Triangle District Master Plan

DRAFT July 2021

PREPARED FOR:

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Merritt Matheson, Vice Mayor
Michael Meier, Commissioner
Becky Bruner, Commissioner
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COMMONLY USED ABBREVIATIONS

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

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

EXECUTIVE SUMMARY

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

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

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

STUDY AREA

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

KEY RECOMMENDATIONS

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

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



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

EXISTING CONDITIONS & BACKGROUND

EXISTING LAND USE & ZONING

The Future Land Use is uniformly assigned as Downtown.

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

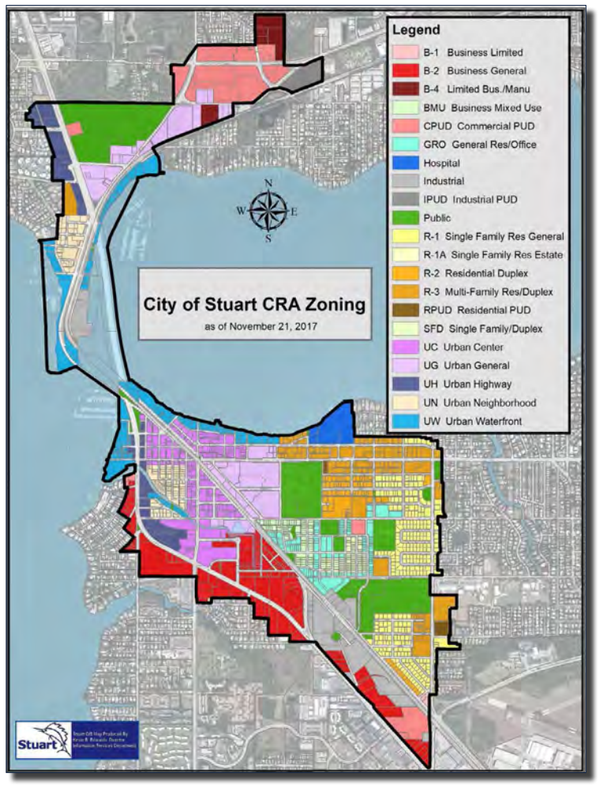
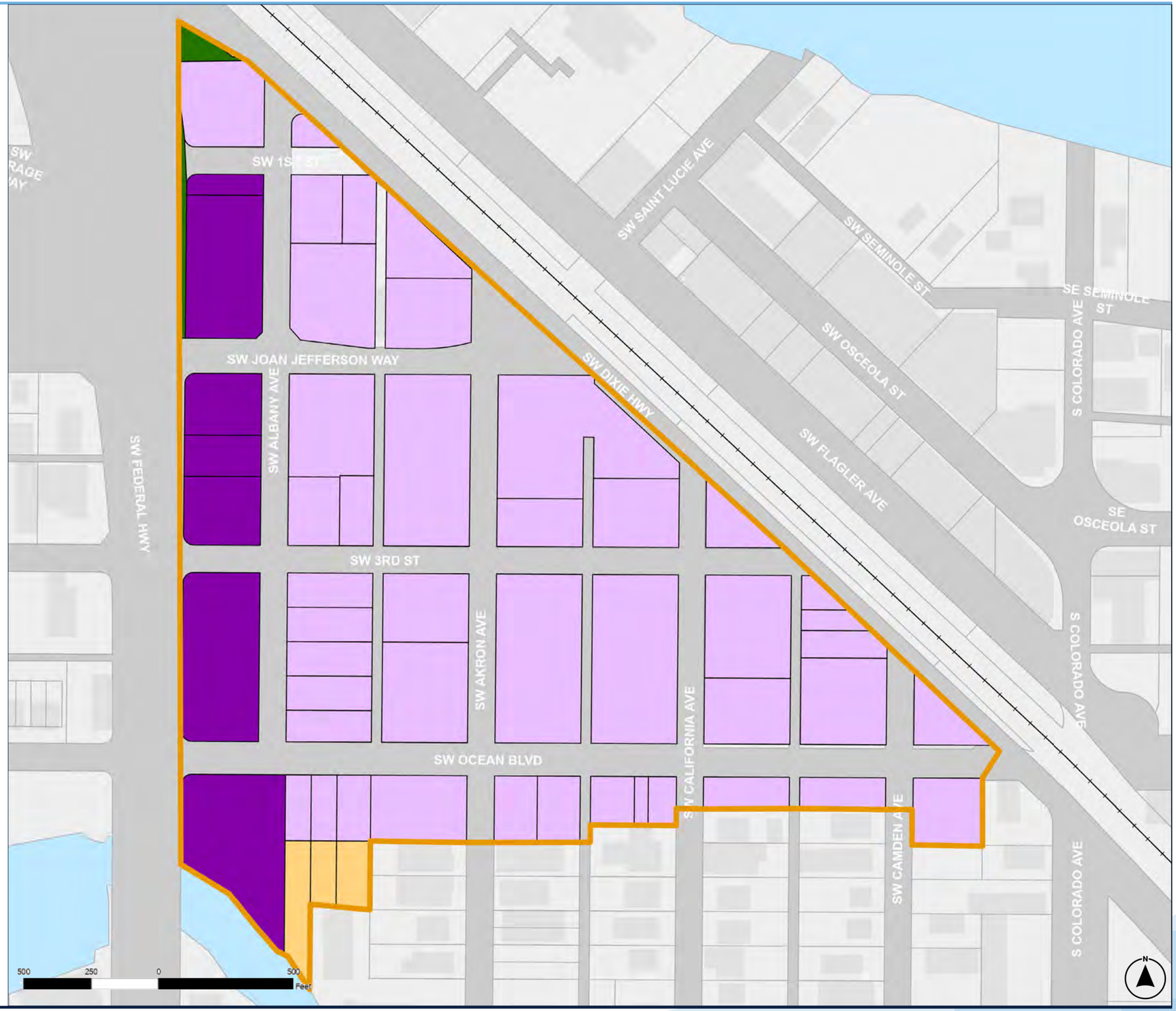


Figure 2 City of Stuart CRA Zoning Map



LAND VALUE COMPARED TO TOTAL VALUE

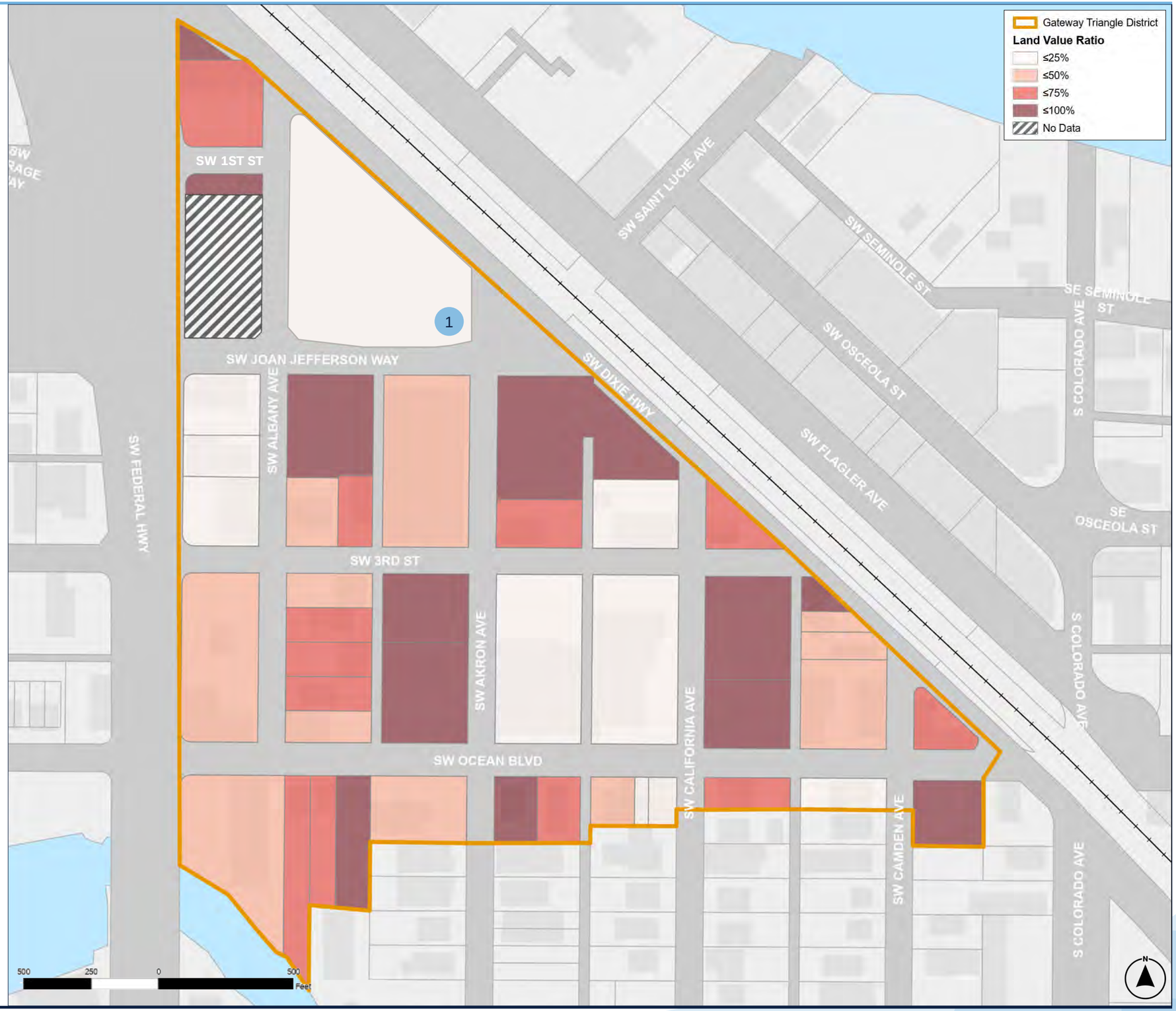
When considering the redevelopment potential of an area, one important "lens" that planners look through to evaluate which properties may be more likely to redevelop is the comparison of property land value to the total value.

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

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



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



EXISTING OWNERSHIP

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





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



EXISTING USES

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







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



SAFETY

TRAFFIC CRASHES

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

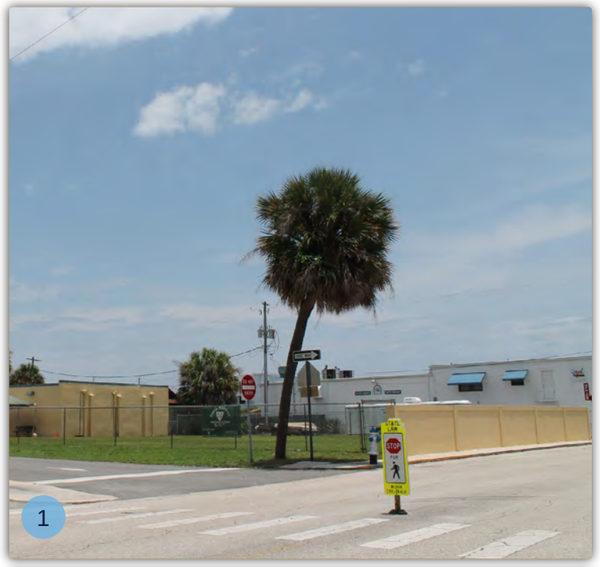
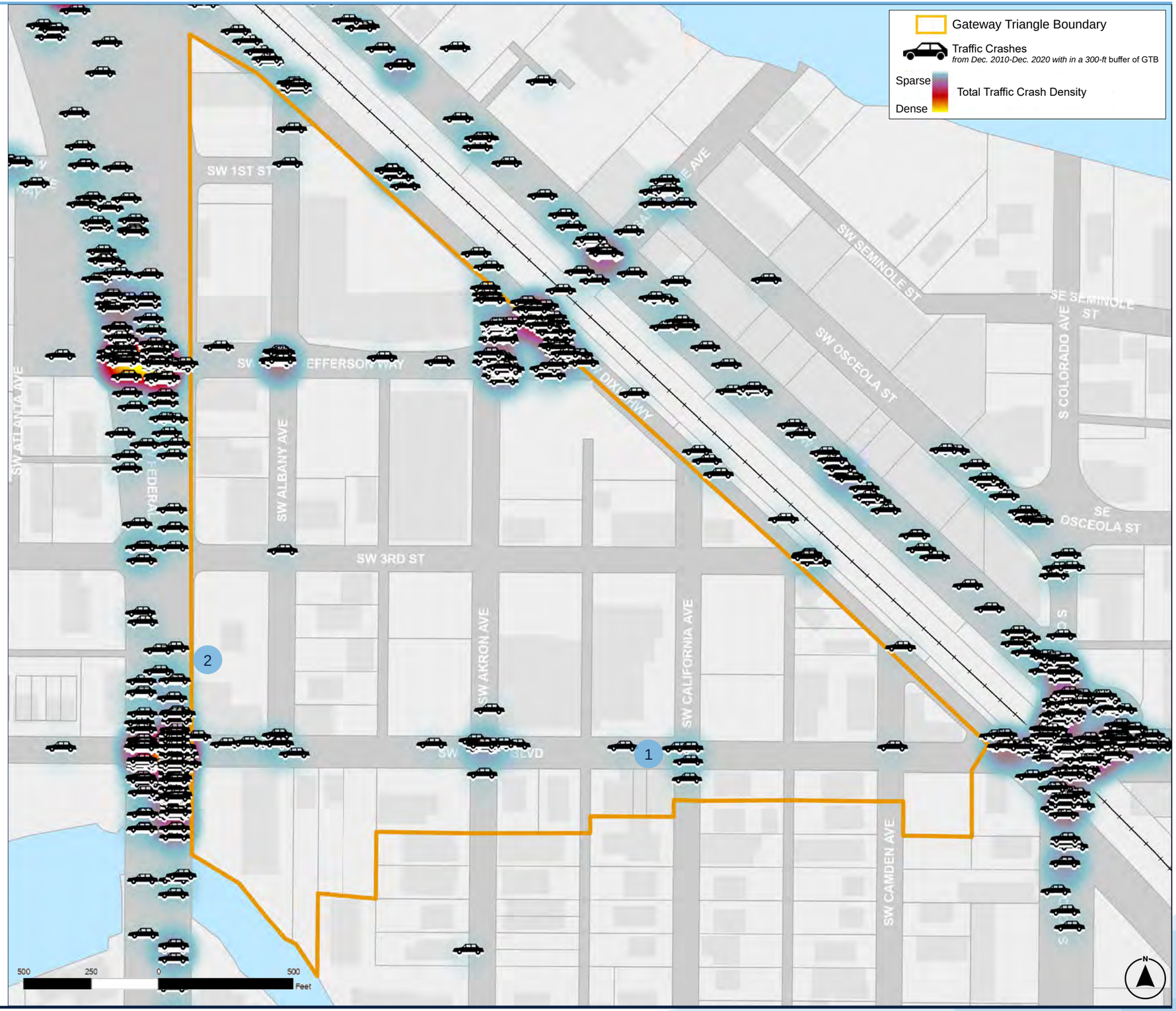


Figure 7 Image of crosswalk in SW Ocean Blvd where pedestrian crossing markers have been added in recent years.

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



SAFETY

CRASHES WITH BICYCLES

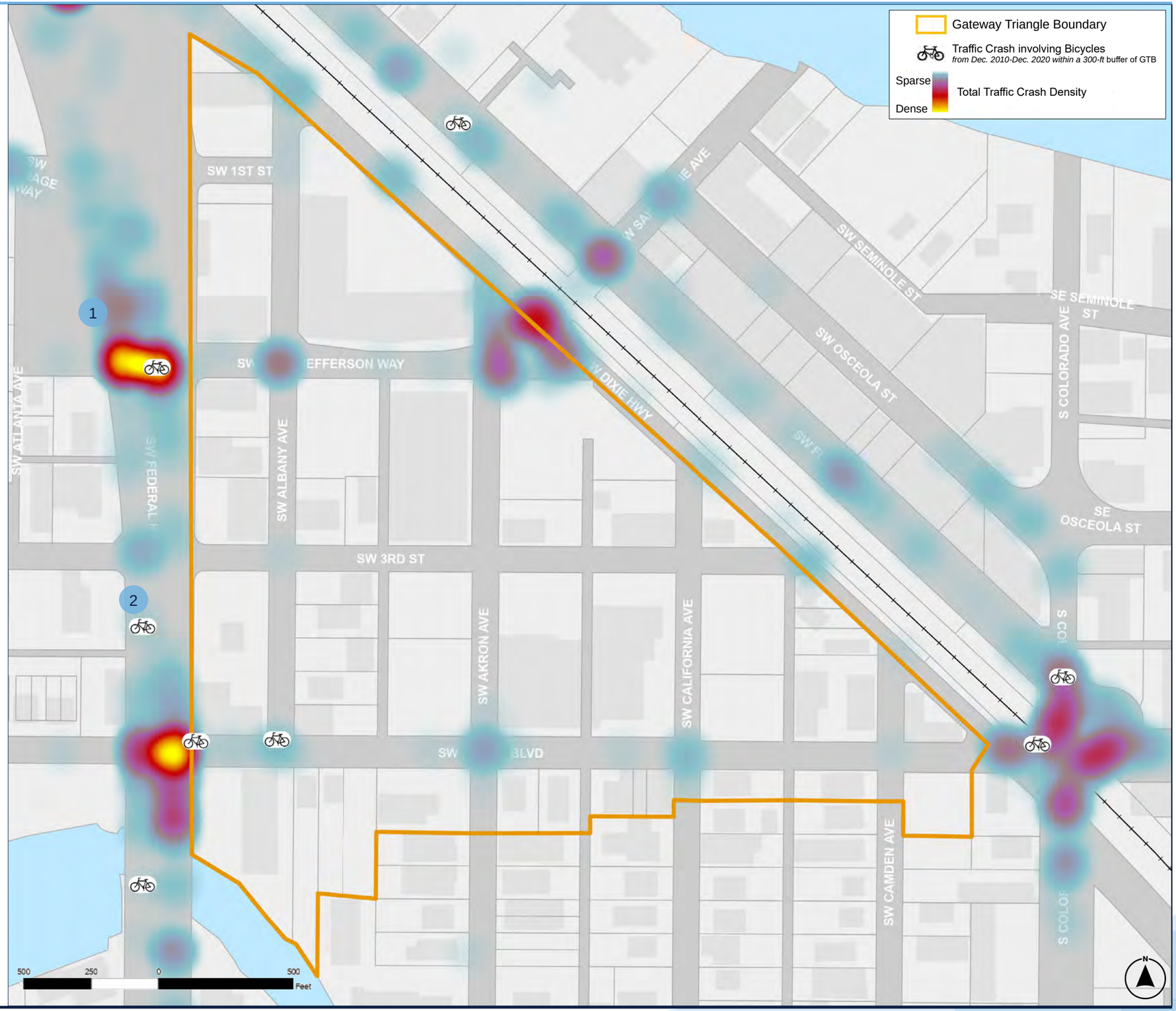
In this diagram, the location and number of vehicle/ bicycle crashes that have occurred in the ten-year period between 2010 and 2020 are identified with a bicycle symbol. The heat map identifying the density of vehicular crashes is provided as an underlay. Not surprisingly, there is a correlation between the location and frequency of bicycle crashes and automobile crashes. This diagram suggests a need for enhanced bicycle facilities especially at key intersections.





Figure 9 Google earth image of the southbound bicycle lane along US-1 entering the Gateway Triangle district at the intersection of SW Joan Jefferson Way. Because the marked bicycle lane abruptly terminates at the intersection, cyclists are forced into traffic as they cross the intersection

Figure 10 News article of fatal bicycle crash that occurred along US-1 near the intersection of Ocean Blvd. Courtesy of: News channel WPBF.



