and introducing a community. Signage can become a place of civic pride for the community. A place for “instagram-able” moments as well as expressing the values and priorities of a community. A monument sign was erected on SE MLK Boulevard and SE Flagler Drive in 2009. The sign expresses a commitment to the youth and the history of East Stuart as a place founded in 1913. Unfortunately, it is small and can be overlooked and similar signage is not found at the other entry points to the neighborhood. The City of Stuart CRA recognizes the importance of signage and is in the process of designing a Gateway signage program. The East Stuart Neighborhood could tie into this similar branding while still making its own statement.

The image to the right is an example from the Pineapple Grove Community in Delray Beach. The consistency in color and iconography between the mural and the signage expresses a strong, organized community that supports the arts.



HISTORY THROUGH MURALS & MARKERS 2

EAST STUART HISTORICAL ADVISORY COMMITTEE

The East Stuart Historical Advisory Committee was established for the purpose of developing a master plan for arts in public places to celebrate the history and memory of East Stuart through sculpture, signage, murals, mosaics etc. Quarterly meetings will allow staff to continue active dialogue with the community to develop ideas, share concepts, and reach consensus. The concepts will be presented to the community as part of the Guy Davis Community Park and SE MLK Boulevard Streetscape Improvements project update.

Calvin Giordano & Associates, with input from the East Stuart Historical Advisory Committee, documented the historic sites and created a schematic design for incorporating markers through the neighborhood fabric. A degree of consistency between signage campaigns whether it is with a font, colors, or materials is very important. Consistency is important for users to quickly recognize messaging. Design components incorporate sculptures, signage, murals, mosaics, paving/hardscape treatments, concrete embedments, and spaces for reflection to support the following six community themes identified in public workshops and outreach:

- Celebrating Women in Leadership
- Celebrating Migration of Pioneer Families
- Celebrating Mr. Guy Davis
- Celebrating Educators
- Celebrating the Impact of Sports
- Celebrating Historic Black Businesses

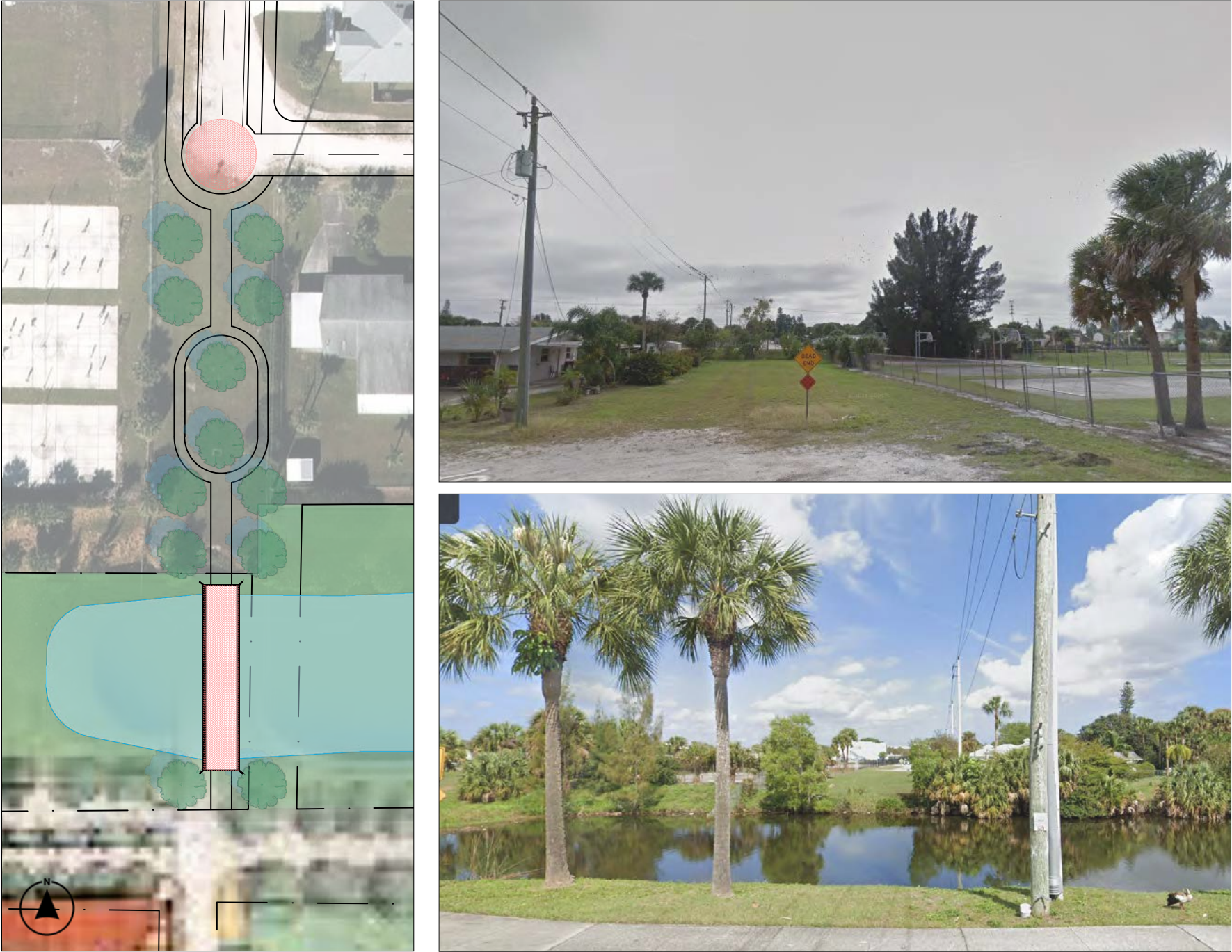


Figure 2 Map above identifies the historic marker locations to promote civic pride in the neighborhood.

Figure 3 The image to the left illustrated a concept for incorporating historic markers throughout the neighborhood through the sidewalks

Figure 4 Image to the top left of Pineapple Grove Gateway signage in Delray Beach.

Figure 5 Drawing below proposes a pedestrian friendly approach in Stuart neighborhood between SE Georgia Avenue and SE Cortez Avenue.
Figure 6 Photographs below depict the existing conditions.



BAYOU PEDESTRIAN BRIDGE 3

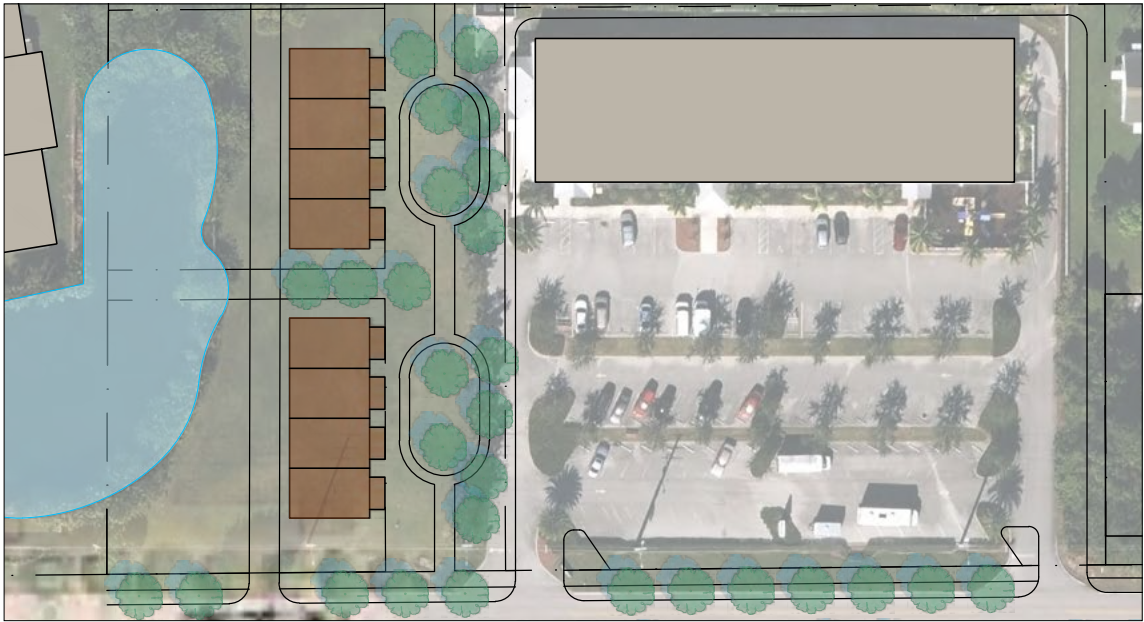
One of the most important features that make East Stuart healthy is its condition of being pedestrian oriented and the richness of its network of streets. While most cities are trying to achieve connectivity, East Stuart naturally possesses it. That said there are several places in the City grid where the East Stuart Neighborhood has been disconnected from the surrounding City. The most notable is between SE Georgia Avenue and SE Cortez Avenue where there are no cross streets for 2,700 feet or just about a half mile. For pedestrians and cyclists, that additional distance and travel time needed to reach commerce, major services, and job centers to the north is increased. Destinations like Martin North Hospital and the planned Stuart High School Arts Campus Project are more difficult to access without a vehicle and give the impression of being much further away than they actually are. It also makes businesses along SE MLK Boulevard and SE East Avenue to the south more difficult to reach by the neighborhoods to the north and burdens roads like SE Cortez Avenue to carry more traffic.

In public outreach, residents did express concerns about vehicular traffic. There is also an existing stormwater feature within the right-of-way to be considered with any additional access. An alternative to an extension of the street could be a bridge that would accommodate the Stuart Tram, cyclists, and pedestrians. A Pedestrian Bridge would provide access without disrupting the existing stormwater or introducing the negative impacts of through vehicular traffic to either neighborhood.



Figure 7 Image above displays an example of a pedestrian bridge. Image courtesy of Roseke Engineering.

BALBOA POCKET PARK EXTENSION 4



Similar to the Pedestrian Bridge, there is an incomplete right-of-way to the south of SE Balboa Avenue. On the SE MLK Boulevard end of the right-of-way, the area is mowed but has little improvement. The Salvation Army owns parcels to the east and the west. An uncleared vacant space separating the two areas exists where an informal pedestrian “goat path” has been worn from north to south. Again, concerns about vehicular traffic were expressed by residents in the East Stuart Neighborhood as well as the Stypmann neighborhood when asked about the prospect of improvement to the entirety of the right-of-way, but support for extending the existing Balboa Pocket Park all the way through to SE MLK Boulevard was expressed. Rather than a dark over grown corridor, the pocket park extension would include a paved lit pedestrian path.

This has many advantages besides providing a beautiful amenity. It breaks up the already mentioned 2,700-foot continuous block edge by providing a vehicular-free place for kids to walk to the school and could help to open up the site to the west to have a developable front where there is currently little access to the sites.



Figure 8 Image to the far right shows the existing right-of-way with a “goat path” through to the park beyond.

Figure 9 Proposal for the extension of Pocket Park. Illustrations and site plan concepts are not intended to replace land development code and are intended to illustrate a vision for the area. Conceptual renderings for infill development on private property illustrate just one of many potential solutions.

Figure 10 Image below of existing Balboa Pocket Park on SE Stypman Boulevard.



Guy Davis Park has continued to be an important asset to the neighborhood since 2003 Master Plan. Although the vision has adjusted over time the City has begun a significant investment in the park. In October of 2019 the City issued an RFP for the Design of Guy Davis Community Park. The RFP was awarded to Calvin, Giordano & Associates, Inc.

Calvin, Giordano & Associates, Inc presented the schematic design for Guy Davis Park in a public meeting in January 2023, at the 10th Street Community Center in East Stuart. Site understanding, site issues and constraints, drainage framework, public and outreach survey results were summarized, which were the basis of components presented in the plan. Design and construction costs are estimated at \$5 million.

Design highlights for Phase 1 of the base park include: a multi-purpose sports field, linear trail network with sports plaques, picnic area with barbecue racks, shaded pavilion areas, multi-purpose stage area with event lawns, flexible central lawn area for markets and pop-up events, pervious concrete parking lot with pavers, fitness trail loop with Vitacourse equipment, re-surfaced playground with aquatic play equipment, a concession, restroom and storage building, and park signage.



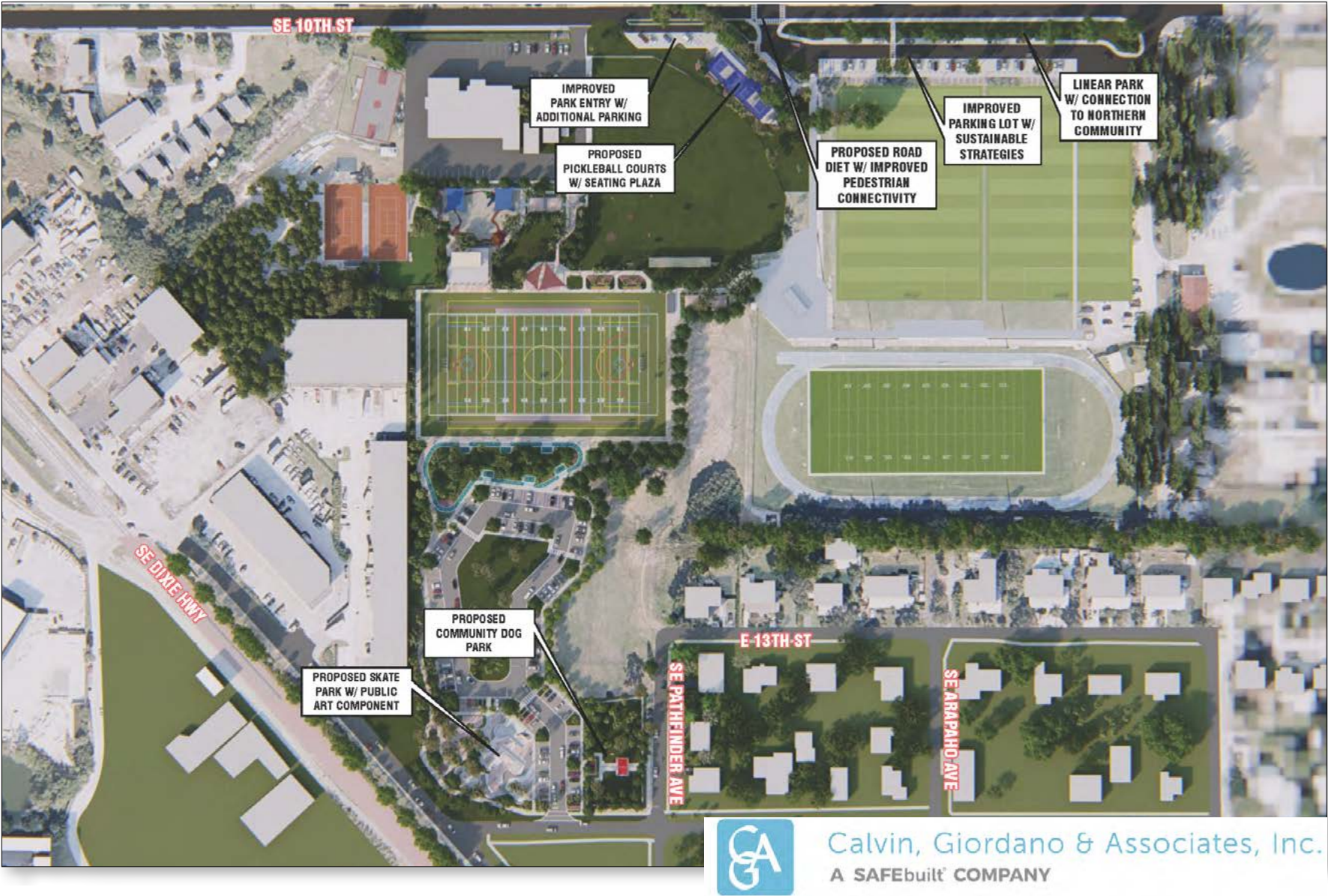
Figure 11 Images above are from the schematic plans from Calvin, Giordano & Associates for the Phase 1 programming.

Group works to get city's first skatepark built in East Stuart

6 PHOTOS

6:00 a.m. EDT Sep. 8, 2022

Figure 12 Images courtesy of East Stuart Skate Park. The grassroots group has hosted several outreach events and is actively fundraising.



GUY DAVIS PARK: PHASE 2 6

In the outreach for Guy Davis Park it was clear a second phase to accommodate additional programming needed to be included. From the community there was significant support for additional programming including:

- Dog Park
- Skate Park with integrated public art
- Lawn area activities on the northern section of the park with yard games
- Linear park with parking and streetscape improvements along 10th Street
- Community-wide wayfinding for historic black owned businesses



Figure 13 Images above are from the schematic plans from Calvin, Giordano & Associates for the Phase 2 programming.

10TH STREET COMMUNITY CENTER 7



The 10th Street Community Center is the only Stuart-run Community and Recreation Center in the City and the home base of the City’s recreation programming. An improved community center continues to be a top priority for many people in the outreach. The previous Master Plan also acknowledged this need, but since then the programming needs have shifted. Regarding the previously proposed pool, since 2003, Sailfish Splash has opened providing a public swimming amenity in the community that was not present 20 years ago. Although it is distant from East Stuart Neighborhood, the East Stuart Youth Initiative (ESYI) a City-funded program, provides transportation to the pool as part of their programming. There are also plans to include an interactive water amenity at Guy Davis Park as discussed in action item #5. Therefore a pool, while still desirable, is less of a priority than other needs in the community. Other needs include:

- More functional spaces. The existing space is configured such that rooms lead into other rooms so simultaneous events and classes cannot occur without interruptions from people circulating through.
- More spaces for the ESYI program. The program is outgrowing the center. Temporary portables have been added to the site to meet current needs.
- Additional space for Senior Programming is needed.
- Additional space for athletic programming. An indoor gymnasium remains an important piece of programming desired by the community. Currently, the Boys and Girls Club on SE MLK Boulevard as part of Stuart Middle is planned to be built with an indoor Gymnasium. Membership to the Boys and Girls Club will be free to the East Stuart community.
- The 10th Street Community Center is also home to Youth Yoga, home school sports programming, health/life skills curriculum, community events, tutoring space, gardening, cooking classes, and workshops.
- Space for creative arts such as dance, steel drum and other music, and recording spaces for audio are desired.

Figure 14 To the left is an image of Domino Park in Little Haiti in Miami. The park is a landmark in the community with generations gathering to play. Dominoes is also a popular game played in East Stuart. A fixed location for the game in connection with the community center could provide a valuable amenity to the community and connection to the community center.

Figure 15 To the left are images from the recently completed Tequesta Community Center. Tequesta is a smaller city than Stuart, but still has similar programming needs and is also sited within a community park. Tequesta Community Center can be used as a valuable reference point for future planning. The project was projected to cost \$4.2 million and be constructed over approximately a year.



10TH STREET IMPROVEMENTS: EAST 8

SE 10th Street is an important access street in the East Stuart Neighborhood. It is one of the few roads into the community. It also fronts an important community asset, Guy Davis Park and 10th Street Community Center. With that, special consideration of the design of the street is needed to mitigate any potential negative impacts on the neighborhood. Attention must be given to reducing vehicular speeds, providing safe routes to the many schools in the area, reducing noise and light pollution from the park, and providing for event parking. Tools to achieve this include:

- Adding and protecting existing shade trees
- Adding on-street parking
- Wider sidewalks
- Reducing the travel lane width where it exists at 14' wide
- Coordinating speed table location with the crosswalks
- Enhanced crosswalks with lighting
- Adding pedestrian scale lighting

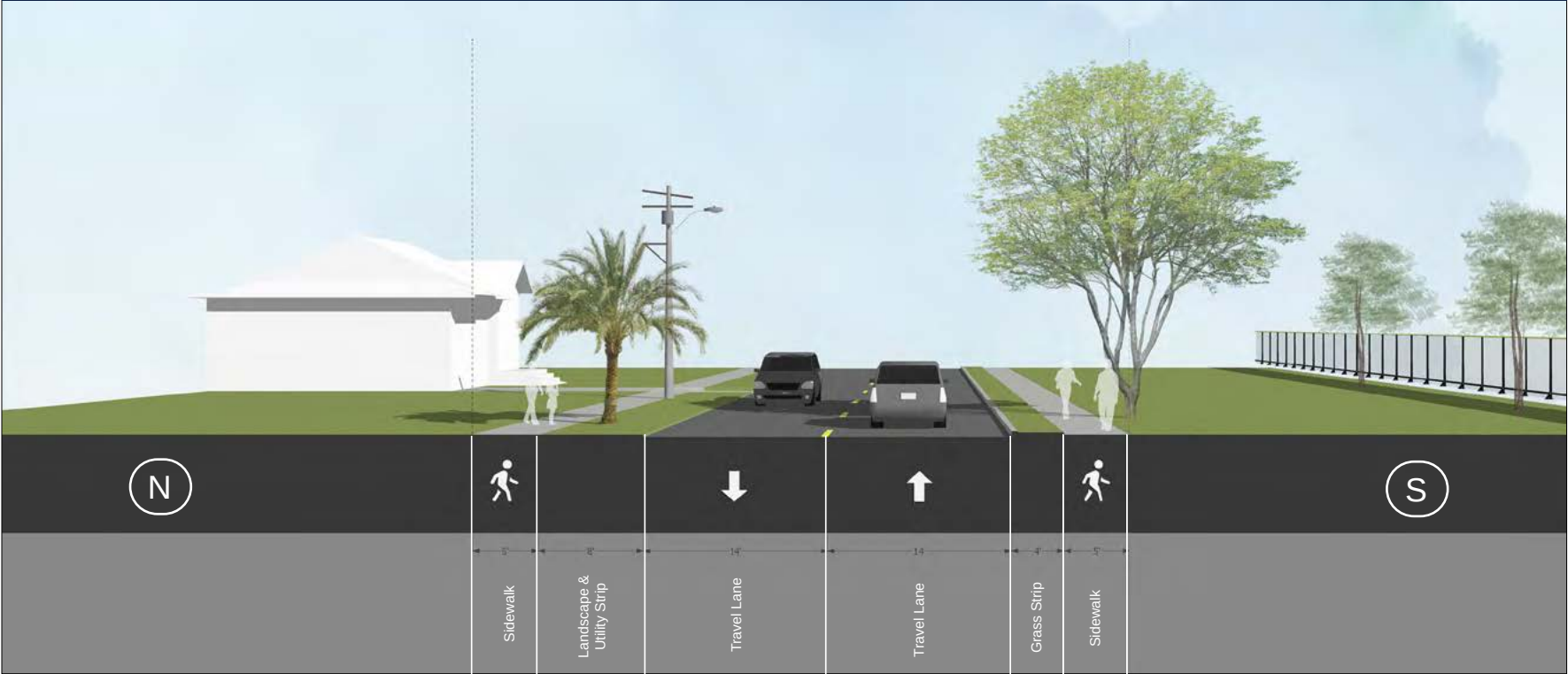
Calvin, Giordano & Associates as part of the Guy Davis Park planning, illustrated means of achieving this through a park-like median and additional parking at the median and the park side of the right-of-way. This condition can be explored where the right-of-way is at its widest in front of Guy Davis Park.



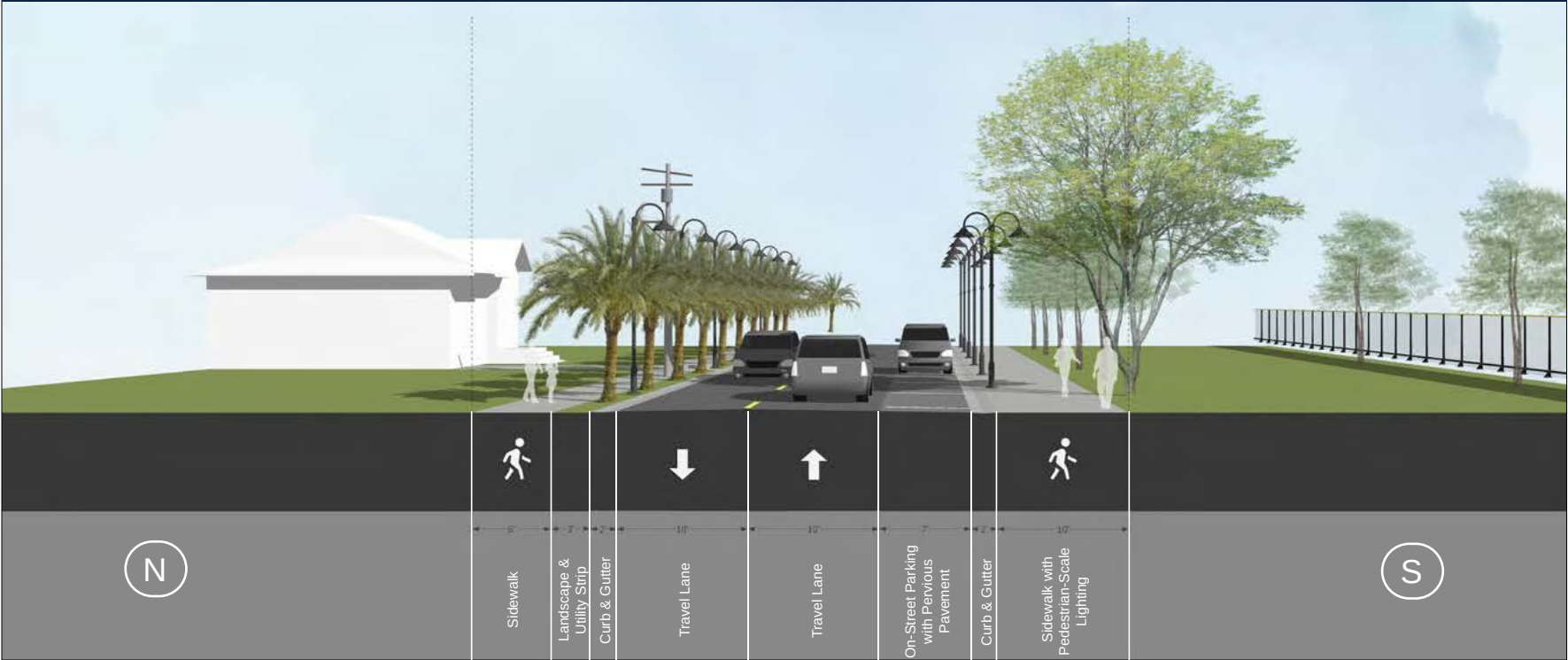
Figure 16 The above image of the street shows the mature trees which provide significant shade.

Figure 17 Calvin, Giordano & Associates as part of the Guy Davis Park planning, illustrated concepts in the image to the left.

EXISTING SE 10TH STREET



RECOMMENDED IMPROVEMENTS OF SE 10TH STREET



10TH STREET IMPROVEMENTS: WEST 8

Further west or east the right-of-way is more constrained to 40' or 50' wide. In those cases, the concept to the left is recommended where on-street parking is added to the south side of the street along with a wider 10' sidewalk to the south. The additional space is taken from the oversized 28' of asphalt. The oversized travel lanes of 14' are conducive to speeding. It also means there is less space given to the sidewalks and other street amenities. In a neighborhood with numerous walkers and cyclists, this is a misalignment of needs. A 10' travel lane is much more appropriate for this neighborhood street. The illustrated 10' wide sidewalk or shared-use path could be an eligible portion of the Sun Tail mentioned in item 5. The recommendation also illustrates pedestrian scale lighting to the south. Today much of the street lighting is provided by cobra heads on the utility poles. These lights are posted too high and shed light on private property including homes in addition to the street. Pedestrian-scale, dark-sky friendly lighting will shed light more efficiently where the light is needed in the street and not in homes or the sky where it adds to light pollution. With the remaining space, on-street parking could be added to the neighborhood.

Speed has been an issue and the City has attempted to mitigate speeding with the addition of speed tables. These speed tables could be further improved if designed in conjunction with the crosswalks or intersections. Controlling speed is most important when vehicles cross paths with pedestrians, cyclists, or other vehicles. Today the speed tables are between crosswalks rather than in the same location. In the future, it would be better to follow the example of the speed table at Memorial Park or by using vertical deflection of entire intersections. All of these elements together create a safer street and benefit residents.



Figure 18 Image above exemplifying improved pedestrian conditions.

Figure 19 Existing conditions on SE 10th Street are illustrated in the graphic to the top left.

Figure 20 Recommended improvements for SE 10th Street are illustrated in the graphic to the bottom left.



MLK COMPLETE STREET: EAST 9

As part of the 2003 charrette, a redesign of SE MLK Boulevard was an identified and key project. SE MLK Boulevard is the main entrance to the community and the site of much of the existing commercial and multifamily in the neighborhood. With this in mind, the CRA initiated a complete street effort for SE MLK Boulevard from SE Dixie Highway to SE Palm Beach Road in 2021. The MLK Boulevard Complete Street Project will include elements that will create safe multi-modal access for all users, such as sidewalks, on-street parking, bike lanes, bike racks, enhanced crosswalks, mid-block plaza area, streetlights, and landscaping. Within the limits of the project, the street section changes dependent on the context.

From SE Palm Beach Road sidewalk improvements are planned for the existing sidewalk to the south and a new sidewalk on the north side of the roadway. This will help connect neighborhoods along SE Palm Beach Road to SE MLK Boulevard and fill in missing sidewalk links to the surrounding schools without disrupting the neighborhood context.

Further to the east, there is a more park-like section between Smith-Turner Park and the stormwater pond on the Martin County School District property. Additional landscaping beautifies but also helps to slow traffic and shade the sidewalk. Landscaping especially littoral planting can have an effect to improve stormwater. This complete street project is an opportunity to include communicating the neighborhood’s history through gateway signs and public art. Construction for the design is estimated to start in early 2026.

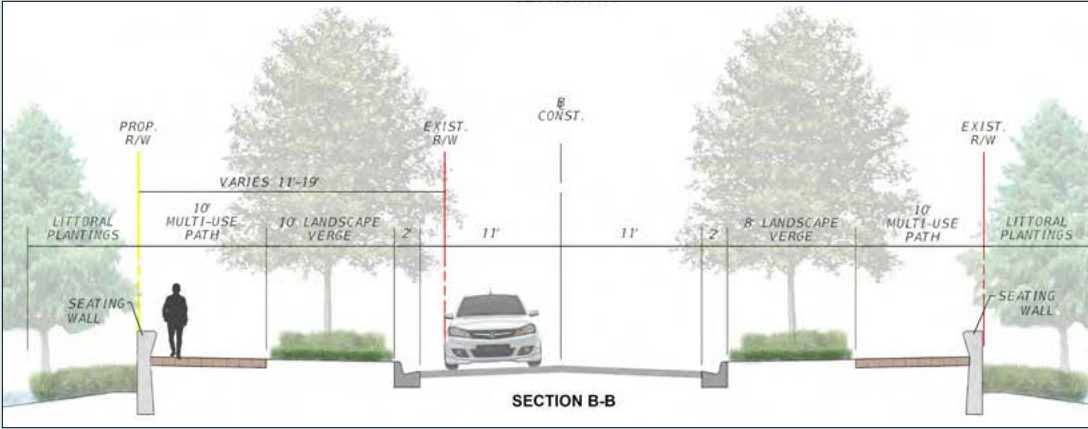


Figure 21 The image above is a cross section of the proposed design of SE MLK Boulevard from SE Bayou Avenue to SE Bahama Avenue.

Figure 22 To the top left is an existing image of the study area.

Figure 23 The bottom left illustrates the proposed improvements.



SE MLK COMPLETE STREET : WEST 9

To the west, the context is more of a main street condition with commercial uses and runs from SE Dixie Highway to SE Bayou Avenue. In this portion of the street, priority is given to on-street parking. Throughout the entire project, attention is given to improved mobility for all modes of transportation. One way this can be achieved in addition to wider sidewalks is the addition of bulb-outs at intersections to improve the sight lines between pedestrians and vehicles at intersections. Construction for the design is estimated to start in early 2026.

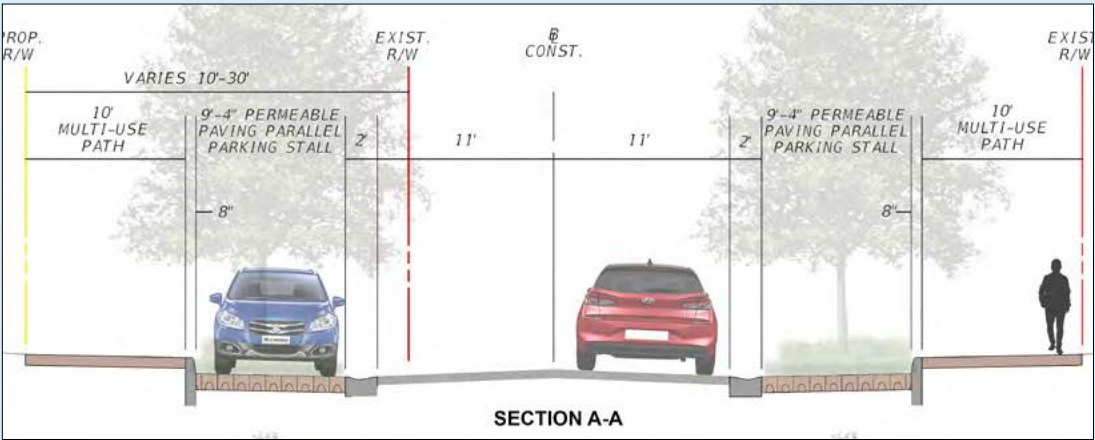
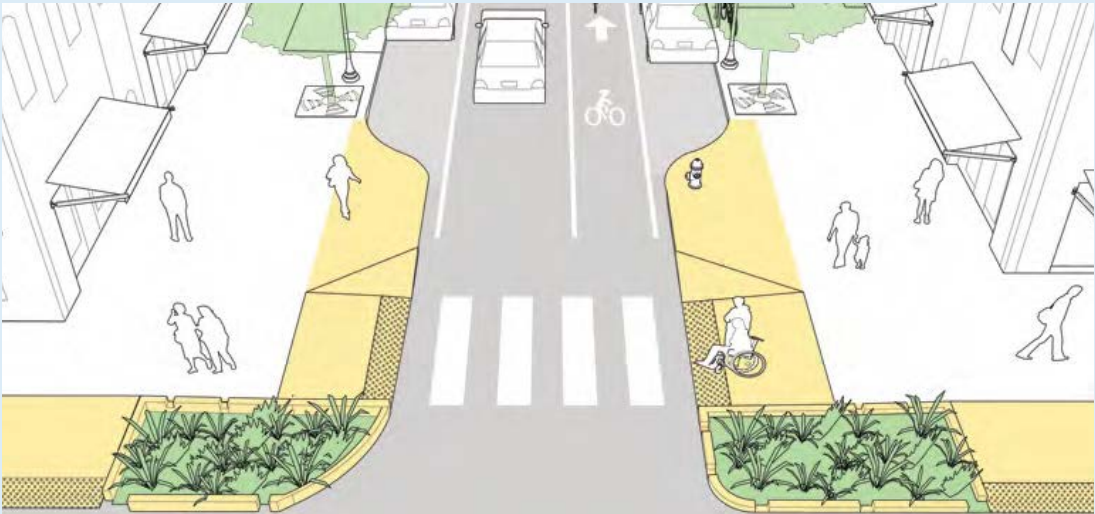


Figure 24 The drawing above is an example of a pedestrian bulb-out pinch point. This detail should be implemented where on street parking occurs. At SE East Avenue and SE Balboa Avenue it would provide safe refuge for pedestrians and better visibility for vehicles.

Figure 25 The image above is a cross section of the proposed design of SE MLK Boulevard from SE Dixie Highway to SE Bayou Avenue.

Figure 26 The top left image is of the existing conditions on SE MLK Boulevard just past SE Georgia Avenue.

Figure 27 The drawing left bottom shows the street section through the planned improvements. The design takes advantage of the City's ownership patterns and does not impact the privately owned properties to the south, but instead where needed grows the street section to the north where the City owns the property.

RECOMMENDED IMPROVEMENTS OF SE CHURCH STREET - SOUTH OF SPECTRUM HIGH SCHOOL - 40' ROW



RECOMMENDED IMPROVEMENTS OF SE CHURCH STREET - SOUTH OF SPECTRUM HIGH SCHOOL - 40' ROW



SE CHURCH STREET IMPROVEMENTS 10

Most of SE Church Street has a right-of-way of approximately 40' width. The majority of the right-of-way is allocated to the vehicular travel lanes resulting in very wide lanes. The width of a travel lane and a driver's perception of a safe travel speed are connected. When vehicular travel lanes are wider, drivers perceive an environment for greater speeds. When lanes are limited drivers respond by reducing vehicle speed. For reference, a highway travel lane is typically 12' wide, whereas a typical neighborhood street travel lane would be 10' in width.

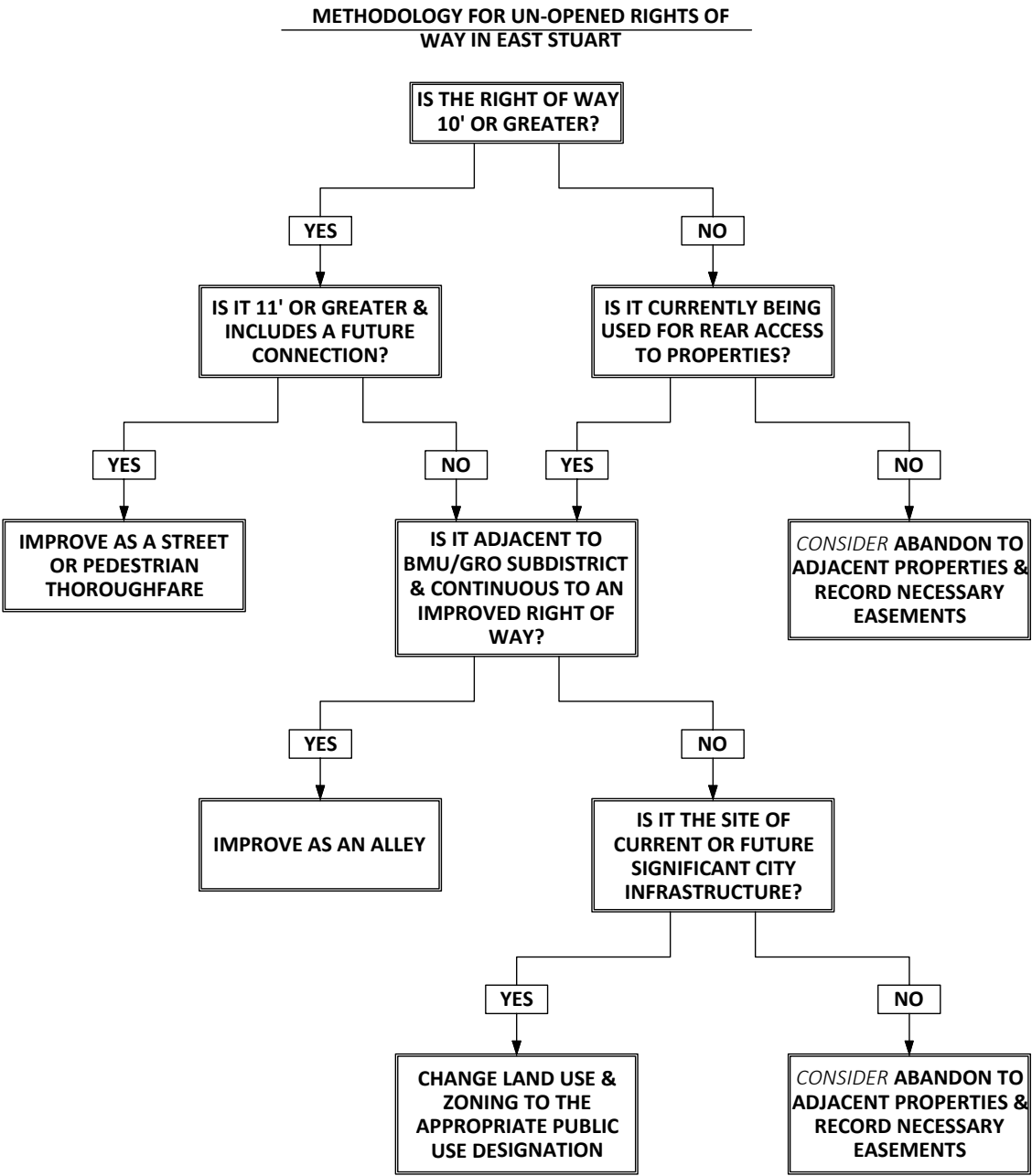
For example, south of Spectrum Academy the travel lanes measure 14'-6" wide. Allocating so much space to vehicular traffic also means there is less space available for sidewalks and on-street parking. SE Church Street is near many churches which have unmet parking needs. To alleviate those demands and promote safe traveling speeds, the recommendation is to implement a "yield street design" with the travel lanes reduced and the additional space allocated to on-street parallel parking on the north side. If continued for four blocks an additional approximately 35 parking spaces can be added to the neighborhood fabric for neighborhood and church events.



Figure 28 Close up image of ideal pedestrian conditions.

