



AGENDA

COMMUNITY REDEVELOPMENT BOARD

JULY 11, 2023

AT 4:00 PM

COMMISSION CHAMBERS

121 SW FLAGLER AVE.

STUART, FLORIDA 34994

COMMUNITY REDEVELOPMENT BOARD

Chair - Tom Campenni

Vice Chair - VACANT

Board Member - Micah Hartowski

Board Member - Chris Lewis

Board Member - Frank McChrystal

Board Member - Seth Owens

Board Member - Nikolaus Schroth

ADMINISTRATIVE

CRA Executive Director, Pinal Gandhi-Savdas

Board Secretary, Susej T. Meleqi

Agenda items are available on our website at <http://www.cityofstuart.us>
Phone: (772) 288-5306. Fax: (772) 288-5305. E-mail: mkindel@ci.stuart.fl.us

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

APPROVAL OF AGENDA

APPROVAL OF MINUTES

1. APPROVAL OF 06/06/2023 CRB MINUTES

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

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

ACTION ITEMS

2. APPOINTMENT OF VICE CHAIR
3. PRESENTATION OF STYPMANN NEIGHBORHOOD SIDEWALK AND DRAINAGE IMPROVEMENTS
4. UPDATE TO EAST STUART MASTER PLAN:

RESOLUTION No. 09-2023 CRA; A RESOLUTION OF THE BOARD OF COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, APPROVING AN UPDATE TO THE EAST STUART MASTER PLAN; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

5. DISCUSSION & DELIBERATION - DOWNTOWN TRAM SYSTEM

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
Community Redevelopment Board**

Meeting Date: 7/11/2023

Prepared by: Susej Meleqi

Title of Item:

APPROVAL OF 06/06/2023 CRB MINUTES

Summary Explanation/Background Information on Agenda Request:

APPROVAL OF 06/06/2023 CRB MINUTES

Funding Source:

N/A

Recommended Action:

Approve minutes.

ATTACHMENTS:

1. 06062023 CRB Minutes

MINUTES
COMMUNITY REDEVELOPMENT BOARD OF THE CITY OF STUART
JUNE 6, 2023
AT 4:00 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

COMMUNITY REDEVELOPMENT BOARD

Chair - Tom Campenni
Vice Chair - Jackie Vitale
Board Member - Micah Hartowski
Board Member - Chris Lewis
Board Member - Frank McChrystal
Board Member - Seth Owens
Board Member - Nikolaus Schroth

ADMINISTRATIVE

CRA Executive Director, Pinal Gandhi-Savdas
Board Secretary, Susej T. Meleqi

CALL TO ORDER

4:00 PM

ROLL CALL

PRESENT: Chair Campenni, Board Member Hartowski, Board Member Lewis, Board Member McChrystal, Board Member Owens, Board Member Schroth
ABSENT: Vice Chair Vitale

*Clerk Note - Board Member Schroth arrived at 4:19 PM.

PLEDGE OF ALLEGIANCE

APPROVAL OF MINUTES

1. APPROVAL OF 03/07/2023 & 05/02/2023 CRB MINUTES

4:01 PM MOTION: Approve.
MOVED BY: Micah Hartowski
SECONDED BY: Seth Owens
Motion approved unanimously.

APPROVAL OF AGENDA

4:01 PM MOTION: Approve.

MOVED BY: Chris Lewis

SECONDED BY: Seth Owens

Motion approved unanimously.

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

None.

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

None.

ACTION ITEMS

2. A REQUEST FROM WILLIS CUSTOM YACHTS TO CONSIDER A SMALL-SCALE COMPREHENSIVE PLAN AMENDMENT (RC):

ORDINANCE No. XXXX-2023; AN ORDINANCE OF THE CITY OF COMMISSION OF THE CITY OF STUART, SMALL SCALE COMPREHENSIVE PLAN AMENDMENT AS DEFINED IN F.S.§163.3187; AMENDING THE COMPREHENSIVE PLAN, FUTURE LAND USE MAP FOR AN APPROXIMATELY 1.794-ACRE PARCEL FROM THE INDUSTRIAL FUTURE LAND USE TO THE MARINE/INDUSTRIAL FUTURE LAND USE; AMENDING THE FUTURE LAND USE MAP; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Kris McCrain, Principal Planner, presented the project's location, site history, existing and proposed future land use, data and analysis, topography, wetlands, strategic habitat conservation areas, wellfield protection, soils, historic resources, floodplain, traffic concurrency, and staff recommendation.

Board Member McChrystal asked what the numbers on the topography map and questioned the zoning and if residential zoning is allowed on this parcel.

Chair Campenni requested clarification on the traffic concurrency.

Matthew Barnes, Project Manager from WGI representing Willis Custom Yachts, clarified the request for the zoning change.

4:17 PM MOTION: Approve.

MOVED BY: Chris Lewis

SECONDED BY: Micah Hartowski

Motion approved unanimously.

3. APPLICATION TO GRANT A MAJOR URBAN CODE CONDITIONAL USE TO WILLIS CUSTOM YACHTS (RC):

RESOLUTION No. 42-2023; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, GRANTING A MAJOR URBAN CODE CONDITIONAL USE APPROVAL FOR WILLIS CUSTOM YACHTS LOCATED AT 151 NW FLAGLER AVENUE, ADJACENT TO THE ST. LUCIE RIVER, PARALLEL TO NW FLAGLER AVENUE, NORTH DIXIE HIGHWAY, AND THE FEC RAILWAY, AS DESCRIBED WITHIN THE ATTACHED LEGAL DESCRIPTION; REQUIRING SPECIFIC POLICIES TO BE CONSIDERED INCLUDING USES, PARKING PROVISIONS, LANDSCAPE BUFFER WIDTHS, SHORELINE BUFFER REQUIREMENTS, BUILDING WALL MATERIALS; PROVIDING AN EFFECTIVE DATE; PROVIDING FOR A TIMETABLE OF DEVELOPMENT; PROVIDING FOR CONDITIONS OF APPROVAL; AND FOR OTHER PURPOSES.

Mr. McCrain, Principal Planner, presented the project's location, existing zoning district, existing land use, proposed land use, Harborage Development approval, active approval "Building 10", proposed development plan, major urban code conditional use request, shoreline protection zone, architectural elements, and staff recommendation.

*Clerks Note - Board Member Schroth arrived at 4:19 PM.

Board Members had a brief discussion of the below:

- Parking location
- Ensure the architectural elevations approvals is what gets built
- Shoreline protection and paving
- Neighbors opinion
- Manufacturing on the property
- Storm Water system

4:38 PM

Mr. Barnes presented a brief history on Willis Custom Yachts, locations, consistent future land use, major urban code conditional use - relief from standards, urban code major conditional use compliance, previously approved site plan, previous use of site, proposed site plan, and renderings.

Board Members had a brief discussion on the below:

- Height of the project on the south side of the building
- Access to the entrance of the project
- Why the amount of impervious vs pervious
- Architectural condition
- Height of travel lift
- How will the storm water go back into the City
- No fiber dust fumes and no epoxy

Chair Campenni commended Willis Custom Yachts and stated that the work they are trying to do is spectacular.

PUBLIC COMMENT:

1. Joan Goodrich - SE Monterey Commons Blvd; In support of Willis Custom Yachts and commended the work they have done.

5:04 PM MOTION: Approve with the condition that any substantial deviation from the architectural plans shown here will come back before the Board and with the recommendation of staff and the applicant to show more detailed information regarding the storm water management plan for the property.

MOVED BY: Nikolaus Schroth

SECONDED BY: Micah Hartowski

Motion approved unanimously.

4. PRESENTATION ON THE DOWNTOWN TRAM SERVICE

Chair Campenni provided the board with information as to what happened in the Community Redevelopment Agency (CRA) meeting in regards to the Downtown Tram service.

Paula Sesta, Tram Supervisor, provided a history of the tram system, the number of riders throughout the years, tram routes and map, grants, future charges, different tours and events, expenses, advertising panel, compliment letters, and further information about the events the trams are used for.

5. DOWNTOWN TRAM WRAP PROGRAM (RC):

RESOLUTION No. 07-2023 CRA; A RESOLUTION OF THE BOARD OF COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE BOARD TO APPROVE IMPLEMENTATION OF THE DOWNTOWN TRAM WRAP PROGRAM TO INCREASE VISIBILITY, ATTRACT RIDERS, AND PROMOTE MICRO-TRANSIT SERVICE; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Pinal Gandhi Savdas, CRA Director, presented on the wrap program, the different options, branding board, staff recommendation.

Board Members discussed the below:

- Sponsorship of the tram from downtown businesses
- Bright colors for safety measures
- Route specific colored tram
- Fonts to be more clear and go with the branding
- App to follow the tram's route

5:33 PM MOTION: Wrap three fixed route trams in neon green (Two-tone lime with pink hibiscus, name on the presentation), the font to be City standard, and work on a sponsorship program for the trams.

MOVED BY: Nikolaus Schroth

SECONDED BY: Seth Owens

VOTE: Motion passes 5/1.

YES: Tom Campenni, Micah Hartowski, Chris Lewis, Seth Owens, Nikolaus Schroth

NO: Frank McChrystal

Chair Campenni requested to bring back at the next meeting a discussion on the future envisioning of the trams.

6. CRA BUDGET AMENDMENT #03-2023 FOR FY 2023 (RC):

RESOLUTION No. 06-2023 CRA; A RESOLUTION OF THE BOARD OF COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING BUDGET AMENDMENT #03 TO THE FY 2023 CRA BUDGET TO TRANSFER FUNDS FROM THE CRA FUND BALANCE TO ALLOCATE TO WRAP THE DOWNTOWN TRAMS TO INCREASE VISIBILITY, ATTRACT RIDERS, AND PROMOTE MICRO-TRANSIT SERVICE; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Ms. Gandhi-Savdas requested approval for the allocation of \$10,000.00 for the Tram wrap program.

Board Member Owens asked what the life span of the Tram's are.

Ms. Sesta stated the life expectancy depends on how much we use them. Our oldest electric tram is currently from 2010.

5:41 PM MOTION: Approve.

MOVED BY: Chris Lewis

SECONDED BY: Nikolaus Schroth

VOTE: Motion passes 5/1.

YES: Tom Campenni, Micah Hartowski, Chris Lewis, Seth Owens, Nikolaus Schroth

NO: Frank McChrystal

7. EXECUTE FACILITIES AGREEMENTS WITH FP&L AND BINDING COST ESTIMATE PAYMENT FOR CONVERTING OVERHEAD UTILITY LINES TO UNDERGROUND.

RESOLUTION NUMBER 08-2023 CRA; A RESOLUTION OF THE BOARD OF COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CHAIRPERSON TO ACCEPT AND EXECUTE AGREEMENTS WITH FLORIDA POWER AND LIGHT (FP&L) FOR UNDERGROUND FACILITIES CONVERSION IN DOWNTOWN; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Ms. Gandhi-Savdas presented on the FPL agreement of underground Utility.

Board Member McChrystal asked if this project is a starting point for the whole City.

Paul Nicoletti, Interim City Attorney, spoke about the history of undergrounding the utility line.

5:46 PM MOTION: Approve.

MOVED BY: Nikolaus Schroth

SECONDED BY: Seth Owens

Motion approved unanimously.

8. DISCUSSION & DELIBERATION - PROPOSED ART/VINYL WRAPPING ON TRAFFIC CONTROL BOXES WITHIN THE CITY LIMITS

Ms. Gandhi-Savdas, presented the number of traffic control boxes, the cost of wrapping, and staff requesting recommendations, funding source, and art work.

Chair Campenni asked each Board Member to state their thoughts and opinions about the art/vinyl wrapping.

Board Members had a raise of hands about who would want to move forward with the idea of wrapping the boxes. Three Board Members raised their hands and three did not.

Board Members continued discussing the below on the project:

- Staff time
- Theme of the pictures
- Funding Source

Staff will come back to the Board with more information on a future meeting date.

STAFF UPDATE

9. LIVE LOCAL ACT (SB102) STAFF PRESENTATION

6:00 PM

Jodi Nentwick Kugler, Development Director, presented the background on the bill, purpose and intent, land use standards, exceptions, procedures for implementation of the live local act.

Board Members had the below questions:

- Parking requirement
- Port Saint Lucie Ordinances and crossing County lines
- Lura Credits
- PUD Process

Interim City Attorney Nicoletti answered Board Members questions.

ADJOURNMENT

6:16 PM

Susej T. Meleqi, Deputy City Clerk

Tom Campenni, Chair

**Minutes to be approved at the CRB
Meeting this 11th day of July, 2023.**

**CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board**

Meeting Date: 7/11/2023

Prepared by: Susej Meleqi

Title of Item:

APPOINTMENT OF VICE CHAIR

Summary Explanation/Background Information on Agenda Request:

Vice Chair Jackie Vitale is no longer serving on the CRB, which leaves the board with one vacancy and an opening for Vice Chair.

Funding Source:

N/A

Recommended Action:

Make a motion and appoint a current Board Member to be Vice Chair.

ATTACHMENTS:

CITY OF STUART, FLORIDA

AGENDA ITEM REQUEST

Community Redevelopment Board

Meeting Date: 7/11/2023

Prepared by: Pinal Gandhi-Savdas

Title of Item:

PRESENTATION OF STYPMANN NEIGHBORHOOD SIDEWALK AND DRAINAGE IMPROVEMENTS

Summary Explanation/Background Information on Agenda Request:

The Stypmann Neighborhood Sidewalk Improvement project was initiated to improve the sidewalk connectivity within the neighborhood and connect to the existing sidewalk network to provide a safe walking route, particularly where children walk or bike to bus stops and schools nearby. Completing the sidewalk network will be a gradual process.

The project scope includes new sidewalk, repairing or replacing of existing damaged sidewalk, 3-way or 4-way stop signs, crosswalks and landscaping along SE Cortez Avenue. The proposed improvements are within the city's right-of-way. The project is bounded by SE Ocean Blvd on the north, SE High School Avenue on the west, SE Palm Beach Road on the east and SE Martin Luther King Jr Blvd/SE 7th Street on the south, and is in close proximity to Downtown Stuart, Stuart Middle School and JD Parker Elementary School.

The CRA held two neighborhood meetings (July 2022 and May 2023) to get feedback on the design. The residents on SE 5th Street (from SE High School Avenue to SE Palm Beach Road) expressed concerns about the sidewalk placement on the south side of the street and in close proximity to the existing homes and the impact on driveway parking. The residents prefer to see the sidewalk installed on the north side of the street where there are commercial properties to minimize the impact on the residential side. This alternative would increase the costs by about \$200,000 due to the impact on existing landscaping, signage and on-street parking associated with commercial businesses. However, please note that the sidewalk on SE 5th Street from SE Cortez Avenue to SE Palm Beach Road was moved to the north side as requested by the residents due to minimal impact.

The residents also requested to consider a yield street design, which reduces the travel lanes on SE 5th Street to encourage slow speeding and improve neighborhood traffic safety and walkability. The 16-foot narrow street alternative design on SE 5th Street was presented to the neighborhood and some of the residents requested to consider an even narrower street to improve safety. Staff expressed concerns about the feasibility of a narrow street due to the high volume of movement on SE 5th Street and potentially driving in the green area to pass vehicles. Neighborhood yield streets are typically designed on low volume and low speed streets and may not be the best alternative on this roadway. In addition, this alternative will increase the costs by about \$130,000. Some residents not in favor of a narrow street preferred speed tables or other traffic calming devices to reduce the speed in the neighborhood. Traffic-calming items such as speed tables would cost approximately \$20,000 each.

Staff presented traffic circles or traffic dots versus 4-way stop signs as design options on SE Cortez Avenue to address speeding concerns. The residents preferred the 4-way stop signs unless a vertical element (e.g. tree with irrigation, statue, artwork, etc.) was added to the traffic circle. This alternative will increase the cost significantly. Traffic circles or traffic dots without landscaping would cost approximately \$30,000 each. Therefore, staff is suggesting installing 4-way stop signs to address speeding and improve safety on Cortez Avenue.

The residents also expressed concerns about drainage and ponding problems in the neighborhood. Field

visits with the property owners were conducted in August 2022. It is necessary for drainage improvements to be completed prior to or in conjunction with sidewalk improvements for cost efficiency.

The estimated cost for drainage and sidewalk improvements is \$4.8 M. The total estimated cost does not include alternative designs (narrow street; sidewalk on north side from High School Avenue to Cortez Avenue; traffic circles/traffic dots; speed tables).

Details about the proposed sidewalk improvements, drainage improvements, project timeline and construction costs will be presented at the meeting.

Funding Source:

CRA FY 2024 Budget (To be approved)

\$1.5 M Sidewalk Improvements

\$3.3 M Drainage Improvements (Balboa/Cortez - pipe/inlets/asphalt repairs)

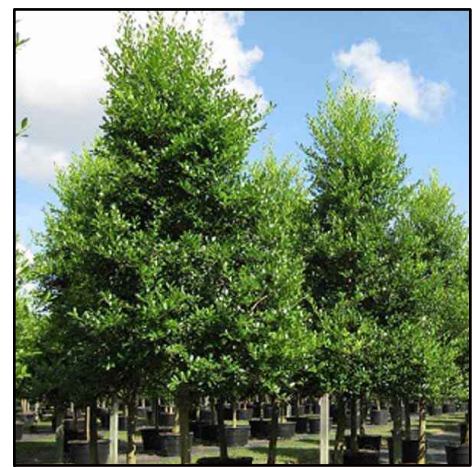
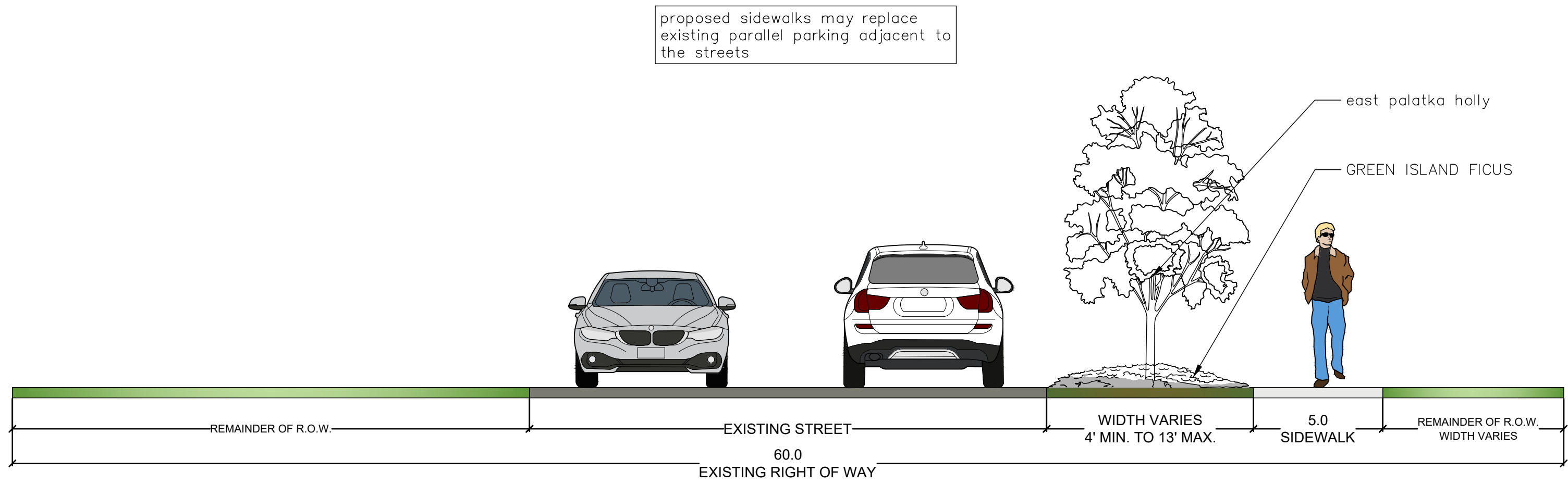
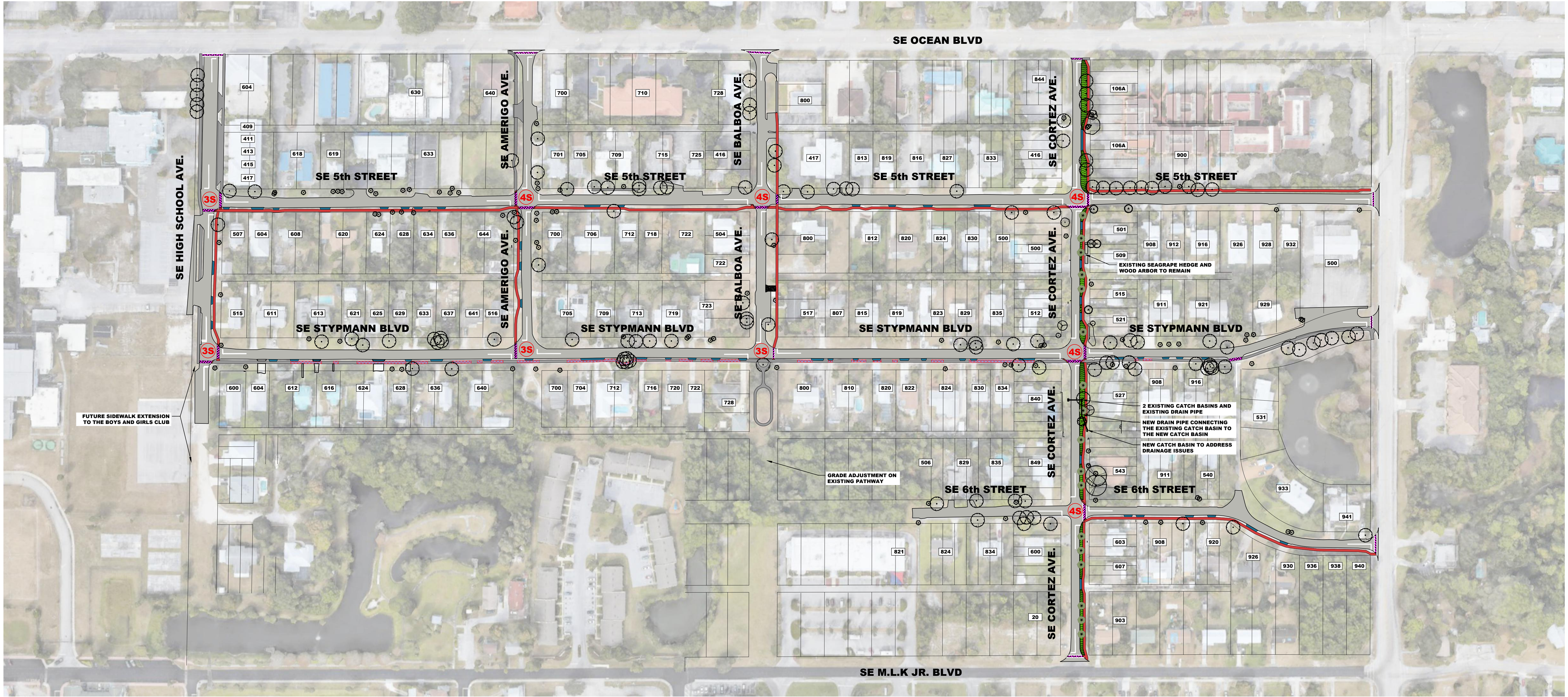
Recommended Action:

Provide feedback on the conceptual design before we move into the final design phase. The staff is looking for directions on the placement of the sidewalk on SE 5th Street:

1. Install sidewalk on the residential side as proposed; or
2. Install sidewalk on the residential side with a narrow street concept, which moves the sidewalk further away from the front yard (*note increase in costs*); or
3. Install sidewalk on the north side where commercial properties are located (*note the increase in costs and potential redevelopment of the site could absorb the costs for sidewalk improvements in the future*); or
4. Don't install sidewalk on 5th Street from High School Avenue to Cortez Avenue at this time.

ATTACHMENTS:

1. Conceptual Plan
2. SE 5th Street-Narrow Street Concept
3. Traffic Circle Concept - Cortez Avenue
4. Conceptual Drainage Layout
5. Petition

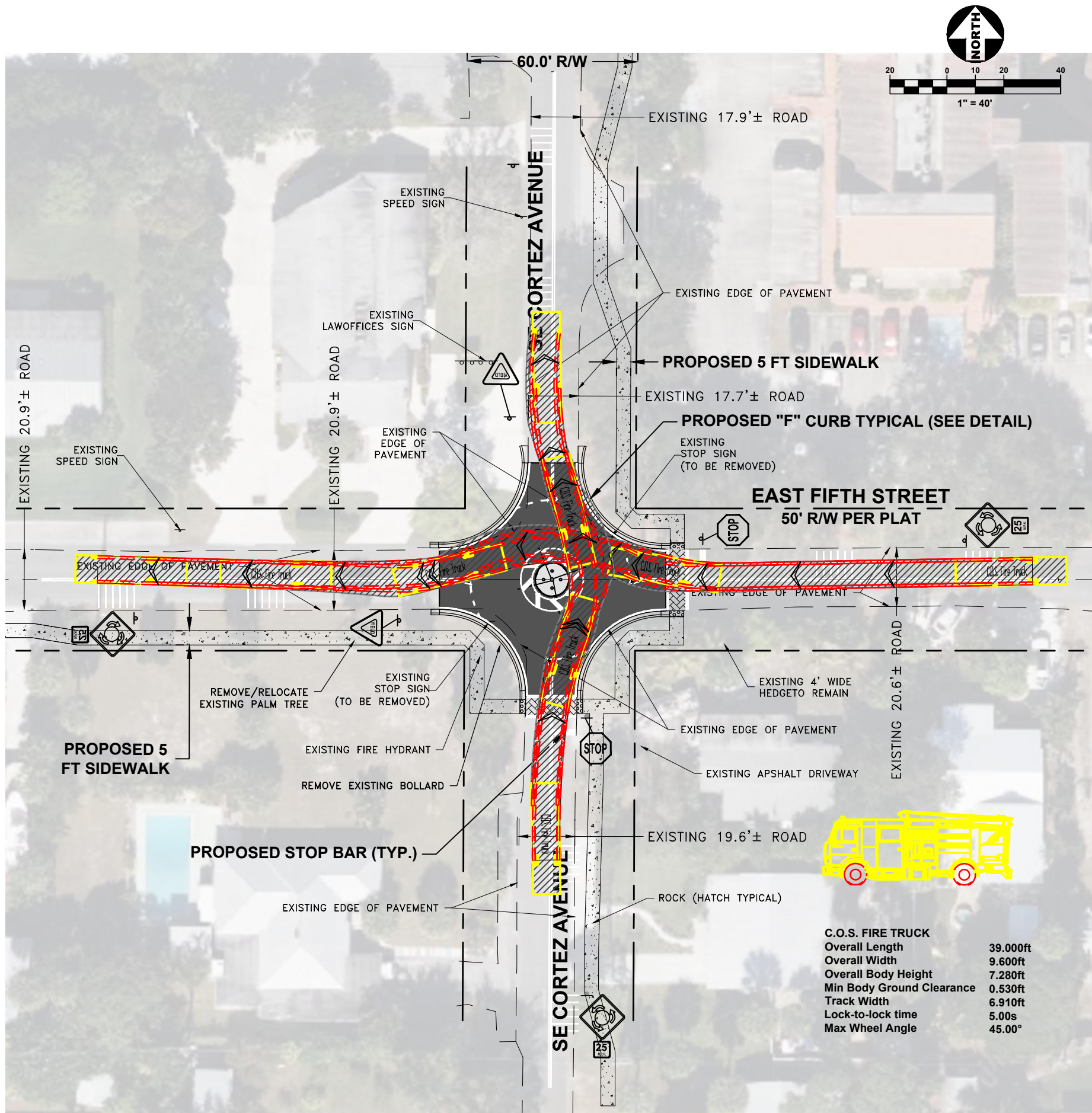


East Palatka Holly

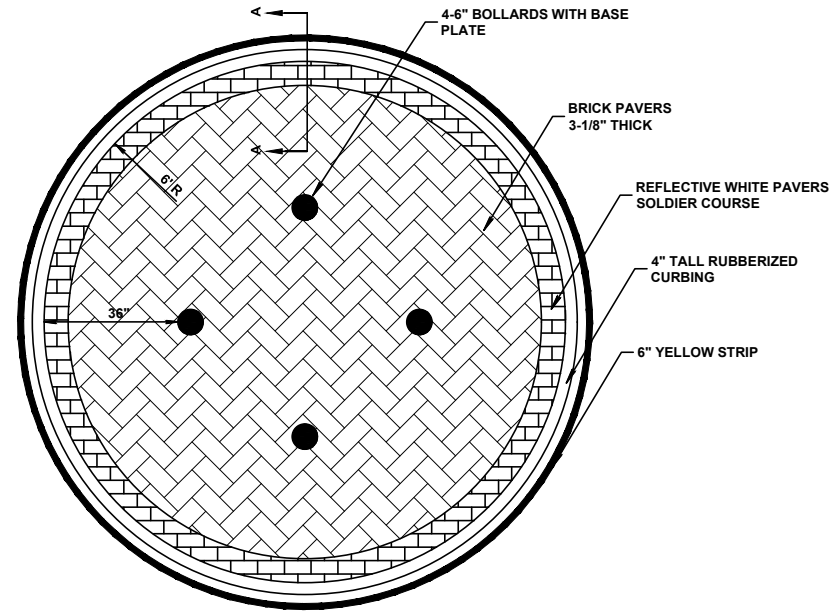


green island ficus

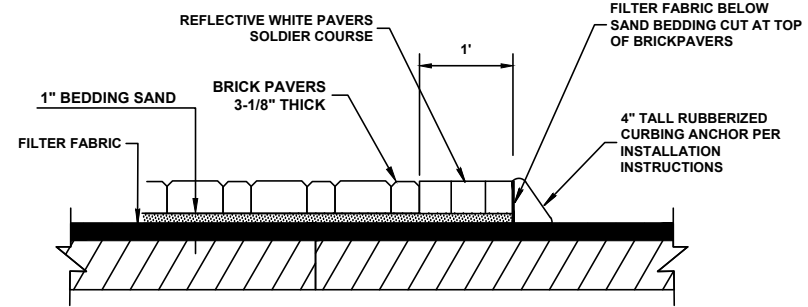
PROJECT KEY	
	EXISTING CONCRETE SIDEWALK
	EXISTING CONCRETE SIDEWALK TO BE REPLACED
	NEW CONCRETE SIDEWALK
	NEW CONCRETE DRIVEWAY APRON
	PATTERNED PAVEMENT WITH DETECTABLE WARNING MAT
	PROPOSED 3 WAY STOP 3 STOP SIGNS AND STOP BARS
	PROPOSED 4 WAY STOP 4 STOP SIGNS AND STOP BARS
	EXISTING TREE TO REMAIN
	EXISTING PALM TO REMAIN
	EXISTING ARECA PALM TO REMAIN
	PROPOSED EAST PALATKA HOLLY
	PROPOSED GREEN ISLAND FICUS
	PATTERNED PAVEMENT CROSSWALKS



DOT DESIGN

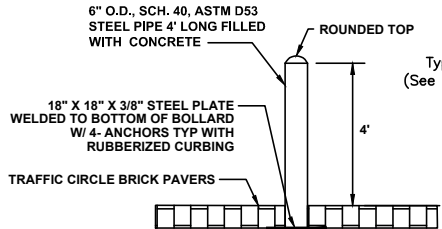


TRAFFIC CIRCLE DETAIL
N.T.S.



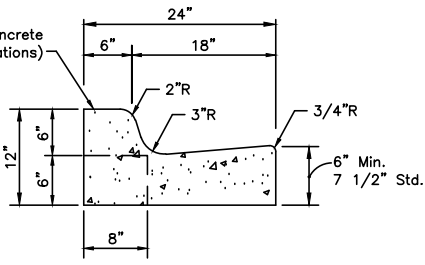
TRAFFIC CIRCLE SECTION
N.T.S.

- ① SURFACE COURSE 1-3/4" SP 12.5 ASPHALT
② BASE COURSE 8" LIMEROCK
③ SUBBASE 12" STABILIZED SUBGRADE
- EXISTING PAVEMENT SECTION**
NTS



PIPE BOLLARD DETAIL
N.T.S.

- NOTES:**
1. ACTUAL POSITION OF BOLLARD TO BE FIELD DETERMINED AND APPROVED BY ENGINEER'S FIELD REPRESENTATIVE PRIOR TO INSTALLATION.
 2. ALL POSTS SHALL HAVE 2 COATS OF PRIMER AND 2 COATS OF YELLOW TOP COAT.
 3. THE PRIMER COAT SHALL MEET THE REQUIREMENTS OF FDOT 971-5.