SAFETY

CRASHES WITH PEDESTRIANS

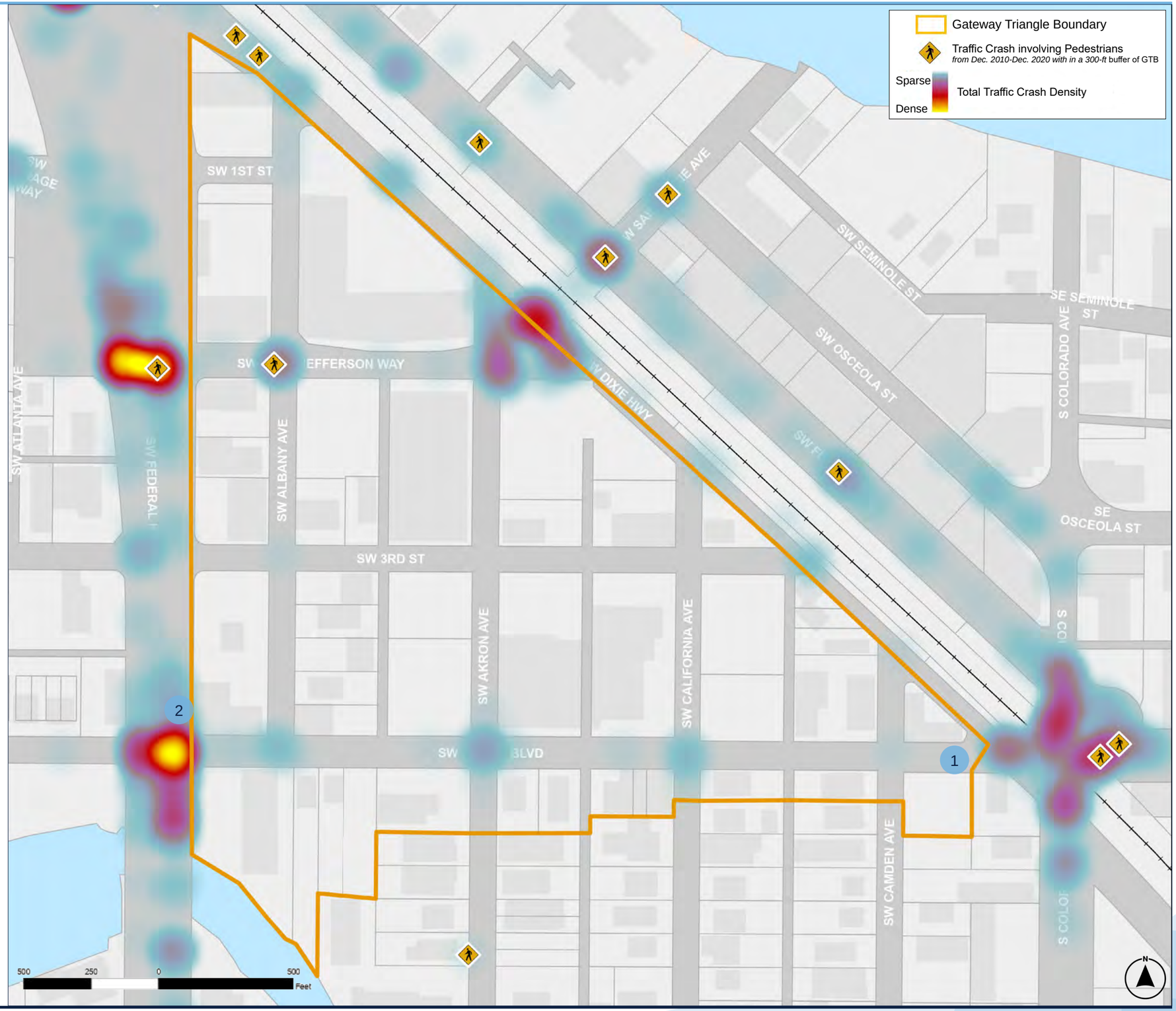
This map illustrates the location and number of vehicle/ pedestrian crashes within the study area. Not unlike the bicycle diagram, the pedestrian crashes have occurred primarily at the major intersections which often have traffic signals and pedestrian crosswalks. While there are fewer pedestrian incidents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





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

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



SAFETY

CRASHES WITH FATALITIES

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

VISION ZERO

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

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

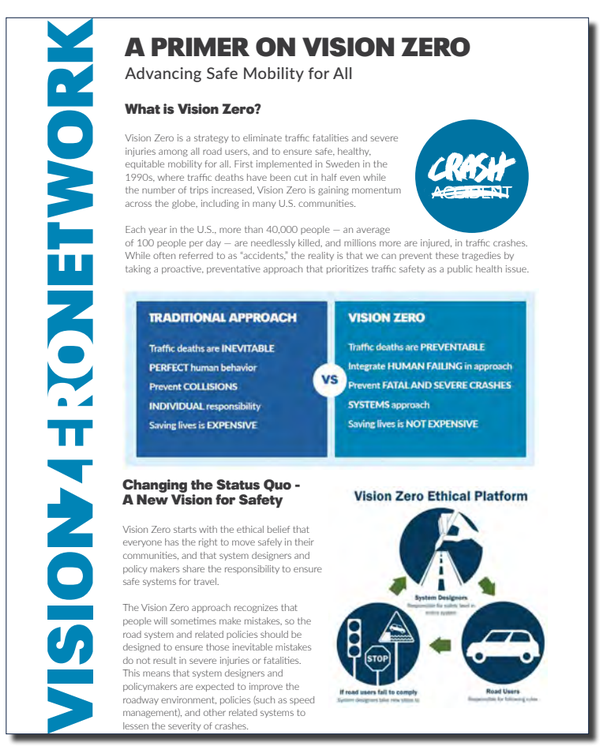


Figure 13 Vision Zero fact sheet courtesy of: visionzeronetwork.org



TREE CANOPY

The value of trees in the urban fabric cannot be overstated. Shade trees transform inhospitable south Florida sidewalks into places people flock to enjoy. Trees add a cooling effect through shade and transpiration. They reduce the heat island effect and energy demands on adjacent buildings, and help remove CO^2 from the air.[1]

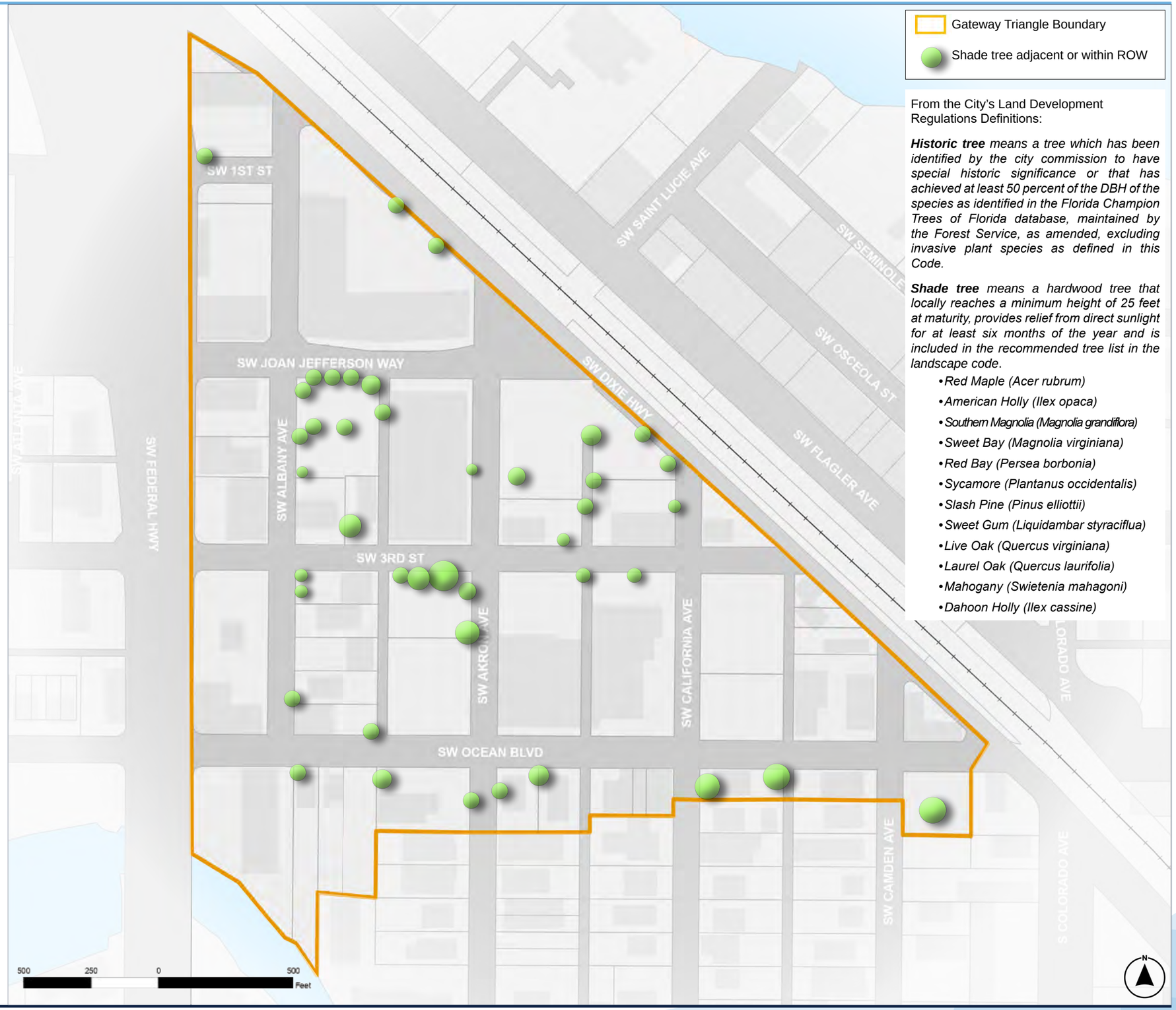
The City acknowledges the importance of trees in its Sustainability Action Plan. The Triangle District with its sparse tree canopy is an excellent location for a tree intervention program. When planting trees, existing overhead power lines should be considered when selecting species to use. FP&L has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

[1]https://www.arborday.org/trees/benefits.cfm





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



From the City's Land Development Regulations Definitions:

Historic tree *means a tree which has been identified by the city commission to have special historic significance or that has achieved at least 50 percent of the DBH of the species as identified in the Florida Champion Trees of Florida database, maintained by the Forest Service, as amended, excluding invasive plant species as defined in this Code.*

Shade tree *means a hardwood tree that locally reaches a minimum height of 25 feet at maturity, provides relief from direct sunlight for at least six months of the year and is included in the recommended tree list in the landscape code.*

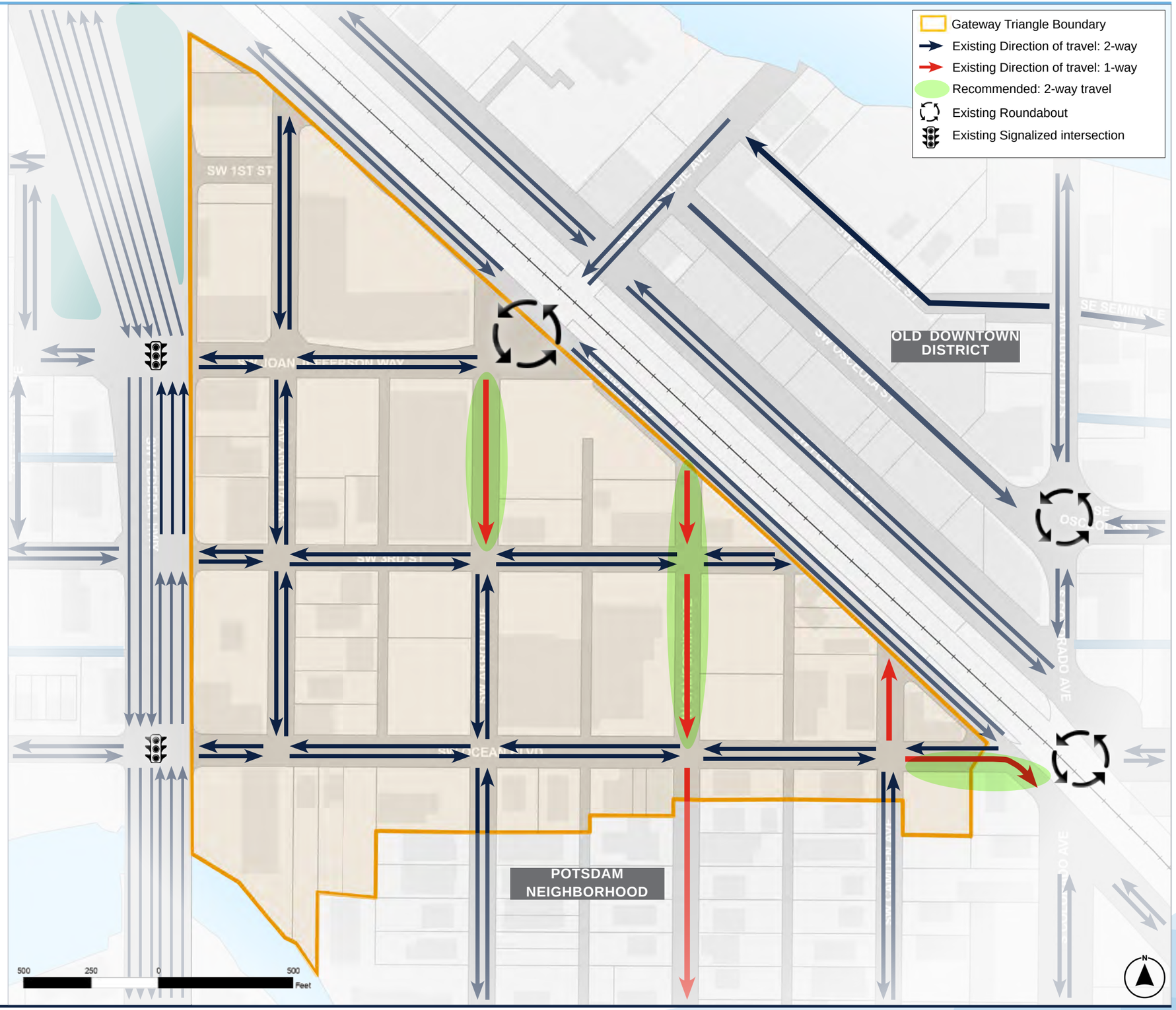
- *Red Maple (Acer rubrum)*
- *American Holly (Ilex opaca)*
- *Southern Magnolia (Magnolia grandiflora)*
- *Sweet Bay (Magnolia virginiana)*
- *Red Bay (Persea borbonia)*
- *Sycamore (Plantanus occidentalis)*
- *Slash Pine (Pinus elliottii)*
- *Sweet Gum (Liquidambar styraciflua)*
- *Live Oak (Quercus virginiana)*
- *Laurel Oak (Quercus laurifolia)*
- *Mahogany (Swietenia mahagoni)*
- *Dahoon Holly (Ilex cassine)*

DIRECTION OF VEHICLE TRAVEL

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

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

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



EXISTING PARKING

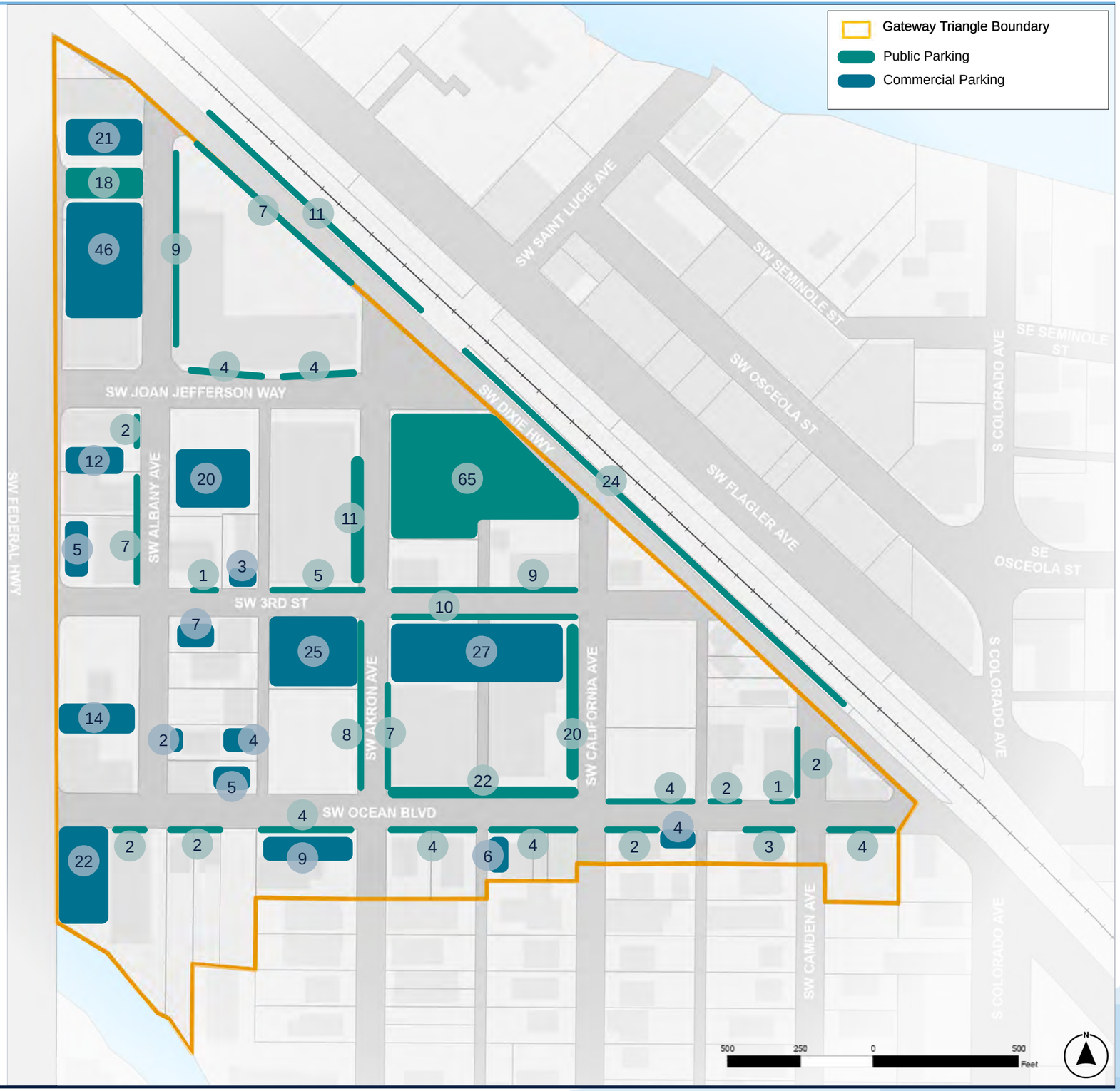
Parking is a concern that was mentioned in many interviews throughout the study. Many of them regarded how difficult it is to meet the parking standards on small infill sites, but the businesses inside the study area expressed little problems meeting the parking needs of their customers. To understand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

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

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



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



EXISTING SIDEWALKS

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







Figure 16 Images of sidewalk conditions within the study area.



HISTORIC PRESERVATION

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























ANNUAL AVERAGE DAILY TRAFFIC

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

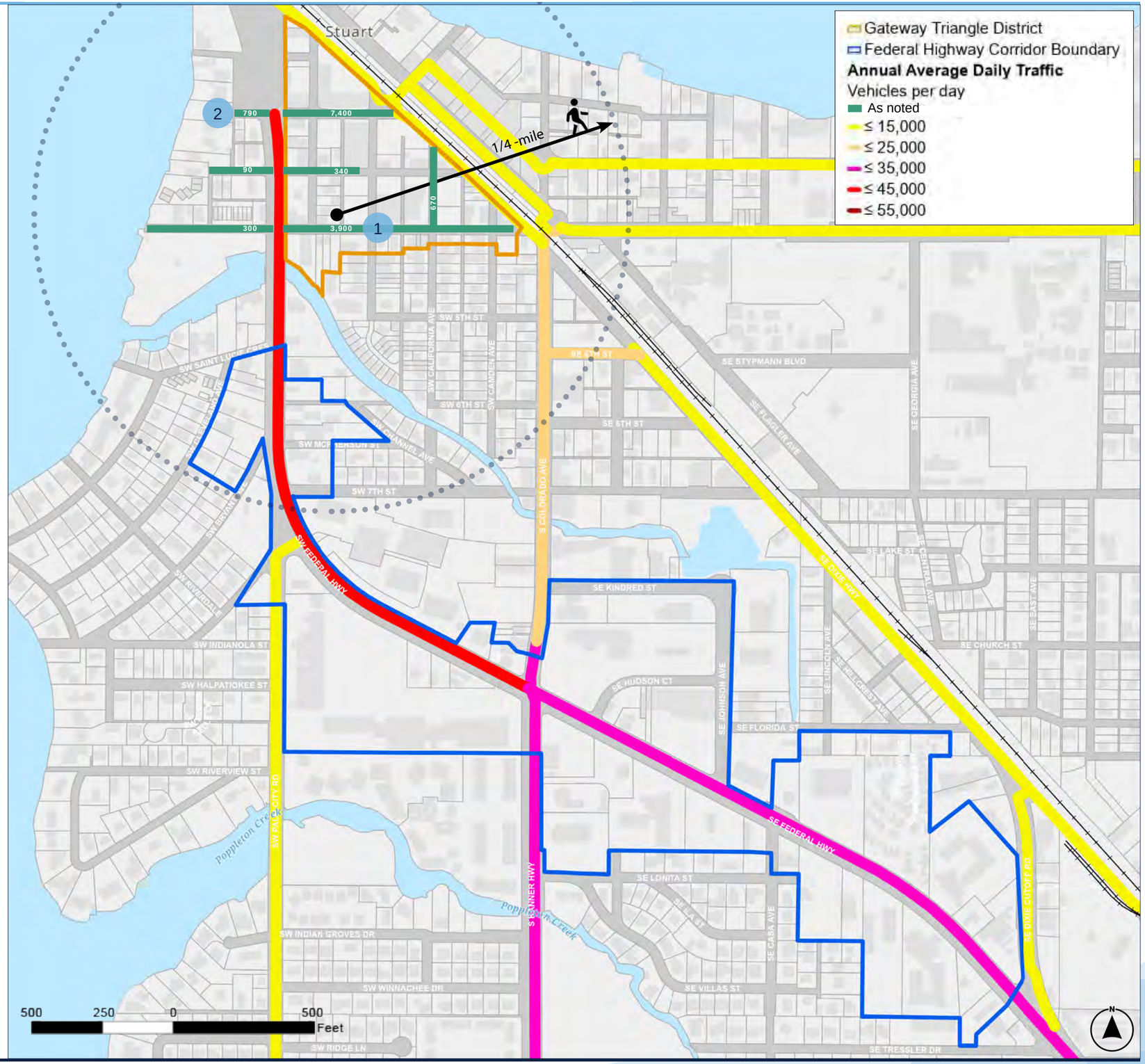




Figure 17 Image of SW Ocean Boulevard looking towards US-1/Federal Highway.

Figure 18 Image of SW Joan Jefferson Way looking towards US-1/Federal Highway.

Figure 19 Annual Average Daily Traffic measured by vehicles per day 2019 data from FDOT (https://tdaappsprod.dot.state.fl.us/fto/) and counts included in the *SR 5/US-1 at SW Joan Jefferson way Planning Study*.



EXISTING BIKE NETWORK & PUBLIC TRANSIT

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

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

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

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

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

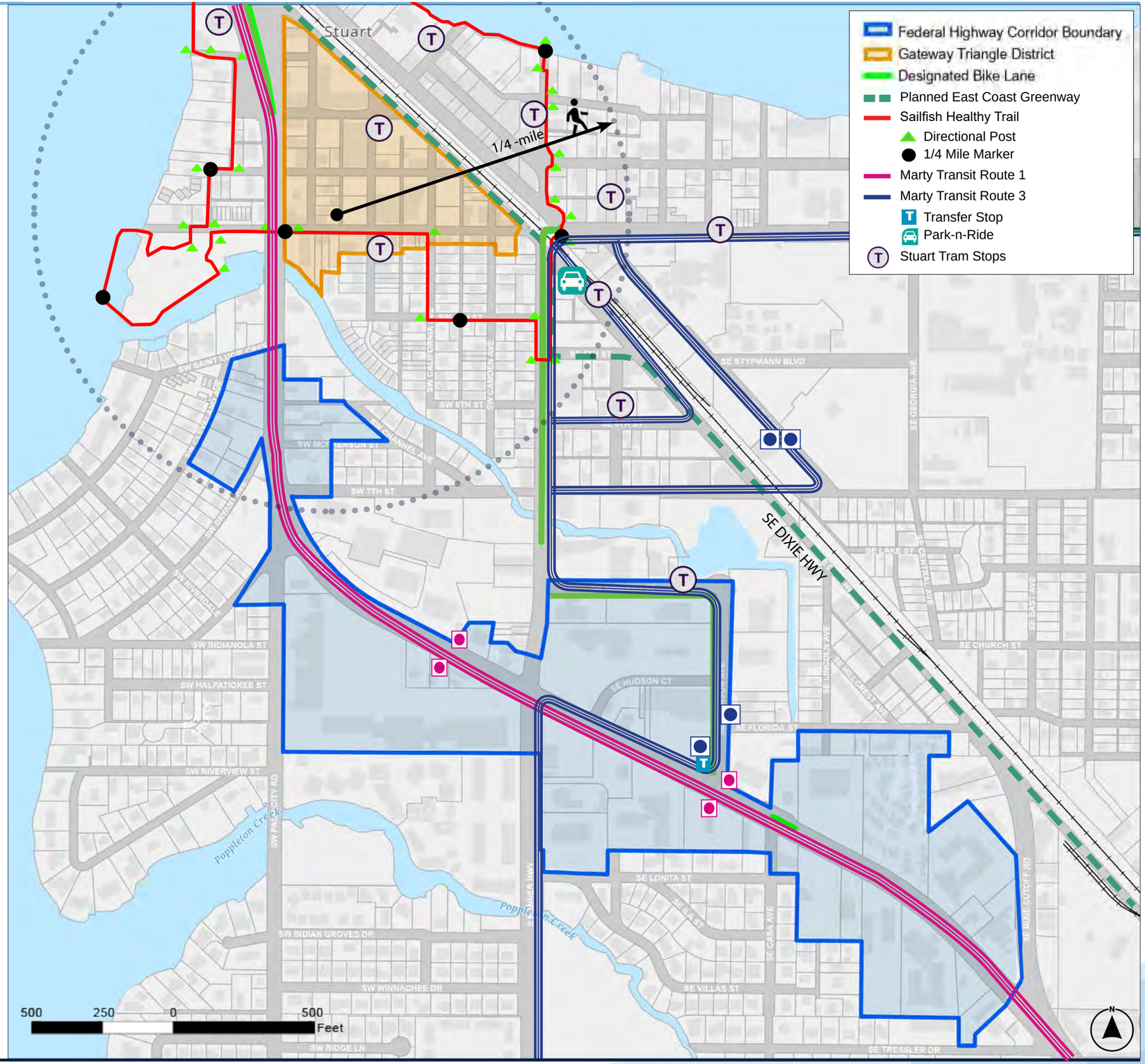


Figure 20 Designation of bike lanes 2019 data from FDOT as well as Marty Routes and Stuart Tram stop locations.