Figure 29 Existing conditions of SE Church Street.

Figure 30 Recommended improvements of SE Church Street



Alleys are the unsung heroes of cities and urban neighborhoods. Allowing parking and services to happen at the rear of the building means that the front of a building can be focused on the needs of people. The front of the building can be focused on providing space for porches, stoops, and other gathering spaces. In commercial buildings it allows commerce to take priority with sidewalk dining or large storefronts to display merchandise. Alleys distribute the parking between the front on-street parking and rear parking so that surface parking does not come to consume the front of a building. That said an alley that has not been improved with pavement and is not maintained can become an ambiguous space where a lack of perceived ownership occurs. When this happens the area tends to be neglected and overgrown and not an asset to the City or residents.

In East Stuart, there are several easements and rights-of-way in the rear of parcels. Some of these are excellent candidates for improvement. A high priority for improvement are those at the rear of SE MLK Boulevard and SE East Avenue where mixed-use projects and missing middle housing are part of the vision for the neighborhood. Alleys are a key tool to achieving the building form and parking needs desired for infill development. Alleys are important for the more residential parcels as well since they allow for easier access to accessory dwelling units in the rear of lots. There are some rights-of-way, though, that are far too narrow where improvement of the right-of-way to a fully functional alley would not be desirable. In these circumstances, it may be appropriate to abandon the right-of-way so that residents can take ownership of these small slivers of land.

Through the years, the City has had requests to both improve alleys and abandon alleys. Because alleys are such an important asset that cannot be regained, it is a very important consideration. As part of the Master Plan, the flow chart to the left was developed as means of evaluating rear rights-of-way.

Figure 31 To the left is a flow chart to aid the City in the evaluation of rear right-of-way.

Figure 32 The top image to the left is of an improved alley in the City of Stuart. It has been paved with pervious pavements as a mean of addressing stormwater as well.

Figure 33 The middle image to the left is of another improved alley in the City of Stuart. It has been paved with pervious pavements as a mean of addressing stormwater as well.

Figure 34 The last image to the left shows a rear residential garage with an accessory dwelling unit (ADU) above at the improved alley.

TOUR OF THE PLAN:
UPDATE OF 2003 MASTER PLAN

The material in this section is largely taken from the 2003 Charrette Report. The recommendations and text has been updated to reflect updated community input, changing market, and community context. The full 2003 Charrette Report has been included in Appendix B for reference.



Figure 34 Plan view of the vehicle maintenance facility in 2003 and the recommended Phase 2 plan.
Figure 35 Image of the Maintenance Facility in 2003 without the improvements from 2010.

MAINTENANCE FACILITY INFILL 12

The intersection of SE MLK Boulevard and SE Flagler Avenue is one of the most prominent intersections in the neighborhood. The parcels North of SE MLK Boulevard play an important role in defining the community’s identity. Public baseball fields and the City’s maintenance facility sit on these prominent locations. The maintenance facility has an overall negative appearance to the neighborhood and was a concern to the residents 2003 and 2022. At the same time, the facility was viewed as an employment center and an asset to many locals. The Master Plan proposes a two-phase approach to improve the facility’s appearance.

PHASE I: COMPLETED

The first phase of this improvement was completed in 2010, and was recommended as a temporary solution. The south and western edges of the maintenance facility were landscaped to shield the existing buildings and mimic a more natural, park-like condition.



Figure 36 View of the vehicle maintenance facility in 2022.

PHASE 2:

The existing buildings one and two could be moved and reassembled as shown in the Master Plan at minimal cost. This will free valuable land fronting SE MLK Boulevard within one of the most walkable areas in the City. The land could be sold as part of an RFP with goals to bring residential units to the neighborhood. The new buildings along the boulevard will not only provide a more dignified entrance to the community, but will act as shields for the vehicle maintenance facility. In addition, this option maintains this valuable work place within its convenient location. Of note, the building on the corner was built by Martin County High School students as part of a school program and has historic value to people in the community. A redeveloped site should incorporate recognition of the personal investment in the area and could incorporate a similar partnership with the school or community collage.



Figure 37 View of a conceptual design for a mixed use buildings shielding the vehicle maintenance facility. A long term solution to preserve the use in the City and at the same time improve the appearance of the entrance to the community.



SE East Avenue historically was the community's main street. It is now flanked by very few stores, a small number of residential units in the form of single and multi-family units, and a large percentage of vacant lots. During a previous redevelopment effort, the City improved this street by adding bump-outs, on-street parking and some landscaping. This effort, although aimed at triggering redevelopment along this street, has not been enough of a catalyst. During the charrette in 2003, the residents emphasized the importance of the revitalization of SE East Avenue as a traditional main street. Since that time the desire to see more residential units in the neighborhood has been of greater concern. In the 2021-2022 public outreach a greater emphasis was given to the residential character of the neighborhood. The Code was updated in February of 2023 to include more flexibility in allowing a diversity of residential units where commercial would not be required. That code change was adopted in 2023.

The 2003 Master Plan proposed a few additions to the already improved public realm, together with a package of development programs and services, to ensure the growth of this area in the community's terms as follows:

- Create a relationship with Banks for business loans. The Community Reinvestment Act, enacted in 1977, requires the Federal Reserve and other federal banking regulators to encourage financial institutions to help meet the credit needs of the communities in which they do business, including low- and moderate-income neighborhoods.
- Reduce impact and other fees for those buildings and businesses locating in the area owned and or operated by East Stuart resident as a time limited incentive.
- Designate this area as a "priority receiving area" for funds resulting from other programs such as the Art in Public Places proposed for the CRA as a time limited incentive.



Figure 38 Image above of the existing intersection in 2003.

Figure 39 Top left, plan view of vision with small scale infill development along SE East Avenue.

Figure 40 Bottom left, rendering of a vision for the future of SE East Avenue and SE MLK Boulevard. Illustrations and site plan concepts are not intended to replace land development code and are intended to illustrate a vision for the area. Conceptual renderings for infill development on private property illustrate just one of many potential solutions.



EAST AVENUE INFILL

13

- Provide 100% credit to the CRA's payment in lieu of parking program (PILOP) for those buildings that need to take advantage of it as a time limited incentive.
- Increase the percentage of the grant attributable to any building in the area that qualifies for the facade improvement program as a time limited incentive.
- Continue to provide developers assistance with the design process through the incorporation of a contracted urban designer and/or architect.
- Continue to track and evaluate the use of the updated REDA program adopted in March 2022. The REDA program allows for vacant parcels within the East Stuart Neighborhood with an investment of \$250,000 or more to be considered for TIF sharing for up to 50% for up to 5 years. The amount is based on criteria including the creation affordable housing units for sale or rent to household earning 80% or less of the Martin County Annual Median Income (AMI).

RECONSTRUCT THE MCHARDY BUILDING

14

Every effort should be made to preserve existing buildings of historical or architectural value. In 2003, the McHardy Building, on the corner of SE East Avenue and SE Church Street, was one of the first mixed-use buildings in the community, and potentially one of the oldest ones standing in the region. It originally housed a neighborhood corner store and several apartments on the second floor. While new developments throughout the region are trying to incorporate the concept of mixed-use and the “corner store”, East Stuart understands it has a tradition in mixed use development. This tradition needs to be preserved.

Unfortunately this landmark has been lost. It was damaged in the hurricanes in 2005 and the structure was demolished by 2006. The building can still be an example of vertically integrated mixed-use building and a neighborhood-oriented retail space. The CRA and City are in the process of pursuing a historic neighborhood designation for East Stuart Neighborhood. This designation in the future could be an opportunity for accessing additional grant dollars for the preservation of historic structures in the neighborhood. This example highlights the need to preserve the existing structures including home in the community. Included in the [Implementation](#) section of the report are Funding for sources for individual property owners on page 37.

Figure 41 The image above to the left is a view of East Avenue in 2003. Unfortunately, the building has since been demolished but can still serve as an example of the scale and character of the historic neighborhood.

Figure 42 A view of East Avenue as a traditional neighborhood main street that incorporates existing structures redeveloped, such as the McHardy Building. Illustrations and site plan concepts are not intended to replace land development code and are intended to illustrate a vision for the area. Conceptual renderings for infill development on private property illustrate just one of many potential solutions.



STUART MIDDLE SCHOOL SITE FRONTAGE 15

Martin County School District owns three properties within the East Stuart neighborhood: Stuart Middle School, Gertrude Walden Day Care which houses the Head Start program, and Spectrum Academy.

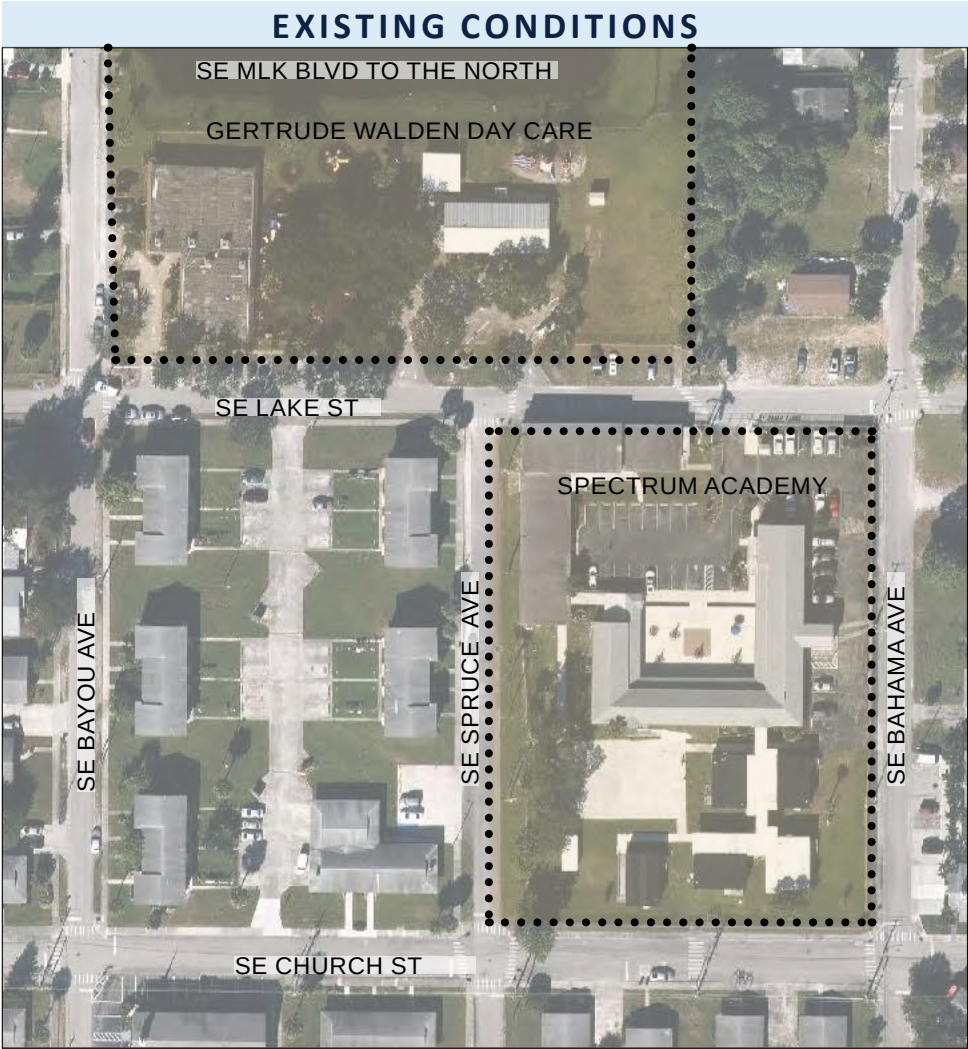
Currently the Stuart Middle School faces the neighborhood with a chain link fence. The sidewalk at this edge is narrow and lacks landscaping, and does not drain property. Numerous middle school students walk this route to school to reach the entry point on SE Georgia Avenue. Like the maintenance facility before, this front to the neighborhood has not been given the attention merited by the SE MLK Boulevard thoroughfare. The 2003 Master Plan illustrated a concept for an entry gate house to welcome students to the school with wide sidewalks and shade trees.

The Stuart Middle School site will also soon be the home of a new Boys and Girls Club facility which will include a 7,000-square-foot full-sized gym with two indoor basketball courts, kitchen, dining area, recording studio, and classrooms as well as 15,000-square-feet of workforce labs equipped with materials and technologies to train club members to earn certifications in HVAC, welding, carpentry, electrical, plumbing, computer coding, drone piloting, and spatial-reality. This new facility is planned to connect the school site to the neighborhood with building facade facing the street and coordination with the planned complete street projects to improve the streetscape with wider connected sidewalks.

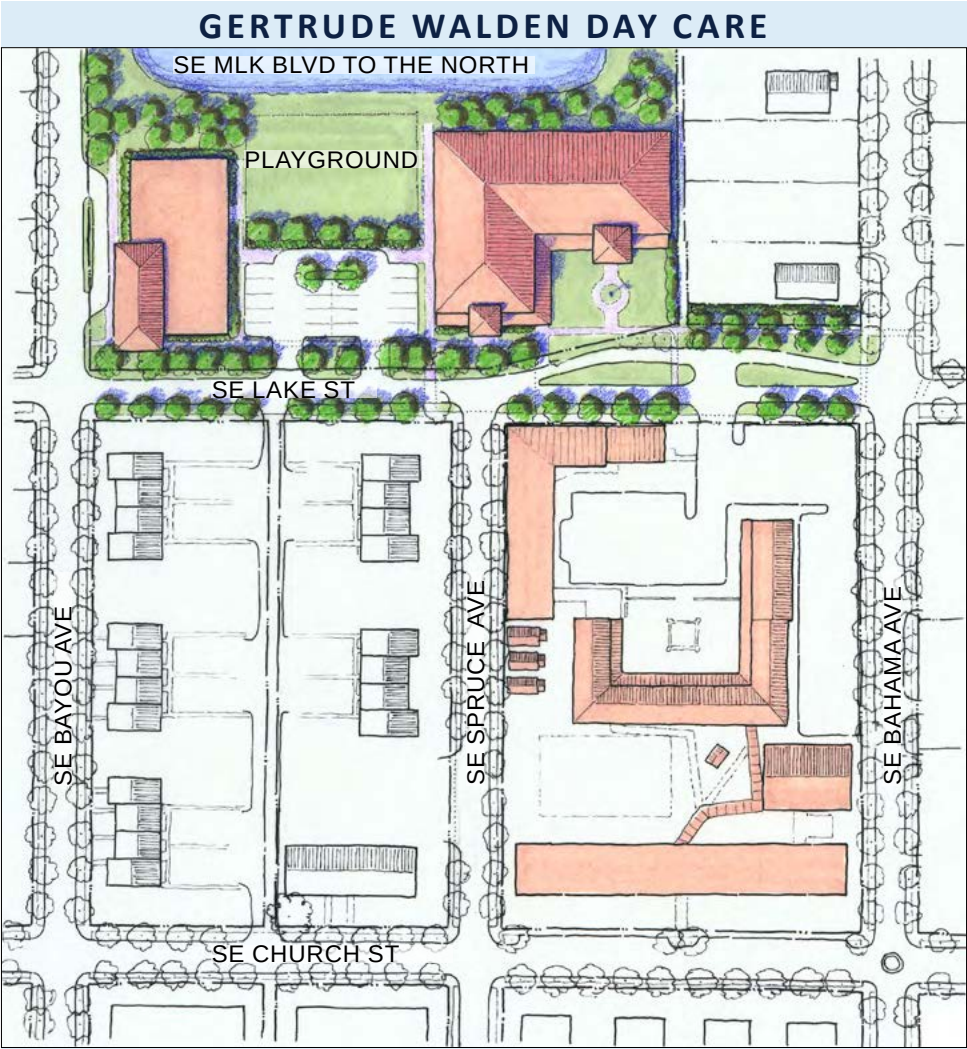


Figure 43 The image above of the planned Boys and Girls Club designed by ADC Architects.

Figure 44 Images to the left illustrate a vision of an improved entry, sidewalks, and shade trees for the school entry and an image of the existing conditions below. Illustrations and site plan concepts are not intended to replace land development code and are intended to illustrate a vision for the area. Conceptual renderings for infill development on private property illustrate just one of many potential solutions.



Spectrum Academy is located on the site of the original location of the Stuart Training School. Stuart Training School was the high school for African Americans in Martin County during segregation. C.E. Murray was principal from 1925 to 1939. His brother Robert G. Murray was principal from 1945 to 1958. The structure was built as part of a Public Works Administration project. The schools' original building is a "U" shaped structure with a central courtyard and classrooms on all three sides. The buildings' layout and early modern architecture is a good addition to the public space. The school went out of existence in 1964, and a new Murray Junior/Senior High named in honor of the principals mentioned above, opened in Port Salerno. In a 1989 naming contest, students picked the name Spectrum as a synonym for all-inclusive.



The MCSD also owns a stormwater area to the south of SE MLK Boulevard and the land for the Gertrude Walden Day Care which houses the Head Start Program. For this site the Master plan recommends:

- Improving the stormwater retention area in coordination with the SE MLK Boulevard Complete Street project to remove chain link fence from street view, adding littoral planting so the pond is a feature to be enjoyed.
- Add drop-off to the north of SE Lake Street for the Gertrude Walden Day Care and/or Spectrum Academy to the south
- Build-out site and replace temporary buildings with a new permanent and resilient buildings as well as a parking lot adjacent.



The hurricanes of 2004-2005 unfortunately damaged much of the historic structures and some the structures have been removed. A series of classrooms occupy trailers on the south end of the site. The Master Plan illustrates a plan, over time, creating a campus setting, while resolving parking, security and traffic calming needs.

- Replace portables with a new building to the south which complements the historic structure.
- Remove existing blank wall building at the corner of SE Lake Street and SE Spruce Avenue. Replace by completing the courtyard building and creating one centralized entry location, and parking on either side of the building complex.



2003©TCRPC/Shailendra Singh

GARY PLAZA & CHEROKEE SITE 17

Gary Plaza is a vacant commercial strip center and gas station. Given the site's current configuration - a building surrounded by a sea of parking, interrupting one of the neighborhood's streets, pedestrian activity and gatherings occur amidst cars making this a very dangerous, unfriendly, and at times unsightly environment. In 2023, the City was awarded a \$4.8 million grant by Florida DEO to create a business incubator and vocational center. With the grant money, the City has acquired Gary Plaza and is in the planning stages of building and improving the existing structures to be the Stuart Training and Entrepreneur Center.

The 2023 Master Plan proposes a phased redevelopment to this site in order to transform this underutilized and dangerous parking lot into a true gathering place, while incorporating additional uses that will transform this site from a strip shopping area to a center that will provide the community with a strong and positive identity. With the DEO grant there is an exciting opportunity to incorporate the proposed uses and additional and civic open space, complimentary commercial and residential uses over time.

Since the 2003 Master Plan, the Cherokee site has also been vacated and demolished. This parcel could be a significant opportunity to add needed housing for young families and students on walkable infill development site.

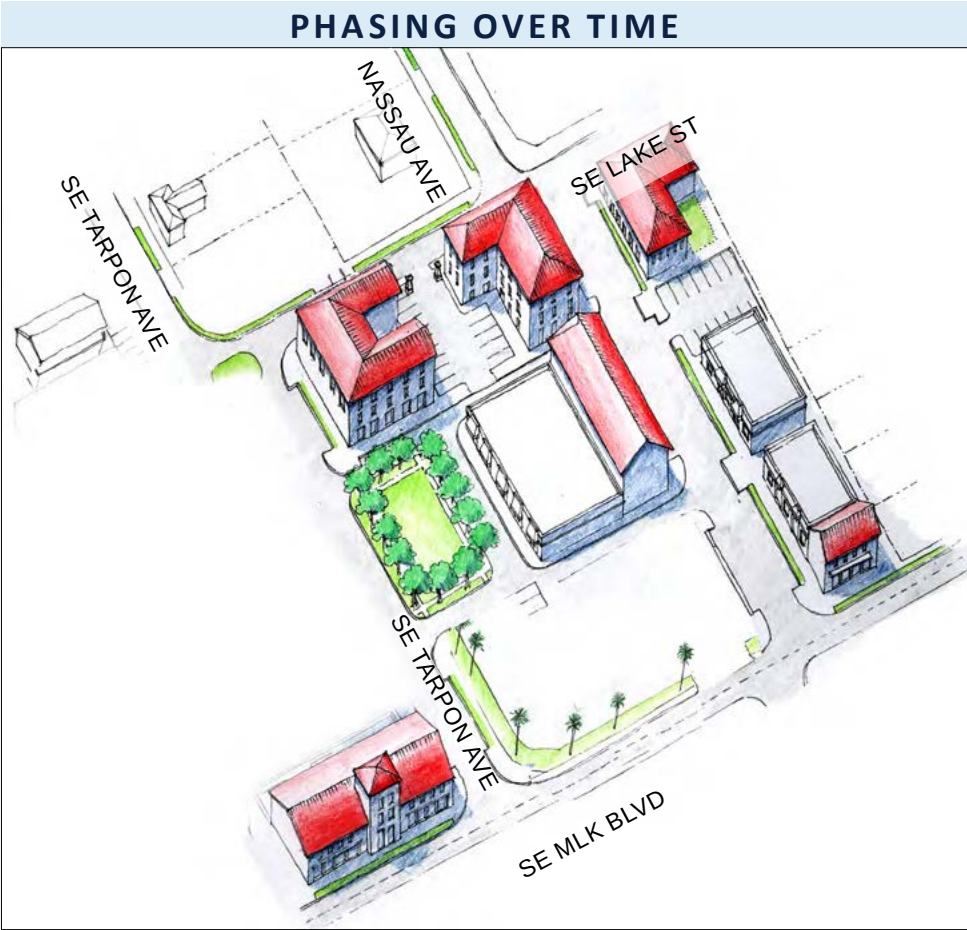


Figure 45 Image above of the existing conditions of Gary Plaza in 2003. The site today is not very different. The most striking difference is the demolition of the most of the housing on what is called the Cherokee site.

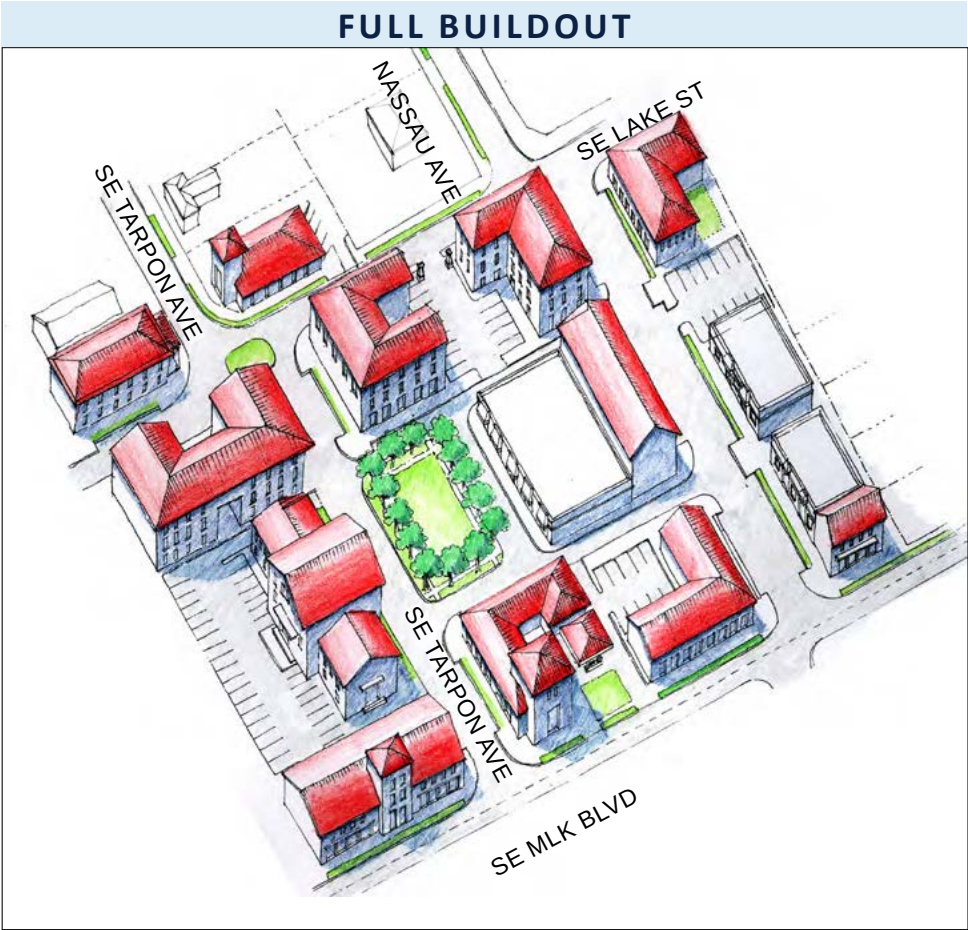
Figure 46 Drawing of proposed redevelopment of Gary Plaza is shown on the left. The illustration highlights the opportunity for a terminated vista at the site along SE Lake Street. Illustrations and site plan concepts are not intended to replace land development code and are intended to illustrate a vision for the area. Conceptual renderings for infill development on private property illustrate just one of many potential solutions.



- In the near term the City should address the immediate needs and fulfill grant opportunities:
- Remedy conditions left from the former gas station
 - Invest in remodeling vacant strip shopping center for proگرامing
 - Add landscaping and improve sidewalks by completing missing links
 - Consider a bus shelter for the high school bus and other modes of transportation in the area such as the Marty or Stuart Tram. Currently the gas pump shelter functions as the informal school bus shelter and meeting place in the neighborhood



- City owned land outside the incubator programming should be packaged for RFP for redevelopment which includes:
- Creating a small traffic calming device at the intersection of SE Lake Street and SE Tarpon Avenue
 - Extending SE Nassau Avenue to SE MLK Boulevard
 - Adding an authentic plaza for gatherings and community activities
 - Surround the plaza with public streets, clearly defining the vehicular and pedestrian realms, and incorporate on-street parking
 - Over time, adding and/or replacing obsolete buildings with new ones with mixed-use or residential that accommodate parking in the rear of the structures, shielded from the pedestrian



- Work with property owner to redevelop the former Cherokee site with:
- Infill development with mixed use or residential buildings which face the street and provide a variety of housing options
 - Eliminate head-in parking along Tarpon Avenue for on-street parallel parking and parking in the rear
 - This will bound and frame the plaza created in prior phases

Figure 47 Illustrations and site plan concepts are not intended to replace land development code and are intended to illustrate a vision for the area. Conceptual renderings for infill development on private property illustrate just one of many potential solutions.



Redevelopment should be connected into the existing fabric, and developed to create more - both in quantity and diversity - housing in the neighborhood. The City has some great historic housing stock. Infill programs should continue this tradition and provide some of the best examples of architecture in the City. The houses that get built do not need to be big, but they need to honor the style and design that is envisioned for Stuart.

The City and agencies like HUD and Habitat for Humanity have ongoing infill housing programs in the East Stuart Neighborhood, but the amount of vacant land in this neighborhood is an incredible opportunity to expand them and to create public/private partnerships that will trigger residential development. What is important to keep in mind is that with so much vacant land, whatever gets built will play a great role in defining the character of the neighborhood. Great architecture defines character. The problem is that so does bad architecture. The outlined area represents all potential infill and development opportunities in the neighborhood. New homes are proposed facing public spaces like civic open spaces and streets which enforces a safe environment by putting the natural surveillance and a neighborhood.

A significant parcel for the infill development includes a parcel to the south of East Stuart referred to as the Taylor Property. This property was once the location of the Taylor Grocery Store. In 2003, the vision illustrated creating a Bahamian Village with small scale Florida Vernacular building types complimenting the remaining historic structures. Since that time unfortunately, the historic homes and grocery stores have been demolished. Proposals with additional height and dwelling units than the Bahamian village envisioned have been explored by potential applicants as a means to include more affordable units. Meeting the historic scale and maintaining a neighborhood of connected streets should also be consideration. The updated Master Plan explores testing the site with by increasing the number of units on the site from the original Bahamian Village concept with the inclusion of additional housing types like 4-unit walk-up apartment, townhouses and cottages. This yields dwelling units closer to the 17 DUA allowed on site, rebuilding the Grocery Store, keeping a two-story height, and a network of connected streets.



Figure 48 The above image is from 2003 and includes the Taylor Grocery Store. Since that time, these buildings have been demolished.

Figure 49 Images to the left show concepts for infill development at the site. Illustrations and site plan concepts are not intended to replace land development code and are intended to illustrate a vision for the area. Conceptual renderings for infill development on private property illustrate just one of many potential solutions.

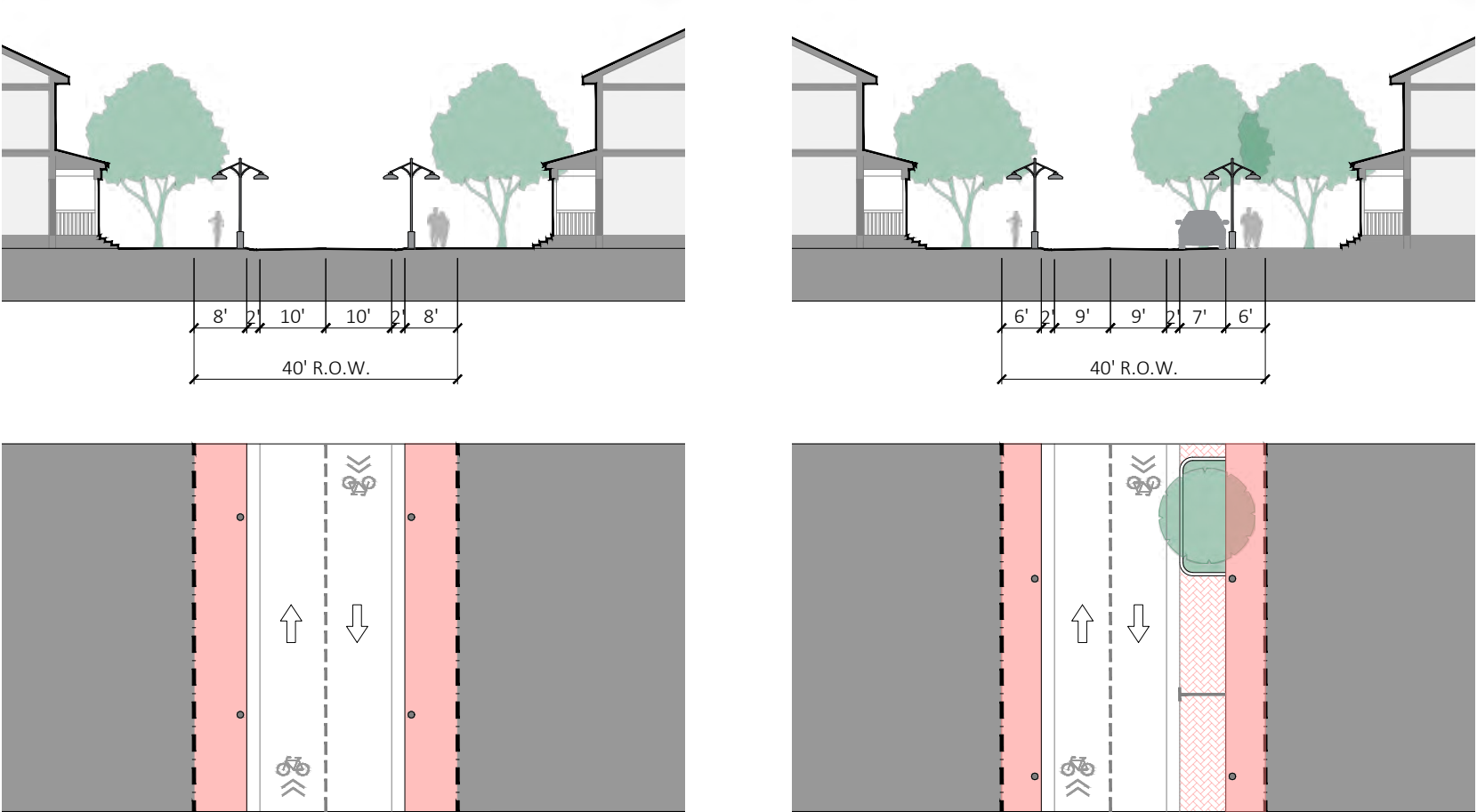


STUART HOUSING AUTHORITY IMPROVEMENT 19

The Stuart Housing Authority owns a significant amount of affordable housing within the East Stuart neighborhood. This important housing stock fronts many of the streets and can be a source of pride for the neighborhood. The housing authority was established on March 11, 1942 to provide and administer decent, safe, and sanitary housing. Today the Stuart Housing Authority is administered by the Fort Pierce Housing Authority, but the City retains appointing authority for the governing body.

The 2003 Master Plan illustrated ideas for detailing the existing structures with architectural features such as emphasizing the porch which is an important part of the historic fabric of the neighborhood as well as an extension of living space for the residences. The existing housing also lacks shade trees. The existing structures built in 1963 are also getting to an age where they may need substantial improvements to keep up with Florida Building Code, improve energy efficiency, mitigate the cost of insurance on the structures, and maintain their integrity. The Capital Fund Program - Five-Year Action Plan recognizes these needs, but additional funding may be needed to meet all the goals listed. The City in partnership with the Housing Authority should pursue funding to implement the energy efficiency needs of the buildings. The Green and Resilient Retrofit Program from the Department of Housing and Urban Development may be an opportunity to seek funding for energy efficiency needs such as energy star windows, energy star roofs, insulation, and efficient HVAC systems.

Figure 50 The images to the left depict “before” and “after” effects of adding architectural features to the existing structure.



Type	
Vehicular travel lanes	10 feet
Parking Lanes	Not required
Bike Facility	Marked sharrow
Preferred R.O.W.	40 feet
Pavement Width	24 feet
Sidewalk	8 feet
Road Edge Treatment	Valley gutter
Planting	Not required
Low Impact Development	Not required

Type	
Vehicular travel lanes	9 feet
Parking Lanes	7 feet parallel one side
Bike Facility	Marked sharrow
Preferred R.O.W.	40 feet
Pavement Width	22 feet
Sidewalk	6 feet
Road Edge Treatment	Valley gutter
Planting	Shade trees within bulb-outs
Low Impact Development	Tree box filter, permeable surface at on-street parking

NEIGHBORHOOD STREET IMPROVEMENTS 20

Like in the alley network and specific streets mentioned before, there are opportunities to improve the existing neighborhood streets. The existing neighborhood streets are typically on a narrow 40' right-of-way. Despite the narrowness of the right of way, there could be space to expand the existing sidewalks. Today the typical sidewalk is less than 5' wide. The streets also rely few cobra-head light fixtures on the existing utility poles. Pedestrian scale lighting could be an improvement for visibility, and if done with shielded fixtures prevent light pollution into the sky and adjacent buildings. In some cases where there are few driveway interruptions, it could be possible to devote space to on-street parking, which is a better condition for pedestrians, cyclists, and those using micro-mobility since it reduces the number of conflict points between people and vehicles on the road or in driveways.

To the left are images of two of the neighborhood street types illustrated in the East Stuart Neighborhood code. These can be the starting points for discussion with applicants as well as the existing neighborhood on the character of designed street improvements. Neighborhood street improvements should be done with coordinated input from the neighborhood to determine the greatest priorities.

IMPLEMENTATION

Implementation is a summary of the goals and objectives shown throughout the Master Plan. For additional information on an item refer back to the Tour of the Plan.



RECOMMENDATIONS & IMPLEMENTATION

The success of any master plan depends upon its ability to be implemented economically and politically within a given time frame. To that end, the recommendations throughout this report have been developed as independent but interrelated projects. Some projects, such as regulatory revisions and streetscape infrastructure, are within the City’s control to pursue implementation, with funding being the primary challenge. Some public infrastructure projects will require the coordination of multiple agencies.

Other recommendations are redevelopment techniques that are illustrated on private property – which are subject to each private property owner’s time frame and financial situation. The designs shown for redevelopment on these parcels are not the only configurations that could create the desired environment; rather they demonstrate a set of urban design principles to follow. In order to realize these projects, the principles of urban design described and illustrated throughout the report have to be embedded culturally within the City, required by its codes, and encouraged through its programs. The combination of public and private efforts is required for realizing the vision of the East Stuart Neighborhood Master Plan.

- ADOPTING THE MASTER PLAN:**
- Adopting the Plan does not obligate the City of Stuart to implement any or all of the proposed improvements;
 - Adopting the Plan communicates to the residential, business, and development communities that the City is committed to improving the conditions in the East Stuart Neighborhood;
 - Adopting the Plan will provide a vision for desired future redevelopment within the area, especially the identified catalytic sites; and
 - Adopting the Plan memorializes the process and authorizes staff to pursue desired areas of implementation.



Figure 50 Birds-eye view of the City of Stuart with focus on East Stuart Neighborhood.

IMPLEMENTATION

The chart below is not organized by priority. It is organized as presented in the text of the Tour of the Plan. The number associated with the action corresponds with the Master Plan and the description in the Tour of the Plan. Many of the items originated in the first East Stuart Charrette held in 2003. Some of the action items have evolved over time, and some are new in response to the changes in the community and the market. The colors are a key to indicate the status of the action items over time. The darker the green, the more that has been achieved towards that goal. The lightest green indicates new action items.