SECTION VIEW TYPE F CURB & GUTTER

301 NW Flagler Ave
Stuart, Florida 34954
Phone: (772) 892-4344
Fax: (772) 892-4341

CAPTEC
Engineering, Inc.
Civil Engineering Professionals

Engineering Business
No. ED-007057

DATE:	10/01/22
DRAWN BY:	RC
DESIGNED BY:	ADOB
CHECKED BY:	JWC
PROJECT No.:	1783.23.1
HORIZ. SCALE:	1"=40'
VERT. SCALE:	N/A
CADD FILE:	1783.23.1-000

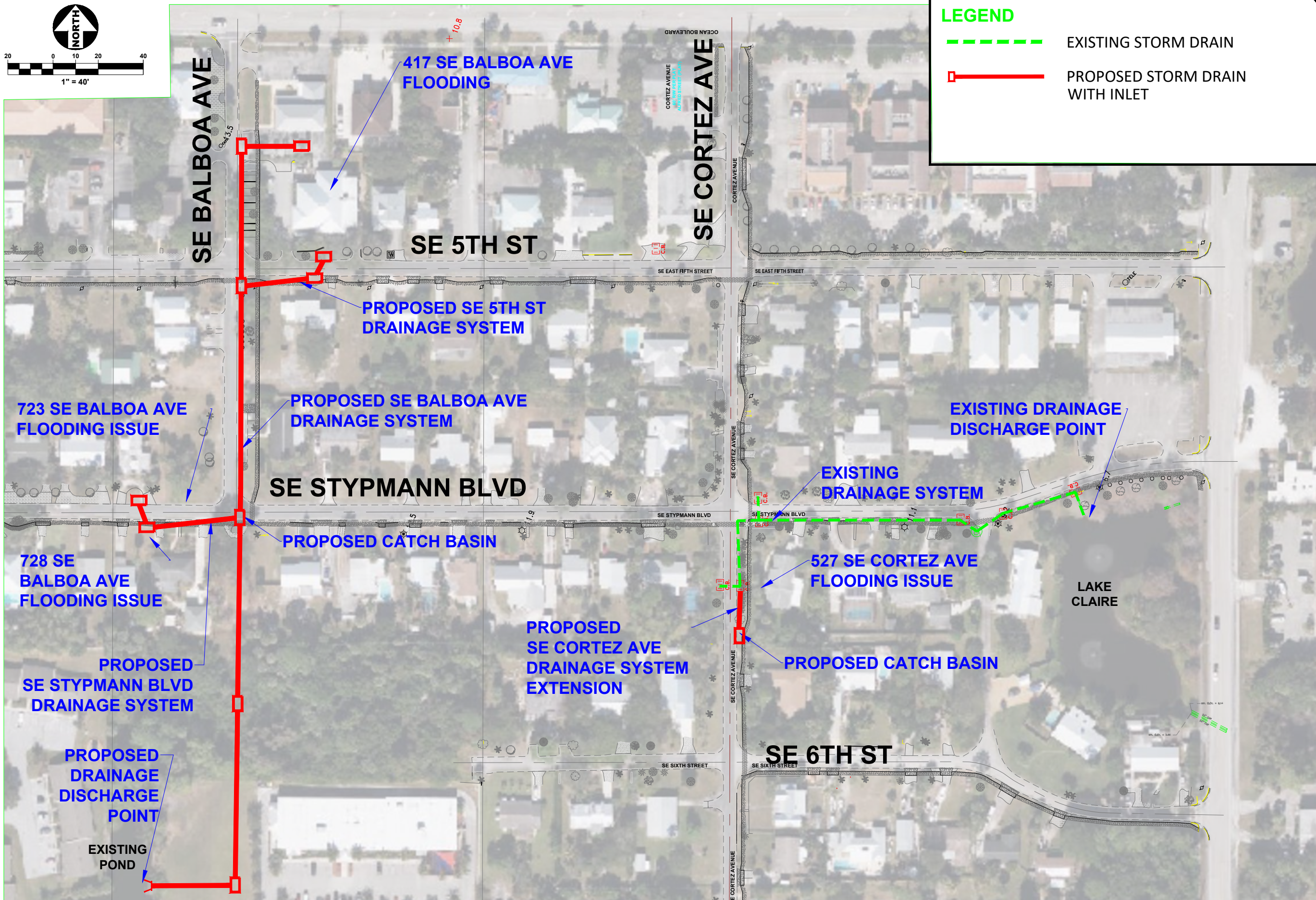
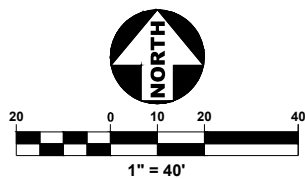
NO.	DATE	BY	REVISIONS

SCALE	0.5
VERIFICATION	0
SOLID BAR IS EQUAL TO HALF AN INCH ON ORIGINAL DRAWING, ADJUST ALL SCALED DIMENSIONS ACCORDINGLY	

STYPMANN NEIGHBORHOOD SIDEWALK IMPROVEMENTS
CITY OF STUART, FLORIDA

ALTERNATIVE TRAFFIC CIRCLE EAST FIFTH STREET AND SE CORTEZ AVENUE

Joseph W. Capra
301 NW Flagler Ave
Stuart, Florida 34954
P.E. No. 37638



LEGEND

--- EXISTING STORM DRAIN

— PROPOSED STORM DRAIN WITH INLET

301 NW Flagler Ave
Stuart, Florida 34994
Phone: (772) 682-4344
Fax: (772) 682-4341

CAPTEC
Engineering, Inc.

Civil Engineering Professionals
No. EB-007607

DATE:	03/16/23
DRAWN BY:	RC
DESIGNED BY:	TA
CHECKED BY:	JWC
PROJECT NO.:	2067
HORIZ. SCALE:	1" = 40'
VERT. SCALE:	N/A
CADD FILE:	201-21011

NO.	DATE	BY	REVISIONS

SCALE VERIFICATION

0 0.5 1

SOLID BAR IS EQUAL TO HALF AN INCH ON ORIGINAL DRAWING. ADJUST ALL SCALED DIMENSIONS ACCORDINGLY.

STYPMANN NEIGHBORHOOD DRAINAGE IMPROVEMENTS
CITY OF STUART, FLORIDA

CONCEPTUAL DRAINAGE LAYOUT

Joseph W. Capra
301 NW Flagler Ave
Stuart, Florida 34994
P.E. No. 37638

Printed Date:

JOB No.: **1783.23.2**
SHEET
1 OF **1**

Stypmann Improvement Project

To the City of Stuart Community Redevelopment Agency
Re: The Stypmann Neighborhood Sidewalk Improvement Project

We, undersigned residents of the area designated by the CRA to be included in the Stypmann Neighborhood Sidewalk Improvement Project, are appreciative of the efforts by the city to improve our neighborhoods. In this spirit, we have some suggestions and thoughts pertaining to various aspects of the project. These include:

- . We do not feel that there is a need to replace sidewalks on Stypmann Blvd. We would like to preserve the existing old-Stuart feeling of the neighborhood there.
 - . Adding a curb where the sidewalk and street meet, instead of a four-foot green space, would reduce damage to existing landscaping. This could be done on both Cortez Ave. and 5th Street.
 - . Preserving residents' landscaping should be a priority. Saving existing landscaping instead of adding trees would help defray the cost of curbs.
 - . Cortez Avenue does not need sidewalks on both sides. Sidewalks on the east side would be less damaging to landscaping and the drainage installation. It would also be a direct path to the 900 Building.
 - . Rather than removing or paving over expensive existing paver driveways, stop the sidewalk at the edge of the drive and continue it on the other side.
 - . Locate the sidewalk on the north side of 5th Street, which is mostly commercial. This would reduce damage to residents' landscaping.
 - . Add four-way stop signs now, rather than waiting for other changes. Traffic-slowing measures are needed asap.
 - . Many residents were not aware of or could not attend the CRA meeting. Why not schedule meetings at 7:00 rather than 5:30? Adding a notice with utility bills about meeting times would improve communication.
-

There may be other concerns as well, but these suggestions seem to be foremost. Thank you for your consideration on these matters. And, again, thank you for your efforts.

Notice for Stypmann Neighbors to provide comments to the City of Stuart.

The Good News is the City of Stuart is currently in the design phase to install new stop signs, sidewalks and trees throughout our neighborhood. Construction is scheduled to start in 2023. Property values will increase with the completion of these improvements. Also the Preliminary Plan can be found on the City website.

The City is asking for our comments. The City wants you to be involved. The first neighborhood meeting was held at City Hall last Thursday 7/28/2022. It was very informative. The concept plan includes a new 5-foot wide sidewalk, with a 4-foot green space in from the edge of the road.

One of the biggest concerns voiced was installing the sidewalk along the residential (south side) of 5th Street. A minimum 9 foot wide strip would be cleared of existing vegetation and other improvements. Several neighbors raised concerns about their residential front yards being torn up. The suggestions included when possible to install the sidewalk on the commercial properties.

A good example is the 900 Building perimeter landscaping along 5th Street and Cortez Avenue. It was identified as an eyesore of the neighborhood. The new sidewalk would really enhance this area. In other words, the new sidewalk and trees would replace an ugly thing with a beautiful look.

The same reasons provided not to install the sidewalk on the commercial properties should likewise be applied to our residential properties. There are beautiful properties on both sides of 5th Street. It is clear the sidewalk should be installed on either commercial or residential properties when existing residential improvements will not be destroyed.

If you share this concern with your front yard being torn up along 5th Street or any other questions, you need to attend the next neighborhood meeting. Unfortunately the date of the next and possibly the last public meeting has not yet been provided. Please for the date of the next meeting check the City website at <https://www.cityofstuart.us> or call the City at (772) 288-5300.

If you can't attend the next meeting (the last meeting was at 5:30) you can leave a comment with the Community Redevelopment Agency. You can email them via the City website or call:

Eula R. Clarke, Chairperson
Merrit Matheson, Vice Chairperson
Mike Meier
Troy McDonald
Tom Campenni
Pete Walson
Becky Bruner
Phone: (772) 288-5300
121 SW Flagler Avenue, Stuart, FL 34994

This is your opportunity to participate with your neighbors and the City of Stuart Community Redevelopment Agency to improve your property and neighborhood. Take advantage of it.

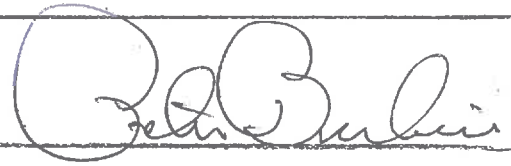
Stypmann Improvement Project

NAME

ADDRESS

SIGNATURE

PETER BURBINE 835 SE 6th ST



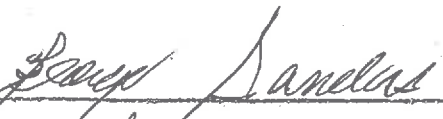
MARY CULLEN 603 SE Cortez Ave



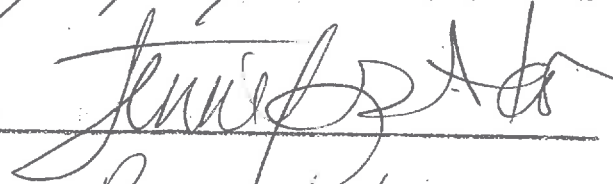
Rosa Sanders 824 SE 6th



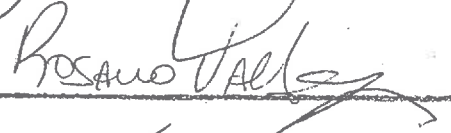
George Sanders 824 SE 6th



Jennifer Hart 920 SE 6th St.



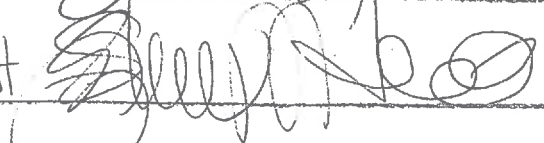
Rosario Valdiviego 930 S.E. 6th



FLOYD Coleman 941 SE 6



Stephanie Felt 938 SE 6th St



Lisa Dawk 600 SE Cortez



Jesse Bellas 607 SE Cortez Ave



Constance Von 518 SE Cortez Ave

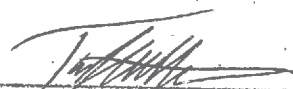


Paulette Hester 911 SE 6th St

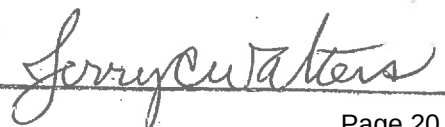


Tim Webster

628 SE Stypmann Blvd



Jerry C. Walter 616 SE Stypmann Blvd



Stypmann Improvement Project

NAME

ADDRESS

SIGNATURE

Kris Walters 616 SE Stypmann Blvd. Kristina W. Walters

Watt Cann 641 SE Stypmann Matt PC

MARIO GONZALEZ 628 SE 5th Street

Santiago Elvir 712 SE 5th STREET SIT

Darin Trimble 824 Stypmann St Darin Trimble

Amy Springer 830 Stypmann Blvd Amy S.

Robert Wette 527 SE Cortez Ave

KEVIN HEMPEL 512 SE CORTEZ AVE

Josefina Hempel 512 SE Cortez Ave JRA

Kerin Hempel Jr 512 SE Cortez Ave KEVIN

DENNY MARK 504 SE BALBOA

GEORGE LENEHAN 500 SE CORTEZ AVE

Karol LENEHAN 500 SE CORTEZ AVE

Natt Chaney 840 SE Stypmann Blvd

Marki Chaney 840 SE Stypmann Blvd MPC

Stypmann Improvement Project

NAME

ADDRESS

SIGNATURE

CARL KORTIER 521 SE CORTER AVE

Carl Kortier

Ruby Gonzalez 521 Cortez Ave Ruby Gonzalez

Yamara Tellez Gonzalez 521 Cortez Ave

Yamara Tellez

(2) Peter Babajel Wigley 911 STYPMANN BLVD

Peter Babajel

(2) NAMES ON ABOVE LINE

X DANIEL ZEIGLER 849 S.E. 6th ST. PLEASE PUT 4 WAY STOP SIGNS AS SOON AS POSSIBLE. PEOPLE DRIVE TO EAST ON CORTER AVE.

Coesta - W. Mainwaring 705 Stypmann BL

Coesta

Carla Zeigler 849 S.E. 6th ST. Stuart Fl. 34994

CITY OF STUART, FLORIDA

AGENDA ITEM REQUEST

Community Redevelopment Board

Meeting Date: 7/11/2023

Prepared by: Pinal Gandhi-Savdas

Title of Item:

UPDATE TO EAST STUART MASTER PLAN:

RESOLUTION No. 09-2023 CRA; A RESOLUTION OF THE BOARD OF COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, APPROVING AN UPDATE TO THE EAST STUART MASTER PLAN; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

In 2003, the 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 insightful opportunity for the neighborhood and the City to reevaluate priorities and recommit to long-term planning in the neighborhood. The original Master Plan from 2003 focused more on re-establishing the commercial activity in the area, especially on East Avenue. The code update in 2023 reflected the shifted priority from the required vertical mixed-use projects to reflecting a mixed-use neighborhood. Many vacant parcels remain in the neighborhood with significant opportunities for infill development. The plan is divided into two sections. The first are items that are new to the Master Plan or have significantly evolved over the last twenty years. The second part of the plan are concepts that have largely remained unchanged. In the implementation section of the report, all items of the plan are listed, including those from the previous report. Those that have been completed are listed for reference.

The area includes the boundary from the 2003 Charrette Report but was expanded to include both sides of SE MLK Blvd and SW 10th Street from Dixie Hwy to SE Palm Beach Road. This allowed the Master Plan, the code update and future planning to be consistent for design purposes.

Funding Source:

N/A

Recommended Action:

Provide feedback and recommend approval of Resolution No. 09-2023 CRA, approving the East Stuart Master Plan 2023 Update.

ATTACHMENTS:

1. R09-2023 CRA - East Stuart Master Plan Update
2. Exhibit 1 - East Stuart Master Plan Update

3. Appendix A - Creation of the East Stuart Master Plan Update
4. Appendix B - East Stuart Charrette Report 2003
5. Appendix C - Detail Master Plan



**BEFORE THE CITY REDEVELOPMENT AGENCY
CITY OF STUART, FLORIDA**

RESOLUTION NUMBER 09-2023 CRA

**A RESOLUTION OF THE BOARD OF COMMUNITY
REDEVELOPMENT AGENCY OF THE CITY OF STUART,
FLORIDA, APPROVING AN UPDATE TO THE EAST
STUART MASTER PLAN; PROVIDING FOR CONFLICTS;
SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE,
AND FOR OTHER PURPOSES.**

* * * * *

WHEREAS, in 2003, the East Stuart Master Plan was developed through a charette and approved by the city of Stuart in 2004; and

WHEREAS, the East Stuart Master Plan outlined potential projects and goals for the East Stuart neighborhood; and

WHEREAS, the CRA and City have achieved many of the goals in the Master Plan since it was adopted; and

WHEREAS, in 2021, the CRA entered into an agreement with the Treasure Coast Regional Planning Council (TCRPC) to update the East Stuart zoning code and Master Plan with outreach effort; and

WHEREAS, the outreach included interviews with residents, business owners, property owners, and elected officials, a Vision Update Workshop, Walking Tour, and Work-In-Progress presentations; and

WHEREAS, the Master Plan was revisited and provided an opportunity for the neighborhood to reevaluate priorities and recommit long term planning in the neighborhood; and

RESOLUTION No. 09-2023 CRA
APPROVE EAST STUART MASTER PLAN UPDATE

WHEREAS, a Master Plan will serve as a guide for future planning and outlines the long range vision for the East Stuart Neighborhood; and

WHEREAS, the funding for the program and projects will be subject to appropriations and the availability of fund; and

WHEREAS, staff recommends that the CRA Board approve the attached East Stuart Master Plan Update.

BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA that:

SECTION 1: The Community Redevelopment Agency Board hereby approves the “East Stuart Master Plan 2023 Update”, a copy of which is attached hereto as “Exhibit 1”.

SECTION 2: This resolution shall take effect upon adoption.

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

TROY MCDONALD, CHAIRPERSON
BECKY BRUNER, VICE CHAIRPERSON
EULA R. CLARKE, BOARD MEMBER
CHRISTOPHER COLLINS, BOARD MEMBER
CAMPBELL RICH, BOARD MEMBER
MICAHA HARTOWSKI, EX-OFFICIO BOARD MEMBER
TOM CAMPENNI, EX-OFFICIO BOARD MEMBER

YES	NO	ABSENT	ABSTAIN

ADOPTED this ____ day of _____, 2023.

RESOLUTION No. 09-2023 CRA
APPROVE EAST STUART MASTER PLAN UPDATE

ATTEST:

MARY R. KINDEL
CITY CLERK

TROY MCDONALD
CHAIRPERSON

APPROVED AS TO FORM
AND CORRECTNESS:

PAUL J. NICOLETTI
INTERIM CITY ATTORNEY



EAST STUART MASTER PLAN 2023 UPDATE

DRAFT JUNE 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:



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 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. 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.

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 reaof buildings on the main roads of the East Stuart Neighborhood.

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



Figure 1 Concept illustrating a preserved McHardy Building on SE East Avenue and new infill buildings to the south.

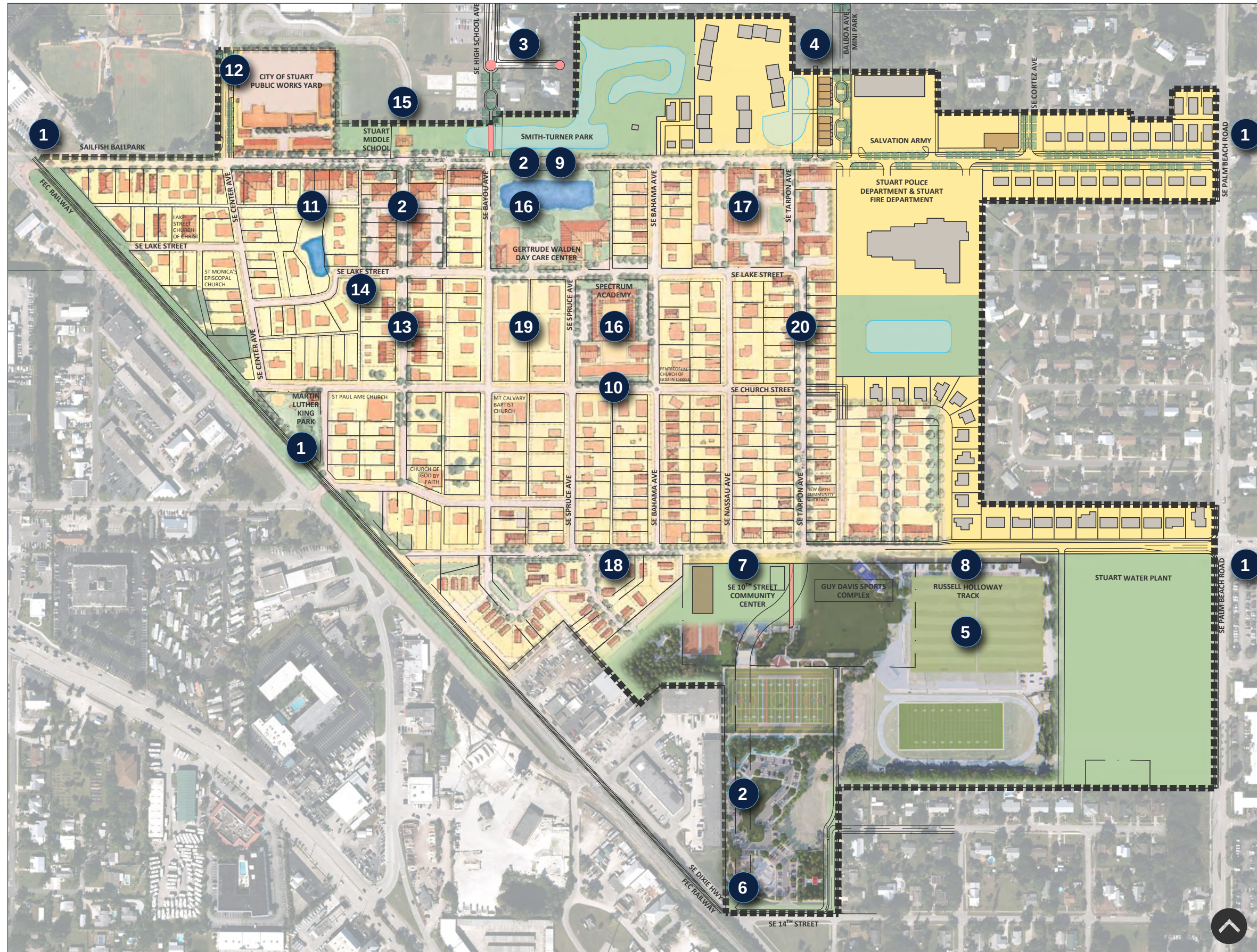
TOUR OF THE PLAN:
2023

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. MLK BLVD COMPLETE STREET
10. CHURCH STREET IMPROVEMENTS
11. ALLEY IMPROVEMENTS
12. MAINTENANCE FACILITY INFILL
13. EAST AVENUE INFILL
14. RESTORE MCHARDY BUILDING
15. STUART MIDDLE SCHOOL SITE
16. GERTRUDE WALDEN DAY CARE & SPECTRUM ACADEMY
17. GARY PLAZA & CHEROKEE COMMONS REDEVELOPED
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

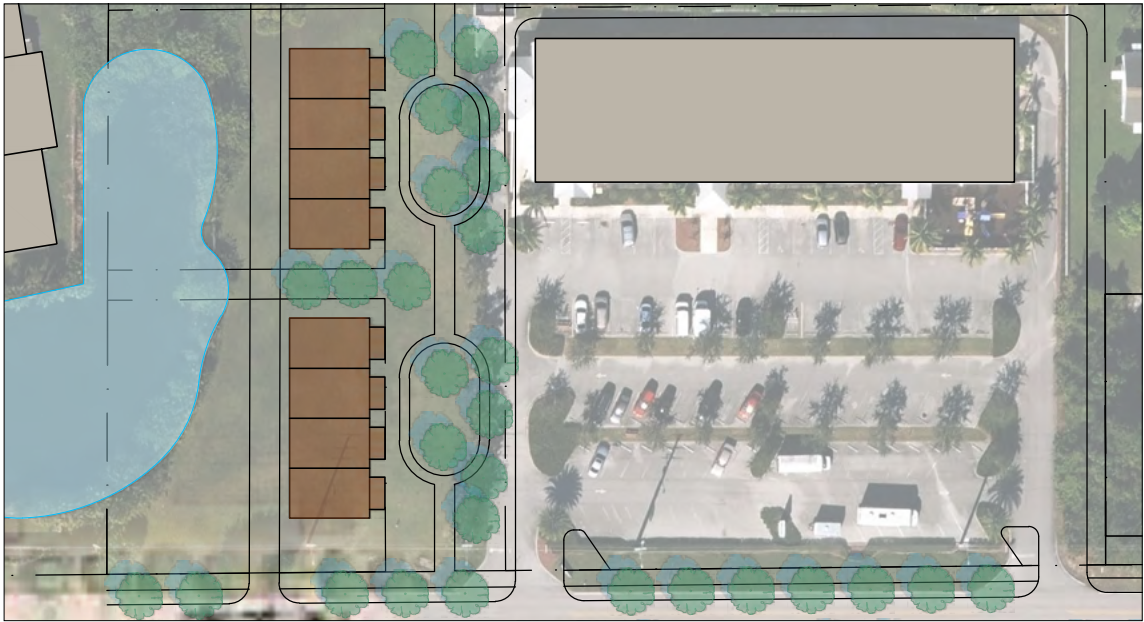
One of the most important features that make East Stuart healthy is its condition of being pedestrian oriented and the richness of its network of streets. While most cities are trying to achieve connectivity, East Stuart naturally possesses it. That said there are several places in the City grid where 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.

Figure 8 Proposal for the extension of Pocket Park.
Figure 9 Image below of Pocket Park.



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.



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.



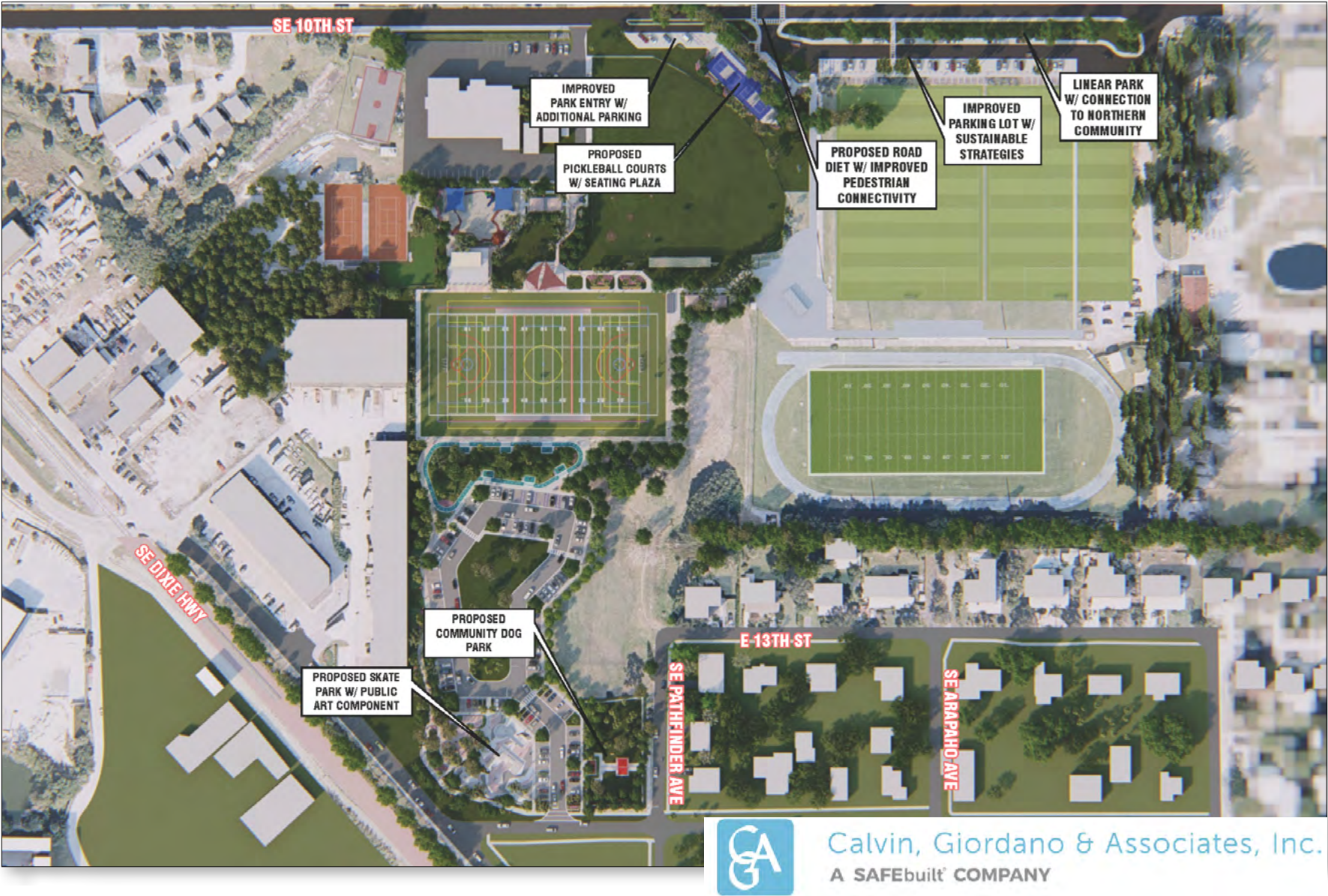
Figure 10 Images above are from the schematic plans from Calvin, Giordano & Associates for the Phase 1 programming.