NATIONAL FLOOD HAZARD

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

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

NOAA SEA LEVEL RISE

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

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

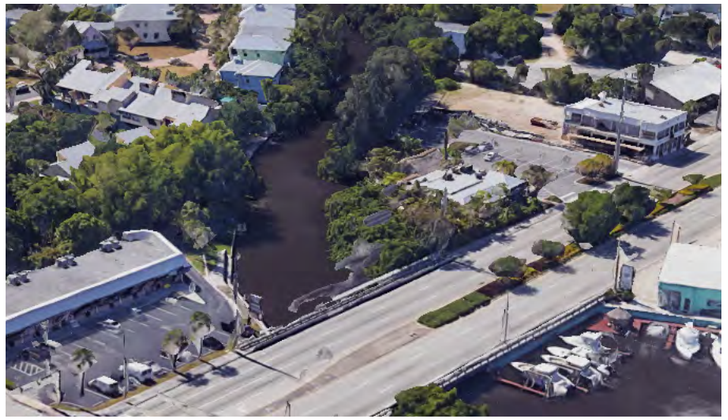
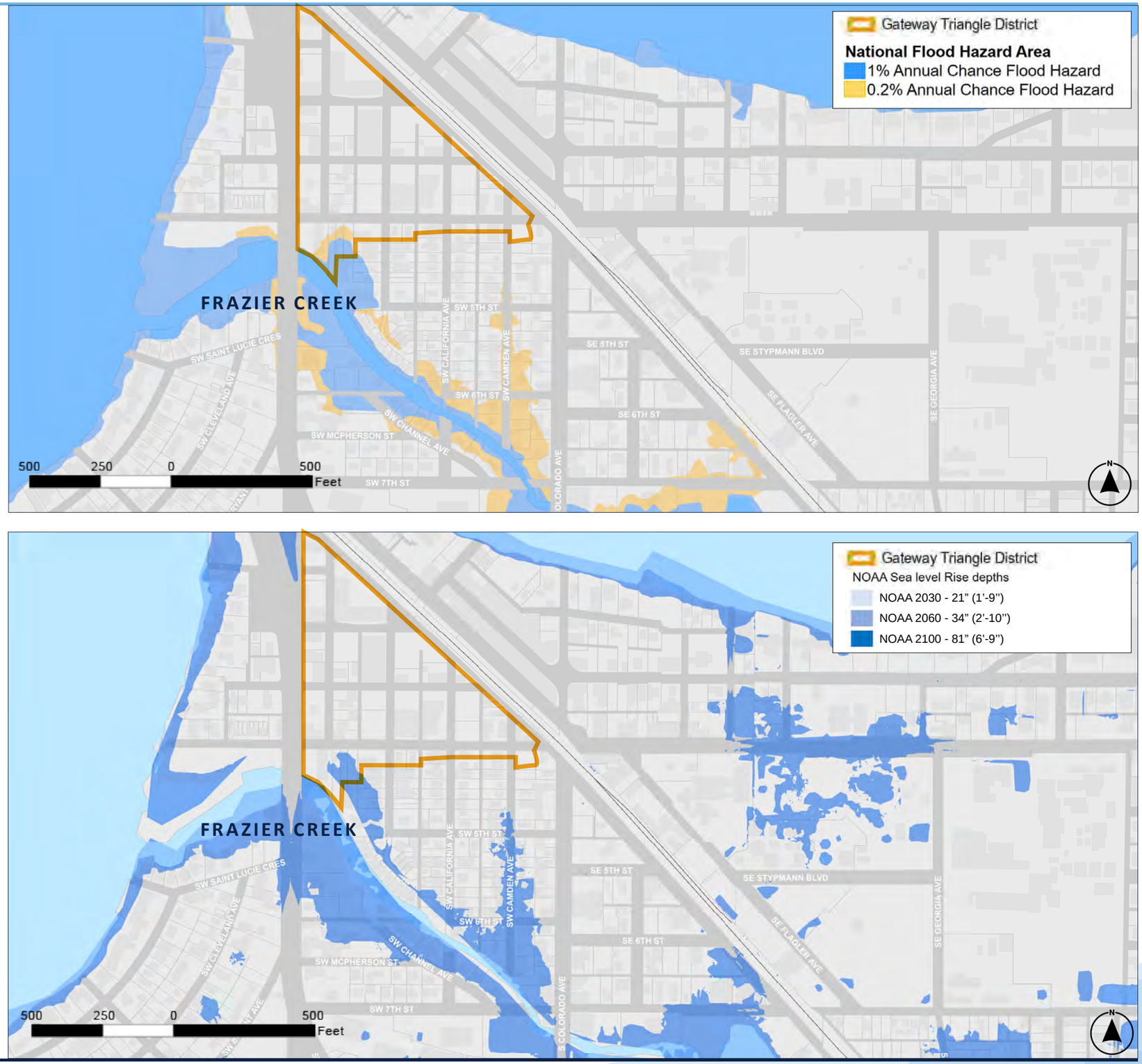


Figure 21 The image above is taken from Frasier Creek from Google Earth.

Figure 22 The National Flood Hazard Layer (NFHL) data incorporates all Flood Insurance Rate Map (FIRM) databases published by the Federal Emergency Management Agency (FEMA), and any Letters of Map Revision (LOMRs) that have been issued against those databases since their publication date. It is updated on a monthly basis. The FIRM Database is the digital, geospatial version of the flood hazard information shown on the published paper FIRMs. Updated: 02/19/2020

Figure 23 Is a Seal Level Rise Scenario created for Martin County via Grant funding via the Institute for Water and Environmental Resilience and Erin Deady Law. Creation date: 3/2019



SUMMARY OF PUBLIC INPUT

OUTREACH

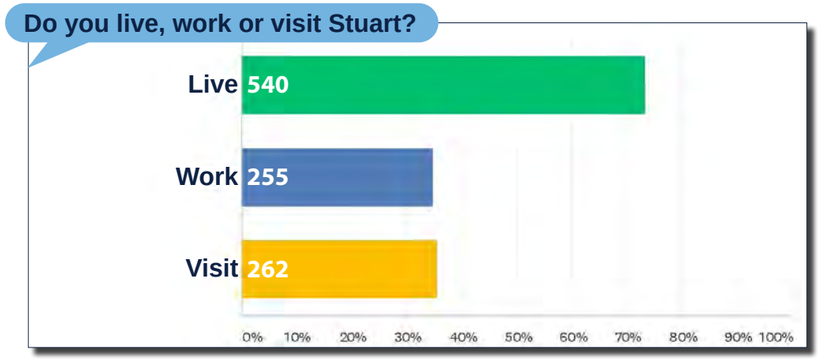
COMMUNITY SURVEY

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

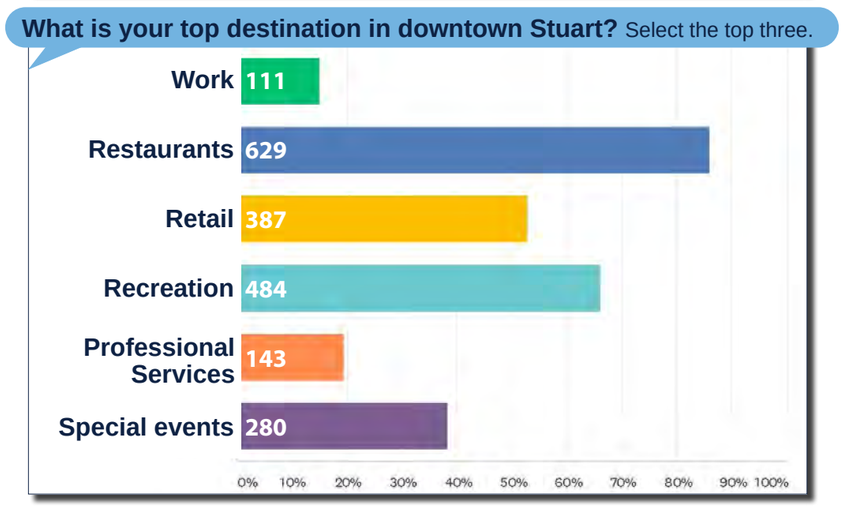
INDIVIDUAL INTERVIEWS

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

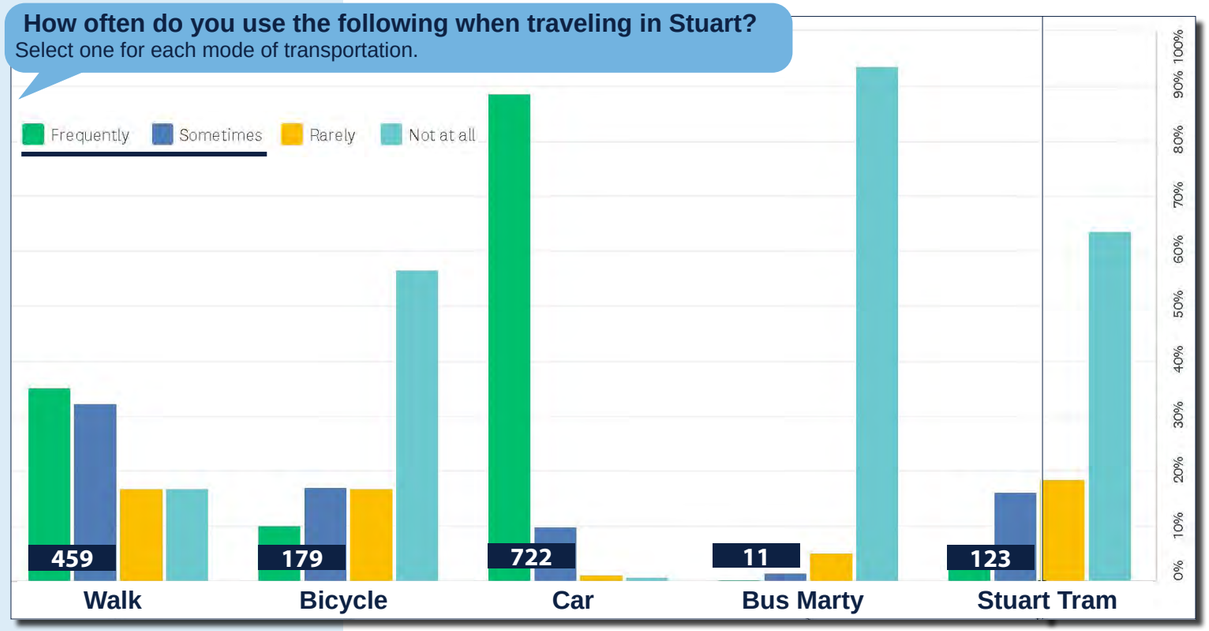
Do you live, work or visit Stuart?



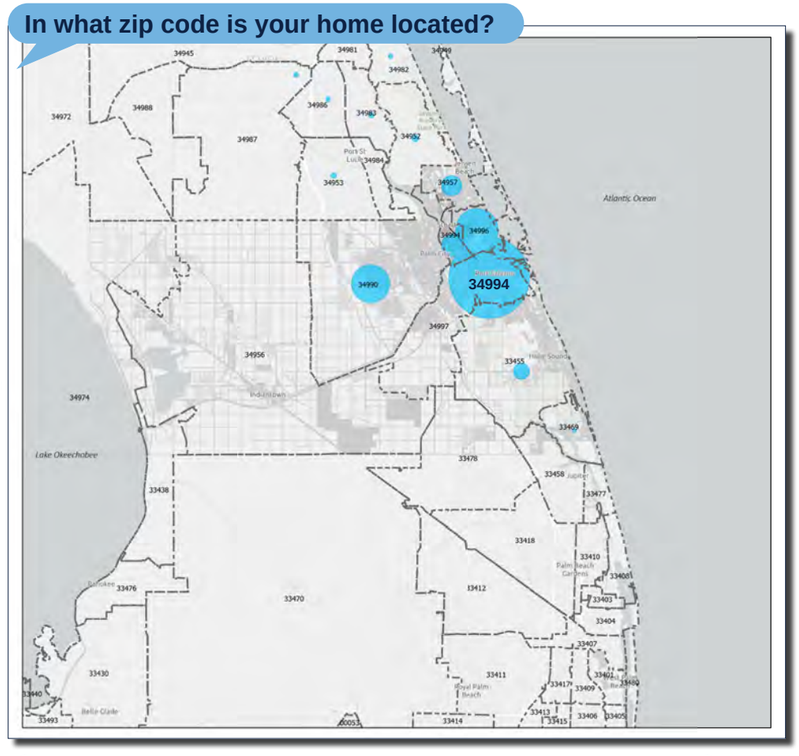
What is your top destination in downtown Stuart? Select the top three.



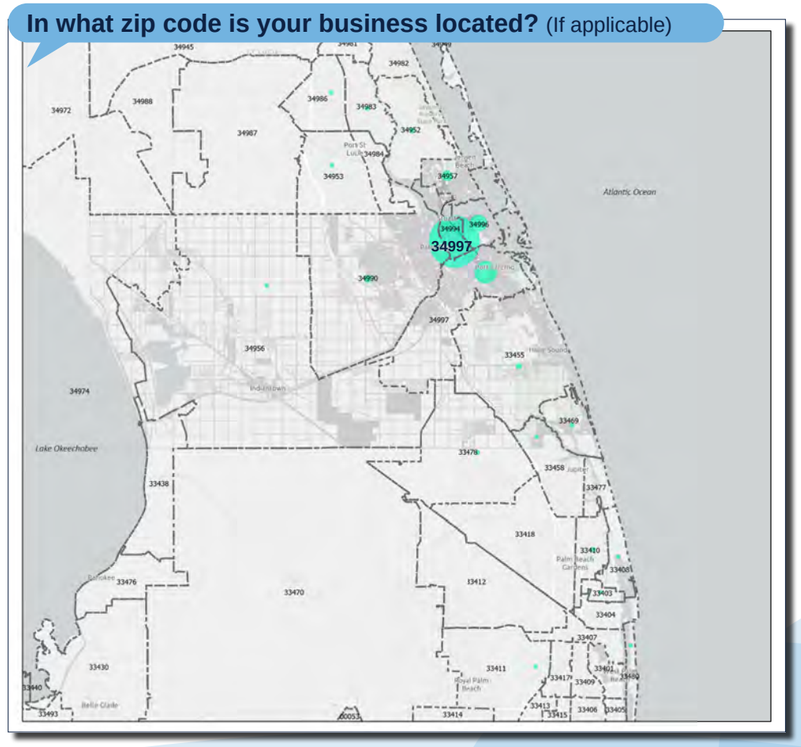
How often do you use the following when traveling in Stuart?
Select one for each mode of transportation.



In what zip code is your home located?

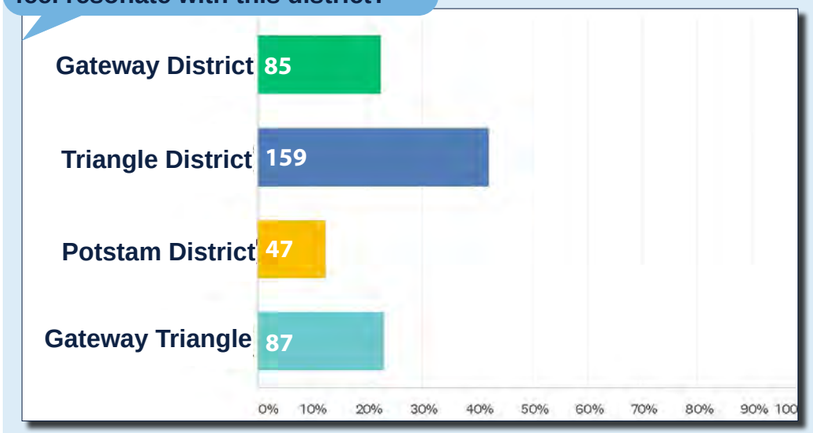


In what zip code is your business located? (If applicable)



ABOUT THE TRIANGLE

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



Other noted themes written in include Sailfish Square/District, and Railroad District as well as the one below which brought in a different piece of Stuart history:

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

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

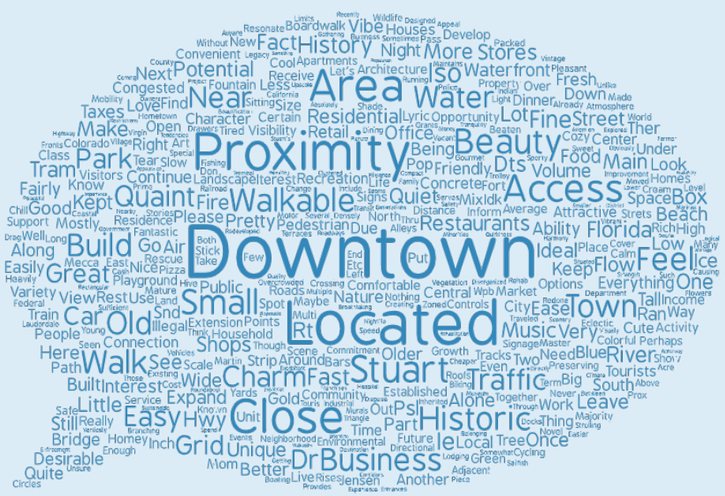


Restaurants received the most number one rankings with 53% of people placing that use at the top of their list. In the other category parks, greenspaces, open space and recreation where popular themes. The importance of uses that address the whole family including kids and teens were also mentioned.

Other, please specify



What are strengths of the area?



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

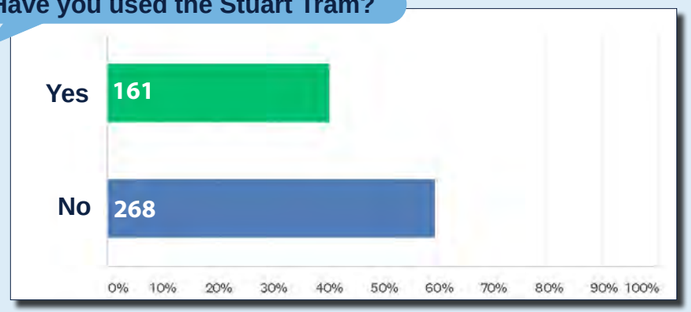


A clear strength of the study area is the location to the historic downtown, followed by the small town feeling created by the scale of the buildings and streets.

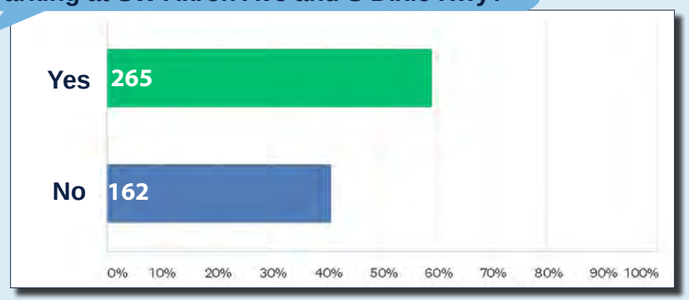
Along the inverse participants identified parking, traffic, access, confusing roads, a feeling of disconnection at the railroad tracks from historic downtown and a lack of foot traffic and activity from downtown as the major impediment.

ABOUT THE TRIANGLE

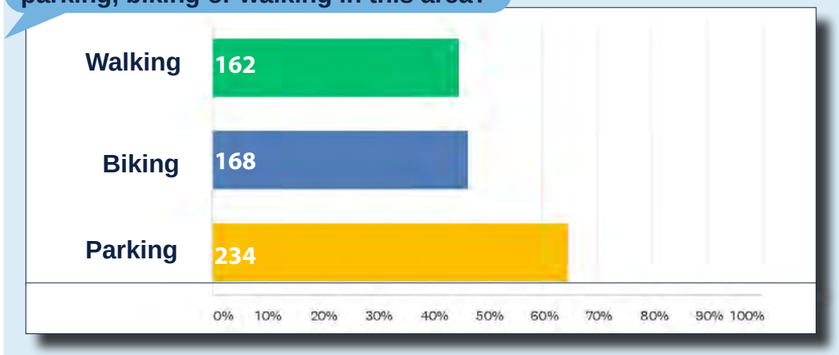
Have you used the Stuart Tram?



Are you familiar with the Sailfish Public Parking at SW Akron Ave and S Dixie Hwy?



Do you feel there are impediments to parking, biking or walking in this area?



Responses revolved around five major themes. Most comments involved improving the sidewalk, crosswalks, and adding parking via parking lots, on-street and parking garages. The tram was often mentioned as part of the solution to parking needs. Sidewalk comments included widening, providing clear paths and improving with shade and lighting. Related to the sidewalk, improved crosswalks and connectivity were mentioned frequently. Pedestrian crossing at roundabouts was noted frequently. Bike lanes or marked bike paths were suggested as often as more parking.

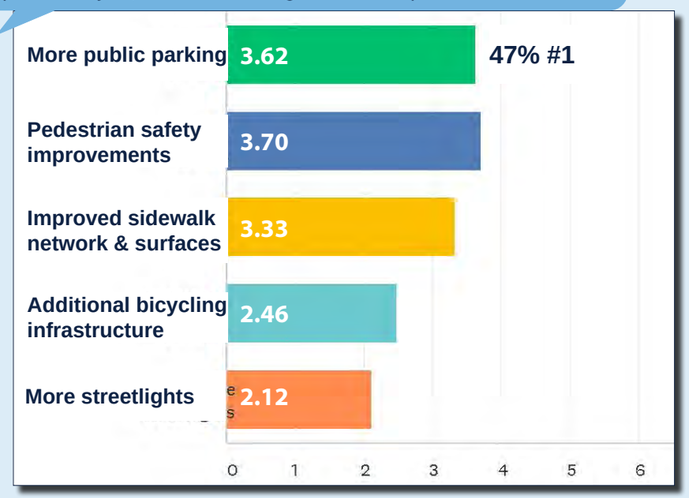
If yes, how could be improved?