KEY

	Completed, achieved and/or ongoing
	In progress and partially executed
	Not yet fulfilled
	New goals

#	ACTION	DESCRIPTION		NEAR TERM	MID-TERM	LONG TERM
			STATUS	2 years+	5 years+	10 years+
	Expand CRA	Expand the CRA plan to include 2003 Master Plan Area. The initial CRA boundary was too limited to generate an adequate amount of Tax Increment Financing (TIF) to make significant investments.	The CRA was expanded in 2003 and 2015. These expansions have been pivotal in generating enough funds to make investments in East Stuart.		✓	
	Zoning	Develop an overlay zoning code reflective of the historic neighborhood.	A code was written and adopted in 2004 and updated again in 2023.		✓	
	Utility Improvement	Build the water and sewer infrastructure to allow existing residents and new development to connect to City water and sewer.	Completed in 1996. A lack of municipal water and sewer can have a stifling effect on the maintenance and redevelopment of a neighborhood.		✓	
	New Building Servicing Martin Luther King Park	New building and landscape improvements for the park at the terminus of SE Church Street.	Bathrooms were added to this park in 2012. In 2018, and again in 2023, playground equipment was added. This park could also be an opportunity for Gateway Signage (See item 1) and additional landscaping.		✓	
	New Fire & Police Station	Rebuild the Fire & Police Station on the site and house buildings that foster civic presence, community pride, and respect for the institution housed.	Completed in 2007, the Fire & Police Station meets the needs of the City's service. Since the buildings were sited further back from the road, there is still an opportunity for more civic programming along the front of MLK Blvd.		✓	
	New Habitat for Humanity Housing	Continue to work with Habitat for Humanity in the creation of new housing types for the areas and infill opportunities.	To date there have been 25 homes built on infill sites in the East Stuart Neighborhood. Continue partnership throughout the CRA.		✓	
	CRA Incentives	Develop a package of incentives for development, redevelopment and in the area.	The CRA offers Commercial Incentive & Housing Programs including: • Business Improvement Grant Program • Real Estate Developer Accelerator Program (REDA) <i>Updated in 2022</i> • Residential Facade Improvement Program • Brush with Kindness Program <i>(To date, 84 home repairs have occurred with this program in East Stuart Neighborhood)</i>		✓	
	Historic Designation	Pursue historic designation through the Department of State, Division of Historical Resources for the East Stuart Neighborhood.	As of this date, the City has submitted the initial application and is pursuing the National Registration.	★		
	Maintain Existing Housing	Promote existing and new programs to maintain the existing housing within the neighborhood.	The CRA was grated a CDBG Grant to rehabilitate 11 homes in the community. That work is currently ongoing. See funding sources for individuals for additional resources.	★	★	★
	Recommit to the Adopted Master Plan & Update	Adopting the Plan memorializes the process and authorizes staff to pursue desired areas of implementation.		★		

IMPLEMENTATION

#	ACTION	DESCRIPTION		NEAR TERM	MID- TERM	LONG TERM
			STATUS	2 years+	5 years+	10 years+
	Create a Landlord Permit Registration Program	The City should consider a Landlord Permit Registration process similar to Delray Beach, Coral Springs, or Boynton Beach. A registration program is a mechanism for understanding how many rental units are in the City, to ensure minimum codes for fire, health, safety, and welfare are met, and improve communication between the City and landlords.		★		
1	Gateways to the Neighborhood	Construction of gateway signage and landscaping at SE MLK Boulevard and at SE Florida Street.	A small monument sign was erected on SE MLK Boulevard and SE Flagler Drive in 2009. Additional Gateway Features are part of the planned SE MLK Boulevard Complete Street project, and there continues to be opportunities on SE Florida Street, 10th Street and the east side of SE MLK Boulevard	★		
2	History through Murals & Markers	Historic markers have been added to Saint Paul African Methodist Episcopal Church and St Monica's Episcopal Church. With input from the East Stuart Historical Advisory Committee the design teams for both the Guy Davis Park and the SE MLK Boulevard Complete Street Planning have included more murals and markers about East Stuarts History as part for those planned efforts.		★		
3	Bayou Pedestrian Bridge	Connect SE Bayou Avenue to SE High School Avenue with a tram, cycling, and pedestrian bridge.			★	
4	Balboa Pocket Park Extension	Connect SE Balboa Avenue for pedestrian and cycling access through an extension of the Balboa Pocket Park.			★	
5	Guy Davis Park: Phase 1	Expansion and improvements to multipurpose, baseball, and soccer fields. Design highlights for Phase 1 of the base park include: a multi-purpose sports field, linear trail network with sports plaques, picnic area with barbecue racks, shaded pavilion areas, multi-purpose stage area with small and large event lawns, flexible central lawn area for markets and pop-up events, pervious concrete parking lot with pavers, fitness trail loop with Vitacourse equipment, re-surfaced playground with aquatic play equipment, a concession, restroom and storage building, and park signage.	The City issued an RFP for the Design of Guy Davis Community Park Improvements in October of 2019. Calvin, Giordano & Associates, Inc. presented the Guy Davis Park Design and Master Plan Components to residents, community leaders and city commissioners on Thursday, January 19, 2023, at the 10th Street Community Center in East Stuart. Design and construction costs are estimated at \$5,502,131.84.	★		
6	Guy Davis Park: Phase 2	Phase 2 of the master plan was outlined and optional components were suggested, which included a community dog park, skate park, parking and streetscape improvements, and city-wide wayfinding for historic black-owned businesses.				★
7	10th Street Community Center	Build a new 10th Street Community Center and Recreation Facility.			★	
8	SE 10th Street Improvements	Improve the public realm along 10th Street with the addition of shade trees, sidewalks, crosswalks, landscaping, and on-street parking.			★	
9	Martin Luther King Blvd Complete Street	The MLK Blvd Complete Street Project limit is from SE Dixie Hwy to SE Tarpon Avenue. The project will include elements that will create a safe multi-modal access for all users, such as sidewalks, on-street parking, bike lanes, bike racks, enhanced crosswalks, mid-block plaza area, streetlights and landscaping.	Under pre-design as CRA project. - Estimated Start Date: January 2026 - Estimated End Date: January 2027 - Estimated Cost: \$4,500,000	★		

IMPLEMENTATION

#	ACTION	DESCRIPTION		NEAR TERM	MID- TERM	LONG TERM
			STATUS	2 years+	5 years+	10 years+
10	Church Street Improvements	Improve the public realm along Church Street with the addition of shade trees, sidewalks, crosswalks, landscaping, and on-street parking.				★
11	Improve Alleys	Improve alley candidates with pervious pavement or concrete which allow for rear access.		★		
12	Maintenance Facility Infill	Improve the entrance to the community by addressing the vehicle maintenance facility. Re-platting of the City-Owned vehicle maintenance facility to create an independent lot fronting SE MLK Blvd, and the resulting 80'x300' lot fronting SE MLK could be put out to RFP with the intent of finding a private developer wiling to follow the master plan and build two or three story mixed-use buildings that front SE MLK Boulevard. The income resulting from the sale/lease of this parcel should be used to relocate the existing metal frame buildings that are currently housed at the City's vehicle maintenance facility.			★	
13	SE East Avenue Infill	Work with private property owners to guide and encourage development.		★	★	★
14	Reconstruct McHardy Building	Use the the former McHardy Drugstore which functioned as a live-work unit on SE East Avenue as an example for commercial infill within the neighborhood. Work with property owners to facilitate the reconstruction of historic structures.			★	
15	Stuart Middle School Site Frontage	Stuart Middle School access near the intersection of SE East Avenue and SE MLK Boulevard			★	
16	Gertude Walden Day Care & Spectrum Academy Site	Expansion strategy that, over time, incorporates all the schools current needs into a series of buildings creating a campus setting, while resolving parking, security and traffic calming needs.				★
17	Gary Plaza Redeveloped	The City should work with major property owners to guide and encourage development.	The City applied to the Florida Department of Economic Opportunity (DEO) for CDBG-COVID Program funding in the amount of \$4,791,000 for acquisition and rehabilitation for a business incubator and job training center.	★		
17	Cherokee Commons Redeveloped	The City should work with property owners to guide and encourage development.			★	
18	Bahamian Village	The City should work with property owners to guide and encourage development.			★	
19	Stuart Housing Authority Improvements	Improve the residential housing by improving the architecture and energy efficiency.			★	
20	Neighborhood Street Improvements	Improve the public realm along Tarpon Avenue and other neighborhood streets with the addition of shade trees, sidewalks, crosswalks, and landscaping.				★

FUNDING SOURCES FOR MUNICIPAL ACTIONS

POTENTIAL FUNDING SOURCES		DESCRIPTION
	Community Redevelopment Agency	CRA funds can be used as match funding for grant programs, design, planning, and implementation.
	US Environmental Protection Agency	There may be ways to incorporate tree planting and low impact development goals simultaneously. In that case, other grant opportunities from EPA and FDEP may be possible funding or loan sources. Green Infrastructure Funding Opportunities
	Florida Department of Environmental Protection	• Federal 319(h) Grant & Non-point Source Funds • Resilient Florida Grants
	Historic Preservation Grants Program Overview	• Historic Preservation Grants Program Overview Those eligible to apply for grant funding include state agencies, state universities, non-profit organizations, units of local government, cities, towns, and counties. Private property owners are not eligible for state grant funding from the Department of State's Division of Historical Resources.
	US Department of Transportation	• Safe Streets and Roads for All (SS4A) Grant Program The purpose of this Notice of Funding Opportunity is to solicit applications for Safe Streets and Roads for All (SS4A) grants. Funds for the fiscal year 2023 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micro-mobility users; motorists; and commercial vehicle operators. The deadline for applications is July 10, 2023.
	Florida Department of Transportation	• Sun Trail Sun Trail runs along the west edge of Dixie Highway and Guy Davis Park. There is an opportunity to connect Guy Davis Park Improvements to the Sun Trail network. FDOT can provide Sun Trail funding and planning assistance for the 10-14' wide trail.
	US Department of Housing & Urban Development	• The Green and Resilient Retrofit Program (GRRP) GRRP provides funding for direct loans and grants to fund projects that improve energy or water efficiency, enhance indoor air quality or sustainability, implement the use of zero-emission electricity generation, low-emission building materials or processes, energy storage, or building electrification strategies, or address climate resilience, of eligible HUD-assisted multifamily properties. Eligible owners primarily include owners receiving HUD rental assistance under Multifamily Section 8 project-based rental assistance, Section 202 Supportive Housing for Low-Income Elderly, and Section 811 Supportive Housing for Low-Income Persons with Disabilities. Application will be taken in June 2023, September 2023, January 2024, and March 2024

FUNDING FOR SOURCES FOR INDIVIDUAL PROPERTY OWNERS

POTENTIAL FUNDING SOURCES		DESCRIPTION
	Community Redevelopment Agency	CRA funds can be used as match funding for grants programs, design, planning, and implementation. • Business Improvement Grant Program • Real Estate Developer Accelerator Program. <i>The REDA program was updated in 2022 and allows for vacant parcels within the East Stuart Neighborhood with an investment of \$250,000 or more to be considered for TIF sharing for up to 50% for up to 5 years. The amount is based on criteria including the creation affordable housing units for sale or rent to household earning 80% or less of the Martin County Annual Median Income (AMI).</i> • Residential Facade Improvement Program • Brush with Kindness Program
	Hometown Heroes	The Florida Hometown Heroes Housing Program makes homeownership affordable for eligible front-line community workers such as law enforcement officers, firefighters, educators, healthcare professionals, childcare employees, and active military or veterans. Starting July 1, 2023, this program becomes available to any employee of a Florida-based company who meets the income limits. This program provides down payment and closing cost assistance to first-time, income-qualified home-buyers so they can purchase a primary residence in the community in which they work and serve. The Florida Hometown Heroes Loan Program also offers a lower first mortgage rate and additional special benefits to those who have served and continue to serve their country.
	State Housing Initiative Partnership (SHIP) Program is a Martin County	The State Housing Initiative Partnership (SHIP) Program is a Martin County sponsored program to provide loans to very-low, low, and moderate income persons to assist them in obtaining a home or rehabilitating their existing home. Under the SHIP program, qualified Martin County homeowners can request income-related housing rehabilitation assistance. Down Payment Assistance: SHIP funds can be used to offset the costs of down payment, closing, and other acquisition fees for very low, low and moderate income households. Up to \$30,000 can be offered to moderate income households and up to \$50,000 for very low and low income households in a form of a 0% interest deferred payment loan secured by a fifteen (15) year note. Rehabilitation Assistance: The SHIP program provides up to \$40,000 in the form of a zero interest, deferred payment mortgage to qualifying homeowners (extremely low, very low, low and moderate income households) for home repairs. SHIP funds may only be used to make improvements that contribute to the health, safety and well-being of the occupants. Repairs/ improvements may include, but are not limited to: • Water/sewer hookup • Roof replacement • Electrical or plumbing • Heating and cooling units • Windows and doors
	Solar and Energy Loan Fund (SELF)	The Solar and Energy Loan Fund (SELF) is a non-profit that provides energy expertise and favorable financing to help property owners identify and make cost-effective home energy retrofits, including energy conservation; energy efficiency; and renewable energy alternatives. SELF is collaborating with the CRA to provide homeowners within the CRA with access to both grants and low-cost financing to make home energy improvements (e.g., roofs, air conditioners, windows/doors) and make repairs and replacement projects more affordable and attainable. The CRA will contribute up to \$2,500 to the applicant to cover the gap for improvements that the SELF loan cannot finance.

APPENDIX A CREATION OF THE PLAN

Reflected in this section are important maps, data points, and public input used in the creation of the plan.

STORMWATER INFRASTRUCTURE

LITTORAL PLANTING AT STORMWATER

Significant since the 2003 Master Plan, the City built out stormwater infrastructure, water, and sewer infrastructure to allow for infill development. To add to the quality of the Frazier watershed, low impact development should be implemented as new development occurs. Stormwater ponds and retention areas should be connected and include littoral plantings.

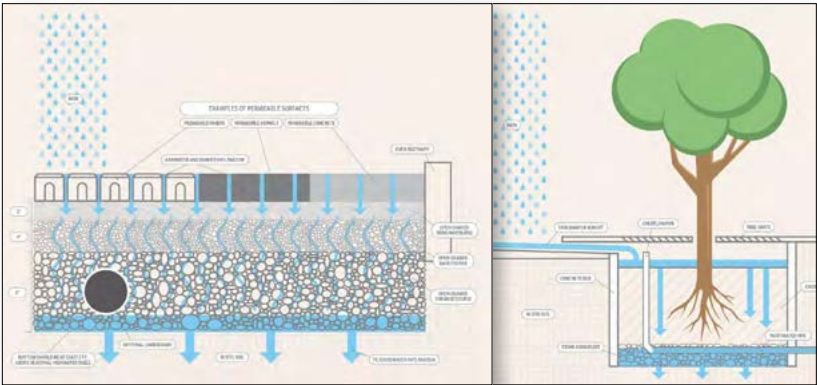
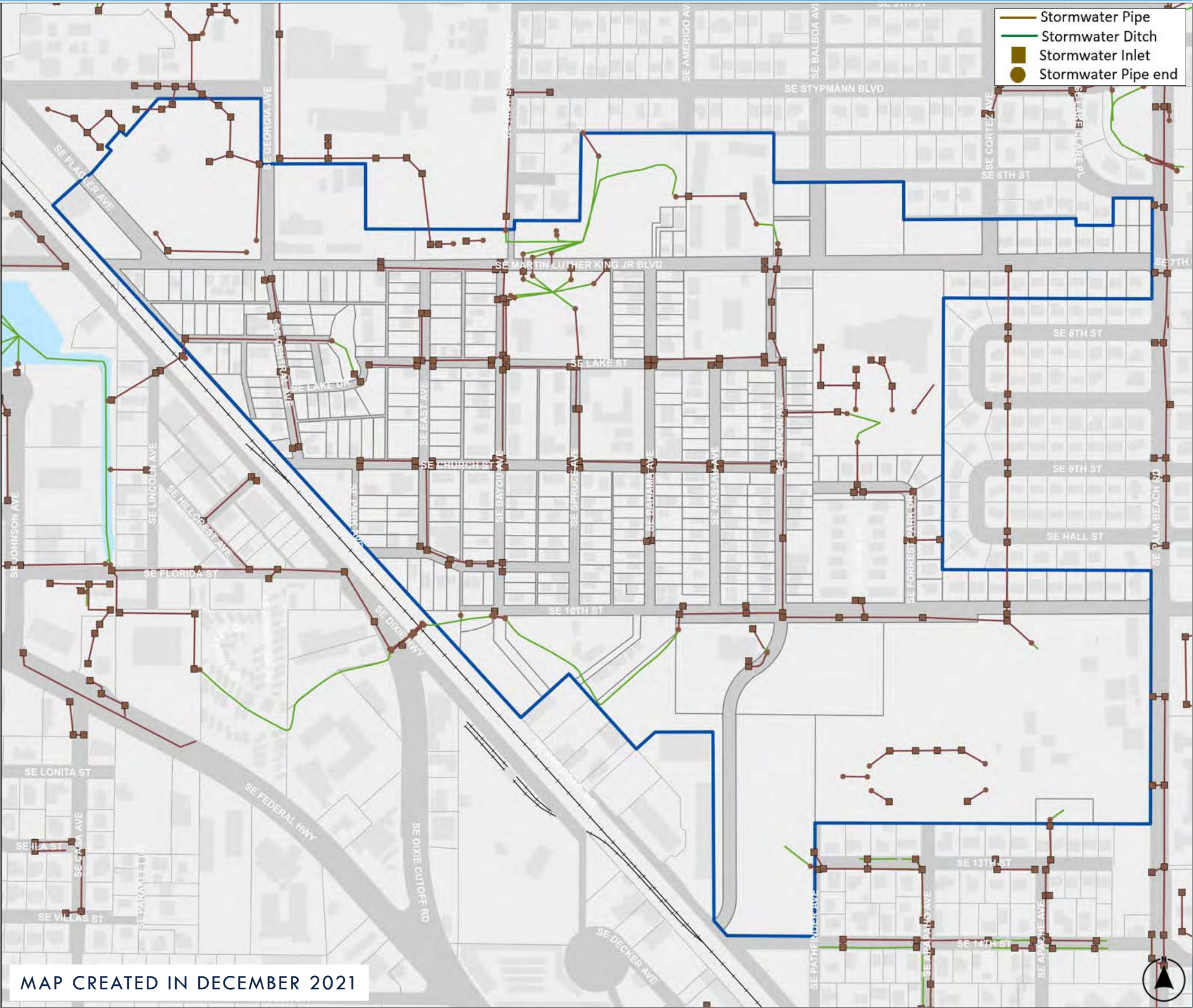


Figure 51 Map of stormwater infrastructure.
Figure 52 Image of the Ripple Project in Old Palm City, a local example of stormwater area as beautiful park amenity.

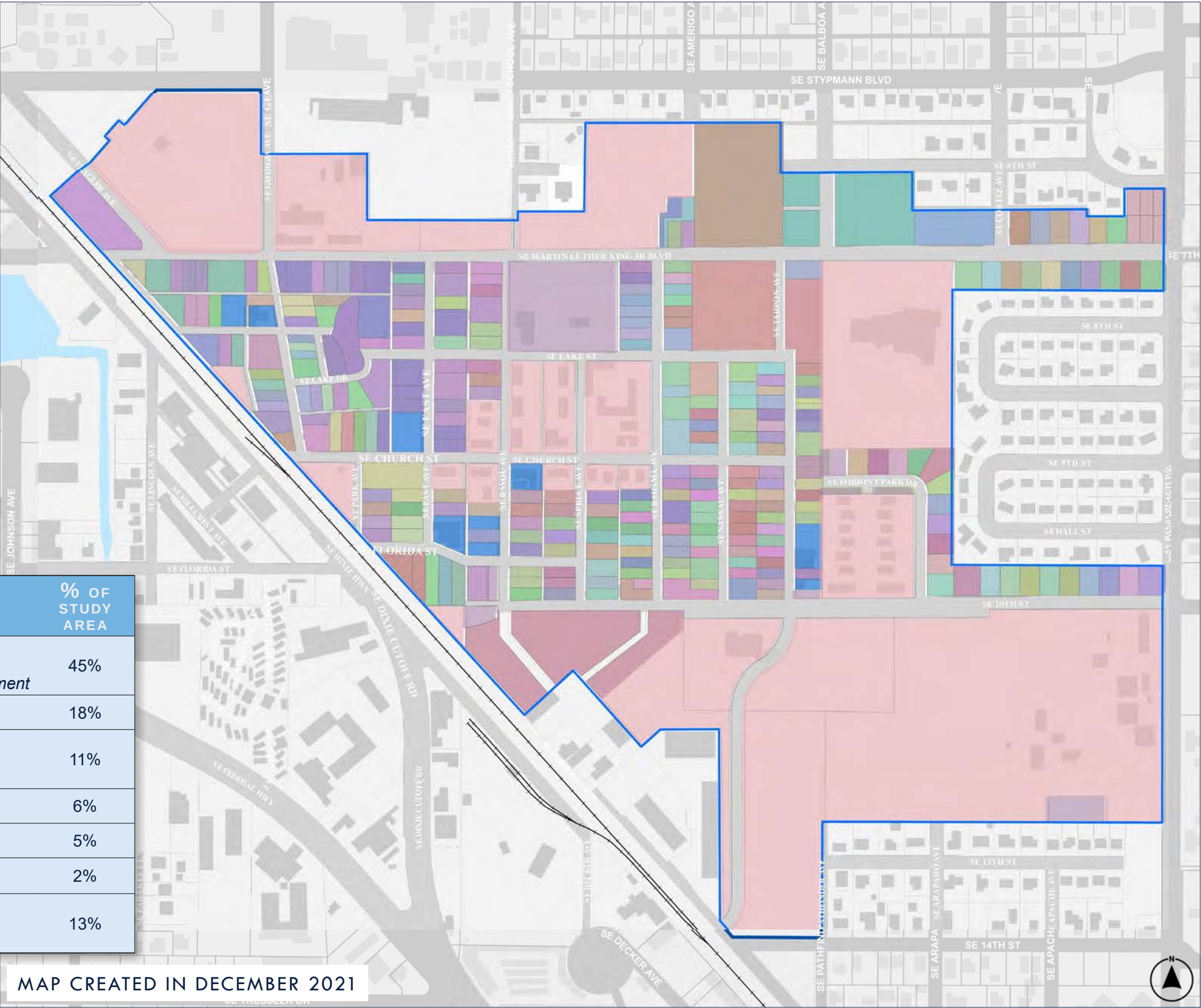


OWNERSHIP & USE PATTERNS

As part of the background for the Master Plan update a snapshot of the ownership and land use was studied. Maintaining the existing ownership and decreasing the number of vacant parcels would be a metric for the City to use as a benchmark for the future. Compared to the 2002 snapshot there have been few redevelopment sites and few net new housing units added. Unfortunately, the neighborhood has lost historic homes in the last twenty years. For this reason, this Master Plan Update is of critical importance.

OWNERSHIP/USE	% OF STUDY AREA
City of Stuart	45%
<i>Including parks, community center, stormwater, fire & police department</i>	
Single family homes	18%
Vacant properties	11%
<i>Parcels without improvements or built structures</i>	
Housing Authority of Stuart	6%
Martin County School District	5%
Religious Institutions	2%
Other	13%
<i>Including: multifamily, rental properties, & commercial</i>	

Figure 53 Map to the right represents an ownership and land use map of the East Stuart Neighborhood.



OWNERSHIP & USE PATTERNS

VACANCY

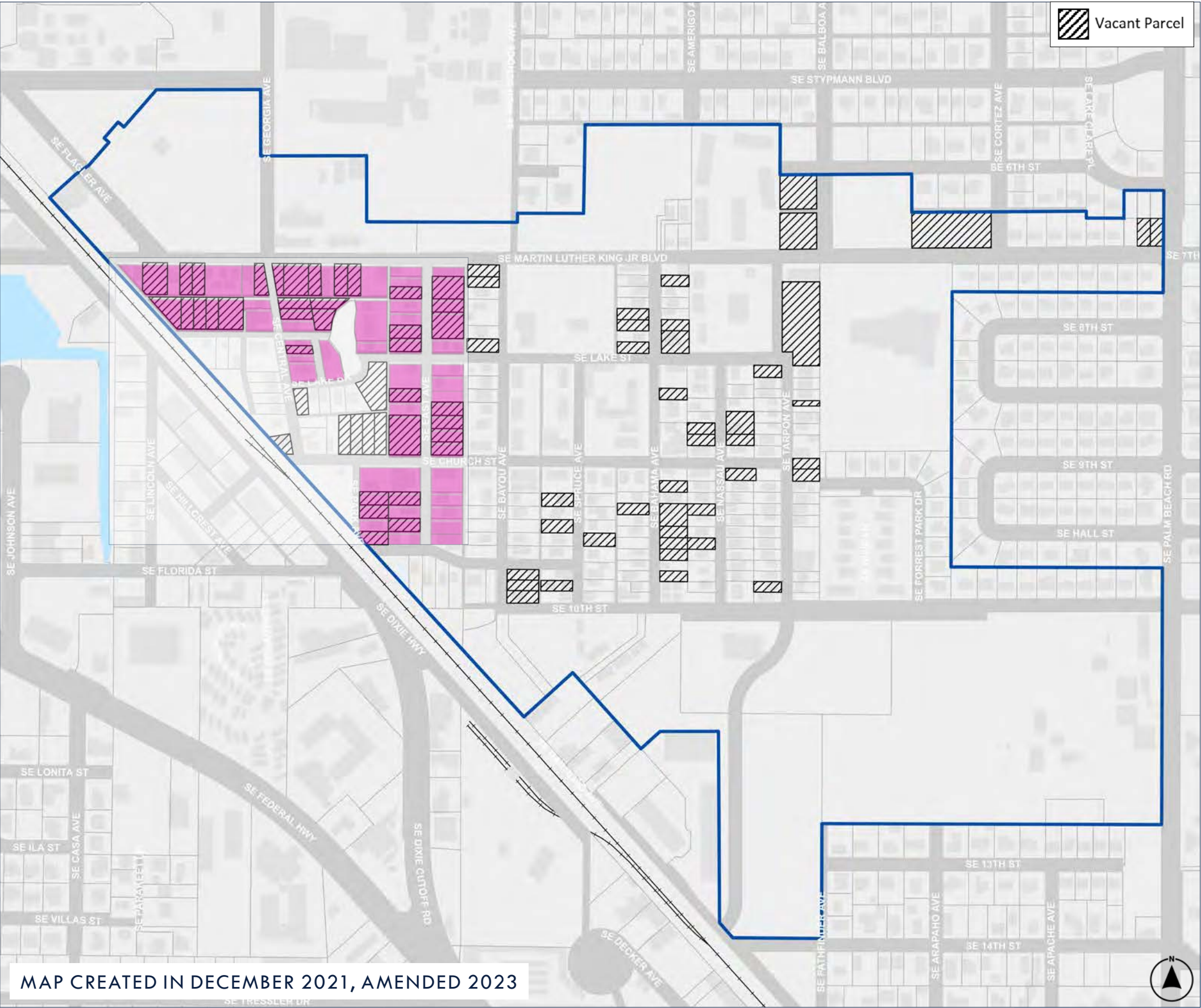
At the time of the study, 11% of the project study area included vacant commercial and residential parcels.

The vacancies can be a weakness for the neighborhood. The vacancies are like the “missing teeth” in the fabric of the street and neighborhood, but there are opportunities for additional infill housing and neighborhood fabric.

35*	Roberts' Barber Shop	921*
37*	Paul Roberts	923*
543	Willie Wells	925*
45*	Amanda Mims	929*
47*	O. T. Morgan (Store and Cafe)	
49*		
51*		
501		
06*		
1*		
	(East Side)	
	J. N. Thompson	700
	(Barber shop and cafe)	
5*	Nathaniel Green (Beer parlor)	702*
7*	Jonas Williams	704*
21	Willie Barnes	706*
5*	Larraine Hammond	708*
7*	Ora Dell Hamilton (Beauty Shop)	710*
9*	Lulu Moore (Cafe and home)	714
33	Lulu Moore (Hotel)	716
7*	Louis Peaster	720*
1*	Naptha Lee Sampson	722*
	Gus Hagen	724*
	Amanda Brooks	726*
	Dan Frazier	804*
	William Holmes	808*
7*	Henry Culpepper	812*
9*	Henry Montague	816*
	(rental)	818*
01	Sam Mackey	820*
1	Dorothy Thomas	824*
*	Carrie Gant (Store)	826*
*	Booker T. Spires	900*
1	John Langston, jr.	908
3	Louvine Williams	912
9	George Reynolds (Shop)	922
7	George Reynolds (Rooms)	920 1/2*
*		
	EAST CHURCH STREET	

Figure 54 To the right is a map of vacant parcels. The area with Business Mixed Use (BMU) zoning is highlighted in pink.

Figure 55 Image above of mix of businesses in historic East Stuart along East Avenue.



OWNERSHIP & LAND USE PATTERNS

HOMESTEAD EXEMPTIONS

Homestead exemptions reflect the number of owner-occupied full-time residences. At the time of the study, 18% of the neighborhood qualified for a homestead exemption.

For homeowners, homestead exemptions are an important tool to control increased property taxes when property values increase. Assessed values are capped at a maximum of 3% increase year over year for homesteaded properties. Home property values in East Start historically have not gained in value as quickly as other places in the City and therefore have not seen the effect of increased property taxes like other parts of the City. That has changed in recent years, so it is important for owner-occupied full-time residents to properly file for the homestead exemptions they may qualify for. The CRA hosted an informational workshop on November 16, 2021 to help residents gain awareness.

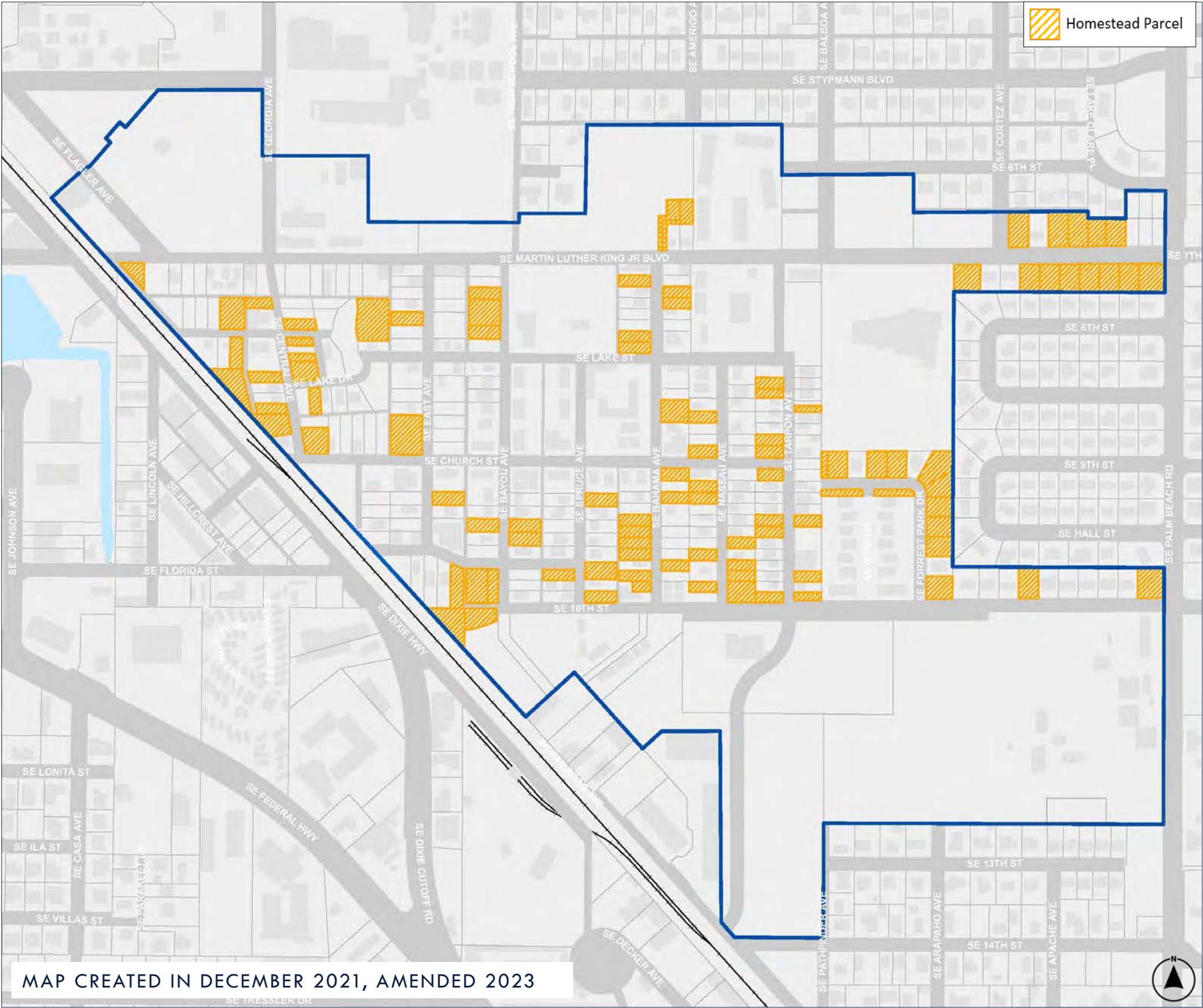


Figure 56 Map of parcels with homestead exemption on the right.

OUTREACH INTERVIEWS

Interviews in the East Stuart Neighborhood began in November of 2021 and included over 50 individuals. Stakeholders included residents, local business owners, community advocates as well as the Community Redevelopment Board members, and the City Commission.

East Stuart is a historically Black neighborhood. We heard that many residents are aging in place and multi-generational living is common. There is also a younger generation that is challenged in finding housing in East Stuart due to a lack of housing stock. Much of the younger generation has moved to Port St Lucie, Fort Pierce, and in some cases Indiantown, but would like to be in East Stuart. There is another segment of the younger generation who are now inheriting properties from their parents and grandparents and are trying to understand the properties in a new context.

In East Stuart, the 2003 Charrette Vision, and the subsequently adopted code in 2004, emphasized a future East Stuart with an active main street along mixed-use East Avenue and Martin Luther King Blvd. It was clear through the recent interviews that the vision requires an update. Today the priority is on housing and the neighborhood character within East Stuart. The code analysis focused on areas where types of residential have been prohibited and reevaluates those policies.

Marty bus stops and schedules do not support easy use or convenient access to affordable transportation. Very few people use it today.

House affordability continues to be a goal in the neighborhood. There were concerns regarding the quality of maintenance of the existing Housing Authority properties. At the same time, there was not a desire to devote more land to the Housing Authority. Residents did express support for policies that encouraged Accessory Dwelling Units and small units, and missing middle housing.

The cost of construction continues to increase the cost of building and repairing homes over time. Much of the existing housing stock for example predates current plumbing, and electrical codes in addition to not being weatherized for storm resiliency with aging windows, doors, and roofs. The aging housing stock is vulnerable to demolition when continued maintenance is not achieved. The quantity of repairs can become so great it is not fiscally reasonable. When housing has been demolished, it has been perceived as the City removing affordable housing stock, even when they may be owner-initiated demolitions.

Programs do exist to bring existing homes up to code. Some of these programs require long repayment terms to keep payments low and require a lien on the property. Unfortunately, this has meant many community members are hesitant to engage in a long repayment for fear of losing their homes. We heard many residents

are not familiar with the services provided by the different programs and program partners. For example, the program "Brush with Kindness" with Habitat for Humanity which can be used for critical home infrastructure has been confused with the CRA-funded "Paint-up Program" which is for a paint voucher. Residents may not be aware of the "Residential Façade Improvement Grant" which could be used for wall repair, doors, and windows. The match requirement for some homeowners is still a challenge and the cost of necessary repair or replacement may exceed the grant amount in many cases. SHIP is another possible source of assistance in the neighborhood. For some residents application assistance and case management assistance may be necessary to guide potential applicants through the process. Some application requirements such as homeowners' insurance may prove to bar some potential applicants from applying and qualifying. Many homes are generational, are owned outright, do not require homeowners' insurance (for mortgage compliance), and therefore may not carry a policy. Also, some homes in their current condition could not qualify for homeowners' insurance. This requirement may need to be evaluated. If the lending agency or charity needs to protect their investment by ensuring there is homeowners' insurance, it may be necessary to develop a policy that is effective after repairs and consider the added monthly cost to the home. The CRA sought and was awarded a Community Development Block Grant (CDBG) to assist a minimum of 11 households. The City/CRA should continue this effort to seek funding for the community to maintain the homes, especially for those who already own them.

From property owners interested in building on new sites we heard the challenge of getting financing in the area. Because of the comparable real estate in the area, it is difficult to be approved for a loan for new construction. This is contributing to the amount of vacant land in the neighborhood. In discussions with stakeholders, ideas came to the forefront including

- Building a relationship with a local bank and a dedicated lender who is familiar with the community and needs specific to CRA lending and programming.
- From the input from this outreach effort, the Real Estate Development Accelerator (REDA) Program was modified for East Stuart Neighborhood. Includes a lower threshold for investment down from \$1 million to \$250,000 which is more in line with the scale of infill development appropriate to the neighborhood. It also is not for existing structures, but for vacant land so as not to incentivize the demolition of more history structures in the neighborhood.
- A low-interest revolving loan fund for commercial and residential improvements and development

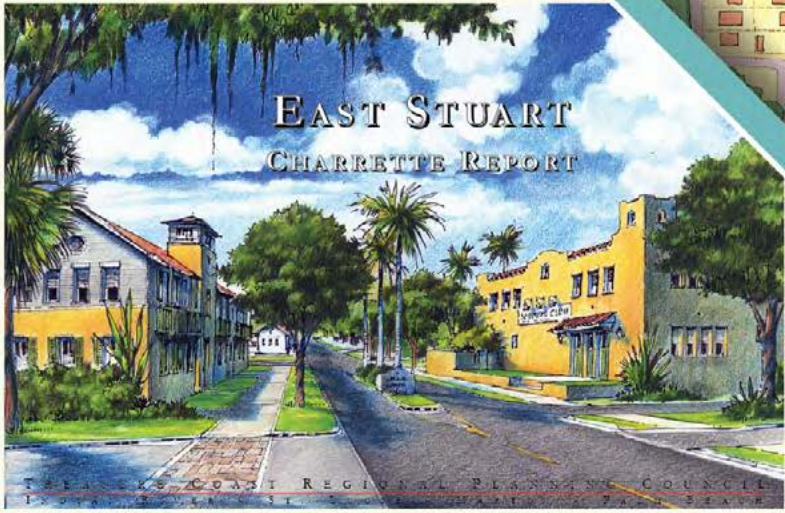
OUTREACH

EAST STUART VISION UPDATE

RESCHEDULED FOR JAN 11TH

WHERE: 10TH STREET
COMMUNITY CENTER
724 SE 10TH STREET, STUART

TIME: 5:30 - 8:00 PM
Join us for an open house,
presentation & input session to
discuss the future of East Stuart!

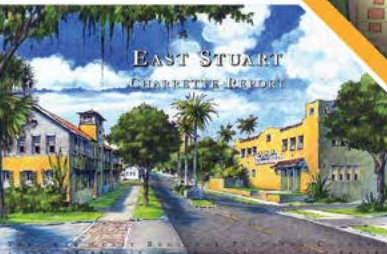


For more information contact:
Jessica Cortor Seymour, RA, LEED AP
(772) 221-4060 jseymour@tcrpc.org





EAST STUART VISION UPDATE



- ◆ An opening presentation will provide an overview of opportunities and concerns.
- ◆ Participants' ideas and priorities will be incorporated in updating the 2002 East Stuart Charrette Report.
- ◆ Kids view the community from a unique perspective and are welcomed participants.

VISION WORKSHOP

The Vision Update Workshop was hosted at the 10th Street Community Center on January 11, 2022. The goal of the workshop was to reintroduce the Master Plan based on the 2003 East Stuart Charrette and receive feedback on which elements of that plan are still relevant and which portions of the vision need to evolve.

The workshop was well attended with engaged residents and stakeholders. The following pages include images from the break-out session where five tables summarized elements desired in the updated vision plan for East Stuart. Each participant also had a "Scorecard" to fill in and rank priorities after the presentation. A tally of the results is included.



Figure 57 To the left is the flyer for the Vision Update for the combined study areas of East Stuart and the Creek District hosted on January 11, 2022.

Figure 58 Above are images from the presentation and break out sessions from the Vision Update.

OUTREACH VISION WORKSHOP: SCORECARD RESULTS

SCORECARD					
SUBJECT		RANKING	QUESTION		
BUILDING CHARACTER & USES	No (12)		Do you feel the architectural styles illustrated in the 2002 Charrette Report matches the Vision for East Stuart today?		
			Are there other communities we should look at as a model for East Stuart, if yes, which ones?		
			Ocean Blvd, Key West, Downtown Jensen, Downtown Stuart, Coconut Grove, the heart of Boynton, Eatonville		
			Would the following types of residential be appropriate in areas already zoned for Commercial for example SE East Street and areas along MLK Jr Blvd?		
	Yes (12)		Cottage (Single Family Dwelling)		
	Yes (12)		Cottage Court (a series of detached homes on a single lot)		
	Yes (9)		Townhouse		
	Yes (8)		Multifamily with 2-3 stories		
	No (10)		Multifamily with 4 stories		
			Rank the amenities in order of importance for development with 1 being the most important.		
CIVIC PROJECTS & AMENITIES	1	2	3	4	
	12	2	1	1	10th Street Recreation Center
	7	7	3	0	Gymnasium
	3	3	4	6	Community Swimming Pool
	3	4	5	5	Baseball & Soccer Fields
					Other or None: (3) Gary Plaza & (5) Parks
			Are there other complexes or facilities we should look at as a model for East Stuart, if yes, which ones?		
			Responses included: Avenue D in Fort Pierce, Mapp Road in Palm City, splash pad, libraries, STEM		
	No (10)		Did you participate in the Guy Davis Park Pre-design Survey?		
			At least (10)		
ABOUT YOU			Do you live, work, and/or own property in East Stuart?		