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

6 PHOTOS

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

Figure 11 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 12 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 13 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 14 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

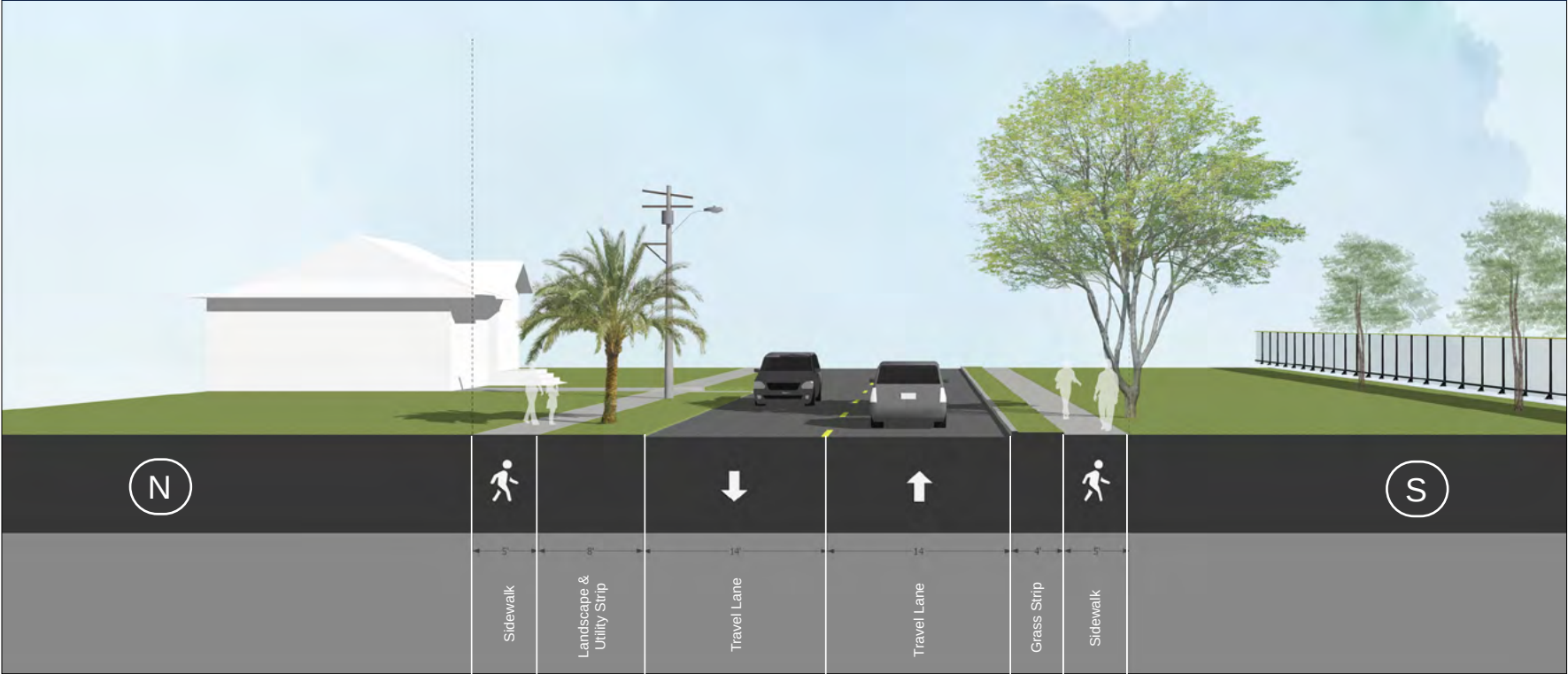
Calvin, Giordano & Associates as part of the Guy Davis Park planning, illustrated means of achieving this through a park-like median and additional parking at the median and the park side of the right-of-way. This condition can be explored where the right-of-way is at its widest in front of Guy Davis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



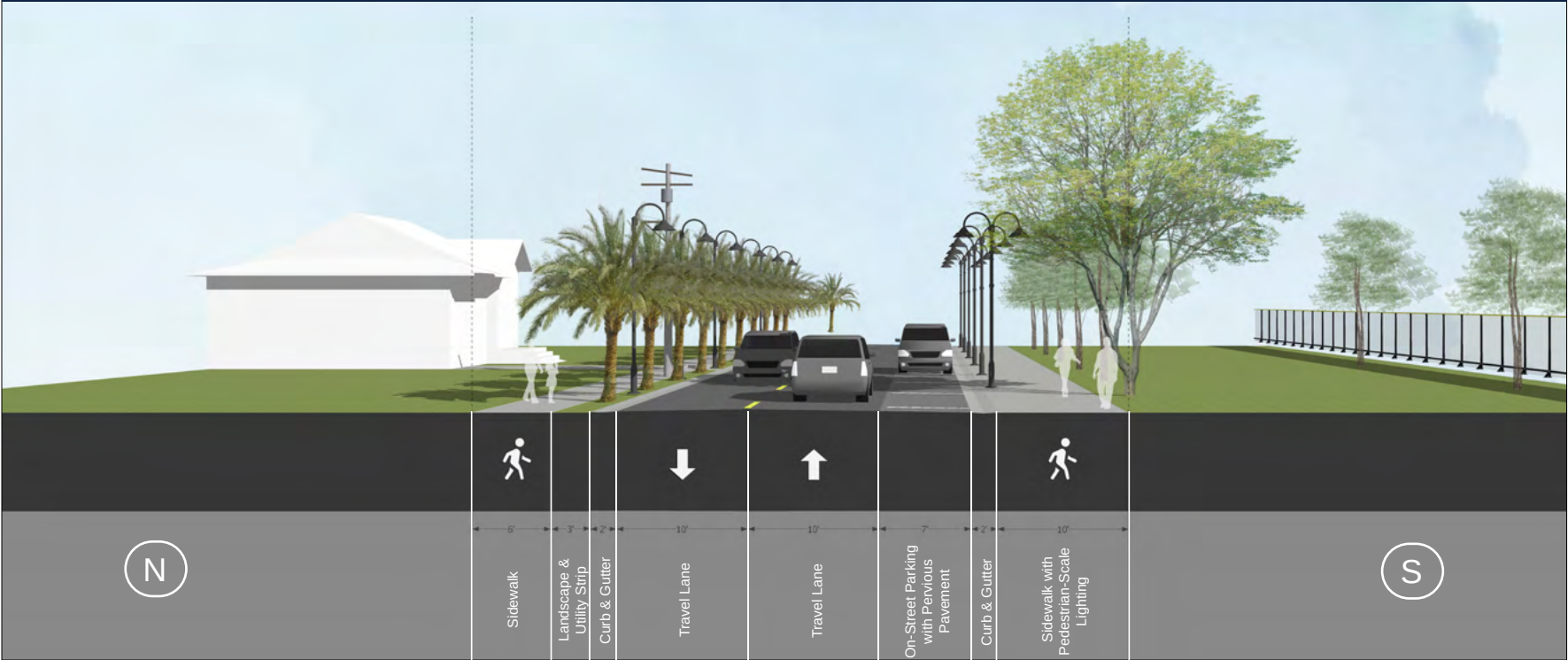
Figure 15 The above image of the street shows the mature trees which provide significant shade.

Figure 16 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.

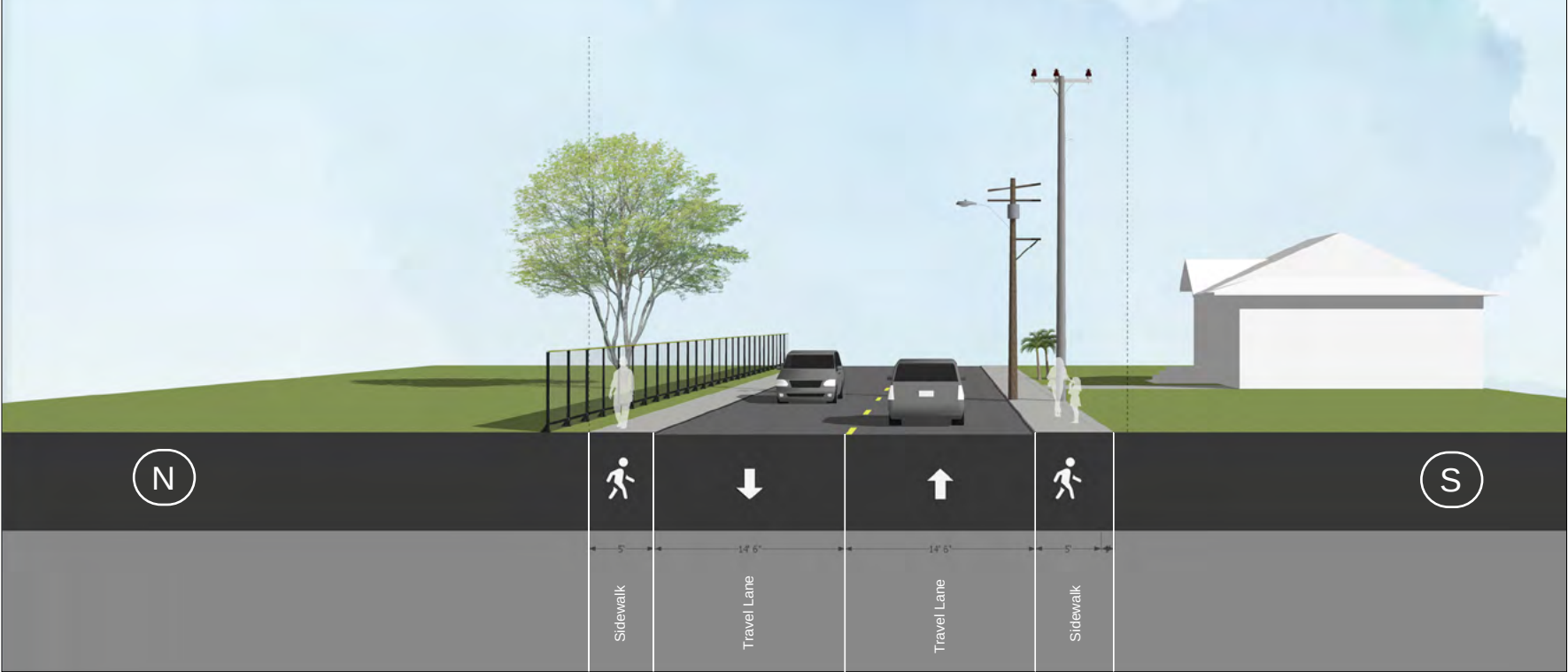


Figure 17 Image above exemplifying improved pedestrian conditions.

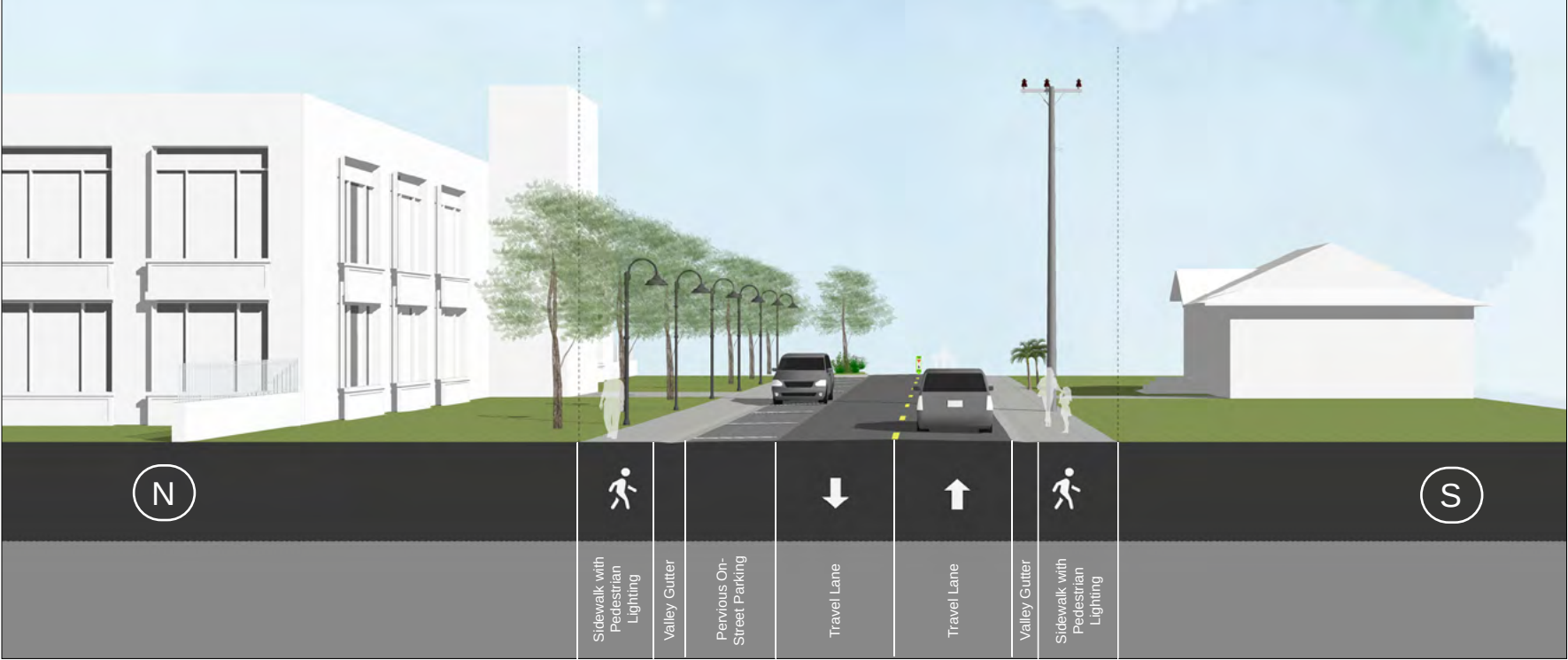
Figure 18 Existing conditions on SE 10th Street are illustrated in the graphic to the top left.

Figure 19 Recommended improvements for SE 10th Street are illustrated in the graphic to the bottom left.

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 9

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 20 Close up image of ideal pedestrian conditions.

Figure 21 Existing conditions of SE Church Street.

Figure 22 Recommended improvements of SE Church Street



MLK COMPLETE STREET: EAST 10

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.

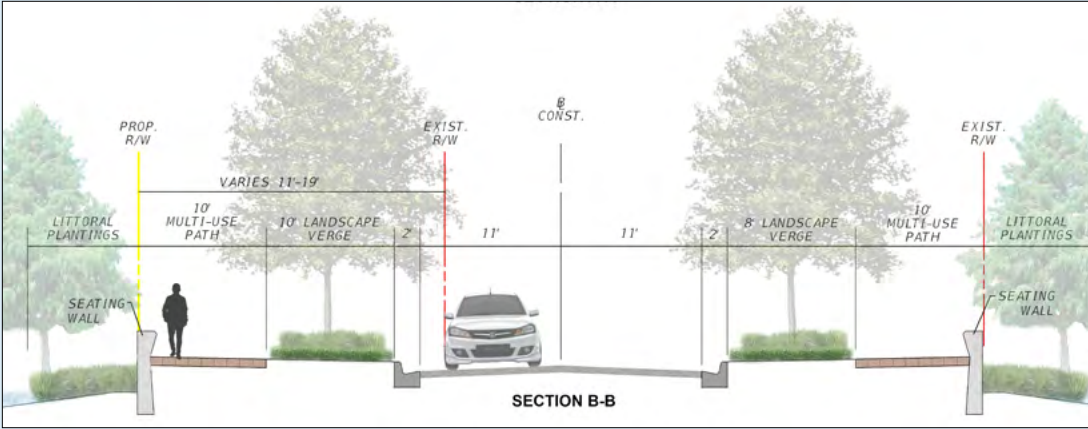


Figure 23 The image above is a cross section of the proposed design of SE MLK Boulevard from SE Bayou Avenue to SE Bahama Avenue.

Figure 24 To the top left is an existing image of the study area.

Figure 25 The bottom left illustrates the proposed improvements.



SE MLK COMPLETE STREET : WEST 10

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.

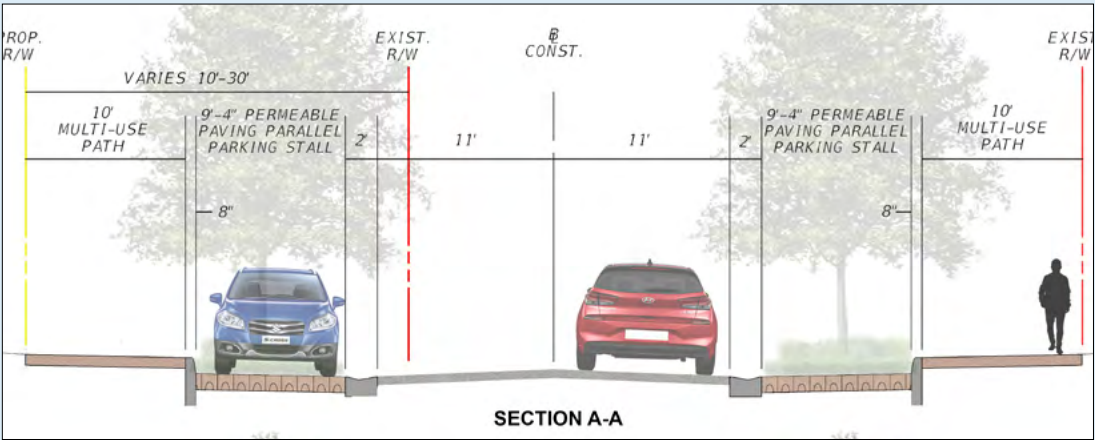
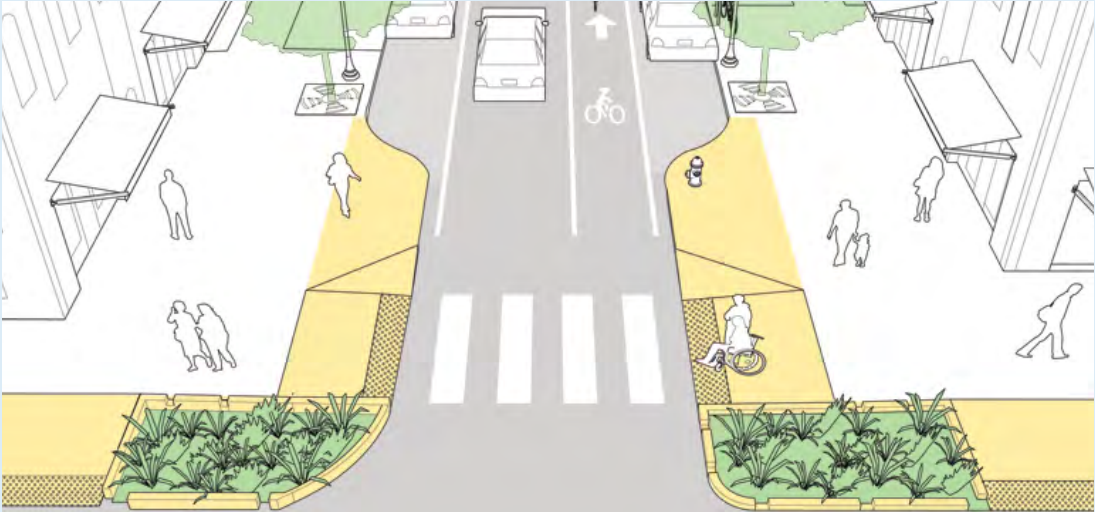
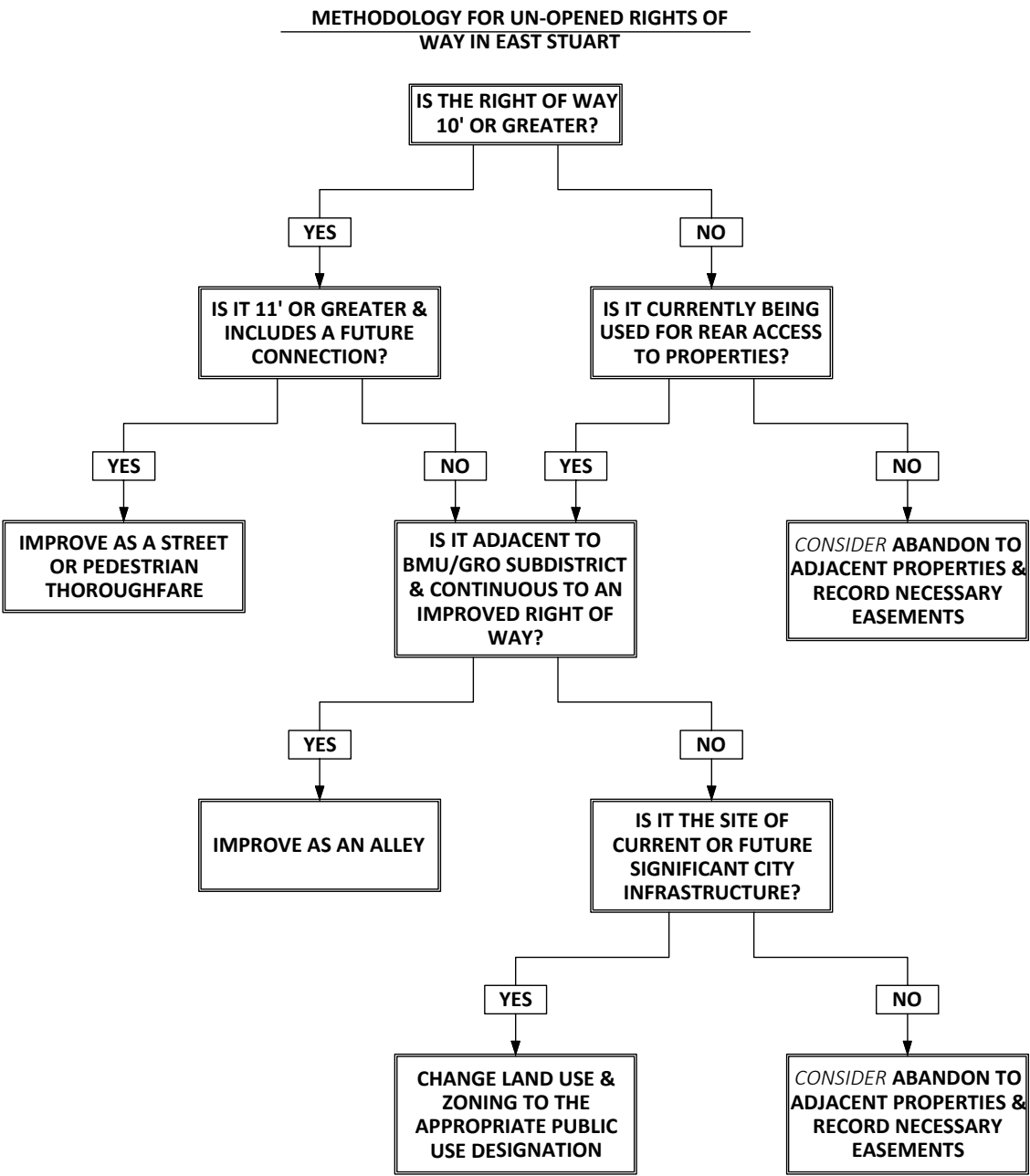


Figure 26 The drawing above is an example of a pedestrian bulb-out pinch point. This detail should be implemented where on street parking occurs. At SE East Avenue and SE Balboa Avenue it would provide safe refuge for pedestrians and better visibility for vehicles.

Figure 27 The image above is a cross section of the proposed design of SE MLK Boulevard from SE Dixie Highway to SE Bayou Avenue.

Figure 28 The top left image is of the existing conditions on SE MLK Boulevard just past SE Georgia Avenue.

Figure 29 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.



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

Figure 31 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 32 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 33 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.



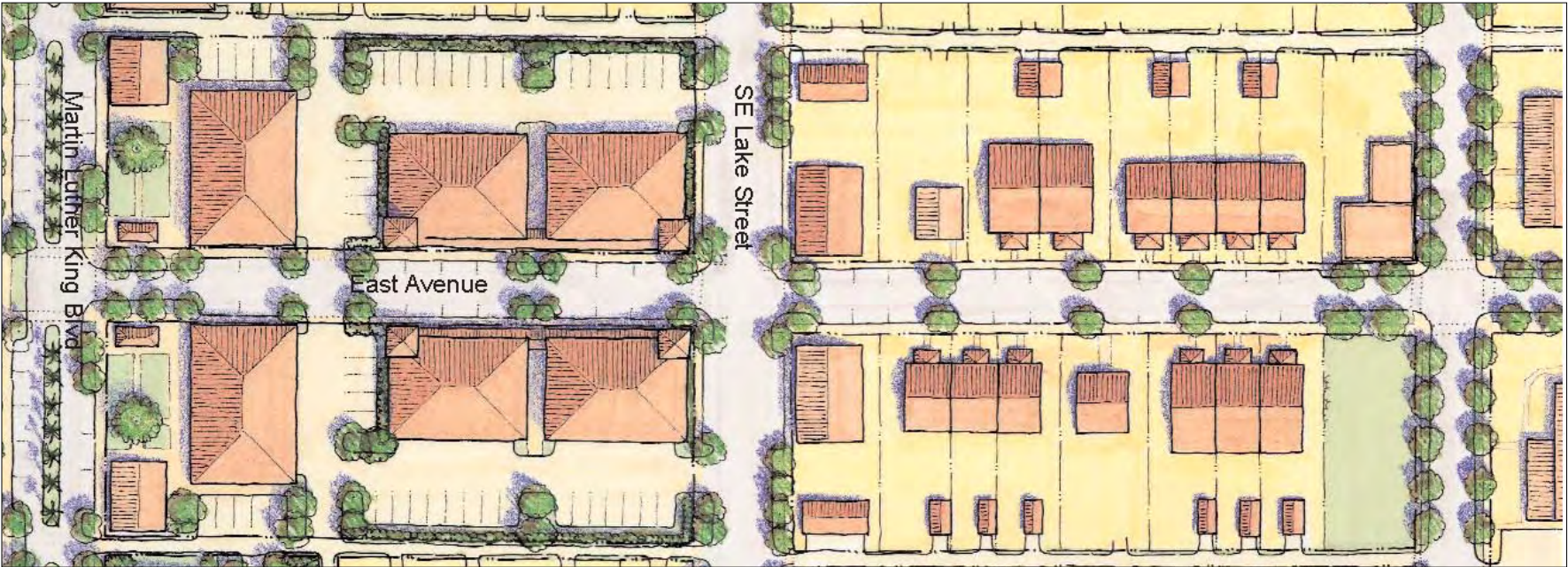
Figure 36 View of the vehicle maintenance facility in 2022.

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.



2003©TCRPC/Barry Mahaffey

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.



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).

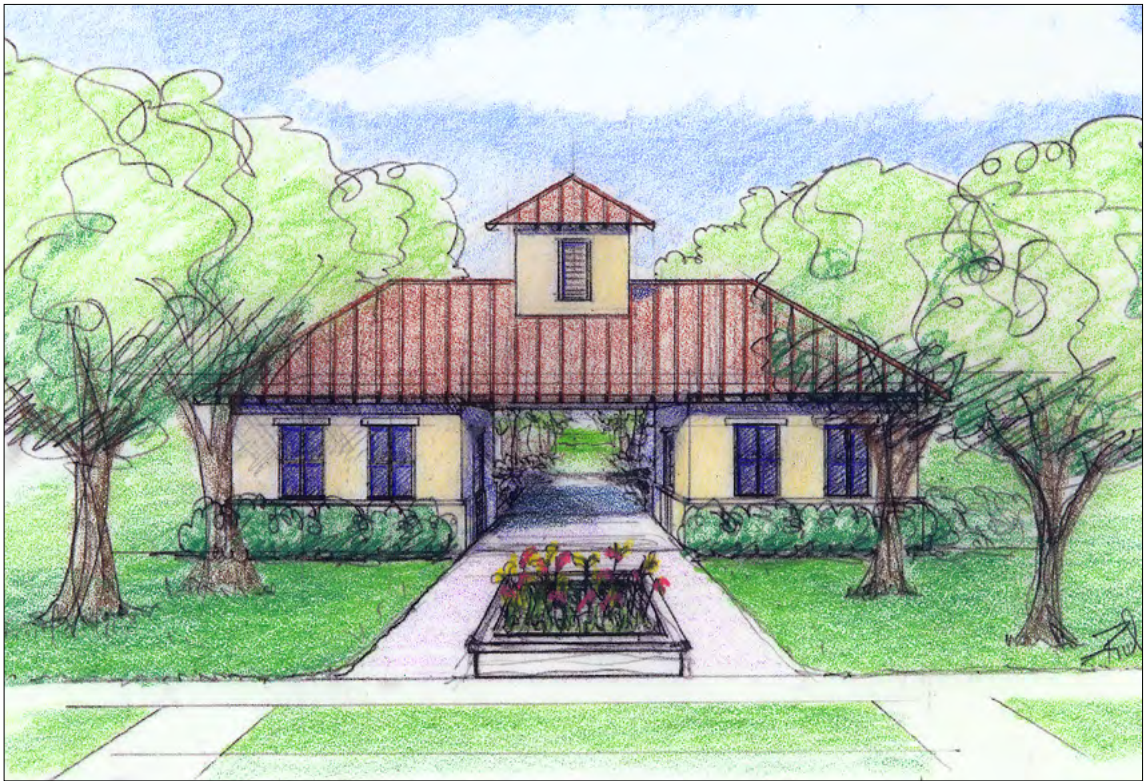
RESTORE THE MCHARDY BUILDING 14

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.



STUART MIDDLE SCHOOL SITE 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.

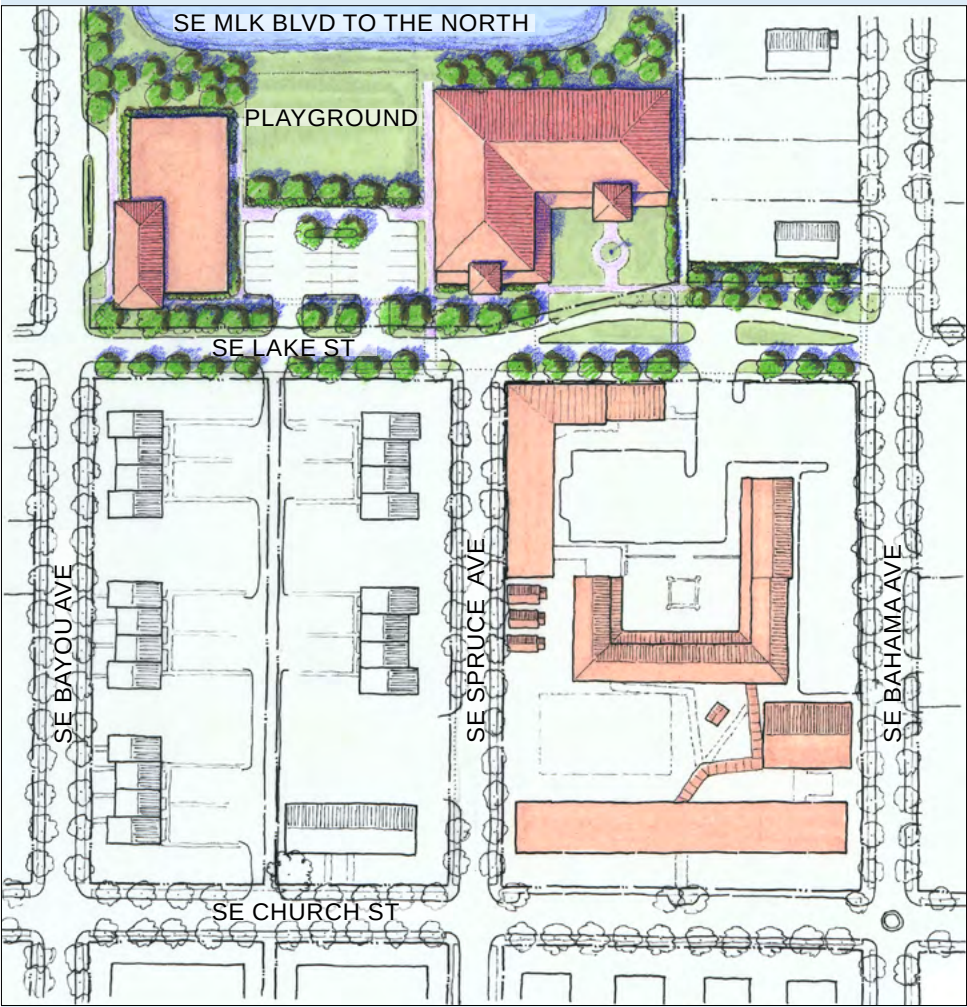
Figure 44 Images to the left illustrate a vision of an improved entry, sidewalks, and shade trees for the school entry and an image of the existing conditions below.

EXISTING CONDITIONS



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.

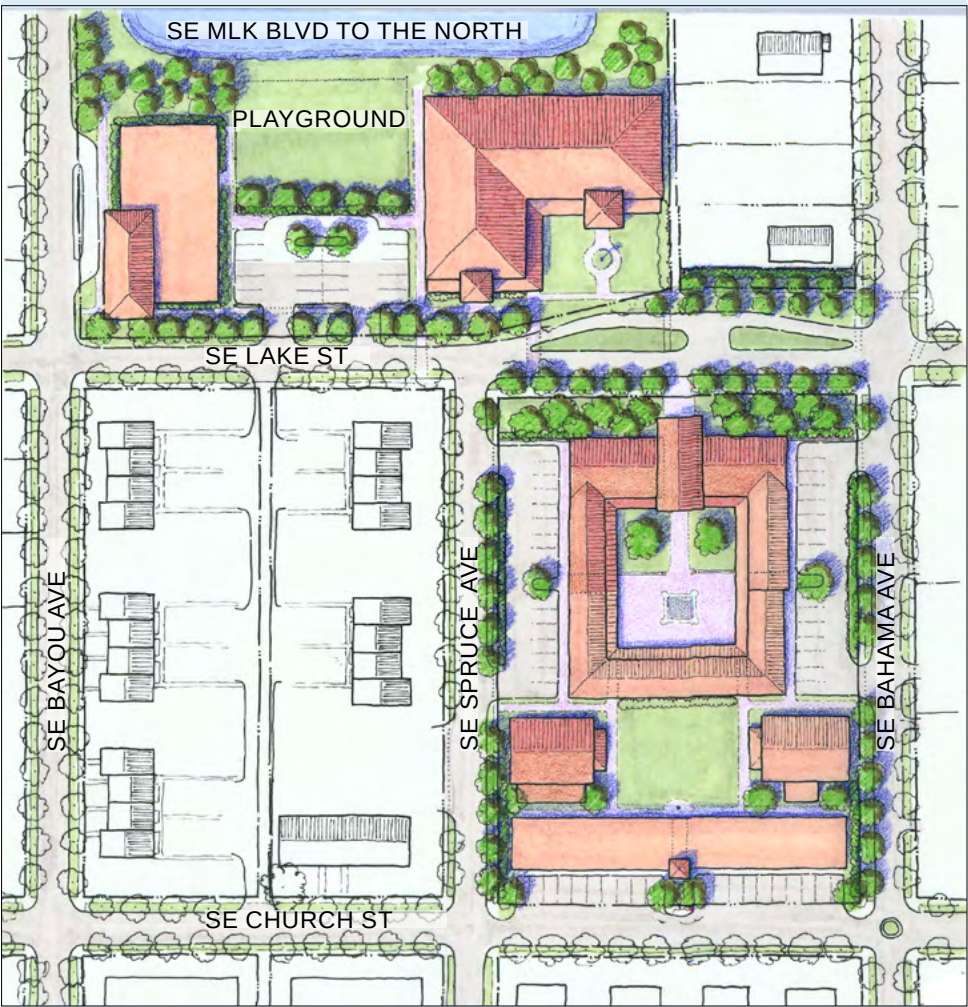
GERTRUDE WALDEN DAY CARE



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.