Occurrence of Five Major Themes

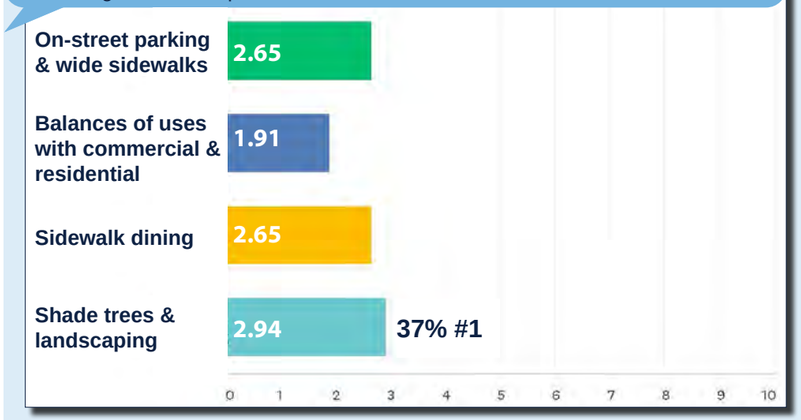
Add Parking lots or on-street	Add Parking Garages	Add bike facilities, or signage	Improve Crosswalks & Connectivity	Improve Sidewalks
28	24	28	22	36



Which changes to the transportation system should occur in the district? Rank them in the order of most important to you, with a one being the most important.



Which public realm improvements do you feel would improve the district most? Rank them in the order of most important to you, with a one being the most important.



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

VISION WORKSHOP

On Saturday, March 13, 2021, a visioning workshop and walking tour event was hosted by Treasure Coast Regional Planning Council and the City of Stuart. Over fifty people participated, including residents, business owners, elected officials, and City staff. The walking tour took the participants through portions of both study areas and provided firsthand experiences of the challenges and advantages in the district. The tour included a brief history of planning in the City, examples of mixed-use neighborhoods, and an introduction to Vision Zero and Complete Streets.

Feedback was provided through questions and answers along the walk and at "mini-presentations" which were facilitated by three presenters. When the tour was completed, participants were encouraged to test their road improvement concepts with the Complete the Street exercise as well as to provide feedback to facilitators at tables where they were scribed onto maps. Additional feedback was emailed by some of the participants. Feedback ranged from very general to very specific.















SUMMARY OF CONVERSATION BY AREA

BOTH DISTRICTS

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

ABOUT THE TRIANGLE

IN THE TRIANGLE DISTRICT

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















TOUR OF THE PLAN

MOBILITY & CONNECTIVITY

DETAILED MASTER PLAN

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

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

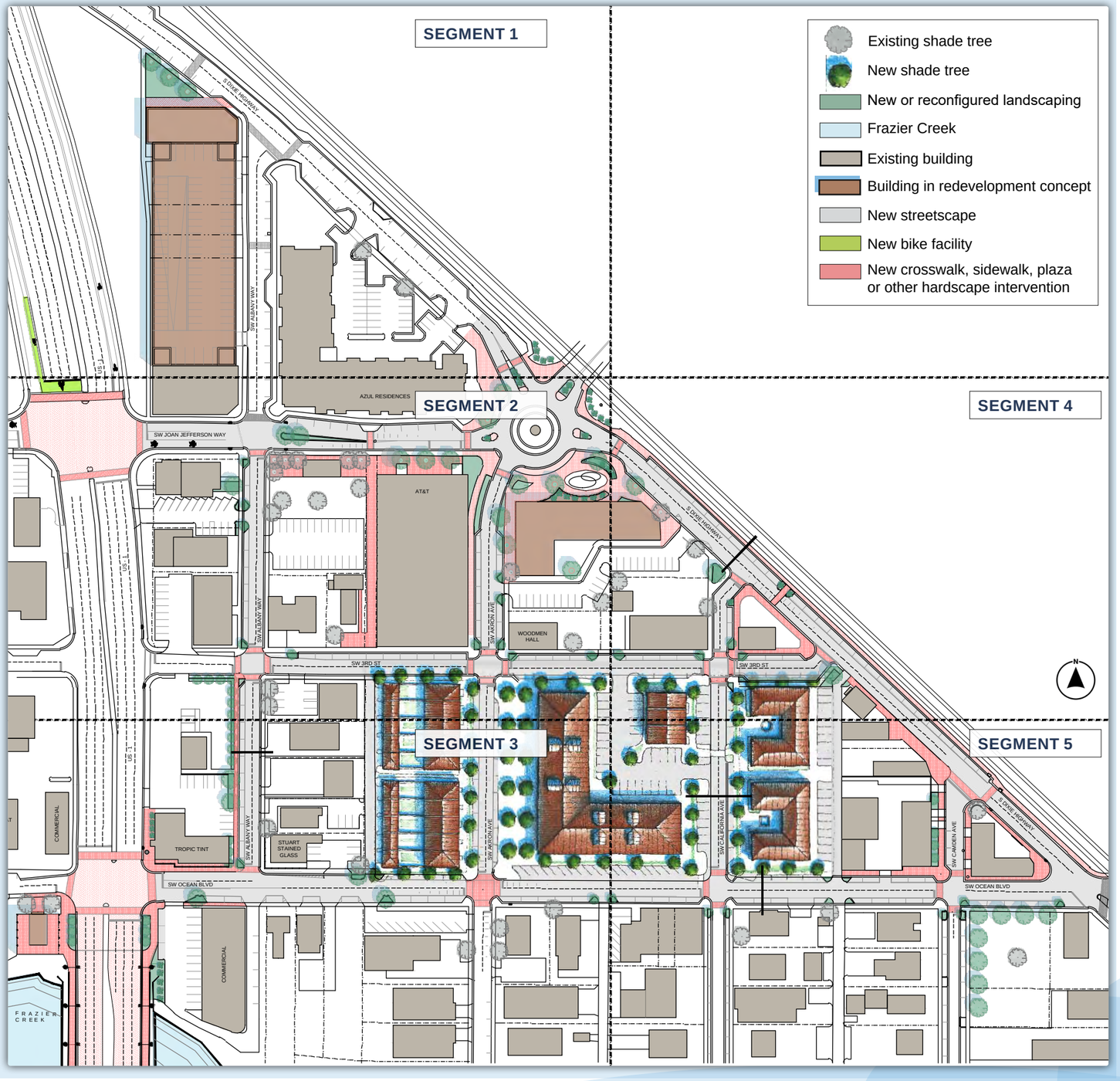
Numerous crosswalks were found to be missing and are illustrated in recommended locations. A design is provided for each street that maximizes on-street parking opportunities and indicates driveway consolidation where feasible. Where spaces are not large enough to accommodate vehicles, the plan recommends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

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

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

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

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



PARKING

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

PHASE 1: ASSESS THE REQUIRED ON-SITE PARKING STANDARDS

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

PHASE 2: ADVANCE COMPLETE STREETS

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

PHASE 3: UNLOCK SHARED COMMERCIAL PARKING

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

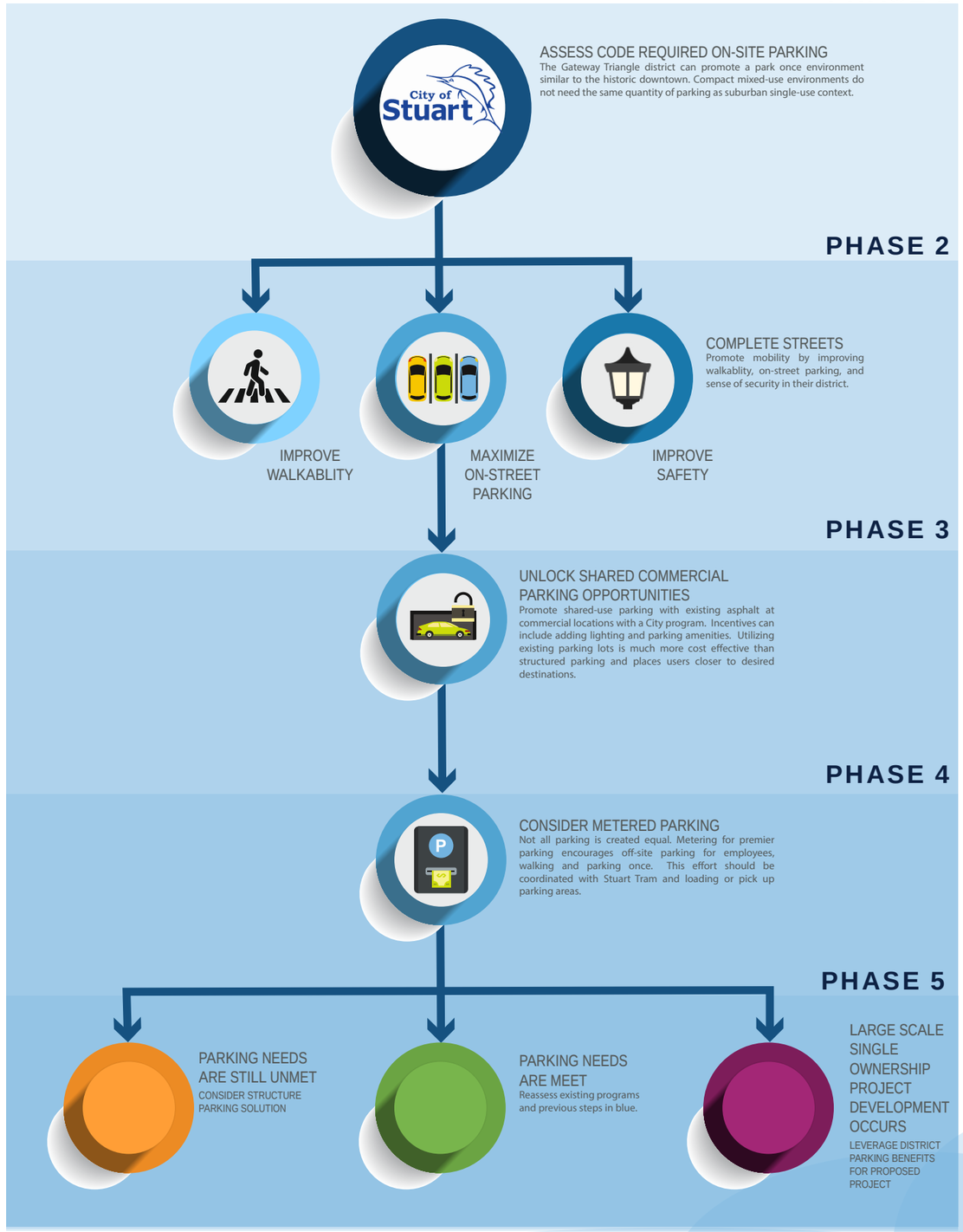
PHASE 4: INTRODUCE METERED PARKING FOR PREMIUM SPACES

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

PHASE 5: REASSESS PARKING NEEDS

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

DISTRICT PARKING APPROACH

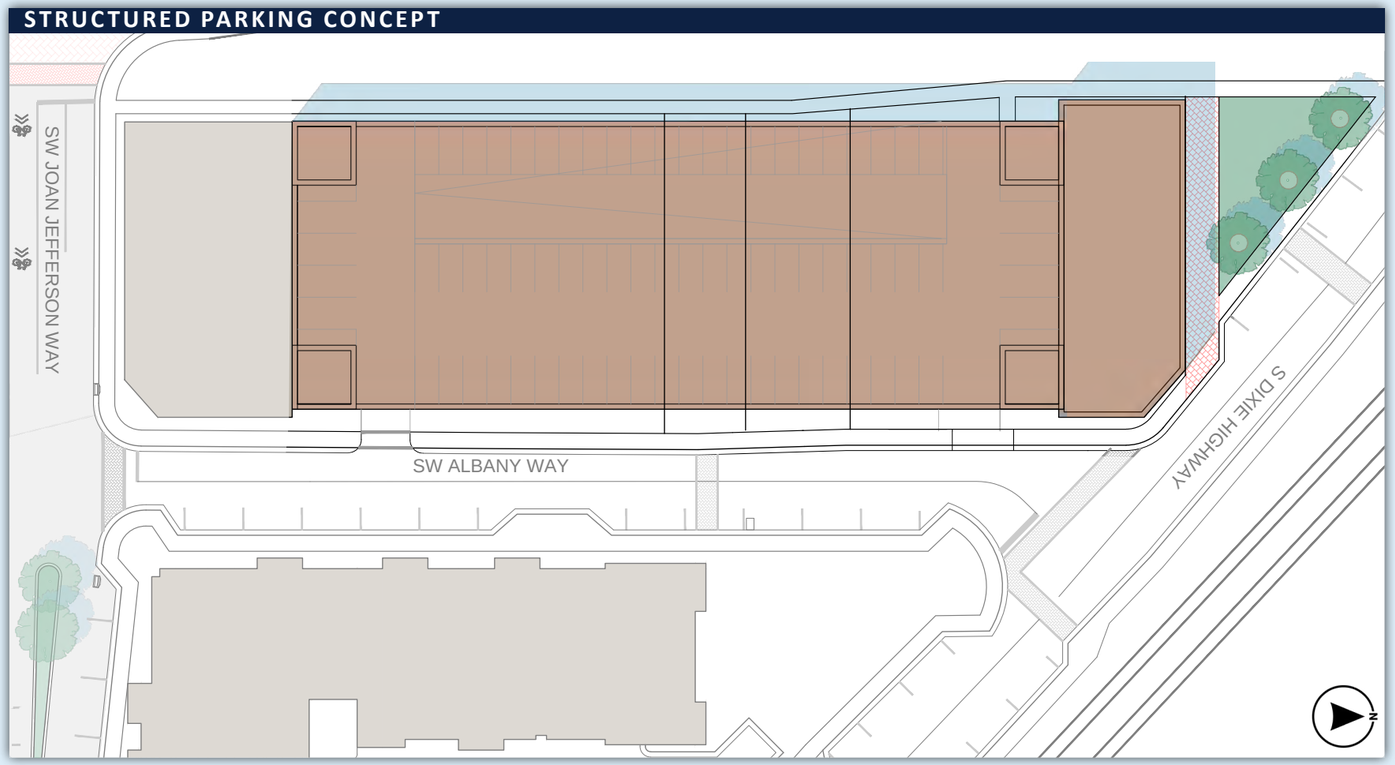


STRUCTURED PARKING

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

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

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



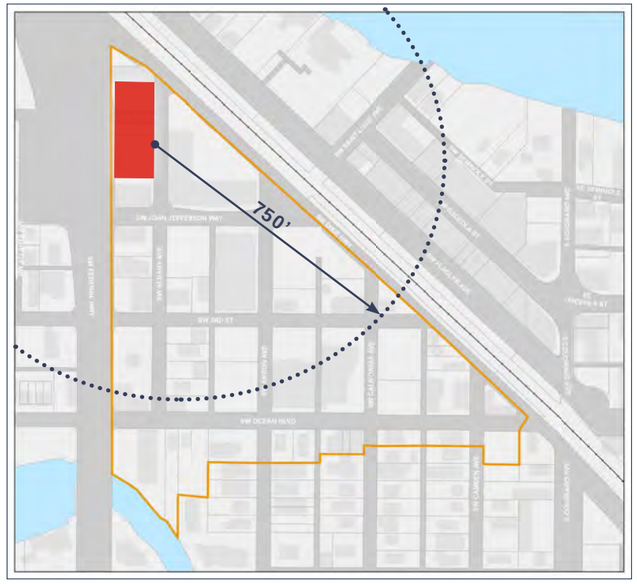






Figure 24 Above image of the Selby Parking Garage in Sarasota, FL

Figure 25 To the left image of the Balet Valet Parking Garage located in Miami Beach