SCORECARD					
SUBJECT		RANKING	QUESTION		
STREET IMPROVEMENTS			Rank the streets in order of importance for improvement with 1 being the most important.		
	1	2	3	4	
	14	0	1	1	MLK Jr BLVD
	1	4	8	2	SE East Street
	2	9	2	2	SE 10th Street
	2	1	1	9	Church Street
					(2) Tarpon Avenue, (1) Florida Street, (1) Bayou Avenue
			Rank the street extension or missing streets in order of importance with 1 being the most important.		
	1	2	3	4	
	2	3	3	3	SE Tarpon Avenue
	10	2	0	0	SE 10th Street
	1	0	4	2	SE 10th Avenue
	2	4	2	1	SE Bayou Avenue
					(2) None
			Would a Gateway Feature or Marker be appropriate at any of the following roadways?		
	Yes (14)		MLK Jr Blvd at Palm Beach Blvd		
	Yes (12)		10th Street at Palm Beach Blvd		
	Yes (11)		SE Florida Street at Dixie Hwy		
	Yes (12)		MLK Jr Blvd at FEC Railway		
			(1) East Avenue & MLK Blvd (2) None		
			Any additional notes for improving sidewalks, crosswalks, visibility to enhance safety, support businesses, or reflect neighborhood character?		
			Responses included: Wider sidewalks, kids at play signage, better visibility, 2-way roads with 10' travel lanes with the remainder dedicated to sidewalks & landscaping, historic signage and mural of African American figures, complete Guy Davis plans		

OUTREACH VISION PARTICIPANTS: TABLE SESSION FLIP CHARTS

TABLE 1

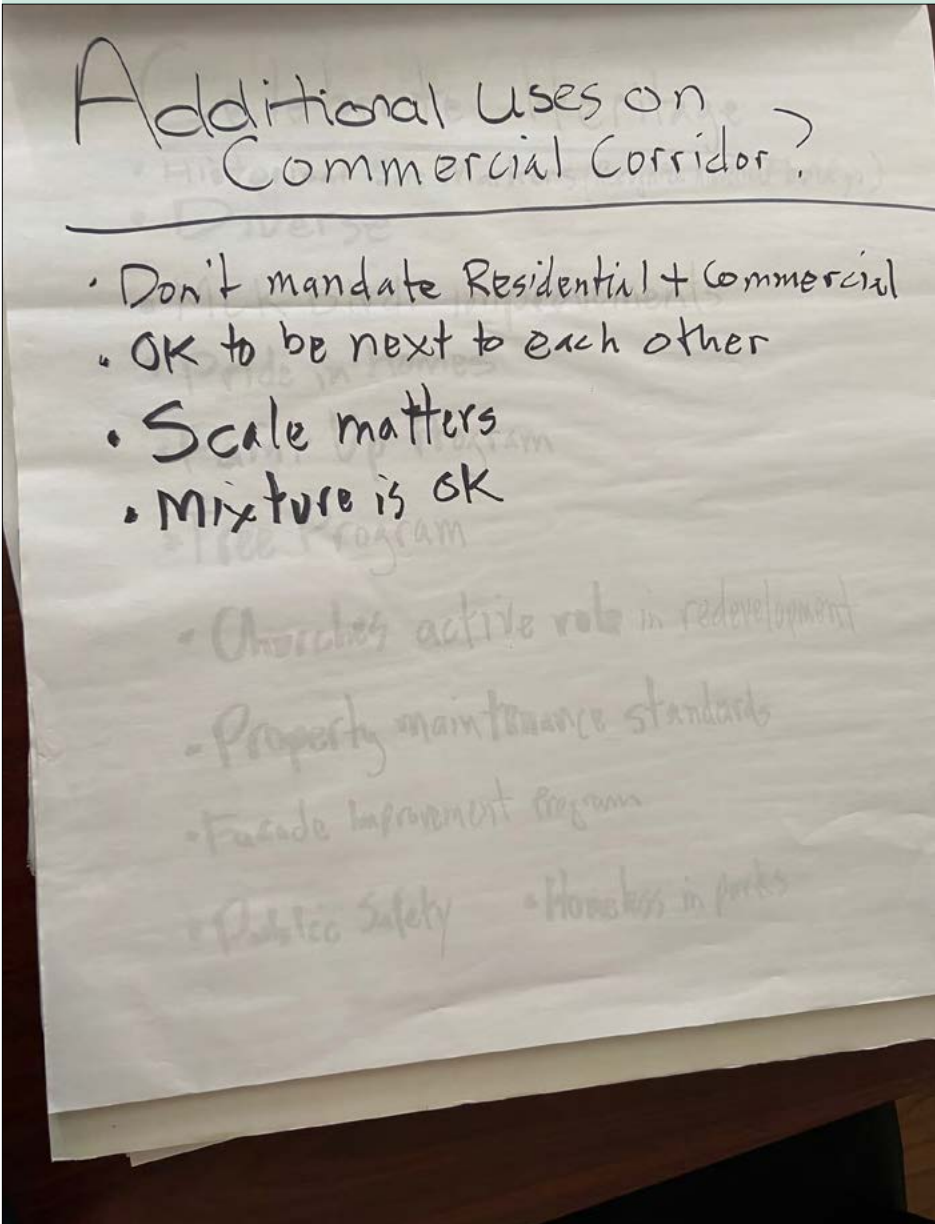


TABLE 1

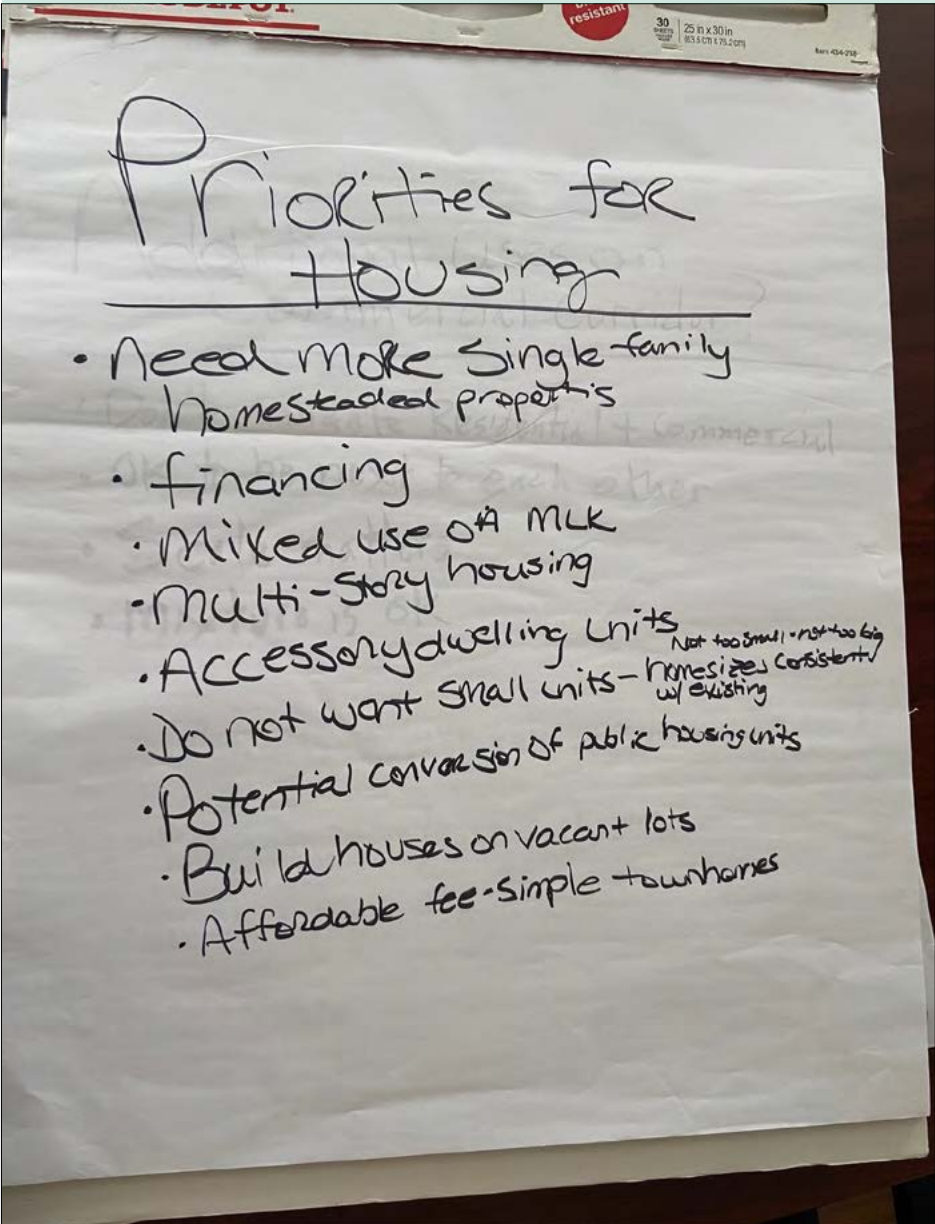
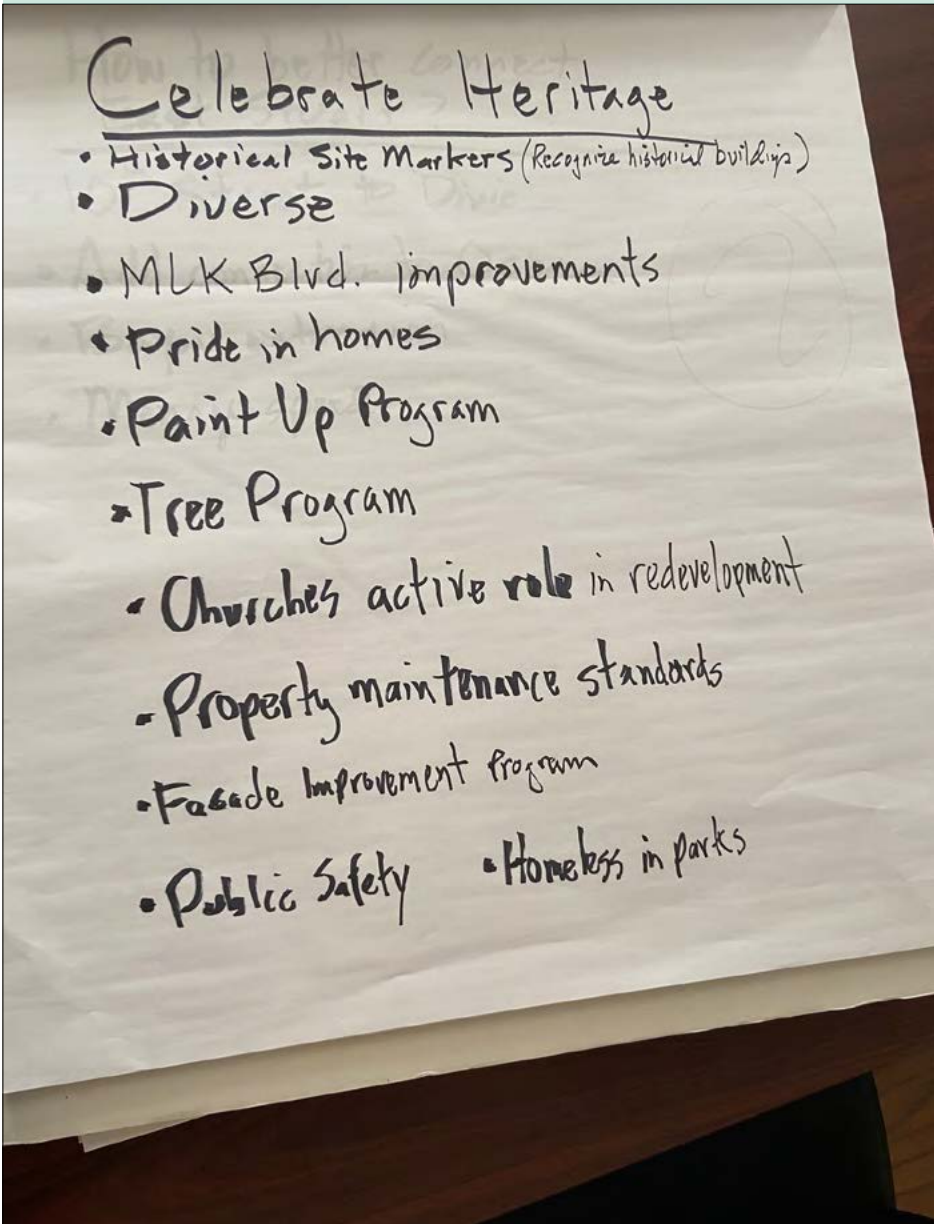


TABLE 2



OUTREACH VISION PARTICIPANTS: TABLE SESSION FLIP CHARTS

TABLE 2

How to better connect East Stuart?

- 10th Street to Dixie
- Add connection to Ocean
- Bayou extension
- Manage speed

TABLE 3

OPPORTUNITIES

- income-generating accessory units
- businesses w/ frontage requirement & parking in the rear
- on-street parking along Church St, ^{Town}
- traffic coming on MLK
- multi-tenant building for businesses at Gary Prop (restaurants, retail, laundry)
- income-generating businesses (local!!)
- connection between High School Ave Spot MLK
- multi-family & townhomes w/ less maintenance responsibility (yards)
- single-family spaced farther apart
- MLK to stay as main business corridor
- mixed-use at Taylor property (mix of housing types & local businesses)
- 10th street west to E street connection
- residential porches
- commercial awnings & arcades for shade
- shade trees for stormwater management & shade (both residential & commercial)
- preservation of heritage & character

TABLE 3

Strengths - enrich heritage
- affordable housing

Weaknesses - houses close together

Opportunities - multi-family & townhomes w/ less maintenance responsibilities

- mixed use at Taylor property (single-family, cottages, apartments... mix of housing types)
- MLK to stay as main business corridor
- wider setback - greater separation between houses (estate area)

Threats - gentrification dynamics changing through properties changing hands

OUTREACH VISION PARTICIPANTS: TABLE SESSION FLIP CHARTS

TABLE 4

HOUSING

SF W/ ACCESSORY UNITS
TOWNHOUSE
TINY HOUSE/ COTTAGE COURT

NEED SMALLER
UNITS FOR
KIDS COUNCILS
HOME, SERVICES
+ AS RESIDENTIAL.

→ CONSIDER LAND BEHIND 10TH ST
REC CTR FOR 2-3 STORY RESIDENTIAL
(SF/TOWNHOUSE)

MLK → 3-STORIES IS OK
USES CAN BE RES OR NON-RES.
~~NO~~ OK IF ALL RESIDENTIAL OR MIXED-USE.

GARY PROPERTY - 3-STORIES IS OK W/ FLEXIBLE USES.
AVE.
EAST ~~STREET~~ - MORE RESIDENTIAL THAN COMMERCIAL

(4)

TABLE 5

GRANTS/ \$ -

- ① Filing/Application Assist.
- ② More than Paint
 - Structural (Roof- etc)
 - Elct./Plumbing etc.

→ SHIP/CDBG

- (A) S.F. Neighborhood (Look @ Ave. D in Fr. Plaza)
- (B) Recreation Center Needs Focus
- (C) No Road reductions - Keep as they are

TABLE 5

Tuesday. East Stuart Workshop 11 January 2022

3P. TAKING #5

• Est AVE = FUTURE = S.F. Homes -

- ↳ Majority Vacant lots = OUTSIDE OWNERSHIP
- ↳ How to

- While CRA \$ BE SHIFTED FROM EAST STUART TO THE "CREEK"
- COMPARISONS OF EAST STUART TO Downtown + Osceola + JB NOT APPROPRIATE
- Seminole Allegiance Got \$1m. — CRA Dallas.
- Don't try to make \$ MLK Look Like Colorado.

OUTREACH

EAST STUART & THE CREEK WALKING TOUR JANUARY 22ND





START: 10:00 AM
Location: 10th St. Community Center

SEGMENT 1
Location: 10th St. Community Center
Walking Start: 10:30 AM

SEGMENT 2
Walking Start: 12:30 PM
Location: Kiwanis Park

Finish: 2:00 PM
Location: 10th St. Community Center

TOUR PATH

Join the City on a Walking Tour of the East Stuart Neighborhood & The Creek District. Feedback provided will be used to shape the vision of the community & future code updates. Lunch & refreshments will be provided.

The tour will be made of two 1-mile segments for a total of 2-miles. Trams will be on hand if you need assistance. Additional questions please contact: jseymour@tcrpc.org

For more information, and to register please visit:
<https://eaststuartcreektour.eventbrite.com>





WALKING TOUR

The Walking Tour was an opportunity to both receive feedback from the community, and for the staff and design team to learn from the community. Walking prompted many engaging and interesting questions and educational moments. The tour occurred on January 22, 2022. The 10th Street Community Center at Guy Davis Park acted as the home base as well as the start and end of the tour. The police department hosted lunch at Kiwanis Park for participants midway through the walking tour and over 40 participants joined. Below is a brief list of discussion topics, input, and questions.

- Questions on sidewalk widths and vehicle lane widths
- Fear of changing neighborhood to primarily commercial
- Brightline construction updates including crossing at Florida Street
- Gateway monuments and signage
- Quiet Zone information
- Need for housing and affordable housing
- Marty (Bus transit)
- Boys and Girls Club new location update and a need for interconnectivity for pedestrians and bikes to the north
- Desire to recognize the history of the Black community in East Stuart
- Noting the predominate housing type as a cottage and some historic missing middle housing (walk-up apartments)

Figure 59 To the left is the flyer for the Walking Tour for the combined study areas of East Stuart Neighborhood and the Creek District hosted on January 22, 2022.

Figure 60 The top image shows the group at a crosswalk in the East Stuart Neighborhood.

Figure 61 The middle image shows the Tour along Martin Luther King Blvd.

Figure 62 The bottom image shows the Walking Tour kick-off at the 10th Street Community Center.

OUTREACH

CODE UPDATE WORK-IN-PROGRESS

Join us for a presentation & to learn more!

There will be two presentations, each with a specific focus on the unique regulations to the East Stuart Neighborhood & The Creek District.

WHERE: CITY HALL 121 SW FLAGLER AVE

DATE: JUNE 21, 2022 TUESDAY

EAST STUART
TIME: 5:30 - 7:00 PM

THE CREEK DISTRICT
TIME: 3:30 - 5:00 PM

The City has engaged Treasure Coast Regional Planning Council to update the land development regulations, or zoning codes. The recommendations are based on input gathered from public meetings and interviews with community residents, business owners, and stakeholders. Feedback at this meeting will continue to shape the code and reflect regulations which are consistent with the community's vision. The meeting will be recorded and streamed on the City's website at www.cityofstuart.us/CRA.

For more information contact:
Jessica Cortor Seymour, RA, LEED AP
(772) 221-4060 jseymour@tcrpc.org



WORK-IN-PROGRESS & CODE UPDATE PRESENTATIONS

A Work-In-Progress presentation was held on June 21, 2022 at the Commission Chambers at City Hall as well as streamed online through Zoom and on the City's YouTube Channel. The points below are a summary of the response to the presentation. The City also hosted a code update presentation on October 11, 2022 in the 10th Street Community Center.

- Attention was given to understanding the permitted uses allowed today as compared to the permitted uses going forward.
- There was broad support for adding more residential uses (single-family, duplex, and multifamily without a commercial component) to the Business Mixed Use (BMU) district.
- The existing commercial uses within the General Residential Office (GRO) district generated a lot of questions. We heard in those areas very few businesses are located in that area and historically have not been there. There was particular concern regarding south of Church Street on Tarpon Avenue.
- There was a request for new imagery surrounding the code that is not from the 2002 East Stuart Charrette.
- Frontage types and development standards in the updated Land Development Code were supported. The three-story height limit was well received by the group. The LDC's have been updated to require additional community input and outreach for buildings that exceed three stories.



Figure 63 To the left is the flyer and postcard for the Work-in-Progress presentation hosted at City Hall on June 21, 2022.

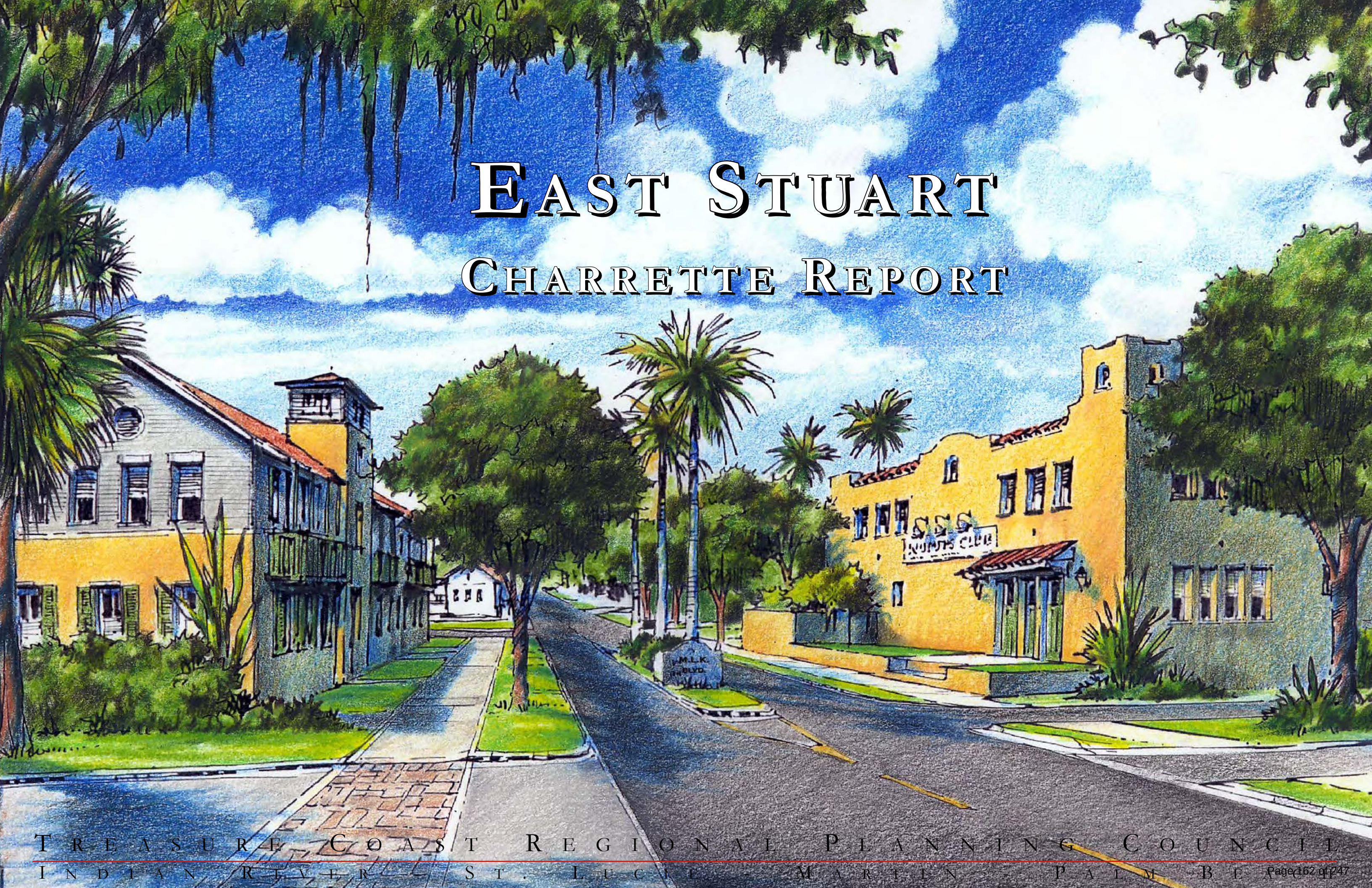
Figure 64 The middle image to the left is an image from Work-In-Progress Presentation Workshop host at City Hall.

Figure 65 The image above is from the Code Update Presentation Workshop hosted at the 10th Street Community Center.

APPENDIX B

2003 CHARRETTE REPORT

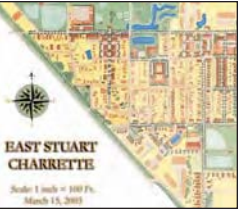
The Master Plan for East Stuart was initially developed in 2003 with a charrette held between March 15-21, 2003. The Master Plan was adopted in early 2004. For reference that report has been included as an appendix to this update.



EAST STUART

CHARRETTE REPORT

TABLE OF CONTENTS



Page ii
Citizen's Master Plan



Page 14
A Main Street For
East Stuart



Page 29
The Fate Of Existing
Buildings



Page 39
A Name For The
Community



Page iii
Executive Summary



Page 19
A Center For The
Neighborhood



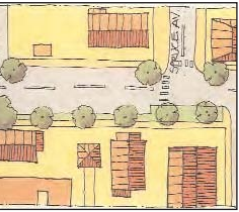
Page 30
Parks And Open
Space



Page 40
Implementation



Page 1
The Study Area



Page 23
10th Street Proposed
Improvements



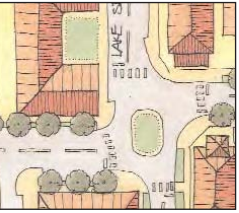
Page 31
Spectrum Junior
Senior High School
Expansion



Page 41
The Public Process



Page 2
The Situation Today



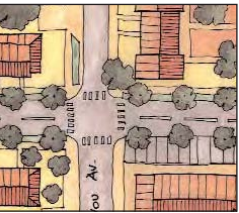
Page 25
Tarpon Street
Proposed



Page 33
Civic Presence



Page 3
What Makes A
Healthy
Neighborhood?



Page 26
Church Street
Proposed
Improvements



Page 34
Recreation Center



Page 5
The First Impression



Page 27
Infill Housing

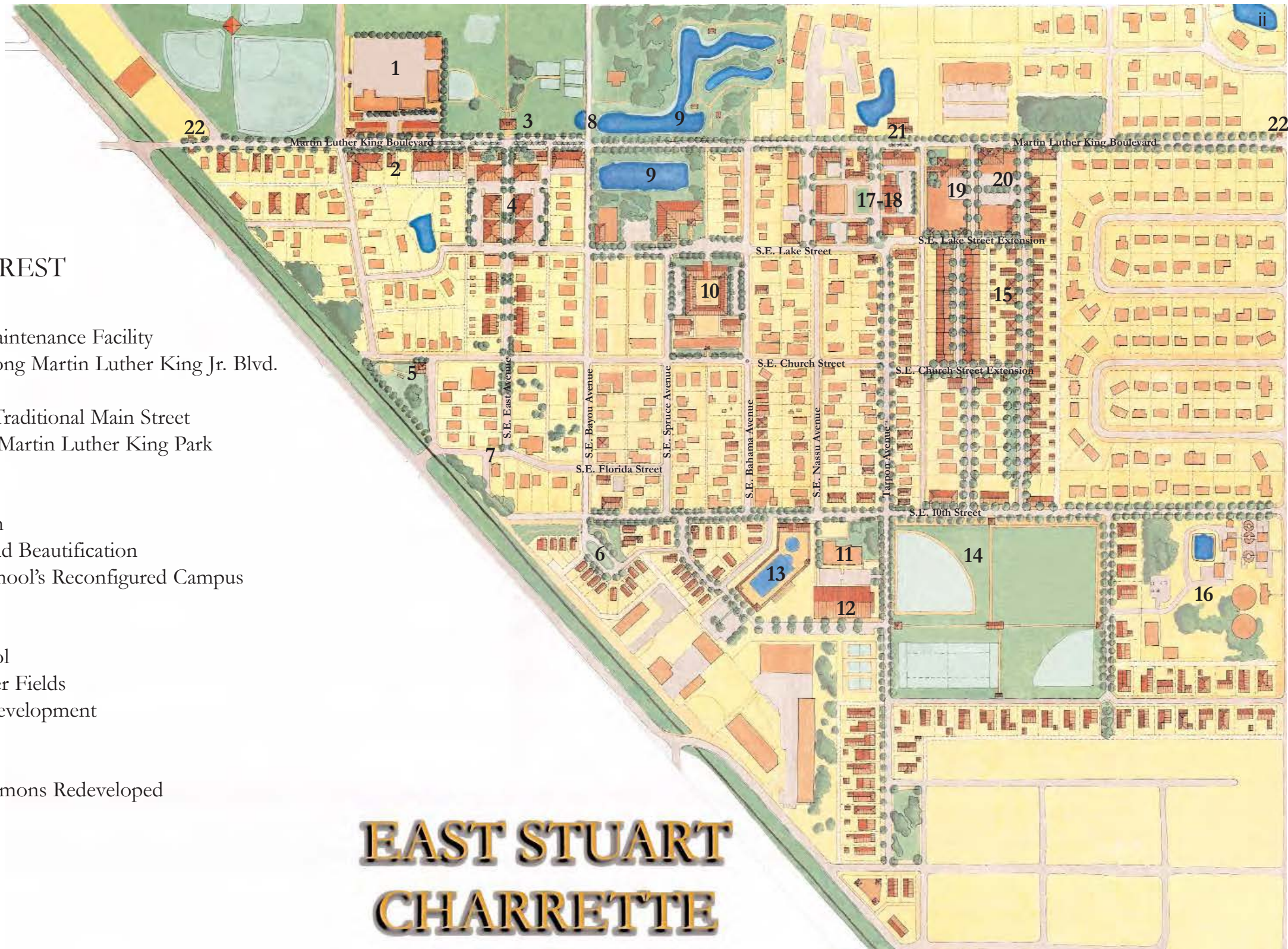


Pgae 38
Excela Women's Club



POINTS OF INTEREST

- 1. Reconfigured Vehicle Maintenance Facility
- 2. Mixed-Use Buildings Along Martin Luther King Jr. Blvd.
- 3. School Access
- 4. S.E. East Avenue As A Traditional Main Street
- 5. New Building Servicing Martin Luther King Park
- 6. Bahamian Village
- 7. 10th Street Extension
- 8. Bayou Avenue Extension
- 9. Park Reconfiguration And Beautification
- 10. Spectrum Jr. Sr. High School's Reconfigured Campus
- 11. Recreation Center
- 12. New Gymnasium
- 13. Proposed Swimming Pool
- 14. New Baseball And Soccer Fields
- 15. Infill-New Residential Development
- 16. Water Treatment Plant
- 17. Gary Plaza Redeveloped
- 18. Cherokee And The Commons Redeveloped
- 19. Fire Station
- 20. New Police Station
- 21. Excels Women's Club
- 22. Entrance Gateways



EAST STUART CHARRETTE

T R E A S U R E C O A S T R E G I O N A L P L A N N I N G C O U N C I L
I N D I A N R I V E R - S T . L U C I E - M A R T I N - P A L M B E A C H

EAST STUART CHARRETTE

As part of the City of Stuart’s community redevelopment efforts, the East Stuart charrette plan grew out of the joint participation of residents and neighborhood organizations of East Stuart, City staff and elected officials, and the Treasure Coast Regional Planning Council.

The seven-day event, held between March 15th and March 21st, 2003, brought together property and business owners, residents, city staff and elected officials, and a team of professionals from the Treasure Coast Regional Planning Council, to envision the future of the community and create a master plan that will guide growth and development in the area according to the community’s ideals and dreams. This charrette is the first one to be conducted by TCRPC under the Urban Design Assistance Grant Program to aid in the redevelopment and revitalization of the Region's distressed communities.

Almost 100 residents participated during the Saturday event held at the Spectrum Junior Senior High School, and 75 more walked into the design studio set up at the St. Paul AME church during the week-long event to observe the “plan in motion” and provide additional input.

This great turnout was due to the hard work and dedication of the charrette steering committee, a group of residents dedicated to the organization of the event. This committee will ensure unity and support for the community's plan and see it through the implementation process.

The goal of the East Stuart master plan is to create a framework that will facilitate development and investment in private land as well as in public infrastructure, preserve the community's heritage, enhance its livability and sense of unity, and encourage design quality, both architectural and urban.

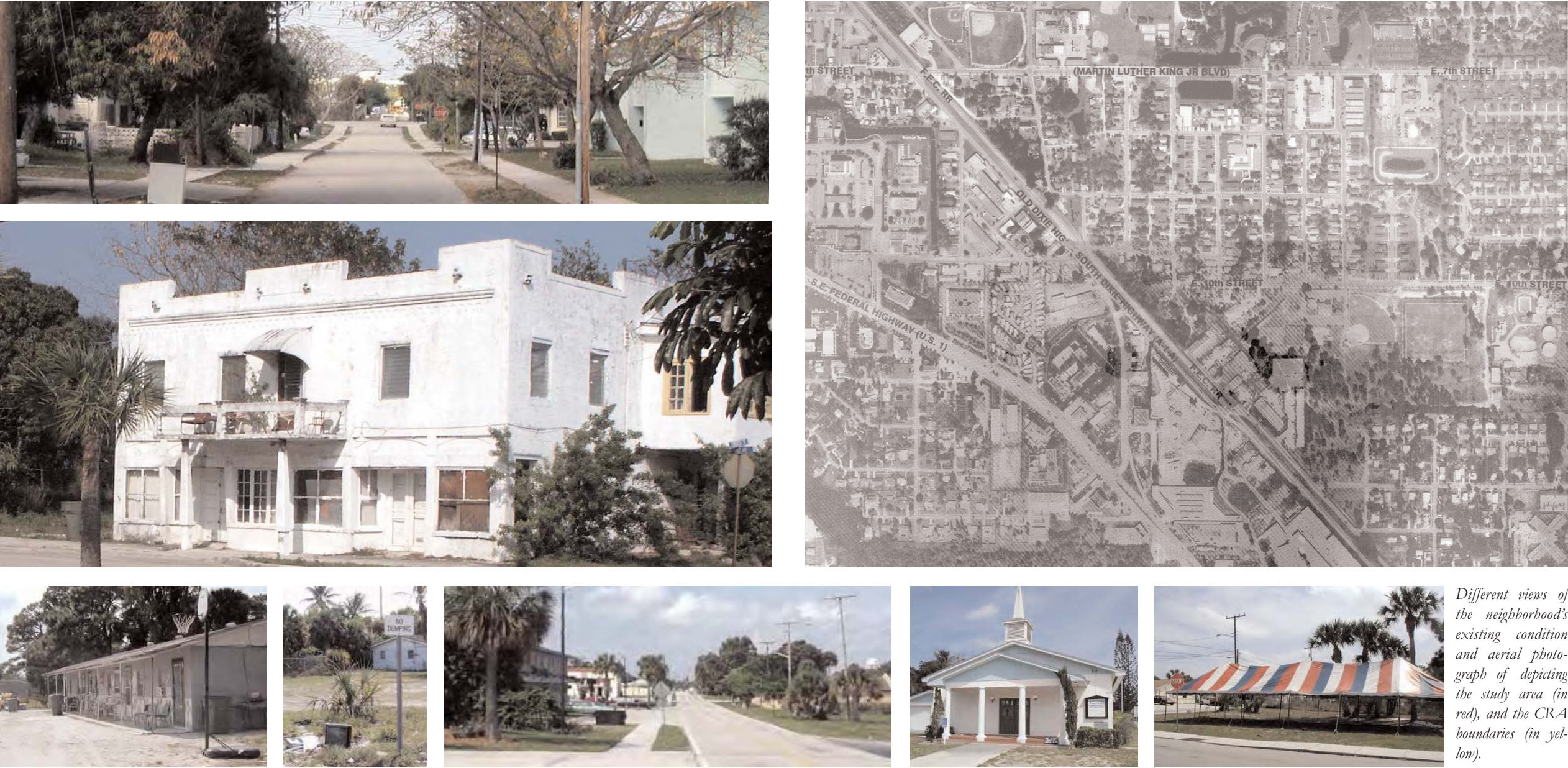
A presentation of work in progress was held on Friday, March 21st where the plan was presented and greatly supported by the community. Work continued in the weeks that followed the initial public workshop.

A series of final presentations by Treasure Coast Regional Planning Council Staff will be held between the months October and December, 2003. It will be a time to take into account further citizen and professional input.



The Study Area

Two major roadways, the FEC railroad tracks, vacant land and a recreation facility outline the 112 acre study area located in the heart of the City of Stuart. The study area was recently incorporated to the City of Stuart's Community Redevelopment Area (CRA). A few parcels adjacent but not included in the CRA were incorporated into the study area for the purpose of this charrette. The decision to include these parcels was made by the Charrette Steering Committee during meetings held in the months preceding the charrette.



Different views of the neighborhood's existing condition and aerial photograph of depicting the study area (in red), and the CRA boundaries (in yellow).

THE SITUATION TODAY

East Stuart is one of the best positioned neighborhoods in Stuart. It is a good place to live, work, shop and relax. It possesses small town attributes, good physical structure, and charm. Although damaged in certain areas due to speeding traffic, neglected buildings, the lack of a defined center or main street, a large percentage of substandard housing, and lack of security in certain areas, its exceptional location and the many healthy components it possesses suggest that the main missing element is a good redevelopment plan for the community.

These are times of great change in Florida, particularly for Florida’s coastal cities, now experiencing an increase in pressure comparable to that of the 1920’s. The East Stuart redevelopment master plan will be the key to ensure that while development happens in the area, the following objectives are achieved:

- To implement a plan that promotes growth and development in the form of an authentic, sustainable neighborhood
- To encourage local ownership of properties, businesses and development
- To improve vehicular circulation in a manner that is functional, economically feasible, and supportive of a pedestrian environment
- To eradicate the stigma attached to the neighborhoods name
- To create attractive public open space complemented by adjacent building forms
- To increase the range and affordability of housing types
- To announce arrival to a special neighborhood within Stuart



- To improve access and connectivity to and from the community;
- To promote diversity and areas of special character, and preserve heritage in the development process;
- To improve existing public buildings and to build new ones that respond to specific community needs;
- To attract retail and office uses that will provide a wide range of jobs;
- To improve and complete street furniture, landscaping and signage wherever necessary and to identify these as opportunities to express the neighborhood's identity and character;
- To address social issues (e.g. crime, unemployment) through design in conjunction with law enforcement and other social policies;
- To re-create a traditional main street condition, original to this community along East Avenue
- To restore and preserve existing buildings of historical or architectural significance
- To improve public infrastructure wherever necessary
- To expand recreation amenities for the community as a whole including a Gymnasium and Pool

HEALTHY CITIES, TOWNS AND NEIGHBORHOODS:

Traditionally cities, towns and villages are made up of interconnected neighborhoods. Neighborhoods range in size between 40 and 125 acres. In larger towns, where there are multiple neighborhoods, these may be clustered around a central business district or mainstreet shopping area. Neighborhoods constitute the basic element that structures communities. Older cities are full of memorable neighborhoods with houses of all shapes and sizes, from which people can walk their children to school, or walk to the grocery store, the video store, dry-cleaners, beauty shops, or to a neighborhood restaurant; filled with parks, public places and civic buildings.

Neighborhoods like these include within a few minutes walking distance, a mix of houses and apartment types and have streets that accommodate cars as well as pedestrians, all while fostering community life. Given its physical characteristics and strategic location, East Stuart has the potential to become one of the city's most memorable neighborhoods.

These memorable, safe and healthy neighborhoods share the following characteristics:

Clearly Defined Entrances:

Healthy neighborhoods convey a strong sense of place. Arrival and departure is usually very evident. The tradition of embracing special places, commemorating events and announcing arrival respond to planning principles that over the centuries have been applied in the development of the most beautiful cities throughout the world. Properly locating entrance gateways provides a community with identity and recognition. These are simple gestures that give a community the opportunity to become a beautiful and special place.

Well Defined Center and Edges:

The center of a neighborhood plays an important role in defining the character of the community. The center is the place people go to shop, do business, get news, and see their neighbors. It is also the area where the highest densities and larger variety of uses is expected and encouraged. Centers are generally defined by plazas or open public spaces. Around them, townhouses or apartments, as well as daycare centers, small neighborhood retail, live/work units and places of worship develop. The centers is typically anchored by some important community civic building, such as a Town Hall, Library or Community Church. The civic building is situated on a public green or plaza that serves as a gathering place for residents.



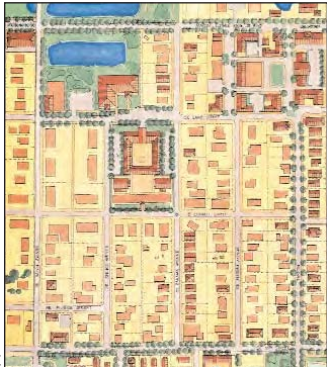
Walkable Size:

Several studies show that most people will walk a limited distance - ¼ mile, or five minutes) before opting to drive. It is the distance a person will normally walk in order to access public transportation. This dimension has been for centuries a constant by which neighborhood size is defined. The East Stuart neighborhood is a perfect example of this dimension. It is easy to walk from one end of the neighborhood to the other. Groceries, schools, parks, restaurants and jobs are available within this short walk.



A Good Network and Hierarchy of Streets:

A complete network of streets generates blocks that are of a size appropriate for walking and at the same time provides numerous alternate routes both for cars and pedestrians. Being able to walk is important. Transportation is not always available and there is a very large segment of the population (especially children and the elderly) that cannot drive. Streets should be different in character. Some carry, neighborhood traffic, and are generally narrow, flanked by single family homes and lower density residential uses. Roads that connect neighborhood centers, or serve as major connectors, should be treated and identified as more important streets. As such, they should be landscaped and signaled appropriately. These roads generally carry a larger capacity of vehicles and are flanked by higher density residential uses like townhouses or apartments as well as civic and commercial and mixed-use buildings.



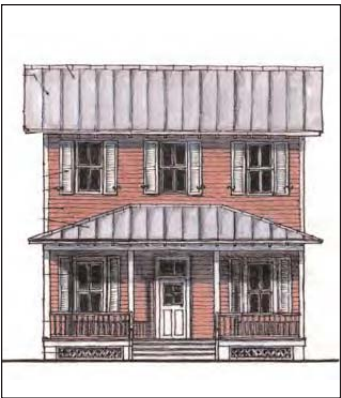
Special Sites for Civic Buildings:

Prominent locations, like parks, or the termination of streets, should be reserved for civic buildings and public places.

A Diversity of Building Types Properly Placed:

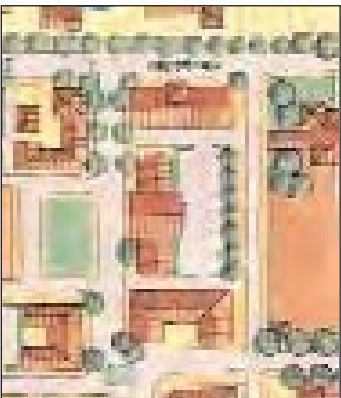
Building placement should not be the same for a one-story, single family home on a neighborhood street, as that of an apartment building in the center of the neighborhood. Building placement differs depending on the character of the street they face. Buildings that are sited close to the street generate an environment that feels safe and comfortable. Additionally, buildings with windows facing the streets, front porches or balconies provide natural surveillance of the street, further contributing to the sense of safety in the neighborhood.

Additionally, all members of the community must be able to find a suitable place to live within the neighborhood. Authentic communities rely on a great variety of people and incomes to function well.



Proper Parking Placement:

Parked cars, as well as all unsightly elements like trash, dumpsters, power lines, and general building services, should be shielded from the general public view and the pedestrian. Locating parking in the rear of buildings, accessible from alleys (wherever possible), should be a requirement for commercial and mixed-use buildings and encouraged for residential uses.