SPECTRUM ACADEMY



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.

EXISTING CONDITIONS & NEAR TERM



- 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 programing
 - 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

PHASING OVER TIME



- 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

FULL BUILDOUT



- 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



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

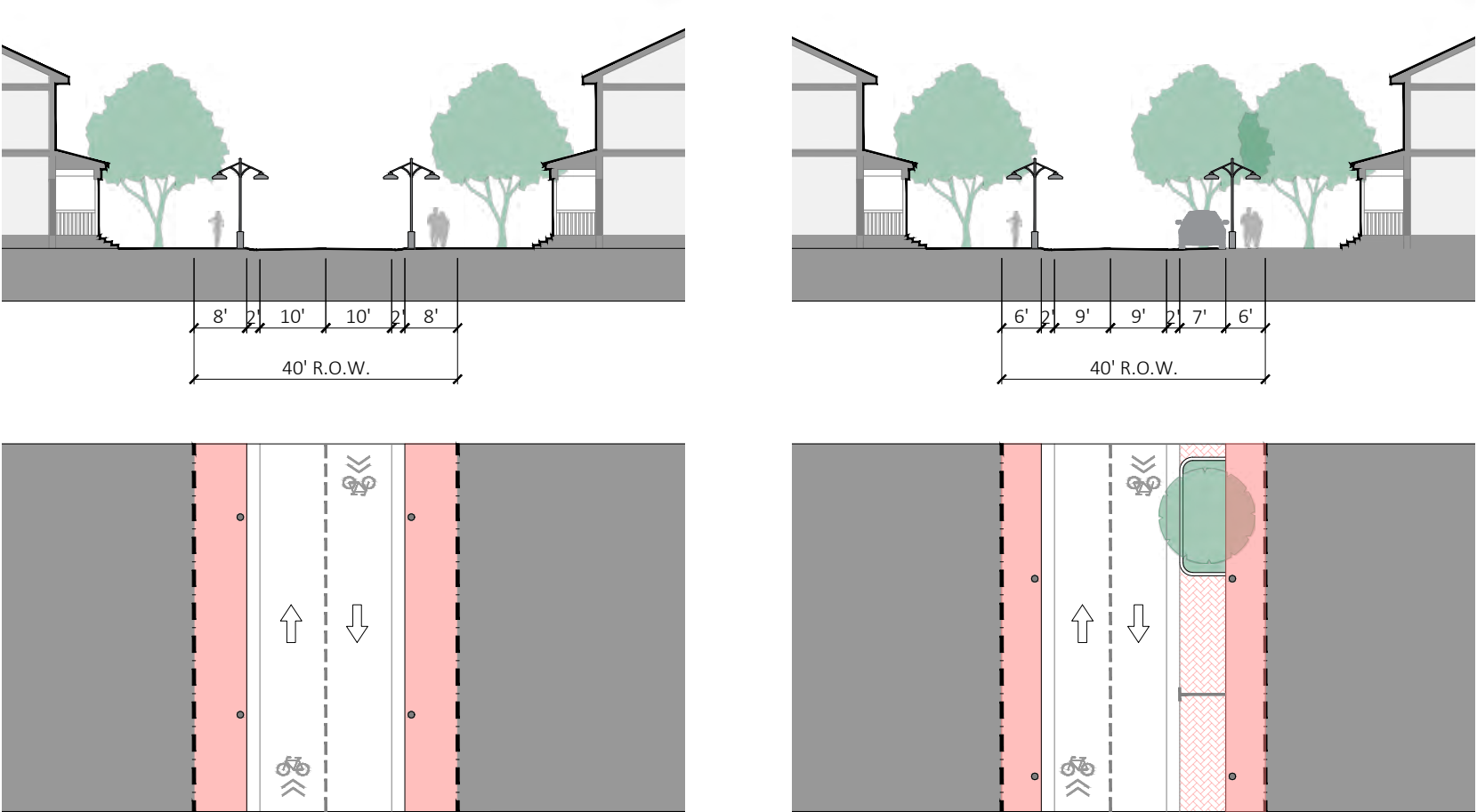
Figure 48 Images to the left show concepts for infill development at the site.



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 49 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	Reconfigure Martin Luther King Blvd	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	Reconfigure Vehicle Maintenance Facility	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 willing 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 as a Traditional Main Street	Work with private property owners to guide and encourage development.		★	★	★
14	Preserve the McHardy Building	Preserve the former McHardy Drugstore which functioned as a live-work unit on SE East Avenue.			★	
15	Improve frontage of Stuart Middle School	Stuart Middle School access near the intersection of SE East Avenue and SE MLK Boulevard			★	
16	Spectrum Jr. Sr. High School's Reconfigured Campus	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.

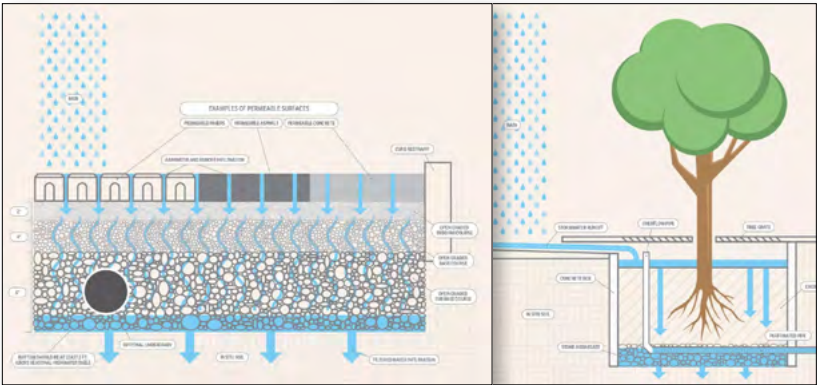
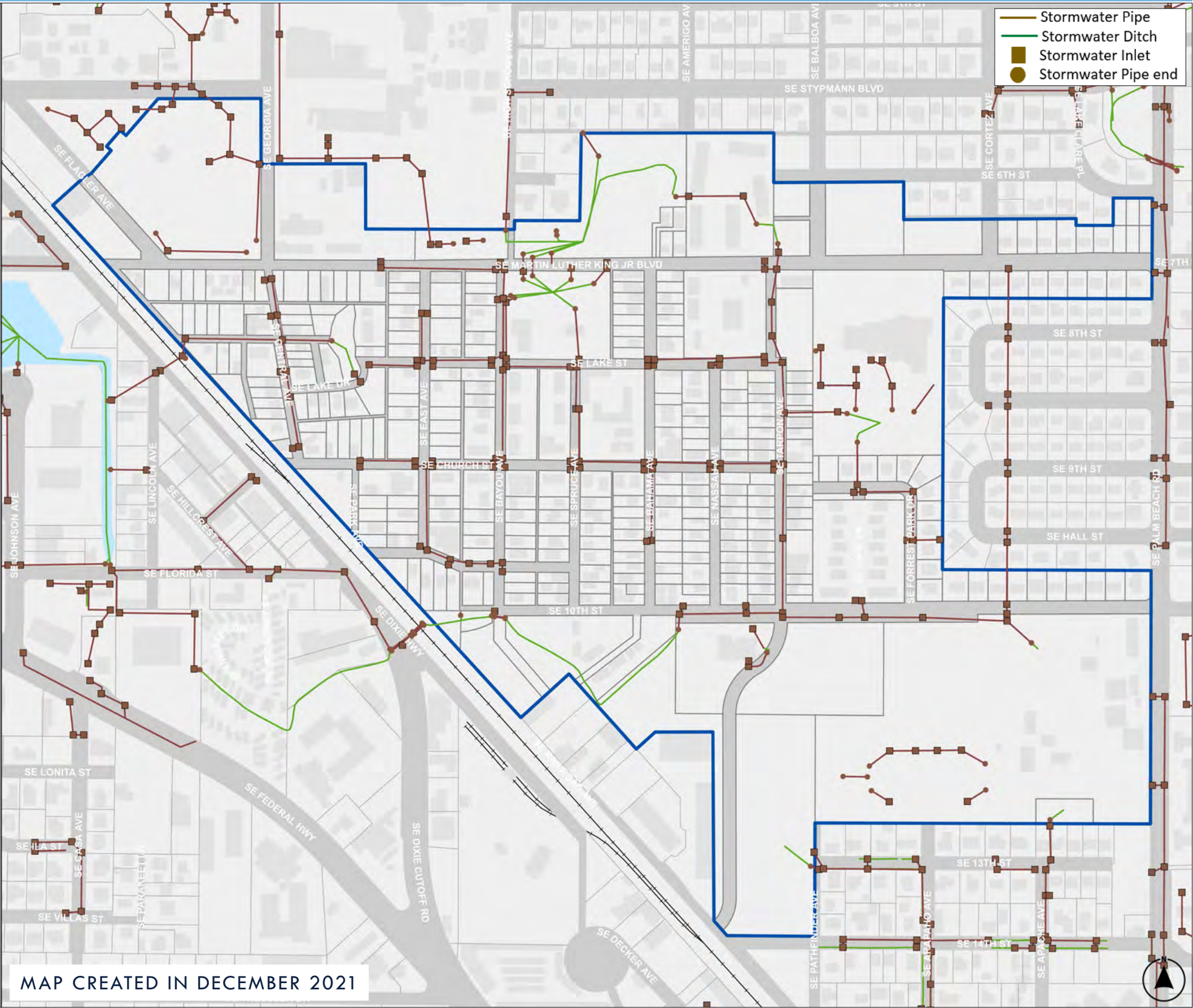


Figure 51 Map of stormwater infrastructure.
Figure 52 Image of the Ripple Project in Old Palm City, a local example of stormwater area as beautiful park amenity.

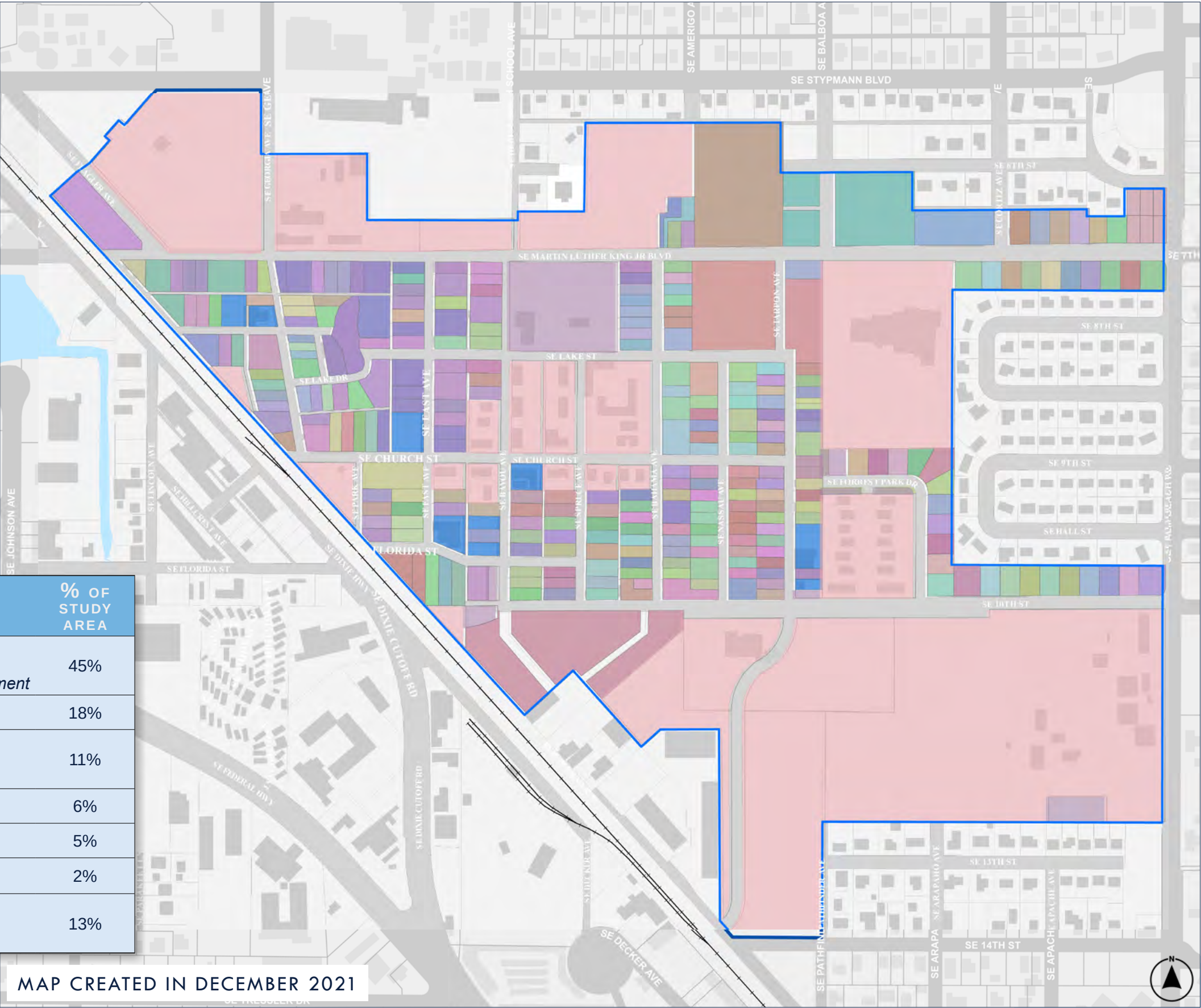


OWNERSHIP & USE PATTERNS

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.

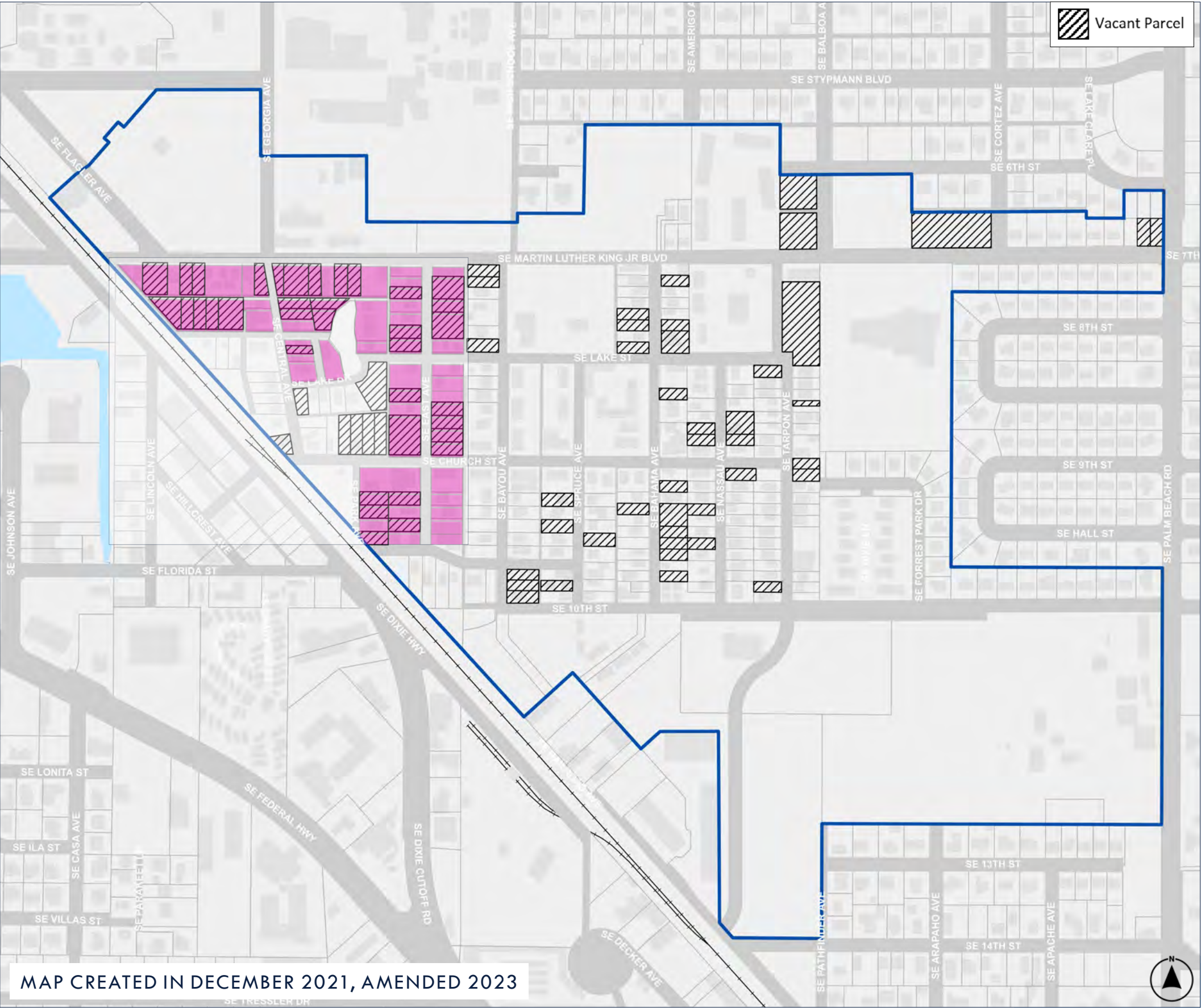
The vacancies can be a weakness for the neighborhood. The vacancies are like the “missing teeth” in the fabric of the street and neighborhood, but there are opportunities for additional infill housing and neighborhood fabric.

35*	S. R. & M. Roberts' Barber Shop	919*
37*	Paul Roberts	921*
543	Willie Wells	923*
45*	Amanda Mims	925*
47*	O. T. Morgan (Store and Cafe)	929*
49*		
51*		
501		
06*		
1*		
	(East Side)	
	J. N. Thompson	
	(Barber shop and cafe)	700
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
5	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.

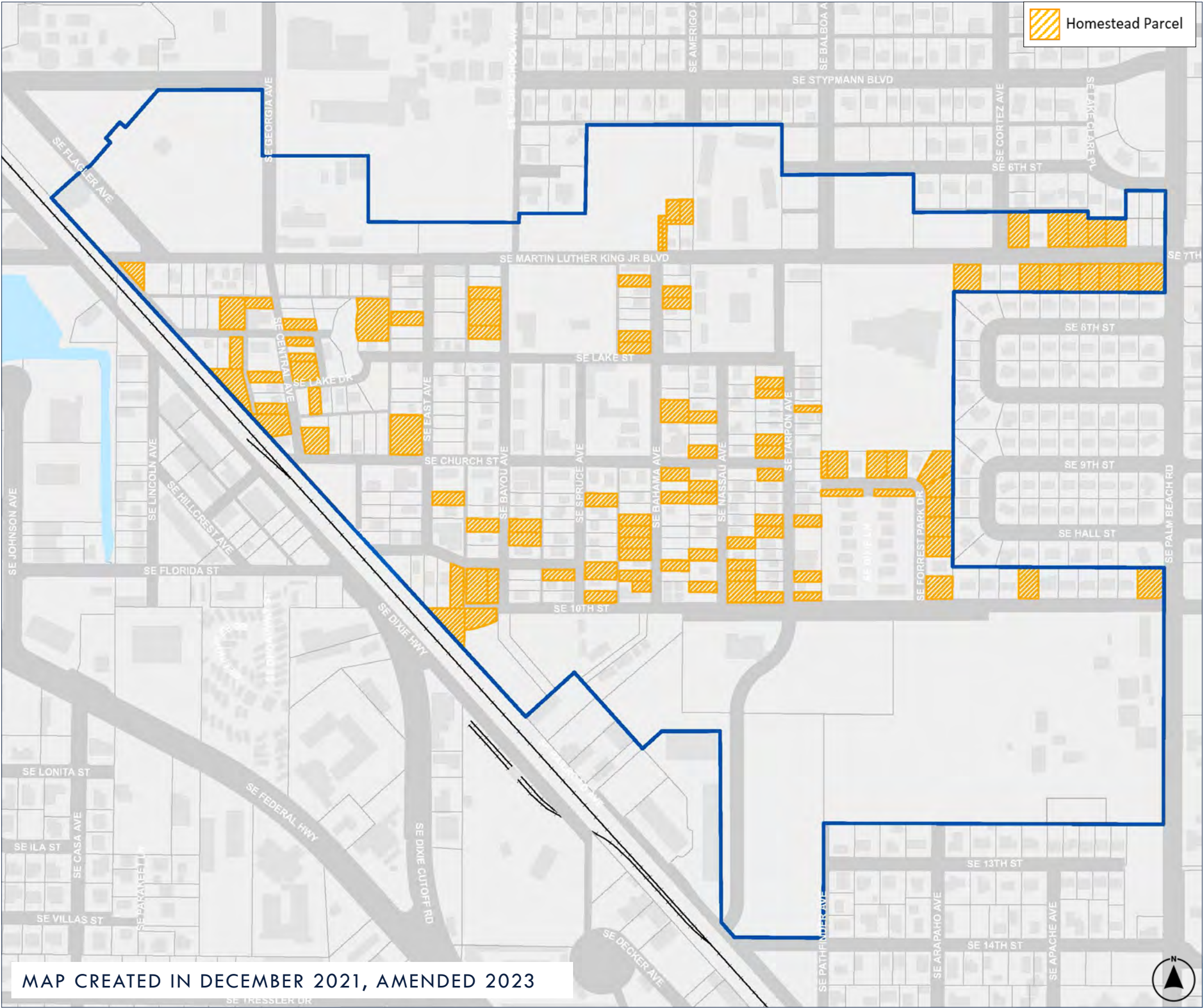


Figure 56 Map of parcels with homestead exemption on the right.

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

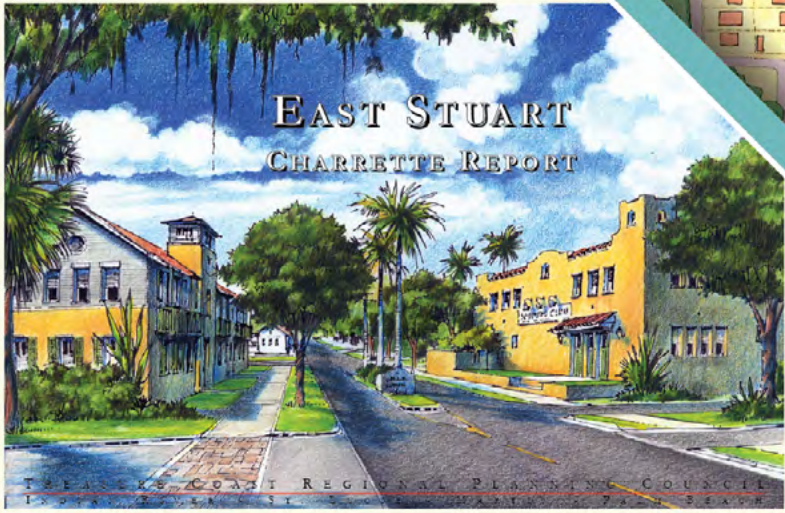
OUTREACH

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!

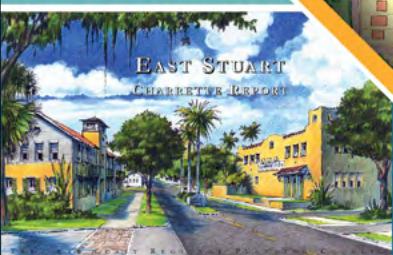


For more information contact:
Jessica Cortor Seymour, RA, LEED AP
(772) 221-4060 jseymour@tcrpc.org





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 <u>already zoned for Commercial</u> 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			
	CIVIC PROJECTS & AMENITIES	Rank the amenities in order of importance for development with 1 being the most important.			
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?			
ABOUT YOU	Do you live, work, and/or own property in East Stuart? At least (10)				

SCORECARD

SUBJECT	RANKING		QUESTION		
STREET IMPROVEMENTS	Rank the streets in order of importance for improvement with <u>1</u> 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 <u>1</u> 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

Additional Uses on Commercial Corridor?

- Don't mandate Residential + Commercial
- OK to be next to each other
- Scale matters
- Mixture is OK
- Churches active role in redevelopment
- Property maintenance standards
- Facade Improvement Program
- Public Safety
- Homeless in parks

TABLE 1

Priorities for Housing

- Need more single-family homesteaded properties
- financing
- Mixed use on MLK
- multi-story housing
- Accessory dwelling units Not too small - not too big w/ existing
- Do not want small units - homesteaded consistently
- Potential conversion of public housing units
- Build houses on vacant lots
- Affordable fee-simple townhomes

TABLE 2

Celebrate Heritage

- Historical Site Markers (Recognize historical buildings)
- Diverse
- MLK Blvd. improvements
- Pride in homes
- Paint Up Program
- Tree Program
- Churches active role in redevelopment
- Property maintenance standards
- Facade Improvement Program
- Public Safety
- Homeless in parks

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, COVING
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 / COBG

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

TABLE 5

Post-it
30
25 IN/10 x 20 IN/76
63.5 cm x 71.2 cm
5.2 50 IT/17" (0.40 m)
3M

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.

(01)

(1)

OUTREACH

EAST STUART & THE CREEK WALKING TOUR JANUARY 22ND



TOUR PATH

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

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

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

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

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@tcrcp.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.

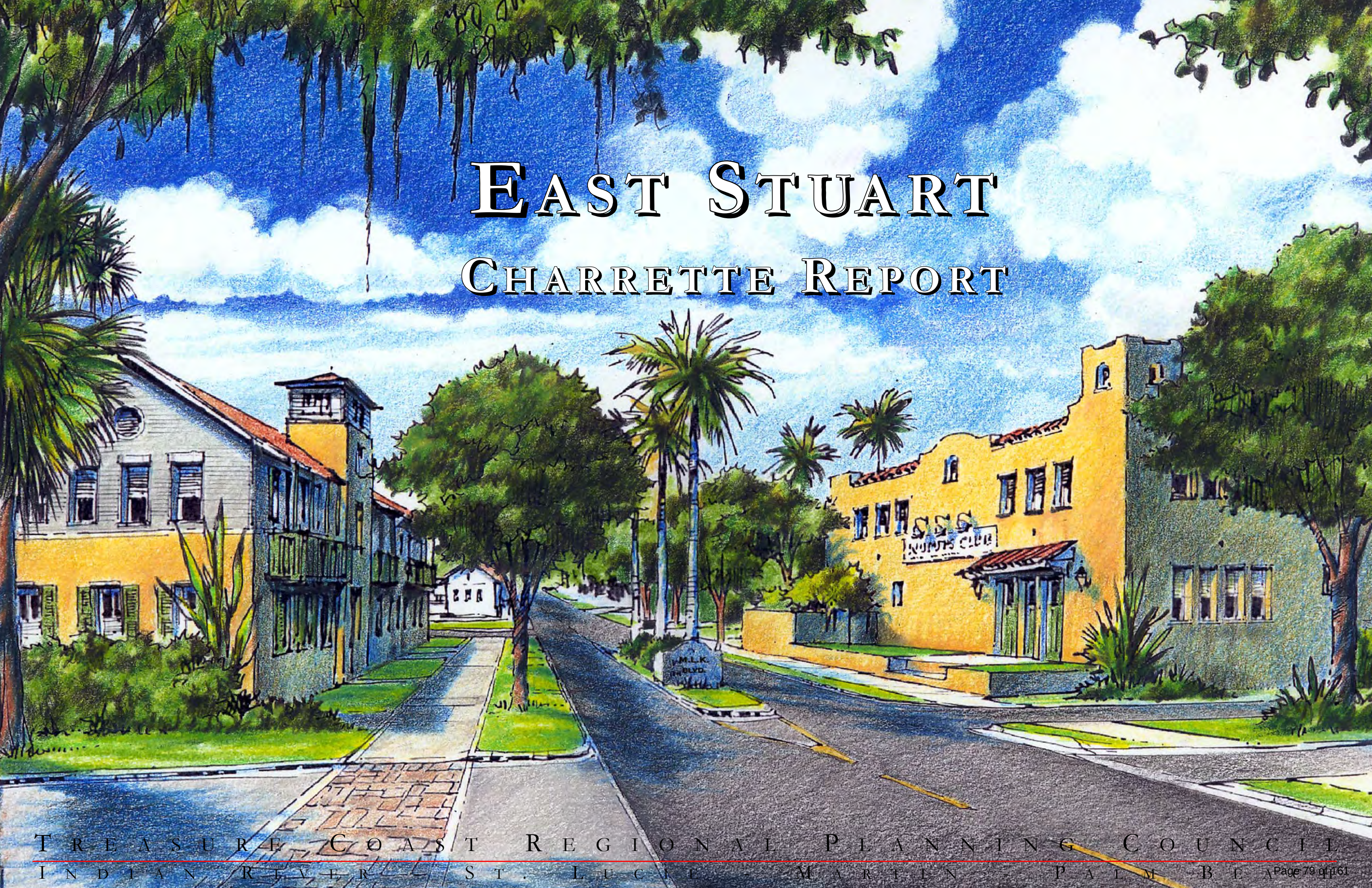
Figure 64 The middle image to the left is an image from Work-In-Progress Presentation Workshop host at City Hall.

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

APPENDIX B

2003 CHARRETTE REPORT

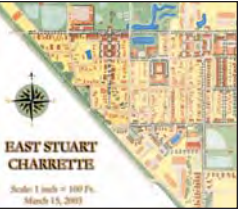
The Master Plan for East Stuart was initially developed in 2003 with a charrette held between March 15-21, 2003. The Master Plan was adopted in early 2004. For reference that report has been included as an appendix to this update.



EAST STUART

CHARRETTE REPORT

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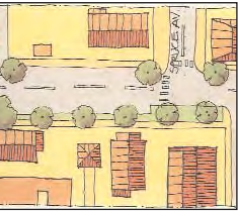
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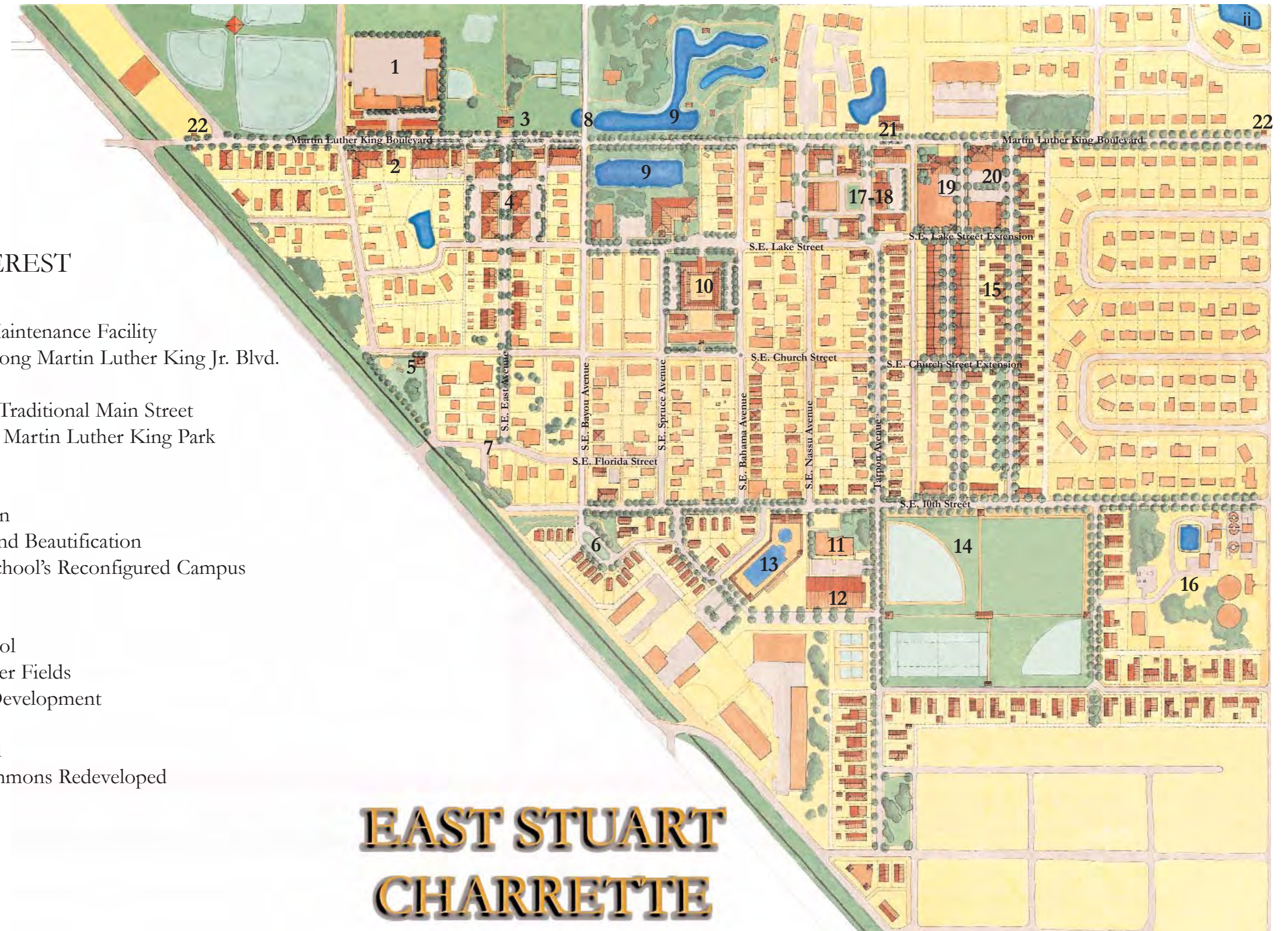


Pgae 38
Excelsa Women's Club



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.