MOBILITY & CONNECTIVITY

SW OCEAN BLVD & FEDERAL HIGHWAY INTERSECTION

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

FRAZIER CREEK BRIDGE

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

REDEVELOPMENT CONCEPT



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

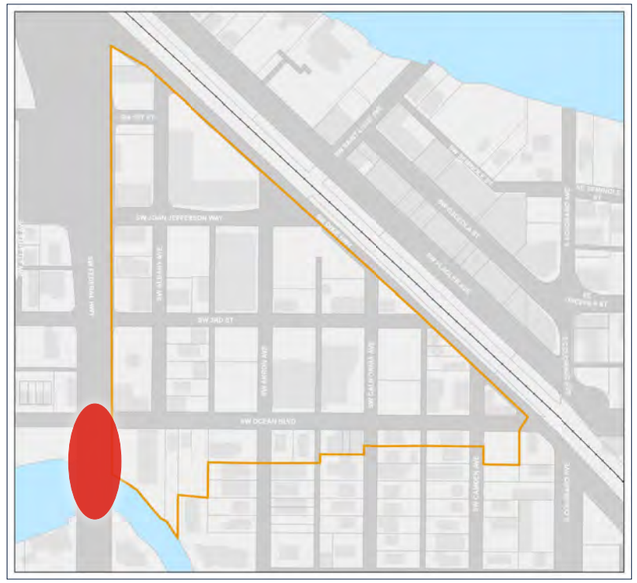




IMAGE OF BRIDGE & EXISTING CITY-OWNED LEASED PROPERTY



IMAGE OF NORTHEAST QUADRANT OF INTERSECTION

MOBILITY & CONNECTIVITY

BRIDGE DESIGN

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

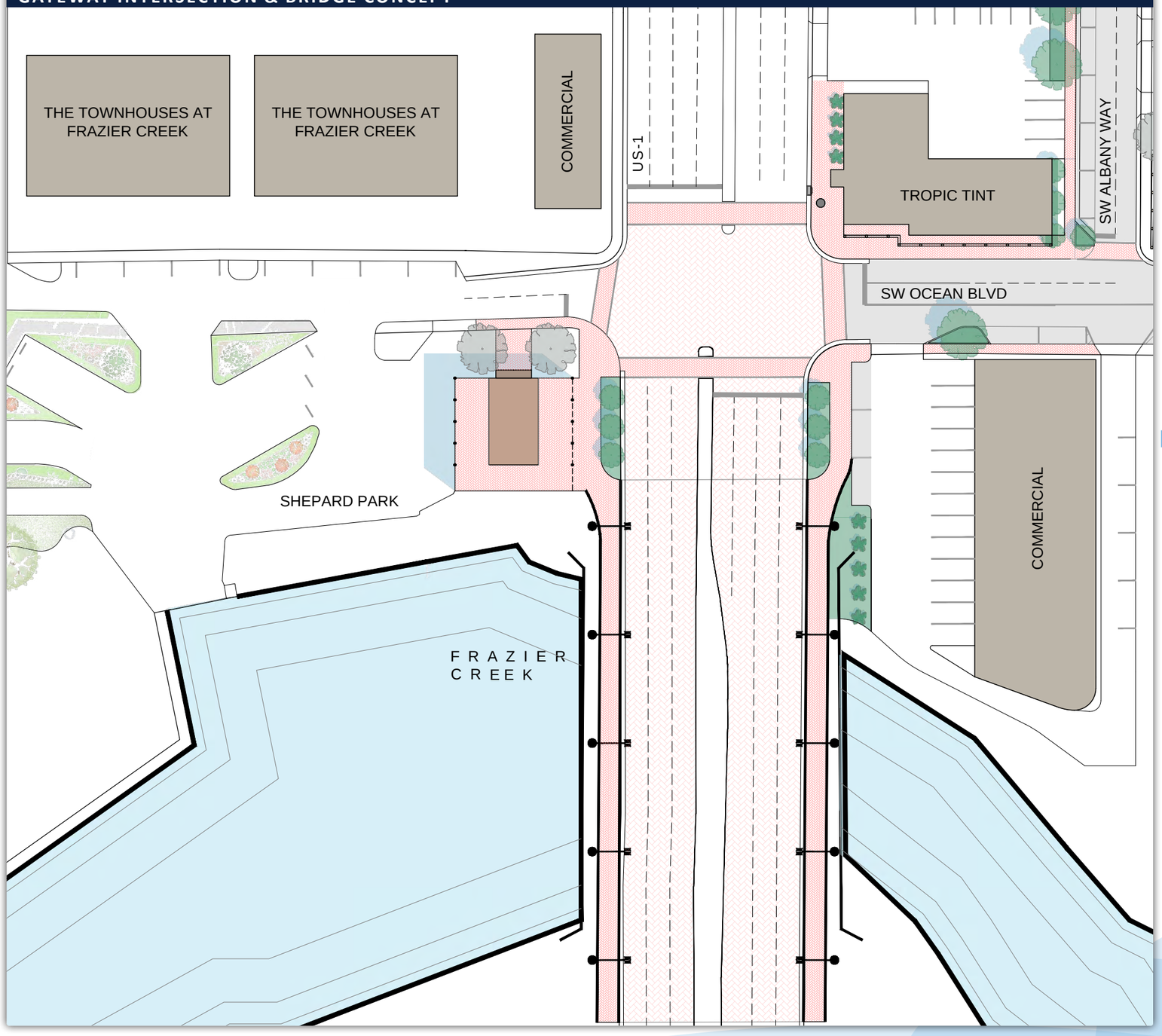
PEDESTRIAN ZONE

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

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

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

GATEWAY INTERSECTION & BRIDGE CONCEPT

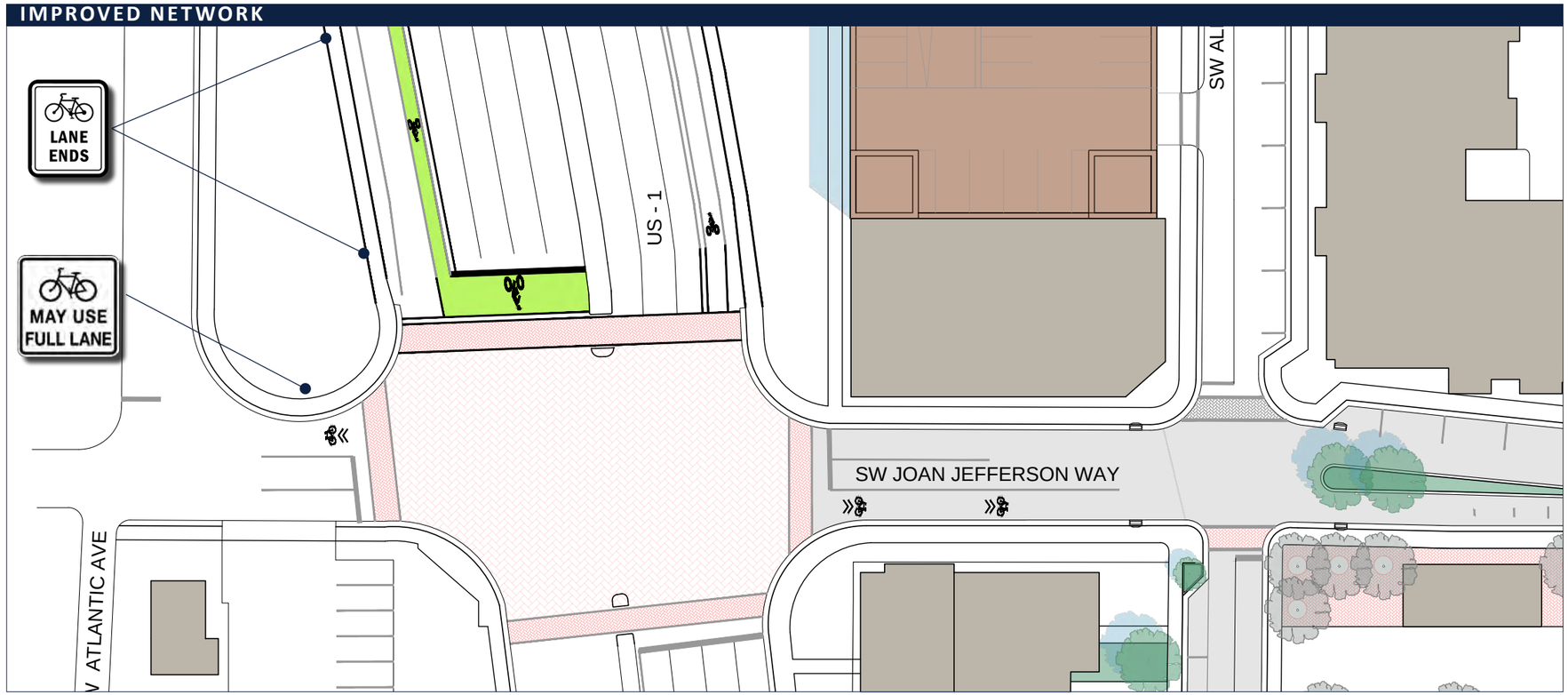


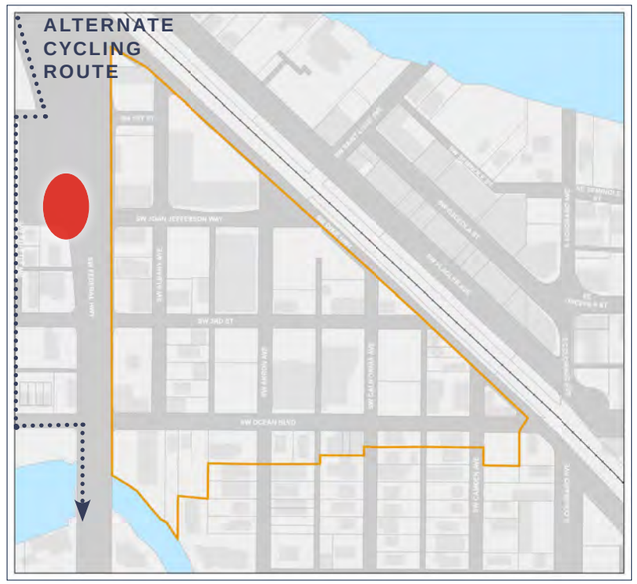
MOBILITY & CONNECTIVITY

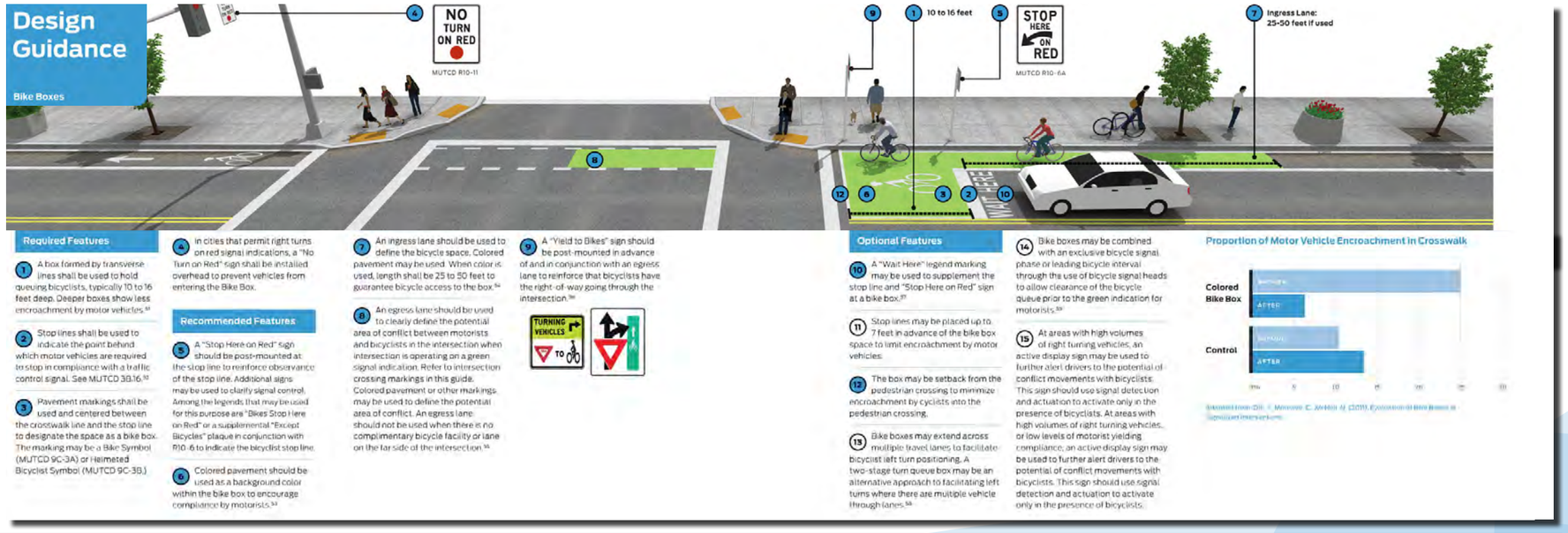
BIKE NETWORK AT SW JOAN JEFFERSON WAY

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

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





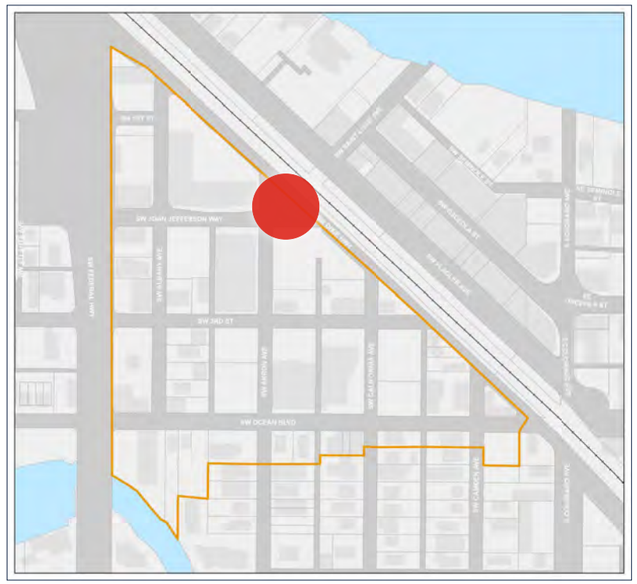


MOBILITY & CONNECTIVITY

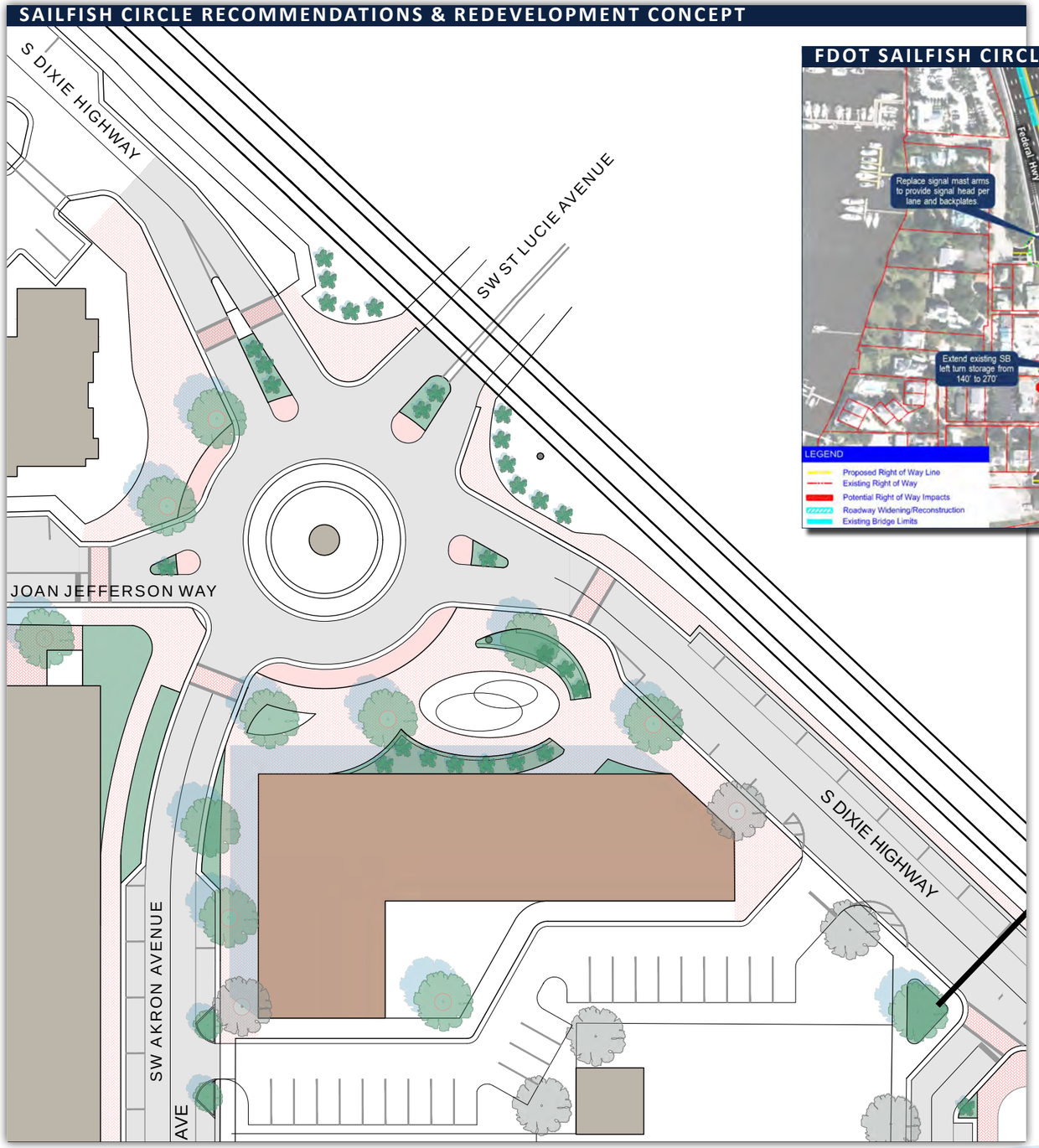
SAILFISH CIRCLE

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

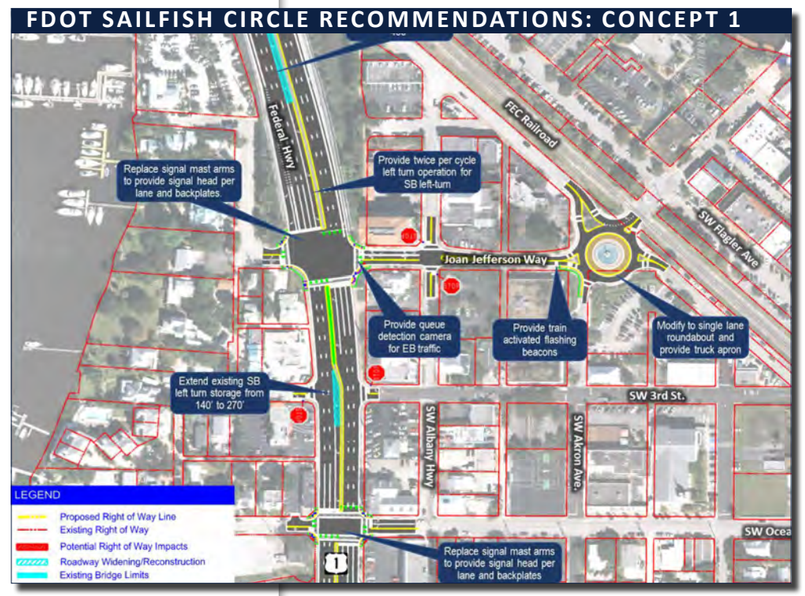
FDOT recently studied this intersection in the *Concept Development Report for SR 5/US-1 at SW Joan Jefferson Way Planning Study*. Concepts 1 and 2 in the FDOT study also look at a redesign of the roundabout to a single lane configuration.



SAILFISH CIRCLE RECOMMENDATIONS & REDEVELOPMENT CONCEPT



FDOT SAILFISH CIRCLE RECOMMENDATIONS: CONCEPT 1



REDEVELOPMENT CONCEPT

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

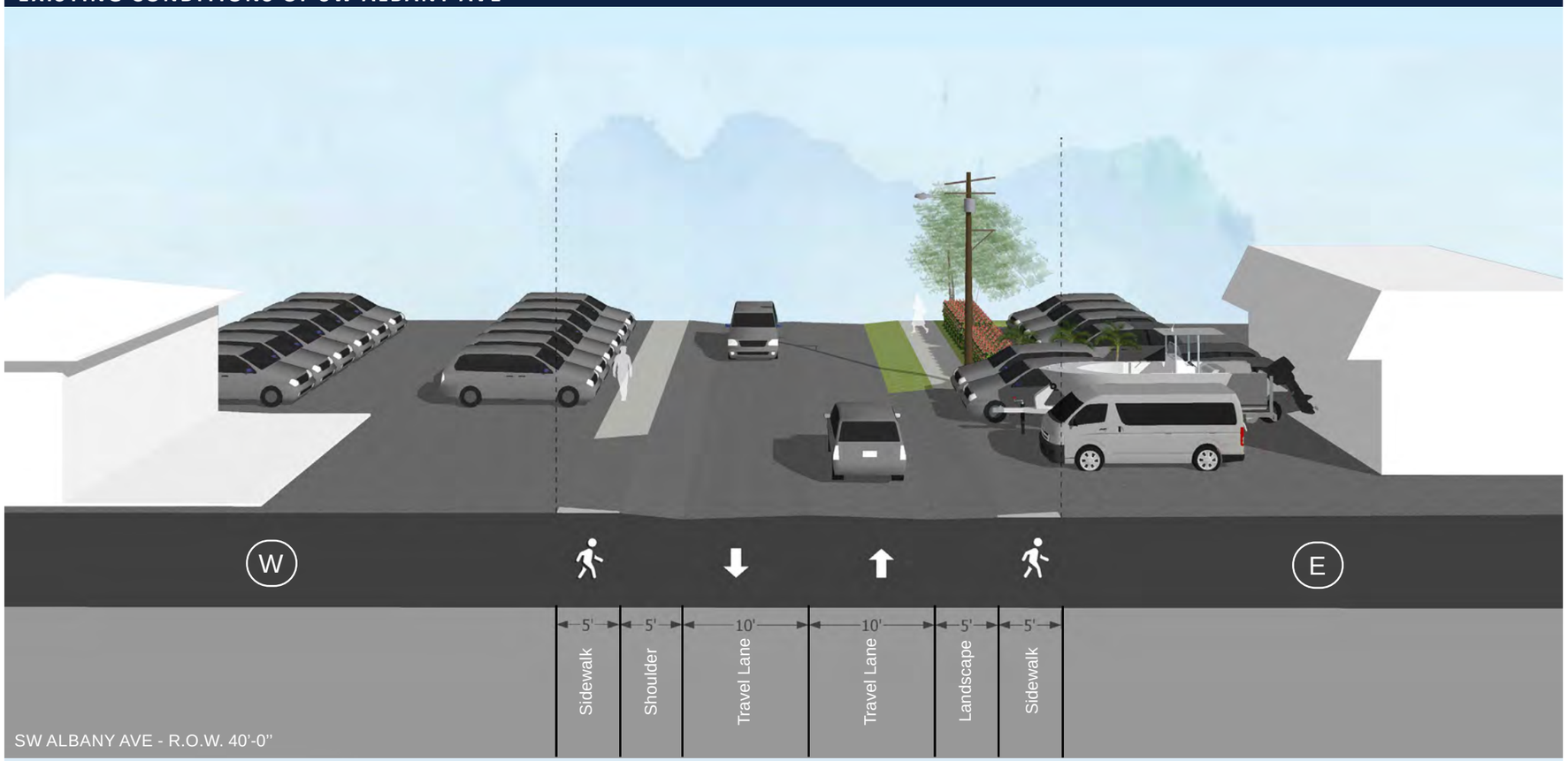
MOBILITY & CONNECTIVITY

SW ALBANY AVENUE (SECTION 3A)

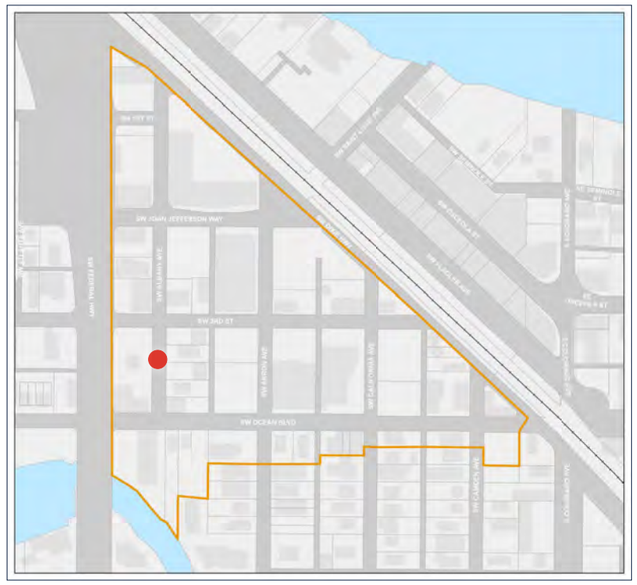
SW Albany Avenue is a north-south road with a 40' right-of-way typical for the study area. It is just 125' feet from US-1/Federal Highway. Stormwater infrastructure or on-street parking are not included in the street section until north of SW Joan Jefferson Way. There is a 5' sidewalk on both sides of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

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

EXISTING CONDITIONS OF SW ALBANY AVE



SW ALBANY AVE - R.O.W. 40'-0''





GOOGLE EARTH IMAGE OF SW ALBANY AVE.



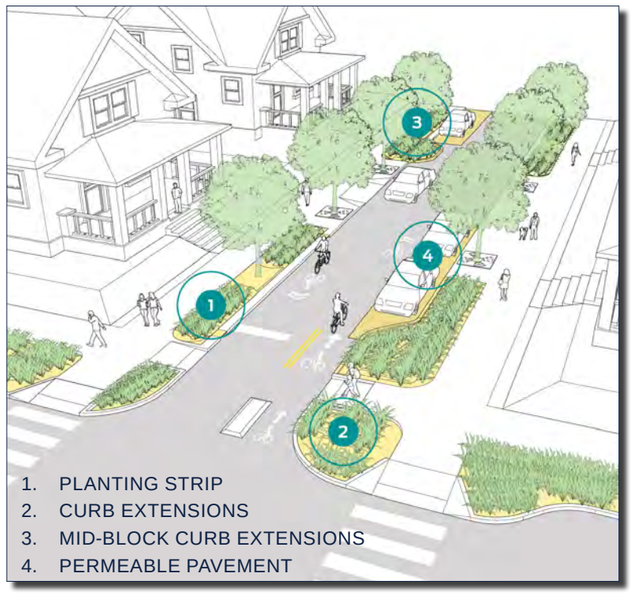
ALLEY AT EAST BLOCK

MOBILITY & CONNECTIVITY

SW ALBANY AVENUE (SECTION 3A)

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

NACTO URBAN STREET STORMWATER GUIDE



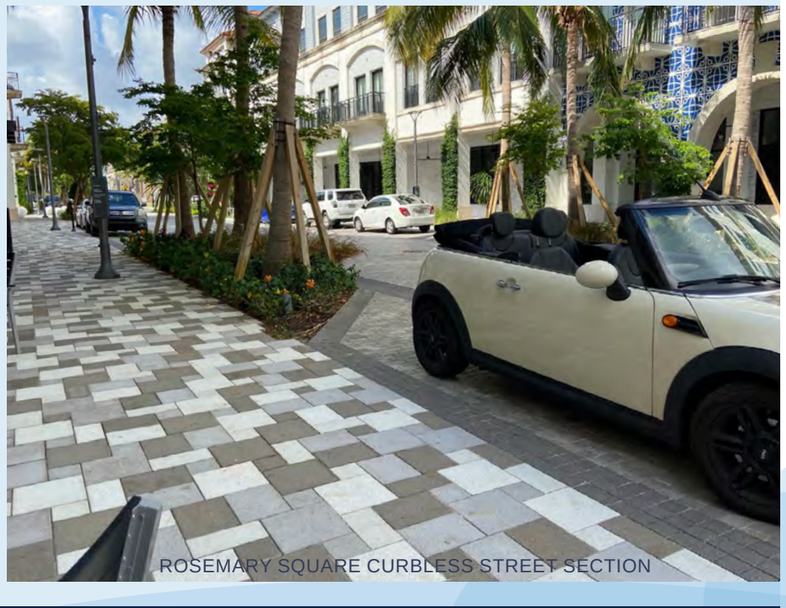
RECOMMENDED IMPROVEMENTS OF SW ALBANY AVE



SW ALBANY AVE - R.O.W. 40'-0"



ARTIST RENDERING OF SW ALBANY AVE.