A Variety of Public Open Spaces

Plazas, town and village squares are special, open areas, empty of houses, fences and other obstructions, arranged for the purpose of providing multiple use space for the residents.

The provision for open places promotes social encounters, but fundamentally contributes to generate a sense of community and social unity and interaction. It is where residents can exercise their sense of belonging.

Neighborhoods should have a variety of open spaces, including recreation fields, quiet places for meditation, and small open spaces where young children can safely play within shouting distance of their homes. A Front Porch Florida application prepared by the community and the



citizen’s participating in the East Stuart Charrette, recognized these principles and developed a series of requests consistent with these characteristics of good places to live. This master plan and report, incorporate these principles together with detailed instructions to ensure appropriate implementation over time.

THE NEXT STEP

Revitalizing the East Stuart neighborhood is central to the future of the economy and the quality of life of the entire City of Stuart and its residents. Full Implementation of this master plan will take several years. Nevertheless, there are many things that can be executed within a very short period of time. The Stuart CRA has committed \$150,000 to effect the first changes. The charrette steering committee is charged with the task of prioritizing the projects in this report, and deciding how these funds will be spent. It is a great step towards the implementation of the citizen's vision. The residents of East Stuart are committed to work to achieve these goals. Forces need to join them in the transformation of the physical image and performance by doing something each year.

Using the images and designs in the report, seize the resident's vision for making East Stuart one of the most livable and memorable neighborhoods in the City.

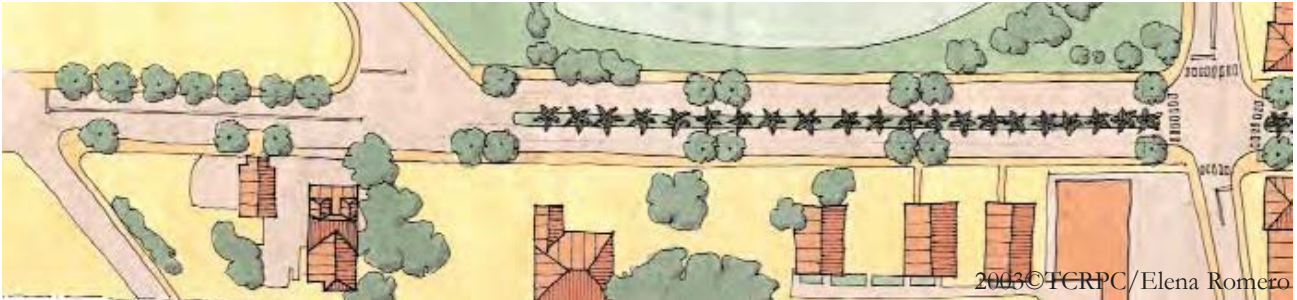
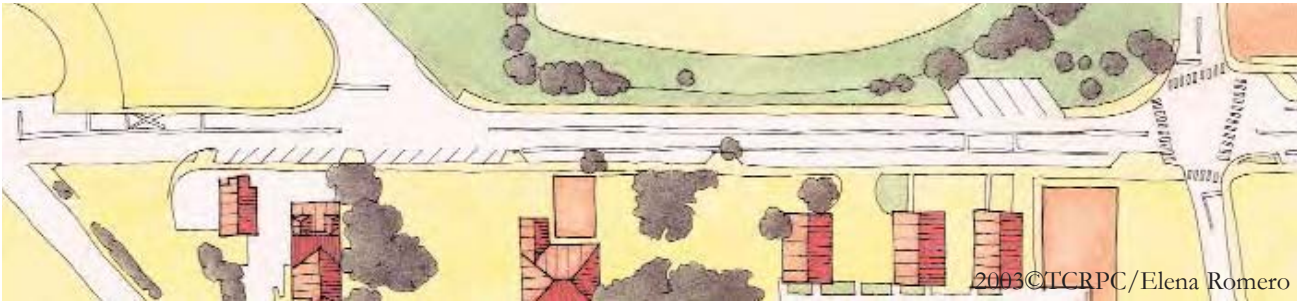
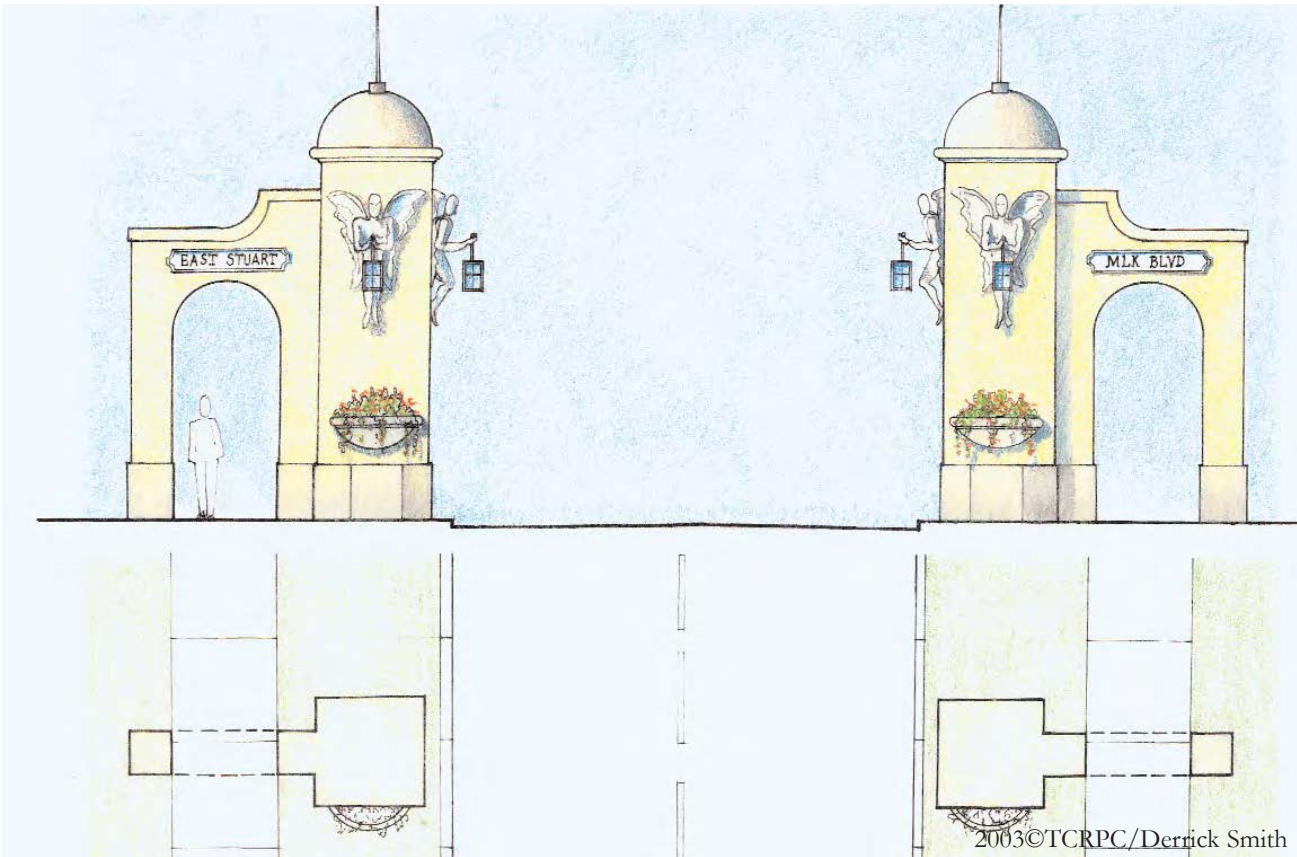


Detailed view of the proposed gateway features to be erected at Martin Luther King Blvd just east of the railroad tracks. The angel statues attached to the columns reflect the religious nature of the community. Similar gateway features are proposed at the intersection of MLK Blvd and Palm Beach Road, and Palm Beach Road and 10th Street.

master plan proposes the construction of gateway features in the form of columns with attached pedestrian arches framing the road. These gateways will be a complement to the re-alignment of the intersection that is being undertaken by the City.

Reconfigure Martin Luther King Boulevard

During the charrette, the residents suggested that MLK Blvd should be true to its designation. A median should be added wherever there is enough right of way, and parallel parking should be permitted throughout its entire length, as a means to encourage retail activity and calm traffic.





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Existing Condition

- Two 11' travel lanes
- One 9' parallel parking lane
- One 20' angled parking lane
- 4' curb & gutter (2' on each side)
- 5' sidewalk (south side)
- 5' planting strip (north)

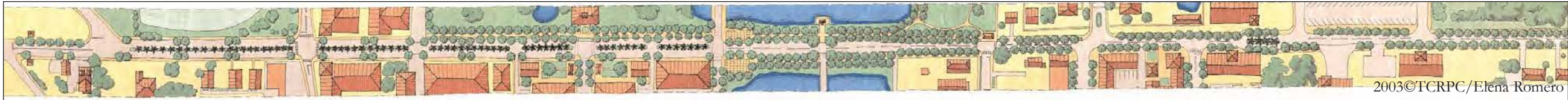
Proposed Improvements - Phase I

- Two 11' travel lanes
- One 10' parallel parking lane
- Two 8' parking lanes
- Curb & gutter (2' on each side within parking lane)
- 10' sidewalk (south side, plus possible planting strip)
- 8' sidewalk/planting strip (north)

The Master Plan proposes a unique reconfiguration of the boulevard. Three configured section alternates from two 11' travel lanes, a 10' median, on-street parking on both sides and wide sidewalks, to the same number of travel and parking lanes and no central median. This shift, due to varying right of way conditions, will cause auto traffic to move at slower, safer speeds and will invite pedestrians to spend more time along this road. Motorists will have a constant "visual block" ahead that will discourage speeding (avoiding the straight shot effect). MLK Blvd will continue to be a direct and efficient traffic route (both for traditional and emergency vehicles), but it will do so at lower speeds.

Proposed Improvements - Phase II

As the public realm improves, changes in the private realm will follow. Vacant lots are occupied with two to three-story mixed use buildings. Existing buildings are reconfigured to front the public space.





Address the city’s vehicle maintenance facility

The intersection of MLK Blvd and SE Flagler Ave. is probably one of the most prominent intersections in the community.

The parcels North of MLK, although not technically a part of the neighborhood or the city’s Community Redevelopment Area, play an important role in defining the community’s identity.

Public baseball fields and the City of Stuart’s maintenance facility sit on this prominent location.

The negative impact that this facility has on the overall appearance of the neighborhood was a concern to the residents. At the same time, the facility was viewed as an employment center and an asset to many locals. The master plan proposes a two-phase approach to improve the facility’s current appearance:

Phase I: This is a temporary improvement. The south and western edges of the maintenance facility should be heavily landscaped to shield the existing buildings and mimic a more natural, park-like condition that results from the existing baseball fields.

Phase 2: A permanent solution: Buildings 1 and 2 are metal frame warehouses with metal sheet walls. This type of construction is not meant to be permanent. Buildings one and two could be moved and re-assembled as shown in the master plan at minimal cost. This will free up valuable land fronting MLK Blvd, within walking distance of the Martin County Court-house, that can be sold to offset the cost of moving the buildings. The new buildings along the boulevard will not only provide a more dignified entrance to the community, but will act as shields for the vehicle maintenance facility. In addition, this option maintains this valuable work place within its convenient location.





View of the proposed mixed use buildings that shield the vehicle maintenance facility. A long term solution to preserve the use in the city and at the same time improve the appearance of the entrance to the community.

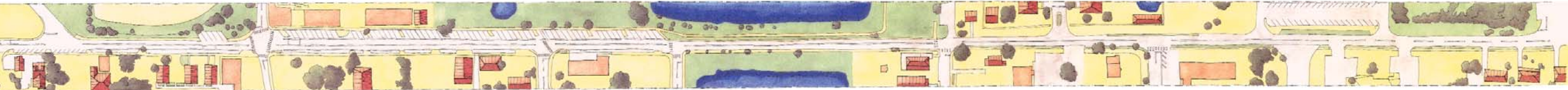


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Looking west down MLK Blvd at a proposed median at the intersection of MLK Blvd and Tarpon Ave. This short landscaped median has a sign with the name of the community inscribed in it.

MARTIN LUTHER KING BOULEVARD EXISTING CONDITION



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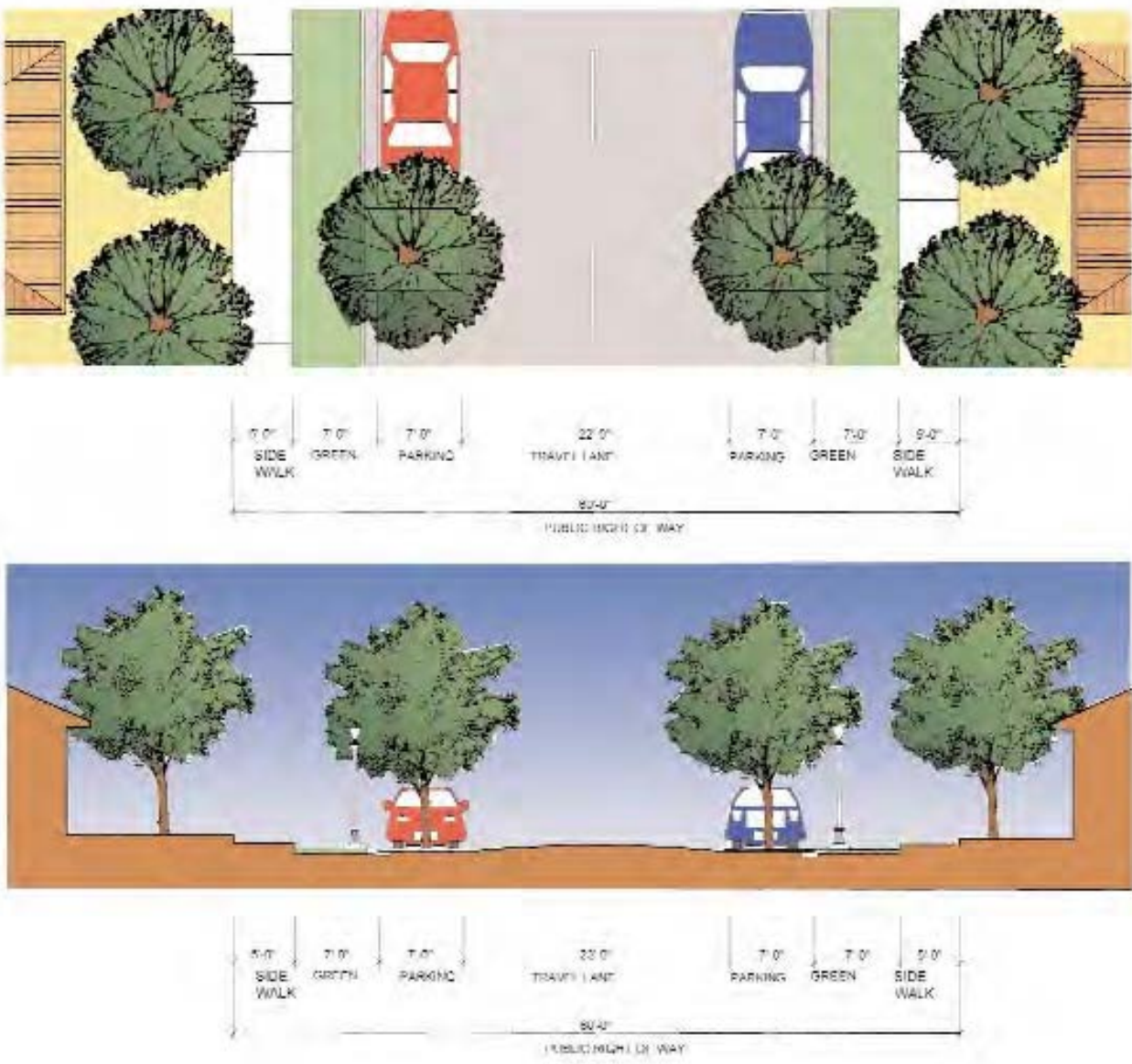
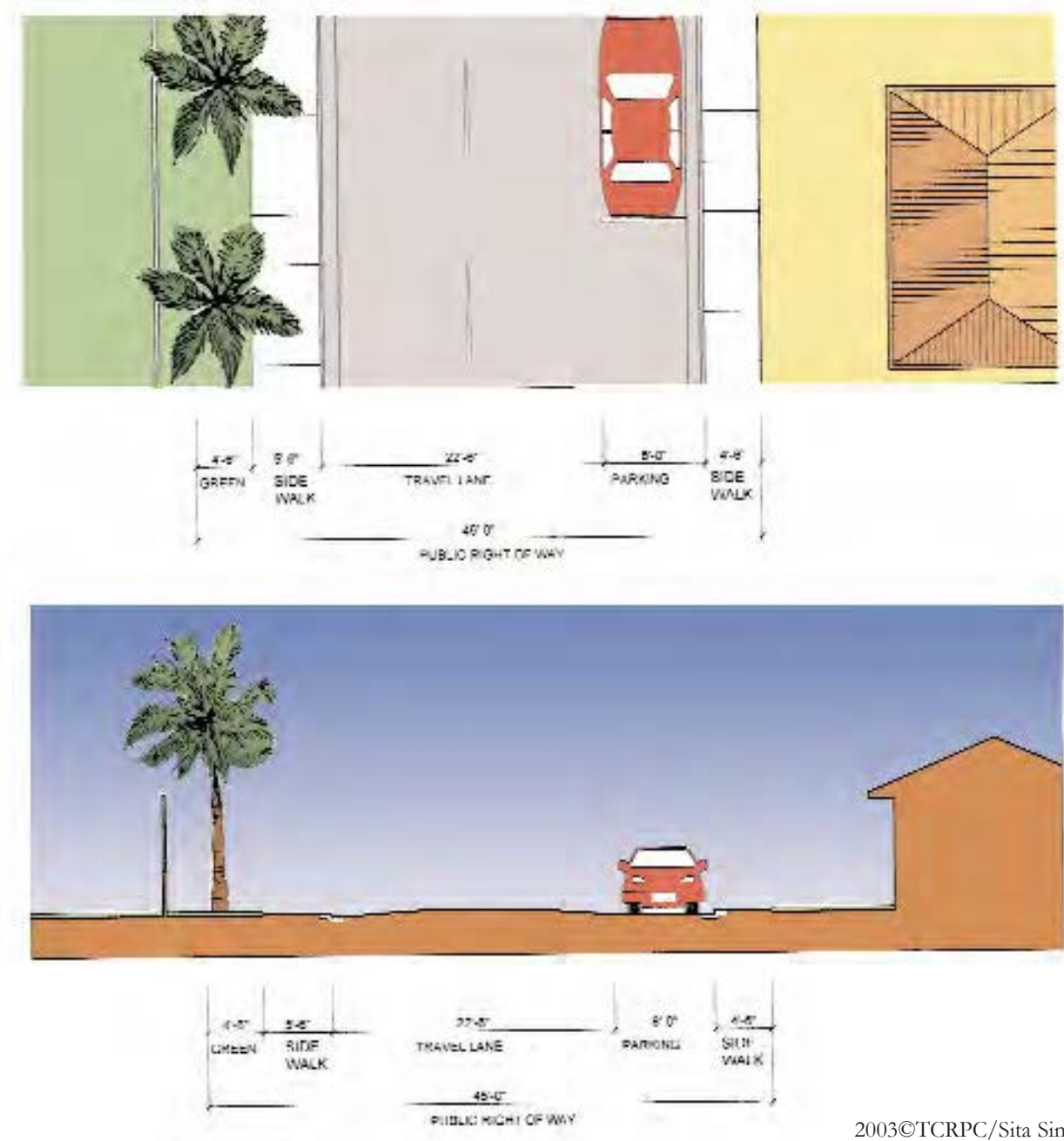
MARTIN LUTHER KING BOULEVARD PROPOSED IMPROVEMENTS



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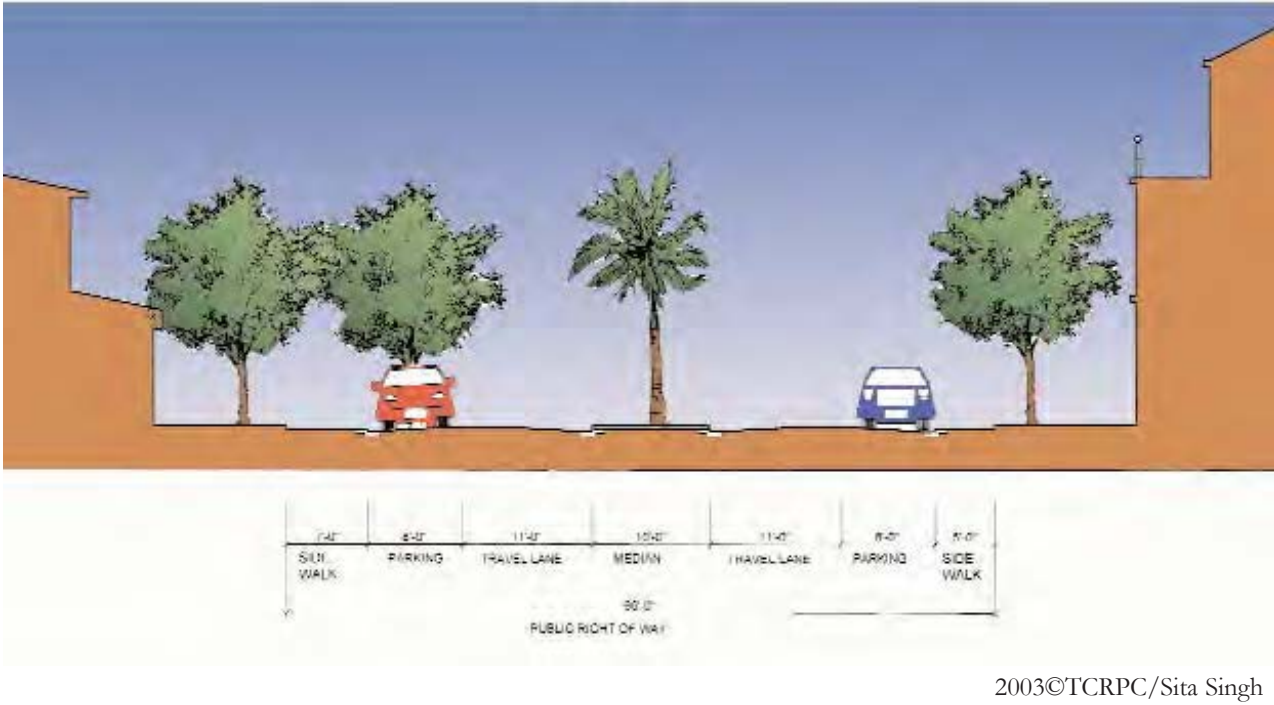
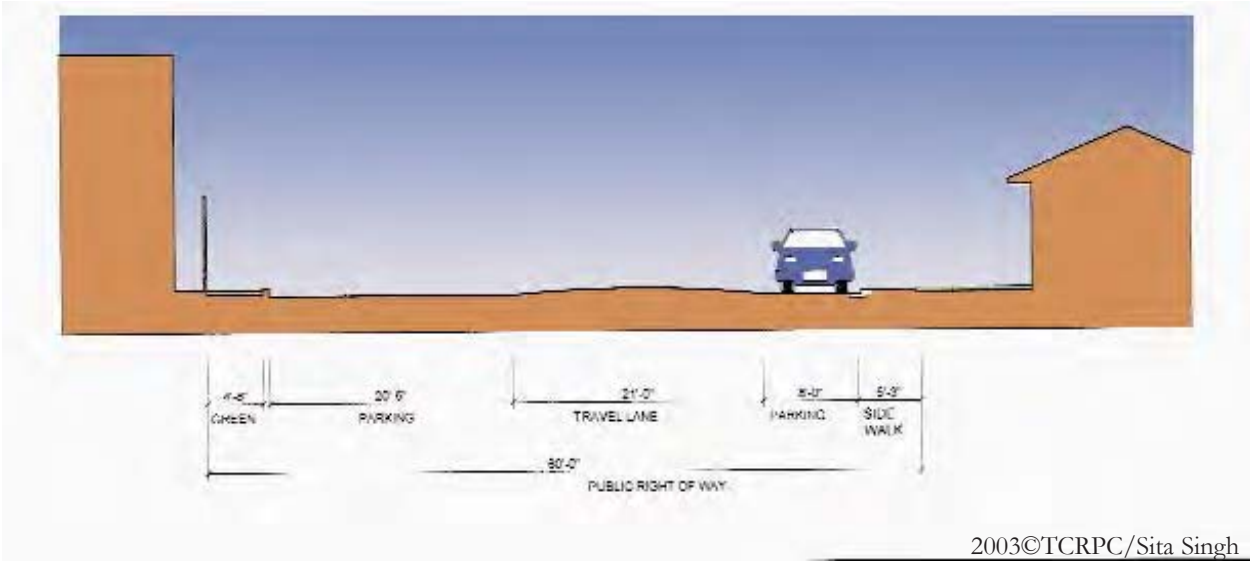
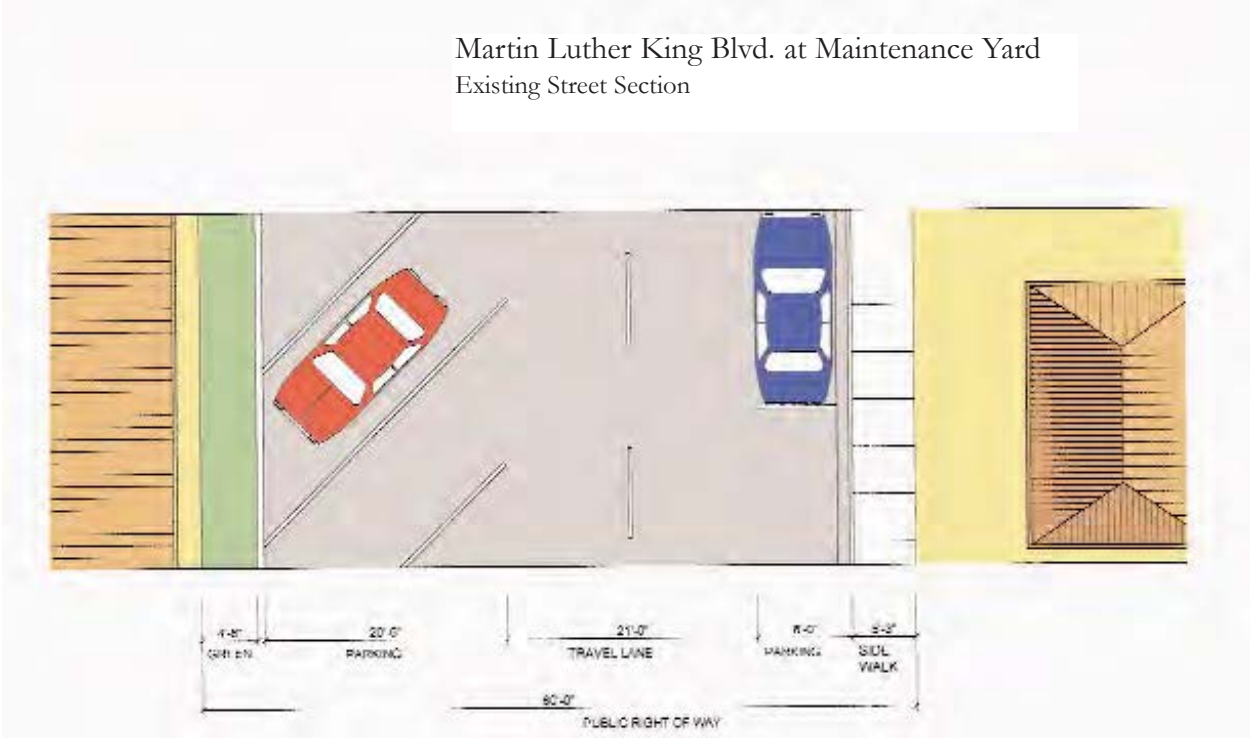
Martin Luther King Blvd. at Baseball Field
Existing Street Section

Martin Luther King Blvd.
Proposed Street Section



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East Avenue, historically the community's main street, is now desolate, flanked by very few stores, a small number of residential units in the form of single and multi-family units, and a large percentage of vacant lots.

During a previous redevelopment effort, the city improved this street by adding bump-outs, on-street parking and some landscaping. This effort, although aimed at triggering redevelopment along this street, seems not to have been enough of a catalyst.

During the charrette, the residents emphasized the importance of the revitalization of East Avenue as a traditional main street. The master plan proposes a few additions to the already improved public realm, together with a package of development incentives, to ensure the growth of this area in the community's terms as follows:

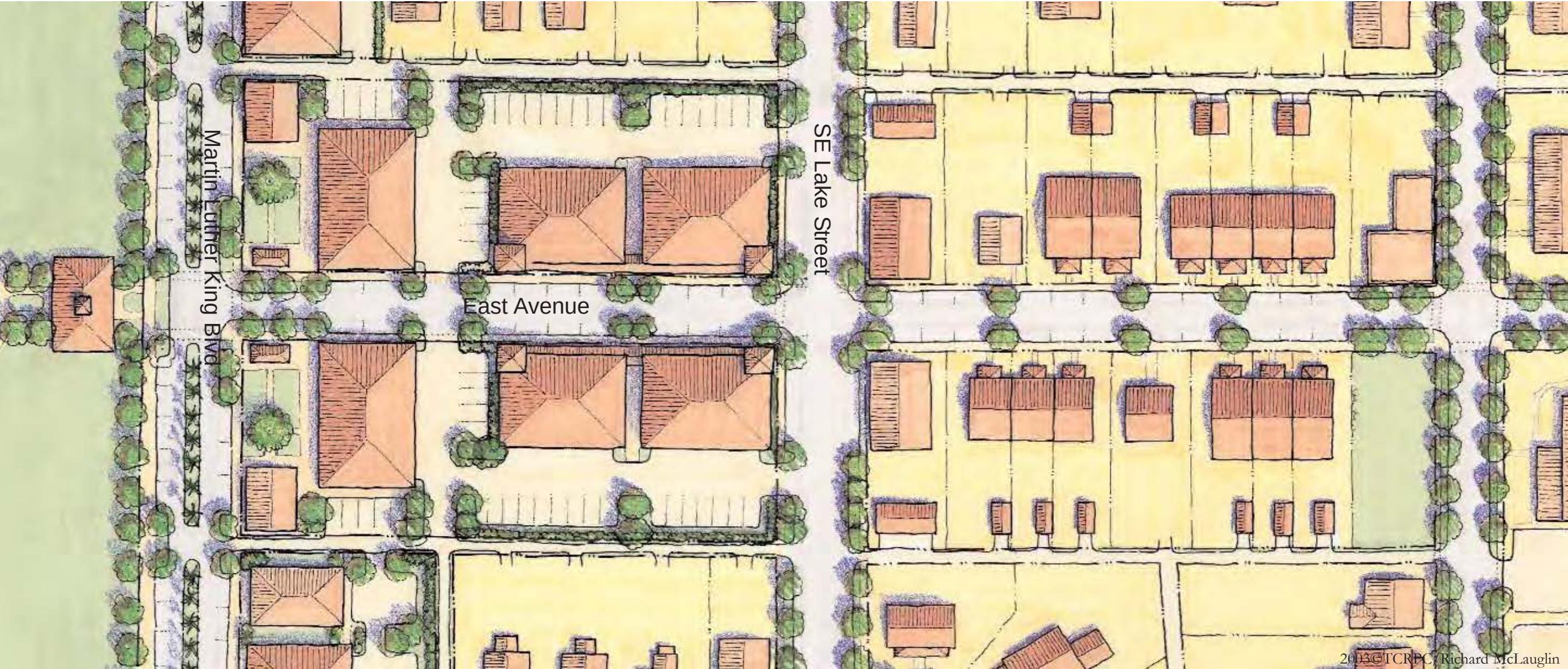
- Create a presence for Main Street along MLK Blvd. This is the only road in the community that carries enough traffic to support substantial retail activity. This can be done immediately by transforming the existing parking lot on the corner of East Avenue and MLK Blvd, into a community plaza. The creation of this plaza would entail relocation of parking and compensation for the land it occupies.
- Establish a series of “limited duration incentives” to entice development along this street. These may include:
 - Work with the county to allow impact fees to be applied to the beautification of main street (wide sidewalks with decorative pavers, decorative street lights, landscaping, benches, trash cans, bicycle racks, etc)
 - Reduce impact and other fees for those buildings and businesses locating in the area owned and or operated by East Stuart residents
 - Designate this area as a “priority receiving area” for funds resulting from other programs such as the Art in Public Places proposed for the CRA



Left: Plan view of proposed redevelopment along East Avenue. Right: Existing condition at East Avenue & MLK Blvd. Below: Proposed change over time.



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- Eliminate density requirements - always remembering that this is a time limited incentive, for example, for buildings that break ground within 24 months of this master plan and overlay zoning code being put in place.
- Provide 100% credit to the CRA's payment in lieu of parking program (PILOP) program for those buildings that need to take advantage of it - also as a time limited incentive
- Increase the percentage of the grant attributable to any building in the area that qualifies for the facade improvement program
- Create additional density, parking and impact fee incentives for buildings that include 15 to 30% of affordable units in the proposed residential mix
- Provide developers assistance with the design process through the incorporation of an in-house (or contracted) urban designer and/or architect
- Use the CRA's powers to assemble land, particularly in the block between MLK Blvd. and SE Lake Street. This land should then be packaged and put out to RFP. The City of Delray Beach's CRA's model

for the Atlantic Avenue redevelopment RFP should be used as a model for the creation, development and implementation of such an RFP.

- Encourage the development of live-work units south of SE 5th Street

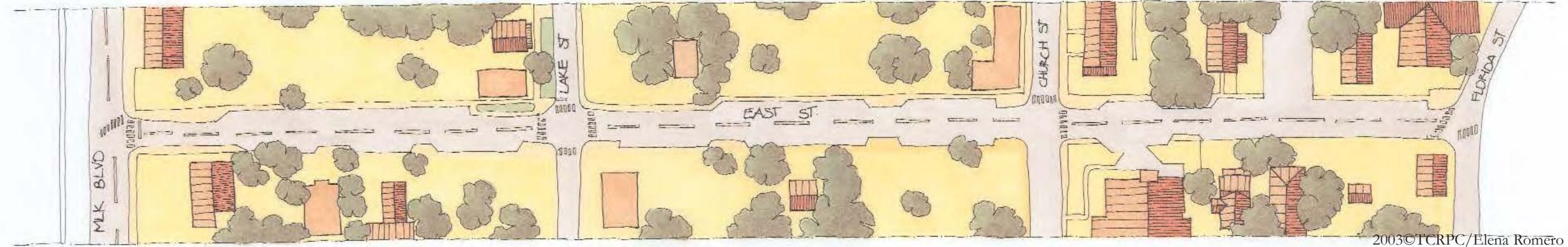
Most importantly, every effort should be made to preserve existing buildings of historical or architectural value. Such is the case of the McHardy Building, on the corner of East Avenue and SE Church Street. This building, one of the first mixed-use buildings in the community, and potentially one of the oldest ones standing in the region, originally housed a neighborhood corner store and several apartments on the second floor. While most new developments throughout the city are trying to incorporate the concept of mixed-use and the "corner store", the East Stuart understands it as a tradition. This tradition needs to be preserved.



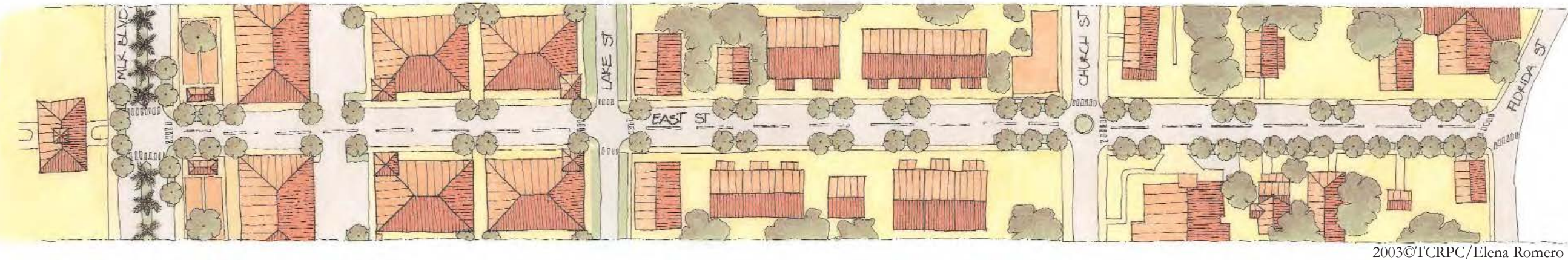
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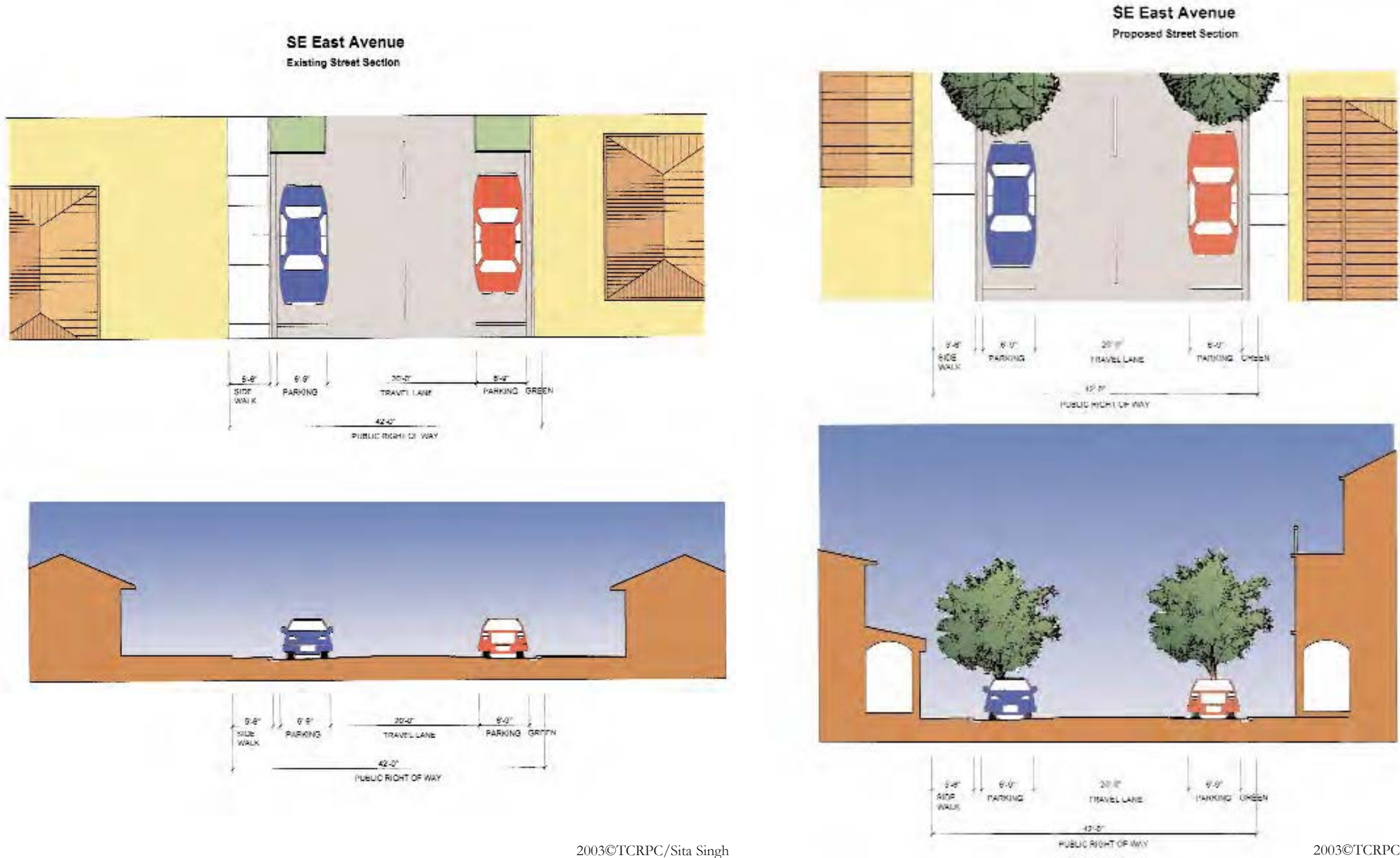
A view of East Avenue as a traditional neighborhood main street that incorporates existing structures redeveloped, such as the McHardy building.