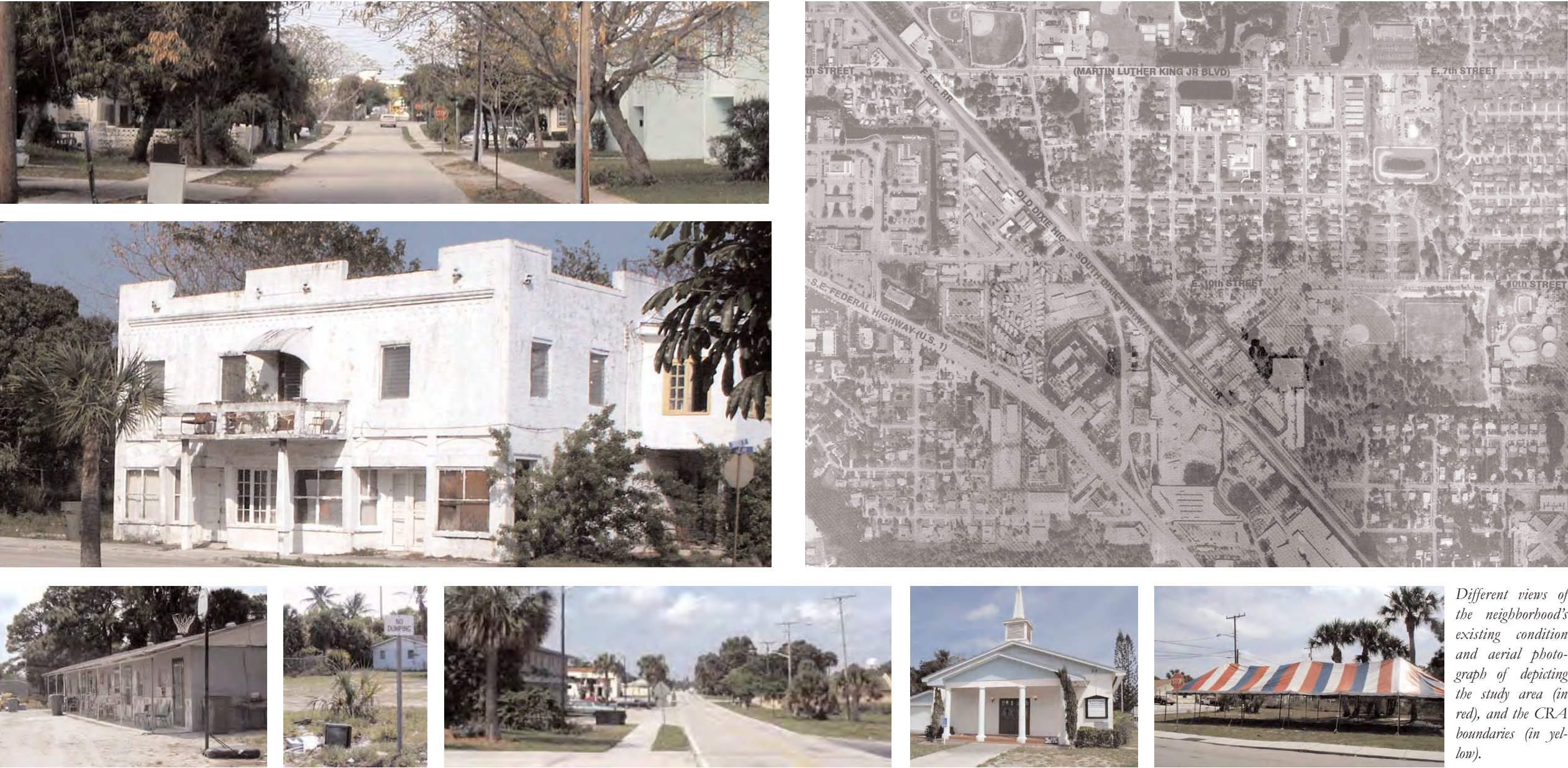
A presentation of work in progress was held on Friday, March 21st where the plan was presented and greatly supported by the community. Work continued in the weeks that followed the initial public workshop.

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.



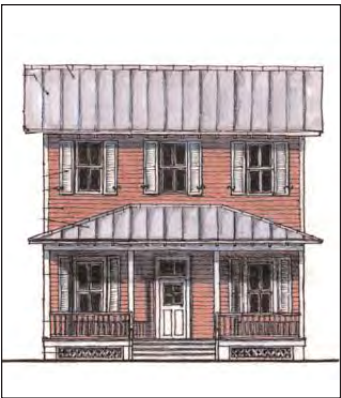
Special Sites for Civic Buildings:

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:

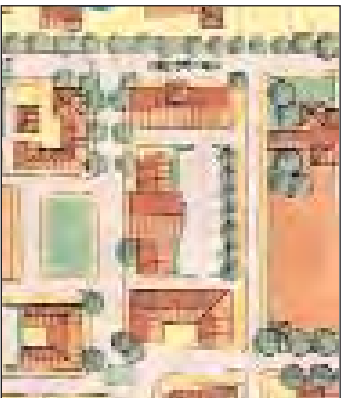
Building placement should not be the same for a one-story, single family home on a neighborhood street, as that of an apartment building in the center of the neighborhood. Building placement differs depending on the character of the street they face. Buildings that are sited close to the street generate 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.

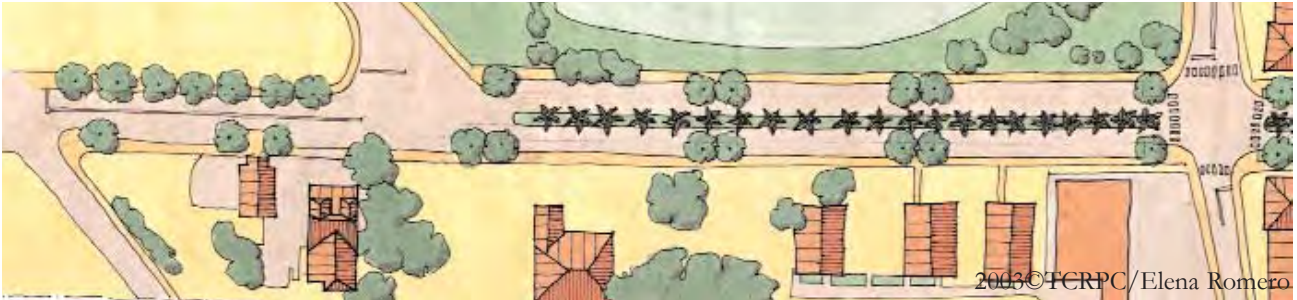
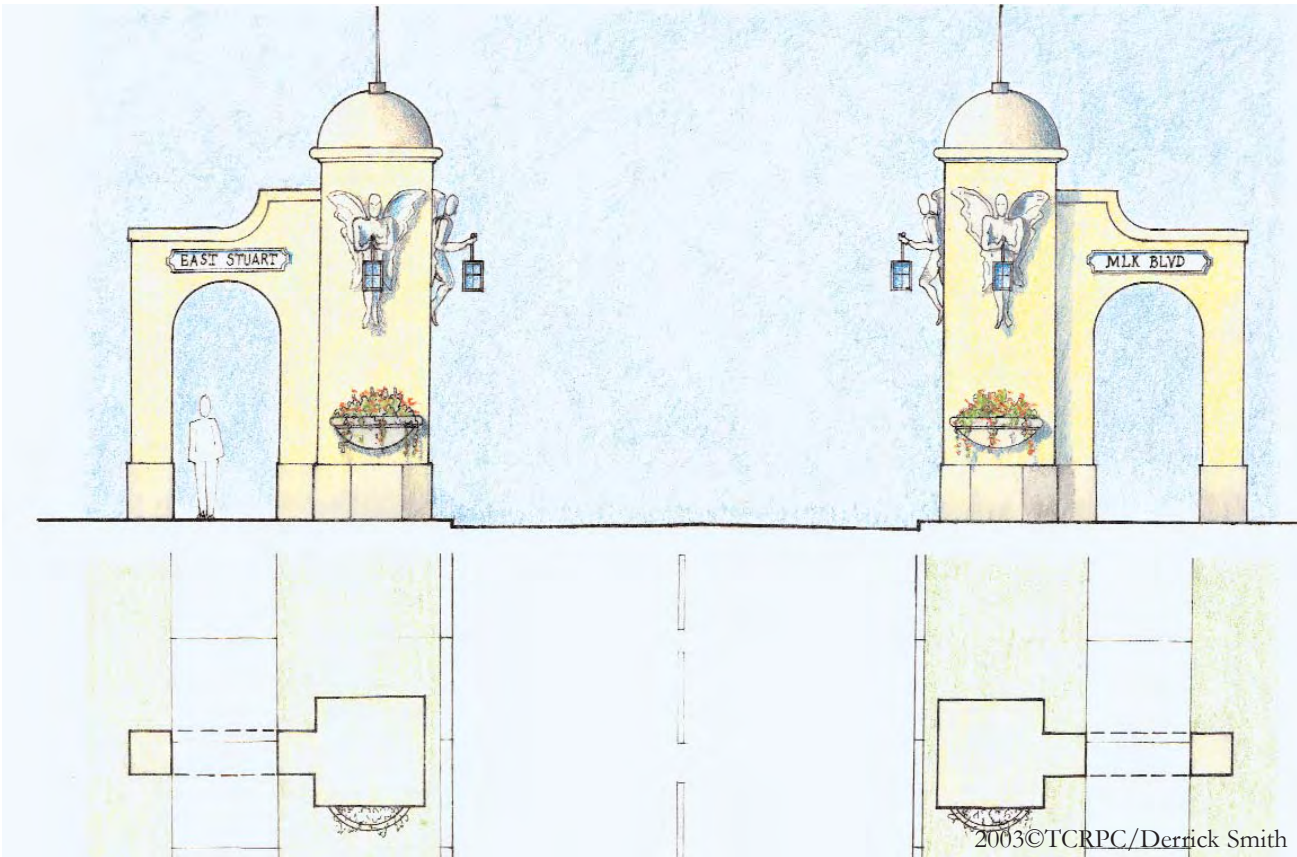


Detailed view of the proposed gateway features to be erected at Martin Luther King Blvd just east of the railroad tracks. The angel statues attached to the columns reflect the religious nature of the community. Similar gateway features are proposed at the intersection of MLK Blvd and Palm Beach Road,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





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)

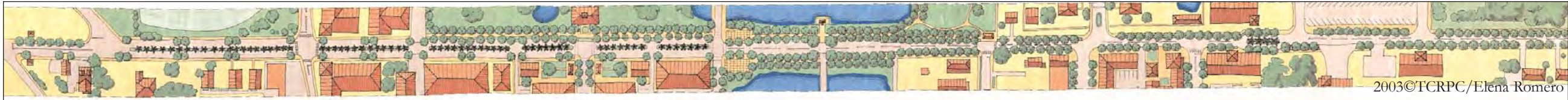
Proposed Improvements - Phase I

- 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' medi-an, on-street parking on both sides and wide sidewalks, to the same num-ber 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 slow-er, safer speeds and will invite pedestrians to spend more time along this road. Motorists will have a constant "visual block" ahead that will dis-courage speeding (avoiding the straight shot effect). MLK Blvd will con-tinue 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.





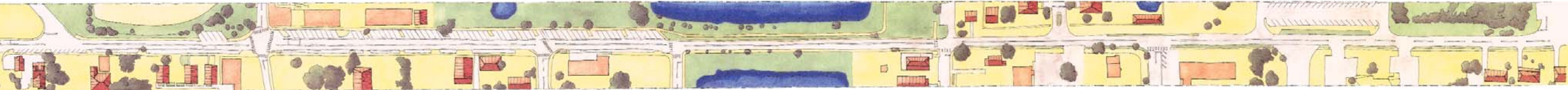
View of the proposed mixed use buildings that shield the vehicle maintenance facility. A long term solution to preserve the use in the city and at the same time improve the appearance of the entrance to the community.





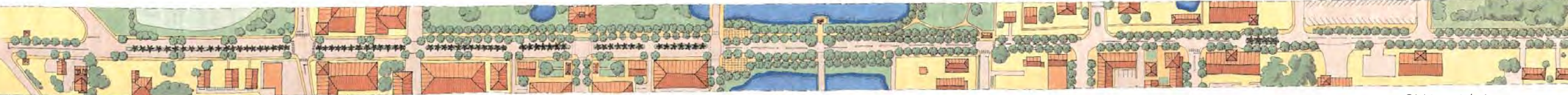
Looking west down MLK Blvd at a proposed median at the intersection of MLK Blvd and Tarpon Ave. This short landscaped median has a sign with the name of the community inscribed in it.

MARTIN LUTHER KING BOULEVARD EXISTING CONDITION



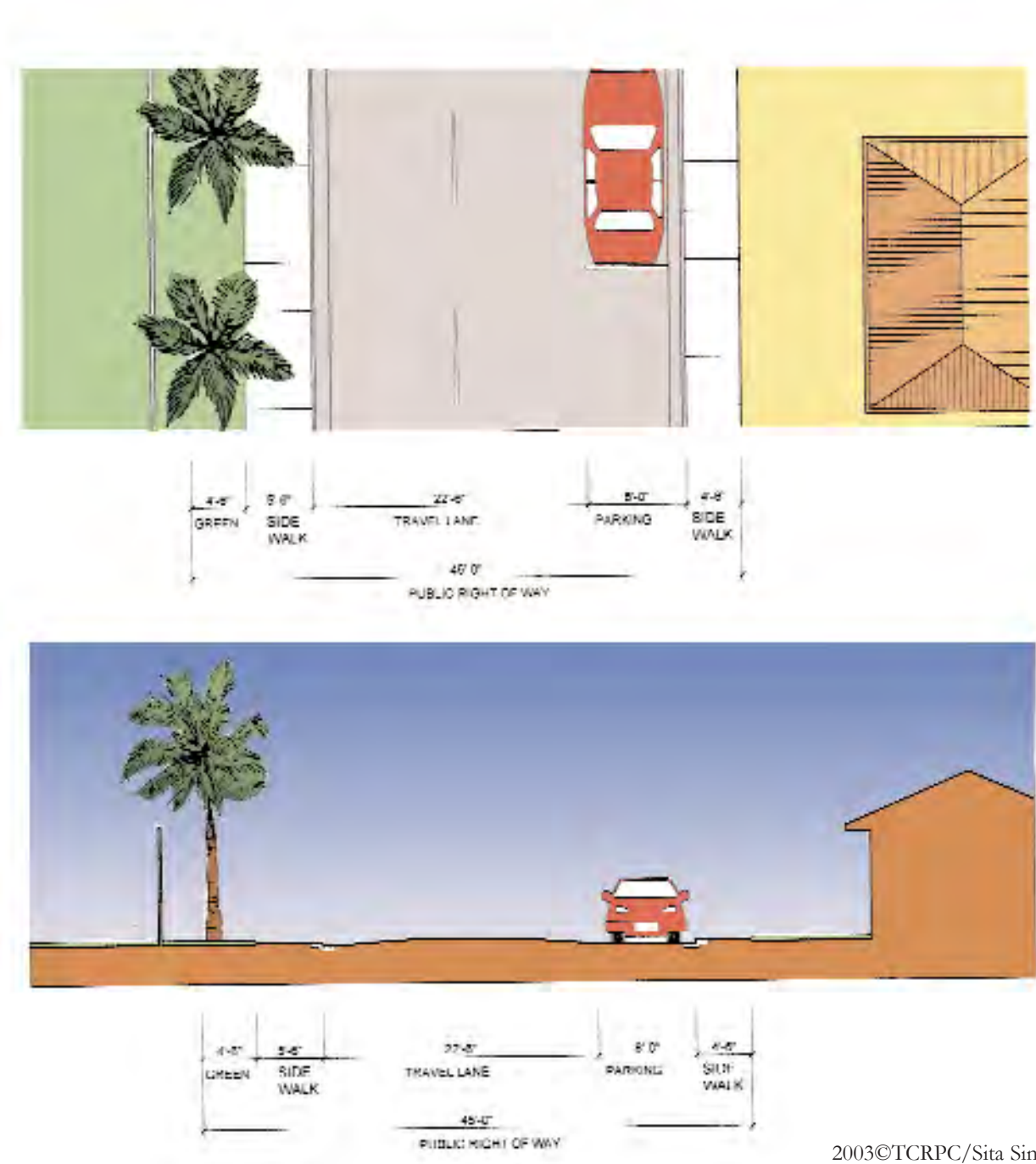
2003©TCRPC/Elena Romero

MARTIN LUTHER KING BOULEVARD PROPOSED IMPROVEMENTS



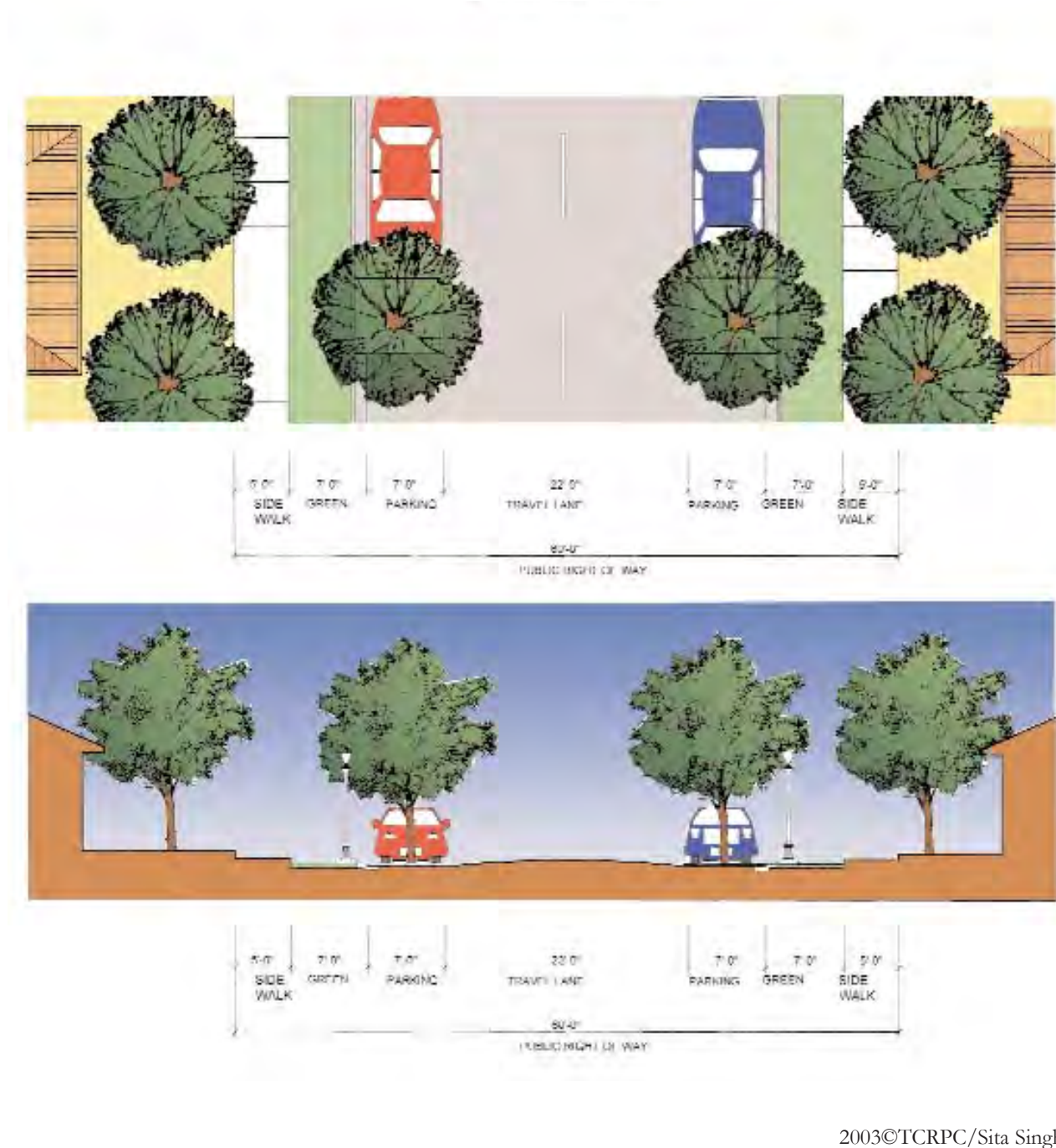
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Martin Luther King Blvd. at Baseball Field
Existing Street Section

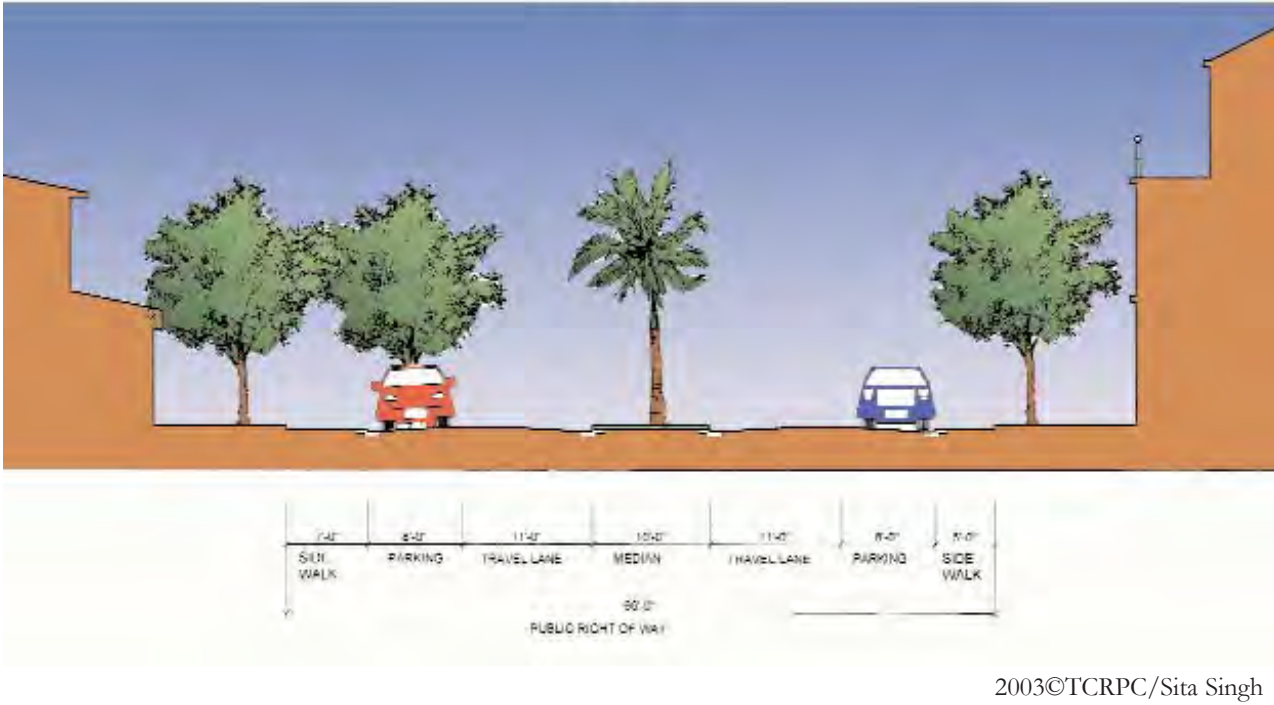
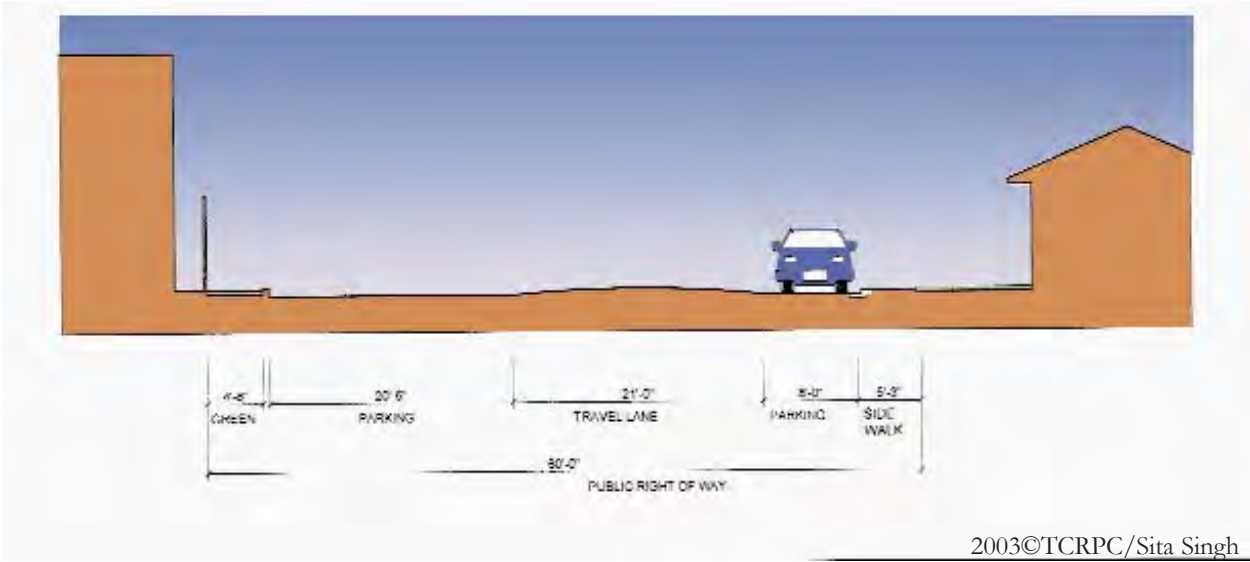
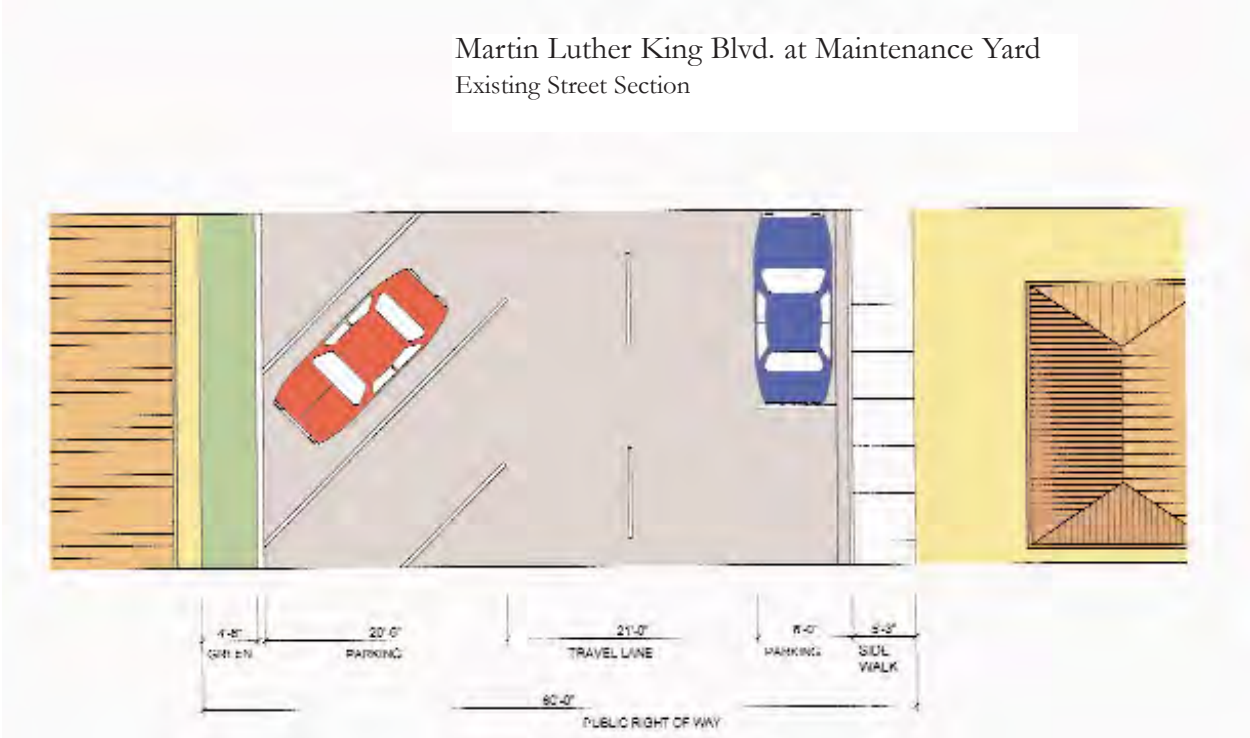


2003©TCRPC/Sita Singh

Martin Luther King Blvd.
Proposed Street Section



2003©TCRPC/Sita Singh



AN AUTHENTIC MAIN STREET: EAST AVENUE RECONFIGURATION

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:

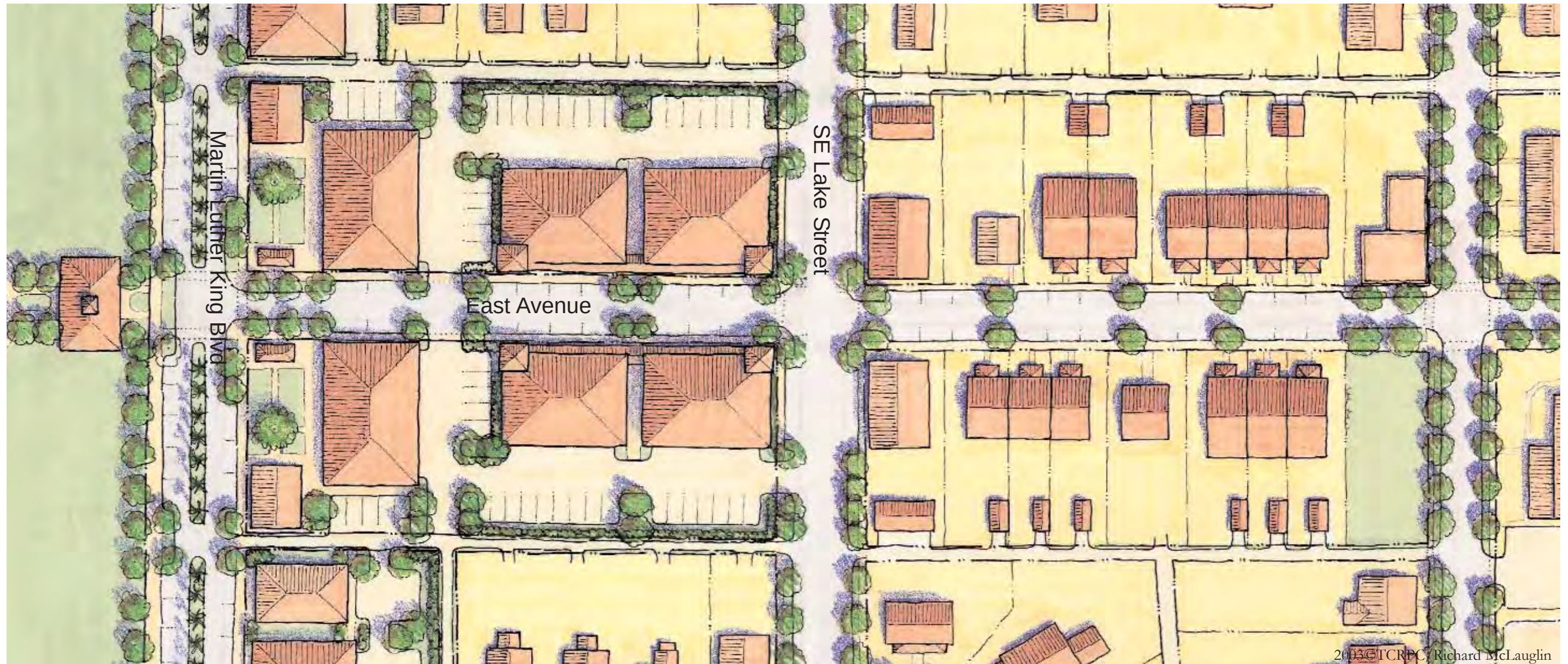
- Create a presence for Main Street along MLK Blvd. This is the only road in the community that carries enough traffic to support substantial retail activity. This can be done immediately by transforming the existing parking lot on the corner of East Avenue and MLK Blvd, into a community plaza. The creation 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 lightslandscaping, 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.