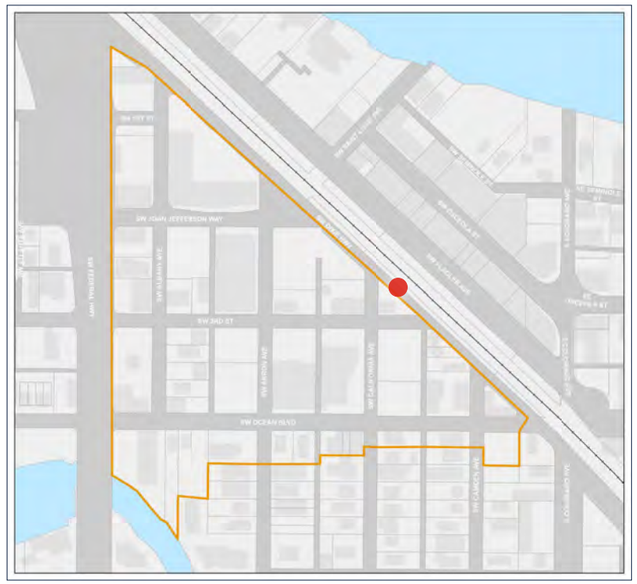


ROSEMARY SQUARE CURBLESS STREET SECTION

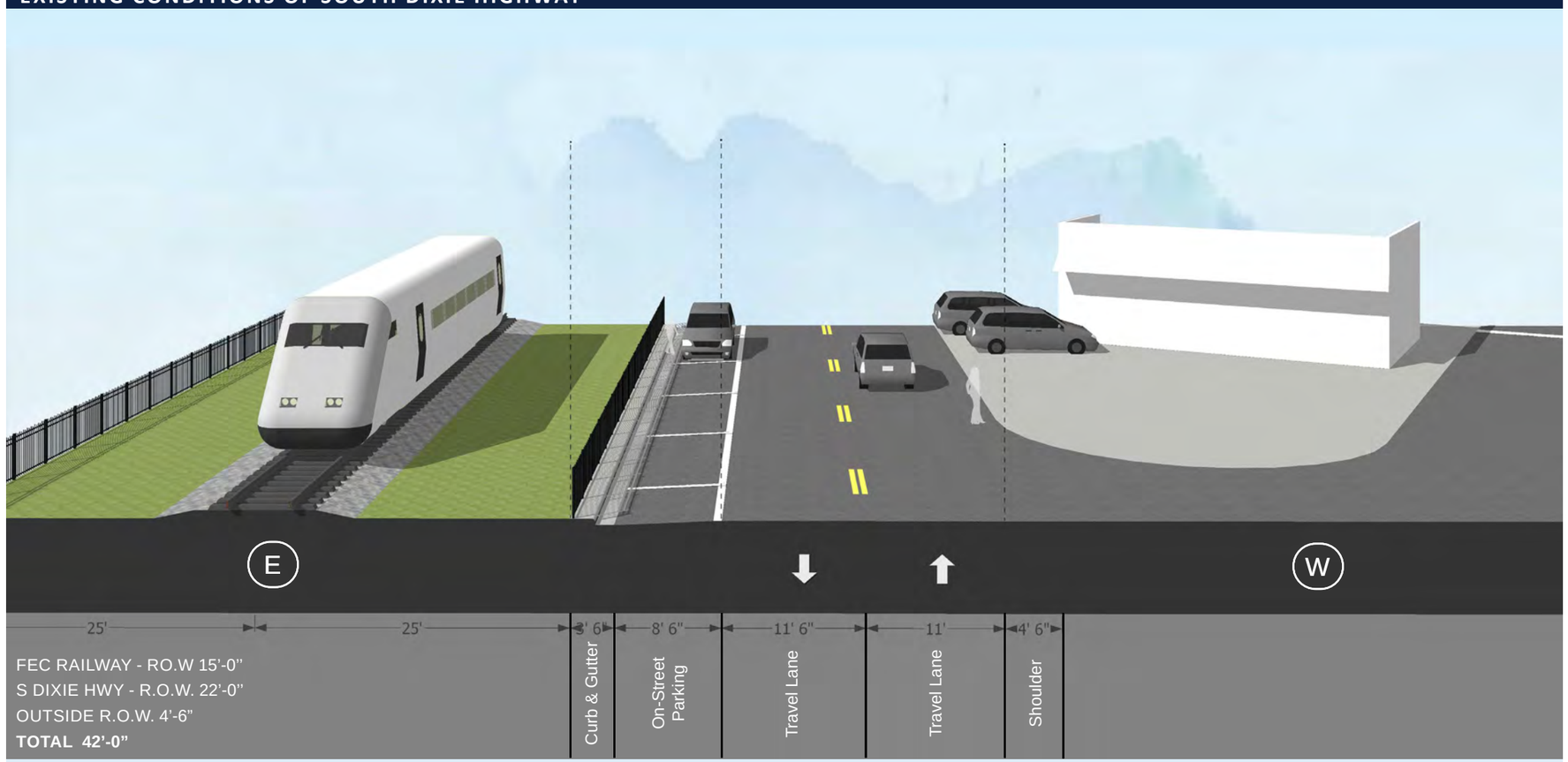
MOBILITY & CONNECTIVITY

SOUTH DIXIE HIGHWAY (SECTION 4A)

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



EXISTING CONDITIONS OF SOUTH DIXIE HIGHWAY





GOOGLE EARTH IMAGE OF S DIXIE HWY



VIEW OF COMPLETED TRACK NORTH OF STUAY AREA

MOBILITY & CONNECTIVITY

SOUTH DIXIE HIGHWAY (SECTION 4A)

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

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

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

RECOMMENDED IMPROVEMENTS OF SOUTH DIXIE HIGHWAY







MOBILITY & CONNECTIVITY

SW OCEAN BOULEVARD (SECTION 5B)

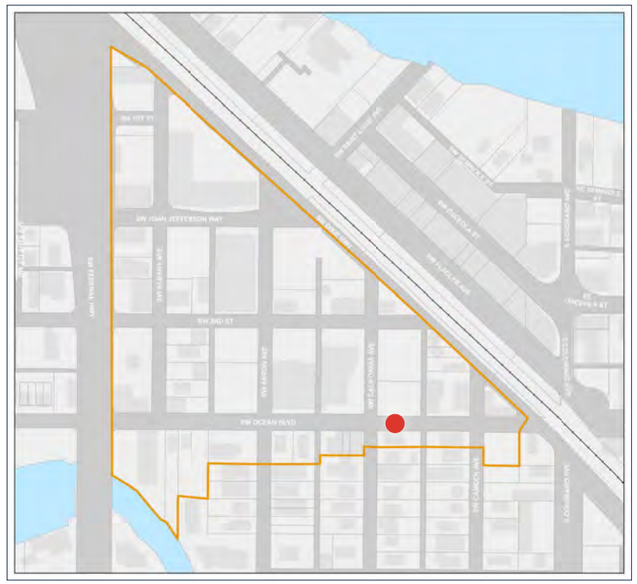
SW Ocean Blvd includes many of the parts of a complete street including a sidewalk and on-street parking on both sides, but those sidewalks are woefully narrow at 4’-6” and with numerous interruptions from utility poles which further reduce the clear path. There are few opportunities for shade and very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

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

EXISTING CONDITIONS OF SW OCEAN BOULEVARD



SW OCEAN BLVD - R.O.W. 48’-0”





GOOGLE EARTH IMAGE OF SW OCEAN BLVD.

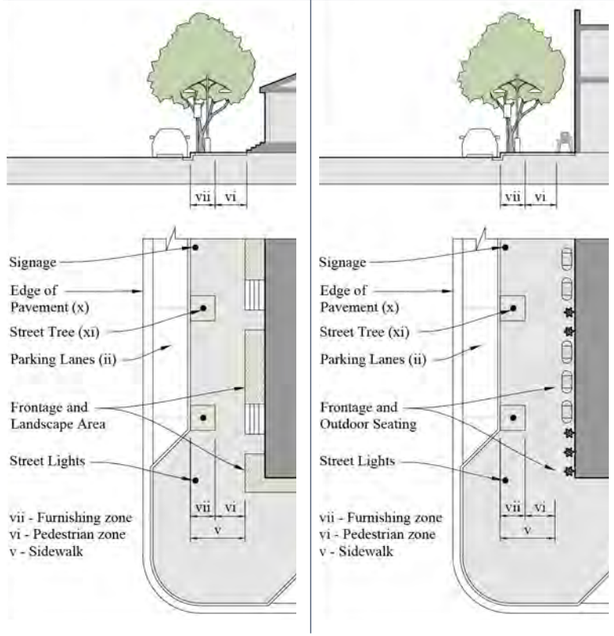


MOBILITY & CONNECTIVITY

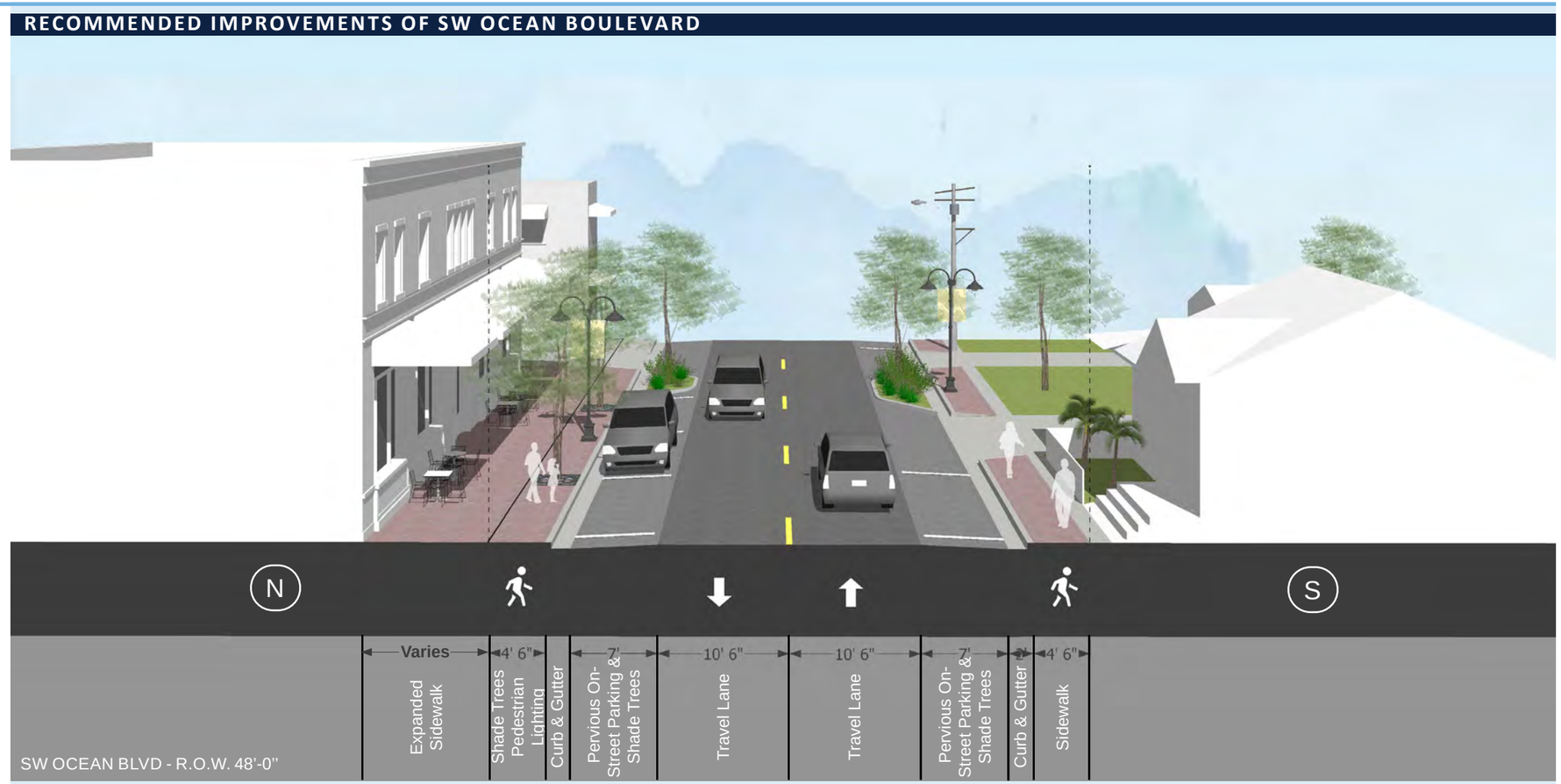
SW OCEAN BOULEVARD (SECTION 5B)

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

RESIDENTIAL STREETSCAPE | COMMERCIAL STREETSCAPE



RECOMMENDED IMPROVEMENTS OF SW OCEAN BOULEVARD





ARTIST RENDERING OF SW OCEAN BLVD..



DORN AVE IN SOUTH MIAMI COURTESY OF DOVER, KHOL & PARTNERS

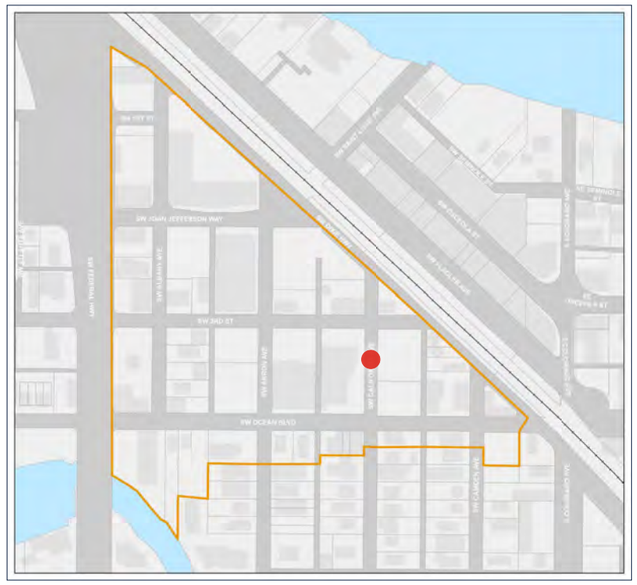
MOBILITY & CONNECTIVITY

SW CALIFORNIA AVENUE (SECTION 5A)

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

EXISTING CONDITIONS OF SW CALIFORNIA AVENUE







GOOGLE EARTH IMAGE OF SW CALIFORNIA AVE.



CORNER OF SW CALIFORNIA AVE. & SW OCEAN BLVD.

MOBILITY & CONNECTIVITY

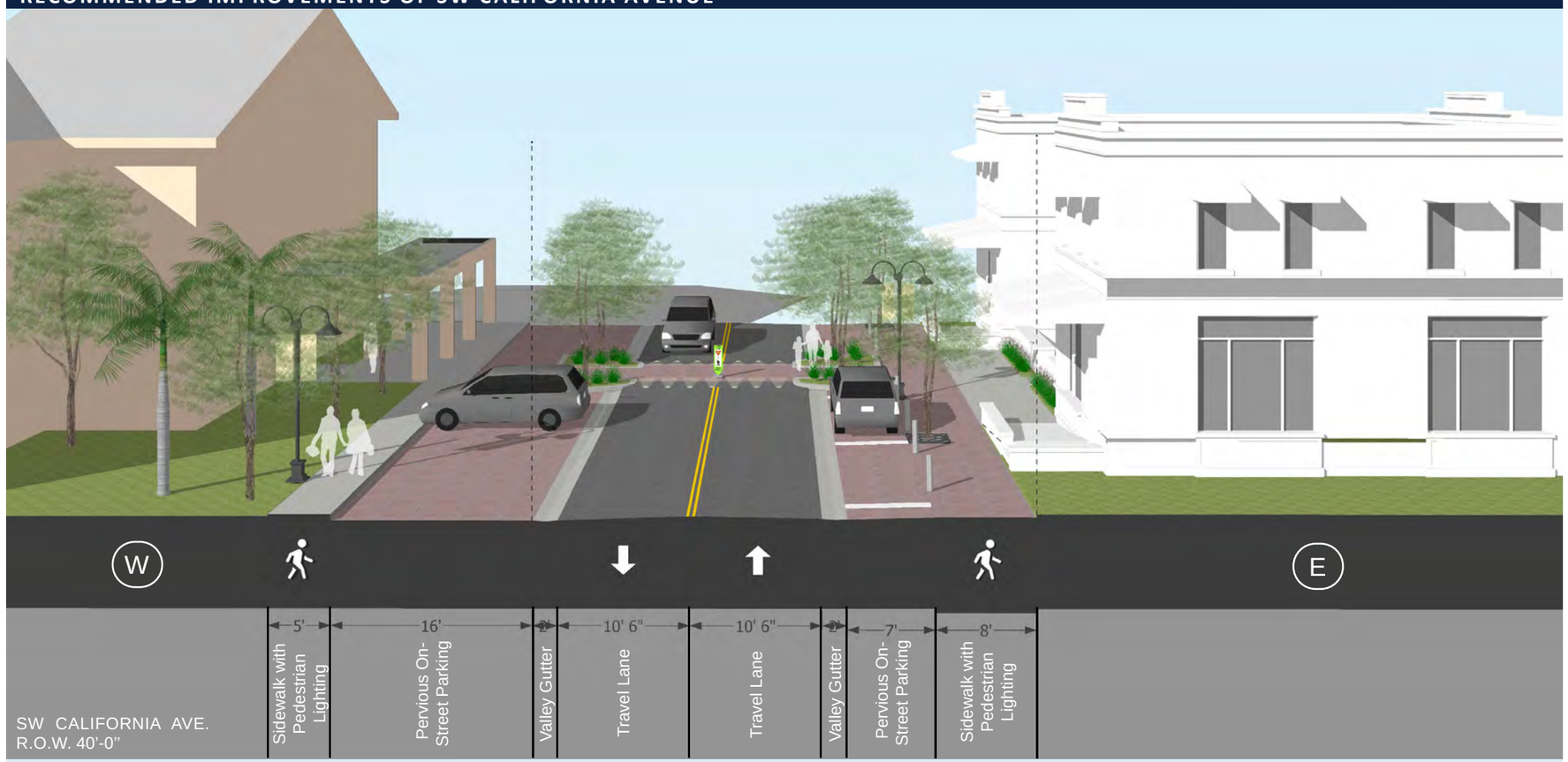
SW CALIFORNIA AVENUE (SECTION 5A)

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

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

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

RECOMMENDED IMPROVEMENTS OF SW CALIFORNIA AVENUE





ARTIST RENDERING OF SW CALIFORNIA AVE.

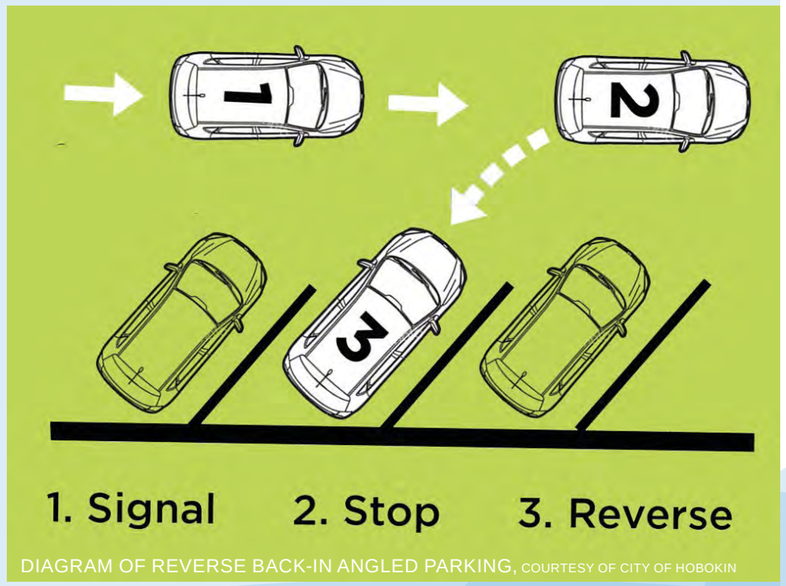


DIAGRAM OF REVERSE BACK-IN ANGLED PARKING, COURTESY OF CITY OF HOBOKIN

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

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

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

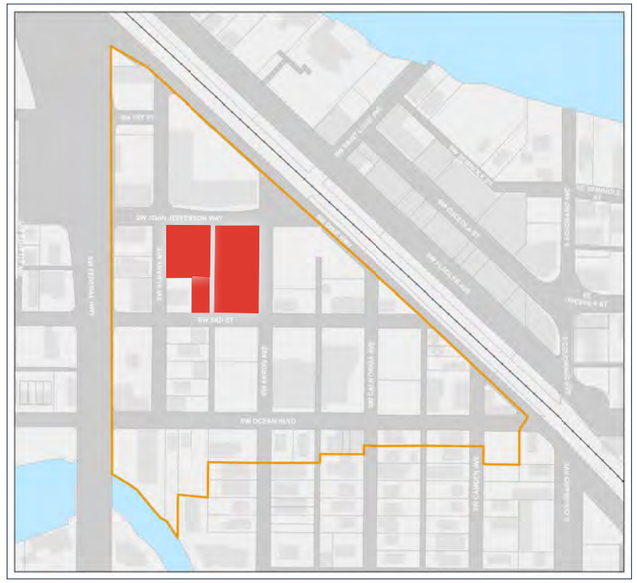
To the west of the AT&T building is an unimproved alley. The alley abuts the recently relocated historic structure mentioned above as well at a historic church to the south. The church, which was the first church in the City, is in the process of rehabilitation to be used as a small scale event and arts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

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

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







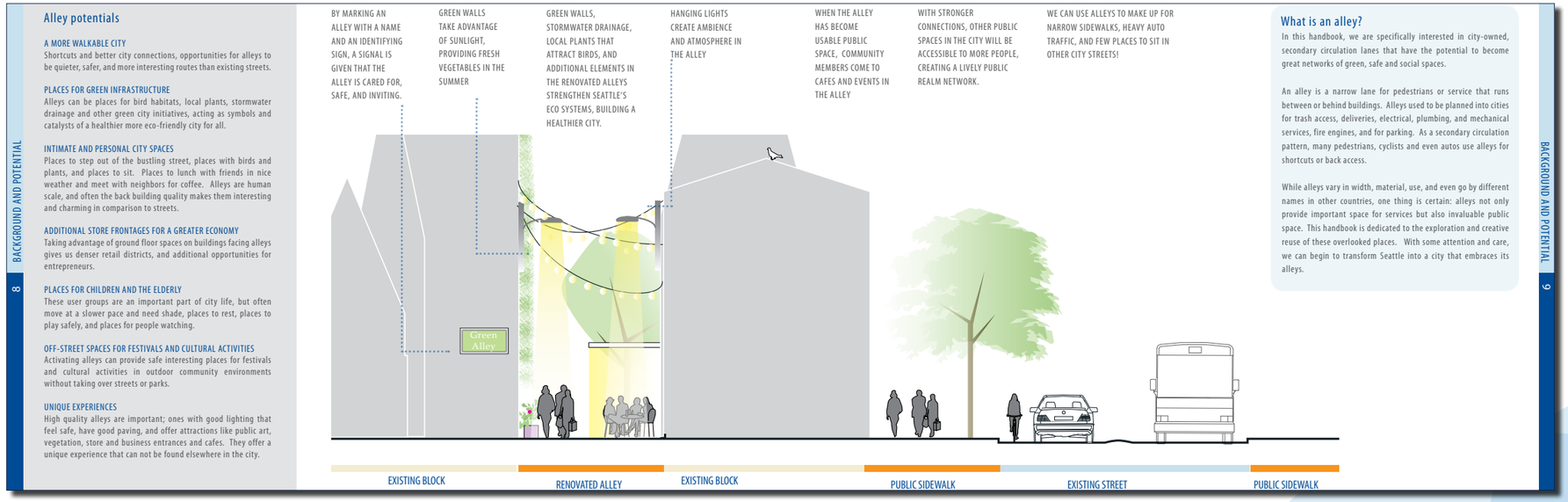


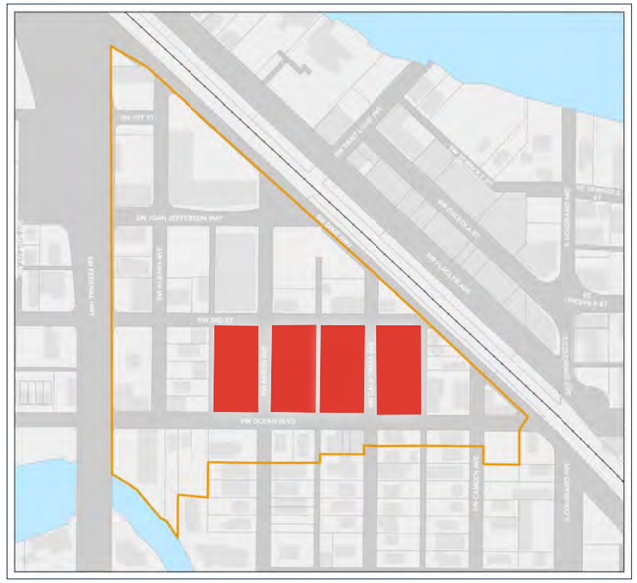
Figure 27 Seattle Integrated Alley Handbook includes recommendations and illustrations of the potential for alleys.