EAST AVENUE EXISTING CONDITION



EAST AVENUE PROPOSED IMPROVEMENTS





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THE SITUATION TODAY



The Gary Plaza

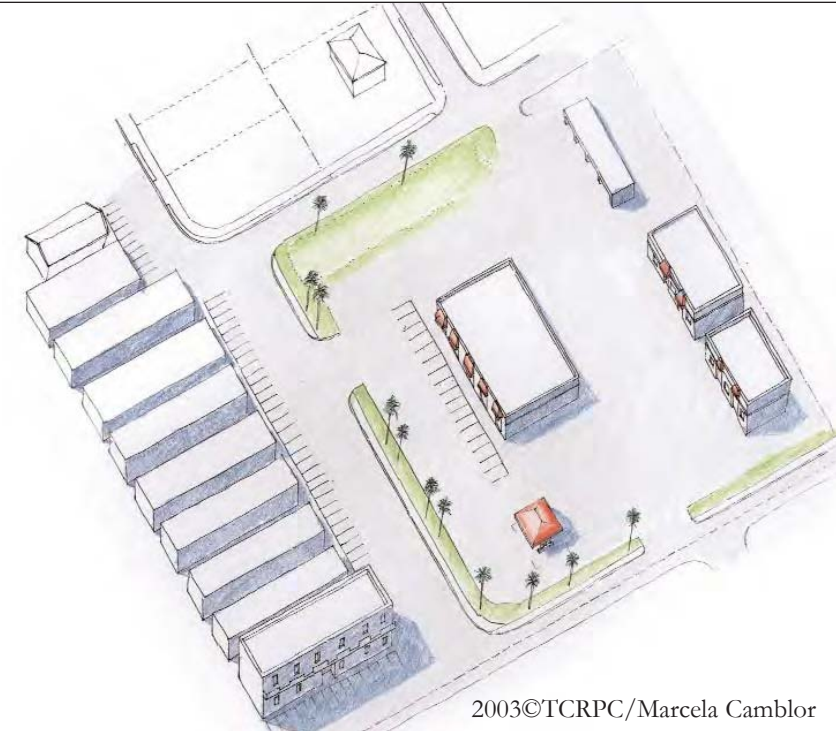
This convenience store and gas station surrounded by a high number of residential units is today an active gathering place for the community. Given the site’s current configuration - a building surrounded by a sea of parking, interrupting one of the neighborhood’s streets, pedestrian activity and gatherings occur amidst cars making this a very dangerous, unfriendly, and at times unsightly environment..

The services being provided at this convenience store are crucial to the community’s livability. The master plan proposes a phased redevelopment to this site in order to transform this underutilized and dangerous parking lot into a true gathering place, while incorporating additional uses that will transform this site from a strip shopping area to a center that will provide the community with a strong and positive identity.

THE OBJECTIVE

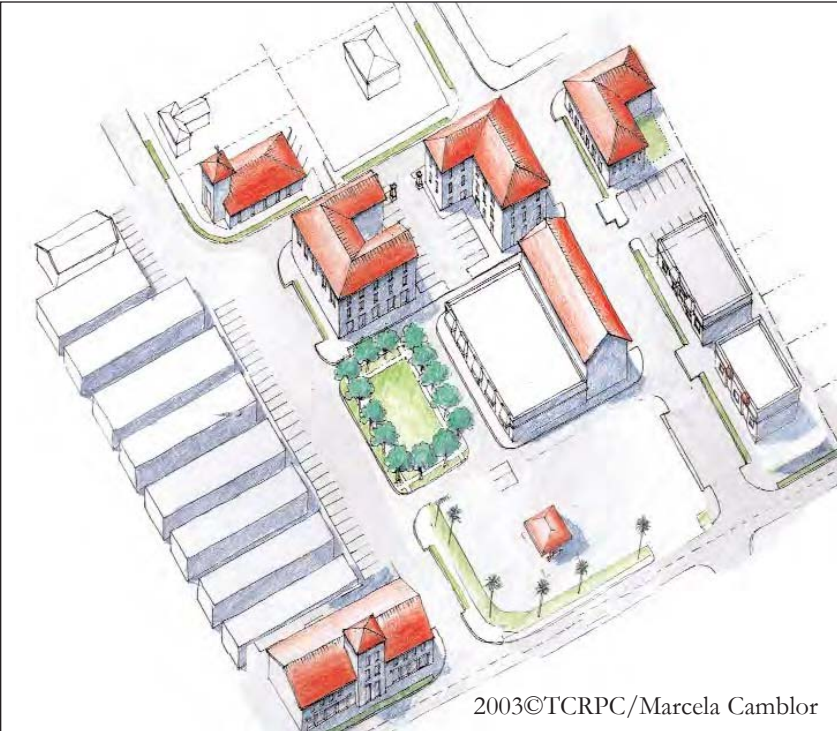


2003©TCRPC/Marcela Camblor



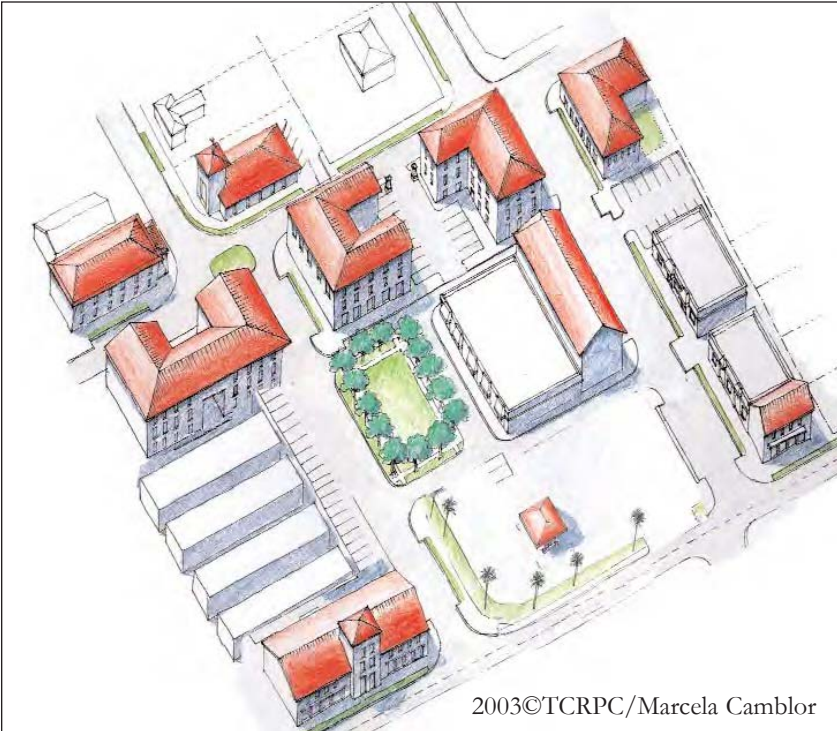
Existing Condition

- A strip shopping center surrounded by a sea of parking
- A convenience store
- A gas station
- Several rental apartment units in obsolete buildings
- A neighborhood street - SE Nassau Ave - interrupted by a parking lot
- A neighborhood church in need for expansion
- Very little landscaping
- No gathering place, no shade, no public amenities or street furniture (benches, trash cans, street lights, etc)
- Unsightly head-in parking along Tarpon Ave.
- A water retention area



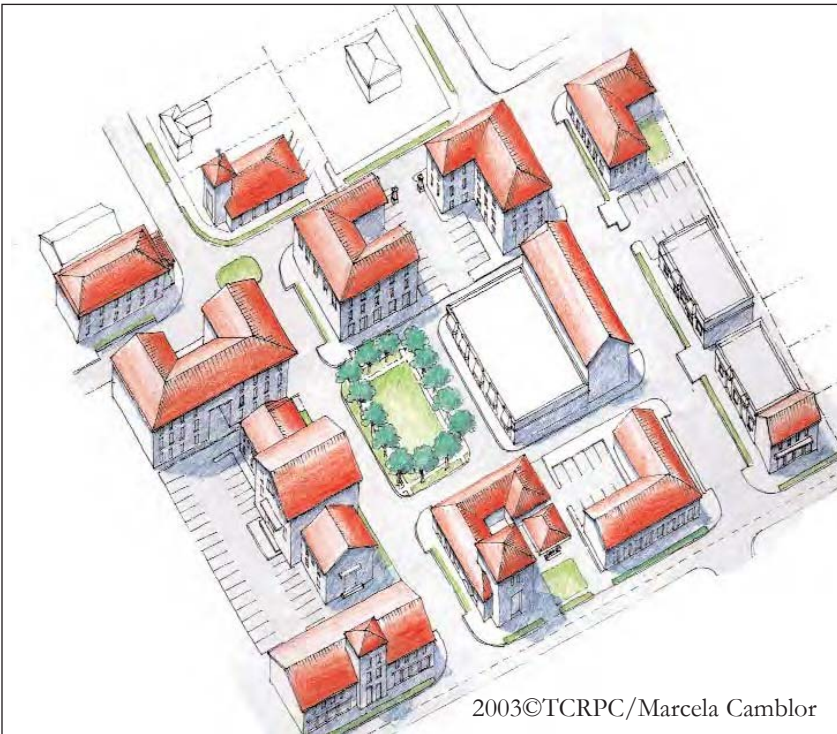
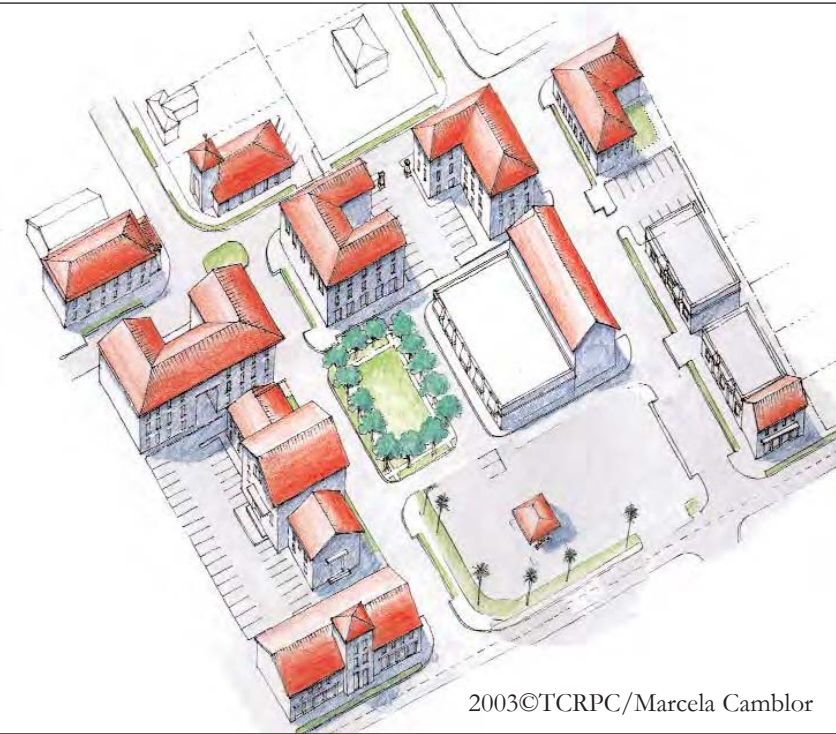
Phase I

- Create an authentic plaza - a stage for gatherings and community activities, fronting the existing convenience store
- Surround the plaza with public streets, clearly defining the vehicular and pedestrian realms.
- Incorporate on-street parking along every street
- Extend SE Nassau Ave. and connect it to MLK Blvd. This will greatly relieve the intersection of SE Lake Street and Tarpon Ave and line it with multi-family residential buildings.
- Build one or two mixed-use buildings where the retention area sits today. These buildings should have retail uses facing the plaza, accommodate parking in a core fashion, and have residential units or offices on the upper stories.
- Redevelop the Cherokee building
- Relocate the existing church to a new facility at the vacant corner of Lake and Tarpon. This church should be constructed close to the street, with a steeple terminating as a focal point terminating a vista as one enters the neighborhood along Tarpon Avenue.



Phase II

- Extend SE Lake Avenue through and behind the police and fire departments. This will increase security and accessibility to the area
- Create a small traffic calming device an the intersection of Lake and Tarpon
- Develop a strategy to relocate residents of existing multi-family buildings to newly constructed structures to allow for the connection of the street and the construction of new residential and mixed-use buildings
- Line the existing strip shopping buildings with new ones that face MLK Blvd.

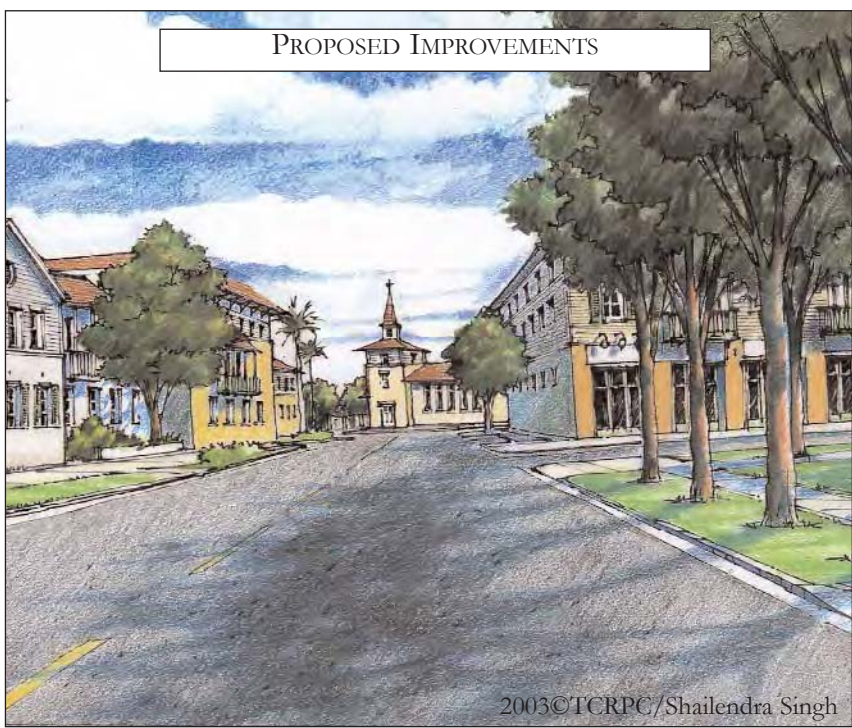


Phase III

- Over time, replace obsolete buildings with new ones that accommodate parking in the rear of the structures, shielded from the pedestrian
- Eliminate head-in parking along Tarpon Avenue

Ultimate Build-Out

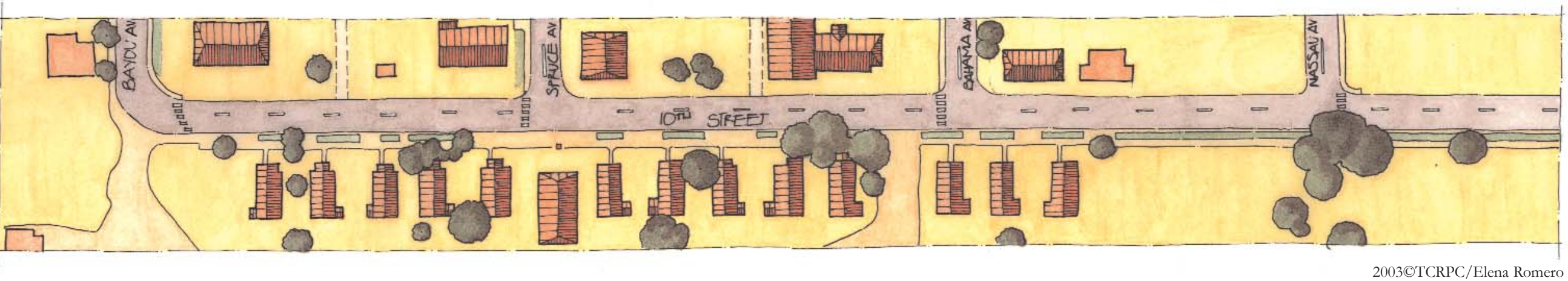
- Convert the existing gas station to a more urban “backwards gas station”
- Complete the Martin Luther King frontage of the site with mixed-use buildings.
- Over time, rebuild the existing retail shopping center and convenience store and allow them to accommodate additional stories and a mix of uses.





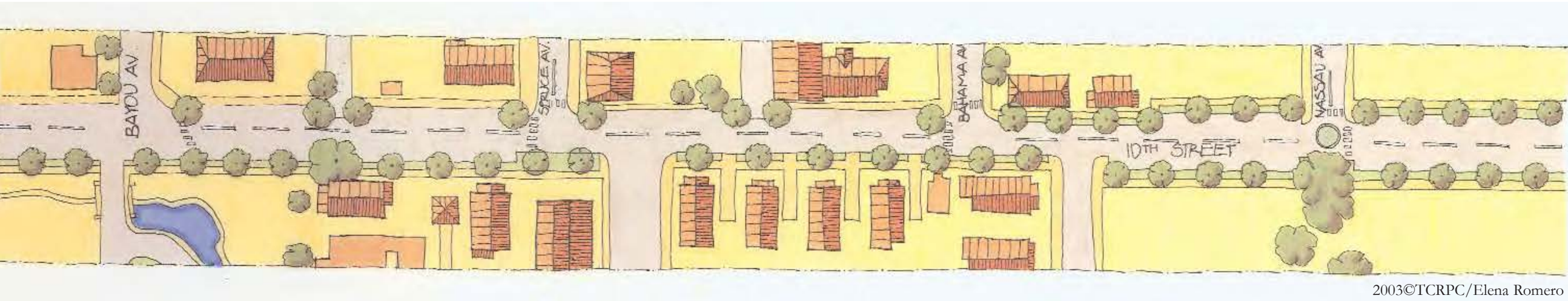
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10TH STREET EXISTING CONDITION

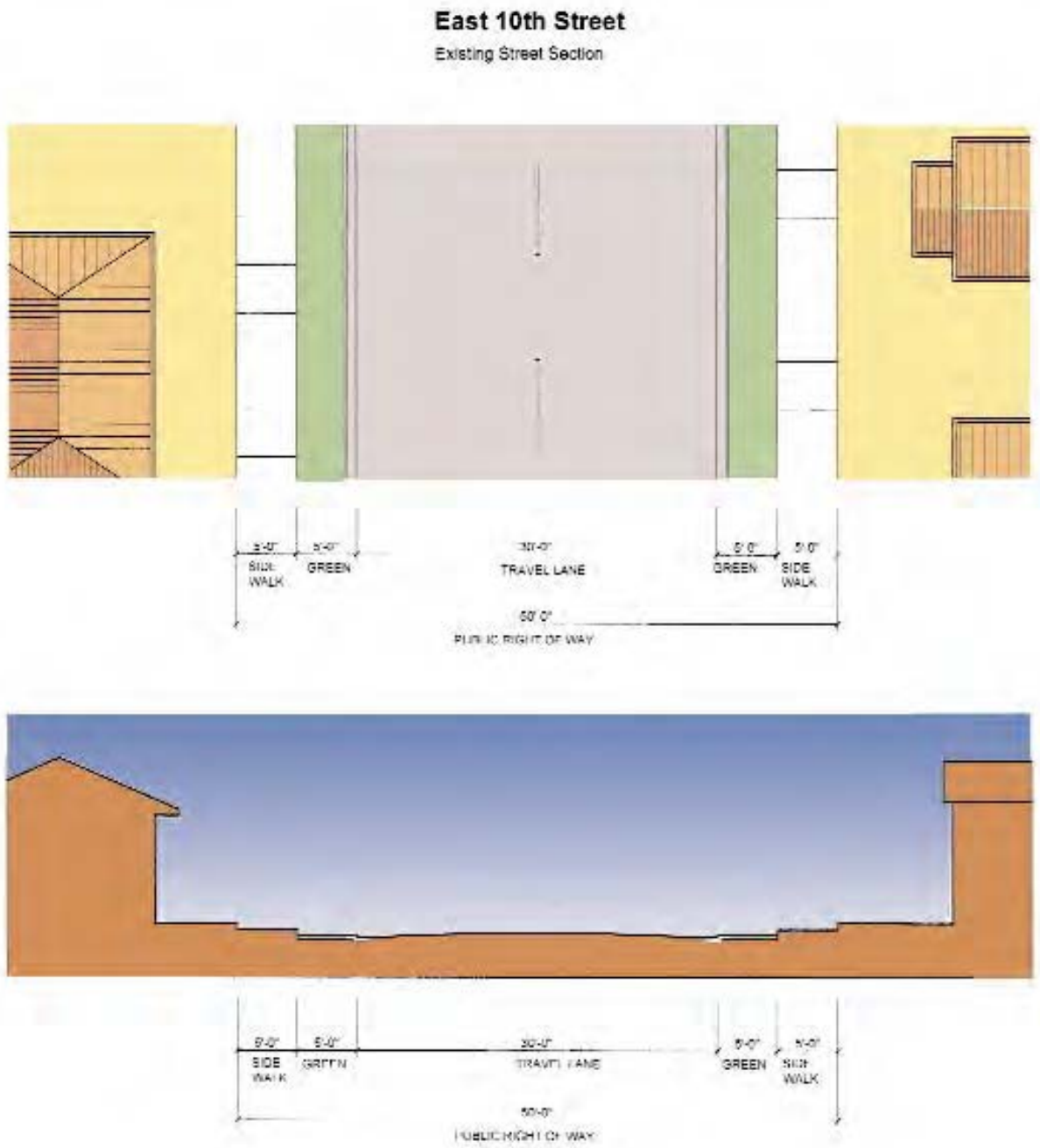


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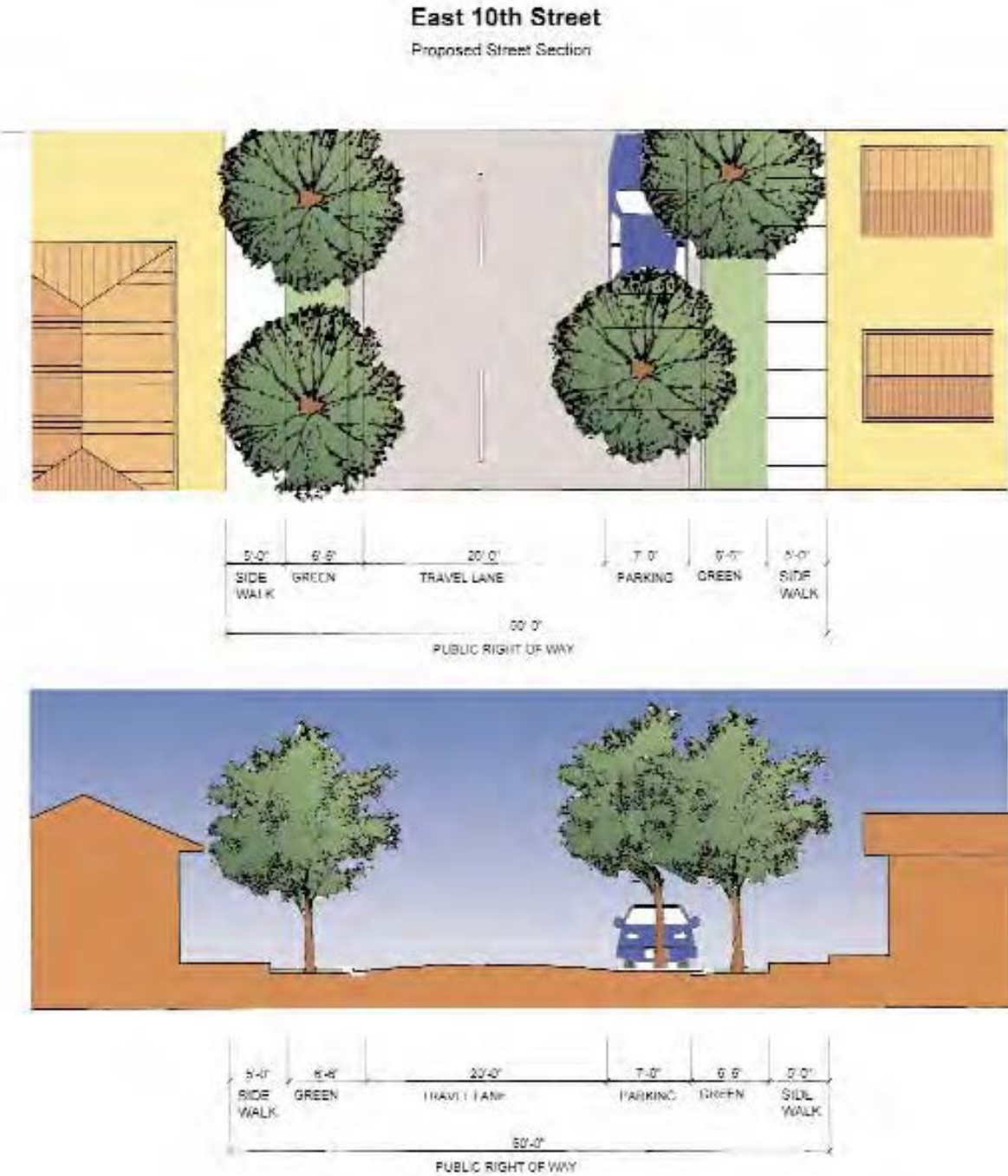
10TH STREET PROPOSED IMPROVEMENTS



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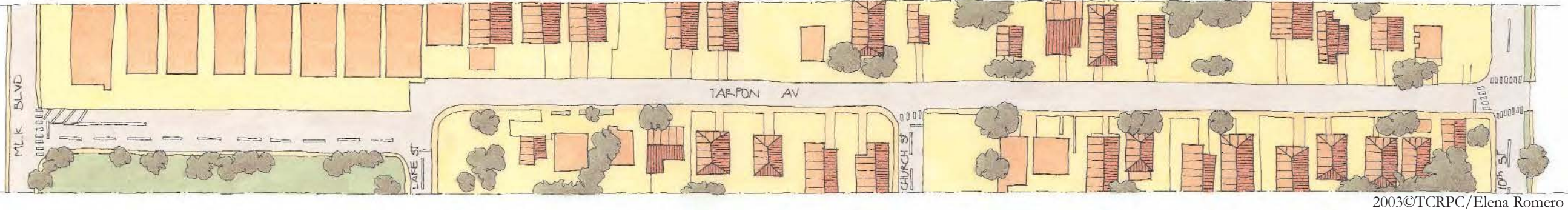


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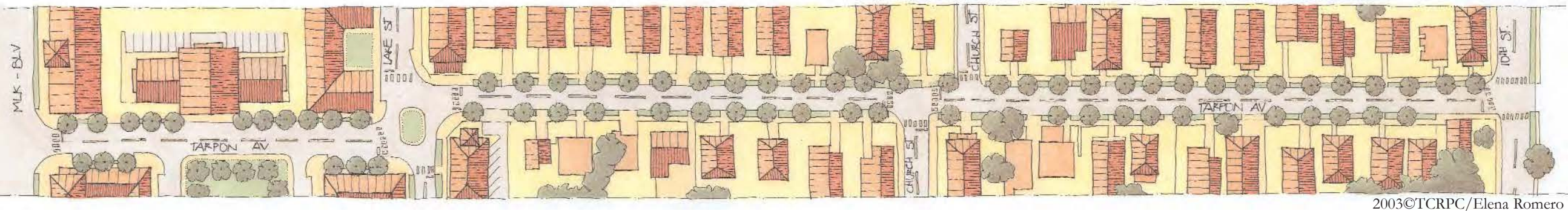


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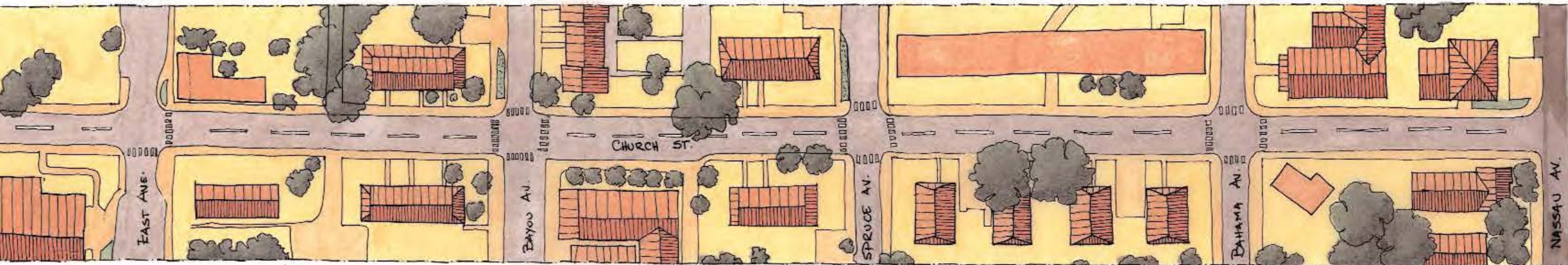
TARPON EXISTING CONDITION



TARPON PROPOSED

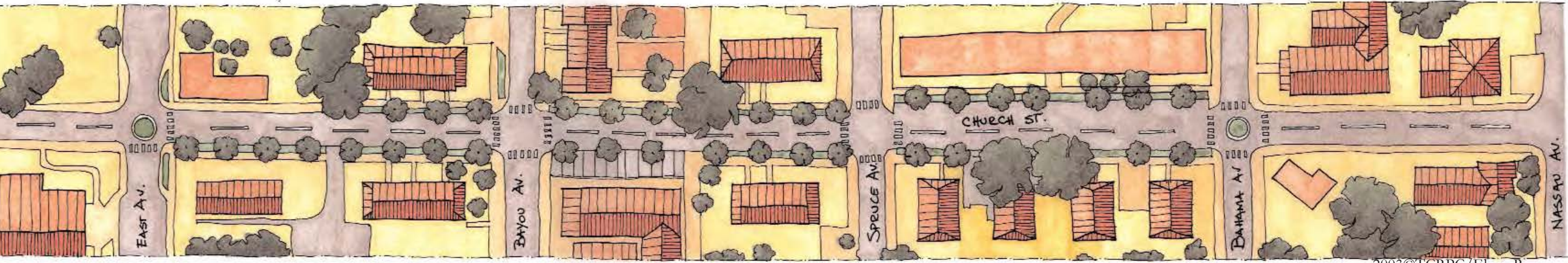


CHURCH STREET EXISTING CONDITION



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CHURCH STREET PROPOSED IMPROVEMENTS



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The City of Stuart owns a substantial amount of land in the East Stuart neighborhood. Through the CRA, and with the guidance of the charrette steering committee, this land should be connected into the existing fabric, and developed to create more - both in quantity and diversity - housing in the neighborhood. The master plan proposes a strategy to redevelop this land, both through infill housing programs and traditional development strategies. The City of Stuart has a great housing stock. Infill programs should continue this tradition and provide some of the best examples of architecture in the City. The houses that get built do not need to be big, but they need to honor the style and design that our forefathers envisioned for Stuart. This report contains a few examples of existing and proposed types that are affordable and at the same time will contribute to enhance the character of the neighborhood. Other examples to be used by the CRA and private developers can be found in the "Building Plans and Urban Design Principles for Towns, Cities and Villages in South Florida" planbook prepared by TCRPC.

The City of Stuart and agencies like HUD and Habitat for Humanity have ongoing infill housing programs in East Stuart. The amount of vacant land in this neighborhood is an incredible opportunity to expand them and to create public/private partnerships that will trigger residential development.

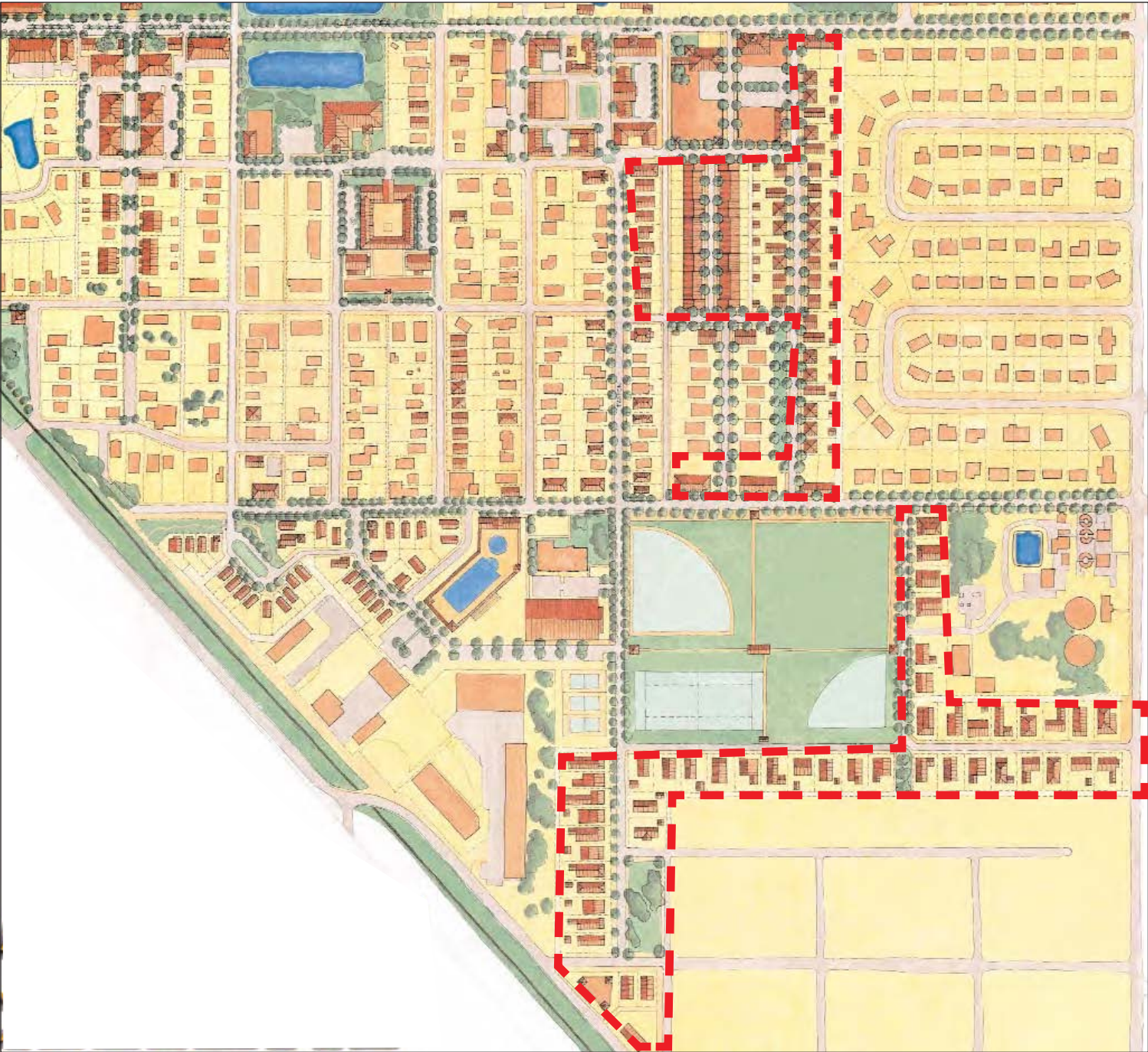
What is important to keep in mind is that with so much vacant land, whatever gets built will play a great role in defining the character of the neighborhood. Great architecture defines character. The problem is that so does bad architecture.

The outlined area represents all potential infill and development opportunities in the neighborhood.

New homes are proposed facing public spaces like the recreation center, in an attempt to create a safe environment by putting the natural surveillance that these homes provide around the fields.



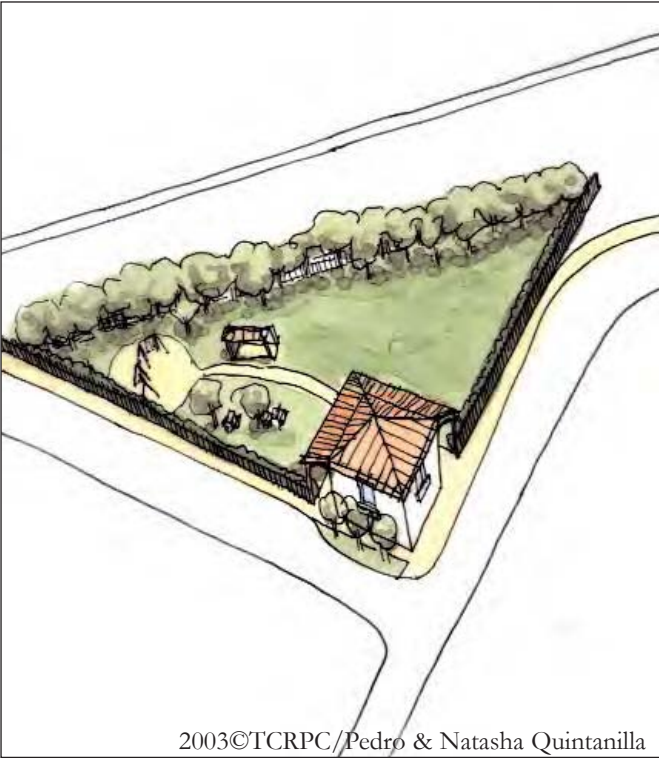
Original diagram for 12 single family residences on City -owned property along SE 10th Street prepared by TCRPC for the City of Stuart in 2001. Every effort should be made to connect these proposed homes to the existing fabric.

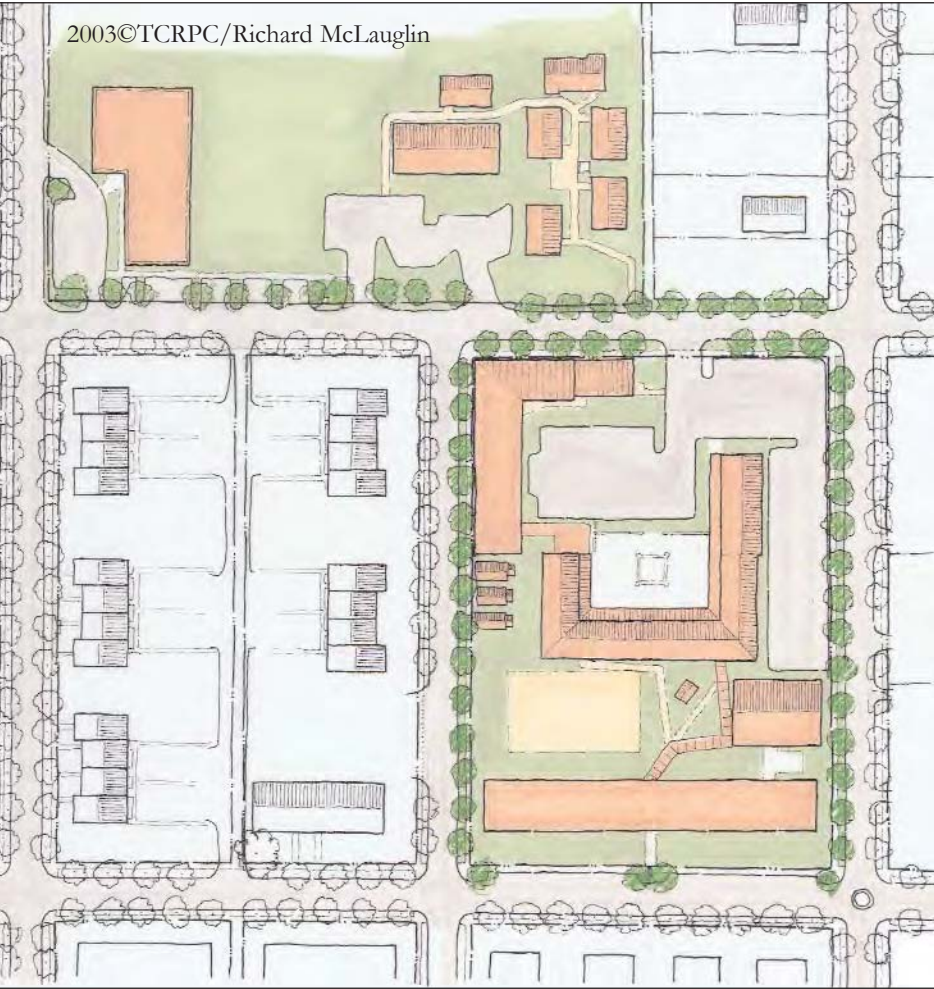






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EXISTING CONDITION

Spectrum Junior Senior High School Expansion

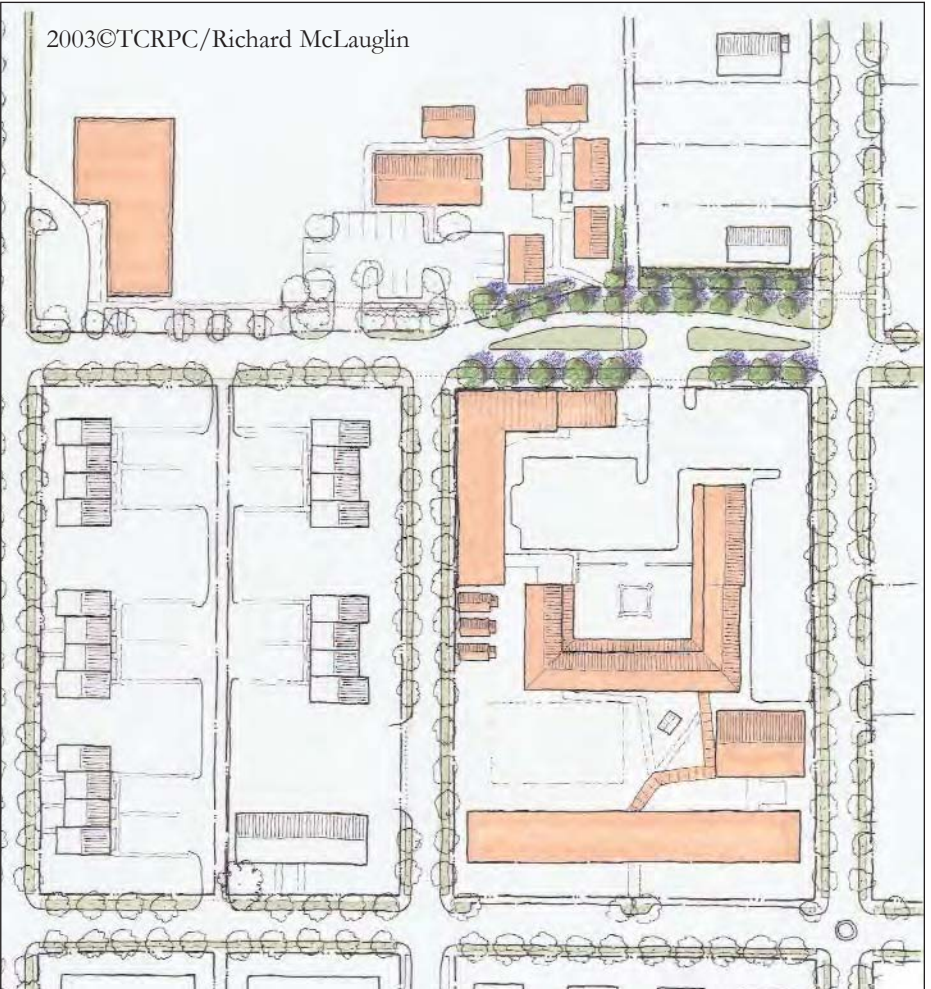
The design team conducted a series of pre-charrette interviews with different representatives of institutions within the community, in order to understand the organization's particular needs and incorporate them in to the citizen's master plan.