2003©TCRPC/Barry Mahaffey



2013 © TCRPC / Richard McLaughlin

- 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.

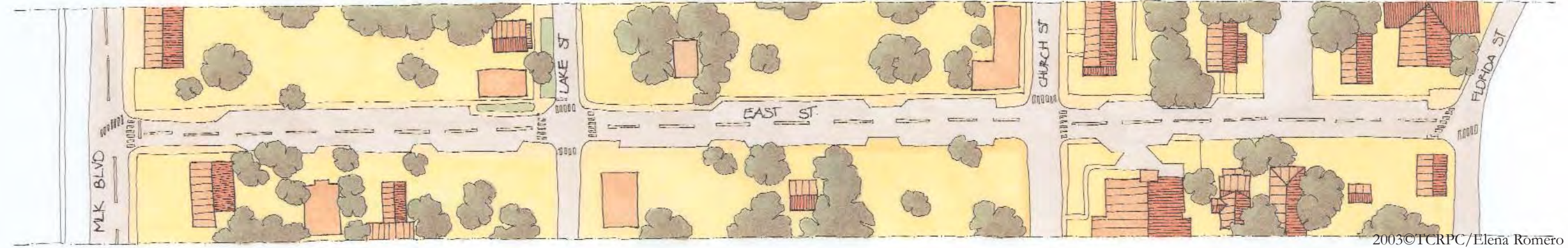
While most new developments throughout the city are trying to incorporate the concept of mixed-use and the "corner store", the East Stuart understands it as a tradition. This tradition needs to be preserved.



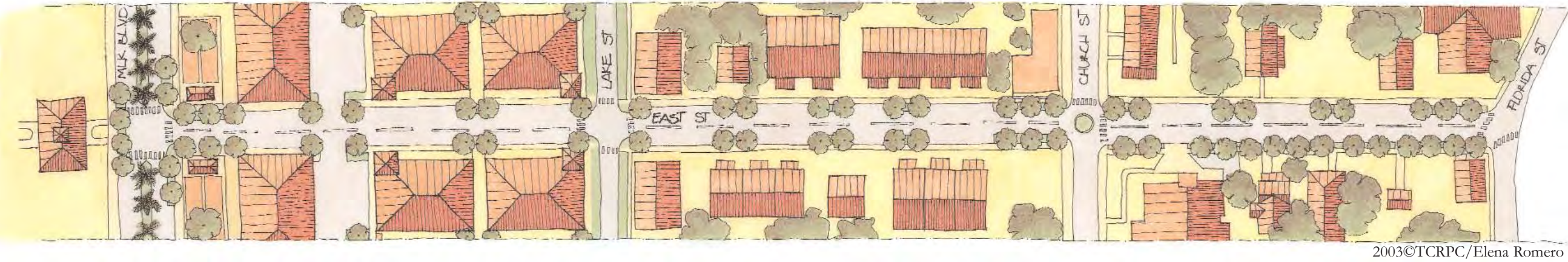
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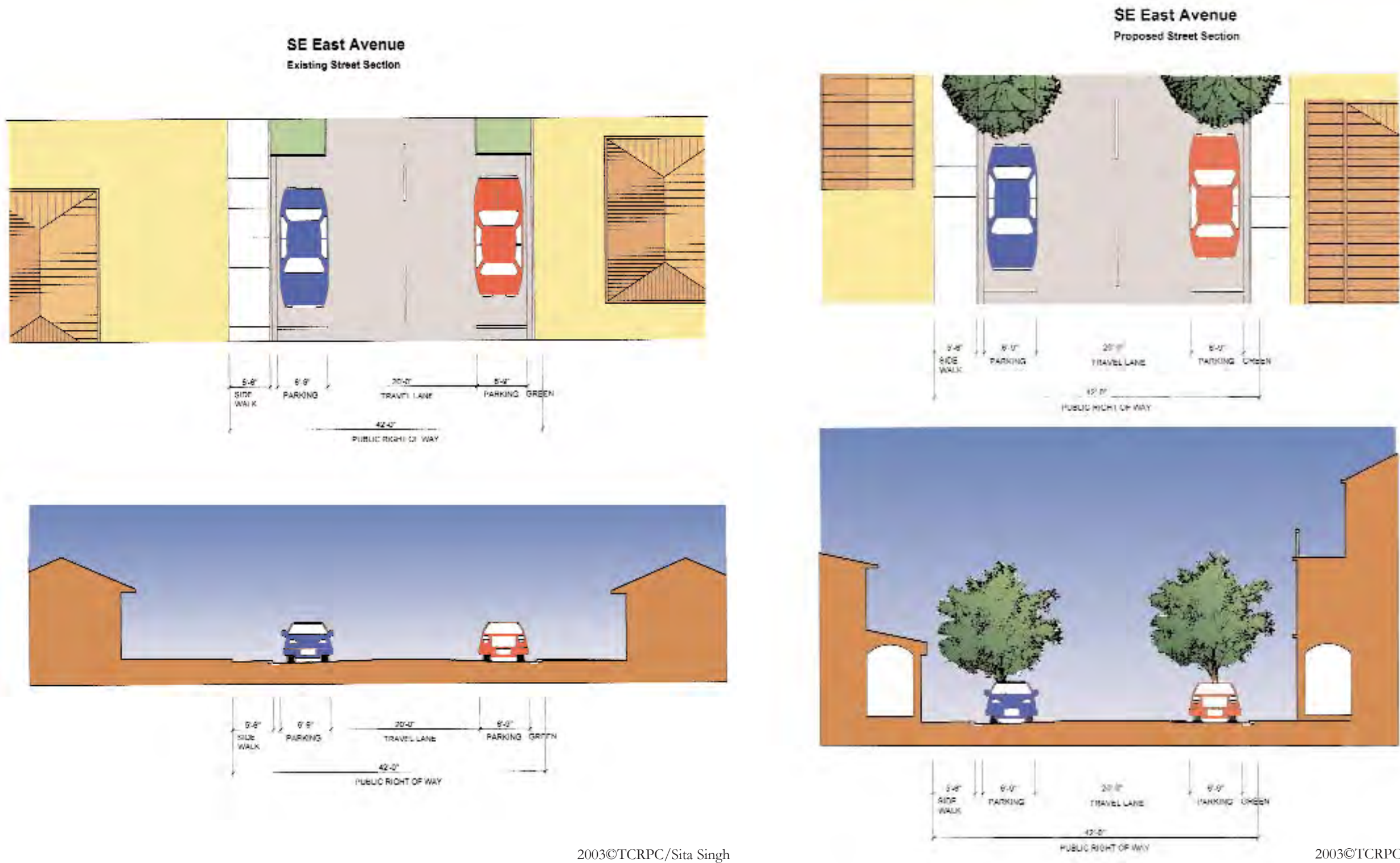
A view of East Avenue as a traditional neighborhood main street that incorporates existing structures redeveloped, such as the McHardy building.

EAST AVENUE EXISTING CONDITION



EAST AVENUE PROPOSED IMPROVEMENTS





THE SITUATION TODAY



The Gary Plaza

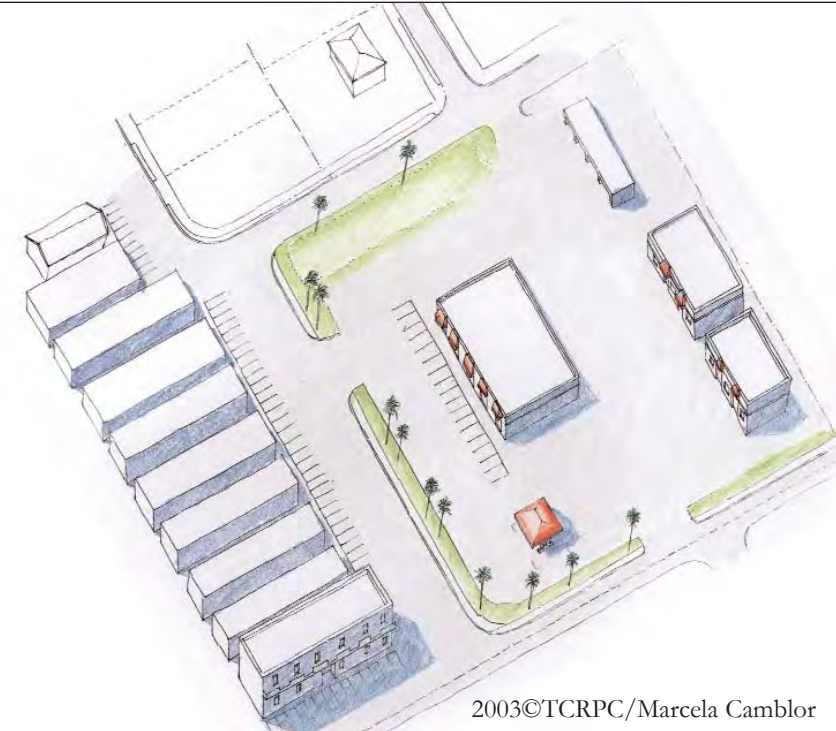
This convenience store and gas station surrounded by a high number of residential units is today an active gathering place for the community. Given the site’s current configuration - a building surrounded by a sea of parking, interrupting one of the neighborhood’s streets, pedestrian activity and gatherings 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

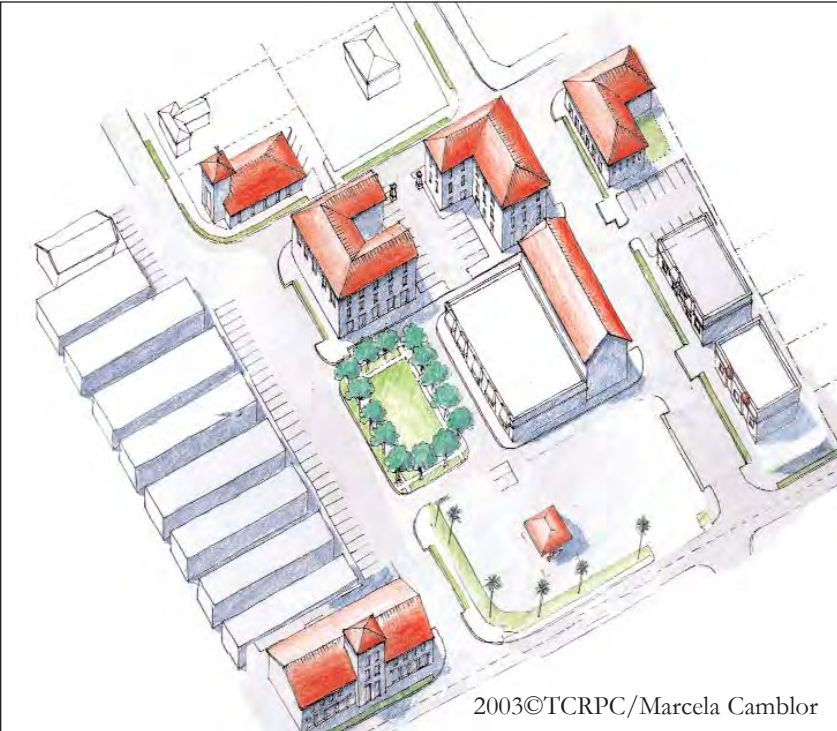


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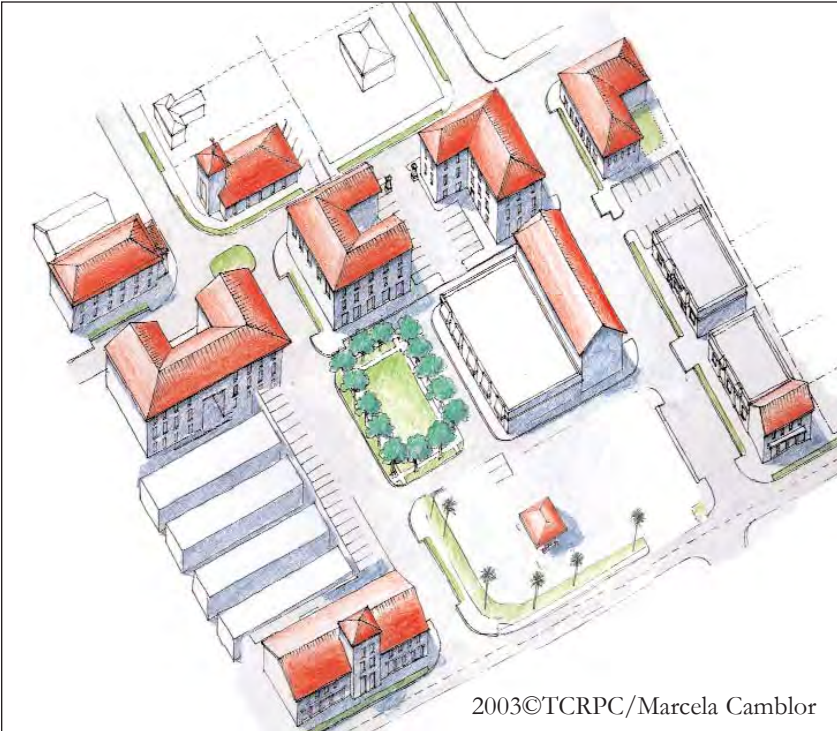
Existing Condition

- 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



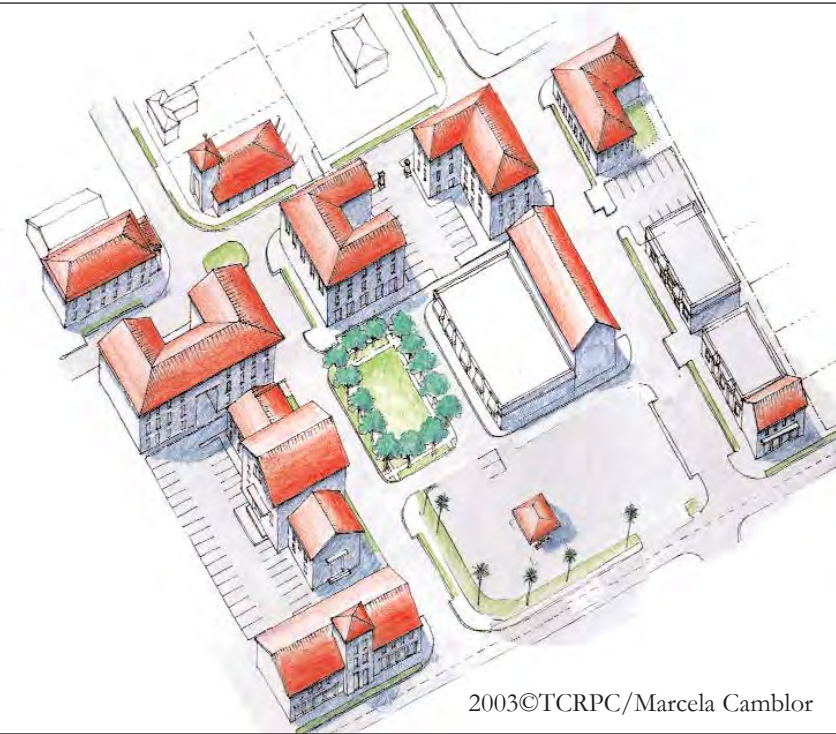
Phase I

- 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

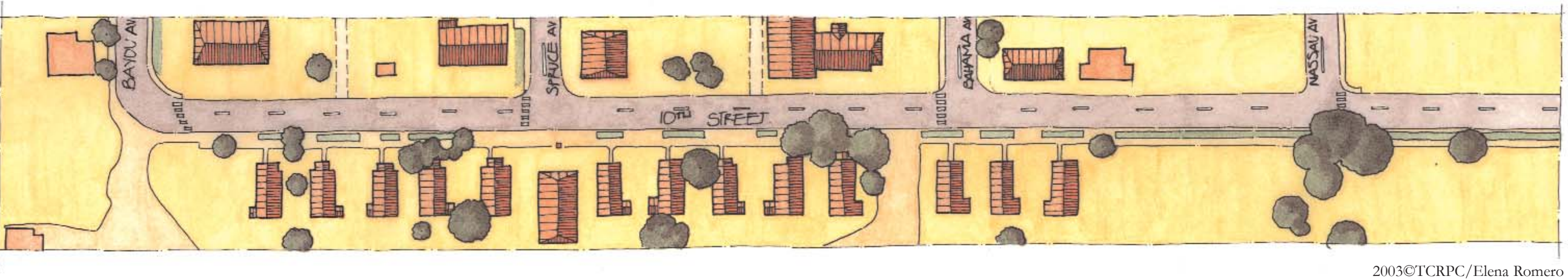
- Convert the existing gas station to a more urban “backwards gas station”
- Complete the Martin Luther King frontage of the site with mixed-use buildings.
- Over time, rebuild the existing retail shopping center and convenience store and allow them to accommodate additional stories and a mix of uses.





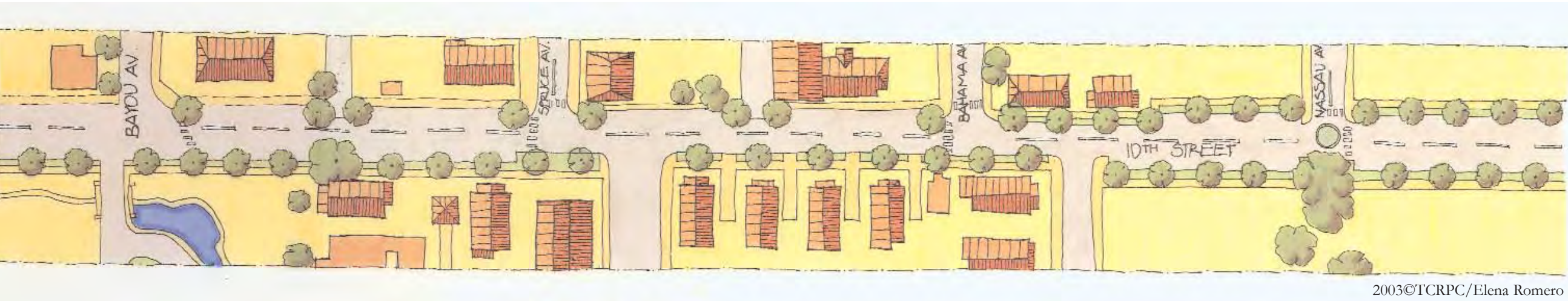
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10TH STREET EXISTING CONDITION

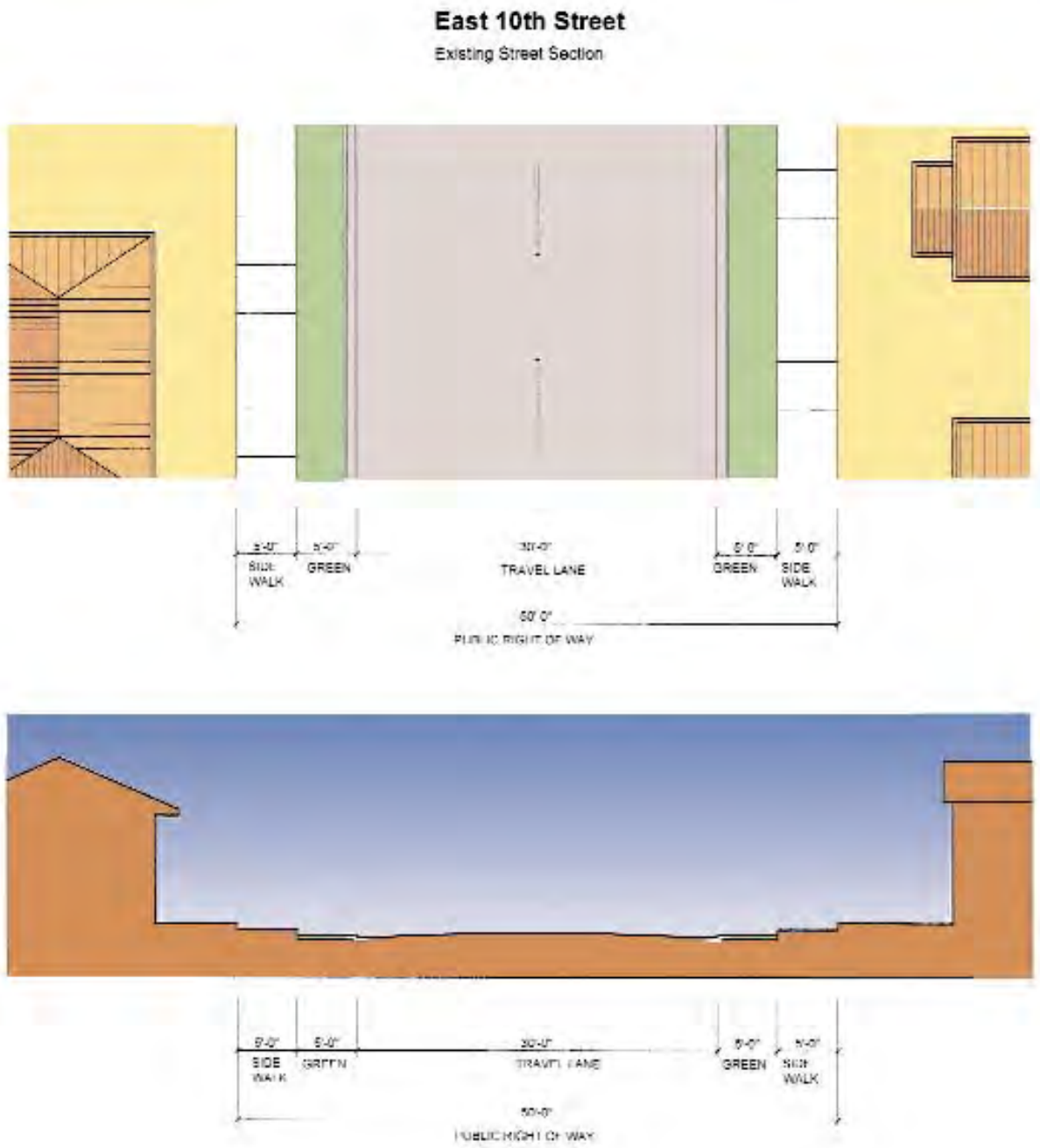


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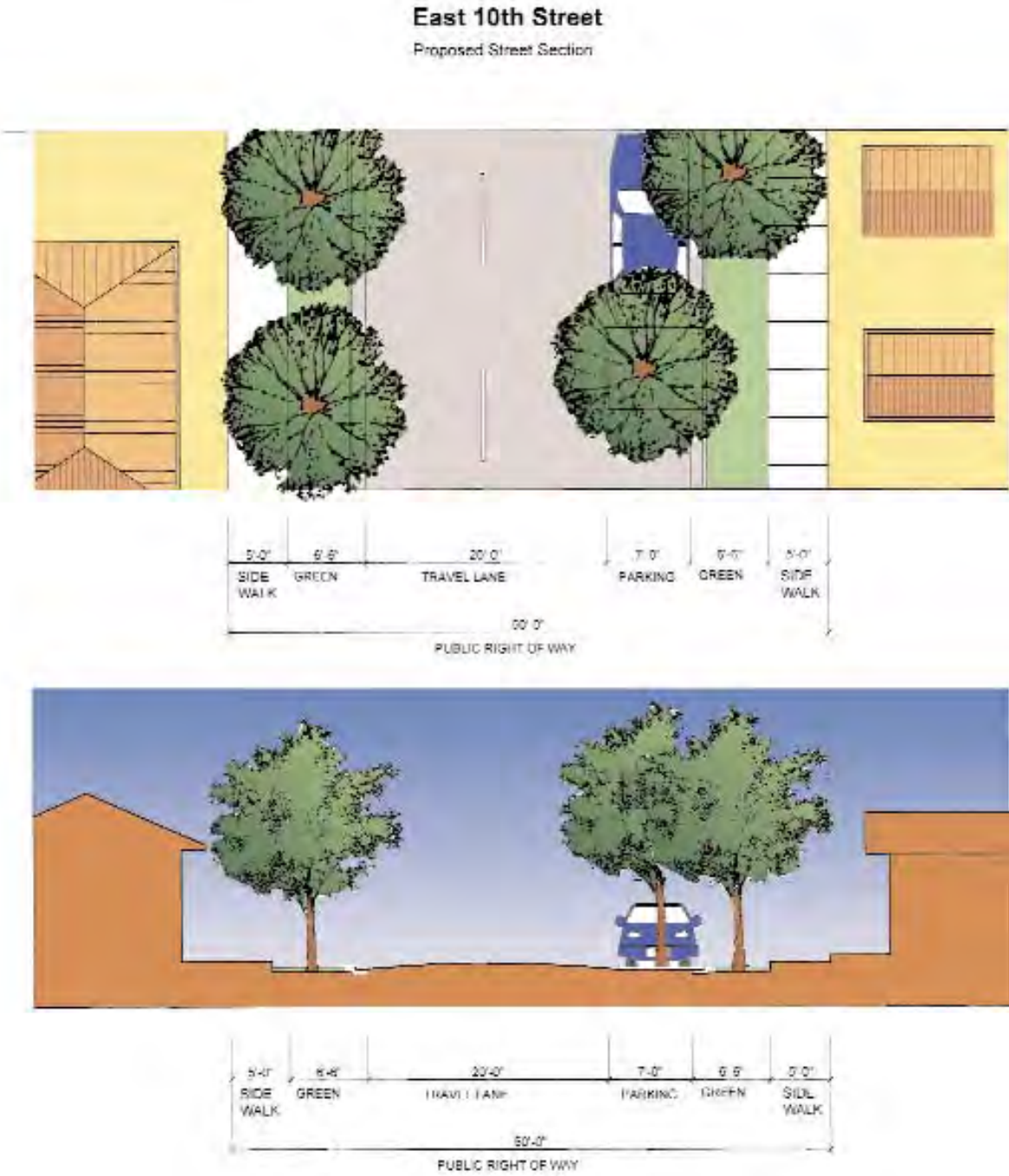
10TH STREET PROPOSED IMPROVEMENTS



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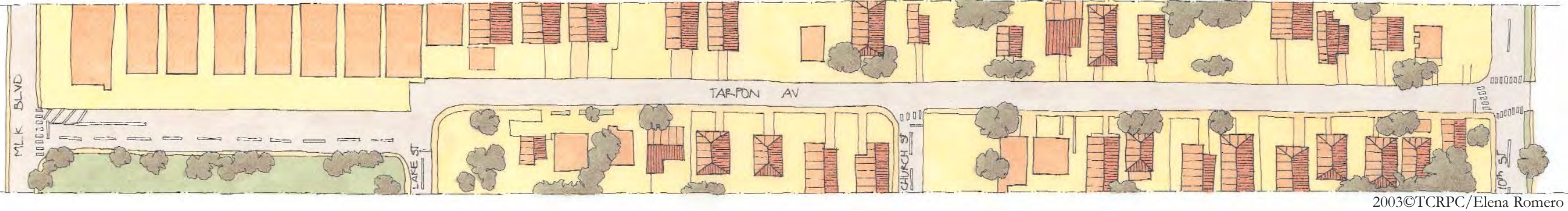


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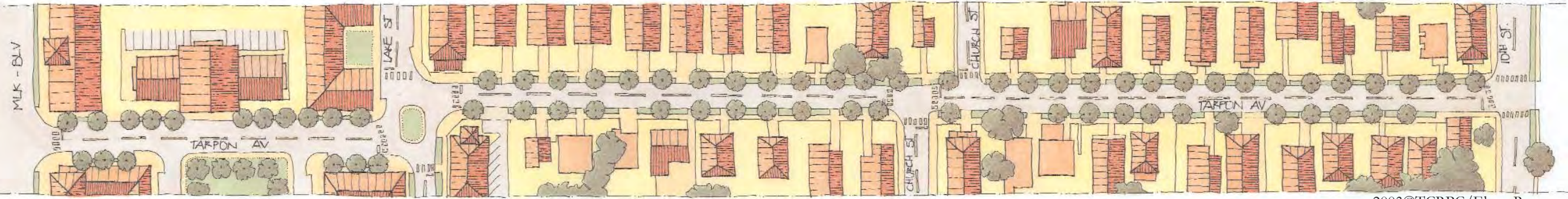
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TARPON EXISTING CONDITION



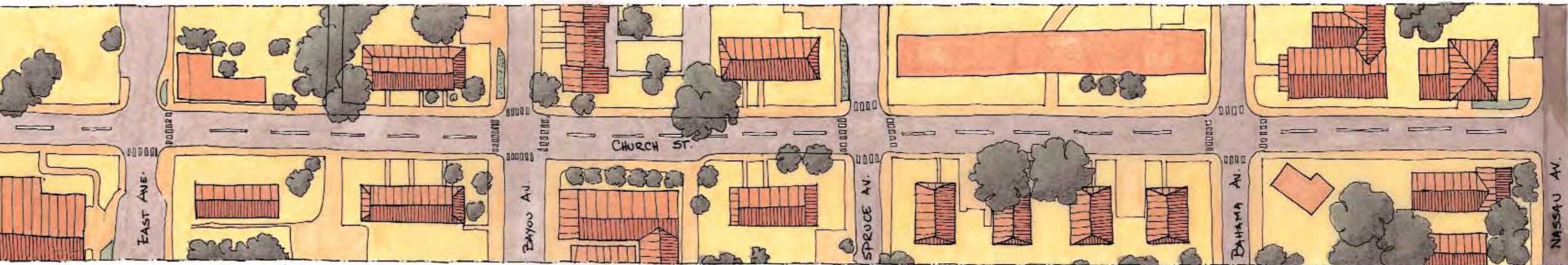
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TARPON PROPOSED



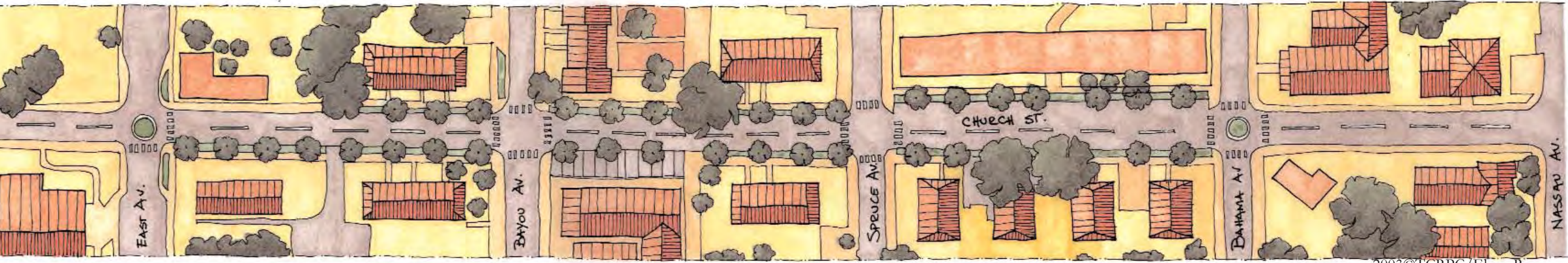
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CHURCH STREET EXISTING CONDITION



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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.