REDEVELOPMENT OPPORTUNITY

FIRST BAPTIST CHURCH OF STUART & AT&T PARKING LOT

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

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



REDEVELOPMENT CONCEPT



A. AKRON ROW

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

B. OCEAN APARTMENTS

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

C. CALIFORNIA TOWNHOMES

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

D. CALIFORNIA COURTS

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

IMPLEMENTATION

RECOMMENDATIONS & IMPLEMENTATION

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

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

ADOPTING THE TRIANGLE DISTRICT MASTER PLAN

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



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

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

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

APPLENIX A:
EXISTING CONDITIONS PLAN

Existing shade tree
Existing building
Frazier Creek

SEGMENT 1

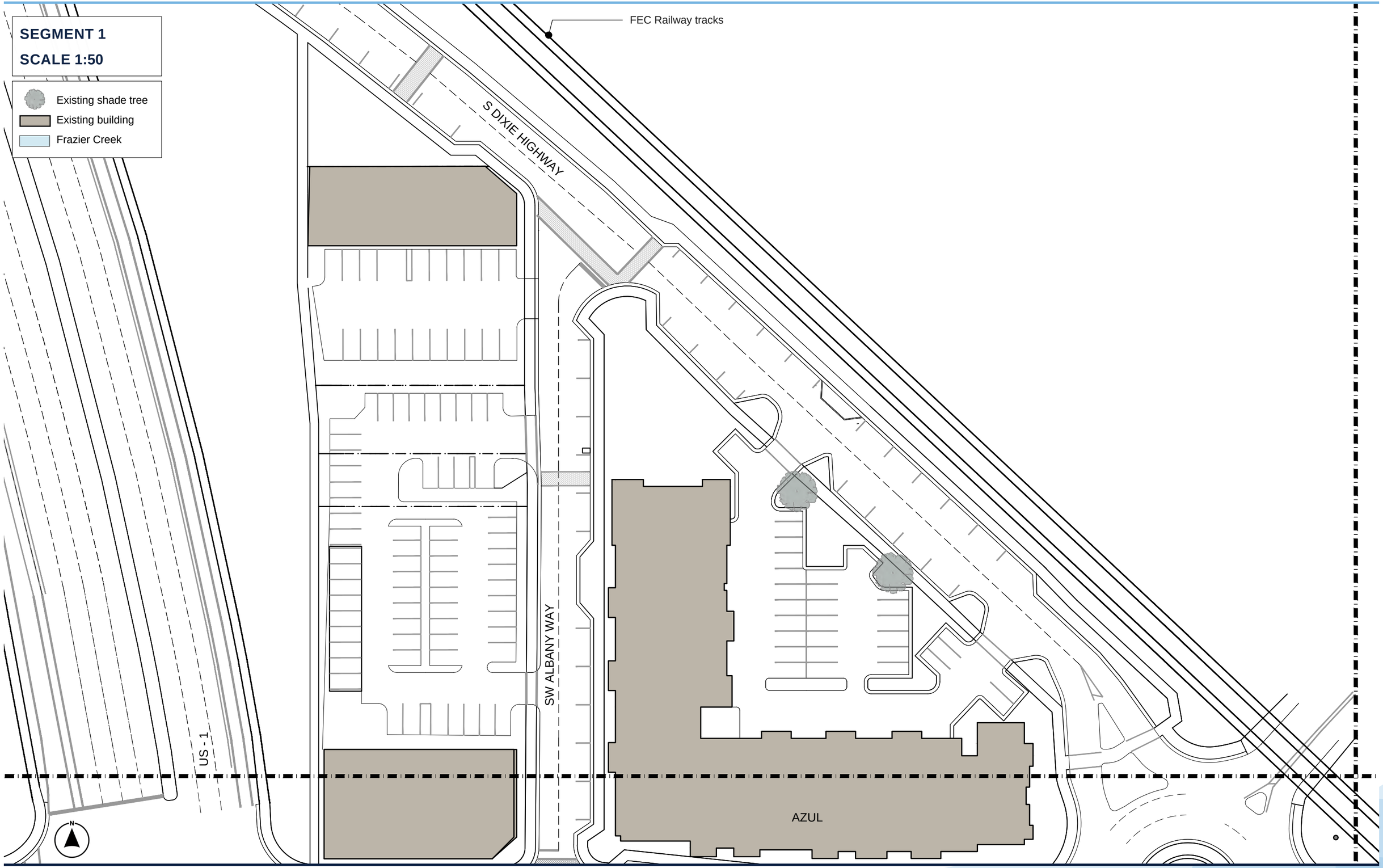
SEGMENT 2

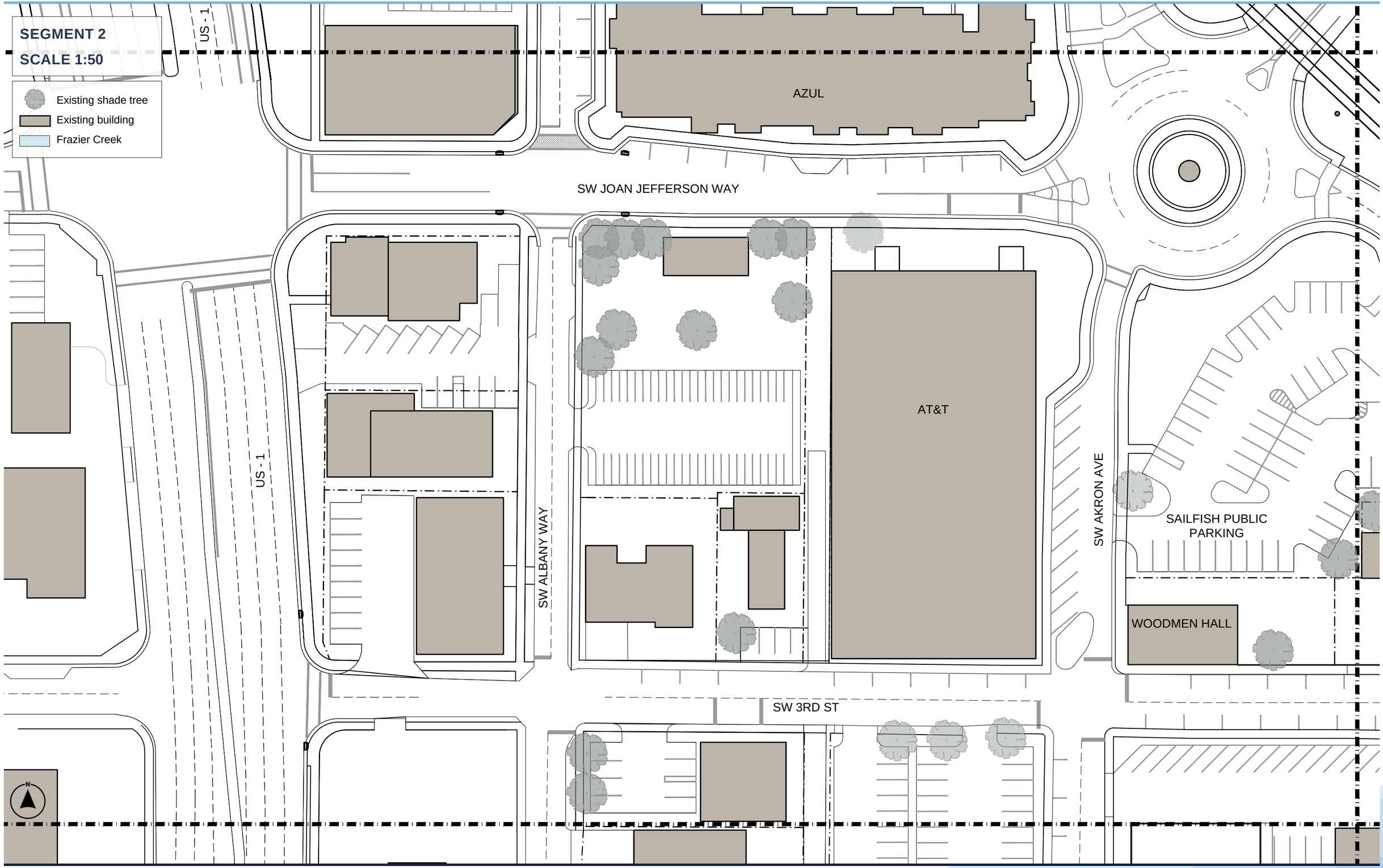
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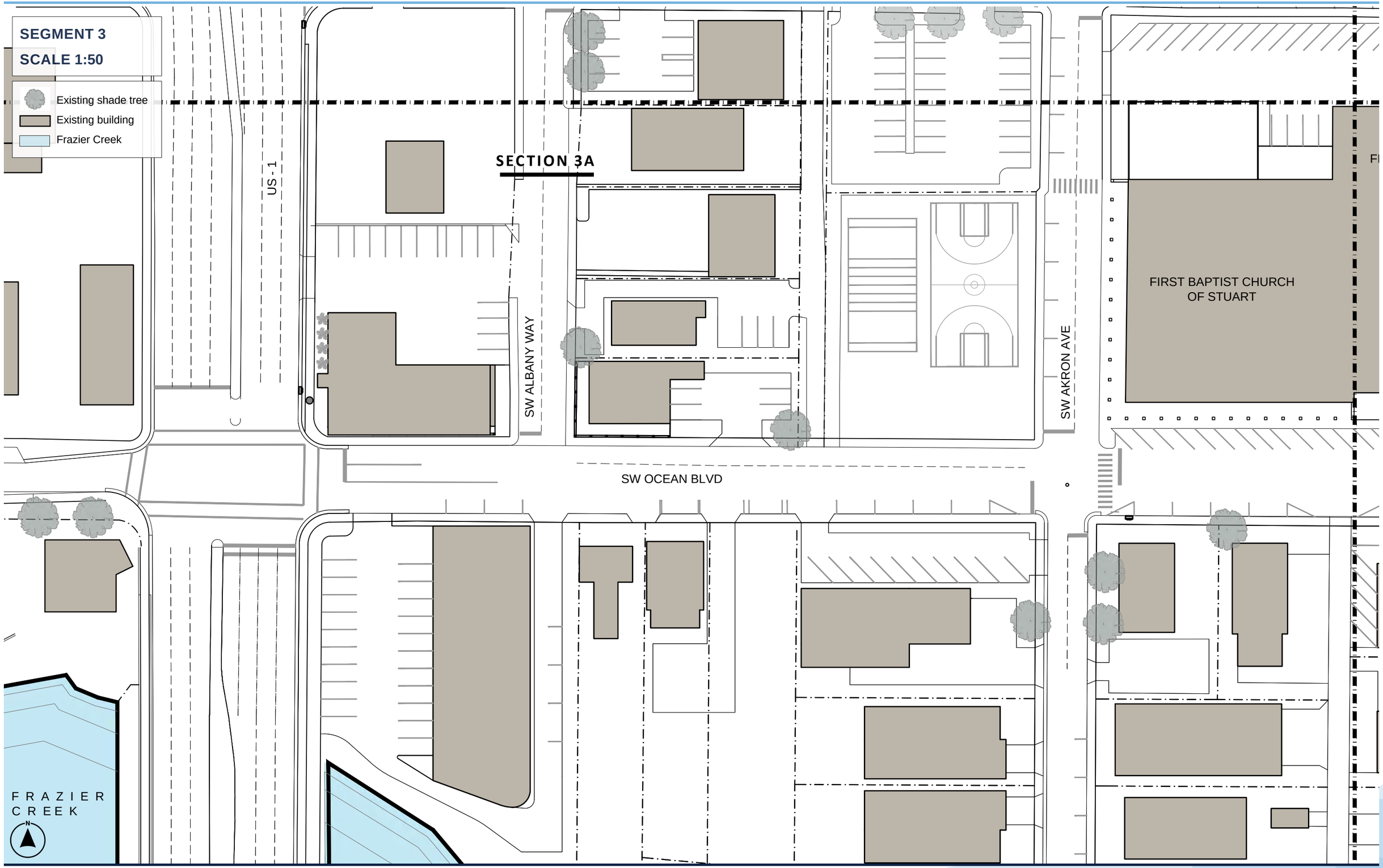
SEGMENT 4

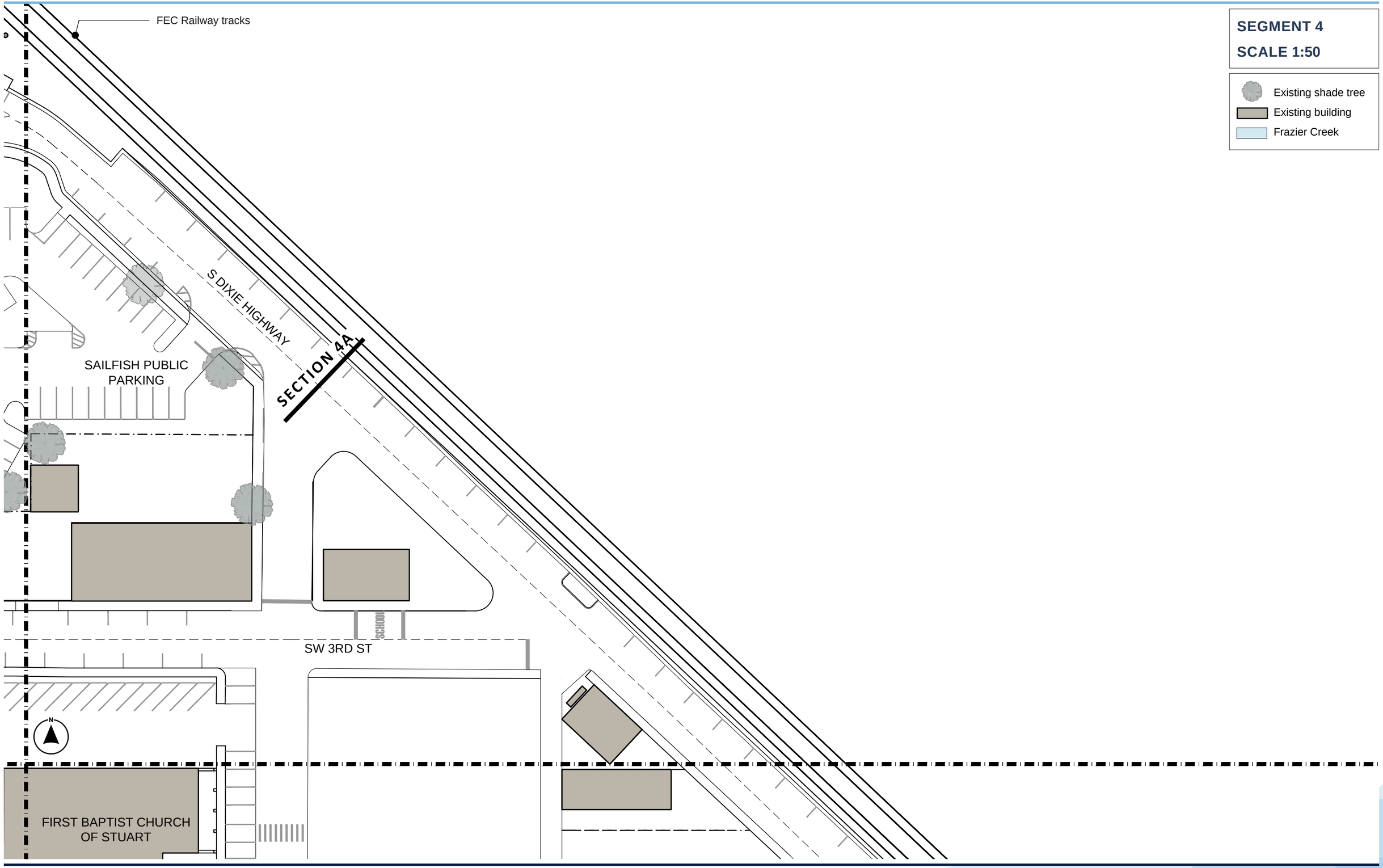
SEGMENT 5

S DIXIE HIGHWAY
SW ALBANY WAY
US 1
AZUL
SW JOAN JEFFERSON WAY
AT&T
SW AKRON AVE
SAILFISH PUBLIC PARKING
WOODMEN HALL
SW 3RD ST
FIRST BAPTIST CHURCH OF STUART
SW CALIFORNIA AVE
SW CAMDEN AVE
SW OCEAN BLVD


SEGMENT 1
SCALE 1:50
Existing shade tree
Existing building
Frazier Creek
FEC Railway tracks
S DIXIE HIGHWAY
SW ALBANY WAY
US - 1
AZUL
N


SEGMENT 2
SCALE 1:50
Existing shade tree
Existing building
Frazier Creek
US - 1
AZUL
SW JOAN JEFFERSON WAY
AT&T
SW ALBANY WAY
SW AKRON AVE
SAILFISH PUBLIC PARKING
WOODMEN HALL
SW 3RD ST
N


SEGMENT 3
SCALE 1:50
Existing shade tree
Existing building
Frazier Creek
US - 1
SECTION 3A
SW ALBANY WAY
SW OCEAN BLVD
SW AKRON AVE
FIRST BAPTIST CHURCH
OF STUART
FRAZIER
CREEK
N