Spectrum Junior Senior High School, a centrally located institution in the neighborhood, identified a number of physical issues to be addressed during the planning process as follows:

- Need for additional classroom space
- Need for additional parking
- Traffic calming, and preferably, closure of Lake Street
- For security reasons, need for separation of public playground areas from public space (the street)

The schools' original building is a "U" shaped structure with a central courtyard and classrooms on all three sides. The buildings' layout and early modern architecture is a good addition to the public space.

As with most school nowadays, the general expansion trend (stemmed from lack of funding and lack



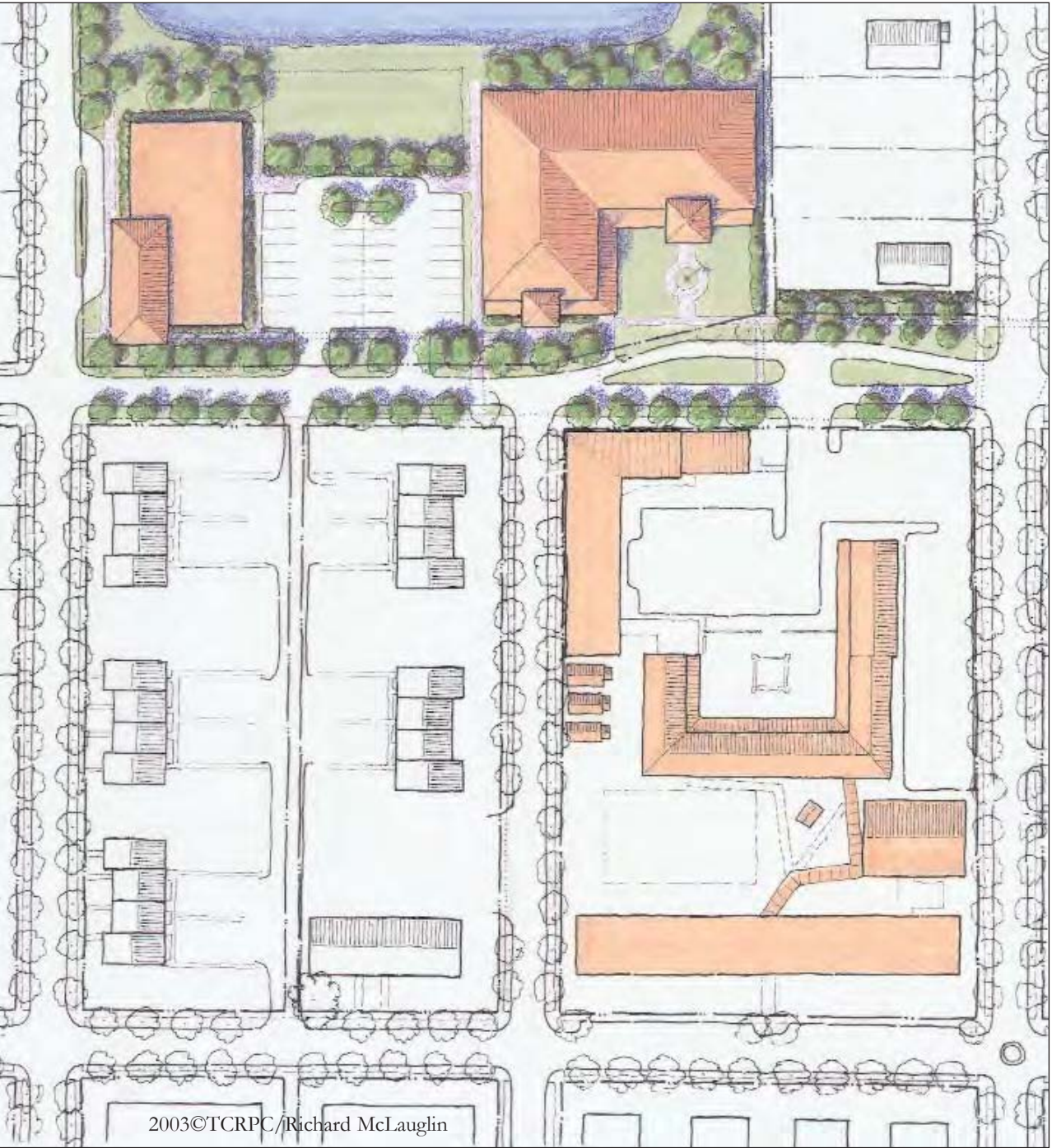
PHASE I

of time), places classrooms in trailers scattered through school grounds. Spectrum Jr. Sr. high School has not escaped this trend. A series of classrooms occupy trailers on the north side of Lake Street

The master plan proposes a expansion strategy that, over time, incorporates all of the schools current needs into a series of buildings creating a campus setting, while resolving parking, security and traffic calming needs.

One of the most important features that make East Stuart healthy, is its condition of being pedestrian oriented and the richness of its network of streets. While most cities are trying to achieve connectivity, East Stuart naturally possesses it.

Although closing off Lake Street may seem like an inexpensive and rapid solution to address the school's current concerns, in the long run, this will seriously affect the community's basic structure. Lake Street should not be closed under any circumstance. The master plan proposes an effective traffic calming strategy that will deal with the safety of school crossings. The proposed school reconfiguration and growth over time address the privacy and space separation issues.



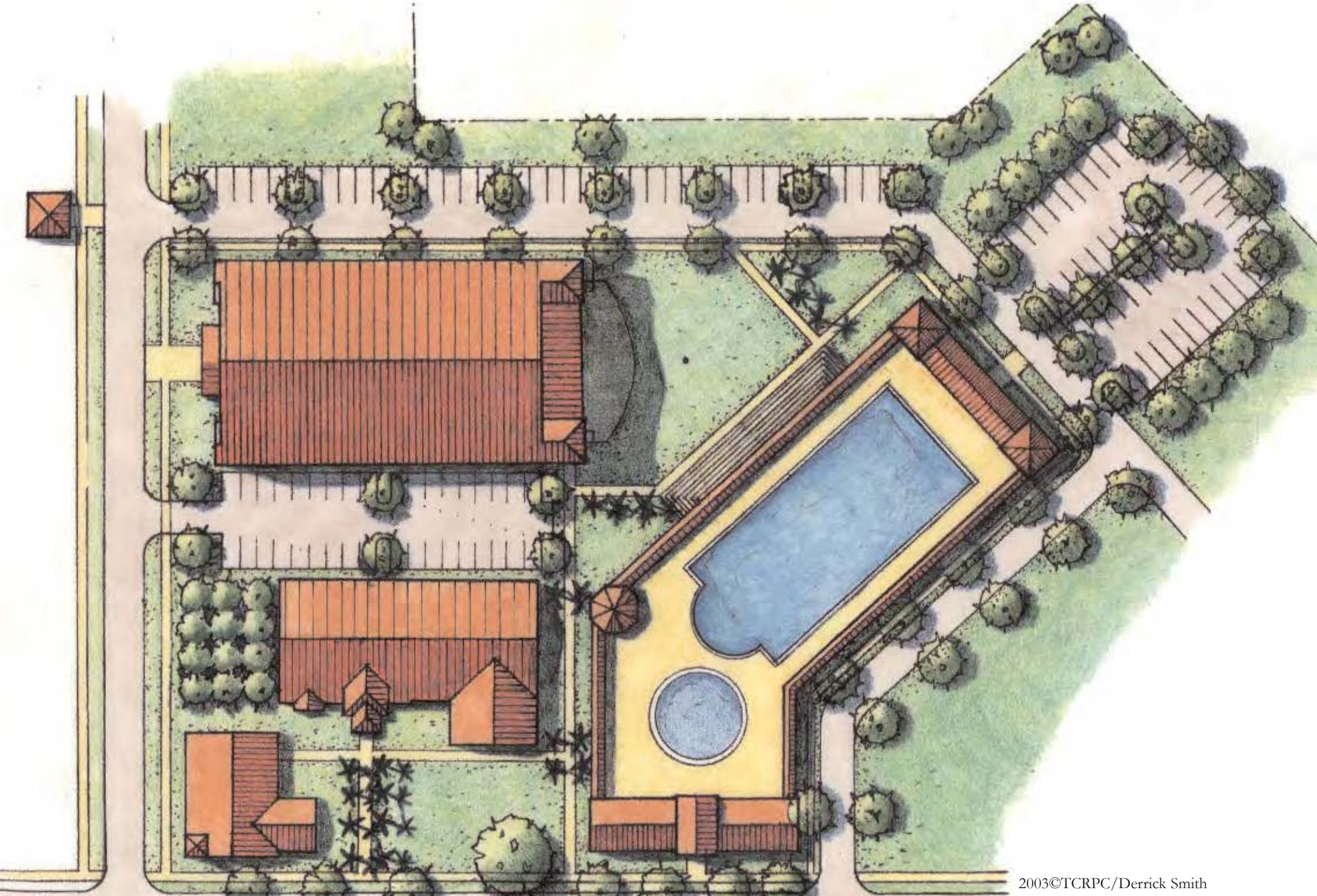
PHASE II



ULTIMATE BUILD-OUT



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2003©TCRPC/Derrick Smith

The 10th Street Recreation Center is a key facility within the neighborhood. It is heavily used for recreation, community meetings, general gatherings and education programs. The existing building's physical disrepair combined with high demand, triggered renovation and expansion plans by the City for this facility.

This facility is currently being expanded to include an additional 4500sf in a multi-purpose room, offices, meeting rooms, a kitchen and bathrooms. The cost of this project is \$ 575,000.00. Completion is scheduled for the first months of 2004. The improvements to this facility will have a tremendous positive impact in the community's ability to meet and recreate.

During the charrette, the residents wanted to expand the program for the recreation center. Over time, residents would like to see the recreation center completed with a public swimming pool, a gymnasium and additional fields. The community is aware that the City is currently working on plans to build a gymnasium on the new J.D. Parker



Elementary campus. The community will greatly benefit from the new school and gymnasium. Nevertheless, they requested that the design team explore the development potential of the recreation facility and site.

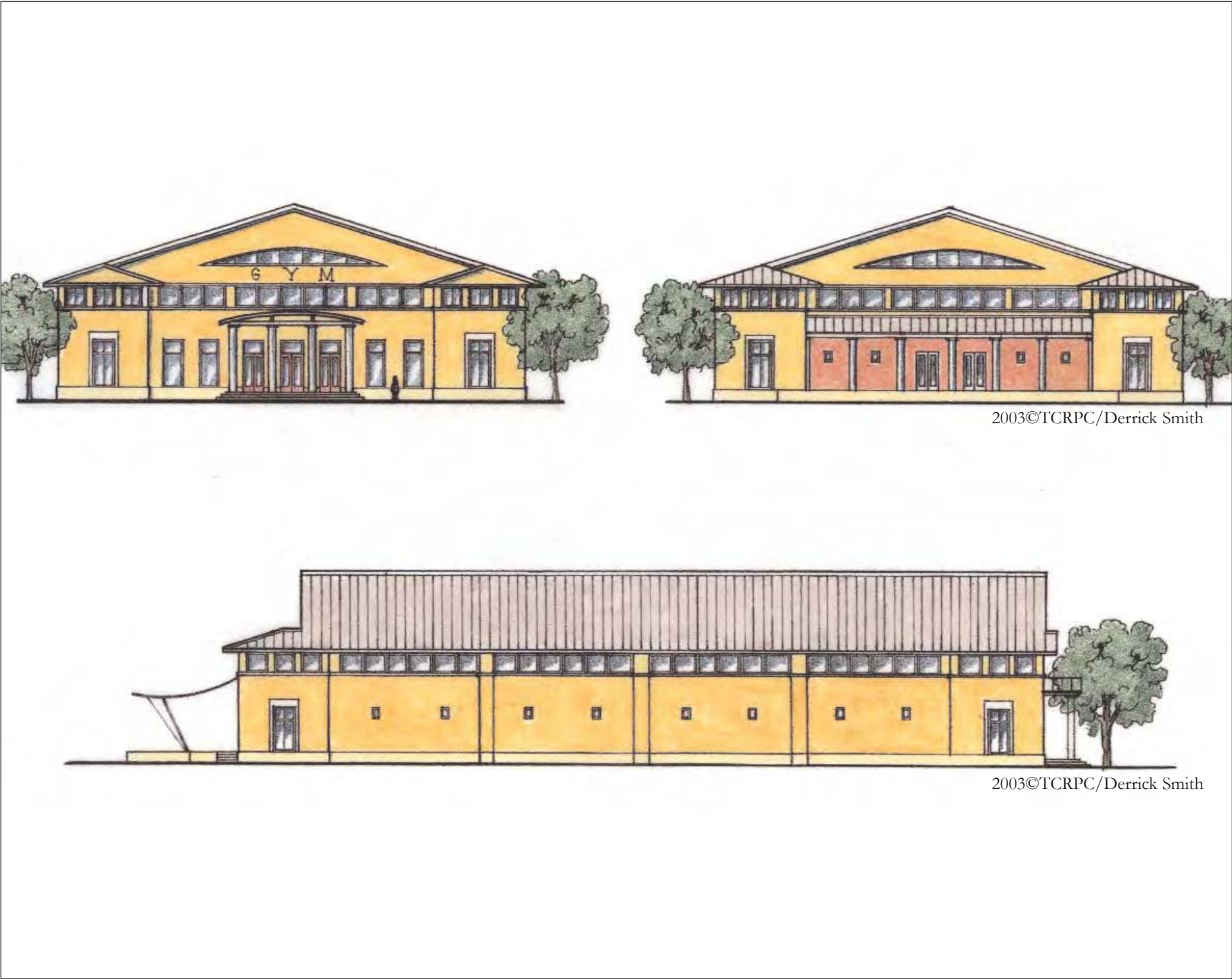
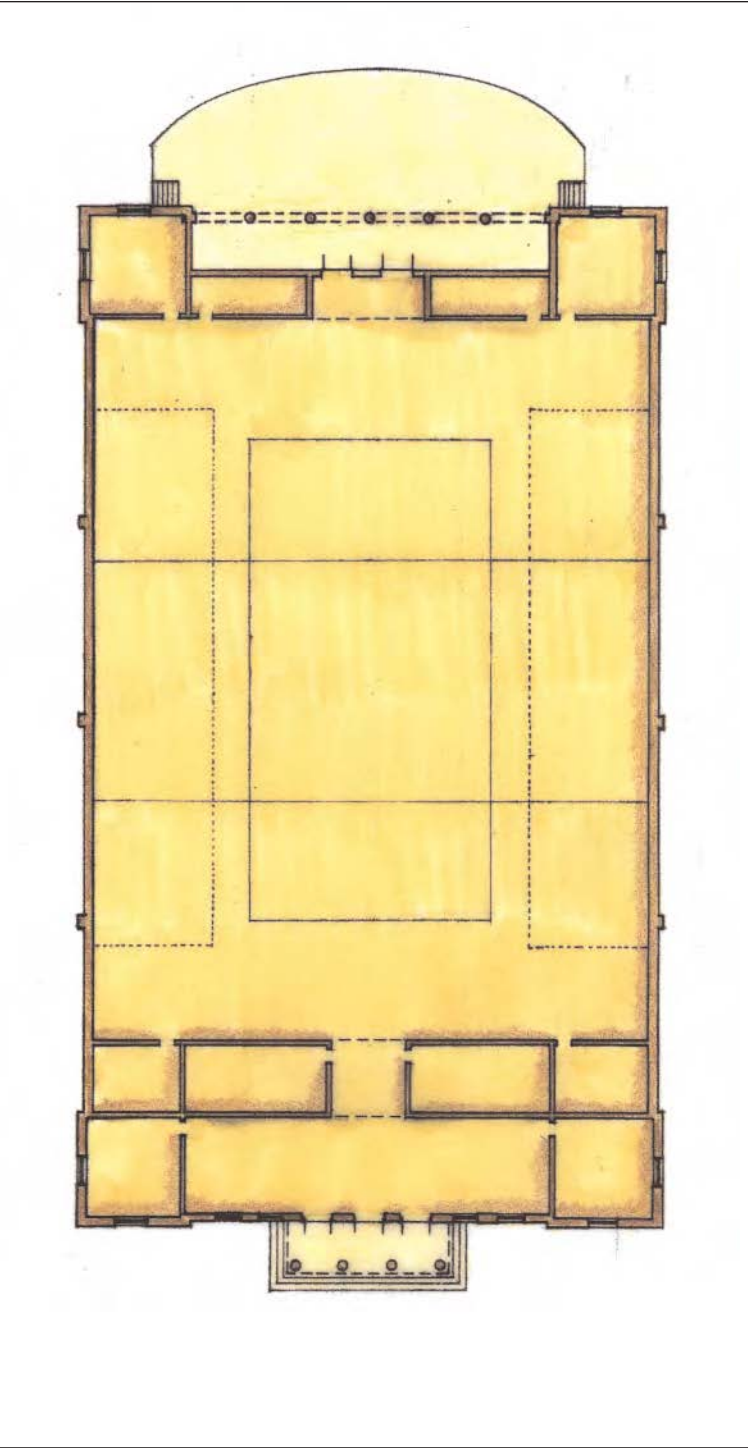
The master plan shows the proposed ultimate build-out of the 10th Street Recreation Center. This completed project includes a public pool, a water fountain or shallow pool, a gymnasium to complement the facility proposed at J.D. Parker, and additional baseball and soccer fields.

The most important feature of this proposal is the residential component surrounding and facing all sides of the recreation center. A linear band of 150' around the recreation center is dedicated to a public street and single-family residential units.

Surrounding the recreation center with residential uses will accomplish the following:

- A source of income: By selling off this edge to allow for residential development, a portion of public infrastructure and recreation expansion can be funded.
- Connectivity: The creation of new public streets that "open up" East Stuart and connect it to the south to Dixie Highway, eliminating unnecessary railroad crossings for those heading south
- Security: The safest and most well behaved public open spaces are those that are naturally supervised. The only way to provide natural supervision is by incorporating residential uses around public areas.







A New Name for East Stuart

East Stuart as a neighborhood has always been centrally located within the City. It's name has never been a reflection of it's geographical location.

During the charrette, several residents expressed concern regarding the neighborhood's name. Over the years, a negative connotation seems to have been attached to the "East Stuart" designation.

The residents believe that a new name for the neighborhood should accompany the adoption of this new master plan.

Selecting a name that reflects the community's identity, character and history is a feasible, relatively easy, and inexpensive task. This idea should be further tested and the entire community needs to be given the opportunity to express their opinion regarding this matter.

Several new names for the area where proposed during the week long process. This master plan recommends the following procedure to determine IF the majority of the residents feel it is important to change the neighborhood's name, and in that case, WHAT that new name should be:

- 1) Conduct a neighborhood-wide survey to determine if the residents feel the neighborhood's name should be changed. This can be done by using one or more of the following strategies:
- Neighborhood-wide mailer
 - Public community meeting
 - On-line survey (within the city's web-site)
 - Flyers and posters in local businesses and establishments

- 2) Define a name selection method:

- A name competition conducted in the local schools
- A neighborhood wide poll/selection between three to five names previously chosen by the charrette steering committee

- 3) Celebrate the new name:

- A public celebration (fair, festival) in one of the City's public parks including music, food, arts and entertainment, should be the forum in which the new name is announced/selected. This community can decide to make this date a celebration that is repeated every year as a fund-raiser for the community's redevelopment.
- The new name should be displayed in all of the community's entrances, gateways, and street fixtures and furniture.



Priorities and Project Management

The Citizen’s Master Plan represents a vision intended to guide actions and investment toward a well defined objective. The plan is comprehensive, and describes a large number of development and redevelopment opportunities.

Not all of these opportunities should be pursued immediately, attention and resources should instead be focused on those opportunities that are strategically most important to achieving the long term objectives of the plan. It will take many years to fully implement the plan, but steady progress can be made toward the objective, and East Stuart will improve with each step.

East Stuart is situated in the path of growth. The issue will therefore not be attracting development, but managing it.

Project Management

The City’s Planning Department should assign an individual or team with responsibility to shepherd the Master Plan through the Review, Approval, Adoption and Implementation process. It is important that someone be designated as the person responsible for assuring that the East Stuart plan is adopted and that all necessary Comprehensive Plan, Zoning and Land Use changes necessary to assure implementation of the plan are expeditiously processed.

The City of Stuart as a whole is experiencing rapid growth and development pressure, and achieving the objectives of the plan requires that Land Use and Zoning policies be put in place to assure that new development proceeds as envisioned. It is recommended that a team representing planning, design, and law be assigned the responsibility or serve as support to the individual in charge.

Adoption of the Citizen’s Master Plan by Residents and the Charrette Steering Committee. The final draft plan was made available for review in January of 2004. It was found acceptable by the Steering Committee who intends to recommend its approval by

the City’s Commission.

Review and Approval of the Citizen’s Master Plan by the Community Redevelopment Board. The Citizen’s Master Plan should be reviewed and approved by the Community Redevelopment Board and recommended for adoption by the City Commission, as the Master Plan for East Stuart.

Review and Approval of the Citizen’s Master Plan by City Commissioners. The Citizen’s Master Plan should be reviewed and approved by the City’s Commission and forwarded to all the local boards.

High Priority Items

Expand The CRA plan to include the area designated as “Study Area” as shown in the master plan. The CRA boundaries should be reviewed and expanded to incorporate the entire master plan for the East Stuart area. The original boundary was modified to address both sides of the street (in the case of MLK Blvd) and include city-owned property that will play a fundamental role in the overall redevelopment of the community.

Develop An Overlay Zoning Code. This code will be the fundamental tool that will ensure the proper implementation of the citizen’s plan. The Code should be similar to the one the CRA has in place for the downtown area, and should incorporate coding by building types. This type of coding will guarantee the preservation of the community’s scale and character.

Preserve and Restore the McHardy Building. The McHardy Building should be deeded to a Not-for-Profit organization (e.g. Concerned Citizens).

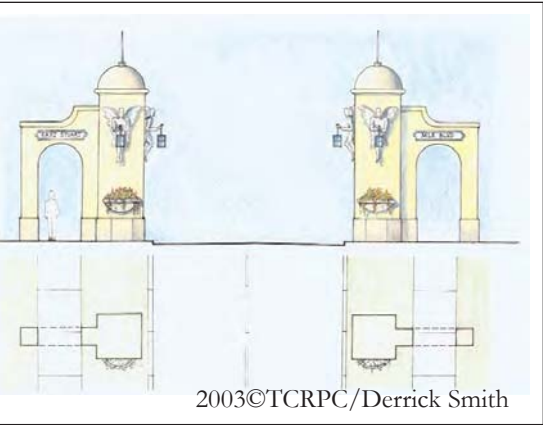
This change of ownership will enable participation of State and Federal funding for restoration and historic



preservation. The City should then provide grant-writing assistance, and potentially matching funds for this endeavor. The matching funds (if any) should be provided by the Community Redevelopment Agency.

The City should immediately begin working with the community regarding prioritization of improvements proposed in the citizen’s master plan. There are a number of issues regarding the design of MLK Blvd. and other public streets. These include: creating urbanized sections, using gateways, installing outside curb and gutters, re-arranging parking, installing medians, sidewalk design, lighting, utilization of pavement textures at designated intersections, etc. The City has identified initial funding to address these issues. The initial improvements have been prioritized by the Charrette Steering Committee.

Should the funding not be enough to cover one or more of these improvements, it is important to *wait* until sufficient funding becomes available. The design of the public realm, particularly that of MLK Blvd. should not be compromised due to lack of immediate funding. MLK Blvd. is the “public face” of the community. The improvements along this corridor will play the most important role not only in defining the character, but the demand, desirability and potential for investment in the area.



Develop a “Package of Incentives” for investment in the area. This is intended to attract investors that are willing to follow the citizen’s master plan. To avoid speculation and accelerate implementation, incentives should not be warranted “as of right”. The City of West Palm Beach’s master plan (in particular the Northwood Neighborhood master plan) can be used as an example of “time-

limited” redevelopment incentives to be applied for this neighborhood.

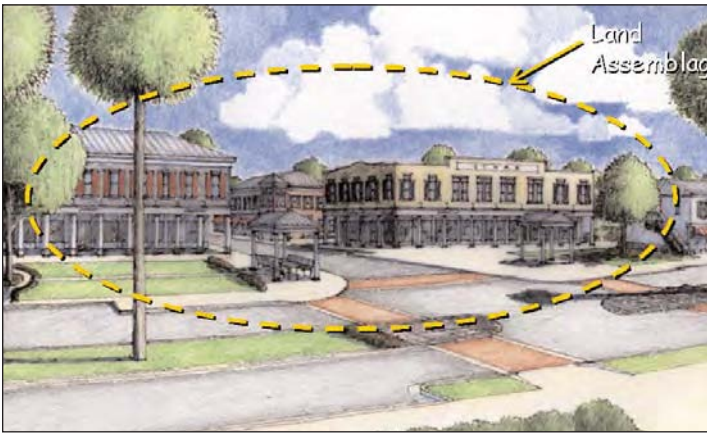
Moderate Priority Items

The CRA should assemble land along East Avenue and issue an RFP (Request for Proposals) for the redevelopment of Main Street. East Avenue, the community’s historic main street, has the largest concentration of vacant land in the area. Despite previous road improvement efforts aimed at triggering revitalization, 19 out of 28 lots along it remain vacant. The buildings on the remaining lots are in general, in a state of disrepair.

A healthy main street is a powerful catalyst for redevelopment. This is true of many communities, and no different that what happend in downtown Stuart. Revitalizing main street is key to the redevelopment of East Stuart. Towards this purpose, the master plan recommends land assemblage with the intent of issuing a Request for Proposals.

A well constructed RFP for the development of a traditional main street should be favorably received by the development community, and the master plan should easily help the City articulate its goals and objectives.

Ideally, it would be best if the CRA were able to negotiate contracts with the existing property owners, and/or assemble land along East Avenue. Alternatively, the CRA could agree within the RFP to use its powers to acquire property, at the respondents cost. Typically however, respondents want fixed acquisition costs so that they can fully evaluate the viability of the project.

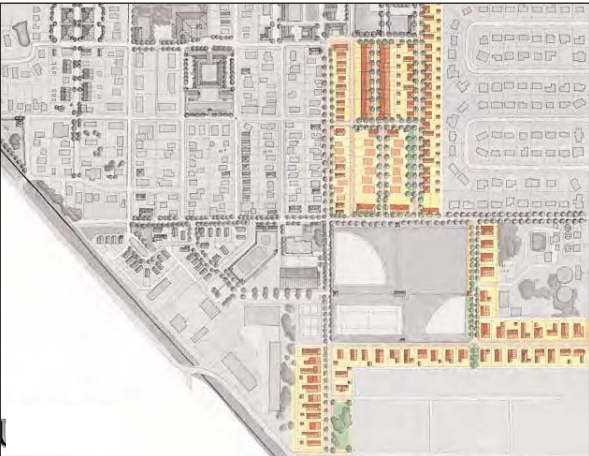


Redevelopment of East Avenue in good form will trigger extensive redevelopment interest in the rest of the community. Gentrification should be avoided at all cost. The City of Delray Beach’s redevelopment efforts for West Atlantic Avenue should be used as models for this process.

The City/CRA should issue an RFP for the development vacant propoerty within the East Stuart Neighborhood. The Citizen’s Master Plan identifies a large number of housing development and infill opportunities: 50 single family lots within City owned property (not including the 12 units proposed on E. 10th Street), 52 single family and town-house units on city owned property on land currently behind the police and fire departments; 12 sites for multi-family developments, as well as 60 vacant parcels immediately available for infill within the neighborhood fabric.

Development on this unusual amount of land will define the character of the community as it evolves. Good architecture defines character. The problem is that bad architecture does the same thing. This is an important opportunity that should be seized by the City and the CRA. Architectural design guidelines need to be created. Repetition of one same building type (as in the case of development done in the area by habitat for humanity) should be avoided. An RFP geared at attracting a mix of both attainable and market-rate housing should be issued for the city owned property.

With the shortage of land within the City, such an RFP fo should have great response. The master plan should easily help the City articulate its goals and objectives. Profit from the sale of this land should be used



to implement improvements to the public realm within the community.

The City should work with major property owners to guide and encourage redevelopment.

The Gary Plaza presents itself as a unique opportunity for redevelopment as well as an engine for additional redevelopment. City staff should contact major property owners, engage them in the redevelopment process and encourage prompt implementation of the plan. For this purpose, the City will have to develop a package of incentives specific to this area.



The City should improve the entrance to the community by addressing the vehicle maintenace facility. The entrance to the community is

seriously impacted by the two warehouse-type buildings that sit at the corner of Central Ave. and MLK



Blvd. The master plan proposes the relocation of these two buildings in a manner that is financially feasible:

- Re-platting of the City-Owned vehicle maintenance facility to create an independent lot fronting MLK Blvd.
- The resulting 80’ x 300’ lot fronting MLK should be put out to RFP (request for proposals) with the intent of finding a

private developer willing to follow the master plan and build two or three, two to three-story buildings fronting MLK Blvd.

- The income resulting from the sale/lease of this parcel should be used to relocate the existing metal frame buildings that currently house the City's vehicle maintenance facility.



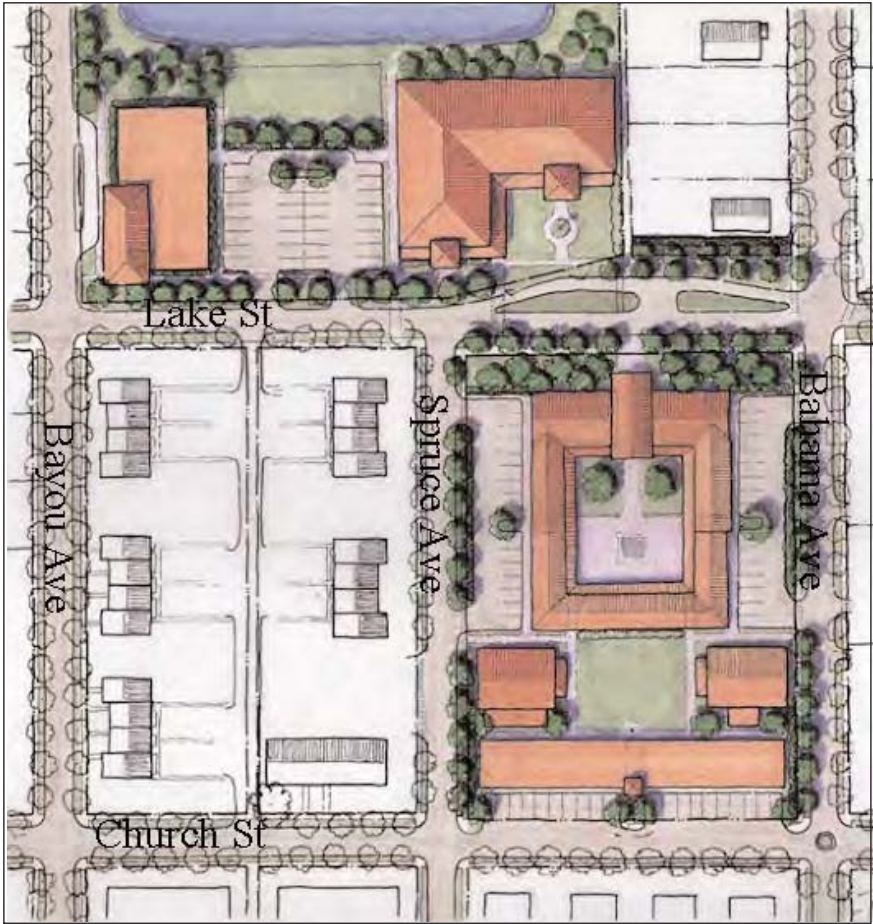
Over time, and tied to the development of City-owned property surrounding it, the recreation center should incorporate the additional recreation uses requested by the community described in this report.

The City should make a long-term commitment to rebuild the Fire and Police departments. The state of disrepair and lack of civic presence of these two buildings impact not only East Stuart, but the community as a whole. Civic buildings are meant to foster Civic pride. This is not a quality that should be expected nor can it be delivered by the private sector. Over time, the City should house these two institutions in buildings that foster civic presence, community pride, and respect for the institutions they house.

The City, including representatives from the Community should pursue long-term expansion plans for the 10th Street Recreation Center . This center has enough land to allow for future growth. The City has recently expanded the buildings in this facility.



The City, including representatives from the Community should begin negotiating with the Martin County School Board regarding to possibility expanding/rebuilding Spectrum Jr. Sr. High School as proposed within the plan, and in a manner consistent with the design proposed. It is important that the school's expansion, safety and security needs be built in an attractive and high civic form that allows it to be integrated into the fabric the community, in close proximity to the homes that it will serve. It is recommended that the Planning Department stay actively involved in this issue.



High Priority

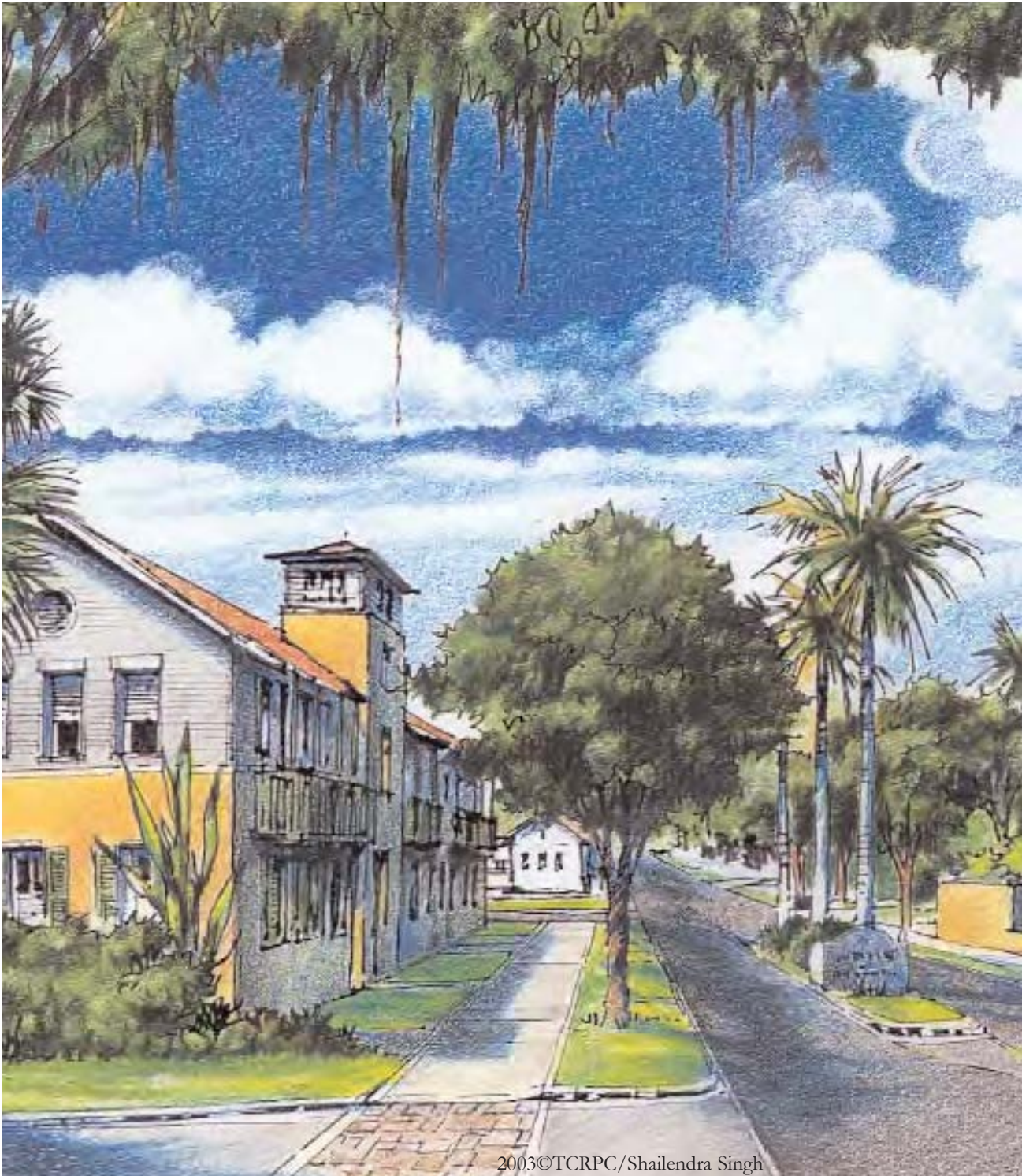
- 1- Expand the CRA plan to include the areas shown in the master plan
- 2- Develop an overlay zoning code
- 3- Preserve the McHardy building
- 4- Prioritize improvements
- 5- Create a package of incentives for development in the area
- 6- Reconfigure Martin Luther King Boulevard

Medium Priority

- 1- Assemble land through the CRA and create an RFP for the development of East Avenue
- 2- Work with local property owners (Gary Plaza) to create a redevelopment strategy
- 3- Work with habitat for humanity in the creation of new housing types for the area

Low Priority

- Rename the community (potentially a contest could be held to select the name)





Views of the residents drawing their ideas





Residents presenting their group's plans.





