The Town on its Western Waterfront
During the week following January 30, 1998, the citizens and elected officials of Stuart joined with Treasure Coast Regional Planning Council staff to create a new plan for the city's downtown and waterfront. The plan follows the model of "The Great American Small Town," seeking to provide:

- All the privileges and necessities of daily life within a comfortable walking distance.

The plan embraces the waterfront, establishing public spaces (in the form of greens, parks, and lanes) and more than 2,400 lineal feet of public waterfront in the heart of the downtown.

The "Uptown" area is proposed as an address for a diversity of shops, residences, and offices, and hotel and marina that will cater to the residents of the greater Stuart area and the region.

The northern extension of Osceola Street, relocation of City Hall to a more prominent and visible location, redevelopment of the Rayz property, revitalization of the Flagler Park area, and completion of the downtown street network will provide for the constructive expansion of the city's pent-up energy and commerce.

Points of Interest:
- Flagler Waterfront Park
- Passenger Rail Station
- Rayz Waterfront Plaza
- Recreation Center
- Museum
- New City Hall
- Seminole Waterfront Park
- North Osceola Street
- New Marina
- Anchorage
- Ships Store

Treasure Coast Regional Planning Council
with and for
The Citizens of Stuart
January, 1998
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**POINTS OF INTEREST**

1. Flagler Waterfront Park    7. Passenger Rail Station
2. Rayz Waterfront Plaza      8. Recreation Center
4. New City Hall               10. Anchorage
5. Seminole Waterfront Park   11. Ships Store
The small public plaza overlooks the new marina and moorage. The buildings surrounding it provide a full mix of uses that serve boaters while providing an active public space for the town on its western waterfront.
Stuart embraces its Waterfront and makes the park part of the daily life of its citizens. New buildings line its edge, shielding it from the underside of the bridge and reducing the impact of the rail line. The new buildings also strengthen the park with their wide range of activities encourage the casual, “eyes on the park” that make public places safe.
Looking toward Downtown from U.S.1

SECOND STREET - NEW CITY HALL

Second Street is transformed into a true in-town street. The new streetscape and geometry calm traffic to speeds which are comfortable for pedestrians and cars alike. The Second Street vista puts an honorific focus on the new City Hall.
WATERFRONT STREETS AND TERRACES

A system of streets, terraces and parks establishes the waterfront as public space. Shopfronts with residences above ensure that these places are active and available to all citizens.
Key Elements

1. Flagler Park
2. Renovated Recreation Center
3. Mixed Use Building
4. Bait & Tackle Shop
5. Parking for Fishing Dock
Key Elements

1. Harbormaster's Building
2. Maritime Museum
3. Hotel with:
   • Conference Facilities
   • Restaurants
4. New Marina
5. Marine Supplies
New City Blocks and Building Potential
Number of Parking Spaces within a Two Minute Walk

<table>
<thead>
<tr>
<th>Location</th>
<th>Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rayz - Museum</td>
<td>100</td>
</tr>
<tr>
<td>Civic Center</td>
<td>152</td>
</tr>
<tr>
<td>Lyric Theater</td>
<td>157</td>
</tr>
<tr>
<td>New City Hall</td>
<td>137</td>
</tr>
<tr>
<td>Lady of Abundance</td>
<td>89</td>
</tr>
</tbody>
</table>
Above: The assembled public broke out into five charrette teams which then created the plans above. A representative from each team then presented their plan to the room. It became clear that there were a series of elements that were common to all of the proposals.

Common elements of all the charrette schemes:
• Thru road connections
• Linear public open space on canal
• Mixed-use neighborhoods
• Land Preserve
  etc.
Neighborhood Side Street: 46ft Right of Way, Limited Parking
15ft Curb Radius (at Travel Lane), 26.5ft. Pedestrian Crossing Distance, Sidewalks 5-6ft.
Neighborhood Street:

- 50ft. Row, On-Street Parking
- 15ft. curb Radius (at Travel Lane), 20.5ft Pedestrian Crossing Distance
- Sidewalks 5-7 ft.
## Draft New Building Specifications, by City Block

Not for General Release. This is a working paper - consider assumptions carefully:

<table>
<thead>
<tr>
<th>City Block</th>
<th>Frontage &amp; Street/Block Description</th>
<th>1st Fl. Commerce</th>
<th>Lineal Ft. Frontage (side street n.e.c.)</th>
<th>Sq. Ft. footprint (given 50 ft depth)</th>
<th>Sq. Ft. at 3 Storys</th>
<th>Parking needed (at 3/1,000 SF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Double Frontage Lots (DFL) Osceola (+Flagler Frontage)</td>
<td>Yes</td>
<td>220 ft</td>
<td>17,600 SF (assume solid)</td>
<td>52,800 SF</td>
<td>158</td>
</tr>
<tr>
<td>B</td>
<td>DFL - A+ Waterfront Street &amp; North Osceola Frontage</td>
<td>Yes</td>
<td>215 ft Water St. 215 ft Osceola St.</td>
<td>18,600 SF (assume solid)</td>
<td>55,800 SF</td>
<td>167</td>
</tr>
<tr>
<td>C</td>
<td>Mix-Waterfront St. + Flagler (Block 2/single frontage lots)</td>
<td>Yes</td>
<td>205 ft Waterfront 195 ft Flagler St.</td>
<td>17,750 SF</td>
<td>53,250 SF</td>
<td>160</td>
</tr>
<tr>
<td>D</td>
<td>New half of existing Downtown Block. A+ Waterfront St. Frontage</td>
<td>Yes</td>
<td>420 ft Waterfront</td>
<td>21,000 SF</td>
<td>63,000 SF</td>
<td>189 (-38 on site, surface)</td>
</tr>
<tr>
<td>E</td>
<td>Block wrapping Exist. Recreation Center; A+ Water &amp; Park Frontage, Side St.</td>
<td>Yes</td>
<td>170 ft Park w/arcade 60 ft Side St.</td>
<td>7,500 SF 3,600 SF</td>
<td>22,500 SF 10,000 SF</td>
<td>99 (-.25 under bldg.)</td>
</tr>
<tr>
<td>F</td>
<td>Building along west edge of Park &amp; against FEC ROW A+ Water &amp; Park Frontage</td>
<td>Yes</td>
<td>340 ft</td>
<td>20,400 SF (340 x 60 ft 1st Flr.)</td>
<td>54,400 SF (assume 50’ upper floors)</td>
<td>163 (-132 under bldg.)</td>
</tr>
<tr>
<td>Rayz</td>
<td>A+ Water &amp; Marina Frontage</td>
<td>Yes</td>
<td>290</td>
<td>11,600 SF (290 x 40ft 1st 40ft 1st Flr.)</td>
<td>40,600 SF (50’ upper floors)</td>
<td>122 (-46 behind bldg.)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td></td>
<td></td>
<td><strong>2,330 ft</strong></td>
<td><strong>118,050 SF (SF New Commerce)</strong></td>
<td><strong>352,350 SF</strong></td>
<td><strong>1,058 (829)</strong>*</td>
</tr>
</tbody>
</table>

*Upper Floor Residential Factor; - 234,300 SF, - 234 residences at 1,000 SF/unit (assuming floors 2&3 are residential). Parking reduction (at 1 space/unit) of 229 spaces, for total parking called for=829.

"Commerce" could be Retail or Office use, Could be Resid only with ground floor+4 ft. above street elev.

300 East Ocean Blvd. Suite 301 Florida 34994 phone (561) 221-4060. admin@tcroc.org
<table>
<thead>
<tr>
<th>New Street (see Key on Regulating Plan)</th>
<th>Lineal Feet</th>
<th>Row</th>
<th>Travel Lane (measured to curbface)</th>
<th>Pkg/Tree (curbface to curbface)</th>
<th>Sidewalk E/W</th>
<th>Curb Radius @Travel Lane</th>
<th>Comments, Special Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A) North Osceola</td>
<td>825</td>
<td>50ft</td>
<td>2@10ft</td>
<td>8ft</td>
<td>8ft</td>
<td>15ft</td>
<td>2-way (S-bound lane CL aligns with Osceola DL. S. of intersection)</td>
</tr>
<tr>
<td>B) “Water” Street</td>
<td>850</td>
<td>?? ft</td>
<td>1@12ft</td>
<td>8ft</td>
<td>12’/5’</td>
<td>15ft</td>
<td>1-way along waterfront greenway to N. Osceola.</td>
</tr>
<tr>
<td>C) Point Drive</td>
<td>1050</td>
<td>50ft</td>
<td>2@10ft</td>
<td>8ft typ.</td>
<td>10ft typ.</td>
<td>15ft</td>
<td>Rayz to the Rec Center</td>
</tr>
<tr>
<td>D) Rayz Marina Square</td>
<td>275</td>
<td>65ft</td>
<td>2@10ft</td>
<td>8’E/20’W</td>
<td>10ft/5’</td>
<td>15ft</td>
<td>In front of mixed-use bldg at Rayz site, w/head-in pkg on west side &amp; parallel on east side of street.</td>
</tr>
<tr>
<td>D) Dockside Way</td>
<td>350</td>
<td>25ft</td>
<td>15ft</td>
<td>NA</td>
<td>10ft W. of bollards</td>
<td>10ft</td>
<td>1 way, Limited access, ‘loading zone’ for marina</td>
</tr>
<tr>
<td>E) “Rec” &amp; 1st Street, East of FEC RR</td>
<td>335</td>
<td>??ft</td>
<td>2@11ft</td>
<td>8ft</td>
<td>10ft</td>
<td>15ft</td>
<td>2 way (New section for 2nd Street W of FEC)</td>
</tr>
<tr>
<td>F) Seminole Walk</td>
<td>250</td>
<td>30ft</td>
<td>20 ft clear</td>
<td>Palms @12’o.c.</td>
<td>NA</td>
<td>NA</td>
<td>Non-Automobile “Street.” No bldg. “setbacks” allowed, masonry Garden Walls where no bldg.</td>
</tr>
</tbody>
</table>

\(^1\) North of 1st Street the West sidewalk increases to 12ft, the east decreases to 6 ft (along greenway).

\(^2\) Point Drive extends from the Rec Center, around & under the Roosevelt bridges, through the Rayz Marina Square. Its section varies in sidewalk widths, parking, and ROW along Flagler Park (15 ft. arcaded West sidewalk, no sidewalk along park (paths), Under the bridge (no parking), and Rayz Square (w/partial head-in parking with 60 ft. ROW).