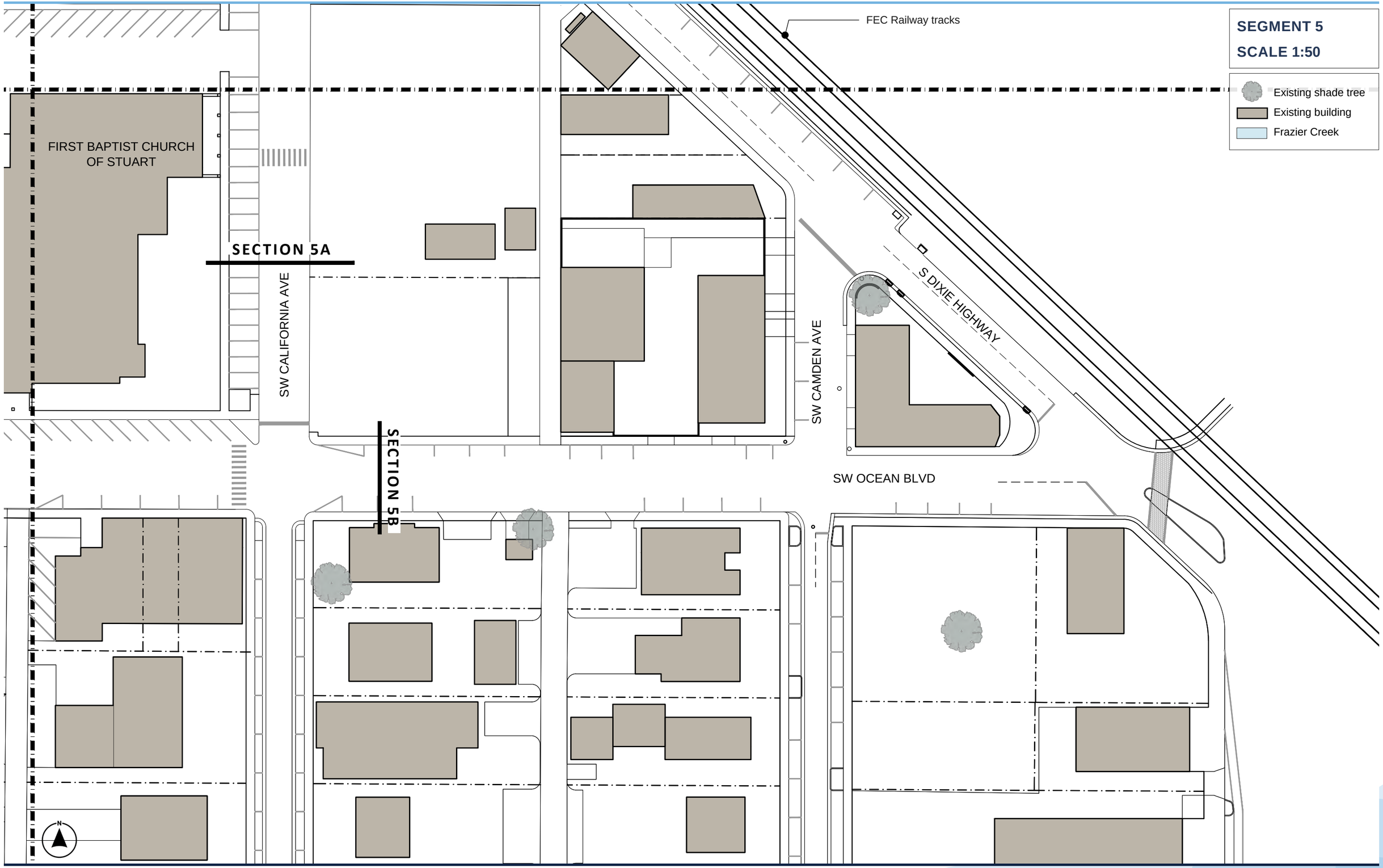
SEGMENT 4

SCALE 1:50

Existing shade tree

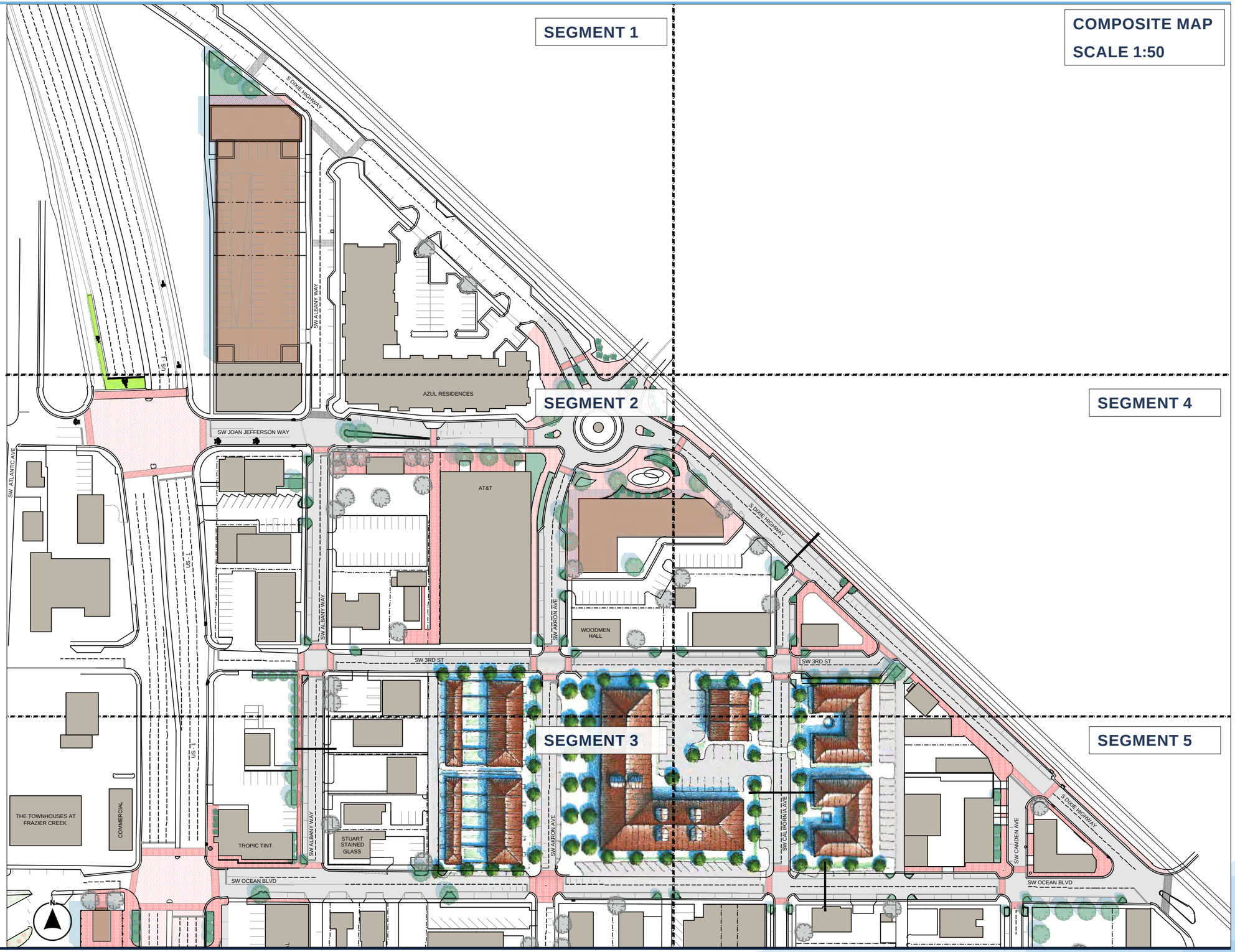
Existing building

Frazier Creek

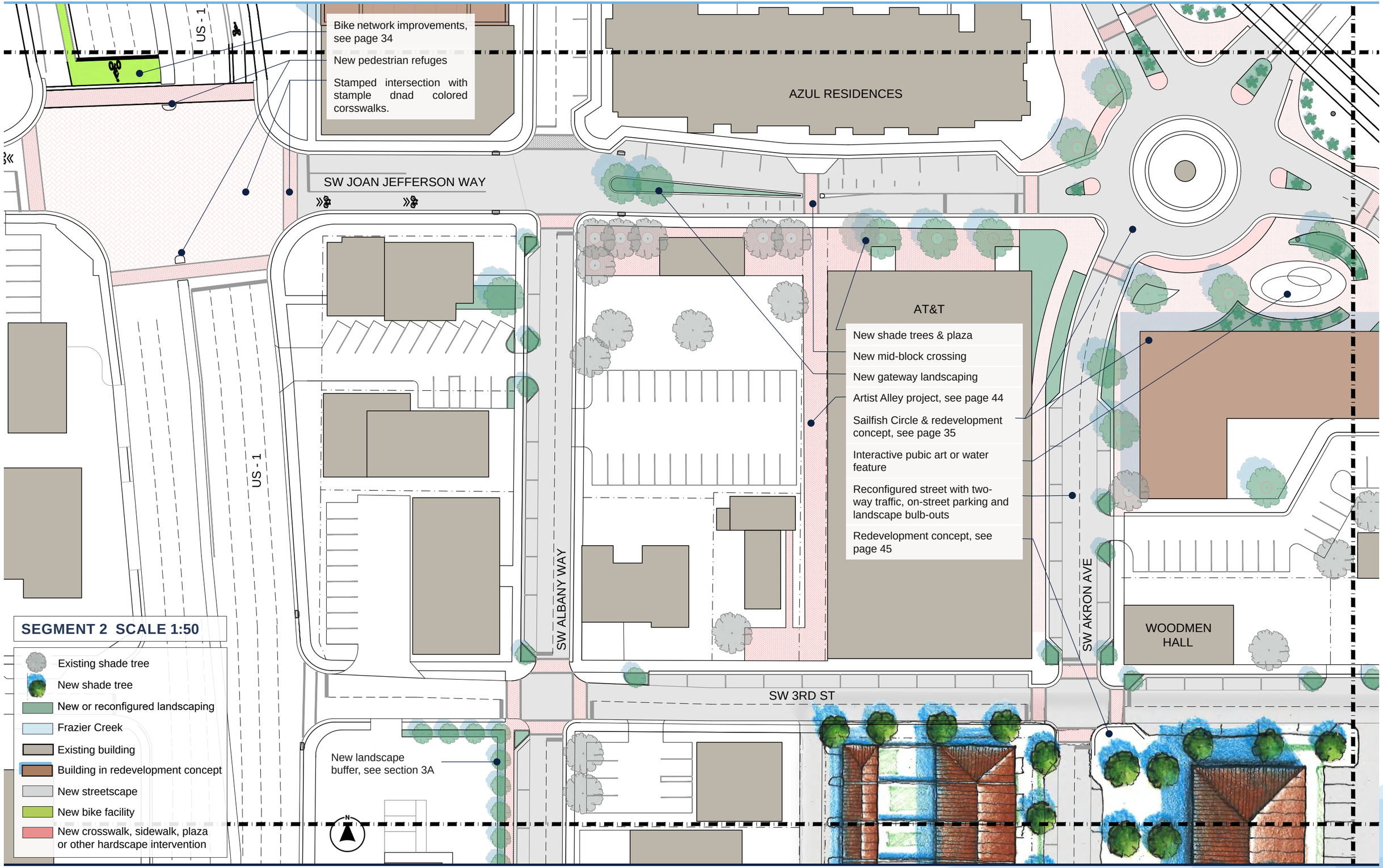

SEGMENT 5
SCALE 1:50
Existing shade tree
Existing building
Frazier Creek
FEC Railway tracks
FIRST BAPTIST CHURCH OF STUART
SECTION 5A
SECTION 5B
SW CALIFORNIA AVE
SW CAMDEN AVE
S DIXIE HIGHWAY
SW OCEAN BLVD
N

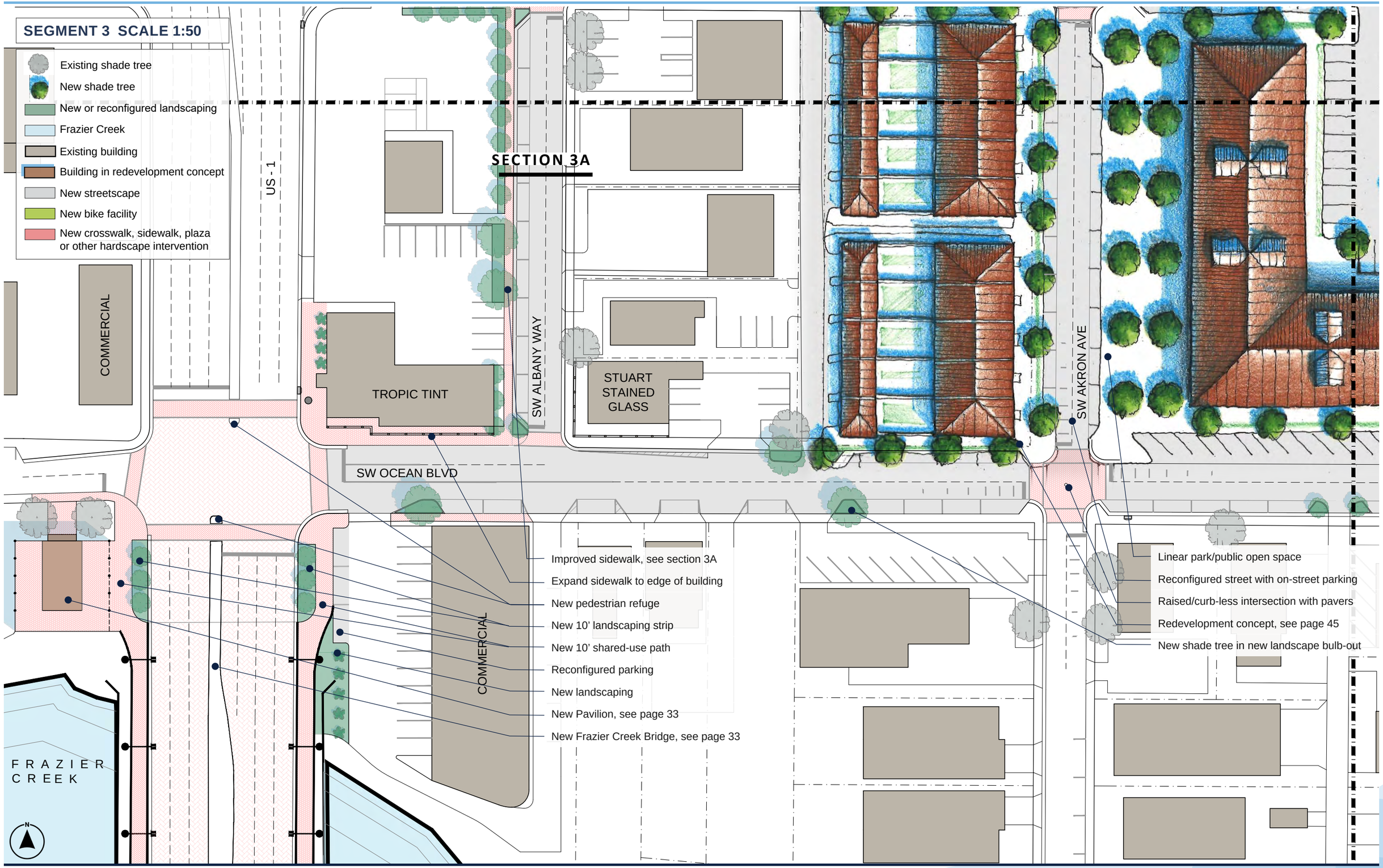
APPENDIX B:
DETAILED MASTER PLAN

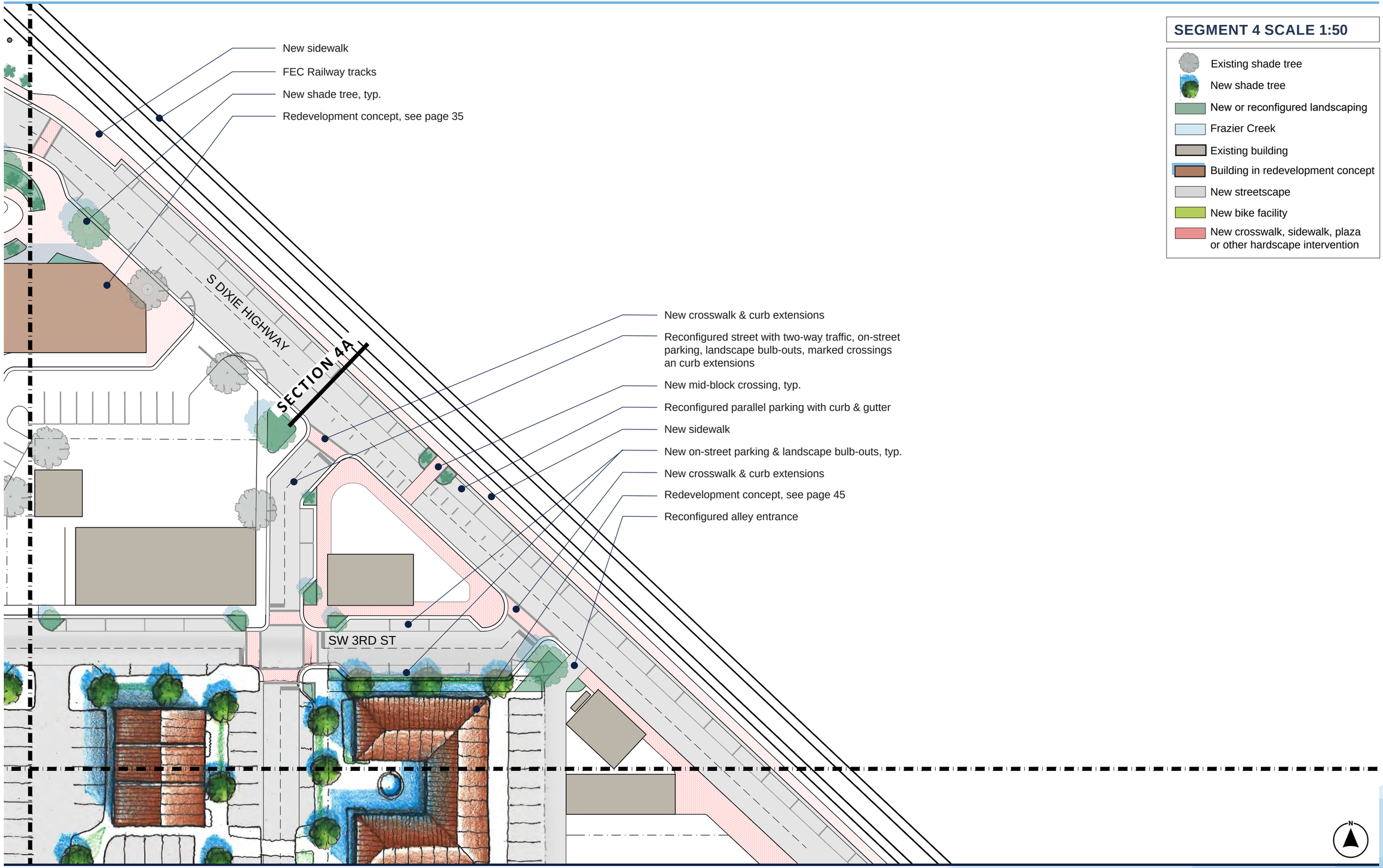
- Existing shade tree
- New shade tree
- New or reconfigured landscaping
- Frazier Creek
- Existing building
- Building in redevelopment concept
- New streetscape
- New bike facility
- New crosswalk, sidewalk, plaza or other hardscape intervention

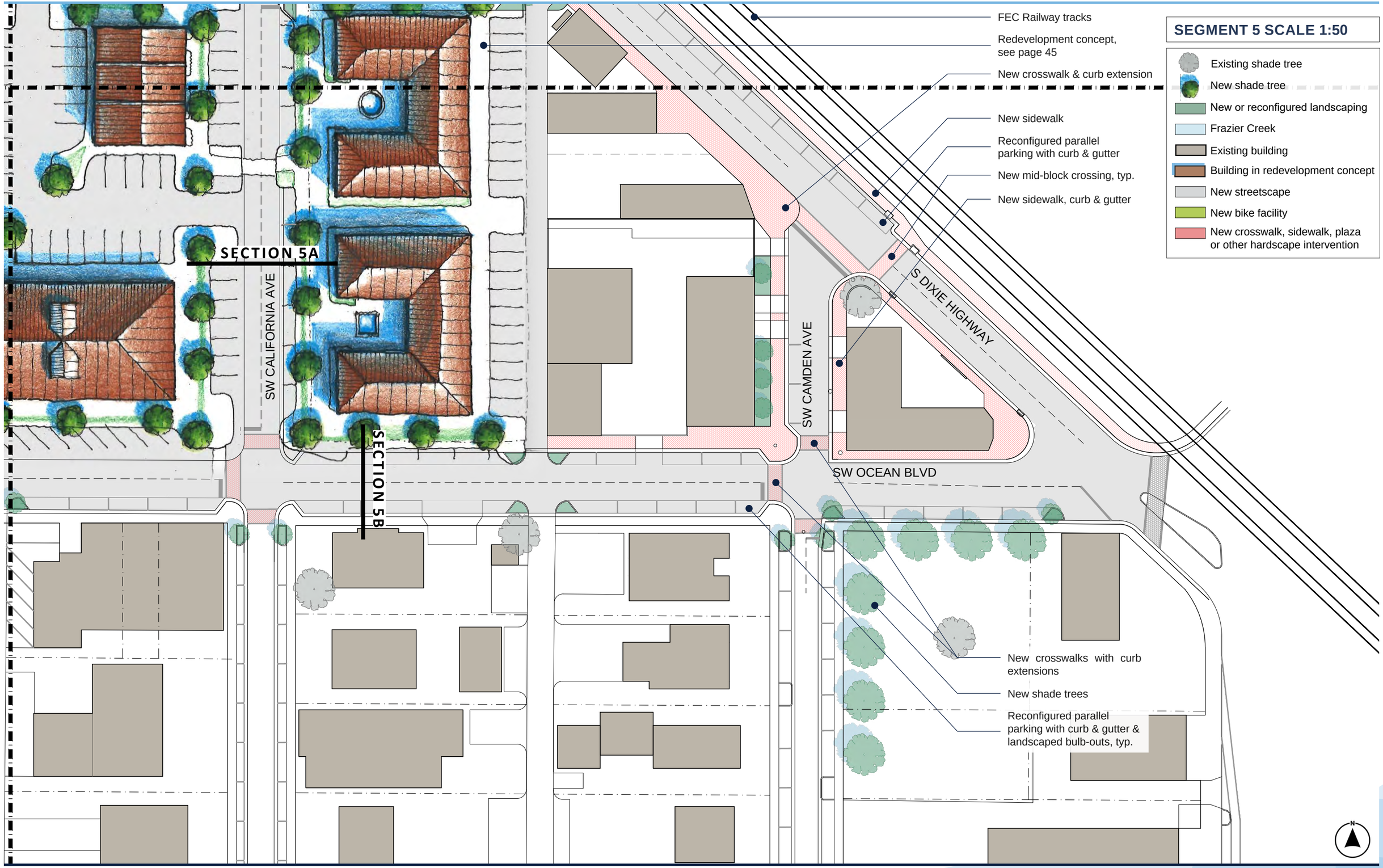



FEC Railway tracks
New shade trees at sidewalk.
New sidewalk on City-owned property. Allow commercial space to activate public space with outdoor dining
New commercial liner facing public open space
Parking garage concept, see page 31
S DIXIE HIGHWAY
SW ALBANY WAY
US - 1
Bike network improvements, see page 34
Sailfish Circle interventions, see page 35
AZUL RESIDENCES
N
SEGMENT 1 SCALE 1:50
Existing shade tree
New shade tree
New or reconfigured landscaping
Frazier Creek
Existing building
Building in redevelopment concept
New streetscape
New bike facility
New crosswalk, sidewalk, plaza or other hardscape intervention


Bike network improvements, see page 34
New pedestrian refuges
Stamped intersection with stample dnad colored corsswalks.
AZUL RESIDENCES
SW JOAN JEFFERSON WAY
AT&T
New shade trees & plaza
New mid-block crossing
New gateway landscaping
Artist Alley project, see page 44
Sailfish Circle & redevelopment concept, see page 35
Interactive pubic art or water feature
Reconfigured street with two-way traffic, on-street parking and landscape bulb-outs
Redevelopment concept, see page 45
US - 1
SW ALBANY WAY
SW AKRON AVE
SW 3RD ST
WOODMEN HALL
New landscape buffer, see section 3A
N
SEGMENT 2 SCALE 1:50
Existing shade tree
New shade tree
New or reconfigured landscaping
Frazier Creek
Existing building
Building in redevelopment concept
New streetscape
New bike facility
New crosswalk, sidewalk, plaza or other hardscape intervention


SEGMENT 3 SCALE 1:50
Existing shade tree
New shade tree
New or reconfigured landscaping
Frazier Creek
Existing building
Building in redevelopment concept
New streetscape
New bike facility
New crosswalk, sidewalk, plaza or other hardscape intervention
SECTION 3A
US - 1
SW ALBANY WAY
SW AKRON AVE
SW OCEAN BLVD
COMMERCIAL
TROPIC TINT
STUART STAINED GLASS
COMMERCIAL
FRAZIER CREEK
N
Improved sidewalk, see section 3A
Expand sidewalk to edge of building
New pedestrian refuge
New 10' landscaping strip
New 10' shared-use path
Reconfigured parking
New landscaping
New Pavilion, see page 33
New Frazier Creek Bridge, see page 33
Linear park/public open space
Reconfigured street with on-street parking
Raised/curb-less intersection with pavers
Redevelopment concept, see page 45
New shade tree in new landscape bulb-out


New sidewalk
FEC Railway tracks
New shade tree, typ.
Redevelopment concept, see page 35
S DIXIE HIGHWAY
SECTION 4A
New crosswalk & curb extensions
Reconfigured street with two-way traffic, on-street parking, landscape bulb-outs, marked crossings an curb extensions
New mid-block crossing, typ.
Reconfigured parallel parking with curb & gutter
New sidewalk
New on-street parking & landscape bulb-outs, typ.
New crosswalk & curb extensions
Redevelopment concept, see page 45
Reconfigured alley entrance
SW 3RD ST
SEGMENT 4 SCALE 1:50
Existing shade tree
New shade tree
New or reconfigured landscaping
Frazier Creek
Existing building
Building in redevelopment concept
New streetscape
New bike facility
New crosswalk, sidewalk, plaza or other hardscape intervention
N


SECTION 5A
SECTION 5B
SW CALIFORNIA AVE
SW CAMDEN AVE
S DIXIE HIGHWAY
SW OCEAN BLVD
FEC Railway tracks
Redevelopment concept, see page 45
New crosswalk & curb extension
New sidewalk
Reconfigured parallel parking with curb & gutter
New mid-block crossing, typ.
New sidewalk, curb & gutter
New crosswalks with curb extensions
New shade trees
Reconfigured parallel parking with curb & gutter & landscaped bulb-outs, typ.
SEGMENT 5 SCALE 1:50
Existing shade tree
New shade tree
New or reconfigured landscaping
Frazier Creek
Existing building
Building in redevelopment concept
New streetscape
New bike facility
New crosswalk, sidewalk, plaza or other hardscape intervention
N

FUTURE PARKING NEEDS ANALYSIS EXCERPT

WALKER CONSULTANTS

STRATEGIC RECOMMENDATIONS

FUTURE PARKING NEEDS ANALYSIS – CITY OF STUART, FL

SEPTEMBER 2018

Expand into the study area as roads are improved.

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

WALKER CONSULTANTS

STRATEGIC RECOMMENDATIONS

FUTURE PARKING NEEDS ANALYSIS – CITY OF STUART, FL

SEPTEMBER 2018

Expand into the study area as roads are improved.

Reevaluate as development occurs in the Triangle District.

This recommendation in Illustrated in page 39 and Appendix B.

Expand into the study area as roads are improved.

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

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