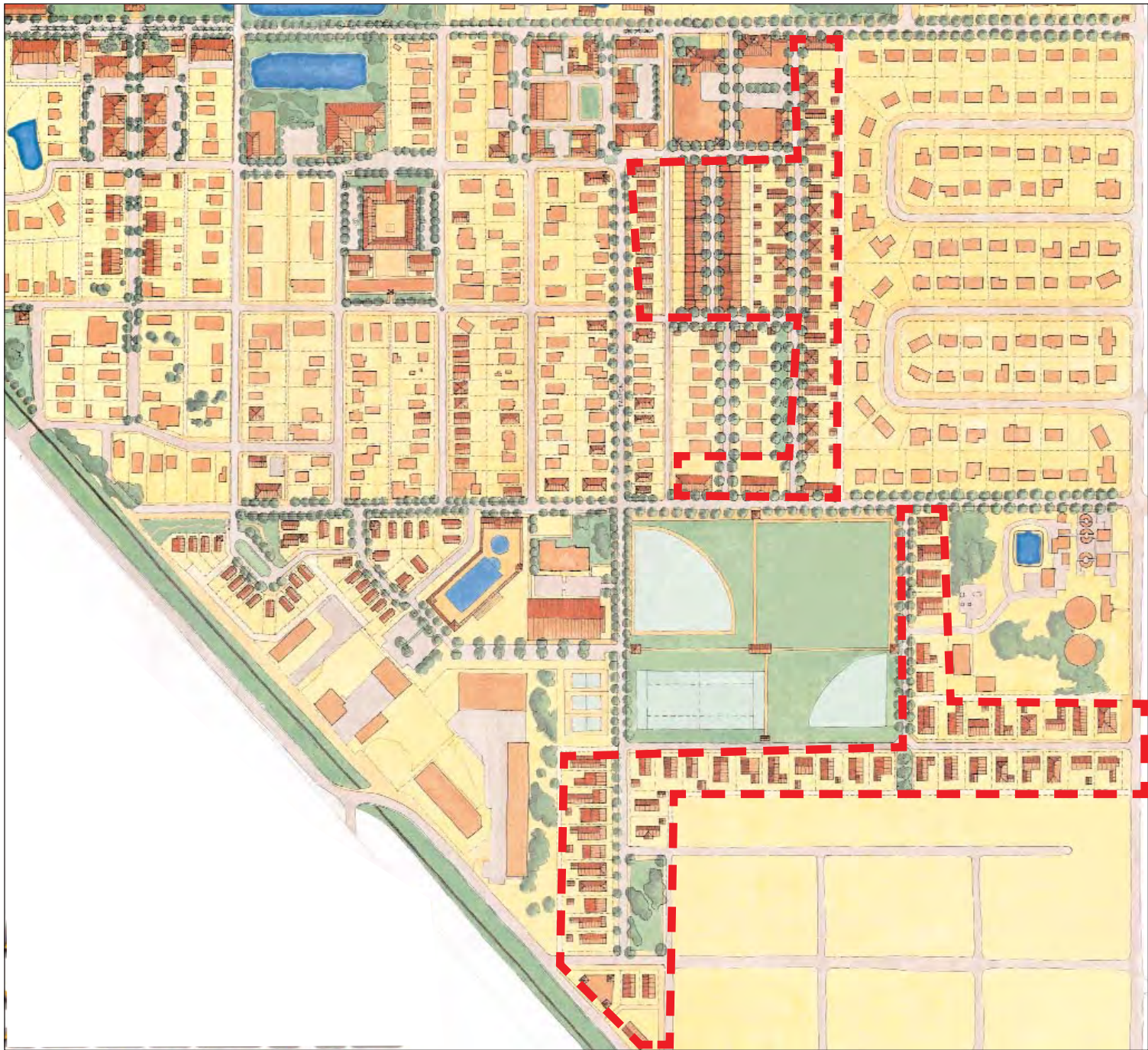
The City of Stuart and agencies like HUD and Habitat for Humanity have ongoing infill housing programs in East Stuart. The amount of vacant land in this neighborhood is an incredible opportunity to expand them and to create public/private partnerships that will trigger residential development.

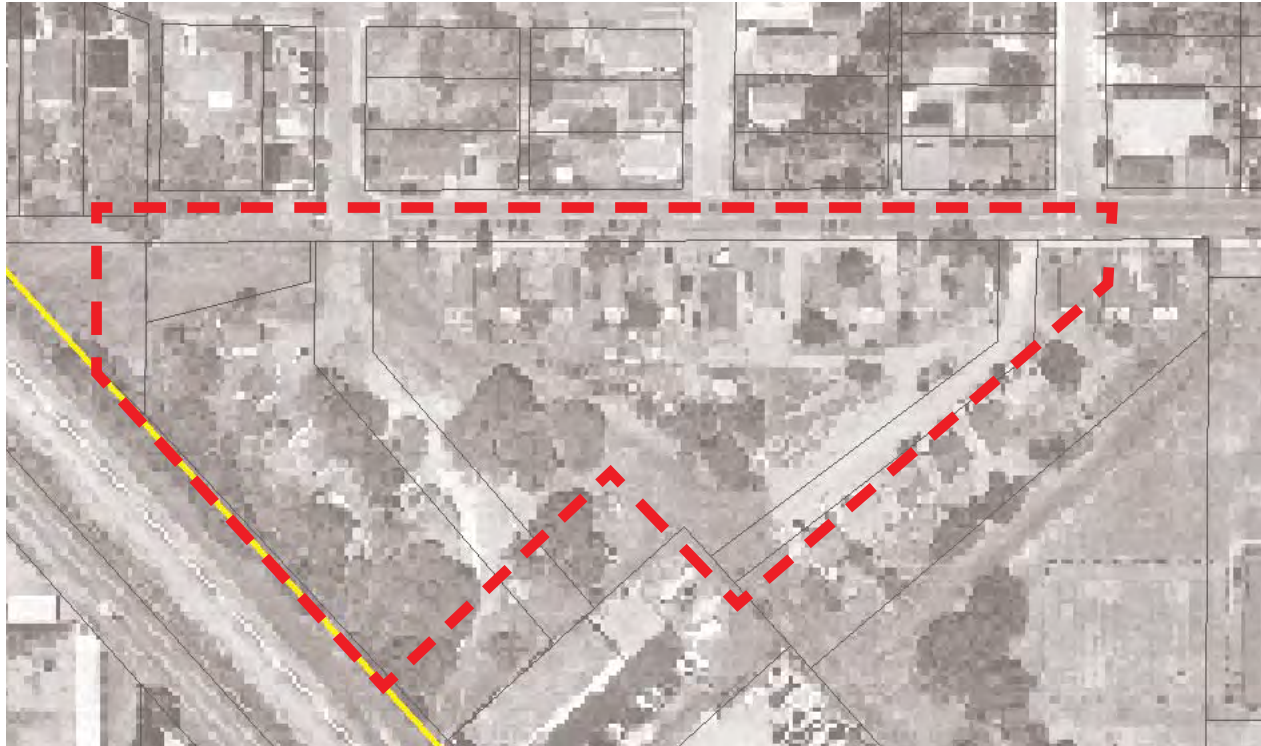
What is important to keep in mind is that with so much vacant land, whatever gets built will play a great role in defining the character of the neighborhood. Great architecture defines character. The problem is that so does bad architecture. The outlined area represents all potential infill and development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

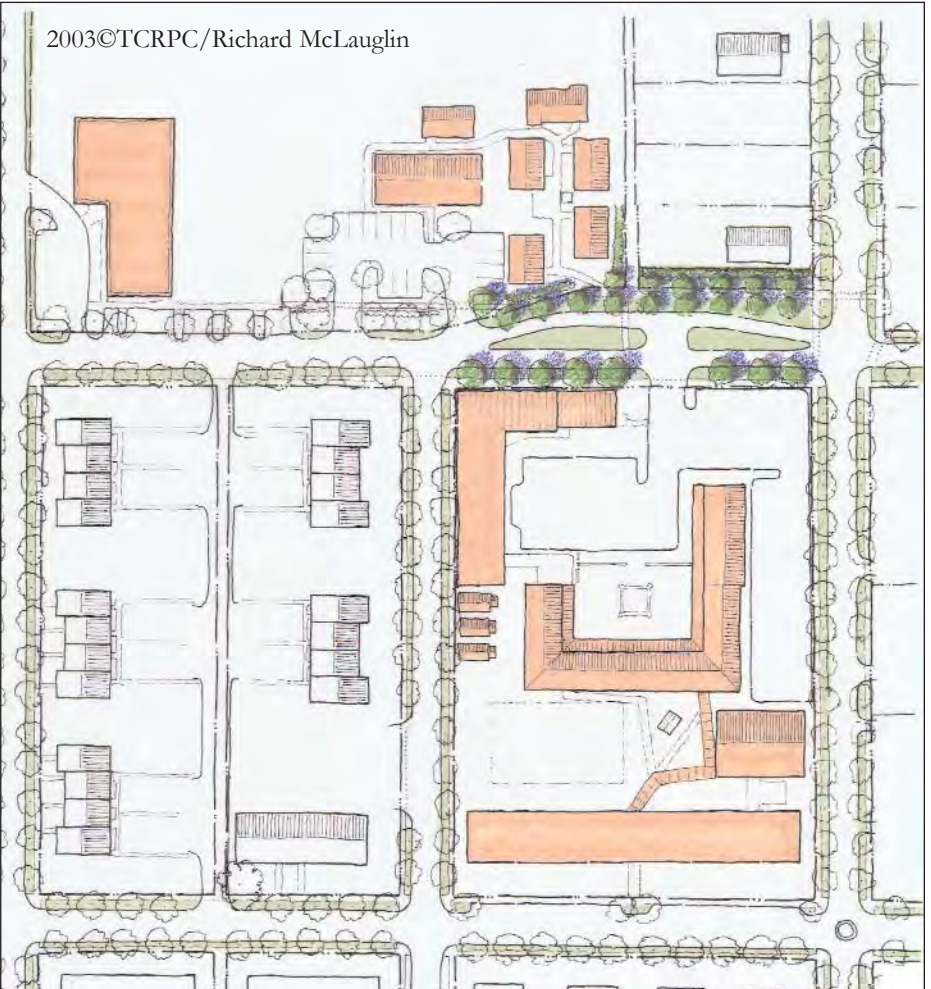
The design team conducted a series of pre-charrette interviews with different representatives of institutions within the community, in order to understand the organization's particular needs and incorporate them in to the citizen's master plan.

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



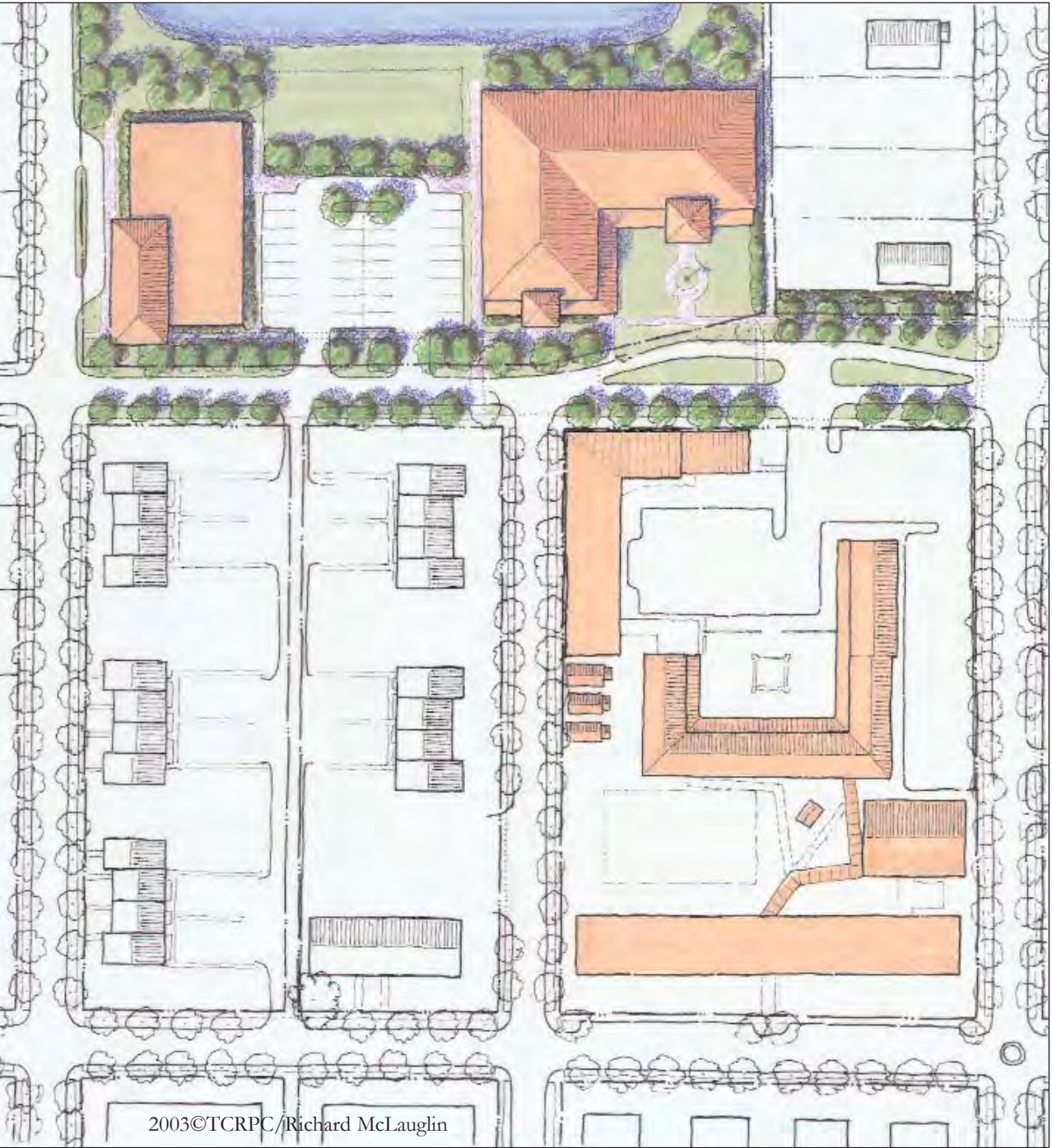
PHASE I

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.



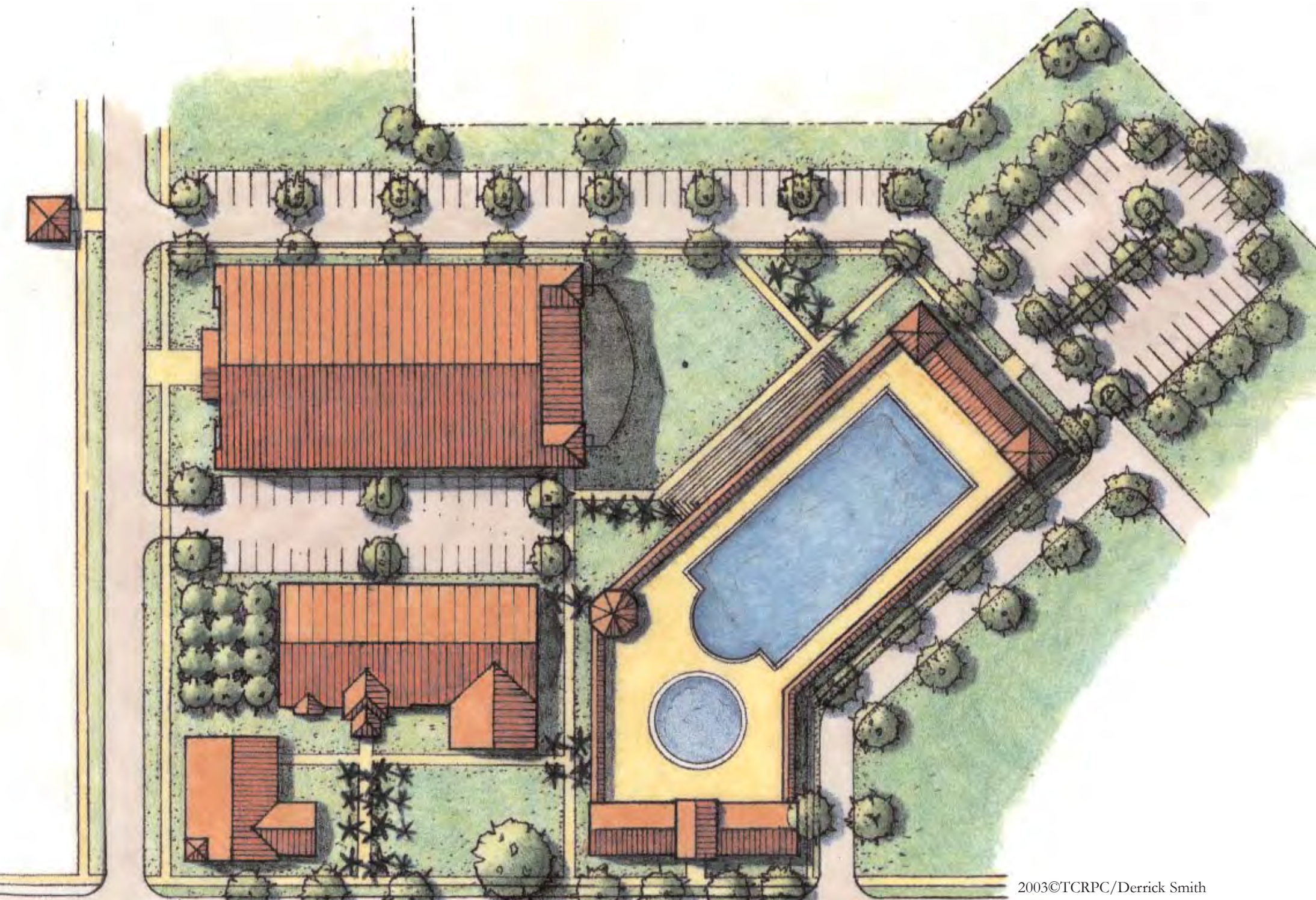
PHASE II



ULTIMATE BUILD-OUT



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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.

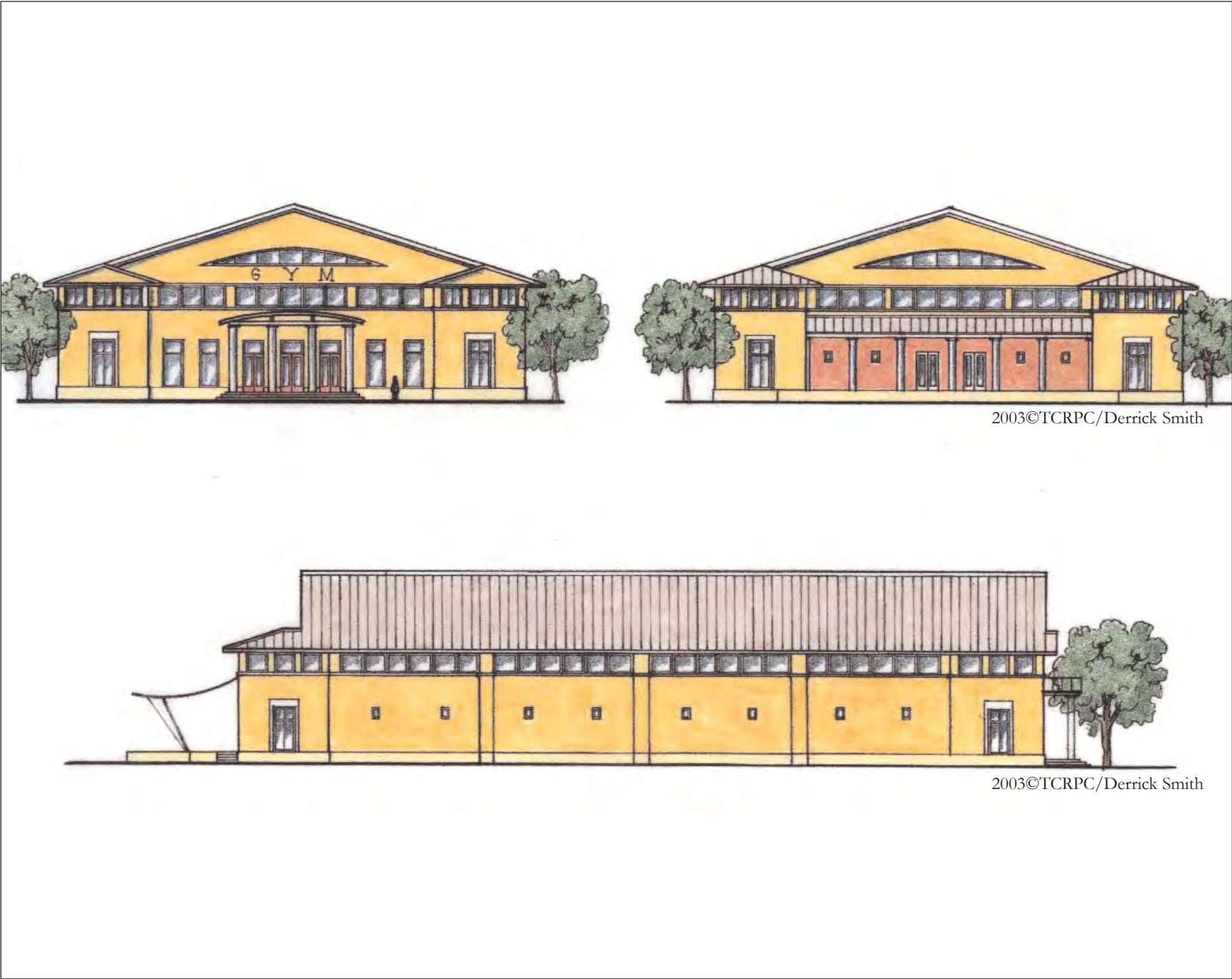
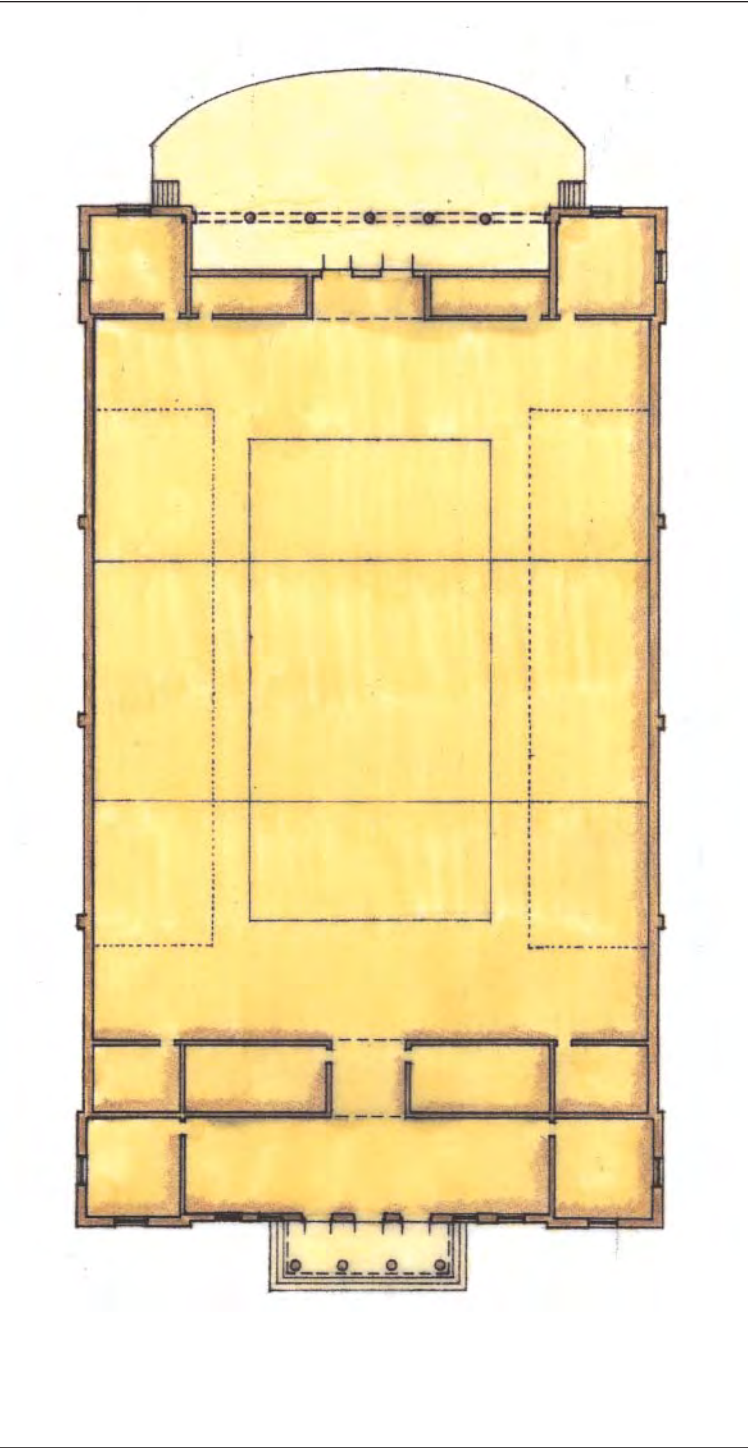
The master plan shows the proposed ultimate build-out of the 10th Street Recreation Center. This completed project includes a public pool, a water fountain or shallow pool, a gymnasium to complement the facility proposed at J.D. Parker, and additional baseball and soccer fields.

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).

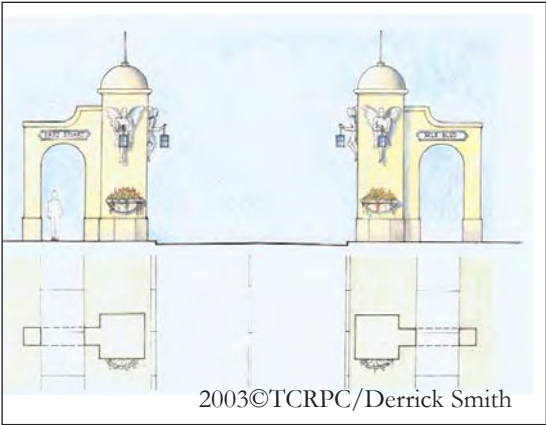
This change of ownership will enable participation of State and Federal funding for restoration and historic



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.

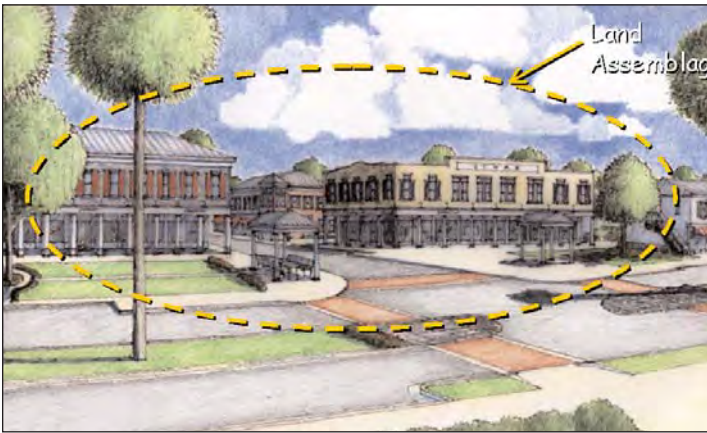
Moderate Priority Items

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.



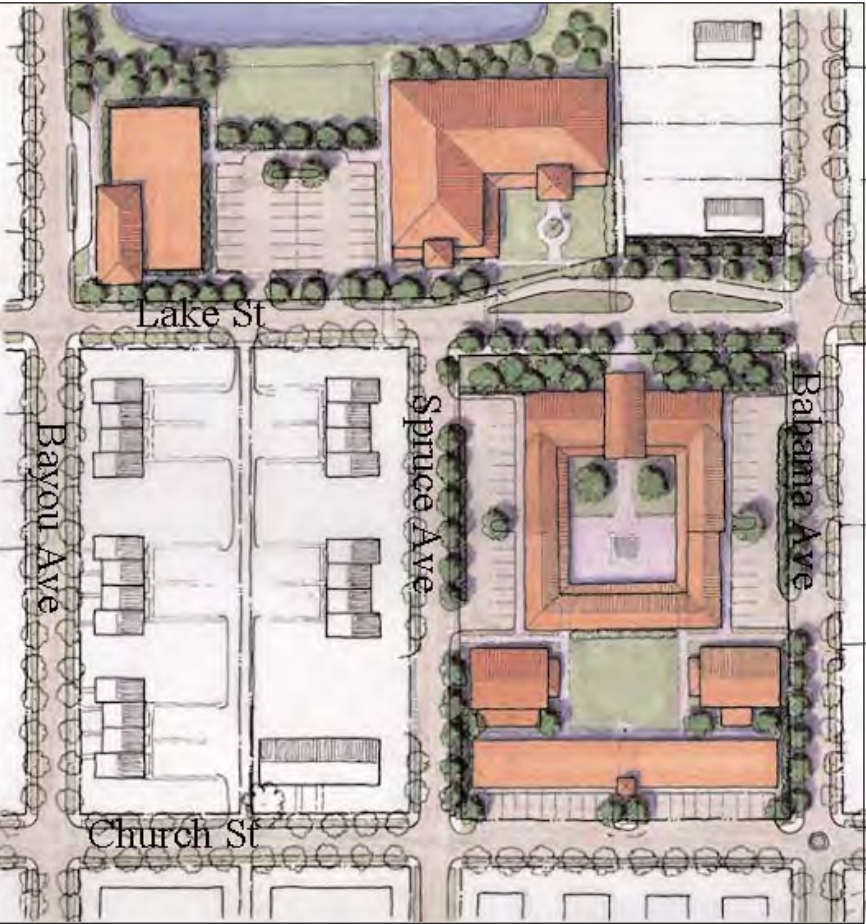
Over time, and tied to the development of City-owned property surrounding it, the recreation center should incorporate the additional recreation uses requested by the community described in this report.

