

**MINUTES OF THE REGULAR MEETING OF THE CITY OF STUART  
COMMUNITY REDEVELOPMENT BOARD HELD IN CITY HALL, 121  
SOUTHWEST FLAGLER AVENUE, STUART, FLORIDA ON TUESDAY,  
APRIL 5, 2011**

**Those present:** Frank Wacha, Jr., Chairman  
David Collier, Vice Chairman  
Sharon Fitzke  
Jean Laws Scott  
Pete Walson  
Samia Ferraro  
Johnnie Bell

**Those absent:**

**Also present:** Terry O'Neil, Interim Development Director  
Teresa Lamar-Sarno, CRA Coordinator

**I. CALL TO ORDER: Chairman**

Chairman Wacha called the meeting to order at 4:07PM

**II. ROLL CALL: Secretary**

Those answering roll call and others present are referenced above.

**III. APPROVAL OF MINUTES: March 1, 2011**

**MOTION:** Pete Walson  
**SECOND:** Samia Ferraro

**Motion carried 6/0**

**Public Comments:** None

**Board Comments:** None

1. Go Green Grant Presentation

**Presentation:** Teresa Lamar-Sarno, CRA Coordinator

**Public Comments:**

Genaris Haston of 322 SE Georgia Avenue said he would have a life coaching & counseling center, a college explorers program and a community service assistance program for the Department of Juvenile Justice at the Lucido location. He said he is trying to set up certified sites and thanked the board for approval of the application.

**Board Comments:**

**MOTION:** Samia Ferraro moved approval of the Lucido Investment Go Green Grant Application

**SECOND:** Pete Walson

**Motion carried: 7/0**

**MOTION:** Pete Walson moved approval of the Gertrude Walden Child Care Center Go Green Grant Application

**SECOND:** Jean Laws-Scott

**Motion carried: 7/0**

## 2. Colorado Avenue Conceptual Plan Update

**Presentation:** Teresa Lamar-Sarno, CRA Coordinator  
Joe Capra, Captec

### **Public Comments:**

Mark Brechbill said he enjoys downtown and that they are talking about how fast they can move things through Colorado and said they should slow down traffic. He said this is the first step in solving the parking problems downtown.

Ann McMillan asked if the board approved Plan A.

David Collier said the board commented on the two proposals and passed it on to the CRA.

Ann McMillan asked the board to support Plan 1 which they had started 23 years ago. She said they've been stuck with a suicide lane for years on Ocean and doesn't want to make the same mistake on Colorado She said times have changed and there are new words such as road diet. She said in Plan 1 they have wider sidewalks, landscaping, lighting, roundabouts and most of all safety.

Pam Gould a business owner on Colorado said they have no parking in the front of their building and the prior business owners in the same location had died out. She said that this idea motivated them to start their business here and that there are many empty buildings in the area and this was a small thing that would be a very big step for something very productive to happen in this town. She also said she wrote grants and if they didn't grab the grant now, it wouldn't likely be there later.

Julie Preast an instigator for revitalization said that she was in favor of this idea. She thought the two lane concept was the best opportunity to upgrade Colorado to include traditional neighborhood design features that would make it a destination, give it a sense of place with character and a pedestrian friendly identity which are lacking right now. She also said it would create a gateway for Old Downtown that will draw customers and investors and it will no longer be a pass through. She thought visibility for businesses

would increase dramatically with the two lane roundabout concept with traffic moving at an efficient, steady, safe pace. She said she was successful in getting a distinguished walkable and livable transportation specialist to come here to give a presentation on April 20<sup>th</sup> at 6PM at the Stuart Mainstreet Meeting.

Armond Pasquale said downtown is 10% residential and 90% business as more and more people leave downtown because the downtown redevelopment is a disaster. He said they need two lanes going south and two north and the idea of changing it to a two lane highway is ridiculous.

Ron Paradise of Taylor Ashley Insurance said two lanes would not cut it. He said they had a stakeholders meeting that was against two lanes. He said the issue of slowing traffic was more of an enforcement issue. He said they had asked for the traffic analysis which they haven't gotten.

Larry Buchanan who is one of the three owners of the Evans Crary Building commended staff with the compromise which comes close to meeting the needs that everyone has expressed. He said his greatest concern was the safety factor. He said when trains go by traffic is backed up and this is the only four lane entry into downtown and supports Plan 3.

Raul Ocampo of 417 California Avenue and the President of Stuart Mainstreet is in support of the two lane scenario. He said this is a planning entity and they need to look down the road as far as what they want Stuart to look like. He said it goes from four lanes to a bottleneck at Confusion Corner and Colorado needs to say it is the future pedestrian corridor coming into Downtown Stuart and it does not say that now and the experts came up with a two lane idea because it works. He said slowing down Colorado is very important to give the merchants enough of a marketing window. He said it takes effort and sometimes it takes going against the public will and following the dictates of the consultant.