T R E A S U R E C O A S T R E G I O N A L P L A N N I N G C O U N C I L
I N D I A N R I V E R - S T . L U C I E - M A R T I N - P A L M B E A C H

TREASURE COAST REGIONAL PLANNING COUNCIL

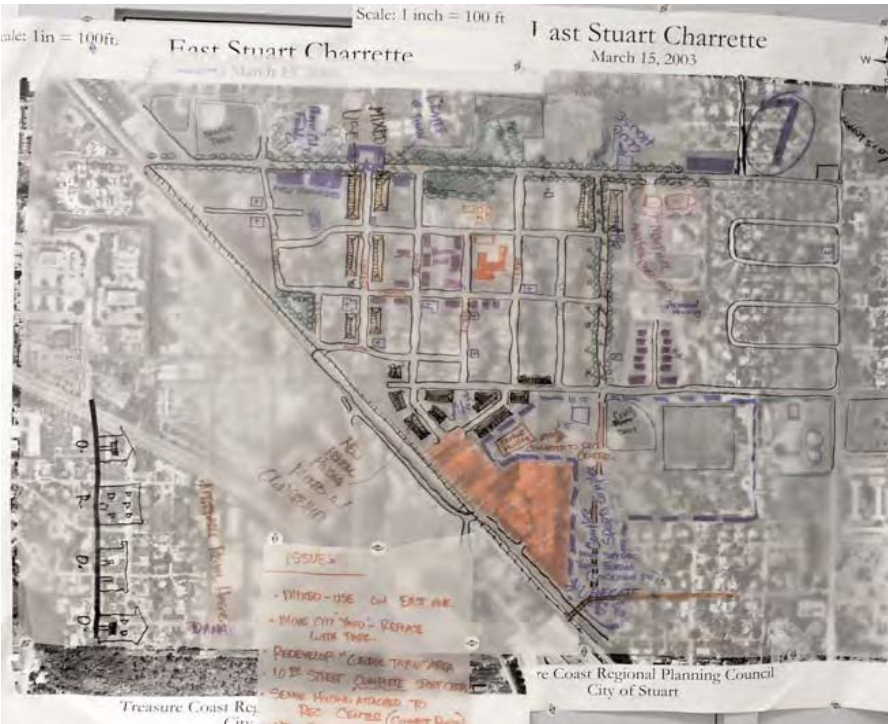
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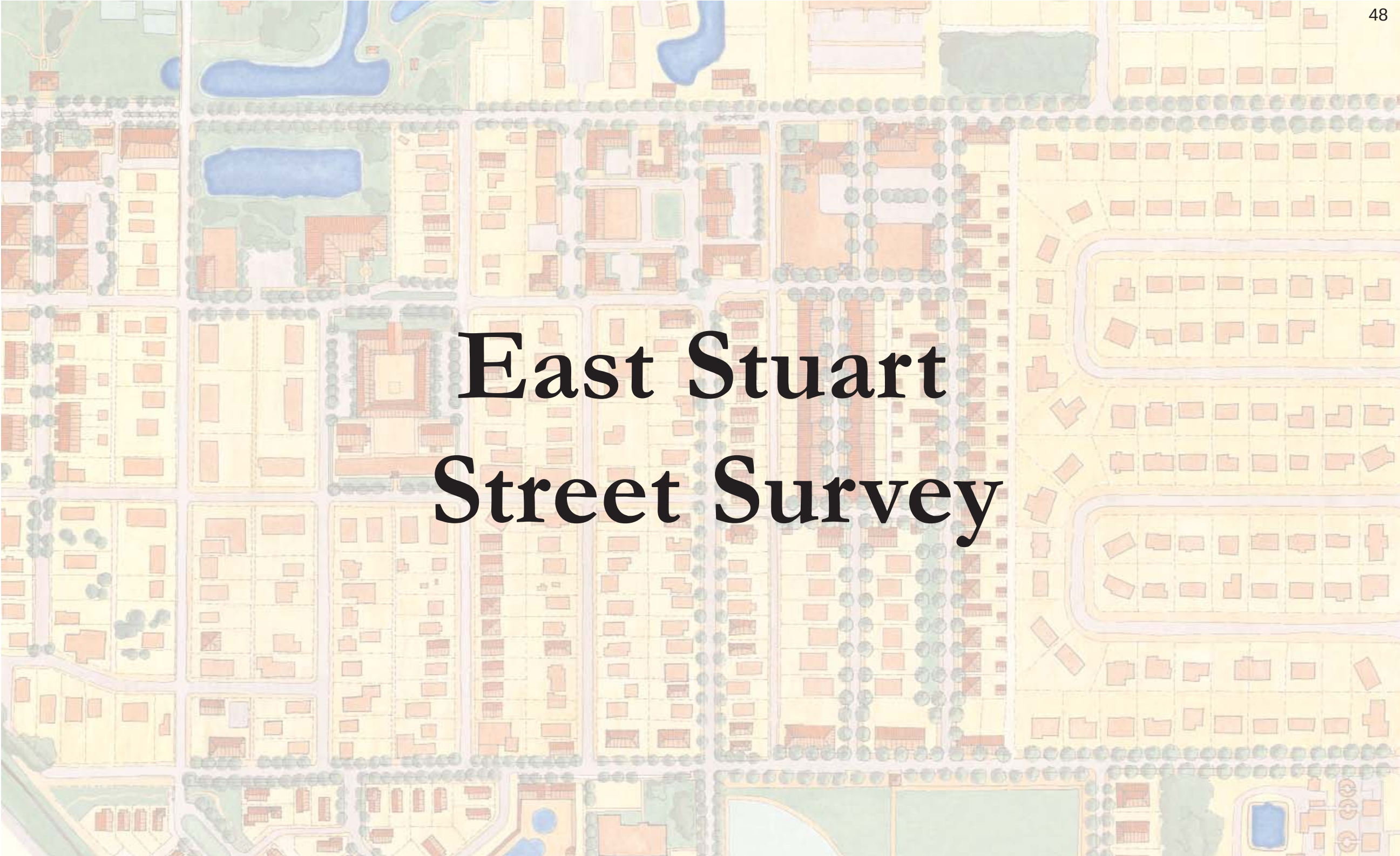


THE DESIGN TEAM

TCRPC Design Studio: Michael Busha, Marcela Cambor, Shirley Monroe
A+S ARCHITECTS: Derrick Windell Smith
Urban Designers: Steven Fett, Sita Singh, Anthea Gianniotis, Danna Little, Pedro Quintanilla, Natasha Quintanilla, Rich McLaughlin, Elena Romero, Barry Mahaffey



Images from the March, 2003 Charrette
East Stuart Charrette, Stuart, Florida

An aerial photograph of a suburban neighborhood in East Stuart, Florida. The map shows a grid of streets with numerous houses, some with swimming pools, and several green spaces with trees. The title 'East Stuart Street Survey' is overlaid in the center.

East Stuart Street Survey

T R E A S U R E C O A S T R E G I O N A L P L A N N I N G C O U N C I L
I N D I A N R I V E R - S T . L U C I E - M A R T I N - P A L M B E A C H

Streets	MLK St between A1A and Central Ave Eastbound		MLK St between Central and East Ave Eastbound		MLK St between East and Bayou Ave Eastbound	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Sidewalks	On the North and on the South in the next half of the block	Continuous sidewalks on both sides	On the North side	On the South side	On the South side	On the North side
	No	On both sides	Planting strips between parking spots on both sides	-	Planting strips between parking spots on both sides	-
Planting Strip						
On Street Parking	Diagonal parking on the North and parallel parking on the South sides	Parallel parking on both sides	Diagonal parking on the North side and parallel on the South side	Parallel parking on both sides - See proposal for MLK	Parallel parking on the South side and diagonal on the North side	Parallel parking on both sides - See MLK proposal
	Palm trees on the left infront of the park	Trees on both sides and palm trees on median - see MLK proposal	Palm trees on both sides	Trees on both sides - Palm trees on median	Palm trees on both sides	Trees on both sides - palm trees on medeian
Landscaping						
Lighting	Only on the South side of the street	Pedestrian lights on both sides	On both sides	Pedestrian lights on both sides	On the South side	Pedestrian lights on both sides
	No	On both sides	One bench on the South side	On both sides	No	On both sides
Benches						
Trash Receptacles	No	On one side	One trash can on the North side	On one side	No	On one side
Other	Community Program building on the corner of MLK and Central on the South side	Gateways on East and MLK (entrances)/median	Warehouse on the North side (c/o Central and MLK) and sports fields on the North side	See proposal for MLK and gateways proposal	No	See MLK proposal
	Multi-family on the South side	-	Multi-family on the South side	-	No	-
Housing						
Vacant Land	Four lots on the South side	Infill with multi-family	Four lots on the South side	Infill with multi-family	No	-
Retail	No	-	Retail on the South side	Improvements on retail - see MLK proposal	Reatail on the South side	Improvements on retail - See proposal

MLK St between Bayou and Bahama Ave Eastbound	
Existing	Proposed
On both sides	-
On both sides	See MLK proposal for park
No	Parallel parking on both sides
Palm trees on both sides and other trees on North side	Trees on both sides
On the South side	Pedestrian lights onh both sides
On both sides	-
On the North side	On the one side
Fire hydrant on the North side infront of the park. Park on the North side	See proposal for park
Single family housing on the South side	-
No	-
No	-

MLK St between Bahama and Tarpon Ave (Eastbound)	
Existing	Proposed
On the South side	-
Both sides	-
No	-
Palm trees and other trees on both sides	-
Both sides	Pedestrian lights on both sides
No	On both sides
One on the North side	On one side
Walled off apartments on the North side (See housing) and gas station on the South side (See retail)	See proposal for Gary Plaza
Single-family housing on both sides and apartment complex on the North side	See proposal for Gary Plaza
No	-
Retail c/o Tarpon and MLK on the South side	See proposal for Gary Plaza

Streets	Lake St between Central and East Ave Westbound		Existing	Proposed	Existing	Proposed	Existing	Proposed
	Existing	Proposed						
Sidewalks	On the North side	On the South side	On the South side	On the North side	On both sides	-	On both sides	-
	On the North side	On the South side						
Planting Strip	No	-	Palm trees on both sides	-	No	Parallel parking on the North side	Perpendicular parking on the North side	Parallel parking on the North side
On Street Parking	Palm trees and other on both sides	-						
Landscaping	On the South side	Pedestrian lights on both sides	No	On the South side	On the North side	Pedestrian lights on both sides	No	Pedestrian lights on both sides
Lighting	No	-						
Benches	No	On one side	Abandoned houses on the South	Reform/remodel abandoned houses	Single family on both sides	-	Dumpster on the North side	On one side
Trash Receptacles	Water retention pond on the North side	Treatment for pond						
Other	Single family on both sides	-	No	-	Community Center and Child Care Center on the North side c/o Lake and Bayou	-	Public housing on the North side	See proposal for public housing
Housing	One lot on the North side	Infill with single family						
Vacant Land	No	-	No	-	No	-	No	-
Retail								

Streets	Lake St between Spruce and Bahama Ave Westbound	
	Existing	Proposed
Sidewalks	On the South side	On the North side
	One foot green on the South side	On both sides
Planting Strip		
On Street Parking	No	Parallel parking on the North side
	No	Trees on both sides
Landscaping		
Lighting	On both sides	Pedestrian lights on both sides
	No	On the South side
Benches		
Trash Receptacles	Dumpsters on the North side	Shield dumpsters
	Spectrum School on the South side and Community Education Center c/o Spruce and Lake	See Spectrum School proposal and proposal for Lake Park
Other		
Housing	Trailers on the North side	Infill multi-family - See proposal for Lake Park
	No	-
Vacant Land		
Retail	No	-

Lake St between Bahama and Nassau Ave Westbound	
Existing	Proposed
On the South side	On the North side
No	Green on both sides
No	Parallel parking on the North
No	Trees on both sides
On the South side	Pedestrian lights on both sides
No	On the South side
No	On one side
No	-
Single family housing on both sides	-
No	-
On the North side	-

Lake St between Nassau and Tarpon Ave Westbound	
Existing	Proposed
On both sides	-
No	Green on both sides
No	Parallel parking on the North side
Palm trees and shrubs on the North side	Trees on both sides
No	Pedestrian lights on both sides
No	On the South side
No	On one side
Canvas tent on South side	Lake St extended to the West - See Gary Plaza project
Single-family on the South side	-
No	-
On the North side	-

Streets	Church St between Central and Park Ave Eastbound		Church St between Park and East Ave Eastbound	Church St between East and Bayou Ave Eastbound
	Existing	Proposed	Existing	Proposed
Sidewalks	On the South side	On the North side	On South side	On the North side
Planting Strip	Small green on the South side	Green on both sides	Small green on the South side	Green on both sides
On Street Parking	No	-	No	-
Landscaping	No	Trees on both sides	Small green on the South side	Trees on both sides
Lighting	On the South side	Pedestrian lights on both sides	No	Pedestrian lights on both sides
Benches	No	On the South side	No	On the South side
Trash Receptacles	No	On one side	No	On one side
Other	Park on the South side	See proposal for MLK Park	Church on the South side and unpaved alley on the North side	Paved alley and traffic calming device c/o East and Church
Housing	Single family housing on the North side	-	Single family on the North side	-
Vacant Land	No	-	No	-
Retail	No	-	No	-

Streets	Church St between Bayou and Spruce Ave Eastbound		Church St between Spruce and Bahama Ave Eastbound		Church St between Bahama and Nassau Ave Eastbound	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Sidewalks	Both sides	-	On both sides	See Church St proposal	On the North side	On the South side
	No	Green on both sides	On the North side	See Church St proposal	No	Green on both sides
Planting Strip	Infront of church on the South side	-	Parallel parking on the South side	Parallel parking infront of school - see Church St proposal	No	-
On Street Parking	No	Trees on both sides - See Church St proposal	No	Trees on the North side	No	Trees on both sides
Landscaping	On South side	Pedestrian lights on both sides	On the South side	Pedestrian lights on both sides	On the South side	Pedestrian lights on both sides
Lighting	No	On the South side	No	On the South side	No	On the South side
Benches	No	One one side	No	On one side	No	On one side
Trash Receptacles	Church on South side	-	Spectrum School on the North side	See Spectrum School proposal	Church on the North side	Traffic calming device c/o Bahama and Church
Other	Public housing on North side and multi-family on the South side	See proposal for public housing	Single family housing on the South side	-	Single family housing on both sides	-
Housing	No	-	No	-	No	-
Vacant Land	No	-	No	-	No	-
Retail	No	-	No	-	No	-

Streets	Church St between Nassau and Tarpon Ave Eastbound	
	Existing	Proposed
	On the North side	On the South side
Sidewalks		
	No	On both sides
Planting Strip		
	No	-
On Street Parking		
	No	Trees on both sides
Landscaping		
	On the South side	Pedestrian lights on both sides
Lighting		
	No	On both sides
Benches		
	No	On one side
Trash Receptacles		
	Fire hydrant on the North side	See proposal for MLK
Other		
	Single family housing on the North side	-
Housing		
	No	-
Vacant Land		
	No	-
Retail		

	Florida St between East and Bayou Ave Westbound	
	Existing	Proposed
	On the South side	On the North side
	On the South side	On the North side
	No	-
	No	Trees on both sides
	On the South side	Pedestrian lights on both sides
	No	-
	No	On one side
	Unpaved alley on the North side and church on the North side	Pave alley
	Single family on the North side	-
	No	-
	No	-

	Florida St between Bayou and Spruce Ave Eastbound	
	Existing	Proposed
	On South side	On the North side
	No	On both sides
	No	-
	No	Trees on both sides
	No	Pedestrian lights on both sides
	No	-
	On South side	-
	Unpaved and unfinished alleys on both sides	Build alley
	Single family on both sides and Multi-family on North side	-
	No	-
	No	-

Streets	10th St between Bahama and Nassau Ave Westbound	
	Existing	Proposed
Sidewalks	On South side	
Planting Strip	One foot green on South side	
On Street Parking	No	
Landscaping	Trees	
Lighting	On North side	
Benches	No	
Trash Receptacles	No	
Other	Park and creek/lake on the South side and Police Intervention Center on South	
Housing	Shotgun homes on South side, single family on North side and abandoned house on North side	
Vacant Land	No	
Retail	No	

Streets	10th St between Nassau and Tarpon Ave Westbound	
	Existing	Proposed
Sidewalks	On South side	On the North side
Planting Strip	One foot green on South side	Green on both sides
On Street Parking	No	Parallel parking on the South
Landscaping	Bushes and trees infront of Rec Center	Trees on both sides
Lighting	On the North side	Pedestrian lights on both sides
Benches	No	On both sides
Trash Receptacles	No	On one side
Other	Rec Center on the North side	See proposal for Police and Rec Centers
Housing	No	See Bahamian Village proposal on South side
Vacant Land	No	-
Retail	No	See Bahamian Village proposal

Streets	10th St between Bahama and Spruce Ave Westbound	
	Existing	Proposed
Sidewalks	On South side	On the North side
Planting Strip	On South side with palm trees	On both sides
On Street Parking	No	Parallel parking on South side
Landscaping	Palm trees on the South side	Trees on greens - See Rec Center proposal
Lighting	On the North side	Pedestrian lights on both
Benches	No	On both sides
Trash Receptacles	No	On one side
Other	Unpaved alley on North side	See Rec Center proposal
Housing	Shotgun houses on South side and single family on North side	Multi-family on the North
Vacant Land	No	-
Retail	No	-

Streets	10th St between Bahama and Nassau Ave Westbound	
	Existing	Proposed
Sidewalks	On South side	
	One foot green on South side	
Planting Strip		
On Street Parking	No	
	Trees	
Landscaping		
Lighting	On North side	
	No	
Benches		
Trash Receptacles	No	
	Park and creek/lake on the South side and Police Intervention Center on South	
Other		
Housing	Shotgun homes on South side, single family on North side and abandoned house on North side	
	No	
Vacant Land		
Retail	No	

Streets	Central Ave between MLK and Lake St Northbound	
	Existing	Proposed
	On East side	On West side
Sidewalks		
	No	On bot h sides
Planting Strip		
	No	-
On Street Parking		
	No	Trees on both sides
Landscaping		
	On East side	Pedestrian lights on both sides
Lighting		
	No	-
Benches		
	No	On one side
Trash Receptacles		
	Two churches on the West side	Gateway on MLK and East - See proposal
Other		
	Single family on the East side	-
Housing		
	One on East side	Infill with single family
Vacant Land		
	No	-
Retail		

	Central Ave between Lake and Church St Southbound	
	Existing	Proposed
	On East side	On West side
	No	On both sides
	No	-
	No	Trees on both sides
	On East side	Pedestrian lights on both sides
	No	-
	No	On one side
	No	-
	Single family housing on both sides	-
	No	-
	No	-

Streets	East Ave between MLK and Lake St Southbound		East Ave between Lake and Church St Southbound		East Ave between Church and Florida St Southbound	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Sidewalks	On East side	On the West side	On East side	On the West side	Interrupted on the West side and uninterrupted on the East side	On the West side
	Between parallel parking on both sides and green and palm trees on East side	Green on both sides	Trees and green between parallel parking	Green on both sides - See East St proposal	Trees and green between parallel parking	Greens on both sides - See East Ave proposal
Planting Strip	Parallel parking on both sides	Parallel parking on both sides - See East St proposal	Parallel parking on both sides	Parallel parking on both sides according to the proposal	Parallel parking on both sides and perpendicular on East side	Parallel parking on East side
On Street Parking	Palm trees on East side	Trees on both sides	Trees and greens on both sides	Trees on both sides	Trees and green on both sides	Landscaping according to East St proposal
	On East side	Pedestrian lights on both sides	On West side	Pedestrian lights on both sides	On West side	Pedestrian lights on both sides
Landscaping	No	On both sides	No	On both sides	No	On both sides
Lighting	No	On both sides	No	On both sides	Dumpster on the East side	On both sides
Benches	Church on the East side	See East St proposal	Abandoned historic building on West side	See McHardy Building proposal	Church on the East side and church on the West side	See East St proposal
Trash Receptacles	Multi-family and single family on West side	See East St proposal	Multi-family and single family on the West side	-	Multi-family and single family on both sides	-
Other	Three lots on the East side and four lots on the West side	See East St proposal	Five lots on the East side and Five lots on the West side	Infill with single family or multi-family	One lot on East side	Infill with single family or multi-family
Housing	On East side	See East St proposal	No	-	On East side	-
Vacant Land						
Retail						

Streets	Bayou Ave between Church and Florida St Northbound			Bayou Ave between Florida and 10th St Northbound			Bayou Ave between Lake and MLK St Northbound	
	Existing	Proposed		Existing	Proposed		Existing	Proposed
Sidewalks	On West side	On the East side		On East side	On the West side		On both sides	-
	Green on West side	Green on both sides		No	Green on both sides		One foot green on both sides	-
Planting Strip	Parallel parking on West side, perpendicular parking on East side	-		No	-		No	-
On Street Parking	No	Trees on both sides		No	Trees on both sides		Palms and other trees on both sides	-
Landscaping	On both sides	Pedestrian lights on both sides		On West side	Pedestrian lights on both sides		Facing lot on East side	Pedestrian lights on both sides
Lighting	No	-		No	-		No	-
Benches	No	On one side		No	On one side		No	On one side
Trash Receptacles	No	-		No	-		Ditch/lake on East side (c/o MLK and Bayou) and Community and Daycare East	See proposal for ditch
Other	Single family and multi-family on both sides	-		Multi-family and single family on both sides	-		Single family housing on West	-
Housing	No	-		Two lots on East side	Infill with single family or multi-family		Three lots on West side	Infill with single family
Vacant Land	No	-		No	-		No	-
Retail								

Streets	Spruce Ave between Church and Florida St Southbound			Spruce Ave between Florida and 10th St Southbound			Spruce Ave between Lake and Church St Southbound	
	Existing	Proposed		Existing	Proposed		Existing	Proposed
Sidewalks	On West side	On the East side		On West side	On the East side		On the West side	On the East side
	Green on West side	On the East side		No	On both sides		Green and trees on both sides	-
Planting Strip								
On Street Parking	No	-		No	-		No	-
	No	Trees on both sides		No	Trees on both sides		Palm trees and other on East side	Palm trees and other on the West side
Landscaping								
Lighting	On both sides	Pedestrian lights on both sides		No	Pedestrian lights on both sides		On both sides	Pedestrian lights on both sides
	No	-		No	-		No	-
Benches								
Trash Receptacles	No	On one side		No	On one side		No	On one side
	Church on the East side	-		No	-		Spectrum School on the East side	See proposal for Spectrum School
Other								
Housing	Single family on both sides and multi-family on West side	-		Single family housing on both sides	-		Multi-family public housing on the West side	See proposal for public housing
	No	-		No	-		No	-
Vacant Land								
Retail	No	-		No	-		No	-

Streets	Bahama Ave between Lake and Church St Northbound		Bahama Ave between Church and 10th St Northbound		Bahama Ave between MLK and Lake St Southbound	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Sidewalks	On West side	On East side	On the West side	On East side	On West side	On East side
	On West side with a palm tree	Green on both sides	Green on both sides	-	Green on East side	On both sides
Planting Strip	No	-	No	-	No	-
	Palm tree on the West side	Trees on both sides	No	Trees on green on both sides	No	Trees on both sides
On Street Parking	On the West side	Pedestrian lights on both sides	On the West side	Pedestrian lights on both sides	On the West side	Pedestrian lights on both sides
	No	-	No	-	No	-
Landscaping	No	On one side	No	On one side	No	On one side
	Church on the West side and Spectrum School on the East side	See proposal for Spectrum School and traffic calming device c/o Bahama and Church	No	Add traffic calming device	No	-
Lighting	Single family housing on the East side	-	Single family and multi-family on both sides	-	Single family on both sides	-
	One lot on the East side	Infill with single family	One lot on the West side and six lots on the East side	Infill with single family and multi-family	Four lots on the West side	Infill with single family
Benches	No	-	No	-	No	-
Trash Receptacles						
Other						
Housing						
Vacant Land						
Retail						

Streets	Nassau Ave between Lake and Church St Northbound			Nassau Ave between Church and 10th St Northbound	
	Existing	Proposed		Existing	Proposed
Sidewalks	On the East side			On the East side	
Planting Strip	Green on both sides			No	
On Street Parking	No			No	
Landscaping	Palm trees and other trees			No	
Lighting	On the West side			On the West side	
Benches	No			No	
Trash Receptacles	No			No	
Other	No			No	
Housing	Single family and multi-family on both sides			Single family housing on both sides	
Vacant Land	One lot on the West side			One lot on the West side	
Retail	No			No	

Streets	Tarpon Ave between MLK and Lake St Southbound			Tarpon Ave between Lake and Church St Northbound			Tarpon Ave between Church and 10th St Southbound	
	Existing	Proposed		Existing	Proposed		Existing	Proposed
Sidewalks	On the West side	On the East side		On the West side	On the East side		On the West side	On the East side
	On the West side	On both sides		On the West side	On both sides		No	On both sides
Planting Strip								
On Street Parking	Perpendicular on the East side	Parallel parking on both sides - See Gary Plaza proposal		No	-		No	-
	Palm trees on the West side	Trees on both sides		No	Trees on both sides		No	Trees on both sides
Landscaping								
Lighting	On the East side	Pedestrian lights on both sides		On the West side	Pedestrian lights on both sides		On the West side	Pedestrian lights on both sides
	No	On the West side		No	-		No	-
Benches								
Trash Receptacles	Dumpster on the East side	Shield the dumpster		No	On one side		No	On one side
	No	-		Church on the East side and canvas tent on the West side	Proposed buildings according to Gary Plaza proposal - Lake St extended to East		Church on the West side	Church St extended - See proposal
Other								
Housing	Multi-family housing on East side	See Gary Plaza proposal		Single family and multi-family housing on both sides	See Gary Plaza proposal		Single family housing on both sides	-
	No	-		One lot on the East side	Single family infill		One lot on the West side and three lots on the East side	Infill with single family
Vacant Land								
Retail	On the West side	See Gary Plaza proposal		No	-		No	-

Streets	Park Ave between Church and Florida St Northbound	
	Existing	Proposed
Sidewalks	On the West side	On the East side
Planting Strip	Green on the West side	Green on both sides
On Street Parking	Perpendicular on the West side	Parallel parking on the West side
Landscaping	No	Trees on both sides
Lighting	On the East side	Pedestrian lights on both sides
Benches	No	On the West side
Trash Receptacles	No	On one side
Other	Park on the West side	See proposal for MLK Park
Housing	Single family housing on the East side	-
Vacant Land	Three lots on the East side	Infill with single family
Retail	No	-

APPENDIX C DETAIL MASTER PLAN

The following pages are a more detailed view of the Master Plan.



EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN

6/27/2023
SCALE: 1/4" = 1'-0"

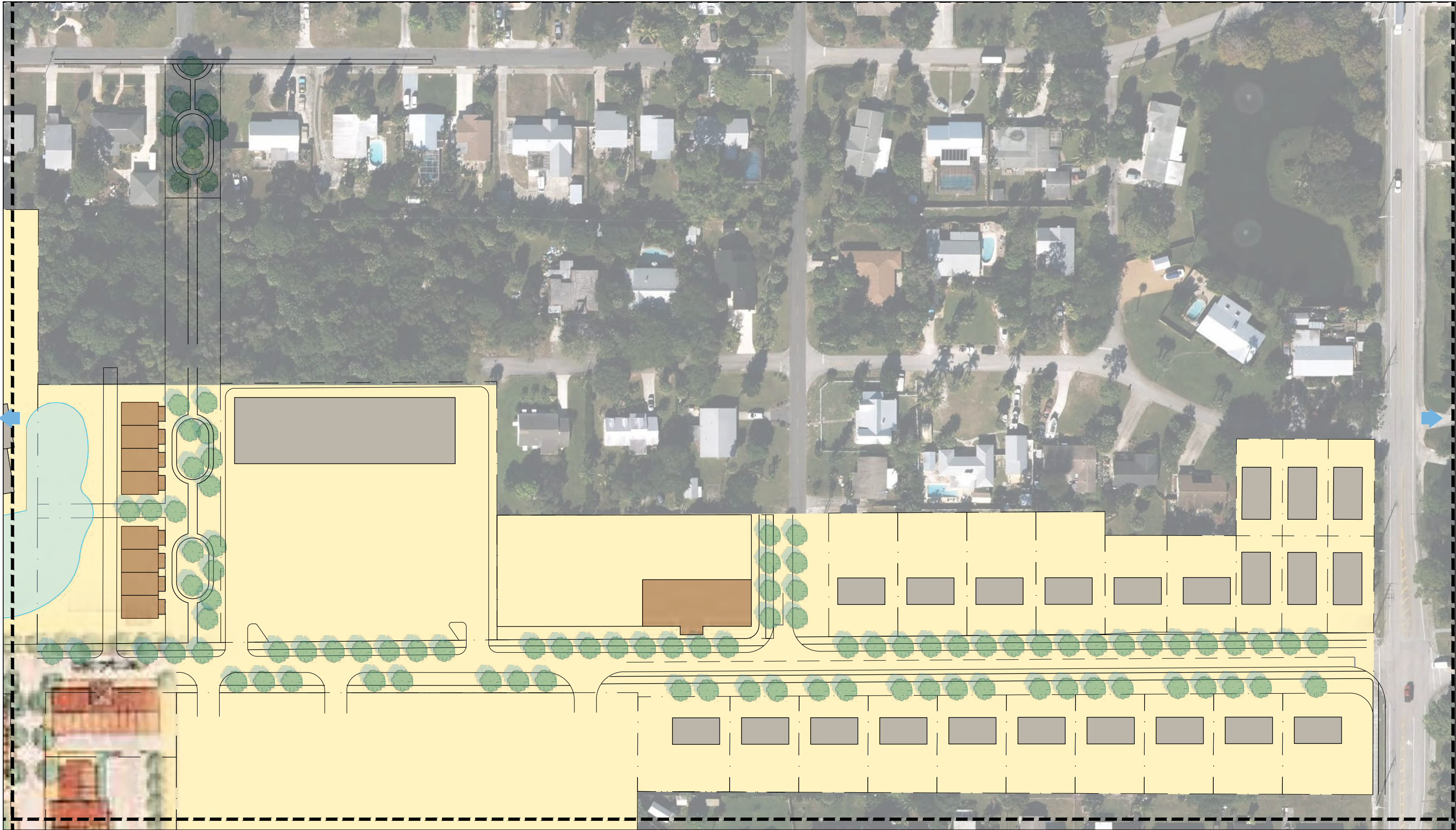




E A S T S T U A R T
N E I G H B O R H O O D
DETAIL MASTER PLAN

6/27/2023
SCALE: 1/4" = 1'-0"





E A S T S T U A R T
N E I G H B O R H O O D
DETAIL MASTER PLAN

6/27/2023
SCALE: 1/4" = 1'-0"

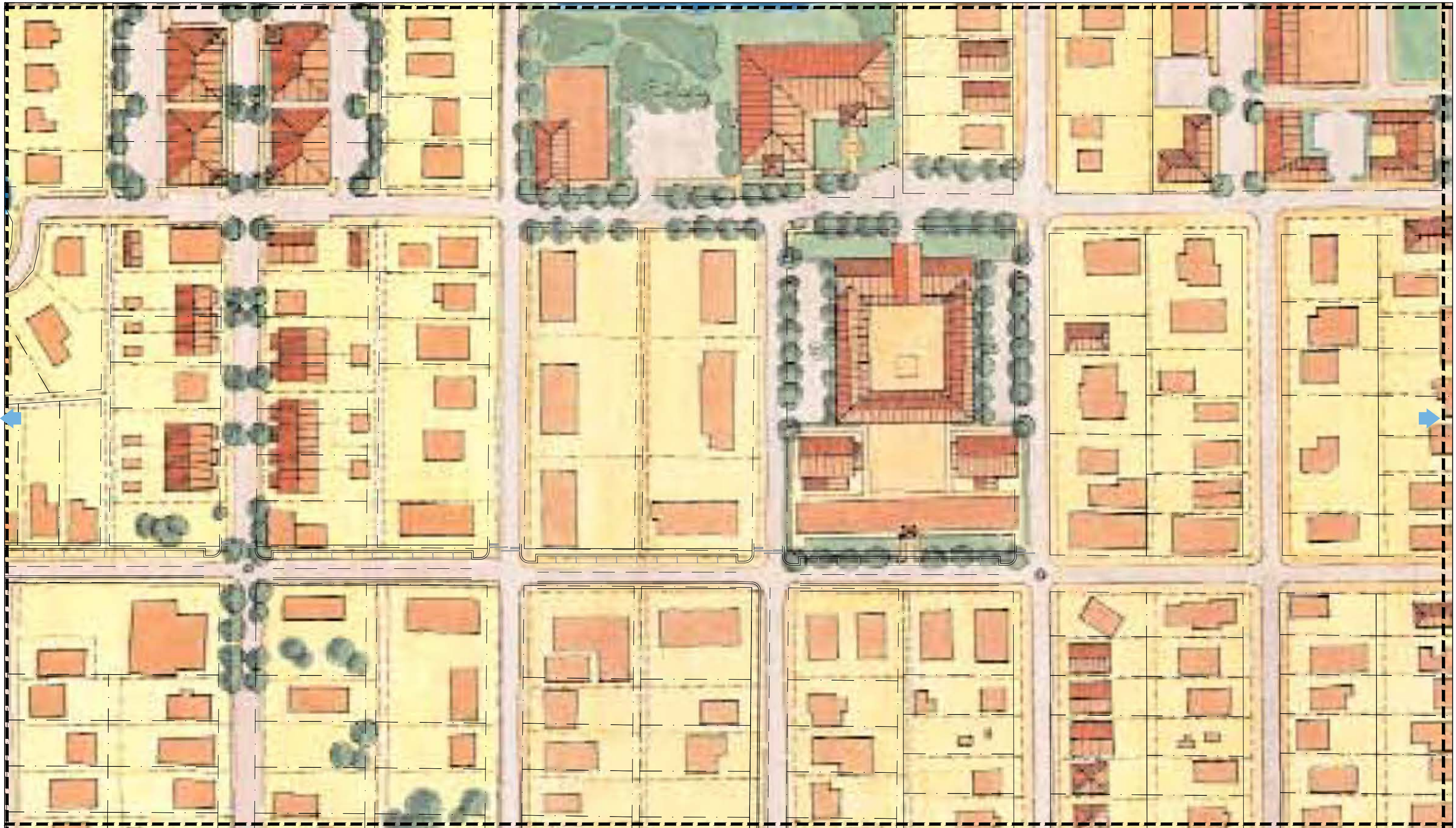




EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN

6/27/2023
SCALE: 8" = 1'-0"

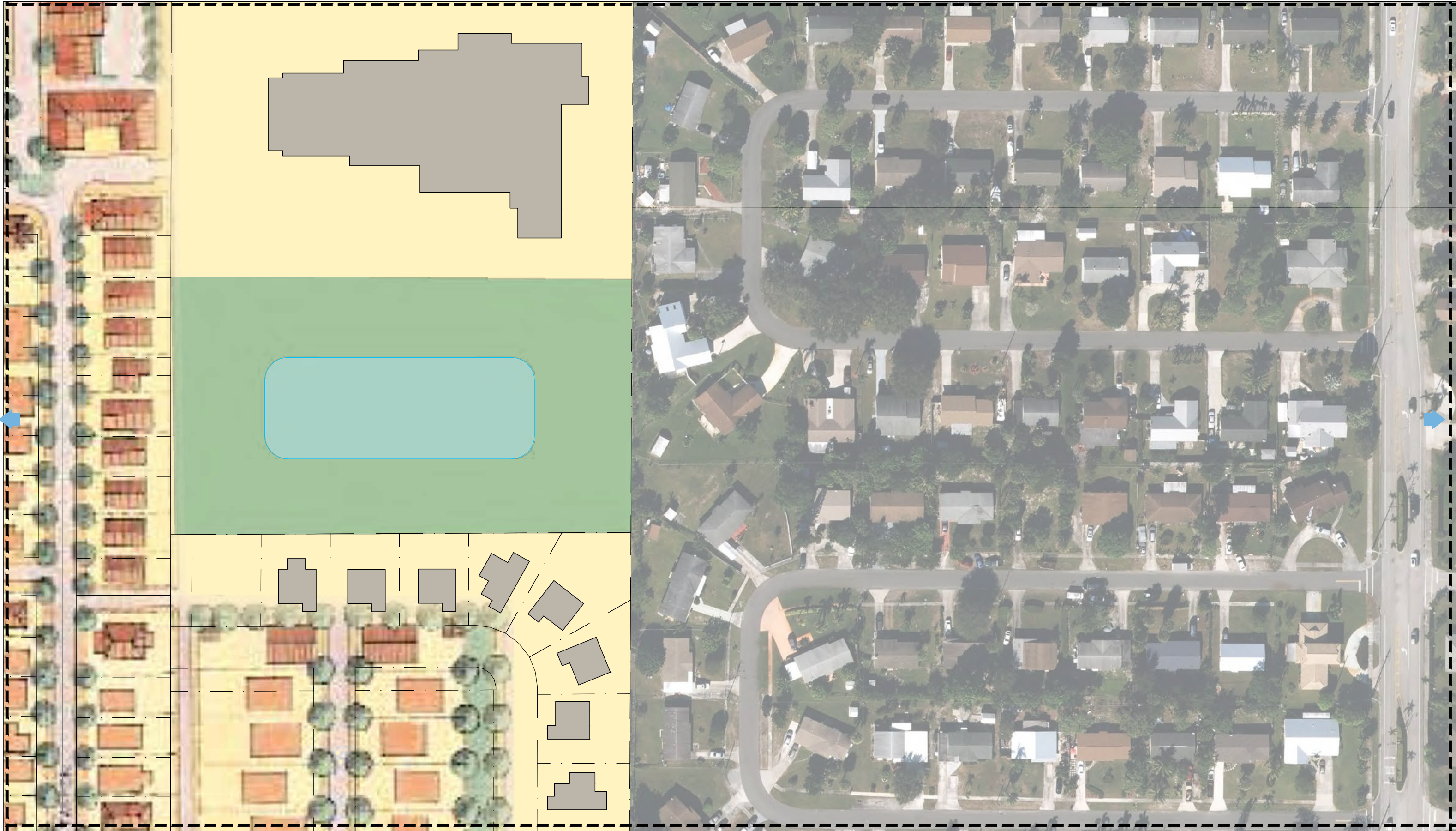




EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN

6/27/2023
SCALE: 1/4" = 1'-0"





EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN

6/27/2023
SCALE: 8" = 1'-0"





EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN

6/27/2023
SCALE: 1/4" = 1'-0"





E A S T S T U A R T
N E I G H B O R H O O D
DETAIL MASTER PLAN

6/27/2023
SCALE: 1/4" = 1'-0"





EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN

6/27/2023
SCALE: 1/4" = 1'-0"





EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN

6/27/2023
SCALE: 1/4" = 1'-0"



OUR SERVICES



INNOVATIVE REFUSE SYSTEMS

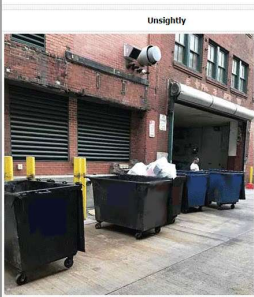
An innovative lifting system at the service of your city, equipped with a **crane automated procedure for the collection of urban solid waste in manufactured underground stationary containers.**

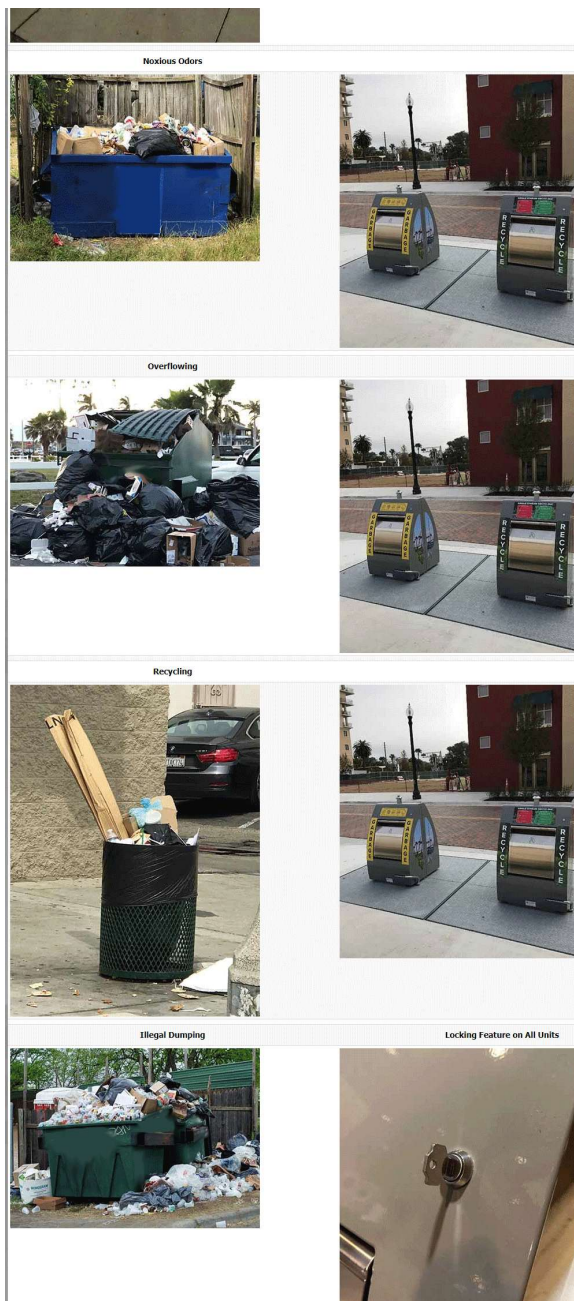
The emptying cycle of the containers is accelerated and simplified and collection frequency is reduced.

This offers the possibility to collect the containers from both sides of the vehicle allows the containers to be arranged according to rational and functional strategy towards urban needs.

The efficiency of the automatic work system allows:

- The elimination of human and unforeseen errors
- More safety for the operator who is no longer exposed to road risk
- Productivity optimization and reduced maintenance costs
- More rationality of the collection points

PROBLEM	SOLUTION
Animals 	
People 	
Dumpster Enclosure 	
Limited Parking Space 	
Unsanitary 	
Cleaner 	



It is possible to
manufacture
smaller scale
equipment,
suitable for
urban contexts
with critical road
conditions.

Need to Schedule a Consultation?

SCHEDULE NOW »



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