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

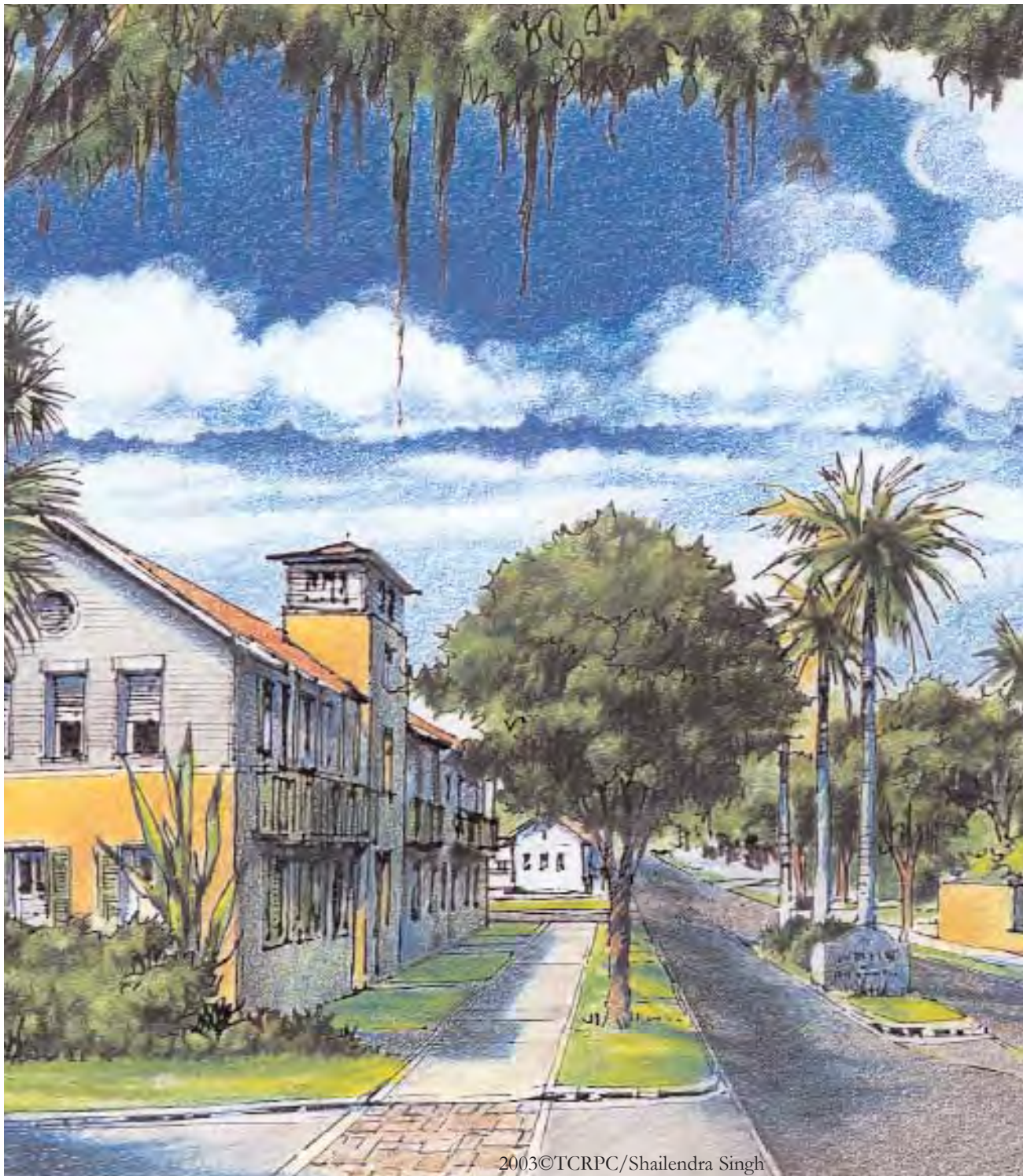
- 1- Expand the CRA plan to include the areas shown in the master plan
- 2- Develop an overlay zoning code
- 3- Preserve the McHardy building
- 4- Prioritize improvements
- 5- Create a package of incentives for development in the area
- 6- Reconfigure Martin Luther King Boulevard

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)



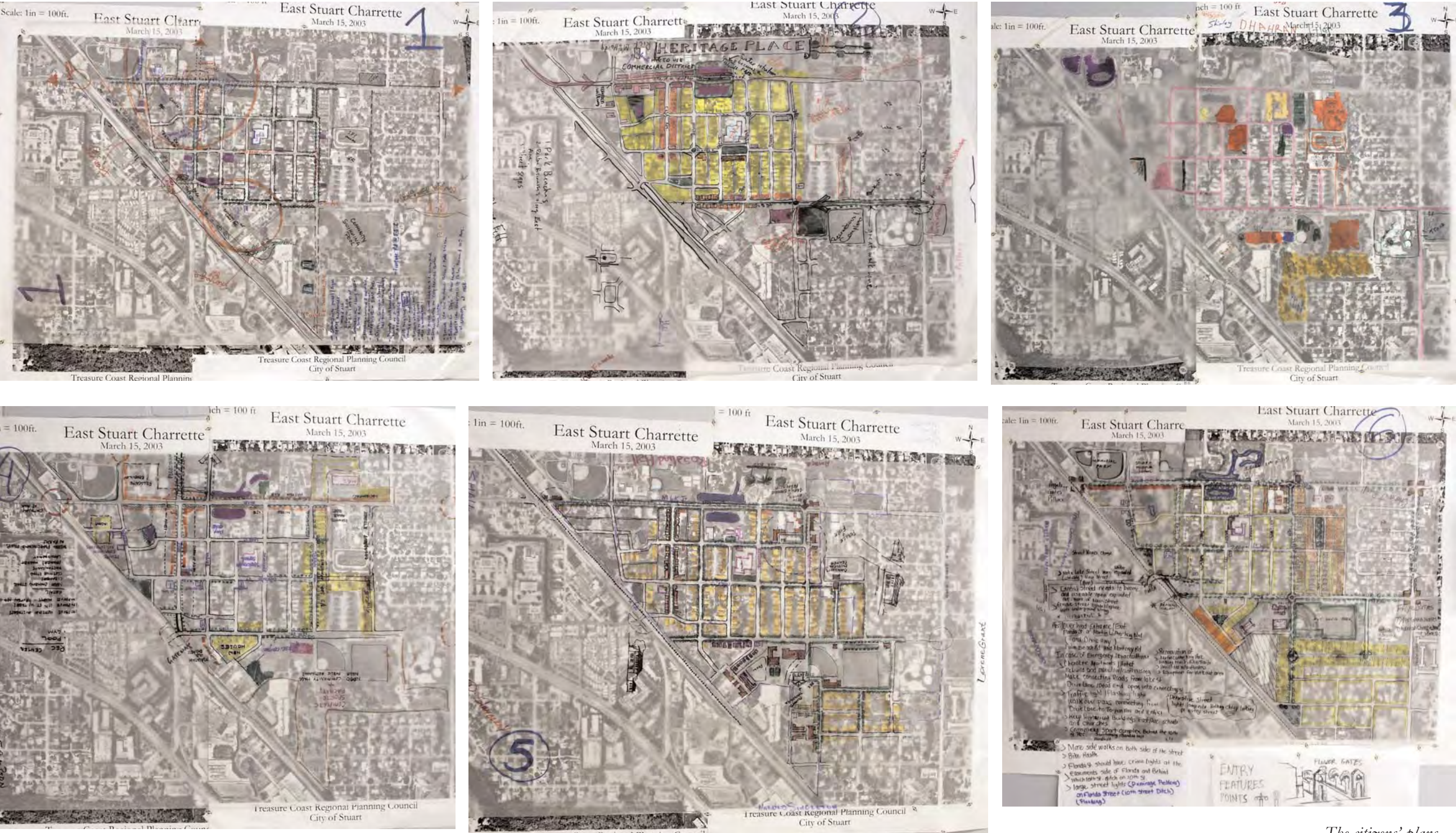


Views of the residents drawing their ideas





Residents presenting their group's plans.



The citizens' 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

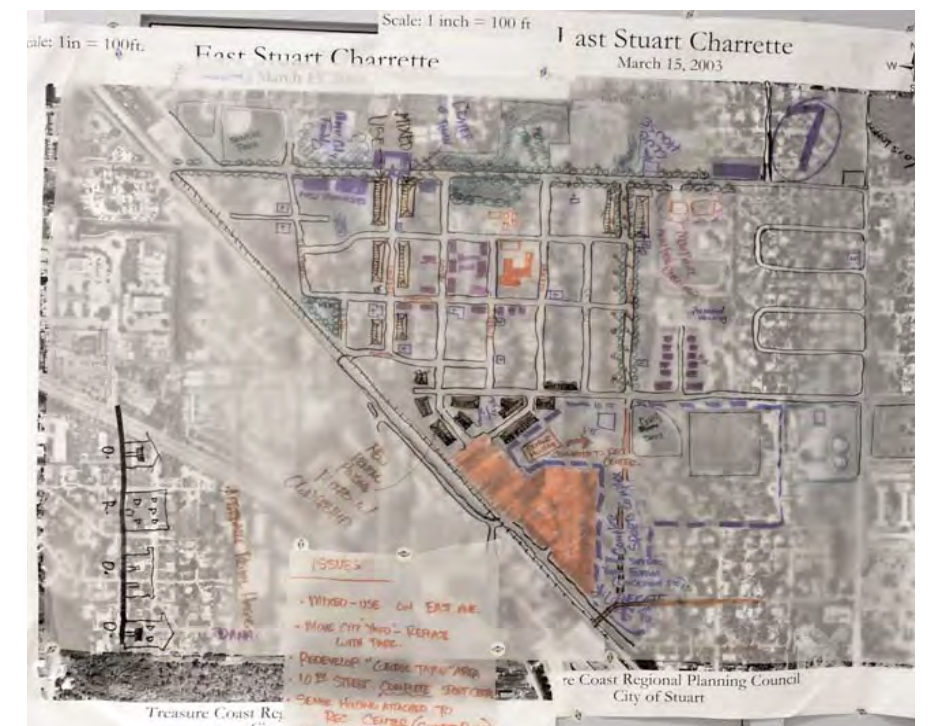
Michael J. Busha, AICP	Executive Director
Terry L. Hess, AICP	Planning Director
Marcela T. Cambor	Urban Design Coordinator
Shirley H. Monroe	Graphics Designer
Elizabeth L. Gulick	Administrative Secretary
Peter G. Merritt,	Ph.D. Regional Ecologist
James T. Snyder	DRI Coordinator
Gregory P. Vaday	Economic Development Coordinator
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Diane Martin	Accounting Clerk
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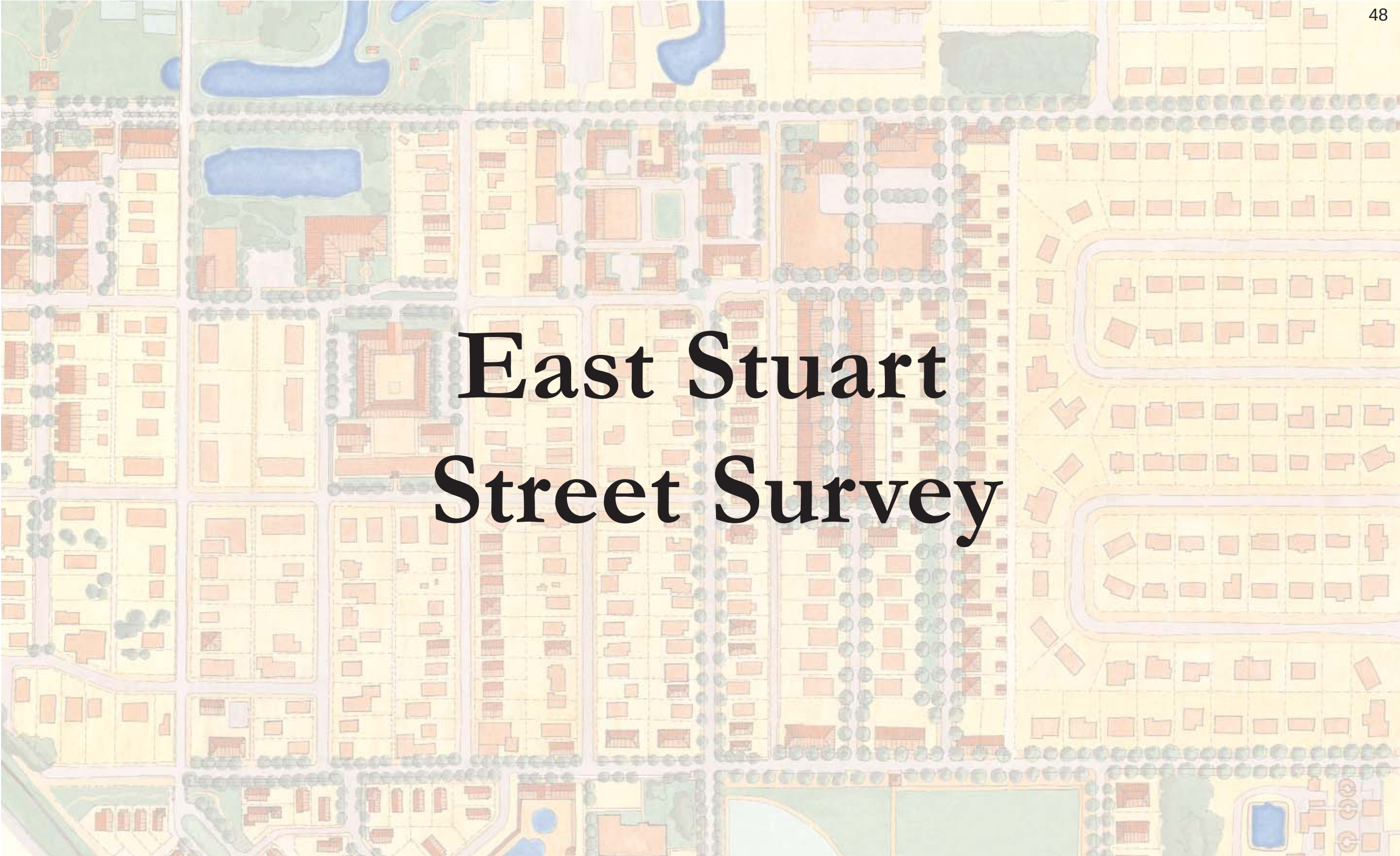
THE DESIGN TEAM

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

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

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
Sidewalks	On the North side	On the South side
	On the North side	On the South side
Planting Strip		
On Street Parking	No	-
	Palm trees and other on both sides	-
Landscaping		
Lighting	On the South side	Pedestrian lights on both sides
	No	-
Benches		
Trash Receptacles	No	On one side
	Water retention pond on the North side	Treatment for pond
Other		
Housing	Single family on both sides	-
	One lot on the North side	Infill with single family
Vacant Land		
Retail	No	-

	Lake St between East and Bayou Ave Westbound	
	Existing	Proposed
	On the South side	On the North side
	On both sides	-
	No	Parallel parking on the North side
	Palm trees on both sides	-
	On the North side	Pedestrian lights on both sides
	No	On the South side
	No	On one side
	Abandoned houses on the South	Reform/remodel abandoned houses
	Single family on both sides	-
	No	-
	No	-

	Lake St between Bayou and Spruce Ave Westbound	
	Existing	Proposed
	On both sides	-
	On both sides between parking spaces	Continuous green on both sides
	Perpendicular parking on the North side	Parallel parking on the North side
	Trees and green on both sides	-
	No	Pedestrian lights on both sides
	No	On the South side
	Dumpster on the North side	On one side
	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
	No	-
	No	-

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	No	Parallel parking on the North side
On Street Parking	No	Trees on both sides
Landscaping	On both sides	Pedestrian lights on both sides
Lighting	No	On the South side
Benches	Dumpsters on the North side	Shield dumpsters
Trash Receptacles	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	Trailers on the North side	Infill multi-family - See proposal for Lake Park
Housing	No	-
Vacant Land	No	-
Retail	No	-

	Lake St between Bahama and Nassau Ave Westbound	
	Existing	Proposed
Sidewalks	On the South side	On the North side
	No	Green on both sides
Planting Strip	No	Parallel parking on the North
On Street Parking	No	Trees on both sides
Landscaping	On the South side	Pedestrian lights on both sides
Lighting	No	On the South side
Benches	No	On one side
Trash Receptacles	No	-
Other	Single family housing on both sides	-
Housing	No	-
Vacant Land	On the North side	-
Retail		

	Lake St between Nassau and Tarpon Ave Westbound	
	Existing	Proposed
Sidewalks	On both sides	-
	No	Green on both sides
Planting Strip	No	Parallel parking on the North side
On Street Parking	Palm trees and shrubs on the North side	Trees on both sides
Landscaping	No	Pedestrian lights on both sides
Lighting	No	On the South side
Benches	No	On one side
Trash Receptacles	Canvas tent on South side	Lake St extended to the West - See Gary Plaza project
Other	Single-family on the South side	-
Housing	No	-
Vacant Land	On the North side	-
Retail		

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	Existing	Proposed	Existing	Proposed
	Existing	Proposed						
		On the North side		On the South side		On the South side		On the North side
Sidewalks								
		No		On both sides		On the South side		On both sides
Planting Strip								
		No		-		No		-
On Street Parking								
		No		Trees on both sides		No		Trees on both sides
Landscaping								
		On the South side		Pedestrian lights on both sides		On the South side		Pedestrian lights on both sides
Lighting								
		No		On both sides		No		-
Benches								
		No		On one side		No		On one side
Trash Receptacles								
		Fire hydrant on the North side		See proposal for MLK		Unpaved alley on the North side and church on the North side		Pave alley
Other								
		Single family housing on the North side		-		Single family on the North side		-
Housing								
		No		-		No		-
Vacant Land								
		No		-		No		-
Retail								

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.



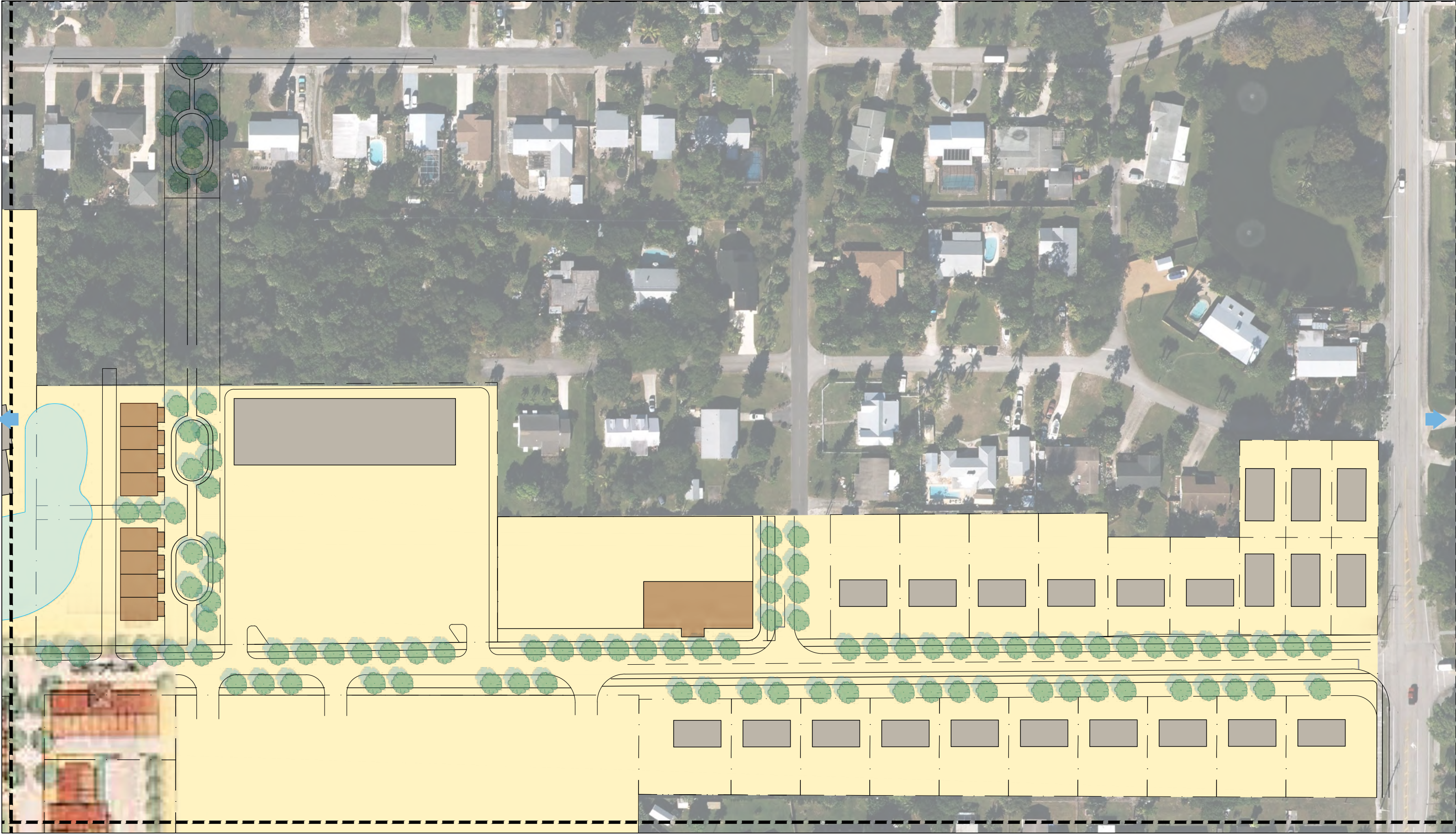
EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN





EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN





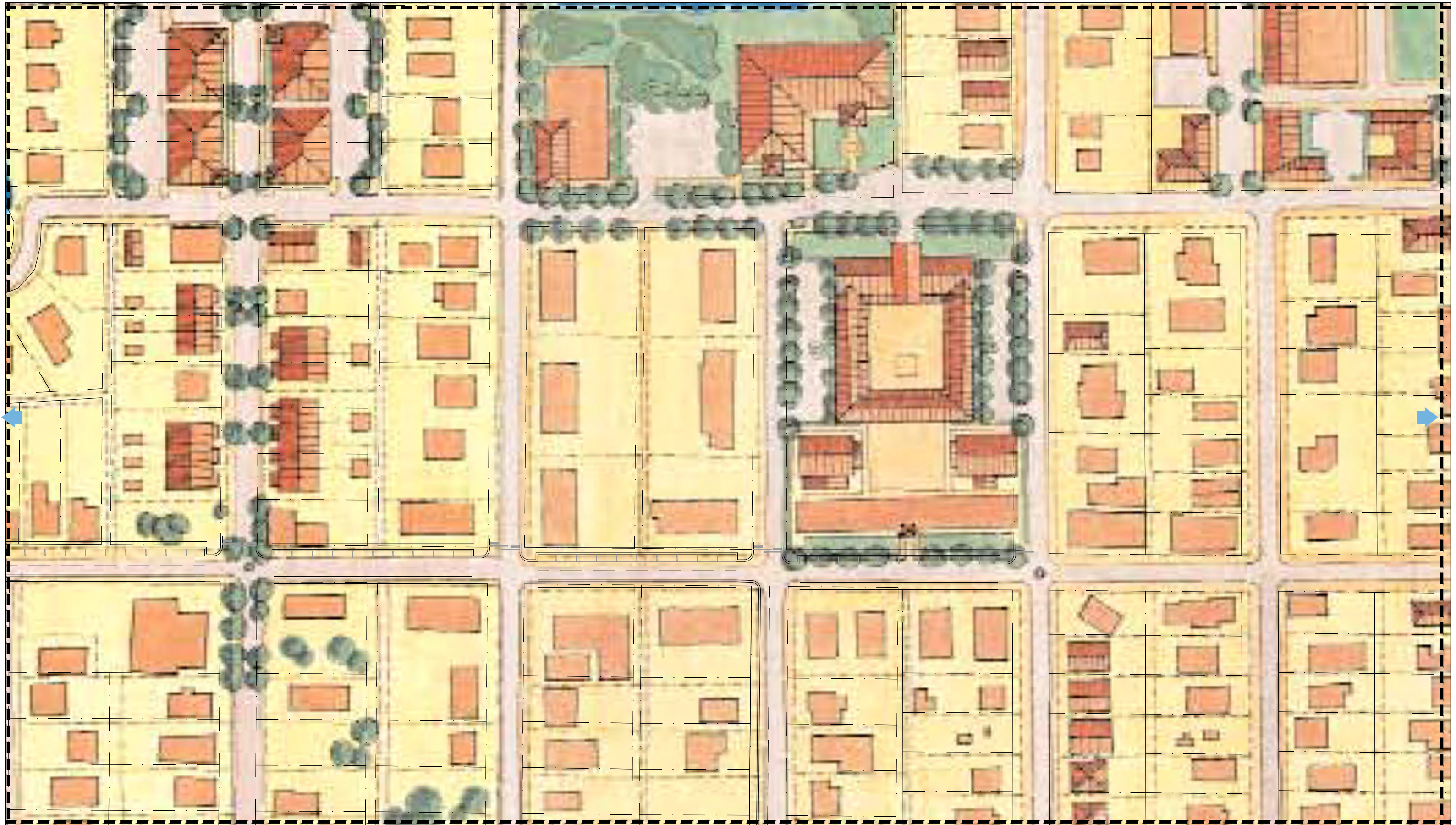
EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN





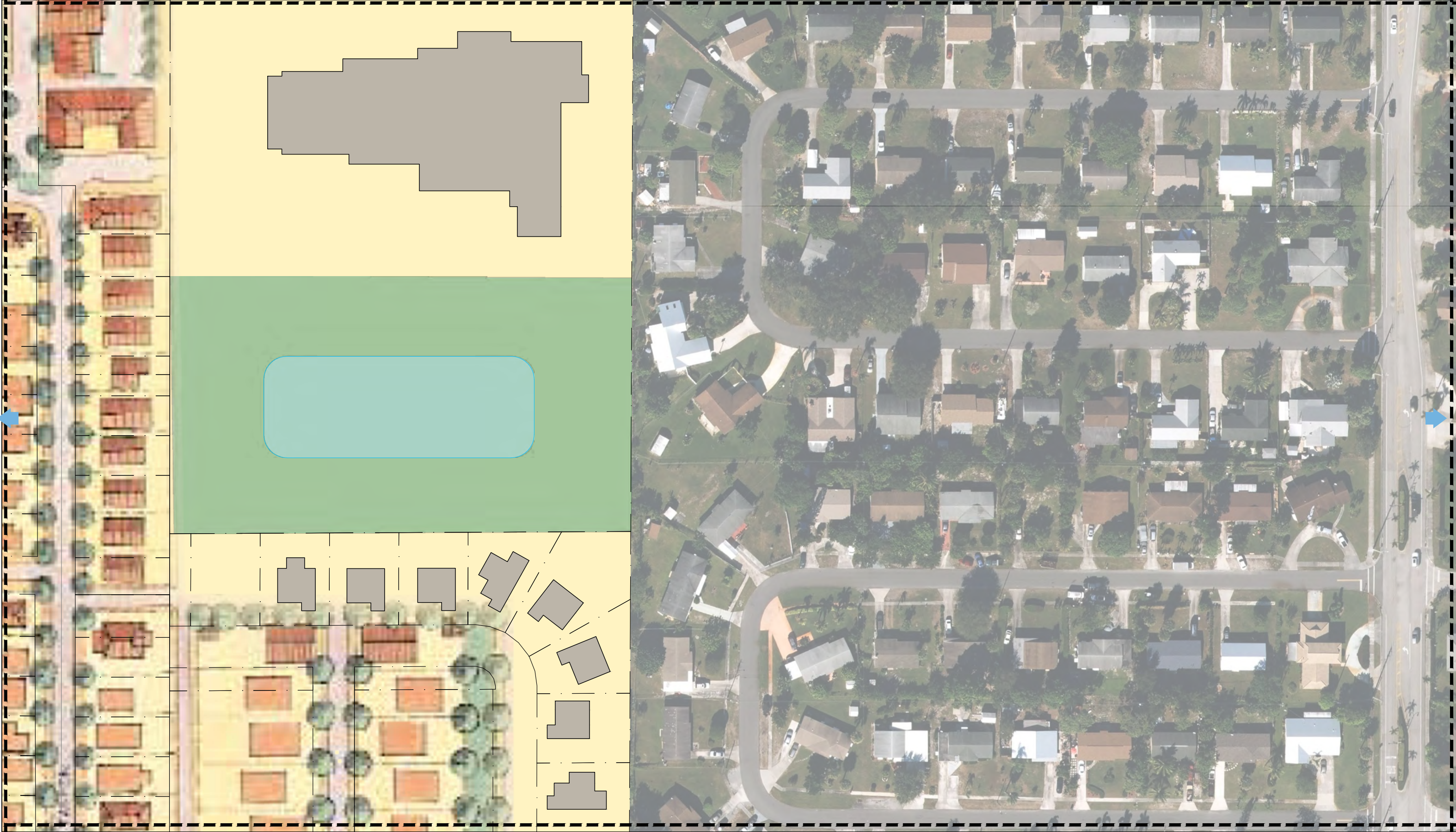
EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN





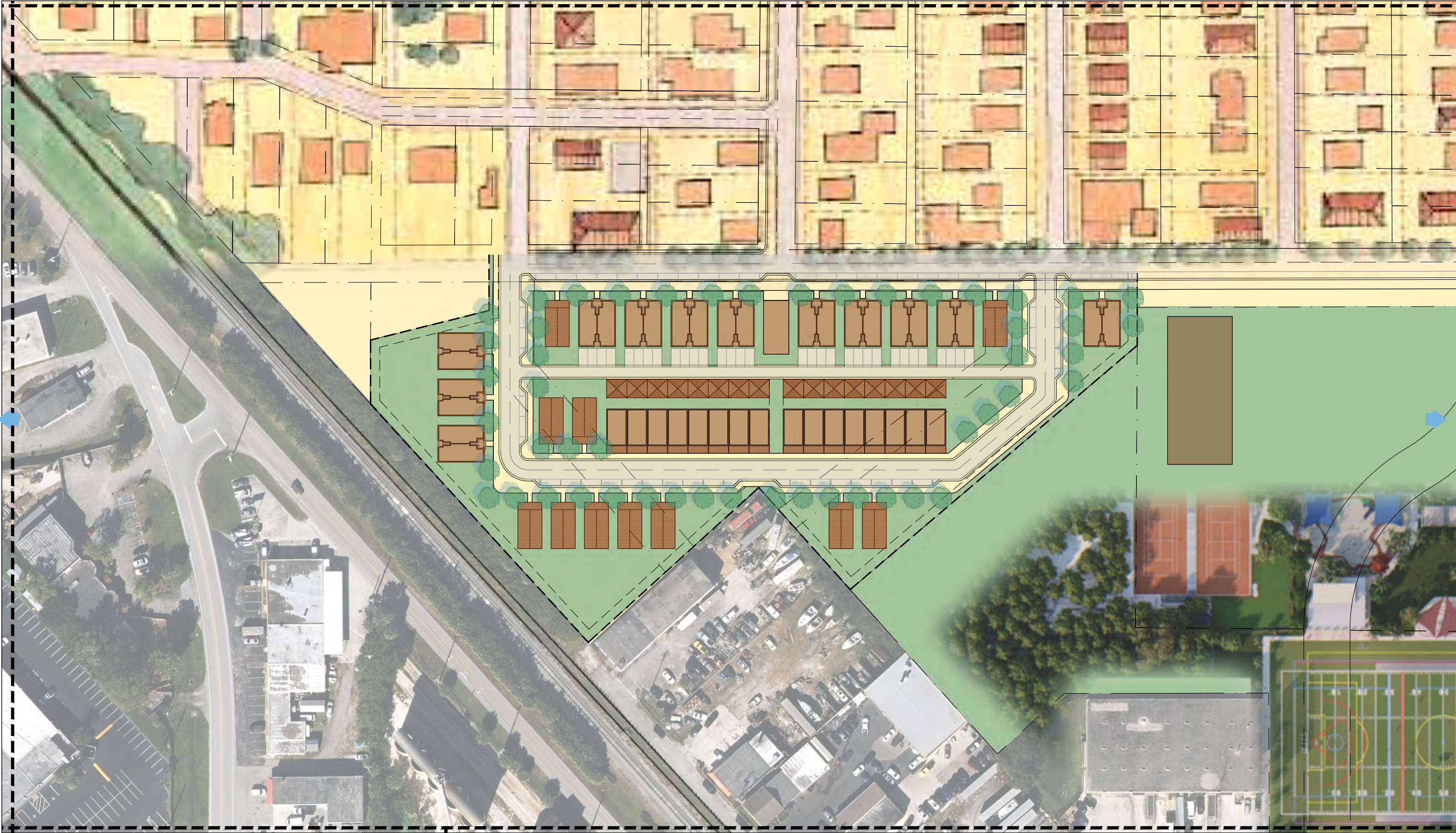
E A S T S T U A R T
N E I G H B O R H O O D
DETAIL MASTER PLAN





EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN





EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN





EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN





EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN





EAST STUART
NEIGHBORHOOD
DETAIL MASTER PLAN



**CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board**

Meeting Date: 7/11/2023

Prepared by: Pinal Gandhi-Savdas

Title of Item:

DISCUSSION & DELIBERATION - DOWNTOWN TRAM SYSTEM

Summary Explanation/Background Information on Agenda Request:

At the last CRB Meeting, staff presented information on Downtown Tram operations and funding. The purpose of this item is to discuss the goals of the downtown Tram system that is consistent with a vision of enhanced mobility and economic development for the Downtown Stuart Area.

In 2019, the Martin Metropolitan Planning Organization (MPO) assisted the City of Stuart in evaluating the downtown tram system and building a business plan for the service. The business plan provided information on how to move forward after the FDOT Public Transit Service Development Program grant for the tram expired in June 2019 and developed the short-term (2019), the mid-term (2020-2021) and the long-term goals (2022-2025) of the tram and recommended actions for the city to continue to support the vision of the Tram system. The presentation will provide an update on the progress of the recommended actions over the years (see attached).

Funding Source:

N/A

Recommended Action:

Provide feedback to improve and enhance the downtown tram system to maximize community benefits.

ATTACHMENTS:

1. Stuart Tram - MPO Business Plan GOALS

Goal

Continue to Plan, Operate and Maintain the Downtown Stuart Tram consistent with a Vision of enhanced mobility and economic development.

SHORT TERM – 2019

- » 2019 - Continue to Enhance, Operate and Maintain the Downtown Stuart Tram
- » 2019 - Implement plan to extend service to Sailor's Return - **Underway**
- » 2019 - Pilot a fixed route schedule
- » 2019 - Define staffing – roles and responsibilities
- » 2019- Market service
- » 2019 - Adopt a dynamic 5-year Financial Plan that should be continuously updated
 - Initiate efforts to increase revenue stream
 - CRA Funding Projections
 - Parking Revenue Estimates
 - Coordinate with Martin County on potential Federal Transit Administration 5307 funding for future use
 - Advertising – Vehicles and Shelters
 - Special Event Fees
- » Prepare and submit 2020 to 2025 Budget Plan

MID TERM – 2020-2021

- » Maintain existing service levels
- » 2020 - Implementation and accrue revenues from:
 - Advertising
 - Special Events
 - Parking
- » 2020 - Apply for a FDOT Intermodal Grant for a new shelter
- » 2021 - Implement FDOT Intermodal Grant and Construct Shelter
- » 2021 – Develop Interlocal Agreement with Martin County and begin reporting miles for Federal 5307 funds
- » 2021 - Research purchase of vehicle replacement in 2022
- » Plan and Prepare annual 5-year Budget Plans

LONG TERM – 2022-2025

- » 2022 - Vehicle Replacement
- » 2022 - Prepare and submit FDOT Transit Service Development Grant application for expanded service
- » 2022 - Apply for FDOT Intermodal Grant for a new shelter
- » 2023 - Receive Federal 5307 funds
- » 2023 - Implement FDOT Service Development Grant - Purchase New Vehicle, implement new service and market new service
- » 2023 - Implement FDOT Intermodal Grant and Construct Shelter
- » 2024 - Vehicle Replacement
- » 2024 - Increased advertising on new shelter and 3rd in-service vehicle
- » 2024 - Apply for FDOT Intermodal Grant for a new shelter
- » 2025 - Implement FDOT Intermodal Grant and Construct Shelter
- » Plan and Prepare annual 5-year Budget Plans