Bob Taylor of 622 Colorado Avenue said he doesn't want to see them regress back to two lanes and the four lane scenario accommodates traffic much better especially because the economic downturn has affected many businesses.

David Collier asked Bob Taylor what the thought of the test marketing idea.

Bob Taylor said he didn't know.

David Collier asked if they shouldn't give it a try to see the impact and thought they should recommend to commission to get it striped and do a test to see what the traffic flows are. He said he would also like to get the capacity counts and costs.

**Board Comments:**

David Collier said he asked staff to send everyone a copy of the December minutes so they would remember what the discussion was. He said staff and the consultant agreed that they would do a four lane design so that they could compare it to the other

alternatives which made a lot of sense but the problem was that the Stuart News wrote it up as though the City Commission had approved the four lane project and had an editorial saying "good job well done" and he wanted everyone to know that is the process that got them here today.

David Collier asked how wide the sidewalks were on Osceola.

Sam Amerson said five feet.

David Collier asked if they could create temporary drive lanes to see how it would work in the creek section up to 5<sup>th</sup> for two weeks to a month because people seemed very concerned about rush hour.

Joe Capra said they could, but the two lane alternative is the only one they could replicate. He said they couldn't have stripes and barricades but they could block out the travel lanes with barricades but only in certain areas.

Jean Laws-Scott asked how much of the work would be done during the season and what kind of interruption that would be.

Joe Capra said in July they would apply for a grant and start at the end of next season, probably April and it would be at least six months for the two lane plan with an additional three months on the alternative plan.

David Collier said he felt very constrained on making a recommendation until they see what the test would show. He also asked for the road capacity information back and the cost of both.

Jean Laws-Scott asked the cost of doing a temporary dry run.

David Collier estimated \$5000.00.

Samia Ferraro asked Joe Capra if he was comfortable with the traffic patterns that would develop if they were to one lane it.

Joe Capra answered yes and said there has been a traffic study in a limited sense and when they looked at the numbers they were still under 50% so the two lanes have enough capacity and does so up to the year 2019.

Samia Ferraro asked if he thought it was necessary to do the dry run.

Joe Capra said there is a lot of backup onto US1 and they are still going to have that. He said they are doing this to slow down traffic.

Larry Buchanan asked if they would contact the hospital, fire and police department to see what their thinking is.

Joe Capra said they would.

Pete Walson asked the cost of the improvements

Joe Capra said the cost was \$1.7M with roundabouts, \$1.4 for signals and the two lane and he hasn't priced all the pavers etc. He said the CRA would contribute \$250,000 and the grant would cover the rest up to \$800,000 but that has not been secured. He said the County is getting a DOT grant for some work.

Teresa Lamar-Sarno said if they applied for the grant and received it they would get \$750,000 and the CRA would supply the rest.

Pete Walson asked her to clarify who was supplying the money for this and asked if that would eat up the infrastructure fund.

Teresa Lamar-Sarno said that if they apply for the grant it would be \$750,000 and the CRA through TIF funding would supply the remainder. She said it would deplete the infrastructure fund.

Jean Laws-Scott asked what the costs were for each plan.

Joe Capra said Plan 1 is \$1.4M, Plan 2 is \$1.7M and Plan 3 is an additional \$250,000 on top of what they want on the plan.

Pete Walson said he's driven the area a lot recently and has never had a problem coming around Confusion Corner and realized there is one lane parking on the road section from Confusion Corner to Memorial Park and it has never been a problem. He said if they are going to spend this money, then they should expand the vision of where they are headed and it is a cop out to do a four lane. He liked Plan 2 with the improvements that the county is doing to US1 but not have the roundabout on Kindred and pick up the two properties on Frasier Creek and use that as a blend in, have a faux bridge entrance to downtown, then a roundabout on MLK. He said if you're going to spend a million dollars, spend it on something that is worth it. He also suggested giving the CRA and Commission a sense of what they feel is the purpose of the project and said Colorado is what it is because people have let it get this way.

Johnnie Bell said the main purpose of the item was beautification and traffic flow. He said at certain times of the day there is going to be congestion which is not going to change and didn't think the board was in agreement with which plan they wanted. He said he liked Plan 3.

Sharon Fitzke said she needed to spend more time on it.

Samia Ferraro said she liked Plan 2 with the roundabouts and said the business owners are divided also. She said she sees her job as someone who helps with community redevelopment and looked at the visions and thought if they beautify the street and slow people down then people will stop and businesses would prosper.

Jean Laws-Scott said she was torn but chose Plan 3 because she hears traffic all day and would like to maintain the thoroughfare but with beautification and slowing traffic.

